

Address:	St.Giles Circus site, including: site of 138-148 (even) Charing Cross Road; 4, 6, 7, 9, 10, 20-28 (inc) Denmark Street; 1-6 (inc), 16-23 (inc) Denmark Place; 52-59 (inc) St.Giles High Street; 4 Flitcroft Street; and 1 Book Mews London WC2		2
Application Number:	2012/6858/P	Officer: Amanda Peck	
Ward:	Holborn & Covent Garden		
Date Received:	19/12/2012		
Proposal: Redevelopment involving the erection of three buildings (5 and 7 storey buildings facing Centre Point Tower and a 4 storey building on Denmark Place), following the demolition of 1-6, 17-21 Denmark Place and York and Clifton Mansions with retained facades at 1-3 Denmark Place and York and Clifton Mansions to provide 2895sqm GIA of basement Event Gallery space to be used for community events, exhibitions, product launches, live music, awards ceremonies, conferences and fashion shows (Sui Generis); a 678sqm urban gallery with 1912sqm of internal LED screens to be used for circulation space, retail, advertising, exhibitions, brand and product launches, corporate events, screenings, exhibitions and events (Sui Generis); 884sqm of flexible retails and restaurant floorspace (Class A1/A3); 2404sqm of restaurant floorspace (Class A3); 385sqm of drinking establishment (Class A4) and a 14 bedroom hotel (Class C1) between Denmark Place and Andrew Borde Street. Change of use of 4, 6, 7, 9, 10, 20-28 Denmark Street, 4 Flitcroft Street and 1 Book Mews to provide 4,308sqm of office floor space (Class B1a); 2,959sqm of private residential floor space (Class C3); 239sqm of affordable housing (Class C3) and 2540sqm of retail floor space (Class A1). Provision of a new pedestrian route from Andrew Borde Street to Denmark Street at ground floor level and associated partial demolition at 21 Denmark Street (all GEA)			
Drawing Numbers: Planning Statement prepared by Turley Associates dated December 2012 CONL2000; Design and Access Statement prepared by ORMS dated December 2012; Environmental Statement Non Technical Summary prepared by Buro Happold dated 14 December 028676 rev 01; Environmental Statement Volume 1 prepared by Buro Happold dated 14 December 028676 rev 01; Licensing Strategy prepared by Poppleston Allen undated; Affordable Housing Statement prepared by GL Hearn dated 10 December 2012; Transport Assessment prepared by Buro Happold dated December 2012 028676 rev 03; Venue Management Plan prepared by Charcoal Blue dated October 2012 final issue rev A; Heritage Statement prepared by Turley Associates dated December 2012 CONL2000; Marketing Report prepared by Monmouth Dean dated December 2012; Statement of Community Involvement prepared by Four dated December 2012; Energy Statement prepared by Buro Happold dated 24 October 2012 028676 rev 01; ; Sustainability Statement prepared by Buro Happold dated 14 December 2012 028676 rev 01; Civil and Structural Engineering Concepts Report prepared by Engenuti dated 7 December 2012 029-S-REP-002; Crossrail Design Statement prepared by Engenut dated 1 December 2012 029-S-REP-001; London Underground Correspondence Report dated 7 December 2012			

029-S-REP-005; GEA floorspace figures briefing note prepared by Turley Associates dated 13 March 2013; 1793PL001-01; 1793PL001-02; 1793PL001-03; 1793PL001-04; 1793PL001-05; S10/DSD/195 A; S10/DSD/196 B; 1793PL001-010; 1793PL001-011; 1793PL001-012; 17793PLEX005-B1; 1793PLEX005-00; 1793PLEX005-01; 1793PLEX005-02; 1793PLEX005-03; 1793PLEX005-04; 1793PLEX005-05; 1793PLEX005-16; 1793PLEX005-10; 1793PLEX005-11; 1793PLEX005-12; 1793PLEX005-13; 1793PLEX005-14; 1793PLEX005-15; 1793PLEX010-01; 1793PLEX010-02; 1793PLEX010-03; 1793PLEX010-04; 1793PLEX011-01; 1793PLEX011-02; 1793PLEX011-03; 1793PLEX011-04; 1793PLEX015-01; 1793PLEX015-02; 1793PLEX015-03; 1793PLEX015-04; 1793PLEX015-05; 1793PLEX015-06; 1793PLEX015-07; 1793PL005-B2; 1793PL005-B1; 1793PL005-B1MZ; 1793PL005-00; 1793PL005-01; 1793PL005-02; 1793PL005-03; 1793PL005-04; 1793PL005-05; 1793PL005-06; 1793PL005-RF; 1793PL010-01; 1793PL005-02; 1793PL005-03; 1793PL005-04; 1793PL005-05; 1793PL005-06; 1793PL011-01; 1793PL011-02; 1793PL011-03; 1793PL011-04; 1793PL015-01; 1793PL015-02; 1793PL015-03; 1793PL015-06; 1793PL015-07; 1793PLEX016-LP; 1793PLEX016-SP; 1793PLEX016-00; 1793PLEX016-01; 1793PLEX016-02; 1793PLEX016-03; 1793PLEX016-04; 1793PLEX016-05; 1793PLEX016-06; 1793PLEX016-07; 1793PLEX016-08; 1793PLEX016-09; 1793PLEX016-10; 1793PLEX016-11; 1793PLEX016-12; 1793PLEX016-13; 1793PLEX016-14; 1793PLEX016-20; 1793PLEX016-21; 1793PLEX016-22; 1793PLEX016-23; 1793PLEX016-24; 1793PLEX016-25; 1793PLEX016-26; 1793PLEX016-50; 1793PLEX016-51; 1793PLEX016-52; 1793PLEX016-53; 1793PLEX016-54; 1793PLEX016-60; 1793PL016-SP; 1793PL016-00; 1793PL016-01; 1793PL016-02; 1793PL016-03; 1793PL016-04; 1793PL016-05; 1793PL016-06; 1793PL016-07; 1793PL016-08; 1793PL016-09; 1793PL016-10; 1793PL016-11; 1793PL016-12; 1793PL016-13; 1793PL016-14; 1793PL016-15; 1793PL016-50; 1793PL016-51; 1793PL016-52; 1793PL016-53; 1793PL016-54; 1793PL016-55; 1793PL016-56; 1793PL016-60; 1793PL016-AE; 1793PL16-ST; 1793PL021-01; 1793PL021-02; 1793PL021-03; 1793PL021-04; 1793PL021-05; 1793PL021-06; 1793PL021-10; 1793PL021-11; 1793PL021-14; 1793PL021-15; 1793PL021-16; 1793PL021-20; 1793PL021-21; 1793PL021-22; 1793PL021-23; 1793PL021-25; 1793PL021-26; 1793PL021-27; 1793PL021-28; 1793PL021-30; 1793PL021-31; S10/DSD/ES4; S12/4DS/L01; S12/4DS/L02; S12/4DS/L03; S12/4DS/L04; S12/4DS/L05; S12/4DS/L06; S12/4DS/L07; S12/4DS/L08; S12/4DS/L09; S12/4DS/L10; S12/4DS/L11; S12/4DS/L12; S12/4DS/L13; S12/4DS/L14; S12/4DS/L15; S12/4DS/L16; S12/4DS/L17; S12/4DS/L18; S12/4DS/L19; S12/4DS/L20; S10/DSD/ES5; S10/1BM/L01; S10/1BM/L02; S10/1BM/L03; S10/1BM/L04; S10/1BM/L05; S10/1BM/L06; S10/1BM/L07; S10/1BM/L08; S10/1BM/L09; S10/1BM/L10; S10/1BM/L11; S10/1BM/L12; S10/1BM/L13; S10/1BM/L14; S10/1BM/L15; S10/1BM/L16; S10/1BM/L17; S10/1BM/L18; S10/1BM/L19; S10/1BM/L20; S10/1BM/L21; S10/1BM/L22; S10/1BM/L23; S10/1BM/L24; S10/DSD/ES2; S12/4FS/L01; S12/4FS/L02; S12/4FS/L03; S12/4FS/L04; S12/4FS/L05; S12/4FS/L06; S12/4FS/L07; S12/4FS/L08; S12/4FS/L09; S12/4FS/L10; S12/4FS/L11; S12/4FS/L12; S12/4FS/L13; S12/4FS/L14; S12/4FS/L15; S12/4FS/L16; S12/4FS/L17; S12/4FS/L18; S12/4FS/L19; S12/4FS/L20; S12/4FS/L21; S12/DSD/ES11.

RECOMMENDATION SUMMARY: Grant subject to a S106 Agreement

Related Application
Date of Application:

19/12/2012

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Application Number:	2012/6860/C	
Address:	St.Giles Circus site, including: site of 138-148 (even) Charing Cross Road; 4, 6, 7, 9, 10, 20-28 (inc) Denmark Street; 1-6 (inc), 16-23 (inc) Denmark Place; 52-59 (inc) St.Giles High Street; 4 Flitcroft Street; and 1 Book Mews London WC2	
Proposal: Demolition of 1-6, 17-21 Denmark Place and York and Clifton Mansions with retained facades at 1-3 Denmark Place and York and Clifton Mansions; and partial demolition of 21 Denmark Street (ground and first floor behind a retained facade façade at first floor level).		
Drawing Numbers: 1793PL001-01; 1793PL001-02; 1793PL001-03; 1793PLEX005-16; 1793PLEX005-10; 1793PLEX005-11; 1793PLEX005-12; 1793PLEX005-13;1793PLEX005-14; 1793PLEX005-15.		
RECOMMENDATION SUMMARY: Grant Conservation Area Consent		
Related Application Date of Application:	19/12/2012	4
Application Number:	2012/6863/A	
Address:	Site of 138-148 (even) Charing Cross Road (part of St.Giles Circus site) London WC2	
Proposal: Installation of 1912sqm of internally illuminated intermittent digital LED display to the internal walls, ceiling and floor of the urban gallery in connection with the redevelopment of St Giles Circus site.		
Drawing Numbers: 1793PL001-CR; 1793PLEX023-LP; 1793PL023-LP; 1793PL023-01; 1793PL023-02; 1793PL023-03; 1793PL023-04; 1793PL023-05;1793PL023-06; 1793PL023-07; 0793PL023-08; 1793PL023-09; 1793PL023-10; 1793PL023-11; Road Safety Assessment prepared by TMS dated December 2012 ref 1516;		
RECOMMENDATION SUMMARY: Grant Advertisement Consent subject to a S106 Agreement		
Related Application Date of Application:	19/12/2012	5
Application Number:	2012/6861/P	
Address:	71 Endell Street London WC2H 9AJ	
Proposal: Change of use from offices (Class B1a) to residential (Class C3) to provide 7 affordable units (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom self contained flats).		

Drawing Numbers: 1793PL001-CR; 1793PLEX022-LP; 1793PLEX022-OV; 1793PLEX022-00; 1793PLEX022-01; 1793PLEX022-02; 1793PLEX022-03; 1793PLEX022-04; 1793PLEX022-05; 1793PLEX022-10; 1793PLEX022-11; 1793PLEX022-12; 1793PLEX022-13; 1793PLEX022-14; 1793PL022-00; 1793PL022-01; 1793PL022-02; 1793PL022-03; 1793PL022-04; 1793PL022-05; 1793PL022-10; 1793PL022-11; 1793PL022-12; 1793PL022-13; 1793PL022-14; 1793PL022-20; 1793PL022-21; Planning Statement prepared by Turley Associates dated December 2012; Affordable Housing Statement prepared by GL Hearn dated 10 December 2012; Marketing Report prepared by Monmouth Dean dated December 2012; Design and Access Statement prepared by Turley Associates dated December 2012;

RECOMMENDATION SUMMARY: Grant subject to a S106 Agreement

<p><u>Related Applications</u> Date of Applications:</p>	<p>Various listed building applications 19/12/2012</p> <p style="text-align: right;">6 - 13</p>
<p>Application Numbers:</p>	<p>2012/6872/L, 2012/6864/L, 2012/6865/L, 2012/6867/L, 2012/6868/L, 2012/6869/L, 2012/6870/L, 2012/6871/L</p>
<p>Addresses:</p>	<p>59 St Giles High Street; 6, 7, 9, 10, 20, 26 & 27 Denmark St</p>

Proposals:

- 59 St Giles High Street - Alterations to include the relining of the roof with reclaimed tiles and works of refurbishment and repair to existing brickwork, windows and shopfront in connection with the redevelopment of St Giles Circus site.
- 6 Denmark St - Alterations to include the replacement of non-original windows with sliding sash casement windows, replacement of modern clay tiles with reclaimed natural slate, repair and refurbishment of existing brickwork and shopfront, replacement of front roof dormers in connection with the redevelopment of St Giles Circus site.
- 7 Denmark St - Alterations to include the replacement of non-original windows with sliding sash casement windows, replacement of modern clay tiles with reclaimed natural slate, repair and refurbishment of existing brickwork and shopfront, replacement of front roof dormers in connection with the redevelopment of St Giles Circus site.
- 9 Denmark St - Alterations to include the replacement of non-original windows with sliding sash windows and internal alterations for conversion to residential on first to third floors in connection with the redevelopment of St Giles Circus site.
- 10 Denmark St - Alterations to include the replacement of non-original windows with sliding sash windows, replacement of modern roof extension to front with pitched roof, repainting of existing brickwork and shopfront, and internal alterations for conversion to residential on first to third floors in connection with the redevelopment of St Giles Circus site.
- 20 Denmark St - Alterations to include the replacement of modern clay tiles with reclaimed natural slate, repair and refurbishment of existing brickwork, windows and shopfront in connection with the redevelopment of St Giles Circus site.
- 26 Denmark St - Alterations to include the replacement of existing windows with new period sliding sash casements to first and second floor windows, works of refurbishment and repair to existing roof, brickwork, windows and shopfront in connection with the redevelopment of St Giles Circus site.
- 27 Denmark St - Alterations to include replacement of rolled lead roof and works of refurbishment and repairs to existing brickwork, windows and shopfront in connection with the redevelopment of St Giles Circus site.

Drawing Numbers:

- St Giles High Street - 1793PLEX020-LP; 1793PLEX020-OV; 1793PLEX020-SP; 1793PLEX020-00; 1793PLEX020-01; 1793PLEX020-02; 1793PLEX020-03; 1793PLEX020-04; 1793PLEX020-10; 1793PLEX020-11; 1793PLEX020-12; 1793PLEX020-13; 1793PLEX020-14; 1793PL020-SP; 1793PL020-00; 1793PL020-01; 1793PL020-02; 1793PL020-03; 1793PL020-04; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.
- 6 Denmark Street - S12/6DS/L01; S12/6DS/L02; S12/6DS/L03; S12/6DS/L04; S12/6DS/L05; S12/6DS/L06; S12/6DS/L07; S12/6DS/L08; S12/6DS/L09; S12/6DS/L10; S12/6DS/L11; S12/6DS/L12; S12/6DS/L13; S12/6DS/L14;

S12/6DS/L15; S12/6DS/L16; S12/6DS/L17; S12/6DS/L18; S10/DSD/HE09; S10/DSD/HE10; S10/DSD/HE11; S10/DSD/ES6; /34; /35; /36; /37; /38; /39; /40; /41; /42; /43; /44; /45; /46; /47; /48; /49; /50; /51; /108; /109; /110; /111; /112; /113; /114; /115; /116; /117; /118; /119; /120; /121; /122; /123; /124; /125; /126; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.

- 7 Denmark Street - S12/7DS/L01; S12/7DS/L02; S12/7DS/L03; S12/7DS/L04; S12/7DS/L05; S12/7DS/L06; S12/7DS/L07; S12/7DS/L08; S12/7DS/L09; S12/7DS/L10; S12/7DS/L11; S12/7DS/L12; S12/7DS/L13; S12/7DS/L14; S12/7DS/L15; S12/7DS/L16; S12/7DS/L17; S10/DSD/HE12; S10/DSD/HE13; S10/DSD/HE14; S10/DSD/ES7; /52; /53; /54; /55; /56; /57; /58; /59; /60; /61; /62; /63; /64; /65; /66; /67; /68; /127; /128; /129; /130; /131; /132; /133; /134; /135; /136; /137; /138; /139; /140; /141; /142; /143; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.
- 9 Denmark Street - S12/9DS/L01; S12/9DS/L02; S12/9DS/L03; S12/9DS/L04; S12/9DS/L05; S12/9DS/L06; S12/9DS/L07; S12/9DS/L08; S12/9DS/L09; S12/9DS/L10; S12/9DS/L11; S12/9DS/L12; S12/9DS/L13; S12/9DS/L14; S12/9DS/L15; S12/9DS/L16; S12/9DS/L17; S10/DSD/HE15; S10/DSD/HE16; S10/DSD/HE17; S10/DSD/ES9; /69; /70; /71; /72; /73; /74; /75; /76; /77; /78; /79; /80; /81; /82; /83; /84; /85; /86; /87; /144; /145; /146; /147; /148; /149; /150; /151; /152; /153; /154; /155; /156; /157; /158; /159; /160; /161; /162; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.
- 10 Denmark Street - S12/10DS/L01; S12/10DS/L02; S12/10DS/L03; S12/10DS/L04; S12/10DS/L05; S12/10DS/L06; S12/10DS/L07; S12/10DS/L08; S12/10DS/L09; S12/10DS/L10; S12/10DS/L11; S12/10DS/L12; S12/10DS/L13; S12/10DS/L14; S12/10DS/L15; S12/10DS/L16; S12/10DS/L17; S12/10DS/L18; S10/DSD/HE18; S10/DSD/HE19; S10/DSD/HE20; S10/DSD/ES10; /88; /89; /90; /91; /92; /93; /94; /95; /96; /97; /98; /99; /100; /101; /102; /103; /104; /105; /106; /107; /163; /164; /165; /166; /167; /168; /169; /170; /171; /172; /173; /174; /175; /176; /177; /178; /179; /180; /181; /182; /183; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.
- 20 Denmark Street - 1793PLEX017-LP; 1793PLEX017-OV; 1793PLEX017-SP; 1793PLEX017-00; 1793PLEX017-01; 1793PLEX017-02; 1793PLEX017-03; 1793PLEX017-04; 1793PLEX017-05; 1793PLEX017-06; 1793PLEX017-07; 1793PLEX017-10; 1793PLEX019-11; 1793PLEX019-12; 1793PLEX019-13; 1793PLEX019-14; 1793PLEX017-15; 1793PLEX017-16; 1793PL017-SP; 1793PL017-00; 1793PL017-01; 1793PL017-02; 1793PL017-03; 1793PL017-04; 1793PLEX017-05; 1793PLEX017-06; 1793PLEX017-07; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.
- 26 Denmark Street – 1793PLEX018-LP; 1793PLEX018-OV; 1793PLEX018-SP; 1793PLEX018-00; 1793PLEX018-01; 1793PLEX018-02; 1793PLEX018-03; 1793PLEX018-04; 1793PLEX018-05; 1793PLEX018-06; 1793PLEX018-07; 1793PLEX018-10; 1793PLEX018-11; 1793PLEX018-12; 1793PLEX018-13; 1793PLEX018-14; 1793PLEX018-15; 1793PLEX018-16; 1793PLEX018-17; 1793PL018-SP; 1793PL018-00; 1793PL018-01; 1793PL018-02; 1793PL018-03; 1793PL018-04; 1793PL018-05; 1793PL018-06; 1793PL018-07; 1793PL018-08; 1793PL018-09; 1793PL018-10; 1793PL018-11; 1793PL018-12; 1793PL018-13;

- 1793PL018-14; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.
- 27 Denmark Street – 1793PLEX019-LP; 1793PLEX019-OV; 1793PLEX019-SP; 1793PLEX019-00; 1793PLEX019-01; 1793PLEX019-02; 1793PLEX019-03; 1793PLEX019-04; 1793PLEX019-10; 1793PLEX019-11; 1793PLEX019-12; 1793PLEX019-13; 1793PLEX019-14; 1793PL019-SP; 1793PL019-00; 1793PL019-01; 1793PL019-02; 1793PL019-03; 1793PL019-04; Design and Access Statement prepared by Turley Associates dated December 2012; Photographic Survey prepared by Sampson Associates Architects dated April 2012.

RECOMMENDATION SUMMARY: Grant listed building consent for each application

Applicant:	Agent:
Consolidated Developments Ltd C/o Agent	Turley Associates 25 Savile Row London W1S 2ES

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
<u>MAIN SITE</u>			
Existing (Inc buildings already demolished by Crossrail)	A1 Shop A3 Restaurants and Cafes A1/A3 Shop or restaurant A4 Drinking Establishments Sui Generis Nightclub B1a Business – Office C1 Hotel C3 Dwelling House Sui Generis urban gallery Sui Generis basement venue Plant		3,938m ² 1,433m ² 0m ² 430m ² 1,853m ² 6,593m ² 0m ² 1,974m ² 0m ² 0m ² 0m ²
Proposed	A1 Shop A3 Restaurants and Cafes A1/A3 Shop or restaurant A4 Drinking Establishments Sui Generis Nightclub B1a Business – Office C1 Hotel C3 Dwelling House Sui Generis urban gallery Sui Generis basement venue Plant		2,540m ² 2,404m ² 884m ² 385m ² 0m ² 4,308m ² 936m ² 3,198m ² 678m ² 2,895m ² 2,020m ²
<u>ENDELL ST</u>			
Existing	B1a Business - Office C3 Dwelling House		814m ² 0m ²
Proposed	B1a Business – Office C3 Dwelling House		0m ² 814m ²

Residential Use Details:							
	Residential Type	No. of Bedrooms per Unit					
		Studio	1	2	3	4	Total
<u>MAIN SITE</u>							
Existing	<i>Flat/Maisonette</i>	17	19	4	1	0	41
	<i>HMO</i>	19	0	0	0	0	19 rooms (in 2 units)
Proposed	<i>Flat/Maisonette</i>	1	9	11	2	0	23
<u>ENDELL ST</u>							
Existing	<i>Flat/Maisonette</i>	0	0	0	0	0	0
Proposed	<i>Flat/Maisonette</i>	0	2	3	2	0	7

OFFICERS' REPORT

Reason for Referral to Committee: This application is being reported to the Committee as it involves the demolition of a building and significant demolition of buildings in a conservation area [Clause 3(v)] and is a Major development which involves the creation of more than 10 new dwellings and more than 1000m² of non-residential floorspace [Clause 3(i)].

1. SITE

- 1.1 The site is located close to the junction of Oxford Street, New Oxford Street, Tottenham Court Road and Charing Cross Road within the Denmark Street Conservation Area. It contains a number of listed buildings at 59 St Giles High Street; 6, 7, 9, 10, 20, 26 and 27 Denmark Street and is adjacent to the Grade I Listed St Giles in the Fields Church. The site is bounded by St Giles High Street and Charing Cross Road to the East and West and contains properties on the north and south side of Denmark Street. To the north of the site many buildings have already been demolished for the Crossrail construction works and Andrew Borde Street has been temporarily diverted to run through the site.
- 1.2 The wider area around the site is characterised by many of London's most popular visitor attractions, including the British Museum, Covent Garden and Oxford Street. Interspersed within the above are residential and other small and large-scale retail uses.
- 1.3 The area around Tottenham Court Road Station and St Giles High Street will experience considerable change over the next ten years. Several projects and major redevelopment proposals in the area are at different stages of preparation. Chief amongst them are:
 - Enlargement of the Tottenham Court Road Underground Station ticket hall and implementation of the Crossrail scheme - Construction is underway and has involved the closure of Andrew Borde Street to create a site for the new main entrance to the station.
 - Redevelopment of the two Tottenham Court Road station over site developments in Westminster at 135-155 Charing Cross Road (basement, ground, plus 9 storeys theatre and offices) and 1-23 Oxford Street/157-165 Charing Cross Road (basement, ground plus 9 storeys retail, restaurant, offices) – Planning permission was granted by Westminster April 2012 subject to referral to Mayor of London and S106 legal agreements
 - Conversion of Centre Point Tower from office to residential and associated affordable housing and retail/restaurant uses at Centre Point House – planning applications resolved to grant subject to S106 legal agreement (see relevant history).
- 1.4 The majority of the site is within the area covered by the Planning Brief for Denmark Place (2004). This has largely been superseded by updated planning policies and the LDF site allocations (see below), but the general objectives of this document are still relevant. These include integrating the St Giles area with its surroundings including improved public spaces; being genuinely mixed use; making

the most of the heritage of the historic area (including music specialism). The majority of the site is also within the LDF Tottenham Court Road Growth Area (with the exception of 4, 6, 7, 9, 10 Denmark Street), with the Charing Cross Road frontage and corner of Andrew Borde Street being within a designated Central London Frontage. The objectives of the Growth Area are to provide a balanced mix of uses, an excellent public realm, and development of the highest quality and to remedy the lack of open space. The site is also allocated in the LDF site allocations (adopted September 2013). Specifically the aspiration for the 'St Giles Circus' site is to support high quality development appropriate to this Central London gateway and the creation of new world class public spaces. The entire site is also located within the Central London Area (Clear Zone Region), an archaeological priority area, and an area identified as being susceptible to ground water flooding with potential slope stability issues.

- 1.5 Following approval of the station entrance design at Tottenham Court Road a steering group was established to oversee the development of the urban realm design for St Giles Circus. This steering group consisted of representatives from LUL, Crossrail, London Borough of Camden, City of Westminster, TfL and Design for London. Gillespies developed the designs for the urban realm through to RIBA stage D and these were presented to stakeholders (CABE, Mayor's Design Advisory Panel, local landowners, local business groups and the Tottenham Court Road Community Liaison Panel, Ward Cllrs and the Cabinet Member for Transport), with a display in the Crossrail Visitor Information Centre on St Giles High Street. A 'schedule 7' Crossrail application (see relevant history below) has consequently been approved for the reinstatement of the worksite within the area immediately surrounding the station (to the west of Centre Point tower), which is in effect phase 1 of the implementation of the Gillespies study. The aspiration of the Gillespies study is to close St. Giles High Street and create a new public space in between Centre Point Tower and Centre Point House. The provision of this public space is identified in the LDF Site Allocations document with the wider objectives being to provide the space through planning obligations and working with other agencies. These proposals are subject to traffic modelling work and public consultation to determine what the impacts of the road closure would be. The proposals are also dependent on wider proposals in the area including the Tottenham Court Road two way working scheme. The current timetable for this work is as follows:

- Traffic modelling to be completed and assessed by TfL early 2014
- Public consultation in spring 2014
- Decision by stakeholders on full implementation of Gillespies study, summer 2014.

2. THE PROPOSAL

Original

2.1 MAIN SITE

- Erection of three buildings (building A = 7 storey building, building B = 5 storey building, both facing Centre Point Tower and a 4 storey building on Denmark Place) and demolition of 1-6, 17-21 Denmark Place, York and Clifton Mansions with retained facades at 1-3 Denmark Place and York and Clifton Mansions to

provide:

- A Basement Event Gallery space to be used for community events, exhibitions, product launches, live music, awards ceremonies, conferences and fashion shows (Sui Generis);
- An Urban Gallery with 1912sqm of internal LED screens to be used for circulation space, retail, advertising, exhibitions, brand and product launches, corporate events, screenings, exhibitions and events (Sui Generis);
- Flexible retail and restaurant floorspace (Class A1/A3);
- Restaurants(Class A3);
- Drinking establishments (Class A4); and
- A 14 bedroom hotel (Class C1) to Denmark Place.
- Change of use of 4, 6, 7, 9, 10, 20-28 Denmark Street, 4 Flitcroft Street and 1 Book Mews to provide:
 - Office floor space (Class B1a);
 - Residential floor space, including affordable housing (Class C3) (24 x private flats and 4 x 1bed shared ownership flats) and
 - Retail floor space (Class A1).
- Provision of a new pedestrian route between buildings A and B from Andrew Borde Street to Denmark Place and from Denmark Street to Denmark Place and associated partial demolition at 21 Denmark Street.

71 ENDELL STREET

- Change of use from offices (Class B1a) to residential (Class C3) to provide 7 affordable units (2 x 1 bedroom, 3 x 2 bedroom and 2 x 3 bedroom self contained flats).

Revision[s]

2.2 During the course of the application the application has been revised as follows:

- Louvers to upper floors of the urban gallery will only be closed or partially open as opposed to fully open as originally proposed.
- Increase in B1 (office) floorspace by 2,873sqm
- Increase in A1 (retail) floorspace by 113sqm
- Decrease in A3 (restaurant) floorspace by 650sqm
- Decrease in A4 (drinking establishment) floorspace by 812sqm
- Decrease in C1 (hotel) floorspace size by 1531sqm
- Rear extensions to 9 and 10 Denmark Street have been removed from the scheme
- Removal of the roof extensions at 23, 24 and 25 Denmark Street

2.3 Further information has also been submitted with regard to the loss of B1 floorspace, proposed employment figures, retail provision on site, provision of affordable housing on the main site, sunlight/daylight information, lifetime homes/access and pedestrian flows.

3. **RELEVANT HISTORY**

Application site

- 9000300 and 9000462 - Part redevelopment part refurbishment and change of use to provide offices B1c studios residential retail and restaurant museum and ancillary plant and servicing. Refused 21 March 1991 and subsequently dismissed at appeal.

Crossrail / Tottenham Court Road station

- Outline planning permission and heritage consents for works required for the construction, maintenance and operation of the Cross London Rail Link (CLRL - Crossrail) were deemed granted by the Crossrail Act 2008.
- Permission for the proposed works is subject to conditions imposed by Section 10 and the planning regime set out in Schedule 7 of the Act. These require plans and specifications for the operations, and works and construction arrangements to be approved by the relevant local authorities. Various applications have been approved including the following:
- 2012/1518/P - Submission under Schedule 7 of Crossrail Act 2008 for worksite restoration scheme at Tottenham Court Road Station (East) (CAM/2/4/1).

Centre Point

- Two planning applications and two listed building consent applications were submitted in April 2013 for two schemes (with different proposals for the Intrepid Fox part of the site). One scheme was consequently withdrawn (2013/1970/P and 2013/2000/L) and the following scheme has a committee resolution to grant permission subject to a S106 legal agreement:
2013/1957/P and 2013/1961/L - (Scheme A)
 - Change of use of Centre Point Tower from office (Class B1) and restaurant/bar (Sui Generis) to residential (Class C3) to provide 82 self contained flats
 - Change of use of Centre Point Link from office (Class B1) and bar (Class A4) to a flexible retail/restaurant/bar use (Class A1/A3/A4);
 - Change of use of Centre Point House at first and second floor levels from office (Class B1) to flexible retail/restaurant/bar use (Class A1, A3, A4);
 - Alterations and extensions to the existing building at ground floor level to provide flexible retail/restaurant/bar use (Class A1, A3, A4).
 - Alterations to the external elevations of Centre Point Tower, Centre Point Link and Centre Point House
 - Redevelopment of the Intrepid Fox public house to provide flexible retail/restaurant/bar (Class A1, A3, A4) with 13 affordable housing units (8 x one bedroom, 3 x three bedroom and 2 x four bedroom) above in an eleven storey building (including basement).

4. **CONSULTATIONS**

Statutory Consultees

4.1 Westminster

First consultation

Objects for the following reasons:

1. It is considered that the proposed development, by reason of its design and the inclusion of large advertisement screens, will be seriously harmful to the setting of the Soho Conservation Area, to local views and the settings of adjacent listed

buildings.

2. The plans would add to the existing late-night activity and disturbance in this part of the West End adjacent to the West End Stress Area. This, would harm:
 - the character and function of the area;
 - the quality of the area's environment; and
 - the amenity (including the general quality of the living and working environment) of the community in the area, including residents.

This is as set out in CS 23, CS 28 and CS 31 of our Core Strategy that we adopted in January 2011 (as amended by the NPPF Revision submitted to the Secretary of State on 25 January 2013) and TACE 10, ENV 6 and ENV 7 of our Unitary Development Plan that we adopted in January 2007.

Informative(s):

1. The City Council considers that this is a very important and prominent site. The proposal fails to make the most of the opportunity to enhance this area and will cause significant harm. The architectural approach is considered inadequate for such a site.

Second consultation

Objection still stands for the same reasons as above.

Informative(s):

1. The City Council does not consider that the revisions to the scheme overcome the objections raised previously.

4.2 English Heritage

First consultation

- The historic built environment at the centre of the proposed scheme is highly significant for its mix of surviving listed late 17th century townhouses along Denmark Street, their associated former rear mews buildings at Denmark Place (mostly unlisted and substantially rebuilt in the early 20th century), and the unlisted late 19th and early 20th century buildings along Denmark Street and St Giles High Street that replaced earlier buildings. The combination of these surviving buildings and the medieval and late 17th century street plan upon which they are situated form a very rich and varied historic townscape.
- However, we acknowledge that the area remains somewhat blighted by the 1960s development at Centrepont and the current Crossrail works and, as set out previously, we welcome the broad principles of the proposals and believe that there is scope to enhance this part of the conservation area.
- Although we do not object to the proposals in principle, we have some concerns about one aspect of them, namely the visual impact of the large contemporary mansard roof extensions to the unlisted early 20th century buildings at nos. 23, 24 and 25 Denmark Street. These bear little relation to traditional mansard roof forms and would, in certain views, express themselves as very dominant features out of keeping with the early 20th century architecture of the elevations below. As a result, in our opinion, these roof extensions will cause some visual harm to the conservation area when viewed from certain places.
- We would urge you to consider this issue when you assess the proposals and weigh up the balance between public benefits they provide and the harm to the historic environment they may cause.
- We would urge you to address the above issues, and recommend that the

application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Second consultation

We are pleased to see that the issues we raised in our previous letter have been addressed in the current proposals, and we are therefore now content for your Council to determine them as you see fit.

4.3 Transport for London

First consultation

- Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge their requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.
- The site is split into four development areas. Areas A and B are adjacent to each other and are bounded by the A400 Charing Cross Road to the west, the A40 St Giles High Street / Andrew Borde Street to the north and east and Denmark Street to the south. Area C consists of a number of properties on the southern side of Denmark Street, whilst Area D is a small site located on Endell Street, approximately 250m east of the remainder of the site.
- The A40 and A400 form part of the Strategic Road Network (SRN) and are currently subject to a number of temporary changes and diversions associated with Crossrail and London Underground (LU) upgrade works at Tottenham Court Road station, immediately to the north-west of the site. The northern part of the development site is also being used for these works and will not be handed back to the developer until next year. The nearest part of the Transport for London Road Network (TLRN) is the A3211 Victoria Embankment, approximately 1km to the south-east of the site.
- Tottenham Court Road station is served by the Central and Northern lines. Victoria line services from Oxford Circus Station and Piccadilly line services from Leicester Square Station are also available within an acceptable walking distance. In addition, there are 18 bus routes available within 640m (an 8 minute walk) of the site. As such, the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b (out of a range of 1 to 6). The accessibility of the site will be further increased following the introduction of Crossrail services at Tottenham Court Road in 2018.
- As well as being the traffic authority for the Strategic Road Network, TfL has an interest in this development due to its proximity to, and potential impact on, Tottenham Court Road station and bus standing facilities in the area. There are also a number of schemes that affect the highway network in the area and which are currently under consideration, including temporary road closures and diversions due to Crossrail construction and Tottenham Court Road Station Upgrade (TCRSU) works, the St Giles Circus Urban Realm scheme (and associated submission under Schedule 7 of the Crossrail act), and its associated proposals to introduce two way working for buses on Tottenham Court Road and Gower Street. The area is also adjacent to the Crossrail 2 safeguarding area and is part of the West End project. This application therefore

needs to be considered in the context of these other schemes.

- **Car parking** - With the exception of two on street blue badge bays serving Areas A and B and a single off street blue badge space for Area C, the site is intended to be car free, with residents of the development prevented from applying for parking permits in the surrounding Controlled Parking Zone (CPZ). This is fully supported by TfL and is considered to be in line with London Plan Policy 6.13 *Parking*.
- **Trip generation** - Trip generation has been assessed using a mixture of TRAVL, TRICS and first principles work, assuming worst case scenarios where flexible uses are proposed. Whilst some of the surveys used are older than TfL would normally allow, overall the methodology is considered acceptable. However, it is noted that the car driver mode share has been adjusted to 1% of all trips due to the lack of on site car parking. Given the number of available public car parks in proximity to the site, TfL would therefore request that the trip generation is also presented without this adjustment as a worst case scenario. In particular, there is the potential for some car trips associated with the D2 use as evening visitors to central London will be able to take advantage of free on street parking available later at night.
- **Public transport** - Notwithstanding the comments on trip generation above, it is accepted that this development will not result in an unacceptable impact on public transport capacity in the area. However, given the site's proximity to Tottenham Court Road station, there are a number of issues around asset protection and the interface between development and LU / Crossrail works that need to be taken into account and are discussed further in the construction section below. TfL is however happy to meet with the applicant or borough to discuss any of these issues further if required.
- **Traffic impact** - The submitted Transport Assessment states that the closure of the northern end of St Giles High Street has been modelled, and the results presented to TfL's Network Management Group (NMG). However, it needs to be clarified that this is not the case. Whilst it is intended to model the impact of the closure as part of the ongoing modelling work associated with the Tottenham Court Road two-way scheme, this is currently still not finalised and may not be agreed for some time. The modelling presented to the NMG to date has focussed primarily on improvements to pedestrian crossing provision at the Charing Cross Road / Oxford Street junction assuming that St Giles High Street remains open to service vehicles and to buses.
- The application proposes a number of internal LED screens that will be used to display advertising and public information. It is not clear whether it is proposed to display only static images, or whether videos will also be projected on the internal walls of the Urban Gallery. It also appears that the walls of the Urban Gallery can be opened at certain times, allowing views into the building from the street, particularly from Charing Cross Road. In light of the advice given in Circular 03/07 with regard to the impact of advertising on public safety, TfL would request that LB Camden and the City of Westminster, as highway authorities for the roads around the site, give consideration to whether the proposed screens represent a road safety hazard or whether any controls on content or illumination are necessary to protect public safety.
- **Coaches and Taxis** - It is stated in the Transport Assessment that given the nature of the hotel proposed, coach trips to the site will be rare. Whilst this may be the case, the proposed D2 use will lead to concerts being staged on the site

and as such tour buses will need to be accommodated. Whilst the proposal to use the servicing booking system to allow coaches to pick up and set down in the loading bays on Denmark Street seems a reasonable solution, both the applicant and Camden council will need to ensure that any changes to traffic orders (both in terms of the loading bay and potentially restricting the use of Denmark Street to certain vehicles) do not preclude coaches accessing this area, particularly given that no coach parking has been provided against the requirements of London Plan Policy 6.13

- **Parking.** - It is a matter of concern to TfL that the proposals include no provision for either a taxi rank or set down / pick up by taxis, given the proposals for both a hotel and an events space to be used for concerts. It is not considered realistic to expect people wishing to hail a taxi to flag one down on the roads surrounding the site, especially at the end of an event when demand is likely to be high. A taxi rank should therefore be provided in line with the Land for Industry and Transport Supplementary Planning Guidance to ensure that this demand is catered for, as is the case with some of the comparison venues listed in the Design and Access Statement such as the O2.
- Provision for taxis will also need to be reflected in the Venue Management Plan expected to be secured by condition.
- In addition, the applicant should detail how pick up and drop off by pre-booked Private Hire Vehicles will be managed around the site, again, particularly in relation to the events space and this should be reflected in the Venue Management Plan.
- **Walking** - The transport assessment includes an analysis of future pedestrian flows with and without the development, following implementation of Crossrail in the vicinity of the site. An analysis of this data shows that although pedestrian crowding is anticipated to be worse on Oxford Street and New Oxford Street, although there are also high flows anticipated along Charing Cross Road on the western boundary of the site. Whilst this is partially addressed through the opening of the new gallery space as a through route, the level of service for pedestrians is still anticipated to be worse on the part of Charing Cross Road adjacent to the site than in most of the surrounding area. Both Charing Cross Road and the new urban gallery space anticipated to experience a Fruin Level of Service of B, representing minor conflicts. The pedestrian flows have also been assessed using a pedestrian tool called SMART Move, although the results of this have not been explained.
- However, there is a concern that the work undertaken is not consistent with the study done by Crossrail on pedestrian impacts in and around the new station entrances. As a methodology, Fruin analysis is now somewhat dated, in areas where space is constrained the results can be misleading, and in this instance a Level of Service of B seems optimistic. As such, TfL had requested that Crossrail carry out a Pedestrian Comfort assessment, developed by TfL for use in London, and TfL would request that the same methodology is used here. This should preferably cover AM, PM and Saturday peaks and assess against a baseline of 'Transport Interchange' for the footways around the site and 'Tourist Attraction' for the proposed Urban Gallery.
- **Cycling** - Cycle parking has been proposed in accordance with the standards contained in the London Plan Revised Early Minor Alterations (REMA) for the residential uses on site, which is welcomed. A good mixture of secure parking for staff and residents at basement level and in courtyards along with public

parking for visitors at street level is proposed along with showers and lockers, and this is welcomed by TfL. However, for the non-residential uses on site it is proposed to provide cycle parking in line with Camden's Local Development Framework (LDF) standards, which in some cases appear to result in an under-provision compared to the application of London Plan standards. The applicant should confirm that cycle parking for all land uses will comply with the minimum London Plan REMA standards.

- The applicant should also confirm how cyclists are intended to access the proposed basement cycle parking – it is understood that much of the cycle parking will be accessed from Denmark Place, although at present it isn't clear whether cycling along Denmark Place would be permitted.
- Given the wider proposals for the area, including creation of new areas of public space as well as several redevelopments, TfL has aspirations to introduce a new cycle hire docking station close to the application site. Given that the development will introduce new demand to the area, it is felt appropriate that the applicant should make a financial contribution towards this, directly benefiting the site and in line with London Plan policy 6.9 *Cycling*. TfL would welcome further discussion on this with both Camden council and the applicant.
- **Travel plan** - A Travel Plan has been submitted as an appendix to the transport assessment and has been assessed using the ATTrBuTE tool. The plan has passed this assessment and is of good quality. The Travel Plan should be secured through the Section 106 agreement for the site.
- **Construction and servicing** - Notwithstanding the comments on trip generation and traffic impact above, the highway impacts arising from this development will primarily occur during construction. Any issues arising from construction of this development which would affect works on the TCRSU project or Crossrail would not be considered acceptable to TfL. TfL currently also has some concerns with the draft construction arrangements as presented in the transport assessment. In particular, the transport assessment only considers impacts of the development against the final state road layout following both the Centrepont redevelopment and TCRSU works, but it is likely that for a significant portion of the construction works interim road layouts will be in place. As such, the proposed construction access and egress to the main site is not consistent with the current TCRSU D4 traffic management plans, and this will need to be addressed. There is also concern that it is stated that construction vehicles will only unload within the site perimeter 'where possible' and that therefore construction vehicles will need to load and unload on street from surrounding roads. Given the temporary changes to the network under the D4 and D5 proposals, this may not be possible without causing potentially very serious congestion.
- As such, the additional vehicle numbers, movements and any potential changes to the road network associated with the construction of the development need to be accounted for in the modelling work which is taking place to understand the impact of LU's traffic management proposals as well as Almacantar's Centrepont proposals. The information for the D4 modelling is currently being collected by LU with a view to providing TfL Network Performance with a model to be audited in April. Whilst the transport assessment provides much of the information TfL would need to include into the D4 modelling, it is important to understand how accurate the information is, and how likely it is that the proposals will change. Similarly due to the period of works associated with the

St Giles Development the proposals would need to be included in subsequent stages of the LU proposals (D5 and end state). TfL would welcome further discussions with the applicant on this issue.

- With regard to construction impacts on public transport, it is proposed as a condition that Consolidated Development's proposed design and construction of the basement must be in agreement with TfL (namely LU and the TCRSU project team). These works may require a concession as only 1.0m headroom has been left between the LU asset and the proposed basement. This will require liaison with both the TCRSU project team and LU Infrastructure Protection.
- In addition, there is minimal detail in the planning submission on the effect of ground heave on the escalator box. This should be included in the detailed design with design check certificates and then issued to TfL Infrastructure Protection and the TCRSU project team for acceptance.
- The applicant must provide inspections and condition surveys of LU structures that may be affected by construction works. In addition, they must also provide their monitoring scheme during construction to LU for approval. This should be secured via a Grampian condition, and such conditions can be discussed further with TfL. Any proposed scheme must take into account impact on the permanent finishes installed by the TCRSU project team, how any damage will be mitigated and how the monitoring installations will affect the ambience of the new station. The installation of any monitoring must also be worked around the TCRSU construction activities.
- It is not clear from the submission whether tower cranes will be used in construction of the development. If this is the case, tower crane stability and slewing must be taken into account. The applicant should also confirm that the development and its construction will not impact LU's ability to construct and open the new southern plaza entrances at Tottenham Court Road station.
- In addition to the above issues, there are a number of areas where agreement will need to be reached between LU's contractor Taylor Woodrow Bam Nuttall (TWBN), Crossrail and the applicant outside of the planning process. TWBN has a legal obligation to monitor buildings within the red line boundary of the application and co-ordination over matters of access will be required. In addition, agreement will need to be reached on how responsibility of settlement will be assigned once the development has been commenced.
- As well as this, the applicant is required to liaise with TWBN on programme dates affecting matters such as handover or start on site. It should be noted that the dates stated in meeting minutes of 1st June 2012, referenced in the planning submission, are out of date. The current contract date between LUL and TWBN for handover of the Consolidated site is August 2014 and although TfL aspire to bring this forward it is subject to the conclusion of construction works for the new Northern Line escalator box and implementation of the D4 scheme, which is subject to both internal TfL and London Borough of Camden approval.
- It is intended to service the main development from on street bays on Denmark Street, the number and design of which have been discussed with Camden prior to the application being made. However, as mentioned above, it is noted that the loading bays will also need to be used for coach and car drop off and pick up associated with the hotel and event space. It is proposed to control this through a delivery booking system implemented as part of a Delivery and

Servicing Plan (DSP), a draft copy of which has been included in the transport assessment. This DSP should be secured via an appropriate planning condition.

- The content of the DSP is very good, and the proposed measures such as the appointment of a DSP co-ordinator who can encourage measures such as supplier consolidation and monitoring service vehicle activity against DSP targets is strongly supported. However, given the number of competing demands for servicing and the number of smaller units within the development, the booking system will be key to enable the development to function effectively and LB Camden will need to give consideration to what waiting restrictions are appropriate to allow flexible use of the loading bays whilst ensuring that they can be kept available for use through the booking system.
- **S106 Contributions and Community Infrastructure Levy (CIL)** - London Plan Policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail' (July 2010) set out the mechanism for contributions towards Crossrail. The SPG states that contributions should be sought in respect of proposals for uplifts in floorspace for office, retail and hotel uses in central London where there is a cumulative uplift in such floorspace of more than 500sqm. This application proposes such an uplift but given the floor areas involved no charge would be levied under the SPG.
- The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. The proposed development is in the London Borough of Camden, where the charging rate is £50 per square metre of floorspace.
- To summarise, further work is required to understand both public transport and highway impacts during construction, as well as the pedestrian impact of the proposed development. It is also felt that a taxi rank needs to be provided as part of the development proposals. Further information is also required on cycle access and trip generation, as well as discussions on cycle hire provision.

4.4 Crossrail

- The implications of the Crossrail proposals for the application have been considered and the detailed design of the proposed development needs to take account of the construction of Crossrail. Therefore if, as the Local Planning Authority, you are minded to grant planning permission for the development, Crossrail Limited are of the view that the following condition[s] should be applied:
 1. None of the development hereby permitted shall be commenced until detailed design and method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:
 - (a) Accommodate the proposed location of the Crossrail structures and tunnels,
 - (b) Accommodate ground movement arising from the construction thereof, and
 - (c) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels.

The method statements to be submitted under this condition shall include

arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the Crossrail structures and tunnels in or adjacent to the site of that development, the construction of the Crossrail structures and tunnels is not impeded.] The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

2. No works below ground level comprised within the development hereby permitted shall be undertaken at any time when Crossrail are undertaking tunnelling or excavation works within 100 metres of the land on which the development hereby permitted is situated, unless specifically agreed to in advance, and in writing, by Crossrail Limited.

4.5 Natural England

First consultation

- If the LPA is aware of, or representations from other parties highlight the possible presence of a protected or Biodiversity Action Plan species on the site, the LPA should request survey information before determining the application.
- If the proposal results in an impact on a local site, local nature reserve or priority habitat the LPA should ensure it has sufficient information to fully understand the impact before determining the application.
- This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as roosting opportunities for bats or installation of bird nest boxes. The LPA should consider securing measures to enhance biodiversity on site.

4.6 Environment Agency

First consultation

Main flood risk issue is management of surface water run-off and ensuring drainage from the development does not increase flood risk on site or elsewhere. Surface water management good practice advice should be used.

- Surface water run off rates and volumes must be managed in accordance with the London Plan (policy 5.13)
- Recommends an informative regarding proposed piling methods and controlled waters.

Conservation Area Advisory Committee and Local Groups

First consultation

- 4.7 Comments have been received from the Bloomsbury Association, Covent Garden Community Association, Seven Dials Trust & the Soho Society in one joint response, as follows:

- The groups responding jointly are in general support of this application but wish to have the following comments relayed:

Residential and music uses

- Concerned that the private housing does not end up as a form of serviced

apartments. Therefore propose that 'the private residential accommodation must either be sold on long leases or be let on assured or assured short hold tenancies'.

- One of Camden's key objectives is that the internationally iconic music based nature of Denmark Street remains and is enhanced. Concerned that the extent of private housing proposed in Denmark Street may compromise this objective and feel that the music related uses (not just retail) should be maximised as far as possible. Unconvinced that the mansion blocks in St. Giles High Street could not, at least in part, be converted into suitable private housing overlooking the attractive new piazza and the re-clad housing opposite. Therefore suggest from the second floor upwards where not occupied by music related uses the space becomes B1 office to the extent that an equivalent floor space of housing is relocated to York and Sheldon Mansions. Recognise that some plant to service the development has to go somewhere and having it in its own block may be more satisfactory than having it above other uses. Our question is what exactly is the plant, how much space does it really need and could some housing be sensibly located adjacent to it or above it?
- Were it possible to relocate such plant elsewhere (and where there is a will there may be a way) the use of Y&S for housing would in our view assist in the Council's objective of maintaining and enhancing Denmark Street as an internationally renowned centre for popular music.

Public realm

- The public realm proposals join those proposals at Centre Point. It appears this might mean buses continued to operate through Denmark Street
- The public realm proposals should be integrated with those proposed by Consolidated with a time-table for implementation given Crossrail works and once this is done be available for further public comment and be exhibited. This should include a coordinated and consistent landscape, lighting and signage strategy for all the land in various ownerships. We would like to be consulted on the detail of the proposed public realm materials, for example the use of multi-coloured dressed setts as in Monmouth Street as part of the Seven Dials Renaissance Partnership, followed in Long Acre and Mercer South (WCC CG Area 3);
- As the overall land is part public and part private, a management strategy encompassing the whole area involving Almacantar, Consolidated and Camden and possibly secured via a S.106 Agreement for both this application and the adjacent one by Consolidated;
- Evidence that wind, sun and shading studies were carried out to inform proposals for the public space. This is critical in the case of tall buildings, particularly in an urban environment. The same applies to acoustics, particularly traffic generated noise;
- A possible centrally located piece of public art as long as the cost of same does not detract from the quality of public realm materials. A specially commissioned major sculpture. e.g. as Calder in NYC, Caro, Kapoor, Heatherwick... etc. Something that gets a nickname and is a future meeting point. It could be really big, almost too big for the space! It needs to be iconic, something like Eros, or the Seven Dials Sun Dial Pillar. The column in Paternoster Square is an exemplar and would benefit both developers as an iconic meeting point;
- A time-table for the proposed public realm works (for both this and the Consolidated scheme). Will these works have to await completion of either or

both schemes? How do they relate to the Crossrail timetable etc?

Pedestrian movement to adjacent areas

- Unfortunately the development of Centrepont removed the most direct route from the TCR area down to Covent Garden through Seven Dials (see Farrell TCR Study).
- A more thorough understanding of context, of the opportunities for connection to the immediate hinterland through exploiting pedestrian movement patterns. In particular, a better link to Neal Street, and Earlham Street and thus through to Covent Garden via Seven Dials with a pedestrian link across Earnshaw Street and through St Giles Court;
- Possible use of the same template as Seven Dials and CG Area 3 for footways and carriageways so as to assist in identifying pedestrian routes;
- Key to the design of the public realm is pedestrian movement. The importance of St Giles Circus could be compared to that of Trafalgar Square and Oxford Circus. Key to TS and Oxford Circus were on-site pedestrian movement surveys followed by computer simulation by Space Syntax, then Intelligent Space. These were interactive so you could test different routes and establish real desire lines. We think this process would give a real structure to the very bland and static looking public realm as shown. It needs a proper sun path study particularly because parts of the public areas are heavily shadowed by the buildings, old and recent and better consideration of possible materials as above.
- We feel there should be the joint provision of public lavatories within the new piazza. Those provided in the basement of the 'Outernet' or other buildings might be suitable, however the applicant and others may prefer these to be outside their premises. This could be achieved by Consolidated paying for the capital cost of two 'pay for use' automatic toilets plus one stainless steel urinal (as per that in use in Soho Square). LB Camden ought to install and maintain these toilets. In addition that signage should be provided outside and within the 'outer net space to toilets in the basement and that no charge should be made to the public using these toilets.
- Given the large number of 'fastish' food outlets we feel there is a need for a substantial number of litter bins in the new piazza with some form of joint management for same surrounding streets at locations to be consulted upon with some form of joint management for same.

Delivery and Servicing Plan

- **General Comment** -Deliveries to and collections from new buildings/uses is one of the main ways in which they have an impact on neighbouring occupiers once the development phase is over. The need for a comprehensive plan is often overlooked by developers and planners because it seems relatively unimportant at the time of the application. However once the development is completed the management of deliveries and collections is one of the main sources of complaints by local residents and other businesses. In this case it is clear that the applicant has put a lot of thought into the DSP and we welcome this. We do however have some significant concerns regarding whether or not it will work in practice.
- **Basic Proposal** The DSP proposes to have 2 stretches of loading bays in Denmark Street with a capacity of 5-6 goods vehicles can supply the full servicing requirements both for the existing users on Denmark Street and for the new development. The estimate of the servicing need is of the order of 131

vehicles per day. It is assumed that there is a dwell time of 15 minutes. The DSP assumes a time window for deliveries (apparently imposed by LBC) of 07:00-21:00. The DSP proposes to manage demand actively so that there are 16 deliveries per hour and gives neat graphs to illustrate how these can be accommodated within the time window. With the 15 minute dwell times this means that 4 of the 5-6 bays are occupied at any one time. If larger vehicles are used then the number of bays available is reduced and the utilisation of the bays will approach 100%.

- **Our Concerns** This is a theoretical exercise which we believe:
 - May underestimate the demand for servicing space
 - Is overoptimistic about the ability of the Applicant to plan deliveries for a large number of separate users (and enforce the plan)
 - Uses close to the maximum capacity of the site, which is unwise given the way in which traffic congestion will limit the ability of delivery vehicles to hit a 15 minute delivery window.
 - Requires these loading bays to have different bay times than those in the rest of the area
 - Does not take account of the marshalling requirements for deliveries on the public highway.
 - Does not take account of the need for a “get out” for the events space
 - On bottles, regardless of the take up of a Vine Street style recycling centre, there should be a planning requirement that all bottles used at premises within the development should be crushed on site before the material goes for recycling to reduce the potential for noise nuisance.
- **Estimates of Demand** - The report uses estimates of demand by use class and floor area to generate an estimate of delivery numbers. There is no range of certainty provided and no account is taken of the relationship between unit size and deliveries. For example 2 shops of 100m² are likely to have more deliveries than 1 shop of 200 m², but the estimates take no account of this. Denmark Street is characterised by a large number of independent business. The new development is assumed to also consist of similar specialised businesses. These may generate a larger number of servicing visits than is suggested in these estimates. The basis for the estimate is “our experience” but there is no way to tell if this experience is relevant to this case. As the viability of the plan is entirely based on the accuracy of the demand estimate we are concerned that if demand is understated then the plan will not work.
- **Planning and Enforcing Delivery Timings** - The management of the bays both in terms of setting up the system, providing a mechanism for booking process and also managing the actual utilisation of bays is critical. As the bays are part of the public highway it is not possible for the Manager to physically to restrict access to vehicles wishing to use the bays outside their permitted time slot or who are unscheduled. It is therefore difficult to see how this process can be made effective.
- **Use of Capacity** - As a paper exercise the plan sounds feasible. However it will require that 130 vehicles per day can arrive within a 15 minute time window. This can be done only if drivers consistently turn up early for their deliveries, but they would then cause congestion elsewhere in the area. If 20% of the vehicles miss their window then 20% additional capacity is required. We are not certain that there is sufficient capacity to deal with this issue.
- **Bay Times** - The proposal assumes that servicing can take place between

07:00 and 21:00, as specified by LBC. However all the other loading bays in this part of the West End operate 08:30-18:30. Outside these hours they are available for other uses. We also believe that 07:00 is too early a start time as it is reasonable for residents to be able to sleep until 08:00. If the bays were restricted to these times (as our other bays) then the total capacity is reduced.

- **Marshalling** - As all of these bays are on street any goods will be unloaded onto the pavement. This is what happens now but the quantity of goods is much lower. With the significant increase in the number of deliveries there will be an increase in demand for pavement space to marshal the load (ie unload from the back of the truck prior to putting on a trolley). This issue has 2 paragraphs in the DSP but no detail on how much space might be occupied and how it will be managed.
- Fully 50% of the servicing trips are for the A3, A4 and D2 uses, all of which are new and which are away from Denmark Street itself. Therefore the process of transporting the goods for 50% of the delivery volume will require transport into the interior of the site from Denmark Street. This will, in itself, cause congestion.
- **Events Space** - The DSP makes provision for “get-in” requirements for different uses of the events space. However it implies that there will be no “get-out” activity after 21:00. This is not our experience of events spaces. Often the “get out activity” only starts at this time once all of the clients have left. There is no provision for this as the bays finish at 21:00. Whilst the get out could be done the following morning this is the peak time for inbound deliveries and is likely to cause an issue then. We believe that the DSP needs to make clear provision for get out activities in the period after 21:00 in order to be realistic and at the same time minimise the impact on users and local residents.
- **Proposed Amendments** Our view is that for a development of this size there should be provision made for some form of on-site servicing facility at or below ground level. Whilst we understand that this is difficult we believe that it is the most appropriate solution for managing the large number of deliveries required by this development.
- This is especially the case for the additional trips for D2, A3 and A4 uses. These sites are situated away from Denmark Street and represent a significant proportion of the additional deliveries required. Deliveries for these uses should not be managed from Denmark Street.
- We are surprised that no consideration has been given to the use of some form of off-site consolidation centre. We understand that the developer is intending to retain control of the whole site and we believe that a significant reduction in the number of planned deliveries could be achieved by the use of a consolidation centre approach. With the likely future designation of Central London as an Ultra-Low Emission Zone in 2020 this would seem to be an obvious provision to make. The deliveries from the consolidation centre could be made using ULE vehicles. We believe that this deserves serious consideration for at least a proportion of the deliveries.
- **Bay Capacity/Timing** - We believe that a combination of the steps outlined above will reduce the demand for on-street bays sufficiently that there will be sufficient spare capacity that the bay timings can remain as standard for the area and that there is a reduced risk that late vehicles will cause a significant issue.
- **Marshalling** - The use of a consolidation centre approach will not reduce the

quantity of goods delivered but would allow better management of the process of delivering goods from the kerbside to their destination on the development. Clearly the use of an onsite facility would allow marshalling to take place off the street, which would have significant advantages.

Second consultation –

Written comments not received but verbal confirmation that more residential uses should be provided on St Giles High Street in order to maximise the commercial uses on Denmark Street.

Adjoining Occupiers

	Original	R1
<i>Number of letters sent</i>	929	929
<i>Total number of responses received</i>	13	0
<i>Number in support</i>	5	0
<i>Number of objections</i>	8	0

- 4.8. Consultation letters were sent out to 929 residents on 14 January 2013 when the application was originally submitted. A press notice was in place between 24 January and 14 February and 16 site notices were erected on 15 January. Following the amendments made to the scheme (outlined in paragraph 2.2) there was a further 14 day re-consultation period with letters sent on 16 September, site notices displayed on 2 October 2013

4.9 Objections

First consultation

8 objections were received from Sheldon Mansions, St Giles High Street, Stacey Street, Phoenix Street, Welbeck Street, New Compton Street (x 2) and Streatham Street with following objections and comments:

- No details of letting policy to maintain a strong link to popular music mirroring Denmark Street's history.
- Wish to preserve music industry and music related businesses on Denmark Street and for them to occupy all floors.
- Existing occupants on Denmark Street will be terminally affected by the development – in the service side of the music industry (guitar repairers, amp repairers) and are crucial to the viability of the various instrument shops in the street. There appears to be no provision for these workshops as the office floor space is only classed as B1a.
- Object to the cleansing of probably the only remaining street in the world dedicated to music and musicians.
- The new screens could compete with the existing premises on Denmark Street e.g. see an advert for a guitar on the screen and you can buy it using your phone rather than visiting the shops round the corner. This would compete with existing guitar shops in the area
- The proposed development is more like a Theme Park and the area will lose its famous character with its important historical links with the British Jazz, RnB and Punk movements.
- The whole project has only 0.6% affordable housing and below 10% of residential use. The whole of the Circus is currently offering affordable housing (though sub

standard). We don't need a hotel, but housing for people with local contact.

- The area does not require a hotel as it is surrounded by many establishments
- Object to conversion to luxury flats. More affordable housing needed – can York and Clifton mansions be retained and turned into affordable housing?
- There is a need for quality shops and restaurants only on the ground and lower ground floors.
- Access for public transport/buses and service vehicles has not taken into account footfall outside existing residents main entrances and noise pollution out of hours
- Noise nuisance from events, public gatherings and people smoking. The majority of the development relates to the leisure and entertainment industry as well as retail restaurants and drinking establishments which is at odds with the proposed residential floorspace. The residential element is inappropriate.
- Foyles, Cinema and the application site have new corporate events and licensed events – there are no shops proposed just more licensed activities in a saturated area. This goes against Council Policy for restricting new licence applications
- The site is surrounded by residential units and the proposed premises will run late into the evening making more noise and disruption to existing and new residents.
- Adjacent late night fast food outlets will be a magnet for those attending events and will result in even more litter, noise and public urination
- Concerned re impact of live music events and club nights on the area with antisocial behaviour, noise and vibration.
- Concern re management of restaurant at Flitcroft Street and extension to bar and associated anti social behaviour.
- Need for public toilets and more refuse bins in the area.
- Refuse collection should only be between 8am and 8pm only
- Phoenix Garden experiences nocturnal activity from people under the influence of alcohol or drugs and/or homeless people. We have tried to design this problem out with thorny plants and fencing but it is still a problem. The proposed development would result in an increase in anti social activity in the streets surrounding Denmark Street and within Phoenix Garden. Certain live music events invariably attract drug dealers and the St Giles Street drug dealing 'industry' is long established and is a big problem.
- This is the wrong type of development, which brings nothing of benefit to the local community, doesn't replace services previously here. After years of hell courtesy of Crossrail there is no reward for existing residents, just dirty great flanks of building to maximise profit.
- This introduces more of the same into an area that cannot sustain this (Centre Point Bar 101 has closed, the Hospital Club is struggling, Centre Point Club is struggling, TPA bar closed and Royal George close to closing). There are two new developments proposed within yards of each other that will be chasing the same business to the detriment of long running local business that have suffered badly because of Crossrail.
- The design is higher than the previous building and will seriously reduce daylight to Sheldon Mansions
- Open area at roof level will overlook Sheldon Mansions
- Concerned about the difficulty of regulating bus movements in the area. Any closing of Denmark Street would result in 24/29 bus routes adding to congestion on Earnshaw Street and creating more noise and pollution.
- Loss of residents parking in Denmark Street
- There is no parking for the space for screenings, events and exhibitions

- Landlord and developer has poor history of taking into account residents and owners, putting profit before ethics. Their new fast food development had no licence, is poorly maintained full of rent boys and mice.
- Approval of this application will mean eviction from my home of many years. Residents have tolerated upheaval and negative impact of Crossrail and now we are being evicted with little chance of being able to find close-by affordable housing.
- Question the impact on archaeology of basement on Flitcroft St and Book Mews.

Second consultation

No objections received

4.10 **Support**

First consultation

5 letters of support were received to the first consultation from New Compton Street, Denmark Street (x 2), St Giles High Street and Matilda Apartments with the following comments:

- The entire area and its existing buildings now appear dowdy and unattractive in comparison to the proposed development.
- The development appears likely to remedy/improve this area and should be welcomed and encouraged.
- The development involves a large financial investment which will benefit the surrounding area.
- The applicant has kept traders updated. The ideas will be beneficial to the area and support music heritage and businesses,
- New pedestrian access from Denmark Street supported
- New urban gallery supported
- Support, but concerns about bus movements (summarised above)

Second consultation

No letters of support received

5. **POLICIES**

5.1 **LDF Core Strategy and Development Policies**

CS1 – Distribution of growth

CS2 – Growth areas

CS5 – Managing the impact of growth and development

CS6 – Providing quality homes

CS7 – Promoting Camden's centres and shops

CS8 – Promoting a successful and inclusive Camden economy

CS9 – Achieving a successful Central London

CS10 – Supporting community facilities and services

CS11 – Promoting sustainable and efficient travel

CS13 – Tackling climate change through promoting higher environmental standards

CS14 - Promoting high quality places and conserving our heritage

CS15 – Protecting and improving our parks and open spaces and encouraging biodiversity

CS16 – Improving Camden's health and wellbeing

CS17 – Making Camden a safer place
 CS18 – Dealing with our waste and encouraging recycling
 CS19 – Delivering and monitoring the Core Strategy
 DP1 – Mixed use development
 DP2 – Making full use of Camden's capacity for housing
 DP3 – Contributions to the supply of affordable housing
 DP5 – Homes of different sizes
 DP6 – Lifetime homes and wheelchair homes
 DP10 – Helping and promoting small and independent shops
 DP12 – Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses
 DP13 – Employment premises and sites
 DP15 – Community and leisure uses
 DP16 – The transport implications of development
 DP17 – Walking, cycling and public transport
 DP18 – Parking standards and limiting the availability of car parking
 DP19 – Managing the impact of parking
 DP20 – Movement of goods and materials
 DP21 – Development connecting to the highway network
 DP22 – Promoting sustainable design and construction
 DP23 – Water
 DP24 – Securing high quality design
 DP25 – Conserving Camden's heritage
 DP26 – Managing the impact of development on occupiers and neighbours
 DP27 – Basements and lightwells
 DP28 – Noise and vibration
 DP29 – Improving access
 DP30 – Shopfronts
 DP31 – Provision of, and improvements to, open space and outdoor sport and recreation facilities
 DP32 – Air quality and Camden's clear zone

5.2 **Supplementary Planning Policies**

Planning Brief for Denmark Place July 2004

Planning Framework for the Tottenham Court Road Station and St Giles High Street Area (July 2004)

Denmark St Conservation Area Appraisal and Management Strategy (March 2010)

Camden Planning Guidance (September 2013)

National Planning Policy Framework (2012)

5.3 **Other material documents**

St Giles to Holborn Place Plan (October 2012)

LDF Site Allocations (Adopted September 2013)

St Giles Urban Realm – summary design report & Stage E report (November 2011)

Camden Statement of Licensing Policy 2011

6. **ASSESSMENT**

6.1 The principal consideration material to the determination of this application are

summarised as follows:

6.2 - Mixed use policy

6.3 - Land use – Affordable housing, residential accommodation, B1 floorspace, employment, Retail/Restaurant/Bar uses, music related uses (Tin Pan Alley), hotel.

6.4 - Urban Design

6.5 - Heritage

6.6- Amenity - Daylight/sunlight, overlooking, event management plan, restaurant/bar uses, noise

6.7- Transport

6.8 -Other matters – Sustainability, CIL, basement extension, wind

6.2 Mixed Use Policy

6.2.1 Policy DP1 seeks to provide a mix of uses within developments in order to facilitate sustainable development and reduce the need to travel between homes, services and jobs. In a Central London location such as this, developments that increase the total gross floorspace by more than 200sqm will be expected to provide up to 50% of the additional floorspace as housing. This policy also states that the Council's priority for secondary use is permanent housing within the C3 use class. In this case, this requirement is for 2,028sqm of residential floorspace to match the commercial floorspace uplift across both sites (as per Table 1 below).

Table 1

	Main site (sq m GEA)	Off-site Endell St (sq m GEA)	Total (sq m GEA)
All floorspace increase	4,027		4,027
Commercial increase	2,785	- 757	2,028
All housing increase	1,167	814	1,981
Market housing (uplift)	928	0	928
Affordable housing totals	239	814	1,053 (239sqm Main site 814sqm Endell St)

6.2.2 The additional housing floorspace (1,981sqm) is 47sqm below the additional commercial floorspace (2,028sqm). Whilst it is just below the policy requirement it is only just under the policy requirement and it is acknowledged that it would be impractical to provide this 47sqm, given the fact that the residential accommodation is largely proposed in conversions of existing buildings. The scheme therefore complies with policy DP1 as half of the additional floorspace is provided as residential floorspace.

6.3 Land use

Affordable housing

6.3.1 Policy CS6 expects all developments with a capacity to provide 10 units or more (or 1,000 sqm GEA or more) to make a contribution to affordable housing. Policy DP3 expects the affordable housing contribution to be made on site, but where it cannot practically be achieved on site the Council may accept off site affordable housing or exceptionally a payment in lieu. Policy DP3 states that the Council will negotiate the development of individual sites to seek the maximum reasonable amount of affordable housing on the basis of an affordable housing target of 50% of the total

addition to housing floorspace. When policy DP1 generates a housing requirement of 1,000sqm or more the affordable housing requirement is 50% as the sliding scale does not apply (in line with policy CS6 this should include 60% social rented and 40% intermediate). With the provision of 1,981sqm of residential floorspace the requirements of these policies have been triggered and the policy requirement is therefore for 990sqm of affordable housing floorspace to be provided on site.

6.3.2 Policy DP3 goes on to list six criteria to be taken into account when assessing whether affordable housing can practically be provided on site as follows:

- Access to public transport, workplaces, shops, services and community facilities;
- The character of the development, the site and the area;
- Site size and constraints on including a mix of market and affordable tenures;
- The economics and financial viability of the development including any particular costs associated with it;
- The impact on the creation of mixed and inclusive communities; and
- Any other planning objectives considered to be a priority for the site.

The supporting text for this policy lists at paragraph 3.14 additional criteria to be taken into account which in summary are any physical constraints of the site; service charges which would be too costly; particular development costs; timings for affordable housing funding; and whether an off site contribution will maximise the overall delivery of housing and affordable housing.

6.3.3 The National Planning Policy Framework (NPPF) states at paragraph 50 that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends; and identify the size, type, tenure and range of housing that is required. It also states that where a need for affordable housing is established, policies should be set for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.

6.3.4 The LDF Site Allocations document (September 2013) states that development within the 'St Giles Circus' site is expected to maximise the potential of sites to provide new housing (including affordable housing) while minimising potential conflicts between residential and other uses.

6.3.5 In line with policy DP3 the assessment of the affordable housing provision has focused on whether there are any physical reasons why all of the affordable housing floorspace cannot be provided on site; whether there are any management/service charge reasons and whether there are any viability reasons (including whether the overall offer would be better with off site provision). The physical, management and viability issues will now be taken in turn.

- Physical matters –Because the housing is to be provided in the upper floors of the properties on Denmark Street, some of which are listed buildings, and is created through the conversion of these properties there are a number of cores with a few units accessed per core. Specifically there are two, three or four units per core. It has not been possible to introduce a third tenure into the

development without having different tenures sharing the same cores, or the affordable units spread across a number of properties which would have associated management and service charge cost issues.

- Management issues - Policy DP3 acknowledges that there may be situations where the management or service charges of an on site scheme would be too costly for affordable housing providers or occupiers to meet. Access to the four units at 22 Denmark Street and the two units at 4 Denmark Street is shared with the first floor office uses and this makes these units unacceptable to an affordable housing provider.
- Viability issues - Paragraph 3.18 goes on to state that the Council will take into account other criteria, specifically the economics and financial viability of a development. A viability assessment has not been submitted for this scheme and these issues have therefore not been considered.

6.3.6 The above bullet points outline that the policy tests have been demonstrated to justify a cascade to off site provision. Therefore the policy allows for the overall percentage of housing/affordable housing and non residential uses to be considered across the aggregate floorspace on all related development sites. The percentage requirement for the affordable housing is calculated as a proportion of the floorspace at the application site and the delivery site where the affordable housing is to be provided. Taking both sites together, the total affordable housing floorspace provided (1,053sqm) exceeds the total market housing floorspace (990sqm) and the scheme therefore complies with policy DP3 as more than half of the housing floorspace is affordable (see Table 1 above).

Residential floorspace

- 6.3.7 There is one licensed House in Multiple Occupation (HMO) at York and Clifton Mansions, St Giles High St. The license is for eight units with three bedrooms in each flat (singles and doubles) to the first, second, third and fourth floors, accommodating a maximum total of 40 people. The license was issued in and the HMO was last surveyed by the licensing team in 2008. The applicant has carried out a recent survey and has confirmed that there are now two HMO units at second and third floors with nine and ten bedrooms respectively, accommodating a maximum total of 19 people. A number of rooms to the other floors appear to have been combined and self contained and the rest of the property now provides 12 studios, 13 x 1b, 3 x 2b and 1 x 3b.
- 6.3.8 Permitted development rights would allow for the change of use of a small scale HMO (C3 use class with between 3 and 6 tenants) to a residential unit without the need for planning permission. It has therefore been possible to change the use of individual units without the need for planning permission. This is not applicable to the planning application because the property in its entirety is considered to be a large scale HMO.
- 6.3.9 Policy DP9 is normally to resist their conversion where they comply with, or are capable of reaching, Environmental Health standards. This is because HMOs, which often come under pressure for conversion to more financially profitable self-contained residential accommodation, offer a useful supply of housing available to low-income groups who might otherwise be on a housing waiting list. The policy allows for the loss of HMOs in circumstances including where it can be

demonstrated that the accommodation is incapable of meeting the relevant standards or the development provides self-contained social rented homes. Where the Council is satisfied that this loss is justified permanent residential accommodation should be provided.

6.3.10 The HMOs on site do not meet the Environmental Health standards due to their undersized kitchens (a 4sqm kitchen within each unit for 9 or 10 bedrooms, as opposed to the 11sqm requirement for a maximum 5 people); undersized bedrooms (all except one of the bedrooms below the 9sqm minimum for a single bedroom); and there are insufficient washing/wc facilities provided (two shared washing/wc facilities within each unit of 2sqm each, as opposed to the requirement for 2 wc's and 2 bathrooms in each unit).

6.3.11 York and Clifton Mansions is relatively constrained as it would be difficult to extend given the proximity of adjacent buildings with residential windows. Whilst it would be possible to reconfigure the existing layout

6.3.12 Policy CS6 relates to a wide range of housing, including permanent self-contained housing. The general approach outlined in CS6 aims to make full use of Camden's capacity for housing. Policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. In order to define what kind of mix should be provided within residential schemes, Policy DP5 states that residential development should provide an appropriate mix of unit sizes including large and small units and highlights the different dwelling size priorities for social rented, intermediate and market housing. Policy DP5 acknowledges that it will not be appropriate for every development to meet the aims set out in the priorities table.

6.3.13 The scheme meets the aim of providing at least 40% 2 bed private units with some 3 bed units (2 units) and of at least 50% 3bed or larger social rented units. All of the intermediate units are studio or 1 bed units rather than the expected larger units, given the site's high value location larger intermediate units are unlikely to be affordable. It is therefore considered that an appropriate mix of units are provided.

	Studios	1 bed	2 bed	3 bed	4 bed	Total
Private Aim 40% 2b	1 4% lower	9 39% lower	11 48% V high	2 9% medium	0	23
Social Aim 50%3b+	0 lower	2 29% lower	3 43% medium	2 29% high	0 Very high	7
Intermediate Aim 10%3b+	1 25% medium	3 75% medium	0 high	0 high	0 High	4
Total	2	14	14	4	0	34

6.3.14 In providing an acceptable mix of unit sizes the scheme results in the overall loss of residential unit numbers. There are currently 43 residential units on the main site in 2,031sqm of floorspace (including the 2 x HMO units) and the proposal results in 27 units at the main site and 7 on the Endell Street site, with 3,198sqm on the main

site and 814sqm on the Endell Street site. In the context of the improved quality of accommodation and size of units this is considered acceptable.

6.3.15 The Council encourages the creation of additional residential accommodation provided that it meets acceptable standards. To the main site, all flats would be accessed via ground floor entrances, with stair access leading to the upper floors (of the 10 access cores 3 have lift access). Each flat would be entirely self contained, would have adequate light and ventilation and would meet the CPG floorspace standards. The proposed residential units are considered to provide accommodation of an acceptable standard of accommodation:

- Most of the units would have dual aspect, with the following exceptions
 - The two units at York and Clifton Mansions, St Giles High Street have one aspect facing an internal 'lightwell' behind the retained façade so whilst they are dual aspect they are unable to open their windows on one side.
 - At 10 Denmark Street the 1 bed unit is single aspect facing Denmark Street and the studio unit is single aspect facing the lightwell to the rear. This property is grade II listed and the proposal is for its conversion. This layout is the most sympathetic to the listed building.
 - At 6 Denmark Street the studio unit is within a 2 storey building in the rear garden which is single aspect facing the rear elevation of 6 Denmark Street. This is an existing residential unit that is to be retained as part of the scheme.
- There is a roof terrace proposed on top of 21-25 Denmark Street accessible to all the residential units which is approximately 294sqm. Private terraces or balconies are also proposed for the three units at 4 Flitcroft Street, one of the units at 4 Denmark Street, one of the units at 9 Denmark Street, one of the units at 10 Denmark Street and the two units in York and Clifton Mansions. Because the majority of the units are conversions, some within listed buildings, it is not possible to provide any other balconies.
- The applicant has submitted a daylight/sunlight study which shows that they receive adequate levels of daylight and sunlight. The applicant has submitted a daylight/sunlight study which shows that they receive adequate levels of daylight and sunlight. There are a few instances where the BRE guidelines are not reached:
 - Third floor bedroom to the rear elevation at 21 Denmark Street (part of a 2b duplex unit) not reaching the annual or winter APSH targets of 25% and 5% (at 18% and 3%).
 - The first floor kitchen and second floor bedroom to the rear elevation of 26 Denmark Street (part of a 2b duplex unit) not reaching the ADF target of 2% or 1% (at 0.42% and 0.57%)
 - The first floor living/dining/kitchen at York and Clifton Mansions (part of a 2b unit), not reaching the ADF target of 2% (at 1.77%) or the APSH targets of 25% and 5% (at 22% and 1%).
- With regard to the stacking of units there is one instance where a living room/kitchen is located above a bedroom to another unit at 21 Denmark Street, given this is a conversion it is not easy to achieve stacking in each unit.
- There are windows at ground and first floor level at 6 Denmark Street with a distance of 2m between the residential unit to the rear and the rear elevation of 6 Denmark Street; at 26 Denmark Street at first and second floor level with 3m between the ancillary bar space to the building to the rear and residential

windows; and at 26 Denmark at second floor level facing the residential unit at 57 St Giles High Street with a 2m distance. Any potential overlooking issues have been overcome with the use of obscure glazing to the commercial unit windows.

6.3.16 At the Endell Street site each flat would be entirely self contained, all of the flats meet the CPG floorspace standards and the two units in the building which fronts the streets being dual aspect. Two of the units within the building to the rear of the site are single aspect and the scheme has been designed with small lightwells from the roof to the ground floor to maximise the amount of daylight reaching the ground floor units and rooflights to the first floor units. The proposed residential units are considered to provide accommodation of an acceptable standard of accommodation:

- The nature of the site in terms of its location, shape and proximity to surrounding uses imposes particular constraints on the design of a scheme for the site. It is not possible to place windows on the south western boundary which would overlook the site to the rear on Neal Street, or to the south eastern boundary which forms the boundary with the adjacent property on Endell Street. The units to the rear part of the site would therefore all face into the courtyard. There are windows from different units facing each across the courtyard at distances of between 4.5m and 6m. Any potential overlooking issues have been overcome with the use of obscure glazing to the lower panes of the majority of the windows on the two main elevations facing the courtyard. The sunlight/daylight study has taken account of this obscure glazing (see below) and the windows are all of a sufficient size to leave the upper panes clear and openable.
- The applicant has submitted a daylight/sunlight study which shows that they receive adequate levels of daylight and sunlight. There are a few instances where the BRE guidelines are not reached with the first floor living/kitchen for flat 1 not reaching the ADF target of 2% (at 1.18%), one of the bedrooms of the same unit not reaching the annual or winter APSH targets of 25% and 5% (at 19% and 0%) and the other bedroom not reaching the winter APSH target of 5% (at 1%).
- With regard to the stacking of units there is one instance where a living room/kitchen is located above a bedroom to another unit, given this is a conversion it is not easy to achieve perfect stacking in each unit. The applicant has also confirmed that the sound insulation between these units is better than building regulations).

6.3.17 Policy DP6 requires all new dwellings be designed to meet Lifetime Homes standards. A lifetime homes assessment has been submitted with the applications and which shows that it is not possible to meet all the 16 criteria because of changes in floor levels across the buildings and other constraints of the buildings on both sites. Policy DP6 (Lifetime Homes) states that 10% of homes development should either meet wheelchair housing standards or be easily adapted to them. If all of the criteria cannot be met a 'best endeavours' exercise should be undertaken by the applicants to justify the reasons why the development cannot meet the criteria. The requirement is for three units to be suitable for or easily adaptable for wheelchair use. The proposal is for one wheelchair unit to be provided at the Endell Street site. Two further units are required to be easily convertible to

wheelchair accommodation and these have yet to be identified. A S106 clause is therefore recommended requiring the three units to be provided and further details of the easily adaptable units to be submitted. A condition is also recommended requiring the compliance with lifetime homes requirements.

- 6.3.18 CPG guidance requires the provision of 9 sq m of open space per person for residential developments providing 5 or more additional dwellings. Open Space provision will initially be expected to be provided on site. Where a site cannot provide open space provision on site the preferred option would be to provide suitable open space off-site, but at a maximum of 400m from the development. If either of the above are not practical a financial contribution to open space will be acceptable. The contribution expected for this development would be £15,658 and this will be combined with the Public Realm contribution (see paragraph 6.7.20) and secured with a S106 legal agreement.
- 6.3.19 All residential developments involving a net increase of 5 or more units will normally be expected to provide a contribution towards education provision in the Borough (excluding any affordable elements of a housing scheme). Whilst this scheme results in an overall increase in residential floorspace it results in the reduction of unit numbers and this contribution is therefore not sought.

B1 floorspace.

- 6.3.20 Policy CS8 seeks to ensure that the borough retains a strong economy. It seeks to do this by, amongst other things, safeguarding existing employment sites that meet the needs of modern industry and employers. Policy CS8 also states that the Council will consider proposals for other uses of older office premises if they involve the provision of permanent housing (in particular, affordable housing) and community uses. Policy DP13 seeks to implement the priorities outlined in CS8 and states that the Council will retain land and buildings that are suitable for continued business use and will resist a change to non-business use unless it can be demonstrated that the site is no longer suitable for its existing business use, and there is evidence that the possibility of re-using or redeveloping the site for alternative business use is not viable. CPG5 (Town Centres, Retail and Employment) identifies a number of considerations that will be taken into account when assessing applications for a change of use from office to a non business use (in addition to criteria in DP13).
- 6.3.21 The National Planning Policy Framework (NPPF) states at paragraph 51 that Local Planning Authorities should normally approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes) where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate. From 30 May 2013 permitted development rights were extended to allow change of use of a building from offices to residential. Buildings lying within the Central Activities Zone are exempt from this. As the site is located within the Central Activities Zone these permitted development rights are not applicable.
- 6.3.22 The proposal results in the loss of 2,285sqm of B1 office floorspace on the main 1,543sqm of which has already been lost with the demolition of buildings for

Crossrail construction works. At the Endell Street site the proposal is for the change of use of 757sqm of B1 office space to residential floorspace. On the main site the applicant has provided information to justify why the already demolished B1 floorspace is not being re-provided in the new buildings; because there are a number of notable schemes in close proximity to both sites which will and have provided significant office space (12,708sqm to be provided at 1 Oxford Street and 52,970sqm being provided at Central St Giles). The applicant has submitted information with regard to the DP13 and CPG5 criteria to justify the loss of existing floorspace (not already demolished) and this is detailed below. In summary a number of the properties on Denmark Street were built as houses and are listed buildings; the occupants are largely on short term leases; the properties require a large amount of work to bring them up to modern standards; the constraints of the buildings mean that it is not possible to upgrade all the buildings in all cases; and the Endell Street site will provide affordable housing units.

DP13

- **Located in or adjacent to the Industry Area, or other locations suitable for large scale general industry and warehousing** – Neither the main site or the Endell Street site is located in or adjacent to the Industry Area. As the sites are located at the junction of Oxford Street and Charing Cross Road/Tottenham Court Road and in the heart of Covent Garden they are not suitable for large scale general industry and warehousing.
- **Is in a location suitable for a mix of uses including light industry and local distribution warehousing** – Both sites are in locations suitable for a mix of uses including retail, leisure, residential and Class B1 office use but they are not located in an area suitable for light industry and local distribution warehousing.
- **Is easily accessible to the Transport for London Road Network and/or London Distributor Roads** – Both sites are easily accessible to the Transport for London Road Network but the roads in this part of London are predominantly occupied by buses, taxis and cars.
- **Is, or will be, accessible by means other than the car and has the potential to be serviced by rail or water** – Both sites are accessible by Underground, buses, taxi and cycle but does not have the potential to be serviced by rail or water.
- **Has adequate on-site vehicle space for servicing** – At the Main Site there is no on-site space for servicing to the buildings on Denmark Street, but there is a small service yard at 4 Flitcroft Street. The Endell Street also has a small service yard. Both service yards have height and turning circle restrictions and only small servicing vehicles can them.
- **Is well related to nearby land uses** – Both sites are within the Central London Area and are extremely well located and in an area with a concentration of office and employment uses, as well as residential, retail, restaurants and bars.
- **Is in a reasonable condition to allow the use to continue** – Both sites are considered to provide office floorspace of a poor quality which does not meet modern occupier requirements, with restricted floor to ceiling heights and narrow staircase access. In order to upgrade the floorspace, improvements would be needed to the air cooling equipment, with raised flooring required to accommodate new cabling (and the consequent impact on the already low floor to ceiling heights). Lift access would also be required as well as the removal of walls to provide open plan facilities. These works would not be possible within the listed buildings or within the physical constraints of the other buildings.

- **Is near to other industry and warehousing, noise/vibration generating uses, pollution and hazards** – Neither site is located close to other industry and warehousing uses and noise/vibration generating uses, pollution or hazards.
- **Provides a range of unit sizes, particularly those suitable for small businesses (under 100sqm)** – Existing tenants occupy areas of between 70sqm to 263sqm (GIA). The applicant has stated that they are currently leasing the floorspace to small businesses and these the smaller occupiers tend to be higher risk in terms of lease length and covenant strength which has a direct impact upon revenues.

CPG5

- **The age of the premises (some older premises may be more suitable to conversion)** - The buildings on the main site were largely constructed in the 17th Century as town houses do not appear to meet modern office occupier requirements. The Endell Street buildings were constructed in the latter half of the nineteenth century and whilst they are purpose built commercial premises they do not appear to meet modern office occupier requirements.
- **Whether the premises include features required by tenants seeking modern office accommodation** – In spite of the Central London location the premises at both sites do not include features required by tenants seeking modern office accommodation; the floor to ceiling heights are restricted, there is narrow staircase access in all buildings and inadequate air cooling equipment and cabling.
- **The quality of the premises and whether it is purpose built accommodation (poor quality premises that require significant investment to bring up to modern standards may be suitable for conversion)** – At the main site none of the buildings are purpose built office accommodation and at Endell Street the buildings were constructed for warehousing. A significant amount of investment would be required to improve the buildings and the inherent restrictions of the buildings would prevent the floorspace from meeting modern standards.
- **Whether there are existing tenants in the building, and whether these tenants intend to relocate** - There are existing tenants within the buildings with only the basement at Endell Street and at 7 Denmark Street being vacant. The applicant has confirmed that existing tenants will be offered first refusal on the new office floorspace being provided.
- **The location of the premises and evidence of demand for office space in this location** – Both sites are located within the Central Activity Zone and there is significant demand for office space in this location but the demand in the west end is predominantly for Grade A office space. The applicant has submitted information confirming that there are a number of notable schemes in close proximity to both sites which will and have provided significant office space (12,708sqm to be provided at 1 Oxford Street and 52,970sqm being provided at Central St Giles).
- **Whether the premises currently provide accommodation for small and medium businesses** – Existing tenants occupy areas of between 70sqm to 263sqm (GIA). The applicant has stated that they are currently leasing the floorspace to small businesses and these the smaller occupiers tend to be higher risk in terms of lease length and covenant strength which has a direct impact upon revenues.

6.3.23 The proposed loss of B1 office floorspace is considered to be acceptable and appropriate given the site context and information submitted with the application. A financial contribution of £101,750 has been secured to provide training and

employment support and to mitigate the loss of employment opportunities for Camden residents.

Employment

- 6.3.24 The entire site is within the LDF Tottenham Court Road Growth Area (policy CS2). The objectives of the Growth Area are to provide a balanced mix of uses, an excellent public realm, development of the highest quality and to remedy the lack of open space. Specifically there is a need to deliver 2,500 jobs. The scheme contributes to this aim with the proposed B1 floorspace expected to provide 184 jobs and the urban gallery expected to provide 150 jobs. The applicant has provided information comparing the proposed scheme with a more traditional B1 office scheme (with floorspace provided within the urban gallery void areas) and an additional 83 jobs are expected to be provided with the urban gallery as part of the scheme. The urban gallery itself is expected to provide 150 jobs with a mixture of sales, creative/media, IT, production, finance and administration jobs. These jobs will all be provided on site and this will be secured with a S106 agreement.
- 6.3.25 With regard to the digital screen content it is recommended that clauses are included within the S106 agreement to ensure the support of local businesses in the area; minimum amount of space on the digital screens will be stipulated to be offered to local shops and businesses and to 'tin pan alley' uses on Denmark Street. There will also be a minimum amount of space stipulated for public information/community use/transport information.

Retail/Restaurant/Bar uses

- 6.3.26 The Charing Cross Road frontage (what was 138-148 Charing Cross Road and is now proposed to be the Charing Cross Road frontage of the urban gallery) is located within the 'Tottenham Court Road Central London frontage'. Policy CS7 promotes retail growth as part of redevelopment schemes and states that this should be focussed in Camden's designated growth areas and existing centres and sets a plan target of between 27,000 and 31,000sqm of new retail floorspace in the borough by 2026. In the Tottenham Court Road growth area policy CS7 states that the redevelopment of existing buildings will enable the provision of new retail, in particular at ground floor level. The policy seeks to provide a range of shops, services, food, drink and entertainment and other suitable uses to provide variety, vibrancy and choice. Policy DP12 states the development of shopping, services, food, drink, entertainment and other town centre uses should not cause harm to the character, function, vitality and viability of a centre, the local area or the amenity of neighbours (this section of the report will deal with land use issues, see paragraph 6.9 for discussion on the impact of the proposal on the surrounding community and local environment). CPG5 (Town Centres, retail and employment) states that permission will not be granted for the net loss of retail floorspace where it will damage the character and function of a Central London Frontage.
- 6.3.27 The scheme includes (all GEA):
- 2,540sqm of retail floorspace (class A1) in basement, ground and first floor level units at on Denmark Street and 2 ground floor units within building A on Denmark Place and Charing Cross Road.
 - 884sqm of flexible retail or restaurant floorspace (class A1 or A3) at ground and first floor level within building B

- 678sqm of urban gallery (sui generis) floorspace at ground floor level within building A on Charing Cross Road.
- 2,895 of venue (sui generis) floorspace in the basement underneath buildings A and B.
- 2,404sqm of restaurant floorspace (class A3) at fifth and sixth floor levels of building A and fourth floor of building B, along with smaller units at 59 St Giles High Street (as existing), 4 and 9 Denmark Street (as existing) and 4 Flitcroft Street.
- 395sqm of drinking establishment floorspace (class A4) at 7 and 26 Denmark Street (as existing with 45sqm loss overall).
- The loss of 1,853sqm nightclub (sui generis) at 144 and 148 Charing Cross Road, which has already been lost with the demolition of buildings for Crossrail Construction works.

6.3.28 The proposal results in the overall loss of 1,398sqm of retail floorspace on the site, 846sqm of which has already been lost with the demolition of buildings for Crossrail construction works. It also results in an increase of restaurant floorspace on site of 971sqm. Because of the inclusion of the 884sqm A1/A3 unit within building B these figures will change depending on the proposed occupant of this unit. The urban gallery and basement venue is a unique use that is new to the site, if not to London. The urban gallery is proposed to be used as follows:

- 1912sqm of internally illuminated intermittent digital LED display to the internal walls, ceiling and floor
- Pedestrian route and circulation space
- Retail
- Exhibitions
- Brand and product launches
- Corporate events
- Screenings
- Events in general

The basement venue is proposed to be used as follows:

- Community events
- Exhibitions,
- Product launches
- Live music
- Awards ceremonies
- Conferences
- Fashion shows

6.3.29 The proposal is for each venue to be used flexibly for any one of these uses throughout one day, week and year. Examples have been given by the applicant of a yearly and monthly programme linked to national and global music, film, fashion, art and sport events (Brit Awards, Glastonbury, The Oscars, London Fashion Week, Chelsea Flower Show, Notting Hill Carnival, London Marathon, FA cup final, Rugby World Cup, Tour de France) and Multi faith events (Christmas, Diwali, Yom Kippur and Chinese New Year). Throughout the day each space could be used as follows:

- Urban gallery = pedestrian route during the morning rush hour; morning retail 'pop ups' and promotions; lunch time seating and performance areas;

afternoon promotions, screenings and events; pedestrian route and queuing space for the basement venue during the evening rush hour; and pedestrian route and screenings in the evening.

- Basement venue = for an evening event there would be preparation and set up throughout the morning; rehearsals during the afternoon; and the event itself in the evening. For a daytime event there would be VIP access during the morning; the event during the afternoon; and disassembly and cleaning in the evening.

The proposal is for there to be one event a month where the basement venue and urban gallery will be used together and both will be closed for this related event.

6.3.30 With regard to the 1,398sqm loss of retail use, 846sqm has already been demolished for Crossrail construction and 128sqm will be lost at 21 Denmark Street to provide the new pedestrian route. The remaining 427sqm will be lost as a result of the change of use of two units on St Giles High Street and the reconfiguration of floorspace on Denmark Street with some ancillary basement and ground floor retail floorspace being lost. Specifically the proposal results in the loss of between 5 and 42sqm within individual units. The proposed retail floorspace is considered to be of an acceptable quality because the ground floor units on Denmark Street are of a sufficient size at between 89 and 346sqm; first floor retail space is provided on Denmark Street; the predominant ground floor use on Denmark Street is still retail; and the proposed new retail units within building A are of a sufficient size with frontages on Denmark Place or Charing Cross Road.

6.3.31 Whilst the urban gallery use is considered to be 'sui generis' and not specific to any planning use class, there is likely to be an element of traditional retailing taking place in the form of pop up shops/stalls and retail promotions. An element of the digital screens could also be considered to be a form of retail use, if not complementary to the retail nature of the area; there will be an opportunity to purchase goods directly from the screens using mobile phone technology; the screens will promote new items and products in a similar way to a traditional shopfront; and the screens could be used to promote retail areas or shops in the vicinity.

6.3.32 With regard to the proposed mix of units the urban gallery will be the dominant use and focal point on site as, despite only providing 678sqm of floorspace at ground floor level, the associated atrium/void space extends from ground to first, second and third floor levels. The basement venue and the retail and restaurant uses within buildings A and B are all likely to be used in conjunction with the urban gallery use with linked events. Given the variety of different uses proposed throughout the day, week, month and year within the urban gallery and basement venue; the active frontages provided to Charing Cross Road, the new pedestrian routes, Denmark Place, Denmark Street and St Giles High Street; the retention of small retail units on Denmark Street; and the overall variety of uses provided on the site (sui generis, retail, restaurant, drinking establishment, office, hotel and residential) it is considered that the scheme will not harm the character, function, vitality and viability of the Tottenham Court Road area and will provide a suitable level of variety, vibrancy and choice.

6.3.33 To ensure that these spaces are used for a variety of events and that general

pedestrian access is provided it is recommended that clauses are included within the S106 agreement to restrict the maximum number of weeks that the urban gallery can be used for screenings and the maximum number of days that the urban gallery can be closed for private events.

6.3.34 The A1/A3 unit along with the A3 unit could allow for the creation of a combination of large scale food and drink premises. Conditions are recommended to ensure that there will not be an over-concentration of food and drink uses and a retail function will present at ground floor level.

6.3.35 Policy DP10 encourages the provision of small shop premises suitable for small and independent businesses. The policy expects the provision of small units (i.e. less than 100sqm) for schemes of 5,000sqm of retail or more. Whilst the scheme does not meet this threshold, with 2,540sqm of retail floorspace, of the 10 retail units to Denmark Street one is 89sqm and one of the new retail units within building A is 74sqm, therefore meeting the policy requirement.

Music industry related uses (Tin Pan Alley uses)

6.3.36 Denmark Street is a designated 'Central London Local Area' with 18-27(inc) and 4-11 (inc) Denmark Street being a primary frontage. CPG5 (Town Centres, retail and employment) states that Denmark Street's famous "Tin Pan Alley" is an important centre for the UK's music industry. The specialist retailers located on the ground floor (and sometimes other floors) tend to focus on the sale and repair of music instruments. Other music industry activities, including recording studios, artist management offices, music publishing houses and agents, are located on upper floors. Music industry activities make a fundamental contribution to the special character of Denmark Street and support associated retail provision. The CPG states that the character of Denmark Street would be harmed by any reduction in the stock of premises suitable for music industry purposes and the Council will not grant planning permission for development involving the loss of A1 retail uses, either at ground floor or other levels, or of B1 office and light industrial uses in upper floors in the designated Frontages.

6.3.37 Currently there is no specific protection of "Tin Pan Alley" uses on Denmark Street – The ground floor retail units could be used by non "Tin Pan Alley" occupants, as could the upper floor office floorspace, without the need for planning permission. The applicant has submitted information on the existing occupants within each building:

- Ground floor units - of the 13 units 10 are musical instrument sales and repair shops, 2 are bars and 1 is a restaurant.
- Upper floor units – of the 30 occupants only 5 are in music related uses, with the other occupants being film production (4), recruitment (3), architects (2), media companies (2), TV companies (2), publishing (2), internet related (2), hotel management (1), designer (1), tile manufacturer (1), book seller (1), photography (1), proof reading (1), drug company PR (1) and admin support (1). In floorspace terms of the 2,196sqm of existing office space only 374sqm are in music related uses.

This application includes 13 of the 18 properties within this primary frontage and it is proposed that of the 12 remaining ground floor units 9 will be retail, 2 will be bars (as existing) and 1 will be a restaurant (as existing). At ground floor level there will

therefore be the loss of one retail unit due to the creation of the new pedestrian route at 21 Denmark Street. Given the benefits achieved with the new pedestrian route and the strategic objectives to improve pedestrian routes at Denmark Street and integrate the St Giles Area with its surroundings the loss of this unit is considered acceptable. At first floor level the proposal is for the provision of office floorspace, with residential units to the floors above. It is recommended that a clause is included within the S106 agreement to ensure that the ground floor and upper floor retail and commercial spaces will be restricted to “Tin Pan Alley” uses only.

Hotel use

6.3.38 A 14 Bedroom hotel is proposed with access from and main frontage onto Denmark Place. Policy DP14 expects tourist development to be located in the most appropriate locations, specifically the Central London area and the identified growth areas. It also states that tourism development must be easily reached by public transport, provide any necessary off-highway pick up and set down points for taxis and coaches, and not harm the balance and mix of uses in the area or local amenity. This site, being located in close proximity to public transport, within the Central London Area and Tottenham Court Road Growth Area, is considered suitable in principle for such a use. Transport issues will be dealt with in more detail within the transport section of this report (section 6.7). On the basis that this is acceptable in all other regards, this Central London location is particularly suited to new hotel uses.

6.3.39 The hotel includes six fully wheelchair accessible rooms, which far exceeds the policy requirement for two rooms and is therefore considered acceptable.

6.4 Urban Design

Context and aims

6.4.1 The proposal site is located to the south of Centre point tower and bounded by Charing Cross Road, Denmark Street and St Giles High Street. The area is in a state of change as a result of the new Crossrail station which will provide a tall entrance structure to the north of the site on the location of the former fountains. Approvals have already been granted across Charing Cross Road in Westminster for the old Astoria site, with Sutton Row potentially becoming a small square. As part of the Crossrail works, new public space will be created by pedestrianising Andrew Borge Street (between the site and the Crossrail entrance). There are proposals to form a plaza between Centre point Tower and House by closing St Giles High Street. Key urban design moves have been made through this proposal to coordinate with these other developments in term of building line, routes, and massing.

Layout

6.4.2 The site is divided into a north and south areas by Denmark Place. To the south between Denmark Street and Place the proposal is for retention and infill of the traditional Georgian grain. The northern side has already seen significant demolition and will be rebuilt as two blocks. A new route has been created between these two blocks which joins the new pedestrian plaza with Denmark Place. It forms a continuation of the route between the Tower and the Crossrail entrances, which will become an important north-south means of movement. A

further route has been created through to Denmark Street through number 21. These routes are an important positive introduction which not only help with the dispersal of people from the tube entrance, but help open up and activate Denmark Place. Also by splitting the northern area into two buildings, it helps break up the mass of this building element.

- 6.4.3 The plaza frontage building line has been aligned to that of the new theatre building approved in Westminster, so that there is a clear line across the boroughs which join Sutton Row, the new public space in Westminster, the new plaza in Camden, and then goes on through an arcade in Centre point House (approved earlier this year). The building line is at a slight angle from the crossrail entrance and ranges from 9.5 to 10.5m distance away from this entrance. At this distance this fully pedestrianised area between the tube entrance and the application site is equivalent in width to Denmark Street. The previous building line, demolished as part of the construction process, would have sat as close as 8m opposite the entrance, so the proposal is an improvement over the previous building line.

Massing

- 6.4.4 The northern area has been split into two blocks separated by a new pedestrian route through to Denmark Place and Street. The block to the west, on the corner with Charing Cross Road (building A), reflects the general scale of buildings approved and existing around the new plaza and in this section of Charing Cross Road. It is just under 7 (office height) storeys tall to shoulder height plus a setback storey attic. The eastern block (building B) is smaller, reflecting the height of York and Clifton Mansions, with which it joins. It is 4 (office height) storeys to shoulder height plus a setback attic storey. This lower height not only provides an appropriate response to the buildings of St Giles High Street, but also retains views of the tower of St Giles Church, above its roofline, from the Oxford Street junction. Being lower, it also helps with sunlight and sense of enclosure to the proposed new plaza in front of Centre point House.

Ground floor uses

- 6.4.5 The proposal successfully introduces activity along its frontages. Particularly positive is the introduction of entrances and activity in Denmark Place which is now possible as a result of the new routes. The urban gallery within the western block (building A) is proposed to be able to be fully opened up along Charing Cross Road, the new plaza and new pedestrian route frontages. When open it will be possible to walk through this space, thus cutting off the corner of Charing Cross Road. The ground floor sliding doors will be glazed so that when the building is closed it will remain visually active like a typical West End shop front.

Detailed design

- 6.4.6 The two northern blocks (building A and B) have an expressed frame which forms the four corners and the shoulder. This is to be clad in faience, a glazed ceramic tile. The colour will be light grey, which will be visually compatible with the concrete and tiling on Centre Point and stone buildings in the area. Above, the attic floor will be of minimally detailed glass. The main facades will be detailed as natural copper panels, glazing, and glazing with a copper mesh interlayer. The façade will be divided into three sections. At the bottom is a base (equivalent to a shop front zone) which will be either open or glazed when closed. Above are two zones of

rotating panels, the lower has the urban gallery behind, and the upper has office, restaurant and plant use behind. When in the closed position the panels will be in the same plane as the façade resulting in a 50/50 proportion of glazing to solid. The division into three horizontal zones helps address mass while the panels and window sizes introduces an appropriate second level of scale. As the panels can be closed and open, the façade will in various states of change at different times, which will add interest and character.

Conclusion

- 6.4.7 The scale, massing and building lines of this proposal all set up an appropriate and considered response to the context and wider aspirations for the area. The route through to Denmark Street is a positive contribution to the street networks and helps open up and activate Denmark Place. The architecture employs high quality materials and is well proportioned and balanced. The opening panels will provide a further kinetic interest in the façade.

6.5 Heritage

- 6.5.1 The main site is within the Denmark Street Conservation Area and the Endell Street site is within the Seven Dials (Covent Garden) Conservation Area.

Main site

- 6.5.2 The Denmark Street Conservation Area Appraisal and Management Strategy was adopted in March 2010 and defines the character and appearance of the area as well as provides guidance on proposals for development. The character and appearance of this part of the conservation area lies in two distinct areas. The southern section dates from late 17th century and includes many of the buildings on Denmark Street has a much lower scale and finer urban grain. The section north of Denmark Place has a much different character following the demolition of the building at 138-148 Charing Cross Road to make for the Crossrail Station which is viewed in conjunction with Centre Point (also grade II listed). These character zones are generally reflected in the appraisal with Denmark Street being in sub area 1 whilst Centre Point is in sub area 2 although the boundary between the two sub areas is somewhat out of date as it appears to have been drawn up before the demolition of the buildings for the Crossrail development.
- 6.5.3 Since the latter part of the 20th century, Denmark Street itself has been renowned as a centre of popular music instrument retailing with also a number of studios and repair shops. This is often referred to as “Tin Pan Alley” and creates a unique and vibrant character.
- 6.5.4 Whilst parts of the Planning Brief for Denmark Place (2004) are now outdated (such as the reference to UDP policies) the general objectives of this document are still relevant and must be considered in balance with the conservation policies. The objectives include:
- Realising the full potential of the site reflecting its location in the heart of London
 - Integrating the St Giles area with its surroundings including improved public spaces
 - Being genuinely mixed use
 - Making the most of the heritage of the historic area
 - Retaining and safeguarding for the future of the popular music specialism

- 6.5.5 More specifically related to the public realm are the following objectives:
- Improving pedestrian routes between Soho and Bloomsbury
 - Creation of public space on Andrew Border Street including the reorganisation of bus and taxi routes to allow pedestrian movement between the Crossrail station and the numerous facilities that lie in every direction
 - Improve the pedestrian routes through Denmark Place through better frontages and surveillance

Design of Building A

- 6.5.6 This building lies at the corner of Denmark Place, Charing Cross Road and Andrew Border Street on the site of buildings demolished for the Crossrail development. It is the largest building proposed and will hold the urban gallery. In terms of its impact on the conservation area it has to address the scale and character of Charing Cross Road, the proposed public realm adjacent to Centre Point and the more intimate scale of Denmark Place.
- 6.5.7 Charing Cross Road is characterised by many modern large scale buildings, particularly Centre Point and those emerging as part of the Crossrail development which are interspersed with smaller scale historic buildings. Building heights vary from four to seven storeys with the taller buildings generally being wider. In this context the general height and mass will sit comfortably and also reflects the objectives of the planning brief to realise the full potential of the site.
- 6.5.8 As a concept the building is unusual in that the interest and activity of the façade is partly down to the internal screens rather than human activity behind the facade. The louvers would pivot (but not be retractable) which would animate the facade but would also reduce the impact of the screens from the outside. The upper floors however would be used for a hotel and restaurant which would provide a more human scale to this part of the building.
- 6.5.9 Facing onto Denmark Place the façade differs to acknowledge the completely different characteristics of this street. The elevation is broken up through the introduction of brick piers which reflect the general plot widths found on Denmark Place. Behind this façade smaller scale uses are proposed (A1 and a hotel) which relate to these brick piers. Although the scale of this façade is considerably taller than the southern side of Denmark Place, due to the narrowness of the street there will not be long views where this height will be appreciated from. Additionally the new active frontages at the ground floor will draw pedestrian's attention to street level rather than upwards.

Design of Building B

- 6.5.10 Building B is a scaled down version of Building A which reflects the smaller plot it is located on and the transition in scale between Charing Cross Road and York and Clifton Mansions. This lower scale is also necessary to allow views across the new public realm to the spire of the Grade I listed St Giles-in-the-Fields.
- 6.5.11 In a similar manner to Building A the design in terms of the impact on the conservation area reflects the two different roles the building needs to play between the two distinct character areas. The north elevation would be seen in the context

of the much more modern developments at Centre Point, Central St Giles and on those emerging on the western side of Charing Cross Road in the City Of Westminster. In this context the façade scale and façade works well. A transition piece is provided at the corner of York and Clifton Mansions and proposed Building B. This is designed to cover the exposed gable façade of the mansions and also introduce as design element that bridges the scale of the façade elements between two quite different buildings.

6.5.12 The rear elevation incorporates the retained facades of 1-3 Denmark Place with a new building sitting behind. 1-3 Denmark Place makes a positive contribution to the conservation area so the retention of their façade is welcomed and relate well to the character of the street. Although the Building B is much taller it should be noted that its façade has been pushed back so that it does not sit immediately above 1-3 Denmark Place. It is not unusual in Central London locations to see different layers of development juxtaposed in close proximity. Again due to the narrowness of the street the only long views of this composition will be through the passageway through 27 Denmark Street, but even this is only a glimpse.

6.5.13 In order to avoid an incongruous arrangement of large open plan space sitting behind the small scale façade of the Denmark Place facade the service core and stairs to Block B are positioned a respectful distance behind the retained façade which give a proportionate sense of depth to the interior.

1-6 Denmark Place

6.5.14 These are noted as making a positive contribution to the conservation area. A closer inspection of the buildings reveals an interesting stuccoed front façade with minimal decoration in the form of a rusticated ground floor. This façade is entirely appropriate in the context of Denmark Place. In contrast the interior and rear of the building are much more altered. Internally the buildings are laterally linked and are devoid of any historic interest. The roof may have been rebuilt as the valley roof appears truncated. The rear elevation is rendered with modern fenestration pattern. It was clearly never intended that this facade was meant to be seen and any interest the rear may have had in terms of being a historically functional façade has been lost. Consequently it is considered that it is primarily the front façade which contributes to the character and appearance of the conservation area.

6.5.15 It is proposed to demolish 4-6 Denmark Place in their entirety to make way for a new route from the proposed public square to Denmark Place and keep the facades of 1-3 Denmark Place. This part of the proposals has undergone lengthy discussion during both pre application and application stage. In considering the question of demolition the objectives of the Planning Brief for the site including intensifying the use of the site, providing a public realm to aid movement through the area and improving Denmark Place also need to be weighed against the proposals. Additionally under paragraph 134 of the NPPF harm must be weighed against public benefit.

6.5.16 Considerable public benefit would be provided by the provision of the public space to the south of Centre Point which will aid pedestrian movement from both the Crossrail Station and between Soho and Bloomsbury. In order to bring more people into Denmark Place a cut through is proposed which would go through 4-6

Denmark Street. The position of this was carefully considered to both attract people exiting from the Crossrail Station but also attract be legible in the view between the station exit and Centre Point tower. Given the potential volume of people exiting the station such a route is desirable to avoid congestion.

- 6.5.17 The total demolition is kept only to those building which block the new route and the public benefit is considered to outweigh the harm that the loss of the three buildings cause. Where only the rears of the building are demolished these parts of the building are not considered to contribute to the conservation area.

York and Clifton Mansions

- 6.5.18 York and Clifton Mansions are indentified as making a positive contribution to the conservation area. Dating from the nineteenth century it was built in the Italianate style which is evidenced in the richly decorative façade which has a landmark quality. In contrast the rear façade is a plain brick façade punched with window openings and is architecturally unremarkable, reflecting the low priority given to the rear of the building compared with the front. The arrangement of the rear is purely a result of the internal layout (which is unremarkable in itself) and was not designed with thought as to how it terminated views along Denmark Place. Any features of note such as the sash windows have long since been removed.
- 6.5.19 In this case it is primarily the front façade of York and Clifton Mansions which contribute to the character and appearance of the conservation area. In fact due to the narrowness of Denmark Place and orientation of the neighbouring buildings most parts of the rear of the building are not visible.
- 6.5.20 It is important that Building B is of a sufficient height to enclose the public space to the north. This height requires a certain amount of floorspace to work properly (modern buildings require much more service areas such as staircases and lifts) which necessitates a deeper floor plan which would then block the windows on the rear of York and Clifton Mansions and thus limit the use of the building as it presently is.
- 6.5.21 Given this context the loss of the rear of York and Clifton Mansions is justified and the small amount of harm is outweighed by the overall public benefits that the scheme brings in terms of providing an appropriate height of building onto the new public space.
- 6.5.22 The replacement rear façade retains the general form and domestic appearance of the existing rear elevation using brickwork and small punched window openings. More significant alterations such as the provision of balconies and the louvers for the plant room are located on the parts of the building which are largely invisible as they are screened by the buildings on the south side of Denmark Place.
- 6.5.23 The proposed interior of the building is a mixed use of restaurant space with Building B, residential and plant space. Due to the different requirements of the floor levels the façade is pulled back from the facade of the front to avoid them cutting directly across the windows. The front façade of York and Clifton Mansions is particular ornate and busy and when the façade is cleaned the contrast been the red brick and stone dressing will be apparent. The viewer's eye is drawn to the

detail of the façade and not the interior of the building. It is also noted that the windows are recessed a significant distance into the façade which means that views of the interior are limited to head on views.

- 6.5.24 The ground floor shopfronts are restored and a more uniform appearance reinstated which improves the appearance of the building.

South side of Denmark Place

- 6.5.25 It is proposed to demolish the unlisted buildings on the south side of from 17 to 21 Denmark Place. Both 16 and 22 Denmark Place are listed as part of 20 and 26 Denmark Place respectively and are retained. The conservation area appraisal does not list these buildings as making a positive contribution the area although their modest workshop appearance does not look out of place in the conservation area. Given their designation in the conservation area appraisal there is not an objection to their demolition as they do not make a positive contribution.

- 6.5.26 Number 17 and 19-21 will be rebuilt in facsimile to the originals with additional storeys so that each building is four storeys in height. The additional storeys have been carefully designed as a simple brick façade, set back from the “historic façade” and differentiated by the use of a different brick and modest fenestration which is in keeping with the character of the buildings below. Given that the narrowness of the street and the and the set back of the upper storeys these new additions will read very much as subservient buildings below and maintain the appearance of their irregular roofline.

- 6.5.27 The only building appearing as completely modern will be 17 Denmark Place. This will follow the general form of the warehouses found on this side of the street. Its brick façade with a strong vertical emphasis and modest window openings will sit comfortably in the streetscape.

Roof extensions/replacements on Denmark Street

- 6.5.28 Rooftop alterations are proposed to 22-25 Denmark Street and an additional storey is proposed for 4 Denmark Street, all unlisted buildings.
- 6.5.29 On 22 Denmark Street the single large dormer window is replaced with two separate dormers which better respect the fenestration pattern below.
- 6.5.30 23-25 Denmark Street may originally have been Georgian town houses but they have been re-fronted in the early twentieth century. Sitting on top of these are three existing mansard roofs clad in metal. Architecturally they are unremarkable although their dormer size relates to the fenestration below. These will be replaced with mansard of a similar appearance to the existing. The design approach seeks to differentiate these buildings from the Georgian properties on Denmark Street. This approach is acceptable as it relates to the façade below where traditional slated mansard with sash windows would look out of place. There are subtle differences in the main facades and width of plot on 23-25 and this is reflected in a contemporary way in the design of the dormers above.
- 6.5.31 On the south side of Denmark Street at number 4 an additional storey is discretely added by introducing a shallow pitch on the top of the existing flat top mansard.

This will replicate an historic mansard form and will also help address the transition in scale between the much taller 1-3 Denmark Street and the smaller buildings to the west.

Flitcroft Street

- 6.5.32 This building is converted from office on the first to third floors to residential with the ground and basement converted to a restaurant. The building originally dates from 1903 as commercial building with warehousing on the ground floor and offices on the floor above. It is noted in the conservation area appraisal to make a positive contribution to the area.
- 6.5.33 Changes to the front elevation are kept to a minimum with the only discernible change being the ground floor frontage where the existing non original windows and doors are replaced with glazed screens sitting within the original reveals. The existing ground floor windows are not original and their replacement is considered acceptable. Timber screens will also be incorporated on the ground floor which will be closed when the restaurant is closed. This refers back to the original use of this floor as a warehouse.
- 6.5.34 On the rear a single storey extension is proposed which would be subservient to the host building and being located within a courtyard will have a limited impact on the conservation area.

Pedestrian Route through 21 Denmark Street

- 6.5.35 As part of the overall scheme to increase access and activity to Denmark Place and generally improve pedestrian movement through the area it is proposed to create a new arcade through the frontage of 21 Denmark Street by removing the ground floor shopfront and introducing a two storey arcade behind.
- 6.5.36 The existing façade is unusual in that it features pilasters extending up to second floor level and at first floor level the façade is entirely glazed with a spider web fanlight above. The ground floor shopfront is of no architectural merit whatsoever, appearing to date from the latter half of the twentieth century, therefore its removal is considered acceptable. It is acknowledged that the loss of a retail unit will somewhat diminish the character of Denmark Street, however this needs to be balanced against the wider objectives for development which is to improve access to and the environment of Denmark Place. Being the only building on Denmark Street with a two storey “shopfront” this building offers the best location to form a new route through by virtue of its height which offers the most legible way of providing the route whilst maintaining the historic elements of the façade.

Setting of listed buildings

- 6.5.37 There are numerous listed buildings within the conservation area with the ones being most affected being the grade II listed town houses on Denmark Street, the Grade I listed St Giles-in-the-Fields at the eastern end of Denmark Street and the grade II listed Centre Point to the north of the site.
- 6.5.38 One of the most important views in the area is the view of the spire of St Giles-in-the-Fields across the junction of Charing Cross road and Oxford Street. The proposed Building B lies in this view and although it is no higher than York and

Clifton Mansions it will cover the lower part the steeple simply because the building line is bought further forward. However the distinctive form of the spire will still be clearly evident above Building B and therefore the setting of the church will be preserved. No open view of the spire (without a building directly in the foreground) will be affected.

6.5.39 Views points have been submitted from St Giles High Street which show the impact of the proposed Building A on the setting of the listed buildings on Denmark Street. In the view from the junction of St Giles High Street and Earnshaw Street Building A is not visible. In summer in longer views from further east along St Giles High Street the top of Building A would not be visible. In winter glimpses of it may be possible through the tree canopy but it will be seen very much in the background of the Denmark Street rather than immediately behind. Such a juxtaposition is not unusual in an area such as this of central London where there are a variety of building ages on close proximity.

6.5.40 Centre Point has a much different character to the other listed buildings in the area. The proposed development of both Buildings A and B will be seen as providing a modern perimeter around a new area of open space.

Conclusion

6.5.41 The proposed scheme needs to be viewed as a whole and provides many of the objectives of the Denmark Place Planning Brief in terms of intensifying the use of the site, allowing better access to Denmark Place, the provision of public space and integrating the site within the wider area. Additionally the listed buildings under the ownership of the developer are all sensitively restored with unsympathetic accretions removed and in some cases conspicuous roof extensions removed and replaced with a sympathetic which offers an improvement.

6.5.42 Whilst harm is proposed in terms of the loss of the rear of York and Clifton Mansion and 4-6 Denmark Place this harm is necessary in order to deliver the public benefits of the scheme and is limited to the minimum necessary. Overall the scheme offer an enhancement to Denmark Street Conservation Area

6.5.43 Listed buildings

- 6 Denmark Street (2012/6864/L) - The application building forms half of a pair of terraced houses dating from 1686-9. It is three storeys in height with a mansard roof above. On the ground floor is a later shop front. The interior of this building retains much of the original fabric and the proposed layout respects the original layout, with no new partitions except within the mansard. The fabric of the building will be retained whilst also being upgraded to meet modern fire rating and acoustic standards. The external works include the reinstatement of six over six sash upper floor windows to the front elevation (using 'Histoglass' which is only noticeable under close up inspection); replacement of a modern central dormer with two smaller dormers; and reinstatement of sash windows to rear elevation. The proposed works are considered to preserve the special interest of the listed building and enhance the appearance of the building.
- 7 Denmark Street (2012/6865/L) - The application building forms half of a pair of terraced houses dating from 1686-9. It is three storeys in height with a mansard roof above. On the ground floor is a later shop front. The interior of this building

retains much of the original fabric and the proposed layout respects the original layout, with no new partitions. The fabric of the building will be retained whilst also being upgraded to meet modern fire rating and acoustic standards. The external works include the reinstatement of six over six sash windows to the first floor, front elevation (using 'Histoglass' which is only noticeable under close up inspection); replacement of a modern central dormer with two smaller dormers; and reinstatement of sash windows to rear elevation. The proposed works are considered to preserve the special interest of the listed building and enhance the appearance of the building.

- 9 Denmark Street (2012/6867/L) - The application building forms part half of a pair of terraced houses dating from 1686-9. It is three storeys in height with a roof extension above. On the ground floor is a later shop front. The application building forms half of a pair of terraced houses dating from 1686-9. It is three storeys in height with a mansard roof above. On the ground floor is a later shop front. The interior of this building retains much of the original fabric and the proposed layout respects the original layout, with no new partitions except within the mansard. The fabric of the building will be retained whilst also being upgraded to meet modern fire rating and acoustic standards. The external works include the reinstatement of six over six sash upper floor windows (using 'Histoglass' which is only noticeable under close up inspection). The proposed works are considered to preserve the special interest of the listed building and enhance the appearance of the building. The balustrade to the main stair has been boxed in and hopefully the original survives underneath. If it does not the original balustrade will be reinstated.
- 10 Denmark Street (2012/6868/L) - The application building forms part half of a pair of terraced houses dating from 1686-9. It is three storeys in height with a roof extension above. On the ground floor is a later shop front. Unlike the other listed buildings in Denmark Street the interior of this building has been modernised and as a result little, other than the basic floor plan, survives intact. The main staircase (which could be original) will have the modern handrail removed and a copy of the original handrail (to match 9 Denmark Street). The external works include the replacement of the unsightly roof extension with a well detailed pitched roof with small dormers; the re-glazing of the upper floor windows with "Histoglass"; the repainting of the façade with a colour which blends in better with the rest of the street (covered by a condition). The proposed works are considered to preserve the special interest of the listed building and enhance the appearance of the building.
- 20 Denmark Street (2012/6869/L) – This property is grade II listed and includes 16 Denmark Place to the rear. It is a terrace house dating from circa 1686-89 which was built as part of an estate development by Samuel Fortrey and Jaques Wiseman. The warehouse of 16 Denmark Place dates from the early nineteenth century. The proposed works affect only the exterior of the buildings and are considered to improve and enhance the appearance of the buildings. The works include the reinstatement of six over six sash upper floor windows to the front elevation; reduction in the size and dominance of the shopfront fascia; brick cleaning; removal of upper floor signage and alarm box; reinstatement of multi pane sash windows and ground floor timber doors to warehouse façade.
- 26 Denmark Street (2012/6870/L) - This building is a terraced house dating from the early 18th century which is three storeys in height and topped with a mansard roof. It is grade II listed and on the Heritage at Risk Register, mainly

due to the building's general disrepair. The interior of this building retains much of the original fabric and the proposed layout respects the original layout, with no new partitions. The fabric of the building will be retained whilst also being upgraded to meet modern fire rating and acoustic standards. The works include the reinstatement of six of six sash windows to the façade; shopfront improvements; replacement of the central dormer with small dormers; reinstatement of windows and timber doors to the rear buildings. Potentially the building could require significant structural intervention as there is evidence of settlement in the roof. The precise nature of these works can only be ascertained after opening up works which the applicant is not in a position to carry out at this point. The details of the structural works can be dealt with by condition.

- 27 Denmark Street (2012/6871/L) - This property is a grade II listed late 17th Century property which was re-fronted in the late 18th century when the third floor was added. The proposed works affect only the exterior of the building and improve the appearance of the building. The works include the removal of an unsympathetic guard rail and satellite dish; restoration of the shopfront; removal of existing projecting signs; brickwork cleaning; gutter repairs; renewal of rainwater goods; and re-instatement of lead roof.
- 59 St Giles High Street (2012/6872/L) - This is a grade II listed property dating from the early nineteenth century. The proposed works affect only the exterior of the building and improve the appearance of the building. The works include the reinstatement of multi sash windows at first floor level front elevation and to the rear elevation; ; replacement of shopfront door and stallriser; brickwork cleaning; removal of ducting to rear elevation; re-roofing with re-claimed natural slate.

Endell Street Site

- 6.5.44 This property is located in Seven Dials Conservation Area and is listed as making a positive contribution to the area within the Conservation Area Statement. The building itself dates from the latter half of the nineteenth century and features a highly ornate façade including a stuccoed ground floor, festoons at second floor level and a pedimented dormer on the attic storey. Access to the rear yard is gained through the ground floor archway.

Main building

- 6.5.45 The only change to the front façade is the replacement of the existing gates in the ground floor arched opening. Photos submitted with the application show clearly that the existing gates are non original. The existing gates do not fit the opening and in principle there is no objection to their replacement. The proposed design shows cast iron railings which sit more comfortably in the opening by extending its full height. The detailed design of these gates can be secured with a condition. Generally the works to the rear elevation of the building and the outbuildings tidy up their appearance and the re-ordering the facades to minimise clutter such as escape stairs.

Warehouse building

- 6.5.46 This is at the back of the site and is a twentieth century addition. It is a rectangular two storey flat roofed structure in brick with metal casement windows. It is proposed to enlarge the ground floor openings to make full height glazed windows

and replace the rest of the windows with double glazed units.

6.5.47 The design of the replacement windows would still be in keeping with the modest industrial appearance of the building. It is possible to replicate metal casement window with double glazed units which are a close match. On the flat roof solar panels are proposed. This is an enclosed site and whilst there may be views of these from the upper floors of some neighbouring buildings the benefits of providing renewable energy on site outweighs the limited visual harm.

6.5.47 A new contemporary staircase would be provided to allow access to the first floor. In principle there is in objection to this and the detailed design of this staircase can be secured with a condition.

Victorian Building

6.5.49 This is on the opposite side of the yard from the warehouse building and probably dates from the same time as the Endell Street building. It is constructed in stock brick with a pitched roof and sash windows. Changes to this building are minimal and involve the alteration of a sash window to doors and the insertion of two new rooflights. The positioning of these has a minimal impact on the conservation area.

6.6 Amenity impacts

6.6.1 The closest residential units to the site are: to the south to the upper floors of Denmark Street; to the west at Sheldon Mansions, Charing Cross Road; to the east in Centre Point House and at Matilda Apartments (in the St Giles Central development); and to the north at Centre Point. There are habitable room windows at Centre Point House facing the eastern edge of the development site, approximately 30m away, rear windows at Sheldon Mansions, Charing Cross Road facing the western edge of the development site, and on both sides of Denmark Street.

6.6.2 A number of the proposed uses, in particular the basement venue, urban gallery, A3 and A4 units, could have an adverse impact on the local area by generating a significant volume of people to the area. With this comes the potential for associated noise and disturbance that may impinge on the amenity of nearby occupiers and this is discussed further in relation to each particular use (please also refer to paragraph 6.7.13 with regard to servicing and deliveries).

Venue Management Plan (VMP)

6.6.3 Given the range of different events proposed in the two different venues it is difficult to fully assess the impacts at this stage and it is not possible to submit an 'Event Management Plan (EMP)' that covers every kind of event in both venues. The applicant has therefore submitted a draft VMP and this will be supported by specific EMPs for each different type of event. The VMP covers general issues and information as follows:

- The submission of an advanced list of upcoming events in the venues for each quarter to the Council's Licensing Department with any additional event specific information to enable the Council to assess the potential impacts of specific events on public safety and the local highway network;
- Details of proposed smoking area, including management to ensure mitigation of anti social behaviour;

- A dispersal policy to ensure the safe and quiet movement of people from the area in order to minimise disturbance to the public and neighbours in the vicinity of the development and to mitigate against anti-social behaviour (examples include the 'Camden Departure Lounge');
- Details of when the louvers of the Urban Gallery will be closed and partially closed always ensuring that the louvers are at no time fully open;
- The provision of pop up toilets including details of the type, locations and times at which they will be provided;
- Provision of a queue management strategy;
- Proposals to integrate public safety and security measures within the local area including joint working with London Underground, British Transport Police and the Metropolitan Police on security and policing within the Development and in the vicinity of the Development including proposals in the event of emergency and overcrowding situations;
- Proposals for co-ordinating any CCTV system installed within the Development with other local CCTV systems such integration to include a method for the Owner the Council and Metropolitan Police to have access to the digital feed from each others' cameras in accordance with any Data Protection Act requirements; and
- Identifying means of ensuring the provision of information to the Council and provision of a mechanism for review and update as required from time to time.

6.6.4 The EMPs will then include the following information and will be available for inspection by the Council if required;

- Key event contacts;
- Details of staffing and the organisational matrix;
- A schedule for the event documenting tasks prior, during and after the event;
- A run sheet showing the programme of activities at different locations within the Venue;
- A risk assessment for the event, including copies of a risk assessment from any contractors associated with the event, details of security and stewarding, emergency procedures including escape routes, details of first aid/medical cover, fire safety procedures, measures to ensure safe electrical installation and procedures to ensure all temporary structures are safely installed;
- Measures to ensure effective communication both internally and with surrounding residents and businesses where appropriate;
- Lost children policy and procedures;
- Public liability insurance policy to the minimum value of £5million;
- A site plan for the event; and
- A recycling plan.

6.6.5 With the information and measures secured in the VMP and EMPs, along with the conditions summarised in paragraph 6.6.13 with regard to opening hours and noise levels, and paragraph 6.7.17 with regard to servicing it is considered that there will not be any unacceptable impacts on existing or proposed residential units from the use of the urban gallery or basement venue.

Daylight/sunlight

- 6.6.6 A daylight/sunlight assessment has been provided to analyse the impact on neighbouring residential properties and it shows that the scheme would not detrimentally affect daylight and sunlight reaching habitable rooms in accordance with BRE recommendations. This study has been amended as the application has progressed with additional information submitted regarding the use of obscure glazing at Endell Street and an explanation as to why Centre Point Tower and the adjacent new residential block have not been tested. The report concludes the following:

136 Charing Cross Road

Daylight

- The Vertical Sky Component (VSC) test is not met at 4 of the 12 rooms tested – the test states that diffuse daylight may be adversely affected if after the development the VSC is both less than 27% and less than 0.8 times its former value. The results show that all 4 rooms have a 'major adverse' impact.
- In line with the BRE guidance the No Sky Line test would need to be carried out if the VSC test is not met. This states that daylight may be adversely affected if after the development the area of the working plane in a room which can receive direct sunlight is reduced to less than 0.8 times its former value. Of the 4 rooms which did not meet the VSC test, the No Sky Line test is still not met in any of them, with a 'major adverse' impact.
- In line with the BRE guidance the Average Daylight Factor Test (ADF) would need to be carried out if the VSC and No Sky Line tests are not met. The test states that the following results should be achieved: 1% for a bedroom, 1.5% for a living room and 2% for a kitchen. Of the 4 rooms which did not meet the VSC or NSL test, the ADF test is still not met in any of them, with scores of between 0.44 and 0.70 (use of rooms unknown).
- These windows are to rooms that face onto Denmark Place. The units are dual aspect and also have rooms which face onto Charing Cross Road and the rear elevation. Whilst the use of these rooms is unknown the units will have access to other rooms which receive acceptable levels of daylight. It is therefore considered that there will not be a significant impact on the standard of accommodation to the residents in these units.

Sunlight

- Of the 16 windows tested all 16 met the Annual Probable Sunlight Hours (APSH) test. The test states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours or less than 5% of winter sun and receives less than 0.8 times its former value during either period and has a reduction over the whole year of greater than 4%.

Centre Point House

Daylight

- There are no impacts in terms of daylight at this property.

Sunlight

- There are no impacts in terms of Annual Probable Sunlight Hours (APSH) at this property.

Centre Point Tower

- The new residential units within the tower begin at third floor level, with ancillary facilities being provided at ground, first and second floors. The parapet of building B is lower than these new residential units which would also be 23m away from the new building. These properties are therefore considered to be of

a sufficient distance and height not to be affected by the new development.

New building adjacent to Centre Point House (Intrepid Fox site)

- The new residential block is 30m away from proposed building B with the new 4 storey element at York and Clifton Mansions in between (with the York and Clifton Mansions element being no taller than the existing building). These properties are therefore considered to be of a sufficient distance not to be affected by the new development.

Overlooking

- 6.6.7 There is a large existing window at second floor level to the main building on the Endell Street site, which faces the side boundary shared with the adjacent property and afford views over the existing gardens and rear elevation windows at 61-69 Endell Street. This window currently serves offices and with the proposed conversion it will be a residential kitchen. To avoid any overlooking issues obscure glazing to this window will be secured with a condition.

Light spill

- 6.6.8 Given the scale of the proposed digital screens within the urban gallery along with the louvers at upper floor levels a condition is recommended requiring the submission of a lighting report. It is not possible for this to be submitted with the application as the specifications for the digital screens are unknown at the moment. The lighting report will include details of any artificial lighting within the urban gallery (digital screens and any other lighting) and state that the pre-existing illuminance (lux levels) at adjacent and nearby light sensitive locations shall not be increased when the screens and lights are in operation.

Restaurant/Bar uses/venues

- 6.6.9 Paragraph 6.3.26 discusses the land use assessment for new venues, A1/A3/A4 uses on site. In terms of licensing and the impact on residential, the main site is within the Seven Dials Special Policy Area in the Camden's Statement of Licensing Policy (2011). This is one of two areas in the borough where the number, type and density of premises selling alcohol for consumption on the premises is having a serious negative impact on the local community and local amenities. This area therefore has special licensing policies that apply.
- 6.6.10 In summary this policy applies when assessing any applications for new Premises Licences and Club Premises Certificates, applications to increase the capacity of licensed premises, applications to extend the hours during which licensable activities may take place in existing licensed premises, applications for Provisional Statements or variations that may otherwise have a negative impact on cumulative impact in the area (such as the addition of licensable activities that may change the character of the premises). Where representations are received for these applications, in almost all cases the applications will be refused.
- 6.6.11 The only exceptions to this policy are for small premises with a capacity of fifty persons or less who intend to operate during framework hours (Alcohol licenses = Monday to Thursday 10am to 11.30pm, Friday and Saturday 10am to midnight, Sunday 11am to 10.30pm. Other licenses = as before but 9am start every day), premises which are not alcohol led and operate only within framework hours or instances where the applicant has recently surrendered a licence for another

premises of a similar size, providing similar licensable activities in the same Special Policy Area.

6.6.12 The applicant has applied for the urban gallery and the basement venue; restaurant use at fifth and sixth floor levels of building A and fourth floor of building B; flexible shop or restaurant use at ground and first floor of building B; small restaurant uses on St Giles High Street, Denmark Street and Flitcroft Street; and drinking establishments at Denmark Street. There are therefore large new venues and restaurant units which would require alcohol and/or entertainment licences and the licensing committee would need to consider the implications of this.

6.6.13 Future occupiers are unknown at this point in time, but the open plan nature of the units and location of the site means they are likely to be suitably attractive to a range of occupiers. In principle, the proposed uses are considered to be appropriate individually and collectively. In order to minimise the impact on the existing residential units in the area and the proposed residential units on site conditions and S106 clauses are recommended to limit the hours of operation as follows (an informative is also recommended, stating that for the hours of operation no customers shall be on the premises and no noisy activities associated with the use (such as preparation and clearing up) will be permitted outside these hours). There are also conditions proposed regarding hours for servicing/deliveries (see paragraph 6.7.17) and noise from associated plant (see paragraph 6.6.17),

- Urban Gallery and Basement venue uses to only operate between 09:00 to 23:30 Monday to Thursdays, 08:00 to 00:00 on Fridays and Saturdays and 08:00 to 22:30 on Sundays and Bank Holidays;
- Retail, restaurant and bar uses to only operate between 08:00 to 23:30 Monday to Saturday and 11:00 until 22:30 Sundays;
- The roof terraces to building A and B to only operate between 08:00 to 22:00, 7 days a week;
- A minimum of 50% of the ground floor flexible retail/restaurant floorspace to Building B shall be provided as class A1 retail floorspace;
- The restriction of the permitted development rights for the A1/A2/A3 units to any other uses;
- The restriction of the use of the urban gallery and basement venue to the description of development only;
- It is also considered necessary to add conditions specifying noise levels acceptable during different times of the day. Other clauses within the S106 with regard to the Venue Management Plan? (see paragraphs 6.6.3 and 6.6.4).

6.6.14 These hours are considered to be reasonable and appropriate in this Central London area, satisfactorily safeguarding the amenity of the local area in line with the guidance outlined in Revised Planning Guidance for Central London and licensing hours.

6.6.15 In overall terms it is considered that the provision of the urban gallery, basement venue, restaurant and drinking establishment uses would be unlikely to cause either individual or cumulative harm to the area, given the range of conditions and S106 measures to be secured. Thus this element of the proposals is considered to comply with the specific policies of CS7 and DP12 and more general policies in this

regard such as CS3 and CS9.

Noise

- 6.6.16 Noise can have a major effect on amenity and health and therefore quality of life. Policy DP26 and DP28 seek to ensure that new development does not cause noise disturbance to future occupiers or neighbouring properties. It states that development will not be granted for development that is likely to generate noise pollution or development that is sensitive to noise in locations with noise pollution, unless appropriate attenuation measures are provided. It also states that the Council will seek to minimise the impact of noise from demolition and construction.
- 6.6.17 The Council's standard requirement is that that noise from operational plant is at least 5dB below the background noise level. Where it is anticipated that plant will have a noise that has a distinguishable, discrete continuous note and/or if there are distinct impulses then that plant should operate at least 10dB below the background noise level. Basement, third floor and fifth floor plant rooms are proposed within building A and part of York and Clifton mansions. The exact plant specifications are unknown at this stage. A Noise and Vibration report has been provided and this states that the proposed plant will be designed to meet the Council's noise standards of 5dBA below background levels. Conditions are recommended with maximum noise levels, no plant to be installed on external parts of the building and details of extract ventilation.
- 6.6.18 The application site is adjacent to busy main roads which have the potential to create noise which could cause disturbance to residents of the proposed development. The applicant has submitted a NPPF noise and vibration report which confirms that the residential units to Denmark Street and St Giles High Street fall within noise categories A and B where noise is not an issue for the proposed residential units.
- 6.6.19 It is acknowledged that the provision of the roof terraces will provide opportunities for noise and disturbance at this point. However, the two restaurant terraces on building A and B will be restricted in terms of their hours of use; are located approximately 23m and 30m away from future residential units in Centre Point Tower and existing and future residential units in Centre Point House; and will be behind buildings A and B in terms of residential units on Denmark Street. The residential terrace to Denmark Street will only be accessible to residents living in the blocks closest to the terrace. It is considered unlikely that the potential for noise and disturbance from these terraces would be of a level and nature that would lead to a sustainable reason for the refusal of the application, given the distances from residential units, the site's location in Central London and the proposed conditions restricting hours of use.

6.7 Transport

- 6.7.1 Both sites have a PTAL score of 6b, the highest achievable, which indicates that they have an excellent level of accessibility by public transport. At the main site the nearest station is Tottenham Court Road (underground with Crossrail due to open in 2018), with Holborn, Goodge Street, Oxford Circus, Covent Garden and Leicester Square all within walking distance. The accessibility of the site will be further increased following the introduction of Crossrail services at Tottenham Court

Road in 2018. The nearest bus stops for the many bus routes in the area are located on Charing Cross Road, Tottenham Court Road, St Giles High Street, Oxford Street and New Oxford Street. The Endell Street site is within walking distance of Tottenham Court Road, Covent Garden and Holborn Stations and many bus routes.

- 6.7.2 Both sites are within a controlled parking zone which operates between 8.30am to 6.30pm Monday to Saturday and suffers from parking stress. The London Borough of Camden is the highway authority for all roads in the area. The A40 (Oxford Street, New Oxford Street and St Giles High Street) and the A400 (Charing Cross Road and Tottenham Court Road) form part of the Strategic Road Network; although the London Borough of Camden is the highway authority for these roads, TfL has a network management duty which requires their approval where any proposals are likely to have an impact on traffic movements.

Ped/vehicle safety (2012/6863/A)

- 6.7.3 The proposed advertisements within the 'urban gallery' require advertisement consent. The Town and Country Planning (Control of Advertisements) Regulations 2007 (circular 03/2007) permits the Council to only consider amenity and public safety matters in determining advertisement consent applications. DP21 (Development connecting to the highway network) states that the Council will expect development to avoid causing harm to highway safety and will use formal safety audits at the planning design and implementation stage to independently review the implications of proposed works. A road safety assessment has been submitted with the application.
- 6.7.4 With regard to pedestrian safety the advertisements themselves do not hinder pedestrian movements, however Circular 03/2007 suggests that all advertisements are intended to attract attention. It has therefore been assumed that pedestrians who may otherwise walk by the site would be drawn to the proposed advertisement displays and this could in turn create pedestrian congestion, hinder pedestrian movement and harm highway safety (pedestrian congestion may lead to pedestrians walking in the carriageway). There could also be impacts on pedestrians exiting the new Crossrail station via the escalators in front of Centre Point. One of the escalators faces the northern façade of the application site, with views up to one of the advert screens and there is potential for pedestrian overcrowding at the top of this escalator.
- 6.7.5 With regard to vehicle safety, the site is located approximately 150m from the St Giles Circus Junction (Charing Cross Road, Oxford Street, New Oxford Street and Tottenham Court Road). This part of Charing Cross Road is currently closed for Crossrail Construction works and once these works are completed it will be open again for all traffic in the northbound direction and buses and cyclists only in the southbound direction. Further works are proposed as part of the West End Project which will result in include a new pedestrian crossing on Charing Cross Road as well as a new pedestrian crossing on Tottenham Court Road. The proposed advertisements would be visible to traffic travelling southbound along Tottenham Court Road and Charing Cross Road and could distract road users in the vicinity of the new pedestrian crossing.

- 6.7.6 A number of mitigation measures have been proposed in the road safety assessment as follows:
- Providing backing boards to traffic signal heads to make them more prominent to road users;
 - Provide a raised table at the proposed pedestrian crossing to reduce vehicle speeds; and
 - Provide a median strip in the centre of the carriageway.
- These works are likely to be included in the public realm works to Charing Cross Road if considered to be necessary (see paragraph 6.7.20)
- 6.7.7 The applicant has also submitted a pedestrian assessment measuring 'level of comfort' to the pedestrian routes surrounding the site (number of pedestrians per sqm per minute). This confirms that whilst pedestrian activity would be highest around exit/entrances to the new Crossrail Station and to the pavements on Charing Cross Road, there would be no unacceptable pedestrian overcrowding issues. The Venue Management Plan clause recommended in the S106 includes management coordination with LUL and the police with regard to emergency and overcrowding situations (for example with an emergency closure of the louvers or shut down of the screens to help disperse crowds).
- 6.7.8 The scheme has been amended to remove the option of completely opening the upper floor level louvers. The views of the screens to traffic users will therefore be slightly obscured by the 'closed' or 'partially open' louvers.
- 6.7.9 Highway safety and pedestrian overcrowding issues are therefore considered to have been addressed.

Venue Management Plan

- 6.7.10 A venue management plan (VMP) has been provided with the application. The transport aspects of this plan will be outlined here and dispersal, amenity etc impacts are discussed in section 6.6.
- 6.7.11 Queue management strategies are proposed for scenarios when both the urban gallery and the events space would be in use at the same time or for a linked event or when the venues are used separately. Queuing would be contained along one of the new pedestrian routes and/or within part of the 'urban gallery'. General pedestrian access to the pedestrian routes through the site would need to be restricted during certain times. This would help to facilitate the proposed queuing strategies and arrangements for the dispersal of patrons at the conclusion of events. Queue management strategies have been secured in the Venue Management Plan to ensure that there are no impact on pedestrian movements adjacent to the site; specifically Charing Cross Road and Denmark Street.
- 6.7.12 This site is highly accessible by public transport and the tube and new Crossrail service terminate around 00:30 hours. Pedestrian dispersal from the site may be a problem if events were to conclude after midnight because the tube services would be finished, night buses in the area are generally overcrowded after midnight and hailing a taxi can also be difficult after midnight. Conditions are therefore recommended restricting the hours of operation of the restaurant/bar uses and of the 'urban gallery' and basement venue (see paragraph 6.6.13). A S106 obligation

is also recommended for the applicant to explore locations for a new taxi rank in the local area.

Servicing

- 6.7.13 A draft Servicing Management Plan (SMP) has been submitted which states that servicing and waste collections for the Endell Street would continue as existing from the kerb side. It is expected that there would be a reduction in servicing activity to this site and the proposed arrangements are considered acceptable.
- 6.7.14 To the main site servicing and waste collections would be from servicing bays on Denmark Street and from the existing courtyard accessed from Flitcroft Street, with the majority taking place on Denmark Street. The existing service bay on St Giles High Street is planned to be removed by Camden with the implementation of the proposed public square adjacent to the application site and Centre Point and has therefore been excluded from the SMP. The main considerations are therefore whether the loading bays on Denmark Street are able to cope with an increase in delivery and servicing activity associated with the development and whether there will be any amenity impacts from the servicing of the scheme.
- 6.7.15 The SMP is supported by occupancy surveys of the loading bays and parking bays and a trip generation assessment. These show that there is scope to increase the capacity of the loading bays to provide an additional 10m of kerbside loading space. Changes will be required to these bays, specifically with the removal of some of the pay and display parking (refer to paragraph 6.7.31). The trip generation assessment suggests that there will be 42 additional trips throughout the day (most of which would relate to the uses to the north of Denmark Street). The majority of these additional trips are associated with the proposed A1, A3, A4 and Sui Generis uses (the basement venue and 'urban gallery'). It is considered that the additional trips could be mitigated through the provision of additional kerbside loading bays on Denmark Street.
- 6.7.16 The worst case scenario would be when the urban gallery and basement venue are in use at the same time and it is predicted that there could be 82 trips on such days (18 for the sui generis uses). The SMP would need to include ways to manage this peak by introducing a consolidated delivery system and by rescheduling non essential deliveries on these days. The draft SMP includes this with the proposed appointment of an SMP Coordinator to be responsible for planning, scheduling and managing the servicing and delivery arrangements. These proposed servicing arrangements and the draft SMP are considered acceptable and will be secured with the submission of a SMP in a S106 agreement.
- 6.7.17 With regard to amenity, the applicant originally wanted to use the servicing bays on Denmark Street between 7am and 10pm. There are a number of existing and proposed residential units on Denmark Street, St Giles High Street and Charing Cross Road with residential windows facing onto Denmark Street. It was therefore considered that there would be unacceptable noise impacts from such the early morning and late evening deliveries proposed. A condition is therefore recommended which restricts the servicing/delivery hours to between 8am and 8pm. A condition is also recommended restricting the number of servicing vehicles to 99 per day and 3 HGVs at any one time as this number of trips and deliveries

has been assessed and is considered acceptable and, any increases could have associated highway safety or amenity impacts.

Public Realm/Highway improvements

- 6.7.18 The footways adjacent to the site are in poor condition and are likely to be damaged significantly as a result of the proposed works. The footways would therefore need to be repaved following completion of the works and this would include the relocation or removal of street furniture to maximise space for pedestrians.
- 6.7.19 A feasibility study is underway to restore two-way traffic flows on Tottenham Court Road and Gower Street, and as part of this study the opportunities to create pedestrian routes and public areas by closing or redesigning sections of streets is to be explored. The St Giles to Holborn Place Plan (approved November 2012) sets out a vision for the area and envisages 'an area where the opportunities to create new distinctive public spaces are seized'. The provision of new public realm at St Giles Circus is identified in the LDF Site Allocations document (adopted September 2013) along with the potential to reconsider bus movements and stands and, where appropriate and feasible, to remove motor vehicle traffic through road closures. The full scope of the West End Project (including the new square adjacent to Centre Point and works at Princes Circus) is dependant on implementing the wider West End Project which includes the Tottenham Court Road and Gower Street modifications. Funding has been secured from TfL for further analysis of these proposals including the closure of the northern end of St Giles High Street.
- 6.7.20 The site is adjacent to the potential new public square and public realm works to pavements around the site will therefore be required to complement and complete these works. The Council remain committed to delivering the scheme as part of the West End Project and a financial contribution of £1,693,408 is therefore to be secured towards public realm/open space/highway works in the local area.
- 6.7.21 The areas of land needed for the new public square are in different ownerships and a Management Strategy is therefore required. This should include details on public access and the management of the new square, including cleaning, repairs, provision of tables and chairs and with the coordination of this management between the various landowners. This Management Strategy will be secured with a S106 legal agreement.
- 6.7.22 The Tottenham Court Road and Gower Street two way working schemes form part of the West End Project and are linked to the provision of the new public square at the northern end of St Giles High Street. It is currently understood that the provision of a new square and works at Princes Circus will only be possible if the two way schemes are implemented. The contribution expected for this development towards the West End Project would be £2million and this will be secured with a S106 legal agreement.
- 6.7.23 Given the scale of the proposed development, the relative increase in pedestrian and cycling movements to/from the site it is considered that the predicted trips would have an impact on the pedestrian/cycle routes in the local area. A £185,000

financial contribution towards Pedestrian, Cycling and Environmental Improvements is therefore to be secured to mitigate some of these impacts. This would allow the Council and TfL to provide a Cycle Hire docking station in the local area and this will be secured with a S106 agreement.

Construction impacts

- 6.7.24 The Crossrail/LUL works adjacent to the site at Tottenham Court Road station are due for completion in 2016 and the current programme at the application site is for work to commence in early 2014 with completion in 2016. Given the overall scale of development, the Central London location and proximity of other construction projects information has been submitted in various documents assessing how the proposed works would be programmed and managed during the construction period.
- 6.7.25 The main issues relate to the proposed basement excavations and subsequent construction works at the northern end of the site. It is worth noting that a temporary road layout is in operation due to the ongoing works at Tottenham Court Road Station. This road layout is due to change again later this year subject to TfL approval of traffic modelling results. The revised temporary road layout would be narrower than the existing situation. There was concern that this element of the work would add to traffic congestion on Charing Cross Road; especially during times when construction vehicles would be arriving and/or departing the site. However the CMP submitted in support of the planning application suggests that the works can be undertaken without being detrimental to the operation of the public highway in the local area.
- 6.7.26 The CMP describes how the proposed works would be constructed within the confines of the temporary road layouts currently in place as well as those proposed as part of the Tottenham Court Road station upgrade works. The applicant has entered into further discussions with TfL, LUL, Crossrail, and Camden, and has agreed to provide additional construction information in a revised CMP if planning permission is granted. This is welcomed by Camden and is included in the S106 obligation to ensure that the works do not proceed until a coordinated approach has been agreed with all of the above parties.
- 6.7.27 Given the amount of construction planned or currently taking place in the area it is critical that the proposed construction works minimise the impact on the Tottenham Court Road Station upgrade project and minimise the cumulative impact on the operation of the public highway in the local area. Any Construction Management Plan should therefore include a high level of community liaison and membership of the 'St Giles Circus Projects Working Group'. These proposed construction management arrangements are considered acceptable and will be secured with the submission of a Construction Management Plan in a S106 agreement. TfL raised a number of specific concerns regarding construction management and the impact on the adjacent Tottenham Court Road station works. It is therefore proposed that the final CMP will undergo consultation with TfL to ensure that these issues are rectified. The Council would also secure a financial contribution towards the costs of monitoring and reviewing the CMP and this is to be secured by a Section 106 Agreement

Pedestrian routes

- 6.7.28 Policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. Policy DP17 seeks to promote walking, cycling and public transport use. Policy DP21 seeks to avoid causing harm to highway safety or hindering pedestrian movement. Two new pedestrian routes are proposed linking Denmark Street with Denmark Place and linking Andrew Borde Street with Denmark Place, thereby creating a new north-south pedestrian route through the site. These are to be gated at night time, as existing. Provision of this route and the retention of existing routes are welcomed and in line with policy and the objectives of the St Giles to Holborn Place Plan. A S106 clause is recommended to secure these new routes.

Parking

- 6.7.29 In line with Policy DP18 the Council will expect development to be car free in the Central London Area, areas within Controlled Parking Zones and sites which are highly accessible by public transport. No car parking is being provided on the main site and this will be secured by means of the Section 106 Agreement.
- 6.7.30 At the Endell Street site the existing courtyard is used for occasional parking. The proposal would formalise this arrangement by providing 1 disabled parking space within the courtyard. This parking space would be allocated to a 'lifetime homes' compliant residential unit. This element of the proposal complies with DP18 and is therefore acceptable in transport terms. The proposed car free developments will be secured in a S106 agreement. Access to the disabled parking space at the Endell Street site will be restricted to blue badge holders only with a Section 106 agreement.
- 6.7.31 The proposal at the main site includes changes to the existing parking arrangements on Denmark Street, with a reduction of pay and display parking in order to free up kerb space for disabled parking and servicing requirements. This is considered to be acceptable as the site is highly accessible by public transport. The proposal would also allow general parking to take place in loading bays on Denmark Street outside of agreed servicing hours. The costs associated with the required changes to the Traffic Management Orders for Denmark Street will be secured with a S106 agreement and would be subject to a separate public consultation which would be undertaken by the Transport Design Team.

Trip generation

- 6.7.32 A revised trip generation assessment has been submitted during the course of the application in light of comments made by TfL regarding likely car journeys, given the number of car parks and on street parking bays in the area. This suggests that the proposals would not generate additional trips by private motor car.
- 6.7.33 The revised trip generation assessment also recognises amendments to the proposed land use floor areas which have been made during the course of the application. This suggests that the revised proposals would generate a slight increase in trips during the morning and evening peak periods when compared with the original proposals (82 additional trips in the AM peak and 13 additional trips in the PM peak).

- 6.7.34 The revised trip generation assessment suggests that the revised proposals would lead to a slight increase in net additional peak hour trips for the development. There would be 299 additional trips in the AM Peak and 211 additional trips in the PM Peak. This represents a modest increase when compared with the original proposals (26 additional trips in the AM peak and 12 additional trips in the PM peak).
- 6.7.35 The proposal would lead to an increase in public transport trips. However, the site is arguably the most accessible site in London in terms of public transport and it is not considered that there will be a significant impact on public transport services or facilities. Similarly the proposal would lead to an increase in cycling trips, which is not considered to be significant. The proposal will provide an acceptable level of cycle parking and the public realm improvements proposed for the area will improve conditions for cycling. It is not therefore considered that the proposals will have any noticeable impact on the public highway in the vicinity of the site in terms of cycling. However, a financial contribution towards the aforementioned public realm improvements should be secured by S106 agreement. This would ensure that adequate routes to and from the site would be provided for cyclists.
- 6.7.36 The revised trip generation assessment suggests that the revised proposals would lead to a slight decrease in net additional peak hour walking trips for the development. This recognises additional walking trips in the local area (e.g. lunch time). There would be 531 additional walking trips in the AM Peak and 236 additional walking trips in the PM Peak. This represents a modest decrease when compared with the original proposals (35 less trips in the AM peak and 5 less trips in the PM peak).
- 6.7.37 The additional walking trips discussed above would put pressure on an already crowded pedestrian environment. The Tottenham Court Road Station upgrade is due for completion in 2016 with Crossrail services due to become operational in 2018. In addition, The Council's proposals for the West End Project are also programmed for completion to coincide with Crossrail. These projects will lead to a significant increase in the numbers of people visiting the St Giles Circus area. The additional pedestrian movements associated with the development proposals will have a cumulative impact on the operation of the public highway in the local area (i.e. pedestrian overcrowding and comfort levels, and road safety). The West End Project will mitigate the additional pedestrian movements associated with the TCRSU project and development proposals coming forward in the local area (including this proposal). A financial contribution towards the aforementioned public realm improvements should be secured by S106 agreement. This would ensure that adequate improvements to pedestrian routes would be provided in the local area.

Cyclists

- 6.7.38 Charing Cross Road, Oxford Street, New Oxford Street and Tottenham Court Road are all located on the London Cycle Network and as such experience high levels of cycling. Policy DP17 and the London Plan require development to sufficiently provide for the needs of cyclists, which includes cycle parking and states development must comply with Camden Parking standards. A total of 133 spaces

are required across the site (31 spaces for the residential units and 102 spaces for commercial elements).

- 6.7.39 The applicant has amended the scheme to provide at total of 152 cycle parking spaces across the site. This would include 32 spaces for residents and 120 spaces for the commercial elements. The provision of these spaces will be secured with conditions requiring the submission of further details and for all cycle parking on site to be provided prior to occupation of the development.

Travel plans

- 6.7.40 In order to satisfy the aims of policy DP16 (The Transport Implications of development) a Work Place Travel Plan and a Residential Travel Plan is to be secured with a S106 legal agreement. As part of the secured Travel Plan monitoring process the Council would secure the result of a TRAVL after-study on completion of the development which would enable TfL to update the TRAVL database with the trip generation results for the various use categories associated with this development. The Council would also secure a financial contribution of £5,729 towards the costs of monitoring and reviewing the travel plans over a 5 year period. This would need to be secured by a Section 106 Agreement

6.8 Other matters

Sustainability

- 6.8.1 The overall approach to energy should be in line with the Mayor's Energy Hierarchy (i) using less energy; ii) supplying energy efficiently; ii) using renewable energy. In line with the first element of the hierarchy Policy DP22 requires BREEAM assessments to meet a minimum 'very good' rating and Code for Sustainable Homes level 4. Camden's CPG also goes beyond these requiring a minimum 50% score in the energy, water and materials categories for the Code for Sustainable Homes and a minimum score of 60% in the energy, 60% in the water and 40% in the materials categories for the BREEAM assessment. In line with LDF and CPG requirements a Sustainability Statement and Energy Statement have been submitted.
- 6.8.2 The applicant has submitted a variety of Code for Sustainable Homes and BREEAM pre assessments as follows:
- New buildings on Andrew Borde Street, York and Clifton Mansions and new build to south of Denmark Place – A bespoke BREEAM assessment has been carried out for these new build commercial buildings and this shows that a minimum 'very good' rating can be achieved along with the targets for water and materials.
 - Refurbished buildings to north of Denmark Street – Retail and office assessments have been carried out and these show that a minimum 'very good' rating can be achieved along with all the targets for energy, water, and materials. An EcoHomes assessment has been carried out for the residential elements (although the report acknowledges that the new BREEAM Domestic Refurbishment Assessment will have to be carried out) and this shows that a minimum 'very good' rating can be achieved along with all the targets for energy, water and materials.
 - Refurbished buildings to south of Denmark Street – A retail assessment has been carried out and this shows that a minimum 'very good' rating can be

achieved along with the targets for water and materials. The report states that it will not be possible to achieve the energy targets because of the nature of the scheme and the BREEAM measurements used; rather than comparing the energy efficiency improvements against the existing buildings BREEAM compares the improvements against Building Regulations. The refurbished buildings include the energy efficiency measures as well as the use of Air Source Heat Pumps. An EcoHomes assessment has been carried out for the residential elements (although the report acknowledges that the new BREEAM Domestic Refurbishment Assessment will have to be carried out) and this shows that a minimum 'very good' rating can be achieved along with all the targets for energy, water and materials.

- Endell Street - An EcoHomes assessment has been carried out for the residential elements (although the report acknowledges that the new BREEAM Domestic Refurbishment Assessment will have to be carried out) and this shows that a minimum 'very good' rating can be achieved along with all the targets for energy, water and materials.
- New build residential units on Denmark Street – A Code for Sustainable Homes assessment has been submitted and this indicates that the level 4 score can be achieved as can the minimum scores in the energy, water and materials sub-categories.
- Within the site there are buildings that are only undergoing minor refurbishments where BREEAM assessments are not applicable. In line with policy the Sustainability Statement includes information on how 10% of the project cost can be spend on efficiency improvements.

- 6.8.3 A Code for Sustainable Homes and BREEAM post construction review has been secured via a S106 to ensure that these targets are achieved in the final design.

With regard to the second element of the hierarchy the site is within 1km radius of an existing or emerging CHP network (University College London) and within 500m radius of a potential network (British Museum). In line with CPG2 the development should therefore be capable of connecting to these networks in the future. The applicant has confirmed that capped connections and space for heat exchanger interfaces will be provided to allow future connections to a local heat network. The applicant is also in discussion with the adjacent land owner regarding the potential to transfer and use waste heat between the two sites. The CHP connection and further discussion with the adjacent landowner will be secured via a S106 to ensure that these targets are achieved in the final design.

- 6.8.4 With regard to the third element of the hierarchy there is a requirement for a 20% reduction in CO₂ through the use of on-site renewable technologies. The London Plan requires 25% improvement on current 2010 Building Regulations. The applicant has explored a range of renewable energy technologies (biomass, energy from waste, PV panels, solar water heating, wind turbines, ground source heat pump, and hydrogen fuel cell) and proposes the use of a CHP to deliver low carbon heat and electricity alongside 315sqm of PVs at the main site and 34sqm of PVs at Endell Street.

Community Infrastructure Levy (CIL)

- 6.8.5 London Plan Policy 6.5 and the associated Supplementary Planning Guidance

(SPG) 'Use of planning obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (April 2013) set out the mechanism for contributions towards Crossrail. The SPG states that contributions should be sought in respect of proposals for uplifts in floorspace for office, retail and hotel uses in Central London where there is a cumulative uplift in such floorspace of more than 500sqm. This application proposes an overall commercial uplift but and the exact financial contribution will be included in the Supplementary agenda.

- 6.8.6 The proposal will be liable for the Mayor of London's CIL as the additional floorspace exceeds 100sqm or one unit of residential accommodation. The exact financial contribution will be included in the Supplementary agenda. This will be collected by Camden after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index. An informative would have been attached to any consent advising the applicant of this charge if the application were to be approved.

Basement

- 6.8.7 The site is within an area susceptible to ground water flooding and slope stability issues and the proposal involves excavation to part of the sub basement level for the construction of the proposed car lifts and new piling and reinforced concrete walls in association with the construction of new stair wells. The applicant has therefore submitted two basement impact assessments in line with policy DP23 and DP27 (one for land south of Denmark Street and one for land north of Denmark Street). A separate report has also been prepared to assess the impact of the proposed scheme on the new Crossrail tunnels.

Land to South

- 6.8.8 A new single storey basement is proposed underneath 1 Book Mews and the rear courtyard and the depth of the existing basement at 4 Flitcroft Street is to increase. The proposed basement is a maximum 4.5m deep below ground level. The basement will be formed by means of traditional underpinning of existing foundations where the footprint aligns with existing walls and piled retaining walls along the edge of the basement that crosses the yard.
- 6.8.9 The screening part of the report identifies that the site is located over Lynch Hill which are classified as forming part of a 'Secondary A' aquifer, that the sub basement extension will be below the ground water levels and that there will be a differential depth of foundations relative to neighbouring properties. A site investigation included three boreholes and eight trial pits between 5 October and 8 November 2012. Groundwater was encountered in all three boreholes at between 3.9m and 4.8m in the Lynch Hill Gravel and in the Made Ground. The proposed basement slab will be mainly within the Lynch Hill Gravels layer and in some areas in the Made Ground.
- 6.8.10 The report concludes that the presence of Tottenham Court Road station and Centre Point basements, which are likely to have basement structures that extend into the Lynch Hill Gravel and are upstream of the proposed basement, means that the proposed basement is unlikely to result in a groundwater level increase in the Denmark Street area. Because of the difference in levels between the groundwater

table and existing basements on Denmark Street and the limited extent of the [proposed](#) basement footprint the report concludes that it is unlikely to pose flooding problems to the existing basements on Denmark Street. The following works are proposed:

- Tension piles to enable the basement to resist water pressure.
- Underpinning is also proposed around the perimeter to minimise ground movement
- Dewatering ahead of the excavation
- Lining of the retaining wall with in situ reinforced concrete.
- Diversion of existing drainage
- Attenuation tank to the west of the new basement with outfall into the combined sewer in front of 10-12 Flitcroft Street.
- Foul water sump and pumping changer

Land to north

- 6.8.11 A new basement is proposed underneath the majority of the site except for the properties on Denmark Street. The proposed basement is a mostly 11m deep below ground level with a small area 15m deep. The basement will be formed by means of steel shoring during excavation and permanently proposed by the basement, mezzanine and ground floor slabs.
- 6.8.12 The screening part of the BIA identifies that the site is located over Lynch Hill which are classified as forming part of a 'Secondary A' aquifer, that the sub basement extension will be below the ground water levels, that the site is within an area of previously worked ground, that there will be a differential depth of foundations relative to neighbouring properties and that the site is over a tube tunnel. A site investigation included two cable percussive borehole, nine self boring pressure meter tests and four piezometers between 8 April and 16 May 2008. Groundwater was encountered in both boreholes at 5.6m in the Lynch Hill Gravel. The underside of the proposed basement slab will in the London Clay.
- 6.8.13 The report concludes that Tottenham Court Road station and Centre Point basements, which are upstream of the development, are unlikely to be affected by any rise in water level. The presence of Tottenham Court Road station and Centre Point basements will also mean that the proposed basement is unlikely to have an impact to ground water flow on buildings to the south. The BIA and civil and structural engineering report outlines the following works, which are required because of the basement construction above and adjacent to the recently constructed Northern Line Escalator Box and above the proposed eastbound Crossrail tunnel:
- An alternative basement construction method will be used at the rear of 26 Denmark Street to support the existing single storey structure and to reduce any potential damage to this building;
 - 'Tension walls' either side of the Crossrail tunnel linked together with 'adit beams' – to confine the ground above the tunnel prior to excavation of the basement.
 - Propped, embedded retaining walls to control movement
 - A top down form of construction was explored to control movement, but this is impractical because of the requirement to confine the Crossrail tunnel prior to

excavation and the need for a 'box in box' construction for the basement gallery space to control train noise.

- Above the escalator box the basement and superstructure will be supported by seven 'consolidated piles' which have been installed by LUL
- A structural steel frame with a composite metal deck is considered to be the most suited to the sub structure above the basement gallery space in order to keep foundation loads to a minimum.
- Secant piles wall construction is proposed to ensure overlap between the upper portions of the wall and form an effective cut-off for ground water into the London Clay.
- Any existing pavement vaults to Charing Cross Road and St Giles High Street will be back filled with foam concrete, as has already taken place for the Crossrail works. On the remainder of Charing Cross Road and on Andrew Borde Street a new embedded pile retaining wall will be constructed that will retain the existing streets.
- Once the site is returned to the applicant by LUL following completion of the relevant phase of the Tottenham Court Road Station upgrade works a further intrusive site investigation will be undertaken to confirm ground conditions over the remainder of the site and to enable detailed design of the retaining wall structures, pile sand basement slab. This will be secured with a condition.

6.8.14 The proposed basement excavations would need to take place in close proximity to Andrew Borde Street, Charing Cross Road and St Giles High Street. There is therefore a need to ensure that the stability of the public highway adjacent to the site is not compromised by the proposed basement excavations. A condition is therefore recommended requiring the submission of an 'Approval in Principle' (AIP) to the Highways Management team (to include structural details and calculations to demonstrate that the proposed development would not affect the stability of the adjacent public highway adjacent to the site and any mitigation measures).

Wind

6.8.15 The applicant has submitted a wind report which considers the impact of the development on the local wind microclimate. The baseline for the existing wind conditions shows that during the winter months the windiest locations around the site are at the Charing Cross Road end of Denmark Place and part of the Charing Cross Road frontage where conditions are only suitable for roads/car parks. Otherwise there are a range of areas around the buildings which are suitable for sitting, standing and leisure walking. There are also windy locations to the south of Centre Point tower and in isolated locations on Earnshaw Street and New Oxford Street. The baseline in terms of 'distress' and safety issues caused by wind shows that wind speeds in the same locations around the site may cause safety issues for frail/older people.

6.8.16 The wind report shows that after the completion of the development there is an area to the east of the new Crossrail Station, part of Charing Cross Road and an area on Earnshaw Street which are one category windier. There are also improvements to the area west of the new Crossrail Station, the Charing Cross Road end of Denmark Place and the eastern end of Denmark Street by one wind category. With regard to 'distress' and safety issues after completion of development the area to the east of the Crossrail station and on Charing Cross

Road is made worse, but there are improvements to Denmark Place and Earnshaw Street. The report concludes that overall there is beneficial impact with any worsening of conditions in some areas being balanced out by improvements to other areas. There are four locations where unsuitable comfort conditions have become slightly larger than in the baseline: to the east of new Crossrail entrance and in between Centre Point tower and the report concludes that mitigation measures are recommended at the base of Centre Point Tower.

6.8.17 It should be noted that the wind study for the Centre Point application examined the cumulative effect of both schemes and concluded that mitigation measures were not required. This is because whilst the two wind studies used the same measurement criteria (Bristol Lawson Comfort Criteria), there are ranges within each category. The wind report for the Consolidated site took the lowest value in the range for the assessment and the wind report for the Centre Point site took the highest value. Therefore the results for the current application appear windier. Both studies show similar results in terms of where the windier locations are and where benefits or worsening of existing conditions are identified. The mitigation measures recommended are for evergreen low level plants and trees to be planted to the south of Centre Point Tower and this will need to be taken into consideration in the design of the public realm around the tower.

7. CONCLUSION

7.1 The proposed unique urban gallery use, basement venue and mix of retail, restaurant, residential, hotel, office and bar uses are considered acceptable in this Central London location. The proposal is in line with the wider aspirations for the area with new pedestrian routes, building lines which tie in with proposed new areas of public realm and transport infrastructure and the protection of the Tin Pan Alley uses on Denmark Street. The new buildings are considered to be of an acceptable scale and massing and architectural quality.

7.2 The provision of additional residential floorspace and affordable housing is welcomed and in line with policy. The loss of office and retail floorspace is considered to be acceptable in the context of the site with buildings that have already been demolished and the mix of uses proposed. The proposal would provide an acceptable standard of residential accommodation and would not have a negative effect on the residential amenity of existing neighbours. The construction impacts of the development can be managed and mitigated with S106 clauses and contributions.

7.3 Planning Permission is recommended subject to a S106 Legal Agreement covering the following Heads of Terms:-

- Venue Management Plan
- Retail floorspace and provision of an amount of 'tin pan alley uses' along with the retention of existing music related tenants.
- Financial contribution toward local employment and training initiatives – £101,750
- Financial contribution towards public realm improvements in the area (this includes a £15,658 open space contributions and all highway works

contributions) – £1,693,408 (broken down as £986,250 towards adjacent plaza and works to Denmark Street, £297,750 for works to Charing Cross Road and £409,408 towards Princes Circus)

- Financial contribution towards the Tottenham Court Road two-way scheme (also known as West End Project) - £2million
- Financial contribution for pedestrian and cycle improvements - £185,000 towards provision of TfL cycle docking station in the area
- Provision of affordable housing
- Provision of pedestrian routes prior to occupation/ permanent retention of these routes/ hours that they will be open if gated
- Residential and business travel plans
- Residential and business car free/car capped development
- Servicing Management Plan
- Construction Management Plan
- Local labour and local procurement (including apprenticeships and payment towards recruitment/support costs during construction phase)
- Full Code for Sustainable Homes assessment and post construction review
- Full Breeam assessment and post construction review
- To fully explore the potential for the site to connect with neighbouring sites for decentralised energy
- Compliance with the energy statement/sustainability statement

7.4 The proposed internal and external works to the listed buildings are considered acceptable and the listed building consent applications are recommended for approval.

8. **LEGAL COMMENTS**

8.1 Members are referred to the note from the Legal Division at the start of the Agenda.

Main Site

Conditions

1. The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended). Standard drawing number.

2. The development hereby permitted shall be carried out in accordance with the following approved plans [TBC]

Reason: For the avoidance of doubt and in the interest of proper planning.

Basement/crossrail/lul/archaeology/contamination

3. At least 28 days before the development hereby permitted commences a written detailed scheme of assessment consisting of site reconnaissance, conceptual model, risk assessment and proposed schedule of investigation must be submitted to the planning authority. The scheme of assessment must be sufficient to assess the scale and nature of potential contamination risks on the site and shall include

details of the number of sample points, the sampling methodology and the type and quantity of analyses proposed. The scheme of assessment must be approved by the LPA and the documentation submitted must comply with the standards of the *Environment Agency's Model Procedures for the Management of Contamination* (CLR11).

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

4. Before development commences, a site investigation shall be undertaken in accordance with the approved scheme of assessment and the written results provided to the planning authority for their approval. Laboratory results must be provided as numeric values in a formatted electronic spread sheet. Before development commences a remediation scheme shall be agreed in writing with the planning authority and the scheme as approved shall be implemented before any part of the development hereby permitted is occupied.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

5. Additional significant contamination discovered during development shall be fully assessed and any necessary modifications made to the remediation scheme shall be submitted to the Local Planning Authority for written approval. Before any part of the development hereby permitted is occupied the developer shall provide written confirmation that all works were completed in accordance with the revised remediation scheme.

Reason: To protect future occupiers of the development from the possible presence of ground contamination arising in connection with the previous industrial/storage use of the site in accordance with policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

6. The development hereby approved shall not commence until further intrusive site investigation has been carried out in line with section 3.1 of the Basement Impact Assessment prepared by Engenuiti, dated 4th December 2012. The site investigation results shall be fully assessed and any necessary modifications made to the Basement Impact Assessment, which shall be submitted to the Local Planning Authority for written approval.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and

Lightwells) of the London Borough of Camden Local Development Framework
Development Policies

7. The development hereby approved shall not commence until such time as a suitably qualified chartered engineer with membership of the appropriate professional body has been appointed to inspect, approve and monitor the critical elements of both permanent and temporary basement construction works throughout their duration to ensure compliance with the design which has been checked and approved by a building control body. Details of the appointment and the appointee's responsibilities shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Any subsequent change or reappointment shall be confirmed forthwith for the duration of the construction works.

Reason: To safeguard the appearance and structural stability of neighbouring buildings and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Development Policies and policy DP27 (Basements and Lightwells) of the London Borough of Camden Local Development Framework Development Policies

8. None of the development hereby permitted shall be commenced until detailed design and method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:
 - (a) Accommodate the proposed location of the Crossrail structures and tunnels,
 - (b) Accommodate ground movement arising from the construction thereof, and
 - (c) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels.

The method statements to be submitted under this condition shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the Crossrail structures and tunnels in or adjacent to the site of that development, the construction of the Crossrail structures and tunnels is not impeded.

The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

Reason: To ensure that the development does not impact on the Crossrail in accordance with London Plan Policy 6.1 and 6.2, 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

9. No works below ground level comprised within the development hereby permitted shall be undertaken at any time when Crossrail are undertaking tunnelling or

excavation works within 100 metres of the land on which the development hereby permitted is situated, unless specifically agreed to in advance, and in writing, by Crossrail Limited.

Reason: To ensure that the development does not impact on the Crossrail in accordance with London Plan Policy 6.1 and 6.2, 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

- 10 The development hereby permitted shall not be commenced until detailed design and method statements (developed in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:
- provide details on all structures
 - accommodates the location of the existing London Underground structures and tunnels (including the Crossrail infrastructure)
 - accommodates ground movement arising from the construction thereof
 - mitigates the effects of noise and vibration arising from the adjoining operations within the structures and tunnels and
 - provide details on the impact on security features within the 'public realm'

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan Policy 6.1 and 6.2, Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

- 11 A) No development shall take place in each phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.

B) No development or demolition shall take place in each phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.

Materials/design

12. Detailed drawings in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- a) Elevation and sections at 1:10 of all ground floor windows (including jambs, head and cill), external doors and shutters for 4 Flitcroft Street;
- b) Elevation of new gates to Denmark Place of 1:10 with finials at 1:1,
- c) Plan, elevation and section drawings of all new dormer windows on 22-25 Denmark Street at a scale of 1:10.
- d) Elevation and sections at 1:10 of all new windows (including jambs, head and cill), external doors and for 17-21 Denmark Place.
- e) Elevation and section at 1:10 of new shopfronts and sections at 1:2 through stallriser and fascia on the ground floor of York and Clifton Mansions.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

13. Sample panels of the facing brickwork for 17-21 Denmark Place demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

14. Sample panels of the facing brickwork for York and Clifton Mansions demonstrating the proposed colour, texture, face-bond and pointing shall be provided on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced and the development shall be carried

out in accordance with the approval given. The approved panel shall be retained on site until the work has been completed.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

15. Manufacturer's specification details of all facing materials (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site) for Buildings A and B shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

16. Manufacturer's specification details of the facing materials to the mansard on 23-25 Denmark Street (to be submitted to the Local Planning Authority) and samples of those materials (to be provided on site) for Buildings A and B shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

17. A method statement detailing how the existing pilaster and first floor façade to 21 Denmark Street will be removed, stored and reinstated shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

18. No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the new building, without the prior approval in writing of the Local Planning Authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

19. Full details of the position, specification in terms of luminance and typical design of fixtures in respect of external lighting has been submitted to and approved by the Local Planning Authority before work starts on the relevant part of the development. The details shall include the provision of street lighting on the facades of the building where possible. The details shall not be implemented other than in accordance with the scheme as approved.

Reason: To ensure a satisfactory standard of visual amenity and a safe and secure environment in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

Amenity

20. Before the residential units are occupied sound insulation shall be provided between all B1, A1, A3, A4 floorspace or plant rooms to adjacent floors within the same building or adjacent properties on the same floor, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The use shall thereafter not be carried out other than in complete compliance with the approved scheme.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

21. Prior to the first use of the premises for the basement venue, A3 or A4 floorspace hereby permitted, full details of a scheme for extract ventilation, including manufacturers specifications, noise levels and attenuation, shall be submitted to and approved by the Local Planning Authority in writing. The use shall not proceed other than in complete accordance with such scheme as has been approved. All such measures shall be retained and maintained in accordance with the manufacturers' recommendations. In the event of no satisfactory ventilation plant and / or machinery being provided, no primary cooking shall take place on the premises.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP12 and DP26 of the London Borough of Camden Local Development Framework Development Policies.

22. No plant or machinery (other than that otherwise approved under condition no. 21 shall be installed on the external parts of the buildings other than in the areas identified within the approved plans.

Reason: To ensure that the appearance of any external plant is compatible with the appearance of the building and the area and to ensure that residential amenities are protected, in accordance with the requirements of policies CS5 and CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24, DP25 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

23. Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

24. Glazing to the new residential units shall be sufficient to achieve internal noise levels of LAeq, 8hour 30dB in bedrooms and LAeq 16hour 35dB in living rooms as per BS 8233 and the WHO internal noise levels guides and all shall be permanently retained and maintained thereafter.

Reason: To safeguard the amenities of future occupants in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

25. Prior to occupation of the urban gallery in building A a lighting report shall be submitted to and approved in writing by the Local Planning Authority detailing how the artificial lighting within the urban gallery (digital screens and any other lighting) shall not increase the pre-existing illuminance (lux levels) at adjoining and/or nearby light sensitive locations when the screens and lights are in operation

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

- 26 Prior to occupation of any of the approved uses, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority, having regard to condition 27 and including a noise mitigation strategy, detailing:
- The location and direction of any speakers in the urban gallery;
 - Method of transporting deliveries, refuse and associated servicing to and from the service bays on Denmark Street, including any bottle crushing;
 - Location of smoking areas;
 - Location of external tables and chairs;
 - The operation of the upper floor louvers to building A and B; and
 - The use of the residential roof terrace at 21-25 Denmark Street.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

27. Noise levels emitted from the use of the urban gallery (from the digital screens and associated speakers) shall be as follows:

- Between 07:00 and 23:00 hours
 1. The A-weighted equivalent continuous noise level (LAeq) emanating, as measured one metre from any facade of any noise sensitive premises over a 5 minute period when the screens and speakers are in use, shall not increase by more than 5dB as compared to the same measure, from the same position and over a comparable period with the screens and speakers not in use.
 2. The unweighted equivalent noise level (Leq) in the 63Hz Octave band, measured using the "fast" time constant, inside any living room of any noise sensitive premises, with the windows open or closed, over any five minute period with the screens and speakers in use, should show no increase as compared to the same measure, from the same location(s) and over a comparable period with the screens and speakers not in use
- Between 23:00 hours and midnight
 1. The A-weighted equivalent continuous noise level (LAeq) emanating, as measured one metre from any facade of any noise sensitive premises over a 5 minute period when the screens and speakers are in use, shall not increase by more than 3dB as compared to the same measure, from the same position and over a comparable period with the screens and speakers not in use.
 2. The neighed equivalent noise level (Leq) in the 63Hz Octave band, measured using the "fast" time constant, inside any living room of any noise sensitive premises, with the windows open or closed, over any five minute period with the screens and speakers in use, should show no increase as compared to the same measure, from the same location(s) and over a comparable period with the screens and speakers not in use
- Between midnight and 07:00 hours
 1. No sound emanating from the operation of the screens or speakers shall be audible a metre from the facade of the nearest noise sensitive premises.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies

28. No music shall be played on the roof terraces to Building A or B, hereby approved.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

29. The upper floor louvers and ground floor shopfront to Building A and Building B shall be closed between midnight and 07:00 every day of the week.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

30. All of the following windows, as denoted on approved plans [TBC] shall be permanently obscure glazed and fixed shut up to a height of 1.7m above the floor of the room in which the windows are installed before occupation of the extensions hereby permitted and shall be permanently retained and maintained thereafter:

- Ground floor commercial unit to rear elevation and first floor rear bathroom and bedroom to rear elevation of 6 Denmark Street
- First floor A4 toilets and second floor rooms facing 26 Denmark Street
- Second floor A4 rooms facing rear of 57 St Giles High Street across Denmark Place,

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

31. None of the A1, A3 or A4 uses hereby permitted shall occur outside of the following times: 08:00 to 23:30 Monday to Saturday and 11:00 until 22:30 Sundays and no customers shall be permitted within these premises outside of the approved hours of use.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP12, DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

32. None of the Sui Generis uses (the urban gallery and basement venue) hereby permitted shall occur outside of the following times: 09:00 – 23:30 Monday to Thursday, 09:00- midnight Friday and Saturday; and 09:00-22:30 Sunday, and no customers shall be permitted within these premises outside of the approved hours of use.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP12, DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

33. The approved roof terraces at sixth floor level to building A (fronting Denmark Place and Charing Cross Road) and at fourth floor level to building B (fronting Andrew Borde Street and the new pedestrian link) shall not be used outside the hours of 08:00 to 22.00, 7 days a week.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

34. The new and existing pedestrian routes within the site at Denmark Place, linking Denmark Place to Denmark Street; linking Denmark Place to land to the north of the site shall only be used as a pedestrian route, entering or exiting buildings or queuing between the hours of 23:00 and 08:00 Monday to Thursday, 23:30 and 08:00 Friday and Saturday and 22:30 to 08:00 Sunday.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

35. Prior to commencement of development full details of the location and height of the proposed CHP flue, including full modelling calculations of NO₂ emissions, necessity of carbon filters and mitigation measures shall be submitted and approved in writing by the Local Planning Authority.

Reason: To safeguard the air quality in the area general and the amenities of the adjoining premises in accordance with the requirements of policies CS5 and CS13 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

36. The CHP plant hereby approved shall meet the Greater London Authority Standards for NO₂ emissions which are in place at the time of construction. Details shall be submitted and approved by the Local Planning Authority prior to commencement and thereafter permanently retained.

Reason: To safeguard the air quality in the area general and the amenities of the adjoining premises in accordance with the requirements of policies CS5 and CS13 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP32 of the London Borough of Camden Local Development Framework Development Policies.

Residential units

37. The lifetime homes features and facilities in each relevant part of the approved development, as indicated on the drawings and documents hereby approved, shall be provided in their entirety prior to the first occupation of any of the new residential units within that part.

Reason: To ensure that the internal layout of the building provides flexibility for the accessibility of future occupiers and their changing needs over time, in accordance with the requirements of policy CS6 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies

Landscaping/biodiversity

38. Details of hard and soft landscaping including tree/plant species and sizes, all hard landscape materials, play structures, and means of enclosure of all unbuilt, open areas shall be submitted to and approved in writing by the Local Planning Authority before the relevant parts of work are begun. Such details shall include details on how the spaces are accessible by all including details on level access, ramp gradients, landings, handrails, step dimensions, colour contrast nosings etc. Implementation of the hard and soft landscaping and the boundary treatment shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to ensure a reasonable standard of visual amenity in the scheme in accordance with the requirements of policies CS14 and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

39. All hard and soft landscaping works shall be carried out to a reasonable standard in accordance with the approved landscape details by not later than the end of the planting season following completion of the relevant part of the development. Any newly planted trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the landscaping is carried out within a reasonable period and to maintain a satisfactory standard of visual amenity in the scheme in accordance with the requirements of policies CS14, and CS15 of the London Borough of Camden Local Development Framework Core Strategy and policy DP24 of the London Borough of Camden Local Development Framework Development Policies.

40. Full details of a biodiverse, substrate-based extensive living roofs to the roof of York and Clifton Mansions and the new building at 19-21 Denmark Place shall be submitted to and approved by the Local Planning Authority in writing before the development commences. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the commencement of any of the uses hereby approved. This shall include a detailed maintenance plan, details of its construction and the materials used, to include a section at a scale of 1:20, and full planting details. The substrate depth should vary between 80mm and 150mm with peaks and troughs, but should average at least 130mm.

Reason: In order to ensure the development undertakes reasonable measures to take account of biodiversity and the water environment in accordance with policies CS13, CS15 and CS16 of the London Borough of Camden Local Development Framework Core Strategy and policies DP22, DP23 and DP32 of the London Borough of Camden Local Development Framework Development Policies

41. The details of the PV panels to be used on the buildings shall not be otherwise than as those submitted to and approved by the Council before any work is commenced on the relevant part of the development. Such details shall include a scale roof plan, elevation, section and manufacturers details. The relevant part of the development shall thenceforth not be occupied without the installation of such technologies. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Reason: To safeguard the appearance of the premises, the setting of the neighbouring listed buildings and the character of the conservation area in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

42. The secure by design features and facilities in each relevant part of the approved development, as indicated on the drawings and documents hereby approved, shall be provided in their entirety prior to the first occupation of any of the commercial or residential units within that part.

Reason: To ensure that the scheme incorporates crime prevention measures in accordance with the requirements of policy CS17 of the London Borough of Camden Local Development Framework Core Strategy and policy DP6 of the London Borough of Camden Local Development Framework Development Policies

Uses

43. A minimum of 50% of the ground floor flexible retail/restaurant floorspace to building B shall be provided as class A1 retail floorspace

Reason: To ensure a minimum provision of retail space and to prevent an over concentration of food and drink uses in this Central London location in accordance with policy CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policy DP12 of the London Borough of Camden Local Development Framework Development Policies.

44. Notwithstanding the provisions of Class D of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 as amended by any Order revoking and re-enacting that Order, no change of use of the ground floor units to Denmark Street, Denmark Place, Charring Cross Road, St Giles High Street or to the new pedestrian routes or the office floorspace shall be carried out without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

45. Notwithstanding the provisions of Class A1 or D2 of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the 'urban gallery' shall only be used for advertising, exhibitions, brand and product launches, corporate events, screenings, uses associated with the basement venue. circulation space and retail, and for no other purpose.

Reason: To ensure that the future occupation of the building does not adversely affect the adjoining premises/immediate area in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

46. Notwithstanding the provisions of Class A1 or D2 of the Schedule of the Town and Country Planning (Use Classes) Order, 1987, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, the basement venue shall only be used for community events, exhibitions, product launches, live music, awards ceremonies, conferences and fashion shows and for no other purpose.

Reason: To ensure that the future occupation of the building does not adversely affect the adjoining premises/immediate area in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

Number of events/size of events

47. The ground floor 'urban gallery' and the basement venue shall have a maximum capacity each of 550 people and 800 people respectively.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

48. The ground floor 'urban gallery' and the basement venue shall have a maximum of one event per month where both venues are used together for the same event to

maximum capacity and a maximum of two events per week where each venue is used separately up to maximum capacity of 550 and 800 people respectively.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

49. Notwithstanding the details approved in the Transport Statement and Servicing Delivery Plan there shall be:

- (a) a maximum of 99 vehicle servicing and delivery related trips per day serving the development; and
- (b) a maximum of 3 larger vehicles (HGVs) servicing the site at any one time

Reason: To safeguard amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies

Transport

50. The new pedestrian routes from Denmark Street and the new public square (previously Andrew Borde Street) shown on drawing numbers TBC hereby approved shall be carried out and available for public use prior to first occupation of the approved residential units

Reason: In order to ensure that the development makes sufficient provision for permeability and public access across the site in accordance with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies

51. No loading or unloading of goods associated with the use of the buildings, including fuel, by vehicles arriving at or departing from the premises shall be carried out outside the following times: 08:00 - 20.00 Monday to Sunday and on Public/Bank Holidays.

Reason: To safeguard amenities of the adjoining premises and the area generally in accordance with the requirements of policies CS5 and CS7 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP12 of the London Borough of Camden Local Development Framework Development Policies.

52. No loading or unloading of goods, including fuel, by vehicles arriving at or departing from the premises associated with the use of the buildings shall be carried out at the application site otherwise than via the on street servicing bays to Denmark Street.

Reason: To avoid obstruction of the surrounding streets and to safeguard amenities of adjacent premises in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP16 of the London Borough of Camden Local Development Framework Development Policies.

53. The relevant part of development shall not commence until details of the proposed public cycle storage areas for
- (a) 32 cycles for the residential units
 - (b) 152 cycles for the commercial units (staff parking and visitors)
- have been submitted to and approved in writing by the Council. These spaces shall be provided prior to occupation of the development and shall thereafter be permanently retained and used for no purpose other than for the parking of bicycles for users and occupiers of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP17 of the London Borough of Camden Local Development Framework Development Policies.

54. The refuse/recycling storage areas shown on the approved drawings in the basement and ground floor shall be provided prior to occupation of the development and shall thereafter be permanently retained and used for no purpose other refuse/recycling storage areas, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient provision for the storage and collection of waste has been made in accordance with the requirements of policy CS18 of the London Borough of Camden Local Development Framework Core Strategy and policies DP26 and DP28 of the London Borough of Camden Local Development Framework Development Policies.

Informatives

1. You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.
2. For the avoidance of doubt, any highway and public realm improvement works associated with this planning application will be implemented by LB Camden. This includes works on land within the applicant's ownership (red line boundary). Such areas of land are currently maintained as public highway.
3. Notwithstanding the drawings hereby approved the public realm works around the building should be in accordance with Gillespies proposals. Further discussion is required between the landowner and Camden and other stakeholders to coordinate the design and implementation of this work.
4. This permission is granted without prejudice to the necessity of obtaining the necessary licenses under the Licensing Act 2003. The site is within the Seven Dials

Special Policy Area where if representations are received for new licensing applications, they are likely to be refused. Further information can be found in the Councils Statement of Licensing Policy 2011

<http://www.camden.gov.uk/ccm/content/business/business-regulations/licensing-and-permits/general-licensing-information/licensing-policy.en>

5. With regard to condition 11 the development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.
6. You are advised that conditions 31, 32, 33 and 34 means that no customers shall be on the premises and no noise generating activities associated with the use, including preparation and clearing up, shall be carried out otherwise than within the permitted times.
7. With regard to condition 36 you are advised to look at Camden Planning Guidance for further information and if necessary consult the Access Officer, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 5124) to ensure that the internal layout of the building is acceptable with regards to accessibility by future occupiers and their changing needs over time.
8. With regard to conditions 8, 9 and 10 the applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
9. The developer and their representatives are reminded that this decision does not discharge their requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.
10. The Mayor of London introduced a Community Infrastructure Levy (CIL) to help pay for Crossrail on 1st April 2012. Any permission granted after this time which adds more than 100sqm of new floorspace or a new dwelling will need to pay this CIL. It will be collected by Camden on behalf of the Mayor of London. Camden will be sending out liability notices setting out how much CIL will need to be paid if an affected planning application is implemented and who will be liable.

The proposed charge in Camden will be £50 per sqm on all uses except affordable housing, education, healthcare, and development by charities for their charitable purposes. You will be expected to advise us when planning permissions are implemented. Please use the forms at the link below to advise who will be paying the CIL and when the development is to commence. You can also access forms to

allow you to provide us with more information which can be taken into account in your CIL calculation and to apply for relief from CIL.

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

We will then issue a CIL demand notice setting out what monies needs to paid when and how to pay. Failure to notify Camden of the commencement of development will result in a surcharge of £2500 or 20% being added to the CIL payment. Other surcharges may also apply for failure to assume liability and late payment. Payments will also be subject to indexation in line with the construction costs index.

Please send CIL related documents or correspondence to CIL@Camden.gov.uk

11. Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 2363).
12. This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email env.devcon@camden.gov.uk.
13. Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.
14. Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.

Endell Street site

Conditions

1. The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans [TBC]

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:
 - a) Typical details of new entrance gates at a scale of 1:10 with finials at 1:1, including materials, finish and method of fixing
 - b) Plan, elevation and section drawings of new external stairs and balustrades at a scale of 1:10.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

4. All of the following windows, as denoted on approved plans [TBC] shall be permanently obscure glazed and fixed shut up to a height of 1.7m above the floor of the room in which the windows are installed before occupation of the extensions hereby permitted and shall be permanently retained and maintained thereafter:
 - Both bedrooms at ground floor level within unit 1
 - All bedroom and living room windows to ground floor level within unit 4
 - Bedroom window at ground floor level within unit 2
 - Stairway, living room and kitchen windows at first floor level within unit 1
 - Living room at first floor level within unit 3
 - All bedroom windows to first floor level within unit 5
 - Living room window at first floor level to rear elevation within unit 6
 - Living room window at second floor level to rear elevation within unit 7
 - Kitchen window at second floor level facing side boundary at unit 7
 - Both bedroom windows at third floor rear elevation within unit 7

Reason: In order to prevent unreasonable overlooking of neighbouring premises in accordance with the requirements of policy CS5 of the London Borough of Camden Local Development Framework Core Strategy and policy DP26 of the London Borough of Camden Local Development Framework Development Policies.

Informatives

1. You are reminded that this decision only grants permission for permanent residential accommodation (Class C3). Any alternative use of the residential units for temporary accommodation, i.e. for periods of less than 90 days for tourist or short term lets etc, would constitute a material change of use and would require a further grant of planning permission.
2. Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape,

access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 2363).

3. Your attention is drawn to the fact that there is a separate legal agreement with the Council which relates to the development for which this permission is granted. Information/drawings relating to the discharge of matters covered by the Heads of Terms of the legal agreement should be marked for the attention of the Planning Obligations Officer, Sites Team, Camden Town Hall, Argyle Street, WC1H 8EQ.
4. Noise from demolition and construction works is subject to control under the Control of Pollution Act 1974. You must carry out any building works that can be heard at the boundary of the site only between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays. You are advised to consult the Council's Compliance and Enforcement team [Regulatory Services], Camden Town Hall, Argyle Street, WC1H 8EQ (Tel. No. 020 7974 4444 or on the website <http://www.camden.gov.uk/ccm/content/contacts/council-contacts/environment/contact-the-environmental-health-team.en> or seek prior approval under Section 61 of the Act if you anticipate any difficulty in carrying out construction other than within the hours stated above.

6 Denmark Street (2012/6864/L)

Conditions

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

a) Details of service runs for all new bathrooms demonstrating the relationship of new pipework with the structure of the building.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Informatives

1. You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

7 Denmark Street (2012/6865/L)

Conditions

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

a) Details of service runs for all new bathrooms demonstrating the relationship of new pipework with the structure of the building.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Informatives

1. You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

9 Denmark Street (2012/6867/L)

Conditions

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

a) Details of service runs for all new bathrooms demonstrating the relationship of new pipework with the structure of the building.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

Informatives

1. You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

10 Denmark Street (2012/6868/L)

Conditions

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Before the relevant part of the works begin the paint colour for the front façade of the building shall be submitted to and approved in writing by the Local Planning Authority.
3. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:
 - a) Plan, elevation and section drawings of all new dormer windows at a scale of 1:10 with typical framing and glazing bar details at 1:1.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

20 Denmark Street

Conditions

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:
 - a) Plan, elevation and section drawings of all new doors at a scale of 1:10 with typical moulding and architrave details at a scale of 1:1.
 - b) Plan, elevation and section drawings of all new windows at a scale of 1:10 with typical glazing bar details at 1:1.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

3. A trial sample of brick cleaning and re-pointed shall be inspected and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

26 Denmark Street (2012/6870/L)

Conditions

1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- a) New fireplaces
- b) Plan, elevation and section drawings of all new external doors at a scale of 1:10 with typical moulding and architrave details at a scale of 1:1.
- c) Proposed elevation at 1:10 and section at 1:2 proposed shop fascia sign
- d) Details of service runs for all new bathrooms demonstrating the relationship of new pipework with the structure of the building.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

- 3. Full details of any structural repairs to the roof and interior including method statements, plans and sections where appropriate shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun

Informatives

- 1. You are advised that any works of alterations or upgrading not included on the approved drawings which are required to satisfy Building Regulations or Fire Certification may require a further application for listed building consent.

27 Denmark Street (2012/6871/L)

Conditions

- 1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

a) Plan, elevation and section drawings of all new doors at a scale of 1:10 with typical moulding and architrave details at a scale of 1:1.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

- 3. A trial sample of brick cleaning and re-pointed shall be inspected and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

59 St Giles High Street

Conditions

- 1. The works hereby permitted shall be begun not later than the end of three years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. Detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- a) Plan, elevation and section drawings of all new doors at a scale of 1:10 with typical moulding and architrave details at a scale of 1:1.

- b) Plan, elevation and section drawings of all new windows at a scale of 1:10 with typical glazing bar details at 1:1.

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

3. A trial sample of brick cleaning and re-pointed shall be inspected and approved in writing by the Local Planning Authority before the relevant part of the work is begun.