



GERALDEVE

Centre Point, 101 and 103 New Oxford Street and 5-24 St Giles
High Street, London, W1 (Application 2)
Planning Statement

On behalf of: Almacantar Centre Point Nominee No.1 Limited and
Almacantar Centre Point Nominee No.2 Limited each acting in its
capacity as nominee for Almacantar Centre Point LP

Contents	Page	Appendices
1 Executive Summary	3	A GOAD Plan
2 Introduction	5	
3 Planning History	7	
4 Transportation – pedestrian movement and safety	10	
5 Security and Management	14	
6 Retail - overconcentration of Class A3 uses	18	
7 Conclusion	22	

1 Executive Summary

- 1.1 Almacantar has been working on the redevelopment of this strategic and important site for the last 5 years. Following the refusal of a planning and listed building consent application for the partial infilling of the Centre Point link bridge to create a retail unit, Almacantar and its consultant team has sought to fully address the specific reasons for refusal of the previous application.
- 1.2 Camden Council's Development Control Committee resolved to refuse the planning application under reference 2015/1903/P on 6 August 2015. The decision notice was issued on 4th September 2015. The reasons for refusal relate to:
- 1) Insufficient information relating to pedestrian movement and safety in the context of significant additional pedestrian movements associated with Crossrail
 - 2) Insufficient information relating to crime and anti- social behaviour and
 - 3) Overconcentration of Class A3 uses.
- 1.3 In light of the reasons for refusal, the application has been revised to fully address the reasons for refusal, with significant additional justification. For the avoidance of doubt, this application does not propose any design changes.
- 1.4 The principal reason for refusal related to insufficient information to justify pedestrian movements under the Link Bridge in the context of the new retail fronting the new major piazza. Working closely with Camden Council's officers upon the West End Project, the Applicant has undertaken detailed movement analysis which demonstrates that the retained walkway will easily accommodate pedestrian movement, as well as further justification upon how the restaurant will successfully enclose and relate to the new piazza space.
- 1.5 Almacantar has also provided additional material to demonstrate that there will be no anti-social behaviour/crime or overconcentration of Class A3 issues, as well as clarifying the proposed management and maintenance regime for the space.
- 1.6 Almacantar and the consultant team have met with Camden Council's planning and highways consultants to discuss the reasons for refusal and it is considered that the reasons for refusal can be overcome through the introduction of updated

information.

- 1.7 The application proposals will comply with the Development Plan policies, guidance and standards contained therein. The scheme goes to the very heart of the principles contained in the National Planning Policy Framework, the London Plan and the Camden Local Development Framework.

2 Introduction

2.1 Almacantar Centre Point Nominee No.1 Limited and Almacantar Centre Point Nominee No.2 Limited each acting in its capacity as nominee for Almacantar Centre Point LP (herein referred to as “the Applicant”) is bringing forward regeneration proposals for Centre Point (“the site”) in the London Borough of Camden.

2.2 Planning permission and listed building consent is sought for:

1) Planning permission

‘A partial infilling through the erection of a ground floor extension to provide new retail (Class A3) floorspace together with a designated outdoor seating area and associated works beneath Centre Point Link’.

2) Listed building consent application

‘Internal and external alterations associated with the erection of a ground floor extension partially infilling beneath Centre Point Link’.

2.3 This updated Planning Statement is one of a suite of documents, which has been submitted in support of the application for planning permission. This statement should be read in conjunction with the March 2015 planning statement as the planning policies remain the same. Sections 4 to 6 of this statement fully address the reasons for refusal. This proposal does not include any design changes to the scheme.

2.4 This statement addresses the reasons for refusal and considers why the proposal would comply with the Development Plan policies. In addition, the following reports have been prepared:

1. Pedestrian Comfort Level Analysis prepared by Steer Davis Gleave to demonstrate that the proposal would not harm the pedestrian movements generated by Crossrail.
2. Case Study and Design Review prepared by Space Syntax to illustrate that the proposal would not impact on pedestrian flows generated from Crossrail and that the proposal would complement the approved piazza space.
3. Estate Management Plan prepared by Rendall and Ritter to explain the management and maintenance proposals to reduce anti social

behaviour/crime.

4. Supplemental Design and Access Statement prepared by Rick Mather Architects to illustrate and explain the design rationale for the proposal.

3 Planning History

3.1 Planning permission for **‘a partial infilling through the erection of a ground floor extension to provide new retail (Class A3) floorspace together with a designated outdoor seating area and associated works beneath Centre Point Link’** and Listed building consent application for **‘Internal and external alterations associated with the erection of a ground floor extension partially infilling beneath Centre Point Link’** was refused by Members of the Development Control Committee on 6 August 2015, despite a positive recommendation. The reasons for refusal are:

1.) In the absence of sufficient information the applicant has failed to demonstrate that the proposed enclosure of the underpass would not have a detrimental impact on pedestrian movement and safety, contrary to policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the core strategy) of the London Borough of Camden Local Development Framework Core Strategy; and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies, and policies 6.10 and 6.12 of the London Plan July 2011.

2.) In the absence of sufficient information the applicant has failed to demonstrate that the infill extension would not result in increased opportunities for crime and anti-social behaviour contrary to policies CS 17 (Making Camden a safer place) of the London Borough of Camden Local Development Framework Core Strategy; and DP 12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) of the London Borough of Camden Local Development Framework Development Policies.

3.) In the absence of sufficient information the applicant has failed to demonstrate that the proposed addition of a 445sqm restaurant (Class A3) would not result in an overconcentration of such uses which would be harmful to the character, function, vitality and viability of the new public square and the wider Tottenham Court Road area. The proposal would thereby be contrary to Policies CS3 (Other Highly Accessible Areas), CS5 (Managing the

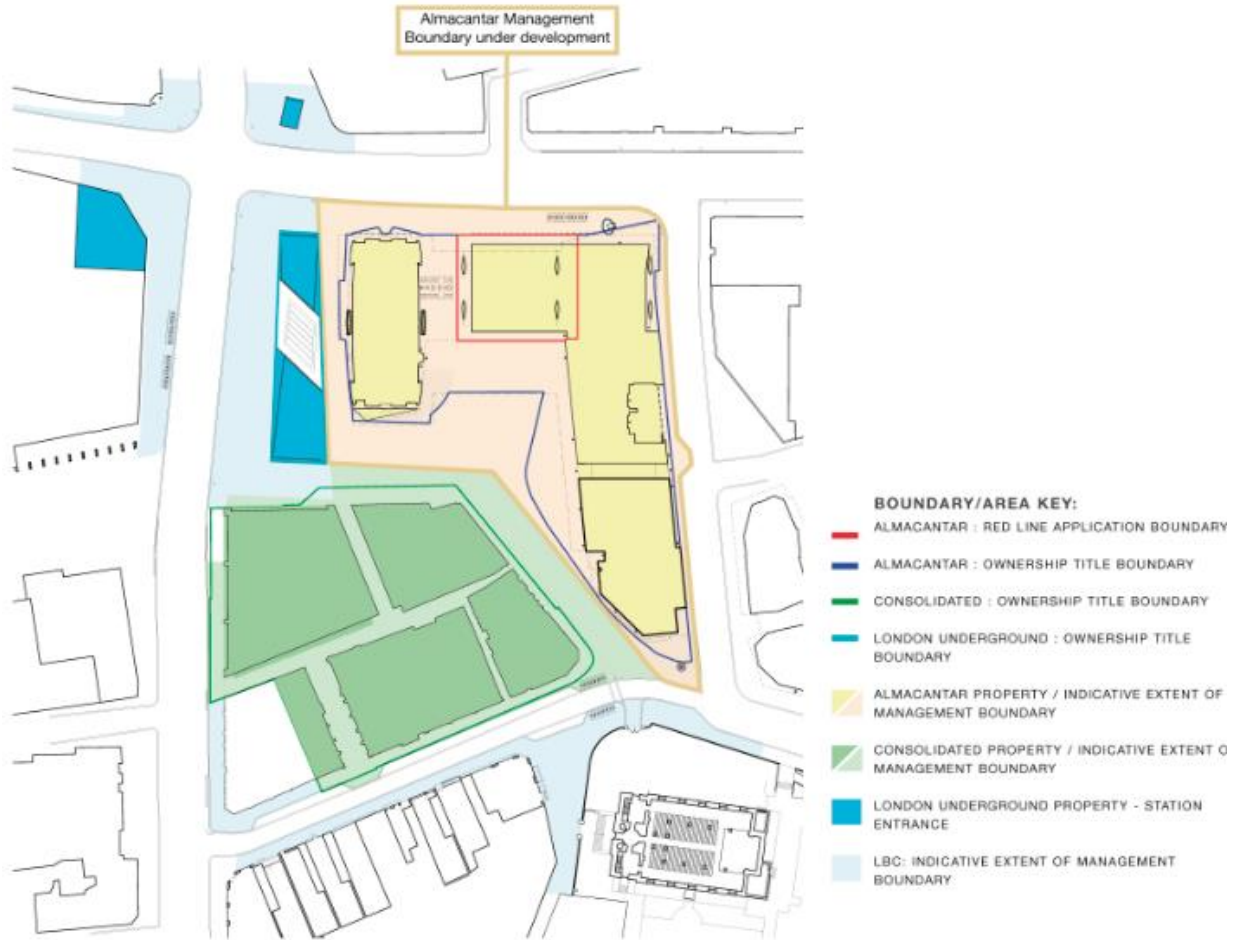
impact of growth and development) and CS7 (Promoting Camden's centres and shops) of the Core Strategy and Policies DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) of the Development Policies of the Camden Local Development Framework.

- 3.2 Planning Permission and Listed Building Consent were granted on the 1 April 2014 (2013/1957/P and 2013/1961/L) for works comprising the following:

'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 (16 x one bedroom, 37 x two bedroom, 26 x three bedroom, 2 x 4 bedroom and 1 x 4 bedroom duplex) and ancillary residential floorspace (spa, gym and pool); 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 including the relocation internally of the existing external ground and mezzanine eastern and western staircases, replacement and refurbishment of the facades, fenestrations and shopfronts, new pedestrian link through Centre Point House and associated basement car parking, terraces, landscaping, highway works (including the relocation of bus stands in Earnshaw Street), servicing and access arrangements and extract ducts. 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) and associated basement car parking, terraces, servicing and access arrangements, and extract ducts.'

- 3.3 The 2014 planning permission also requires the Applicant to manage the piazza around the Centre Point site. The Plan 1 on the next page illustrates the ownership and management of the space.

Plan 1 – Ownership and Management Plan



4 Transportation – pedestrian movement and safety

- 4.1 Paragraph 37 of the National Planning Policy Framework (NPPF) states that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, leisure, education and other activities.
- 4.2 At paragraph 41, the NPPF supports that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice
- 4.3 At a regional level, London Plan policy 6.3 states that “development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed”. The policy also indicates that transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice guidance for major planning applications.
- 4.4 Policy 6.10 indicates that “the Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasising the quality of the pedestrian environment, including the use of shared space principle –promoting simplified streetscape, de-cluttering and access for all”.
- 4.5 At a local level, Core Strategy policy CS11 seeks to promote the delivery of transport infrastructure and the availability of sustainable transport choices.
- 4.6 Development 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.
- 4.7 Development Policy DP17 seeks to promotes walking, cycling and public transport.
- 4.8 Development Policy DP21 will expect developments connecting to the highway network.
- 4.9 In addition to the planning policies, The West End Project was approved by the London Borough of Camden in January 2015. It is the single largest public realm and transport investment that Camden has ever proposed. The aim is to reduce traffic, improve road safety, make the area better for walking, cycling and people using

buses and create new public spaces delivering a better area for residents, businesses and visitors. The proposal includes the stopping up of the northern end of St Giles High Street to create a new plaza between the Centre Point complex and Denmark Place, wider footpaths to New Oxford Street and Charing Cross Road, a new diagonal pedestrian crossing at the junction of Oxford Street, Tottenham Court Road, New Oxford Street and Charing Cross Road and improvements to Denmark Street and the space in front of St Giles Church. The closure of the road therefore forms the baseline for this application.

- 4.10 The Committee report for the refused scheme dated 6 August 2015 states in paragraph 6.46

“The proposed pedestrianised link is considered sufficient in width to allow the free flow of pedestrians. The infill extension provides a barrier to the busy road, New Oxford Street, and the new public square and is considered to contribute to the public realm improvements around Centre Point. The site is well served by public transport (underground, bus routes and Crossrail when open)”.

- 4.11 Furthermore, paragraph 6.49 of the Committee report states:

“The application is considered acceptable in highways terms in compliance with Policies DP16 and DP17”.

- 4.12 The first reason for refusal is **“In the absence of sufficient information the applicant has failed to demonstrate that the proposed enclosure of the underpass would not have a detrimental impact on pedestrian movement and safety, contrary to policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the core strategy) of the London Borough of Camden Local Development Framework Core Strategy; and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies, and policies 6.10 and 6.12 of the London Plan July 2011”.**

- 4.13 Following the refusal of the retail unit application, the Applicant has instructed SDG to prepare a Pedestrian Comfort Level Analysis (PCLA). The Applicant also instructed Space Syntax to prepare a Public Space case study and Design Review.

- 4.14 The London Borough of Camden's proposed West End Project is seeking to create a new public 'piazza' in front of the Centre Point development. This involves the closure of St. Giles High Street to vehicular traffic and pedestrianisation of the carriageway. Approval for the West End Project was given by the London Borough of Camden Full Cabinet in January 2015. The introduction of the new piazza will have an effect upon the pedestrian flows through the area and with the introduction of the new Tottenham Court Road Station entrances the pedestrian desire lines through the area will change.
- 4.15 The PCLA assessment that has been undertaken in light of the West End Project and shows that the introduction of the pedestrian piazza has a beneficial impact upon the movement of pedestrians throughout the area. This work builds upon previously undertaken pedestrian movement analysis in the area by Arup, AECOM and others for TfL, Westminster City Council and London Borough of Camden in 2014.
- 4.16 The assessment investigates three scenarios namely: Scenario 1: Base Scenario (prior to piazza), Scenario 2: Proposed St. Giles Piazza (with no retail unit) and Scenario 3: Proposed St Giles Piazza with Retail Unit. Each scenario generates its own pedestrian flows.
- 4.17 Furthermore, the Space Syntax report advises that the proposed retail unit will successfully enclose the piazza and create an active frontage which would animate the north-south passage and attract movement into the route. The report advises that pedestrian movement would not be hindered by the proposed retail unit.
- 4.18 The assessments show that the introduction of the retail unit have a minimal impact upon the pedestrian comfort level experienced by pedestrians passing through the space beneath the Centre Point Link. The thoroughfare proposed at between 8.3m to 11.6m wide provides a pedestrian route that is an increase when compared to the existing pavement condition surrounding the site which measure 3.8 metres along New Oxford Street and 2.5-3.4 metres along St Giles High Street.
- 4.19 A worst case assessment has been undertaken and in this scenario the minimum required PCL of B+ is maintained through underneath Centre Point Link between the retail unit and Centre Point Tower.
- 4.20 In addition, the Transport Assessment prepared by Buro Happold for the Consolidated Developments Limited scheme at St Giles Circus, the redevelopment

of land bordered by Charing Cross Road, Andrew Borde Street, Flitcroft Street and St Giles High Street. Section 4.5 of the report states:

“The pedestrian demand for the future baseline has been provided by London Underground and is based on the 2009 AECOM report – “Tottenham Court Road Urban Realm Pedestrian Assessment”. This demand is for 2016 and is assuming Crossrail is fully open, although Crossrail opening has since been delayed until 2018. This demand has been analysed using SMART Move, Buro Happold’s in@house pedestrian planning tool. The above demand matrix has been mapped onto the pedestrian network around the site. The following image shows these flows on the pedestrian network, with higher flows noted along Charing Cross Road and around Oxford Street. This image shows a pedestrianised area passing behind Centre Point in line with Gillespies’ public realm masterplan. Due to the low flows in this area, if the road remains open it would not alter the analysis significantly”.

- 4.21 The PCL assessment concludes that the introduction of a retail unit in this location would not impact on pedestrian movements in the area at this moment in time or in the future once the new Crossrail station is open, thus complying with policy CS11.
- 4.22 The Space Syntax report advises that the proposed unit will increase natural surveillance and the unit would complement the public realm by creating areas for stationary activities. Furthermore, the retail unit would create a wind buffer in the new piazza.
- 4.23 This proposal therefore complies with policies CS19, DP16, DP17 and DP21.

5 Security and Management

- 5.1 Paragraph 56 of the NPPF states that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 5.2 At paragraph 57 the NPPF stipulates that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 5.3 Paragraph 61 identifies that securing high quality and inclusive design goes beyond aesthetic considerations. Therefore planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.
- 5.4 London Plan Policy 7.2 requires all new development in London to achieve the highest standards of accessible and inclusive design.
- 5.5 Policy 7.3 advises that Boroughs should seek to create safe, secure and appropriately accessible environments. Development should be consistent with the principles of 'Secured by Design'.
- 5.6 At a local level, Core Strategy policy CS14 seeks to ensure that new developments are attractive, safe and easy to use.
- 5.7 Core Strategy policy CS17 advises that the Council will require all developments to incorporate design principles which contribute to community safety and security.
- 5.8 Development Policies DP12 relates to supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses.
- 5.9 The aim of policy Development Policies DP24 is to require all developments to be of the highest standard of design.
- 5.10 Paragraph 6.41 to 6.42 of the Committee report states:

The design of the proposal does not contain any recesses rather the area on the south elevation of the proposal can be considered a securable external space as shown on drawing 552-12227. This area is only accessible to the

public as a means of access to the retail space beyond. When accessible, during daylight/trading hours, it is highly exposed and visible. The area within the space is glazed on two sides with high visibility from both the square and retail units adjacent and nearby. As a route through to retail space it will be part of a staffed and managed area.

At night and outside trading hours, it is securable by the means of sliding door. In addition, the consented lighting strategy for the Centre Point House Brise Soleil (as part of a previous approval) has been designed to ensure that the public realm is lit to the required standard in order to discourage anti-social behaviour.

5.11 The second reason for refusal states:

“In the absence of sufficient information the applicant has failed to demonstrate that the infill extension would not result in increased opportunities for crime and anti-social behaviour contrary to policies CS 17 (Making Camden a safer place) of the London Borough of Camden Local Development Framework Core Strategy; and DP 12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) of the London Borough of Camden Local Development Framework Development Policies”.

5.12 In design terms, careful consideration has been given to the proposed design in order to respect the heritage of the building. The existing closed road under the Link Bridge is already an unsuitable place to exhibit anti-social behaviour as it is too wide for unobserved behaviour.

5.13 The proposal includes good lighting around the column and light spill from the Retail Unit (both on a landlord managed cycle) which would make the area an observable and controllable space.

5.14 Depending on the use, activity within the proposed retail unit will ensure observation of the area discussed for differing degrees of the day. There will be a natural incentive for the retail unit tenant to exert influence and imply territorial ownership of the space near the column.

5.15 The Applicant instructed Rendall & Rittner to prepare a Management Strategy for the entire Centre Point site. The strategy advises that there will be a number of

security guards monitoring the site together with CCTV and doormen.

- 5.16 The doormen monitoring the Centre Point tower residential entrance (located off the north/south route) would have a clear view of the proposed retail unit and the north/south thoroughfare. The route would be well lit monitored by CCTV and manned with roaming estate security personnel (as part of the scheme-wide 24 hour Estate Management Strategy). Additionally it will be well used throughout the day/night as both route to/from amenity in the square, route from Crossrail and access to Centre Point Tower.
- 5.17 In addition, a management company would be responsible for dealing with the day to day management of the site in terms of refuse, maintenance, litter picking and jet washing to ensure that the Centre Point site, including the proposed retail unit, remains clean and attractive for residents, employees and visitors and would immediately respond to any issues.
- 5.18 In addition, as part of the original S106 agreement between the Applicant and Camden Council, there is a Public Realm Management Plan which secures public access 24 hours per day seven days per week subject to closure for routine maintenance waste control cleaning and upkeep unless specified otherwise at no cost to the public or the Council.
- 5.19 There is also a requirement under the s106 agreement to ensure the safe and proper management of Public Realm Area and its interface with adjoining public highway and other land owned by adjoining owners (including details of operation of security measures and equipment lighting and CCTV) to be incorporated to secure public safety and proper crowd control and ensure mitigation/minimisation/management of anti-social behaviour under normal operation, unless otherwise agreed with the Council.
- 5.20 An outdoor eating management plan will also be required to include measures to ensure that seating areas will be appropriately identified, details of waste removal, serviced and the recycling facilities will be secured and how emergency vehicles, servicing vehicles, waste removal vehicles will access the area, under normal operation unless otherwise agreed with the Council; details of any planting and maintenance schedule to ensure any planting will be kept in good order and properly maintained and replaced where necessary; details of how the Owner will co-ordinate maintenance of the Phase Two Public Realm Area with adjoining property owners

including London Underground and the Council.

- 5.21 The proposal therefore complies with policy CS17 and DP12 in terms of providing a security management plan (thus combating anti-social behaviour) and a strategy for dealing with the public realm surrounding the site.

6 Retail - overconcentration of Class A3 uses

- 6.1 At a national planning policy level, paragraph 23 of the NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
- 6.2 The guidance makes clear that local planning authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres
- 6.3 At a regional level, the London Plan sets out a number of policies relating to town centres and retail development. In particular policy 2.15 concerns town centres. Policy 4.7 relates to retail and town centre development. In relation to strategic direction and planning decisions and policy 4.8 relates to ‘supporting a successful and diverse retail sector’.
- 6.4 Camden Core Strategy policy CS3 promotes development in highly accessible areas.
- 6.5 Core Strategy policy CS5 states that the Council will protect the amenity of Camden’s residents and those working in and visiting the borough.
- 6.6 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. 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.
- 6.7 Policy CS7, states that the Council will ensure that development in its centres is appropriate to the character, size and role of the centre in which it is located and does not cause harm to neighbours, the local area or other centres (the impact of food, drink and entertainment uses on the surrounding community and local environment is a particular issue).
- 6.8 Policy DP12 sets out the Council’s approach to ensuring the impact of food, drink, entertainment and other town centre uses on residents and their local area is

minimised.

6.9 Camden's Policy Guidance (CPG) 5: Town Centres, Retail and Employment identifies Charing Cross Road and Tottenham Court Road as a Central London Frontage which has an important retail function and providing a range of goods and services for local residents, workers and visitors. Paragraph 4.9 states Central London Frontages are considered generally appropriate locations for new food, drink and entertainment uses as they have good transport provision.

6.10 Paragraph 6.8 of the 6 August 2015 Committee report advises: **The provision of a large restaurant in this location is considered to be acceptable in principle. The use is appropriate on a Central London Frontage and is considered to complement the existing and permitted retail accommodation nearby.**

6.11 Furthermore, paragraph 6.9 reads:

It is acknowledged that a significant amount of food and drink accommodation would be provided as part of the current application and the approved scheme cumulatively. However Condition 11 attached to the approved scheme requires a minimum of 50% of the ground floor commercial floorspace in Centre Point House (including 101 New Oxford Street and 15-22 St Giles High Street) shall be provided as class A1 retail floorspace. This is to prevent an over concentration of food and drink uses in this Central London location. On the basis of this condition it is considered that the Centre Point redevelopment will provide a mix of uses for residents, workers and visitors. It is considered that there would not be an over concentration of bars and restaurants and the mix of uses would contribute to the character and function of this Central London location.

6.12 The third reason for refusal is:

“In the absence of sufficient information the applicant has failed to demonstrate that the proposed addition of a 445sqm restaurant (Class A3) would not result in an overconcentration of such uses which would be harmful to the character, function, vitality and viability of the new public square and the wider Tottenham Court Road area. The proposal would thereby be contrary to Policies CS3 (Other Highly Accessible Areas), CS5 (Managing the impact of growth and development) and CS7 (Promoting Camden's centres

and shops) of the Core Strategy and Policies DP12 (Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses) of the Development Policies of the Camden Local Development Framework”.

- 6.13 The proposal would front the new public piazza which forms part of the West End Project. The application proposes 445m2 of floorspace which could be used for high quality restaurant purposes. The proposal therefore complies with policy CS3 in terms of development in highly accessible areas.
- 6.14 The overall retail mix within the approved Centre Point scheme is 8,155 sqm of flexible retail/restaurant/bar floorspace (Class A1/3/4) predominately at ground, first and second floor level. The indicative split for these uses is illustrated in Table 1.

Table 1 – Use Class Split

Use Class	Indicative ground floor area
A1	55%
A3/A4	45%

- 6.15 The creation of an additional 445 sqm would not create an over concentration of Class A3 uses in the proposal or indeed the immediate area. The Applicant has reviewed the GOAD plans for the area (which include the approved ground floor use Classes for the Consolidated Land and the Derwent London sites and the existing ground floor plan for Central St Giles) and it is clear that the Tottenham Court Area comprising Oxford Street, Tottenham Court Road and Charing Cross Road provides mainly Class A1 uses. It is acknowledged that Central St Giles contains a number of Class A3 restaurants. However, this is seen as a restaurant destination and the existing tenants are of a high calibre. The GOAD plan is attached at Appendix A.
- 6.16 The Centre Point site is managed by one owner who has the ability to monitor and control operations through a comprehensive letting and lease strategy. This enables the control of high quality tenants throughout the site and would prevent the proposal being compromised by unacceptable anti-social behaviour which may

occur with lower range operators, thus complying with policy CS7.

- 6.17 The Applicant has already accepted a planning condition for the rest of the building which states: **“None of the A1 or A3 or A4 uses hereby permitted shall occur outside of the following times: 08:00 to 23.30 Monday to Sunday and on Public/Bank Holidays, and no customers shall be permitted within these premises outside of the approved hours of use”**. The Applicant would accept the same condition for this planning application in order to respect neighbouring residential properties (which are predominately located within the Centre Point site). This would therefore accord with policy CS5 and CS7.
- 6.18 During pre-application discussions, it was noted that a Class A3 use would be preferable to a Class A1 use on the basis that a restaurant use could commit to keeping the proposed retail glass box as transparent as possible due to the clutter-free design with minimal fixing to the existing structure. A Class A1 retail unit would require a number of stands to exhibit and sell their goods which would result in screened areas, thus reducing the transparency of the unit.
- 6.19 The Applicant proposes a high quality independent tenant who would adhere to the strict management regime across the site. This unit would be located adjacent to the main residential entrance and therefore controls would be in place to avoid anti-social behaviour, thus complying with policy DP12.
- 6.20 It is therefore considered that the introduction of a Class A3 restaurant use which animates the space in this area is acceptable and complies with policies CS3, CS5, CS7 and DP12

7 Conclusion

- 7.1 The Applicant has instructed Rick Mather Architects to design a scheme which includes a sustainable and balanced mix of uses, which maximise the use of the existing building, secure its long term future and facilitate the provision of a world class public space.
- 7.2 Camden Council officers recommended approval for the previous planning application. It is considered that this resubmission robustly addresses the reasons for refusal.
- 7.3 The application documentation demonstrates that the scheme will not affect pedestrian movement around the site and that the retained pedestrian route can easily accommodate movement even in a worst case scenario, having regard to Crossrail.
- 7.4 The application demonstrates that the site and the piazza will be properly managed and will not result in anti-social behaviour or crime.
- 7.5 The application demonstrates that the proposal will not create an overconcentration of Class A3 units in the area and that the proposed high quality anchor tenant will complement the Piazza by animating this corner of the public realm.
- 7.6 This statement therefore concludes that the proposed development complies with the aims and objectives of national, regional and local planning policy and should be granted planning permission accordingly and fully addresses the reasons for refusal and provides information requested by officers and Members of the Development Control Committee.

Appendix A

GOAD Plan

- KEY:
- A1
 - A2
 - A3
 - A4
 - A5
 - B1
 - C1
 - D1
 - D2
 - SG

