



Our Ref: TCR-CAM-8742-LET-000010

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Dear Mr Kirby

Planning (Listed Buildings and Conservation Areas) Act 1990, Section 10.

103 New Oxford Street WC1A – Centre Point

Application for listed building consent for (1) the demolition of the external staircase on the west side of the Centre Point tower building, (2) the erection of temporary external staircases (three phases) followed by (3) the erection of new permanent staircase.

Please find herewith an application by London Underground Limited for listed building consent for the following sequential works relating to the external staircase on the west side of the Centre Point tower building at 103 New Oxford Street WC1A:

- (1) demolition of the existing staircase;
- (2) erection of temporary external staircases involving three different configurations for three consecutive periods (with one in situ at any one time); and
- (3) erection of a new permanent staircase and consequential alterations to the mezzanine level landing.

Further details are set out in the application drawings and documents. This letter forms part of the application together with the following:

- Application form including Certificate B
- Notice No.1
- Planning Statement (Appendix 1 to this letter)
- Design and Access statement (Appendix 2 to this letter)
- Drawings as listed in Appendix 3 to this letter
- RIBA Stage C Report
Ref. No HAG-N105-8742-ARC-X-REP-X-00714
- Heritage Appraisal.
Ref No HAG-N105-8742-ARC-X-REP-X-00897

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authority is Transport for London.

The original and 4 copies of each of the above are enclosed. If you require any further information please do not hesitate to contact Ben Coultate on 020 3102 5403.

Yours sincerely,



Ralph Freeston
Senior Project Manager
For and on behalf of
London Underground

cc Michael Dunn (English Heritage), Victoria Fowles (LBC), Liz Halsted (LBC),
Laure Baker

Enc: *refer to list above*

APPENDIX 1

APPLICATION FOR LISTED BUILDING CONSENT – DEMOLITION OF EXTERNAL STAIRCASE ON WEST SIDE OF THE CENTRE POINT TOWER BUILDING & SUBSEQUENT ERECTION OF TEMPORARY & NEW PERMANENT STAIRS

PLANNING STATEMENT

General Background

London Underground Limited (LUL) is in the process of implementing a major station upgrade to the existing Underground station at Tottenham Court Road (TCR). In conjunction with works proposed by Crossrail Limited these works will also provide access to and interchange with Crossrail, a major new cross-London rail link project. The proposed works are authorised by the Crossrail Act 2008 ('the Act').

TCR station occupies a strategic location in central London at St Giles' Circus, the junction where Oxford Street, New Oxford Street, Tottenham Court Road and Charing Cross Road meet. The LUL subsurface booking hall, which is to be greatly expanded as part of the works, is located immediately to the west of the Grade 2 listed Centre Point tower building in the London Borough of Camden (LBC). The boundary with the City of Westminster is close by (it runs along Charing Cross Road) but the land to which this application relates is entirely within the Borough of Camden.

The station provides access from the Underground to important parts of the West End including the eastern end of Oxford Street, New Oxford Street, Tottenham Court Road, Charing Cross Road, the British Museum, Covent Garden and Soho. In the future it will also provide access to these areas from Crossrail. It also provides for interchange between the Northern and Central lines and the proposals will facilitate interchange with Crossrail.

TCR is already one of the busiest sub surface stations in London and over 147,000 people currently use the station each day. This will rise to nearer to 200,000 with the completion of Crossrail. The existing station was designed to cater for a much lower number of people than the number using it today and consequently, even with strict operational management which control flows and access during peak hours, station closures do occur. These would become more frequent and of longer duration in the future without an upgrade of the station.

The implementation of the proposals, which include step free access from street to platform level, will enable the station to meet present and forecast demand. The quality of access, interchange and ambience will be significantly improved. The station design encompasses functional efficiency, structural integrity, sustainability, lifetime costing and flexibility as well as responsiveness to site and setting. The proposed station entrances at street level are designed so that in conjunction with other existing and proposed development at or in the vicinity of St. Giles Circus and Centre Point they will create an environment of a high standard that befits an important gateway to the West End.

Turning to the matters for which this application seeks consent, the existing stairs need to be removed to allow construction to take place. The temporary stairs are required as enabling works during the construction phase of the TCR works to maintain emergency access / egress for Centre Point. New permanent stairs are required as they will be on a different alignment to those existing in order to permit a satisfactory layout in conjunction with the proposed new station entrance structures and the public realm that is proposed for this area (the design for which is evolving).

Consents Context / Planning Regime

The main purpose of this section is to describe the special regime that applies with regard to planning and listed building consent for Crossrail works. However, in the case of the LUL works at TCR there are some works of a relatively minor nature that require planning or listed building consent in the usual way rather than consent under the Act. These are (1) the matters that form the subject of this application and (2) a small part of one of the proposed entrance structures as described below for which planning permission under the Town and Country Planning Act is being sought.

Sections 1 and 2, and Schedules 1 and 2, of the Crossrail Act 2008 authorise the construction and operation of Crossrail and associated works. For the works to which this application for listed building consent relate LUL Limited is the nominated undertaker under the terms of section 39 of the Crossrail Act.

The Act deems planning permission to be granted for the works authorised by it, subject to the conditions set out in Schedule 7. Schedule 7 includes conditions requiring various matters be subject to the approval of the relevant local authority.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regard to in determining requests for approval.

There are two types of submission that can be made by the nominated undertaker under Schedule 7:

- permanent works
- temporary works

The details of the permanent works that will be submitted are commonly referred to as 'plans and specification' (reflecting the description within paragraphs 6, 15 and 21 of Schedule 7), whilst the temporary works details to be submitted are commonly referred to as 'construction arrangements' (reflecting the description in paragraphs 7, 16 and 22 of Schedule 7).

Paragraph 1 of Schedule 9 to the Crossrail Act 2008 disapplies sections 7, 38(1), 42(1) and 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990 in relation to buildings and works specified in column 3 of the table in paragraph 1 of Schedule 9 of the Crossrail Act. The demolition of the exterior stairs on the west side of Centre Point is one of the works specified in the table. Further, this work is the subject of an agreed Deed agreed between LUL, the London Borough of Camden and English Heritage. A method statement pursuant to this Deed was submitted in

September 2008 (CAM/2/3/H2, 2008/4752/L) and approved by London Borough of Camden on 24 November 2008.

Following from this it is clear that the principle of the demolition is accepted. However and for reasons of clarity and avoidance of doubt the matters covered by this application include the demolition. This application for listed building consent supersedes the method statement insofar as it covers the dismantling and reinstatement of the existing stair because it is not now proposed to re-use the existing staircase.

Because neither the temporary stairs nor the permanent new stair are works specified in column 3 of the table in paragraph 1 of Schedule 9 to the Crossrail Act 2008, listed building consent is required and hence this application.

Related applications

An application relating to the 'construction arrangements' for some of the early TCR enabling works was approved on 4th November 2008 under Camden ref. 2008/4492/P.

As referred to above a Deed relating to works affecting listed buildings (in this case relating specifically to Centre Point) has been agreed and a method statement pursuant to the Deed was submitted in December 2008. However, it is our understanding that the Deed remains to be executed.

An application under Schedule 7 of the Act is being made concurrently with this application for listed building consent. The Schedule 7 application covers all the main LUL works in Camden in respect of both plans and specifications and construction arrangements. A Schedule 7 application is being made concurrently to Westminster concerning the proposed LUL works at TCR in the City of Westminster.

Approval by LBC of the construction arrangements will mean that no further planning permission is required for the temporary stairs. It should be noted that in accordance with para.11 /19 of Schedule 7 to the Crossrail Act is a condition that temporary operations shall be discontinued as soon as reasonably practicable after the completion of the works.

Similarly approval by LBC of the plans and specifications will mean that no further planning permission is required for the permanent stairs.

As mentioned above planning permission under the Town and Country Planning Act is being sought for a small part of one of the proposed entrance structures. Two entrance structures are proposed within the Plaza area that is to be created on the west side of the Centre Point tower building. The more southerly of this pair is proposed to be 15m high. The Crossrail deposited sections (section 55 of the Act refers) define a vertical limit of 12m at this location and therefore it is necessary to obtain planning permission for the topmost 3m of this structure. The application for planning permission is again being made concurrently with this and the Schedule 7 applications.

The need for the proposal

The need to upgrade Tottenham Court Road station is explained above and also more fully in the concurrent application under Schedule 7 of the Crossrail Act.

To provide working space for the construction of the upgrade works it is necessary to remove the existing stairs and then provide temporary stairs in three different configurations to allow the various phases of the works to proceed.

The permanent works include a new entrance that would touch the stairs if they were to be put back in their current location. Having regard to build-ability and the need to allow for normal construction tolerances it would not be realistic to try to do this. Also it is desirable to provide as much space as possible between the stair and the station entrance to facilitate pedestrian movement in line with the objective of improving the public realm in this location. Consequently a replacement stair needs to be provided in a revised position. This is explained more fully in the Heritage Appraisal.

The temporary stairs are required to maintain fire/ emergency access to/from Centre Point during the construction period. Three different configurations for the stairs are necessary to accommodate different phases of the works. Details of the proposed layouts, timing etc. are set out in the enclosed RIBA Stage C Report.

Details of the proposal

Please refer to the enclosed RIBA Stage C Report.

Effect on the special interest of the listed building

This is fully assessed in the Heritage Statement but it is submitted that the main matters to take into account in order to assess this are:

1. The principle of the demolition of the existing stair is authorised by the Crossrail Act
2. The temporary stairs will have little material effect on the character of Centre Point as a building of special architectural and historic interest because during the time they are in situ they will appear in visual terms as part of the TCR station upgrade construction site.
3. The new permanent stair will replicate the appearance of the existing stair as far as reasonably practicable.
4. The proposed changes to the stair are necessary to accommodate works that will provide a major benefit in terms of public transport. They will also facilitate improvement to the public realm that will in turn improve the setting of the listed building.

Following from the above it is our view that whilst the loss of the existing stair will result in some of the listed fabric being lost this dis-benefit will be outweighed by the benefits including as regards the setting of the Centre Point tower which is the outstanding feature of the listed building.

APPENDIX 2

APPLICATION FOR LISTED BUILDING CONSENT – DEMOLITION OF EXTERNAL STAIRCASE ON WEST SIDE OF THE CENTRE POINT TOWER BUILDING & SUBSEQUENT ERECTION OF TEMPORARY & NEW PERMANENT STAIRS

DESIGN & ACCESS STATEMENT

As part of LU's concurrent application under Schedule 7 of the Crossrail Act full details of the works are given including a full Design & Access Statement. This very brief Statement is offered as a supplement to the main Statement. The full Design & Access Statement is also provided in support of this application.

Design matters

The temporary alterations will result in no permanent material effect on design. Whilst the temporary stairs are in position they will be within and immediately adjacent to a construction site and in this context their visual impact will be minimal.

The new permanent stair will replicate the appearance of the existing stair as far as reasonably practicable. For further details please refer to the enclosed RIBA Stage C Report.

Access issues

The temporary stairs are required to maintain fire/ emergency access to/from Centre Point during the construction period. Similarly the new permanent stair is required to provide fire and emergency access.

The central handrail and anti-slip strips on the existing steps are of later origin than the stairway but will be replicated in the new stair to ensure that the new fire escape route achieves the same level of safety as the present one. It is recognised that the reconstructed western staircase does not fully comply with the current Building Regulations, but neither does the existing stair and the reconstructed stair will be no worse in this respect than the existing. This has been accepted by London Borough of Camden's Building Control and this approach has been adopted to strike the right balance between heritage considerations and the need to provide safe conditions for the users of the building

The final stair will have a regular riser of 162mm and tread of 300mm. The tread will be 30mm smaller than that on the existing steps but both dimensions are compliant with current building regulations.

The wider scheme

It is also relevant to point out this is an enabling work for a scheme that will improve access to the LU station and provide access to the new Crossrail station. The proposals include provision to all platforms from surface level and for interchange.

APPENDIX 3

APPLICATION FOR LISTED BUILDING CONSENT – DEMOLITION OF EXTERNAL STAIRCASE ON WEST SIDE OF THE CENTRE POINT TOWER BUILDING & SUBSEQUENT ERECTION OF TEMPORARY & NEW PERMANENT STAIRS

LIST OF DRAWINGS

- HAG-N105-8742-ARC-D PLN 1 06631 Centre Point Stair Site Location Plan
- HAG-N105-8742 ARC D PLN X 06610 Centre Point Permanent Fire Exit Stair Plan
- HAG-N105-8742 ARC D SEC X 06611 Centre Point Permanent Fire Exit Stair Elevations
- HAG-N105-8742-ARC-D-PLN-X-06612 Centre Point Fire Exit Stair Plan Temporary Stair
- HAG-N105-8742-ARC-D-SEC-X-06613 Centre Point Fire Exit Stair Sectional Elevation 01 Temporary Stair
- HAG-N105-8742-ARC-D-PLN-X-06614 Centre Point Fire Exit Stair Plan Landing for Temporary Stair
- HAG-N105-8742-ARC-D-PLN-X-06615 Centre Point Fire Exit Stair Part Plan Phase 2
- HAG-N105-8742-ARC-D-SEC-X-06616 Centre Point Fire Exit Stair Sectional Elevation 01 Phase 2
- HAG-N105-8742- ARC D SEC X 06617 Centre Point Existing Fire Exit Stair Elevations
- HAG-N105-8742-ARC- D PLN X 06618 Centre Point Existing Fire Exit Stair Plan