



London County Council

T.P.9/R

Ref.

No.

ARCHITECTS DEPARTMENT

TOWN AND COUNTRY PLANNING ACT, 1947, SECTION 14 (5)

Telephone : 7254
WATERLOO 5008
Extension
TP83743/TW
Your Ref :
18/JP
Reference No.

REGISTER OF APPLICATIONS

13 NOV 1959

Permission Granted
on an
Outline Application

Date of Council's decision*

9 NOV 1959

Particulars of an outline application under the Town and Country Planning Acts, 1947 to 1954, and the Town and Country Planning General Development Order, 1950.

Particulars of any direction under the above-named Acts and Order in respect of this application:
None Issued.

Council's decision.* Permission granted on an outline application for the development referred to in the undermentioned schedule, as shown on the plans submitted, subject to the conditions referred to.

SCHEDULE

Date of application : 12 August 1959

Plans submitted: 17189

Development :

The development of 93-111 New Oxford Street, 1-14 Eamshaw Street, 14-51 St. Giles' High Street 150-178 Charing Cross Road, and 1-31 Lawrence Place Holborn, for use as offices, residential restaurants and shops generally as shown on drawing No. 17189 submitted to Your Ref. Drawing No. 320.1) subject to the following conditions:-

Conditions :

(1) No development shall be carried out on the land coloured pink on the applicants' said drawing until such land (other than the central island also bounded by New Oxford Street, the eastern arm of the new road improvement, the southern arm of the new road improvement and Charing Cross Road as shown on the applicants' said drawing) has been cleared of all existing buildings.

Name and address of applicant.

Messrs. R. Seifert & Partners
28 Great Ormond Street
W.C.1

Certified that this document contains a true record of a decision of the Council.

Signed *[Signature]*

(G.B.16675) 8/56

Particulars of any Ministry decision on appeal under Section 16

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Conditions conti.

(11) No development on the said central island site shall be carried out until the development, on the site bounded by New Oxford Street, Barnshaw Street, St. Giles' High Street, and the eastern arm of the new road improvement as shown on the applicants' said drawing, has been substantially completed to the satisfaction of the Council and all existing buildings on the said central island site have been cleared.

(111) The unmentioned items in connection with the development shall be to the Council's satisfaction:-

(a) The external appearance of any exposed flank walls of the proposed and adjoining buildings.

(b) The siting, height and appearance of the buildings and the treatment of the central island reservation and land unbuilt upon, including levels.

(c) The means of access to the site in relation to the highways.

(d) The arrangements for the loading and unloading of goods vehicles within the boundaries of the site.

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(e) the provision of car-parking space within the curtilage of the site which shall accommodate a minimum of 135 cars.

(iv) the submission to the Council and approval being obtained thereto, before any development is undertaken, of satisfactory site layout, detailed plans, sections and elevations of the proposed development, together with particulars and samples of the proposed external finishes including items reserved for the Council's consideration in condition (iii)(a)-(e), and such plans to show compliance with the further conditions Nos. (v), (vi) and (vii) below:-

(v) All vehicles arriving at or leaving the buildings shall not be loaded or unloaded outside the curtilage thereof;

(vi) the land shown on the plans to be approved as providing for car parking, as required by condition (iii)(e) above, shall be provided and retained permanently for the accommodation of vehicles of occupiers and users of the building only, and shall not be used for any other purpose;

(vii) the road improvement lines, displays, levels, subways, kerbs radii, etc., and the siting of the buildings in relation thereto shall be agreed with the Council's Chief Engineer before the preparation of detailed drawings and on the site before any works are commenced.

Reasons

(i), (ii), and (iii)(a)-(e), to ensure a satisfactory siting and setting for this exceptionally tall building, and to ensure that the efficiency of the operation of the road improvement is maintained;

(iv) to ensure that the development is satisfactory in detail;

(v) to avoid obstruction of the highway by waiting vehicles and to safeguard amenities of adjoining buildings;

(vi) to ensure fully adequate provision for car parking within the site boundaries;

(vii) to safeguard the road improvement required and, to ensure that the works are satisfactory in relation to the highway and to public safety.

I have to inform you that:-

(i) the siting and layout indicated on the said drawing does not allow for widening all the carriageways of the proposed roundabout to 50 feet and the necessary adjustments should be discussed with the Council's officers before proceeding further;

(ii) the plot ratio has been calculated on the land shown coloured pink on the said drawing having regard to the contents of your letter of 14 August 1959;

(iii) an application for a closing order under Section 49 of the Town and Country Planning Act, 1947, will be necessary in respect of part of St. Giles' High Street which falls within the central island of the road improvement and in this respect the Council would expect you to bear the expense involved in the closing of this road;

(iv) the siting of the subways must be considered by authorities other than the Council, including the Ministry of Transport and Holborn Borough Council and will require the consent of the London Transport Executive;

(v) the Holborn Borough Council should be consulted regarding the provision of public conveniences the existing conveniences being affected by the proposed development. In this connection, the Council does not accept the enforcement on the plan that the Council will be responsible for planting and public toilets on the land to the west of the tall office block;

(vi) the gradients to the ramps to the underground car park shall not exceed 1 in 10;

(vii) the ramp from Charing Cross Road shall be restricted to ingress only, and shall have a carriageway of 12' in width with 1' 6" guard kerbs on each side;

(viii) the ramp leading from Earnings Street shall have a level portion at least 10' in length immediately behind the back line of Earnings Street, and shall have a minimum width of 16 feet with 1' 6" guard kerbs on each side;

(ix) there is no objection to the underground car park extending under the footways but the retaining walls beneath the footway shall not be nearer to the kerb lines than 1' 6" and a depth of 3' shall be reserved below the footways to provide for the placing of public utility apparatus;

(x) the application should be made to the Council under the Restriction of Ribbon Development (Provision of means of Entrance and Egress to Buildings) London, Order, 1956;

(xi) as far as can be ascertained from the plans submitted it appears that the consideration of the Council will be necessary under Section 13 of the London Building Act, 1930, to the creation of part of the building over the new street; Section 51 of the London Building Act, 1930, regarding the excess height of the building as affecting adjoining owners; Section 20 of the London Building Acts (Amendment) Act, 1939, to the creation of a building exceeding 100 feet in height; Section 21 of the London Building Acts (Amendment) Act, 1939, to the uniting of the building with the L.V.R. underground station (on this point London Transport Executive will need to be consulted); Section 34 of the London Building Acts (Amendment) Act, 1939, regarding means of escape in case of fire and the question of adequate fire brigade access. Further details of the scheme are required in respect of all the Sections referred to, as at present indicated the scheme is not entirely satisfactory. The District Surveyor should be consulted regarding the position under Section 22 of the London Building Act, 1930, and any other By-laws, and the Superintending Architect should be consulted before final drawings are prepared;

(xii) this permission is without prejudice to the Council's rights as acquiring authority and as owner of properties both within the land which are the subject of permission of properties adjacent thereto;

(xiii) it is considered that parking provision should be made in the case of this development in excess of the Council's normal standards because of the scale and importance of the development which is considered likely to create a need in excess of more usual developments and because of the situation of the development on this important and heavily trafficked intersection.