

Address:	Centre Point Tower, Centre Point Link and Centre Point House 101-103 New Oxford Street and 5-24 St Giles High Street London WC1A 1DD		5
Application Number:	2015/1903/P	Officer: Kathryn Moran	
Ward:	Holborn & Covent Garden		
Date Received:	27 March 2015		
Proposal: A partial infilling through the erection of a ground floor extension to provide new restaurant (Class A3) floorspace together with a designated outdoor seating area and associated works beneath Centre Point Link. Internal and external alterations associated with the erection of a ground floor extension partially infilling beneath Centre Point Link.			
Background Papers, Supporting Documents and Drawing Numbers: 10070-CPA PL2; 10071-CPA PL2; 12227-CPA PL2; 12302-CPL PL2; 12304-CPL PL2; 12380-CPW PL2; 12381-CPW PL2; 15110-CPL PL2; 15130-CPL PL2; 15132-CPL PL2; 15452-CPL PL2; 15453-CPL PL2; 15454-CPL PL2; 15510-CPL PL1; 17011-CPA PL2; 19247-CPA PL2; 19248-CPA PL2; 19332-CPL PL2; 19860-CPL PL2; 19861-CPA PL2; 19862-CPA PL2; 19863-CPA PL2; 19864-CPL PL2; 40100-CPL PL2; 40101-CPL PL2; 40129-CPL PL2; 40130-CPL PL2; 41178-CPL PL2; 41180-CPL PL2; 41182-CPL PL2; 41183-CPL PL2; 41183-CPL PL2; Planning Statement; Design and Access Statement PL2			
RECOMMENDATION SUMMARY: Grant conditional permission subject to s106 agreement			
Applicant:		Agent:	
Almacantar (Centre Point) Ltd C/o Agent		Gerald Eve LLP 72 Welbeck Street London W1G 0AY	

ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	n/a	n/a	n/a
Proposed	A3	Restaurant	423m2

Parking Details:		
	Parking Spaces (General)	Parking Spaces (Disabled)
Existing	0	0
Proposed	0	0

OFFICERS' REPORT

Reason for Referral to Committee: a Minor Development that would result in the creation of more than 450m² of non-residential floorspace [Clause 3ii)].

1. SITE

- 1.1 The Centre Point tower is a major London landmark prominently situated at the junction of New Oxford Street, Charing Cross Road and Tottenham Court Road. The application site relates to the Centre Point Tower, Centre Point House and the link building which bridges across St Giles High Street linking the two buildings. All buildings on site are Grade II listed and are within the Denmark Street Conservation Area.
- 1.2 The entire complex was designed by Richard Seifert & Partners in 1960-1966. The tower is 35 storeys with slightly convex sides. One of the most distinctive features of the building is its extensive use of concrete including being an early example of off-site pre casting. Over the years a number of alterations have been undertaken to the building such as the infilling of the ground floor under the tower (which was originally the point where the basement car park was accessed) and the removal of the fountain on Charing Cross Road for the construction of the Crossrail Station.
- 1.3 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.
- 1.4 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. These schemes include the following:
 - 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 and 1-23 Oxford Street/157-165 Charing Cross Road – Planning permission granted by Westminster April 2012 subject to referral to Mayor of London and S106 legal agreement
 - Part redevelopment and part refurbishment of the Denmark Place Site to the south of Centre Point – granted permission on 31 March 2015.
 - The West End Project approved 21st January 2015 by Camden's

Cabinet 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.

- 1.5 The entire site is within the LDF Tottenham Court Road Growth Area, with the Tower 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 submission document of the LDF site allocations (March 2012). 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 within the area of focus of the draft St Giles to Holborn Place Plan, which is a strategic document, intended to guide investment decisions, service delivery and physical changes in area, to most effectively meet the needs of its communities. It draws together the range of work the Council and partners undertake across a wide range of service areas. The entire site is also located within an area identified as being susceptible to ground water flooding with potential slope stability issues.
- 1.6 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.
- 1.7 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 Draft 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.

2. THE PROPOSAL

- 2.1 The proposal seeks planning permission and listed building consent for a glazed extension underneath the existing link building which would partially infill the space at ground floor level to create a new, fully glazed retail/restaurant unit. The unit will also comprise a basement level which was consented as part of planning permission 2013/1947/P and 2013/1961/L. The proposed restaurant premises would front the new public piazza that forms part of the West End Project using financial contributions secured as part of the s106 agreement for 2013/1947/P.
- 2.2 The proposed restaurant would measure 423m² (GEA) and provide 100-120 table covers. It is envisaged that the premises would employ 24 full time workers. The proposed opening hours are 08.00 - 23.30 Monday to Sunday and Bank Holidays. The kitchen and WCs would be located within the basement with another WC at ground floor level.
- 2.3 The proposed infill extension under the existing bridge would be fully glazed with sliding doors on the southern elevation leading to an external seating area. The extension would partially infill the area under the link building, maintaining a 5.5m wide pedestrian walkway in between the proposed extension and Centre point Tower.

Revisions

- 2.3 Since the application was submitted revisions have been made:
 - set back on northern and southern façades to maintain the visual expression of the bridge
 - Internal alterations to balustrade of stair to basement

3. RELEVANT HISTORY

- 3.1 2012/2895/P and 2012/2897/L – Planning permission and listed Building consent were refused on 27 September 2012 for Change of use of Centre Point Tower from office (Class B1) and restaurant/bar (Sui Generis) use to residential use (Class C3) to provide 82 residential units and ancillary residential floorspace (spa, gym and pool). Change of use of Centre Point Link from office (Class B1) and bar (Class A4) use to flexible retail/restaurant/bar (Class A1/A3/A4) use and the erection of a ground floor extension partially infilling under the bridge link. Change of use of Centre Point House at first and second floor levels from office (Class B1) use to flexible retail/restaurant/bar (Class A1/A3/A4) use and alterations and extensions to the existing building at ground floor level to provide flexible retail/restaurant/bar (Class A1/A3/A4) use. Alterations to the exterior of Centre Point Tower,

Centre Point Link and Centre Point House including the replacement and refurbishment of the facades including fenestration and shopfronts, new pedestrian link through Centre Point House and associated basement car parking, terraces, landscaping, public realm, highway works, servicing and access arrangements, and extract ducts.

- 3.2 Planning permission was refused for several reasons. The first reason for refusal related to the infill extension under the bridge link:

“The applicant has failed to provide sufficient information to demonstrate that the proposed closure or diversion of St Giles High Street would not have a detrimental impact on local roads in the area and the Strategic Road Network, including bus routes and bus stop/stand locations, contrary to policy CS11 (Promoting sustainable and efficient travel) 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 6.1, 6.2, 6.3, 6.9, 6.10, 6.11, 6.12, 6.13 and 6.14 of the London Plan July 2011.”

- 3.3 Listed Building Consent was refused for the following reason:

“The proposed glazing under the link bridge, by virtue of the infilling of the space would alter its appearance as a bridge and alter the composition of Centre Point as a whole, thus harming the special interest of the listed building.”

- 3.4 2013/1957/P and 2013/1961/L - Planning permission and Listed Building Consent were granted on 1 April 2014 for 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.

- 3.5 This consent was subject to a s106 legal agreement which secured Contributions towards the public realm improvements including the creation of the new public square/piazza.
- 3.6 In the wider area there are works being undertaken related to the new Crossrail station at Tottenham Court Road under the Crossrail Act. An application under Schedule 7 was approved by Westminster City Council in 2012.

4. **CONSULTATIONS**

Conservation Area Advisory Committee

- 4.1 Bloomsbury Conservation Area Advisory Committee have objected to the proposal on the following grounds:

The openness of the space between the piloti at the base of a tower like Centre Point is absolutely essential to its character as a descendent of the type of 'block on piloti' established by Le Corbusier in the thirties onwards.

To infill this space would be extremely detrimental to its character and its status as a listed building. The 'glassiness' of the infill makes no difference - it would be filled with the clutter of a commercial space.

- 4.2 Westminster City Council: No objection
- 4.3 Twentieth Century Society: No response to date

Adjoining Occupiers

<i>Number of letters sent</i>	114
<i>Total number of responses received</i>	1
<i>Number of electronic responses</i>	0
<i>Number of comments</i>	1
<i>Number of objections</i>	0

- 4.4 Covent Garden Community Association: No objection subject to retention of the pedestrian walkway and the design should not include recessed areas to avoid anti-social behaviour.
- 4.5 A site notice was erected on the 15th April 2015 allowing comments until the 6 May 2015 and a press notice was displayed on the 16 April 2015 allowing comments until the 7 May 2015.

5. POLICIES

5.1 National Planning Policy Framework (NPPF) 2012 London Plan (consolidated with alterations since 2011)

LDF Core Strategy and Development Policies (2010)

- 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
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- 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 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)

5.3 **Supplementary Planning Policies**

Camden Planning Guidance (CPG)

CPG1 Design (2014);
CPG5 Town Centres, Retail and Employment (2013)

6. **ASSESSMENT**

6.1 The principal consideration material to the determination of this application and summarised as follows:

- Land use
- Design
- Residential Amenity
- Transport

Land use

6.1 Policy CS7 states that the Council will promote retail growth across the borough with additional provision as part of redevelopment schemes in the growth areas such as Tottenham Court Road. Policy CS7 also seeks to promote successful and vibrant centres throughout the borough to serve the needs of residents, workers and visitors by providing and maintaining a range of shops, services, food, drink and entertainment and other suitable uses to provide variety, vibrancy and choice.

6.2 Page 56 in the supporting text in the Core Strategy outlines centre specific planning objectives for Tottenham Court Road and the aim to support the expansion of the Central London Frontage and new retail uses along New Oxford Street, where this would not ham residential amenity.

6.3 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. The Council, in assessing applications for new food and drink uses will consider;

- a) The effect of non-retail development on shopping provision and the character of the centre where it is located
 - b) The cumulative impact of such uses taking into account the number and distribution of existing uses and non-implemented planning permissions and any record of harm caused by such uses;
 - c) The impact of the development on nearby residential uses and amenity and any prejudice to future residential development
- 6.4 Policy DP12 recognises that food, drink and entertainment uses can add to the vitality and vibrancy of Camden's centres and local areas. Paragraph 12.8 indicates that these uses are most appropriately located in Camden's Central London Frontages. Food and drink uses play an important part in Camden's night time economy of London, economically and socially and in terms of job provision. However it is also recognised that the night time activity can also lead to problems such as anti-social behaviour, fear of crime, noise, congestion and disturbance.
- 6.5 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 (including late night services) and are busy commercial streets with limited residential development (although it is recognised that there is a significant residential population within and around Centre Point).
- 6.6 The previous permission for the redevelopment of Centre Point involved provision of 8155m² of flexible retail/restaurant/bar (A1/A3/A4) use across the site in Centre Point House, White Lion House and the Link Building with units of varying sizes. The approved scheme provides eight small A1/A3/A4 units on the lower ground floor of Centre Point House fronting Earnshaw Street. The existing A2 (bank) unit located on the corner of Earnshaw Street and New Oxford Street would also provide a flexible retail/restaurant/bar (Unit R02a). Two additional flexible A1/A3/A4 units would be provided within Centre Point House fronting the new public square (Units R04a and R05a). White Lion House (previously The Intrepid Fox public house) provides two floors (ground and mezzanine) of flexible A1/A3/A4 accommodation. The Link Building provides flexible A1/A3/A4 accommodation basement, first and second floor level.
- 6.7 As part of this approved scheme a Retail Vision Statement was submitted. This outlined the developer's plan to create an internationally renowned mixed use development using a mix of

nationally and internationally recognised tenants with high quality public realm. The Vision identifies target tenants to provide an eclectic mix of retailers and restaurateurs.

- 6.8 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. The southern elevation will have fully glazed sliding doors and an external seating area which would complement the new public square.
- 6.9 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 10 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.
- 6.10 It is also noted that the previous refusal of the infill extension under the bridge link was not refused on the basis of the use or an overconcentration of food and drink uses. The proposal is considered to comply with Policy CS7, DP 12 and CPG 5.

Design

- 6.11 The special interest of the listed bridge link is in part derived from its association with the wholesale architectural composition of Centre Point Tower as it is a single entry in the statutory list. That description for Centre Point consists of three elements being the tower, the Link Bridge and Centre Point House. Although these appear distinct in appearance and form, design components within each of the three elements create a cohesive group such as strong robust forms and the use of ceramic tiles and expressed concrete throughout.
- 6.12 The piloti is one such feature that is used throughout Centre Point (of which there are 4 as part of this application). They can be described as robust yet elegant because of their solid physical attributes but also their shapely and unique form. The piloti seemingly carry the weight of the bridge link at first floor level above, allowing the bridge to be distinguished as a separate element from the Centre Point Tower and Centre Point House yet providing the visual connection between the two and completing the entire composition.

- 6.13 The solidity of the piloti is countered by the delicate motif of individual mosaic tiles that clad them and contribute to the overall uniform design of the listed building especially as they exist on other parts of the listed building. The exposed undercarriage of the bridge displays a regular rhythm of the ribbed soffit.
- 6.14 The context of the link bridge has changed significantly since the refusal of the 2012 scheme and approval of subsequent applications for other aspects of the listed building including:
- new build to the south of the subject site as part of the Denmark Place development;
 - the new station entrance to Tottenham Court Road Station as part of Cross Rail development including removal of the Centre Point fountains;
 - the closure of St Giles High Street to vehicular traffic by approval of the West End Project (in January 2015), that will result in pedestrian-only access under the bridge link; and,
 - the development of a large public realm element to the south of the link bridge by virtue of its closure to vehicles.
- 6.15 These substantial physical changes to the buildings and public realm in the immediate vicinity of the link bridge are currently at the implementation stage. This evolving wider context has been a consideration when assessing the principle for the infill of the link bridge but also being mindful of the (aforementioned) features and characteristics that define the listed building's its special interest.
- 6.16 The success of an infill below the bridge at pedestrian level will be dependent on the detailing of the physical components such as the glazing, the lighting, signage and services and how these elements will be integrated within the newly enclosed space and alongside those features that contribute to the significance of the listed bridge link such as the piloti and the exposed soffit. The creation of a glazed street level infill to Centre Point Bridge Link would be acceptable in principle but the merits of a revised scheme would largely be dependent on detail to ensure that significance of the designated heritage asset is sustained.
- 6.17 At pre-application stage the applicant was advised that any applicant would be largely dependent on sufficient detail being provided to ensure that significance of the designated heritage asset is sustained. This information was essential inform whether an infill under the bridge could be achieved without causing harm to the designated heritage asset especially as the previous refusal contained little detail and leaving the scheme to condition. A comprehensive submission with substantial detail forms part of the current application providing assurances that the scheme can be successfully implemented, thereby preserving the special interest of the listed building.
- 6.18 Key Design Aspects of the proposal are as follows:

- Services are not visible, being hidden in the floor slab or shared within a service area already consented for adjacent retail unit (R02);
- Glazed full height panels from ground to soffit would match the size and rhythm of the panels on the first floor of the bridge for consistency in overall appearance;
- Minimal touch to the soffit of the bridge link;
- The glazed panels will be bottom-fixed to the floor and set into a narrow channel without a plinth to maximise the lightweight effect of the glazed unit;
- The glazing will be low-iron glass to allow for maximum transparency (though managed by condition as part of material samples);
- Fixed glazed panels on the north and west elevations and a combination of fixed and openable glass panels (on the south elevation) that match in detail so as to provide a uniform composition;
- The design of the openable panels has been modified since pre-application to respond to officer comments to minimise the visual impact of the glass when folded open as seen against the south east piloti as seen from the square. Previously the opened panels were shown fixed to one side, likely obstructing the view of this piloti due to the thickness of glass, whereas the current design divides the glazed panels in two separate sections when open not disrupting views of this piloti; and,
- The handrail to the balustrading to the stairs from ground to basement has been omitted where possible (on the New Oxford Street side) and pulled away from the piloti to minimise the visual impact as seen against the north east piloti.

6.19 The inclusion in this scheme of a setback of the glazed panels on the north and south elevations from the outer edge of the bridge link is important not ensure it retains its visual expression of a bridge over the ground floor. The setback on the north and south elevations from the outer edges of the bridge link comparing the refused scheme and the current one are as follows:

The North Side (New Oxford Street):

- the (refused) 2012 Application - 2090mm
- the current 2015 Application - 2350mm

South Side (facing the new square)

- the (refused) 2012 Application - 2170mm
- the current 2015 Application (as originally submitted) 2035mm
- the current 2015 Application (current proposal as amended in response to feedback) - 2535mm

6.20 This represents an increased set back of 365mm from the (refused) 2012 application for the south and north elevations respectively. The

original proposal to increase the footprint on this elevation (from the 2012 scheme) was unacceptable as it would reduce its visual prominence and compromise the physical quality of the building as a bridge.

- 6.21 The marked difference in setback between the two principal (north and south) faces of the bridge is a purposeful aspect of the overall design. A greater setback on the New Oxford Street (north) elevation to match the south side was considered as part of the proposal's assessment but it would have a negative visual impact on the overall Centre Point composition as viewed from the north. It would create a visual incongruity with the adjacent (approved) R02 retail unit (as shown on pages 36-47 of the Design and Access Statement), thereby creating awkward junctures both at ground, pedestrian and soffit level, proving more difficult to detail at high level where it would meet the cantilever of the bridge. Furthermore it would cause a noticeably unresolved elevation on a principle and highly visible street frontage. Therefore, the reduced setback on the north elevation (from the south) is considered to create a continuous and harmonious shopfront on New Oxford Street.
- 6.22 The Bloomsbury CAAC has responded to the public consultation, advising that it strongly objects to the proposal to infill the bridge link, citing that the openness of the space between the piloti at the base of a tower like Centre point is absolutely essential to its character as a descendent of the type of 'block on piloti' established by Le Corbusier in the thirties onwards. The comments also state that to infill this space would be extremely detrimental to its character and its status as a listed building. The 'glassiness' of the infill makes no difference as it would be filled with the clutter of a commercial space
- 6.23 Officers consider that infilling part of the undercroft is not an uncommon feature of the Le Corbusier's designs and similar modernist precedents. Examples such as La Tourette Monastery in Evreux France, Maison du Bresil in Paris and the High Court in Chandigarh have infill accommodation adjacent to and around the pilotis. Typically these ground level spaces incorporate usable internal spaces such as entrances or exhibition spaces below or next to the columns of the undercofts. The architectural treatment of each is unique to its own design but the principle is similar of accommodation beneath a soffit that forms an elevated sculptural plane. It is a distinctive feature of modern architecture.
- 6.24 The key is to ensure an appropriate degree of openness at ground floor level and clearly differentiating the ground to the floors above. In Centre Point the original intent was to accommodate a different use in the form of a road which is now redundant.
- 6.25 Partially infilling the undercroft at Centre Point Bridge Link with highly transparent glass and minimal structure is considered to be in keeping

with these modern architectural precedents. The architectural articulation of the base will remain visually distinct from the main form of the floors above. This is achieved by a clutter-free design with minimal fixing to the existing structure and maintaining a permeable pedestrian path in its current location under Centre Point, linking the emerging square to New Oxford Street. Therefore the proposals are consistent with these original modernist precedents in concept, detail and function.

- 6.26 The design is not a transparent composition as the interior's furnishings will be visible. However, the minimalist visual detailing of fixtures, fittings and components that create the glazed box and will allow the proposed retail space to be operational are not considered to be harmful to the listed building's special interest based on the characteristics and features identified above.
- 6.27 As noted above under the assessment of the significance of the listed building, the scheme will allow those elements that contribute to its special interest to remain prominent including its bridge-like quality because of the glazed unit's setback on its north and south elevations. Two of the four pilotis will remain external and visible from both directions, also maintaining the bridge's open quality in part.
- 6.28 Alterations to a listed building must be based on conservation principles of minimal intervention and reversibility and an understanding of key features and characteristics that contribute to its significance. These considerations have formed the basis of the assessment of this proposal.
- 6.29 Officers emphasised to the applicant that only a high quality scheme would be acceptable given a proposal must preserve the special interest of the listed building. The applicant has responded by providing a comprehensive submission with detailed drawings exhibiting that a considered and sensitive design is feasible.
- 6.30 It is considered that the proposed interventions adhere to the aforementioned conservation principles, not compromising the asset's significance because the features that define its special interest would be retained through the proposal's design. Conditions are required to address details including internal lighting of the newly enclosed space, the fixing method for signage and the type of the glazing through samples of the facing materials and details of junctions between new and existing fabric to ensure high quality finishes and detailing.
- 6.31 Therefore special regard has been attached to the desirability of preserving the listed building and its features of special architectural or interest in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by the Enterprise and Regulatory Reform Act (ERR) 2013. In accordance with paragraph 132

of the NPPF, great weight has been given to this asset's conservation and it is considered that no harm will result, thereby sustaining its significance.

Residential Amenity

- 6.32 Policy DP12 c considers the impact of new food, drink and entertainment uses on nearby residential uses and states that conditions and obligations are used to manage potential harm to residential amenity including hours of operation and management agreements.
- 6.33 The site is located within the Seven Dials Special Policy Area in Camden's Statement of Licensing Policy. This is one of two areas in the borough where the number, type and density of premises selling alcohol for consumption on the premises are having a serious negative impact on the local community and local amenities. This area therefore has special licensing polices that apply.
- 6.34 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.
- 6.35 The application proposes a large restaurant of approximately 423m². This would require alcohol and/or entertainment licences and the licensing committee would need to consider the implications of this.
- 6.36 In planning terms it is noted that the proposed unit is larger than the other ground floor units previously approved. It is also noted that there is a large number of existing residential flats within Centre Point House and approved residential flats in Centre Point Tower and White Lion House. The approved scheme includes a condition to ensure 'glazing to the new residential units shall be sufficient to provide for "good" internal noise levels as per BS 8233 and the WHO internal noise levels guides'. This will ensure the approved residential units have sufficient soundproofing. This location in central London, with excellent transport links is considered to be appropriate for new restaurant accommodation.
- 6.37 The hours of operation are recommended to be conditioned to be the same as for the entertainment uses approved under 2013/1957/P; 08.00 until 23.30 Monday to Sunday and Bank Holidays. Furthermore a management statement would be recommended to be secured via S106 Legal Agreement to demonstrate how the premises would be operated

to ensure disturbance is minimised, for example deterring patrons from lingering outside the restaurant. These measures are considered to ensure the premises are efficiently managed and to minimise nuisance and disturbance.

- 6.38 Whilst no details of plant and ventilation have been submitted a condition is attached to ensure full details of the ventilation system are provided, in line with the previously approved scheme.
- 6.39 The proposal is considered to comply with Policies CS 7, DP12, DP 26 and DP 28 and subject to appropriate conditions it is not considered the proposed restaurant will have a detrimental impact on residential amenity.

Crime and Anti-Social Behaviour

- 6.40 Policy DP12 states that the potential for crime and anti-social behaviour would be considered for new food and drink development.
- 6.41 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.
- 6.42 At night and outside trading hours, it is securable by the means of a 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.

Transport

- 6.43 An application for an infill extension under the bridge link was refused in 2013. At the time of determination it was not considered that sufficient information had been submitted to demonstrate that the closure or diversion of St Giles Circus would not have a detrimental impact on local roads, the strategic road network and bus routes and bus stops. The officer's report stated "*it is acknowledged that the closure of St. Giles High Street and the provision of a new public square is an aspiration shared by the Council and many of the stakeholders in the area. The development proposals have however, been submitted before the impacts of the closure of St Giles High Street on the surrounding road network have been fully understood and assessed by the Council and Transport for London, and before the proposals have undergone a comprehensive public consultation.*"

- 6.44 Since the determination of this application the situation has significantly changed. The West End Project approved in January 2015 included the closure of this part of St Giles High Street in order to create the new public square/piazza. The project included the relocation of bus stops to Earnshaw Street and the western section of St Giles High Street. The implications of the partial road closure were considered acceptable. This part of St Giles High Street under the bridge link is to be pedestrianised and repaved providing an access route from New Oxford Street to the public square.
- 6.45 The proposed infill extension would partially infill the area to the south of New Oxford Street. A pedestrian walkway 5.5m in width would be maintained for access to the piazza. As the stopping up of this area has already been agreed, there would be no impact on the road network as a result of the infill extension.
- 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).
- 6.47 A strategy for servicing and refuse for the approved A1, A3 and A4 units has been approved under 2013/1957/P. A managed service would be provided at ground floor level within Centre Point House, accessed from Earnshaw Street. Goods would be transferred to the proposed restaurant via service corridors. The site is therefore able to accommodate servicing vehicles associated with the proposed restaurant with no adverse impact on the operation of the highway. Refuse would be stored in the basement of Centre Point House with access for refuse vehicles from Earnshaw Street.
- 6.48 It is recommended that due to the scale of the development and its location surrounded by a number of other construction sites a Construction Management Plan is secured via S106 to manage the impact of the development during the construction phase.
- 6.49 The application is considered acceptable in highways terms in compliance with Policies DP16 and DP17.

7. CONCLUSION

- 7.1 The cumulative impact of the proposed restaurant and the A1, A3 and A4 accommodation as previously approved is considered to be acceptable in that a mix of uses would be provided contributing to the vibrancy of this Central London location. The detailed design of the

extension is considered to be acceptable given it is an appropriate and sympathetic design. The set back on the north and south elevations would maintain the bridge like quality of the existing first and second floors. The minimalist design is considered to be high quality. Whilst the glazed box would not be completely transparent, and the internal fixtures would be visible, it is not considered this addition would harm the special interest of the Grade II listed building. As the closure of this part of St Giles Circus has already been agreed, there would be no implications on the road network as a result of the infill extension. It is therefore considered that the reasons for refusal for 2012/2897/P have been sufficiently addressed in this application. The provision of the restaurant extension is considered to complete the public piazza and provide an active frontage, contributing to the vibrancy of the new public square.

7.2 The application is recommended for approval subject to an s106 agreement to secure the following:

- Management strategy for proposed restaurant
- Construction Management Plan

8. **LEGAL COMMENTS**

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

2015/1903/P

Condition(s) and Reason(s):

- 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. All new glazed panels shall be clear glazed and be so maintained. No method of obscuring the glazing such as film or blinds shall be affixed to the glazing.

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

3. Detailed drawings, samples of materials and method statements as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun

a) Plan, elevation and section drawings of the glazed panels at a scale of 1:10 with sections of the framing, joints and fixing method to the existing building fabric (soffit) and to the new floor at a scale of 1:5 showing glass to glass corner, glass partition to façade, sliding door jamb to partition, sliding door, decking/edge detail, fixed glazing base, sliding door/slab soffit junction and sliding door/floor junction for a single glazed panel and of the sliding doors opened as appropriate.

b) Elevation, section drawings (including method of illumination) of proposed lettering to 34th floor of Centre Point Tower.

c) Samples and manufacturer's details of the glazed panels to the shopfront showing colour, texture and thickness.

d) Samples and manufacturer's details of materials for the internal handrail and balustrade.

e) Samples and manufacturer's details for all internal floor surfaces.

f) Samples and manufacturer's details for the internal service wall.

f) Evidence that the external surface finish will be implemented in accordance with the previously approved public realm scheme.

g) Details of all lighting fixtures, fittings, cabling and fixing methods.

h) Details of all signage including method of fixing to the soffit.

i) All new services, including risers, pipework, cabling, air handling equipment, extracts, louvres, sprinklers, health and safety equipment, and communications technology equipment.

i) Repairs to the pilotis including the mosaic tiles.

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 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

4. The development hereby permitted shall be carried out in accordance with the following approved plans:

10070-CPA PL2; 10071-CPA PL2; 12227-CPA PL2; 12302-CPL PL2; 12304-CPL PL2; 12380-CPW PL2; 12381-CPW PL2; 15110-CPL PL2; 15130-CPL PL2; 15132-CPL PL2; 15452-CPL PL2; 15453-CPL PL2; 15454-CPL PL2; 15510-CPL PL1; 17011-CPA PL2; 19247-CPA PL2; 19248-CPA PL2; 19332-CPL PL2; 19860-CPL PL2; 19861-CPA PL2; 19862-CPA PL2; 19863-CPA PL2; 19864-CPL PL2; 40100-CPL PL2; 40101-CPL PL2; 40129-CPL PL2; 40130-CPL PL2; 41178-CPL PL2; 41180-CPL PL2; 41182-CPL PL2; 41183-CPL PL2; 41183-CPL PL2; Planning Statement; Design and Access Statement PL2

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

4. No new plumbing, soil stacks, flues, vents, ductwork or rainwater goods and soil pipes shall be fixed on the internal or external faces or soffit of the building unless shown on the drawings hereby approved or as otherwise agreed in writing by the Council.

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

5. Notwithstanding the drawings submitted as part of this application, no lighting has been consented and shall not be affixed to the two pilotis that will be internalised through implementation of this scheme. Lighting for the remaining two external piloti as part of this scheme shall only be implemented in association with an extant consent.

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.

6. Prior to the first use of the premises for the A3 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.

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.

7. 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.

8. The A3 use hereby permitted shall occur outside of the following times: 08:00 – 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.

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.

9. No loading or unloading of goods, including fuel, by vehicles arriving at or departing from the premises shall be carried out at the application site otherwise than via the servicing bay at Earnshaw Street. At no time should servicing be carried out from the public highway.

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.

10. No new grilles, security alarms, lighting, cameras, display screens or other appurtenances shall be fixed on the internal or external faces or soffit of the building unless shown on the drawings hereby approved or as otherwise agreed in writing by the Council.

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.

- 11 No aerials, plant, equipment or means of enclosure shall be erected other than as indicated on the approved drawings, unless otherwise agreed in writing by the Council.

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

Informative(s):

- 1 In good time, prior to the start of construction (or if appropriate, demolition) on site, the contractor shall discuss and agree with the Council's Engineering Service Network Management team (tel: 020-7974 2410) detailed arrangements for the transportation of goods and materials to and from the site. The Council will prosecute those responsible for any breaches of the provisions of the Highways and Litter Acts which occur as a result of construction on the site
- 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 6941).
- 3 Your proposals may be subject to control under the Party Wall etc Act 1996 which covers party wall matters, boundary walls and excavations near neighbouring buildings. You are advised to consult a suitably qualified and experienced Building Engineer.
- 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 Council's 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 You are advised that condition 8 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 time

2015/2034/L

- 1 The works hereby approved are only those specifically indicated on the drawing(s) referred to above.

Reason: In order to safeguard the special architectural and historic interest of the

building in accordance with 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.

- 2 All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with 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

- 3 No new grilles, security alarms, lighting, cameras, display screens or other appurtenances shall be fixed on the internal or external faces or soffit of the building unless shown on the drawings hereby approved or as otherwise agreed in writing by the Council.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with 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

- 4 Notwithstanding the drawings submitted as part of this application, no lighting has been consented and shall not be affixed to the two pilotis that will be internalised through implementation of this scheme. Lighting for the remaining two external piloti as part of this scheme shall only be implemented in association with an extant consent.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with 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.

- 5 No new plumbing, soil stacks, flues, vents, ductwork or rainwater goods and soil pipes shall be fixed on the internal or external faces or soffit of the building unless shown on the drawings hereby approved or as otherwise agreed in writing by the Council.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with 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.

6 Detailed drawings, samples of materials and method statements as appropriate, in respect of the following, shall be submitted to and approved in writing by the Council before the relevant part of the work is begun

a) Plan, elevation and section drawings of the glazed panels at a scale of 1:10 with sections of the framing, joints and fixing method to the existing building fabric (soffit) and to the new floor at a scale of 1:5 showing glass to glass corner, glass partition to façade, sliding door jamb to partition, sliding door, decking/edge detail, fixed glazing base, sliding door/slab soffit junction and sliding door/floor junction for a single glazed panel and of the sliding doors opened as appropriate.

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f) Evidence that the external surface finish will be implemented in accordance with the previously approved public realm scheme.

g) Details of all lighting fixtures, fittings, cabling and fixing methods.

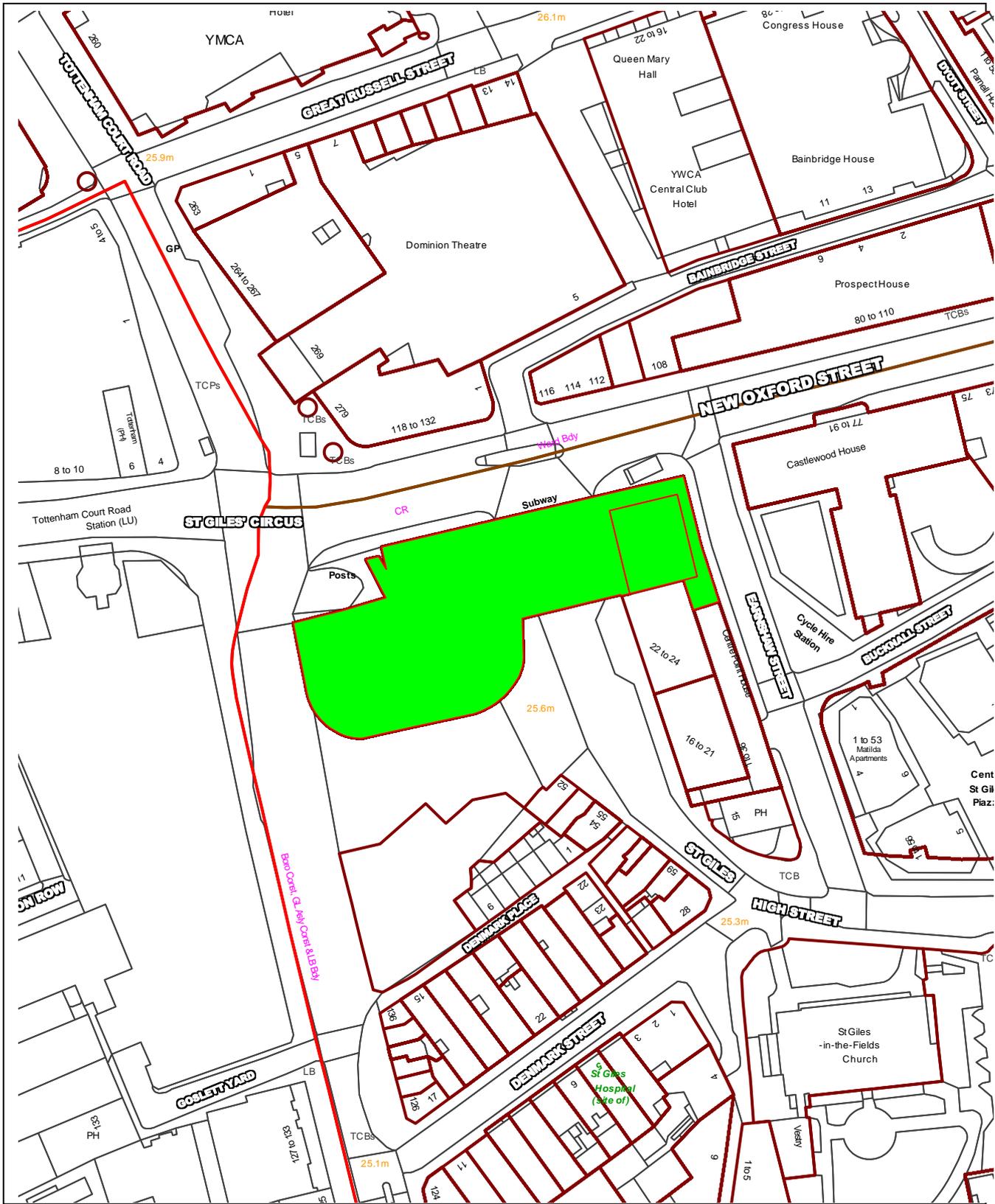
h) Details of all signage including method of fixing to the soffit.

i) All new services, including risers, pipework, cabling, air handling equipment, extracts, louvres, sprinklers, health and safety equipment, and communications technology equipment.

i) Repairs to the pilotis including the mosaic tiles.

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

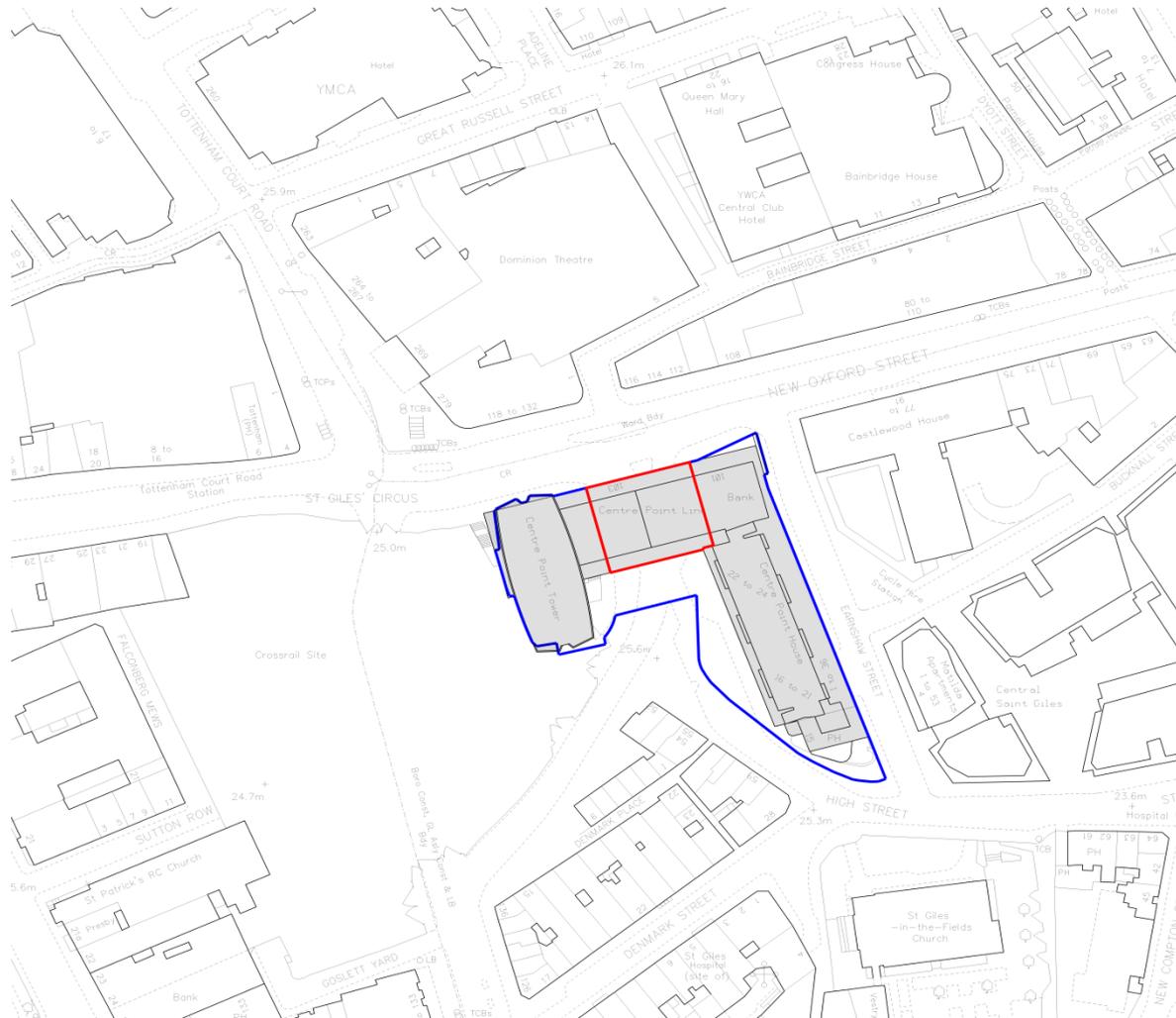
Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policy DP25 of the London Borough of Camden Local Development Framework Development Policies.



	<p>Application No: 2015/1903/P</p> <p>Centre Point 101-103 New Oxford Street 5-24 St. Giles Street London WC1A 1DD</p>	<p>Scale: 1:1250</p> <p>Date: 27-Jul-15</p>	<p>N</p> 
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Centre Point

OS plan



Centre Point

Aerial view



Link Building

Centre Point

Site Photographs



Existing view from New Oxford Street
(prior to road closure)

Existing view from St Giles High
Street (prior to road closure)



Centre Point

West End Project



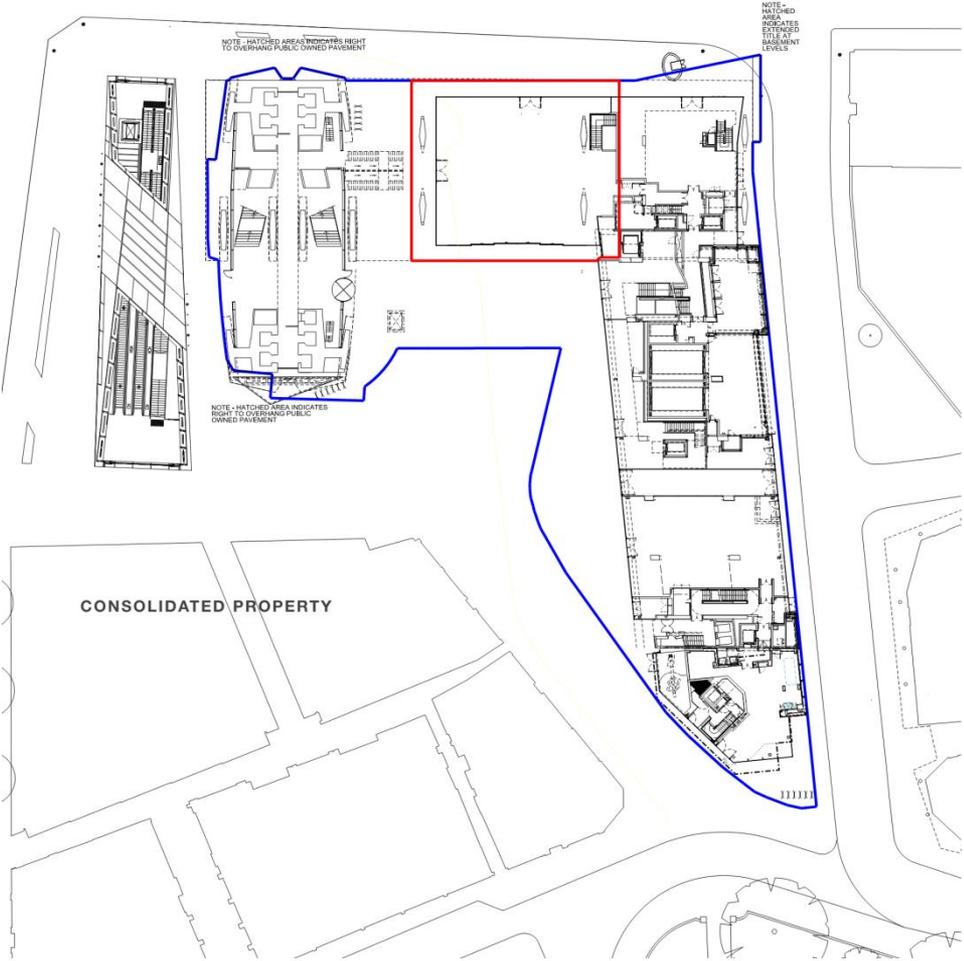
Centre Point

Existing site plan



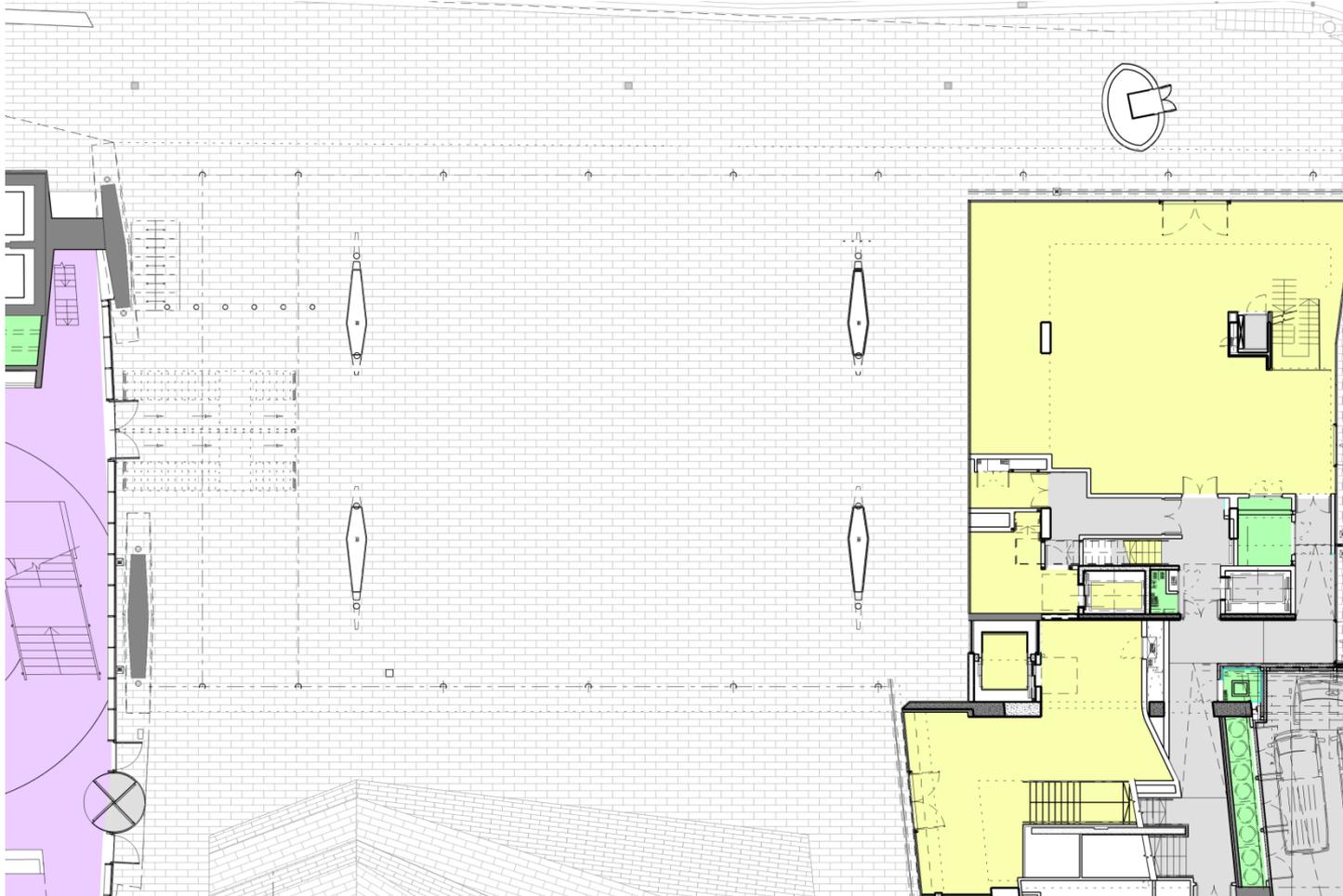
Centre Point

Proposed site plan



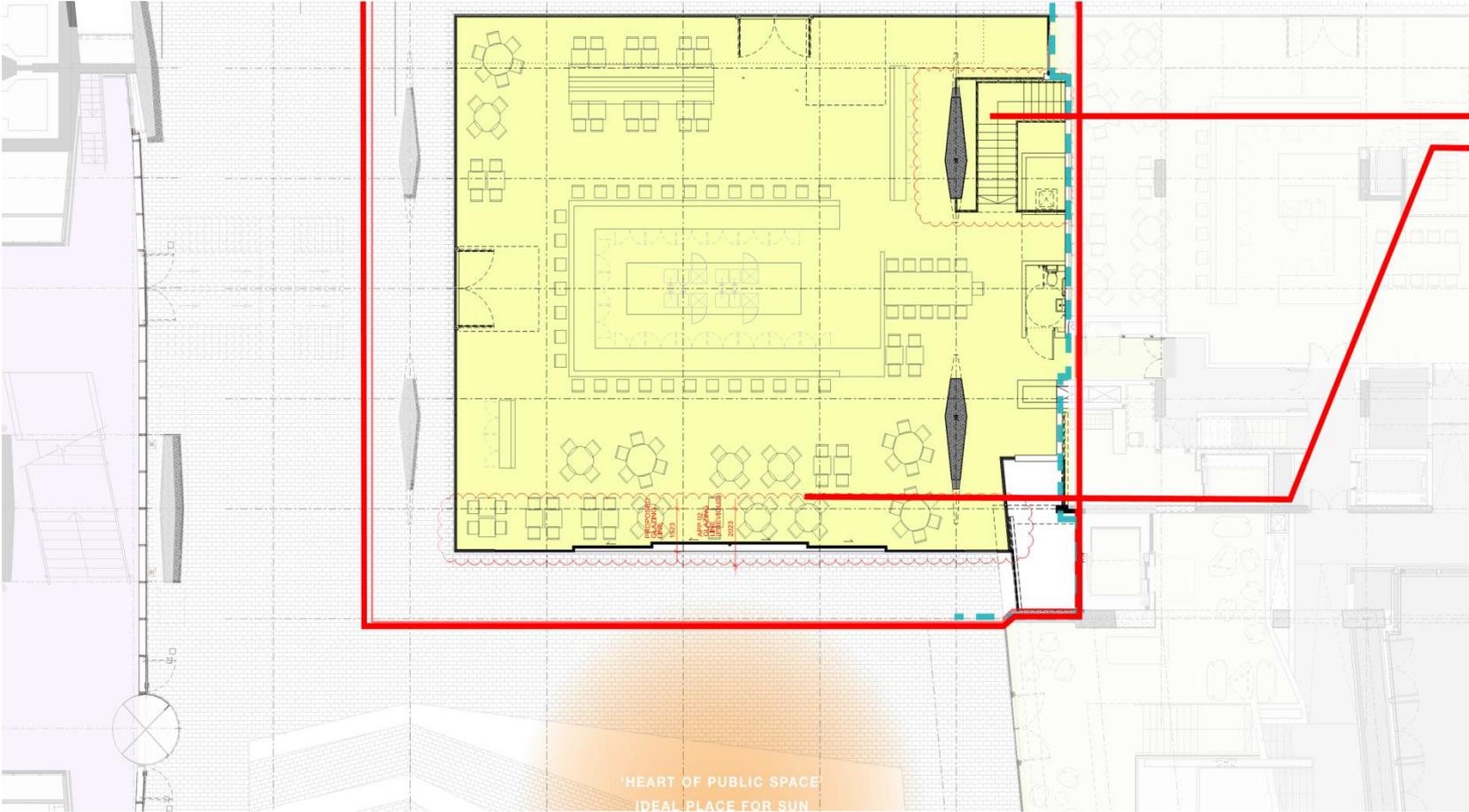
Centre Point

Existing ground floor plan



Centre Point

Proposed ground floor plan



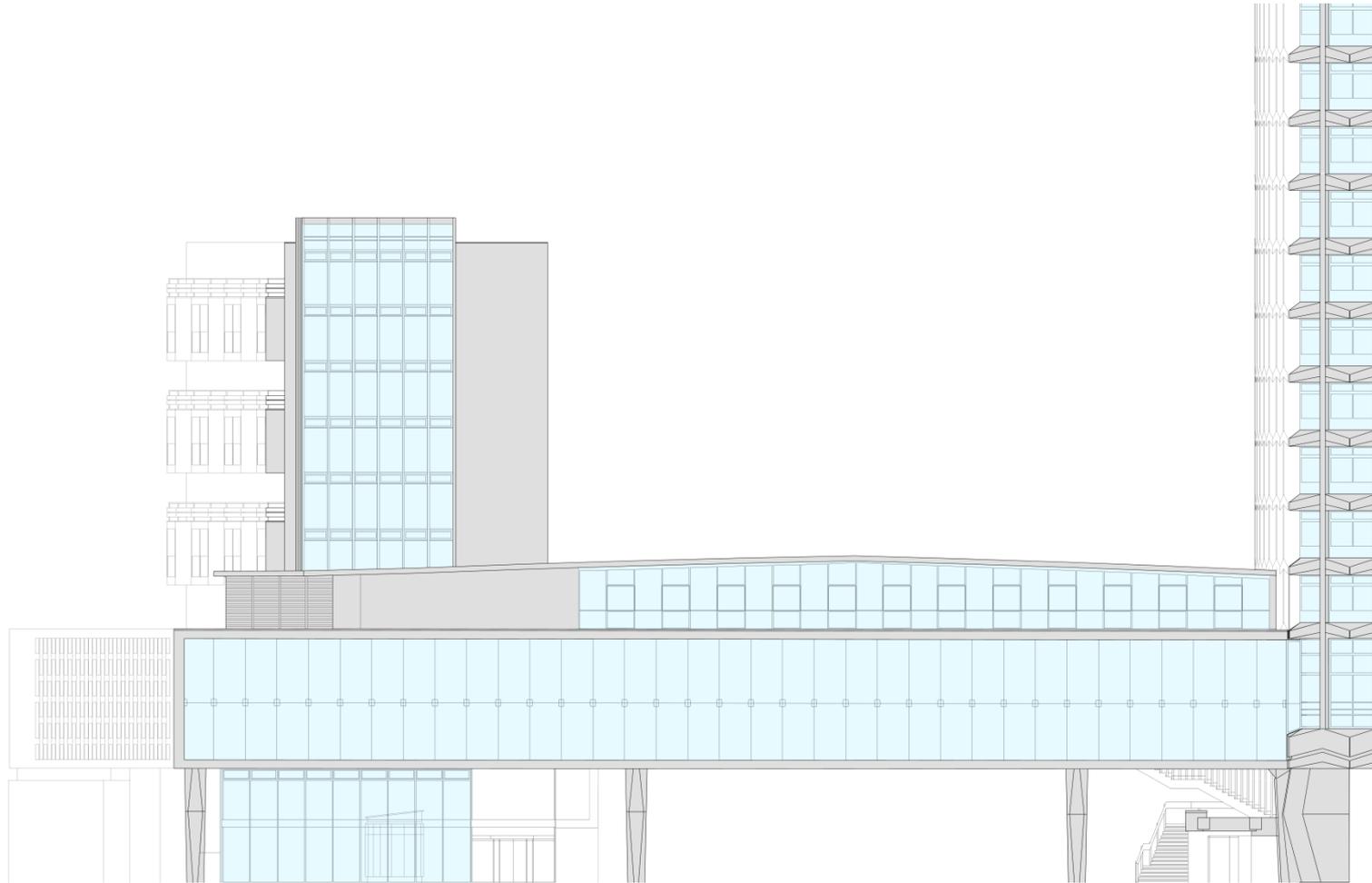
Centre Point

Proposed ground floor plan



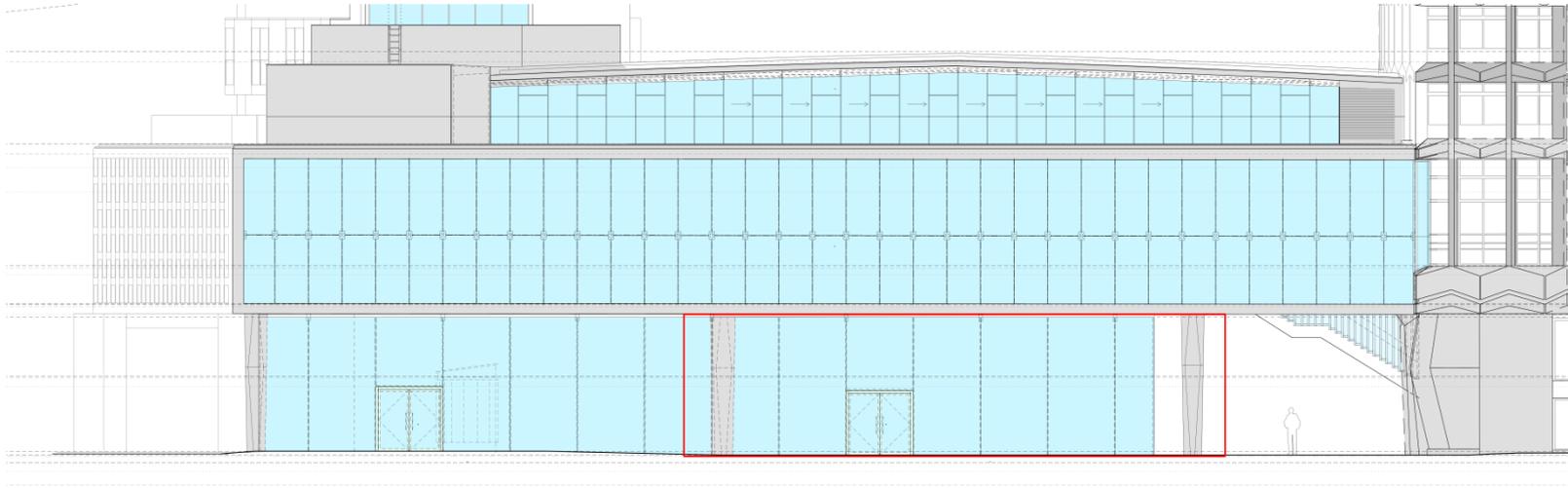
Centre Point

Existing north elevation (New Oxford Street)



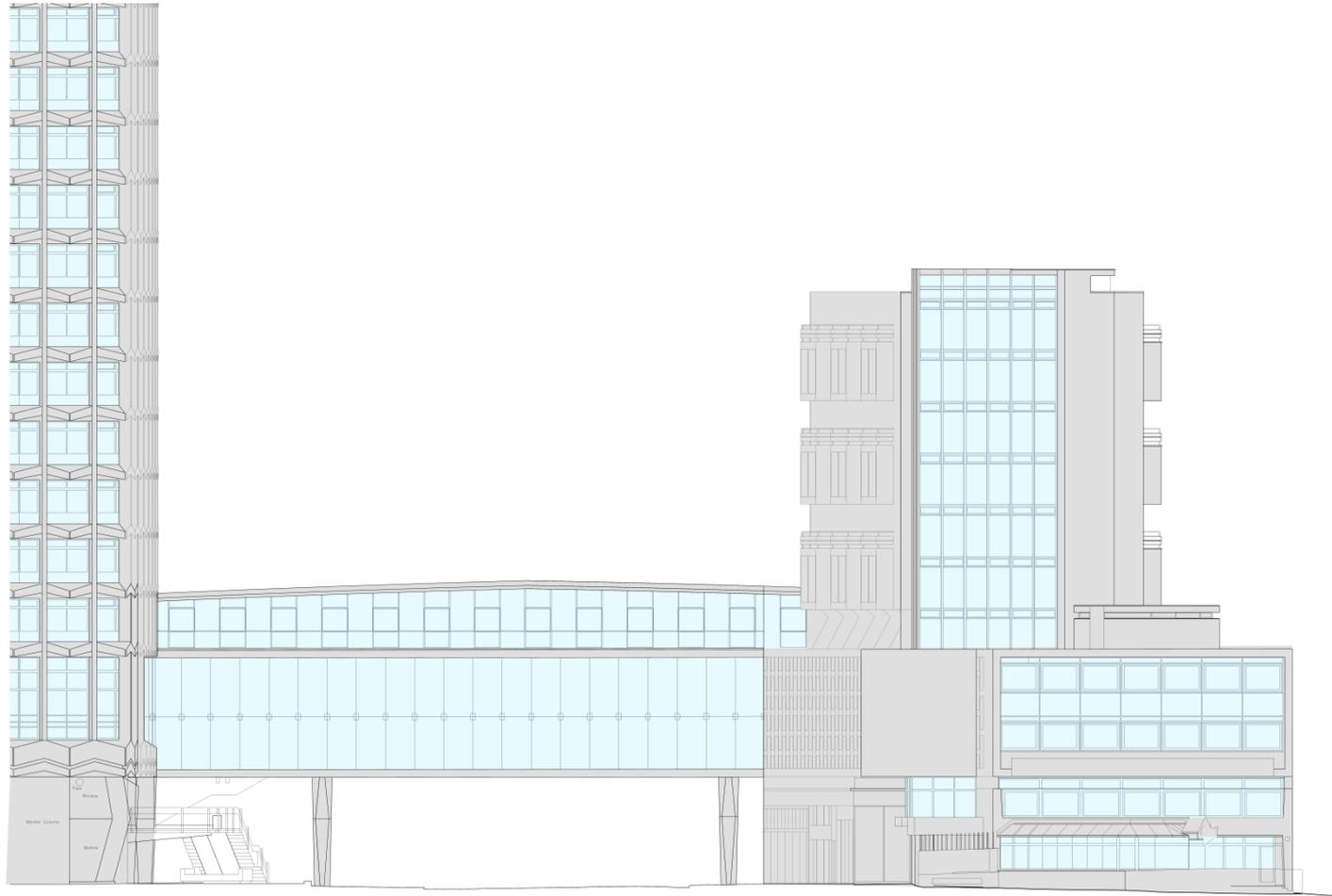
Centre Point

Proposed north elevation



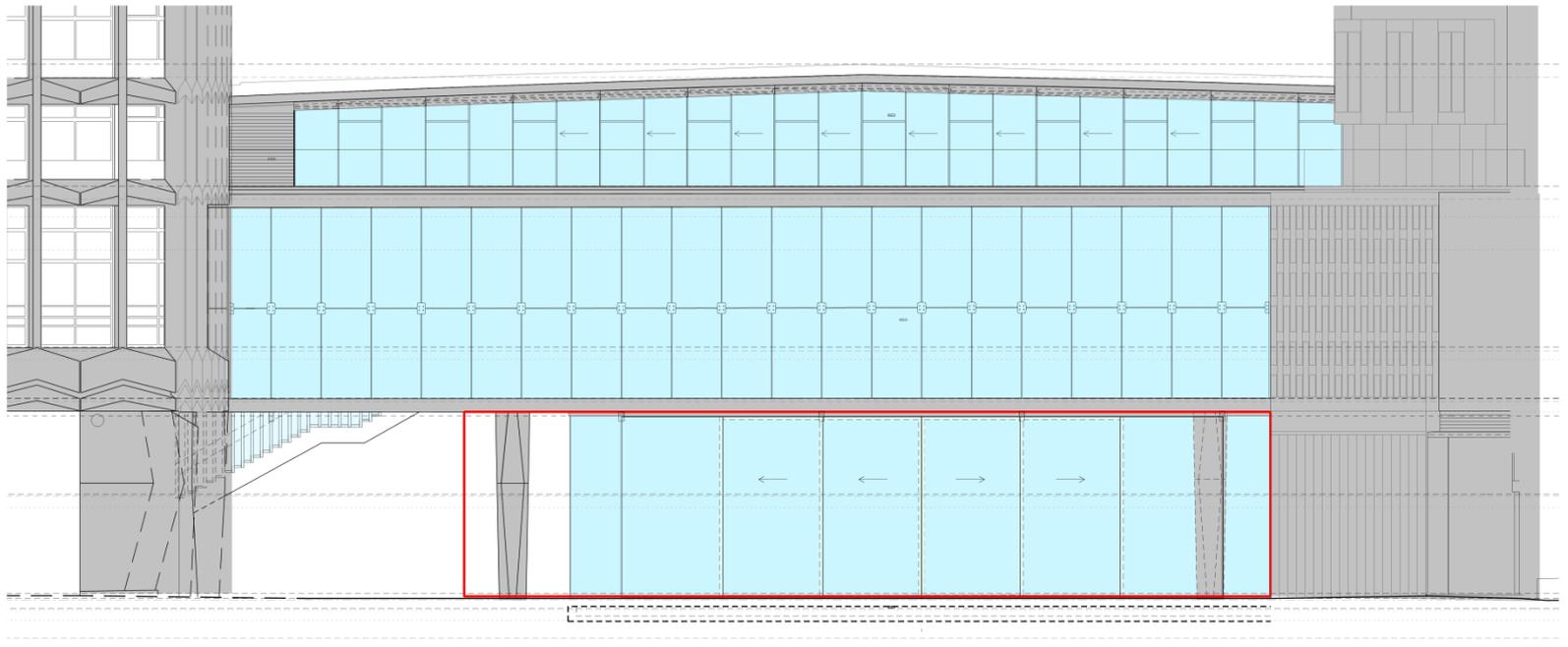
Centre Point

Existing South elevation (St Giles High Street)



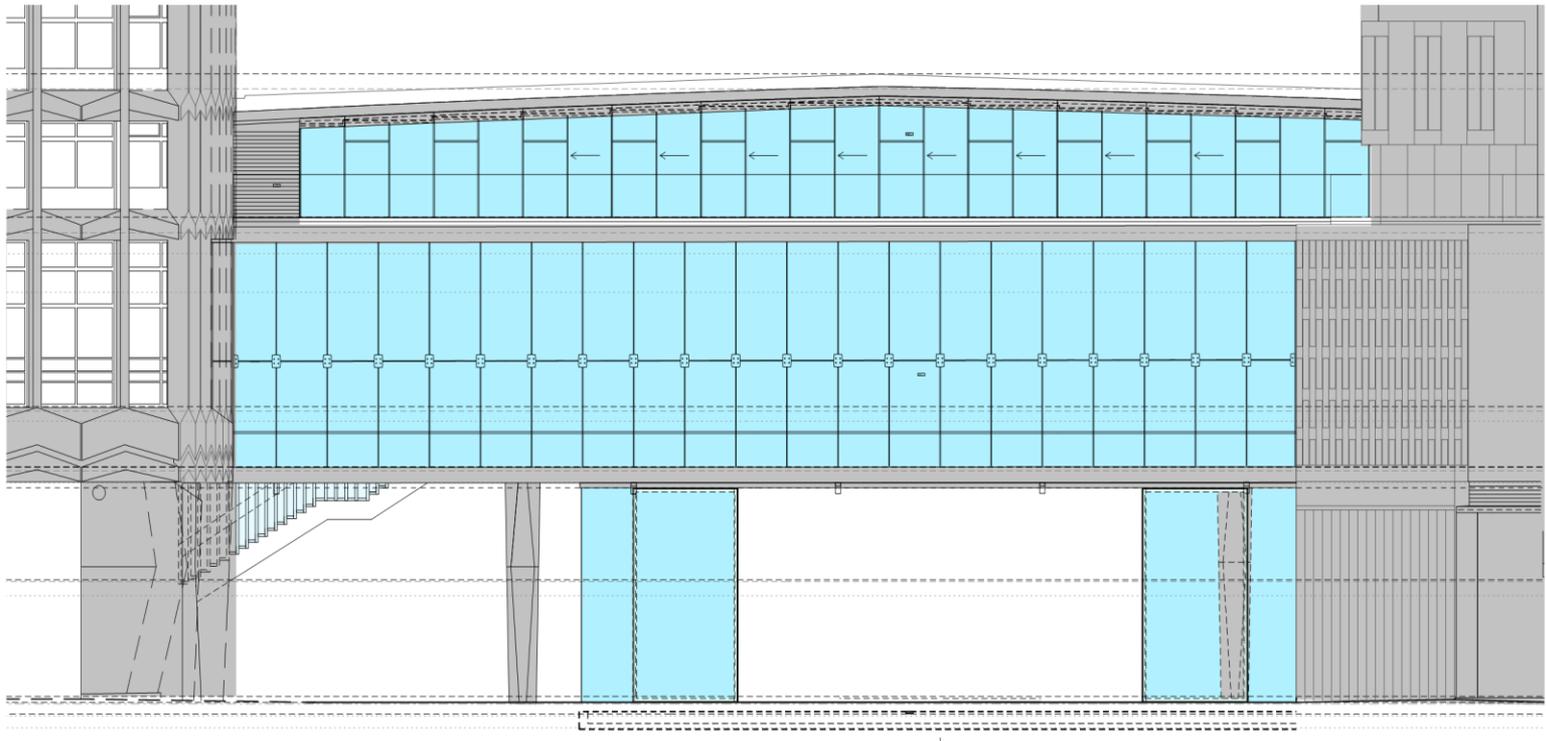
Centre Point

Proposed South elevation (St Giles High Street)



Centre Point

Proposed South elevation (with sliding doors open)



Proposed CBL South Elevation - Glazing Open

Centre Point

Proposed South elevation (with sliding doors closed and open)



View 03 from square : Doors fully close



Centre Point

Visual (from public square)



Centre Point

Proposed visual (from New Oxford Street)



Centre Point

Visual of public square (siding doors open)

