

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:	2015/5068/P	Officer: Kathryn Moran	
Ward:	Holborn & Covent Garden		
Date Received:	4/9/2015		
Proposal: A partial infilling through the erection of a ground floor extension to provide new restaurant (Class A3) floorspace together associated works 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 Application 2; Addendum Planning Statement; Design and Access Statement Revised with additional information September 2015; Pedestrian Accessibility Assessment; Estate Management Plan; Public Space Case Study and Design Review			
RECOMMENDATION SUMMARY: Grant conditional planning permission subject to Section 106 agreement			
Applicant:		Agent:	
Almacantar (Centre Point) Ltd C/o Agent		Gerald Eve LLP 72 Welbeck Street London W1G 0AY	

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RECOMMENDATION SUMMARY
Grant conditional listed building consent

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ANALYSIS INFORMATION

Land Use Details:			
	Use Class	Use Description	Floorspace
Existing	<i>n/a</i>	<i>n/a</i>	<i>n/a</i>
Proposed	A3	Restaurant	445m2

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

OFFICERS' REPORT

Reason for Referral to Committee: This application is reported to the Development Control Committee as it involves the creation of new Class A3 use [Clause 3(iv)].

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 Local Development Document (September 2013). Specifically the aspiration for the 'St Giles Circus' site is to support high quality development appropriate to this Central London gateway and the creation of new world class public spaces. The document identifies that: *"Opportunities for appropriate refurbishment and remodelling of the Grade II listed Centre Point, focussed specifically at lower levels, should be explored to create an improved relationship with the new station entrances and new spaces; particularly under the bridge link which is dark and unwelcoming and would create a poor quality entrance and edge to planned enhancements."*
- 1.6 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.
- 1.7 The vision for the St Giles area is set out in the Site Allocations Local Development Document (September 2013) and has been taken forward by the Tottenham Court Road Public Realm Steering Group which includes representatives of London Underground, Crossrail, TfL, GLA and Westminster as well as Camden. A public realm scheme was developed by Gillespies with stakeholder engagement in 2012. Since that time Camden has developed and approved the West End Project which includes St Giles and has also reached agreement with London Underground and Almacantar to deliver the new public realm at St Giles. As planning permissions have been granted on the surrounding sites the public realm design has had to change and evolve. The current proposal is therefore compatible with the schemes that have been granted planning approval and the West End Project but does not need planning permission and therefore does not form part of this application.

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 445m² (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 8.2 – 9.2m wide pedestrian walkway in between the existing column (piloti) and Centre point Tower and a gap of 1.3m between the piloti and the proposed restaurant extension.
- 2.4 This application is a resubmission of an application previously refused in September 2015 (see history section below). This application seeks to address the reasons for refusal and includes additional information regarding pedestrian flow, measures to deter anti-social behaviour and information regarding the mix of retail and restaurant uses in the wider area.

3. RELEVANT HISTORY

- 3.1 2015/1903/P – Planning permission was refused on 4 September 2015 for 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.
- 3.2 Planning permission was refused for the following reasons:
 - 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.

- 3.3. 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.

- 3.4 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.”

- 3.5 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.”

- 3.6 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.

- 3.7 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.

- 3.8 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 Committee (CAAC): Objection on the following grounds:

The infilling of the intended open spaces at the base of this iconic listed building will be to the detriment of the architectural quality of the building and thus will be detrimental to the quality of the Conservation Area.

- 4.2 Westminster City Council: No objection

- 4.3 TfL – Original objection withdrawn:

TfL has reviewed their pedestrian counts/movement information and has found that it is consistent with Cross rail's findings. Thus there would not be a pedestrian circulation issue from TfL's perspective.

No objection from an urban design perspective.

Adjoining Occupiers

<i>Number of letters sent</i>	40
<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 The Covent Garden Community Association: Object for the following reasons:

- With Crossrail, this location is predicted to have the highest number of pedestrian movements, significantly higher than at present.
- The extension would result in a significant obstacle and pedestrians would be funnelled into an inadequate space with health and safety implications
- Anti social behaviour would exist 24 hours and more likely during late night hours when the restaurant is closed

- The area is saturated with A3 uses
- 4.5 A site notice was erected on the 18th September 2015 allowing comments until the 9 October 2015 and a press notice was displayed on the 24th October 2015 allowing comments until the 15 October 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

- 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)
Camden Site Allocations Local Development Plan (2013)

5.3 Supplementary Planning Policies

Camden Planning Guidance (CPG)

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

6. ASSESSMENT

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

- Land use
- Design
- Residential Amenity
- Crime and Anti-Social Behaviour
- 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 application was refused on the basis that the applicant had failed to demonstrate that the provision of a new restaurant use would not result in an overconcentration of A3 uses which would be harmful to the character, function, vitality and viability of the new public square and the wider Tottenham Court Road area.
- 6.7 The extant 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. As part of this permission a condition (10) 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) to be provided as class A1 retail floorspace. The purpose of this condition is to prevent an over concentration of food and drink uses in this Central London location.

- 6.8 The applicant has stated that they have reviewed GOAD plans for the wider area and it is clear that the Tottenham Court Road area comprising Oxford Street, Tottenham Court Road and Charing Cross Road provides mainly A1 uses.
- 6.9 Furthermore it is considered that, given the design of the unit as a transparent box, it would be more suitable as a restaurant than a retail unit as a restaurant would not need window displays and internal stands/display areas. The restaurant use would ensure the premises is maintained clutter free with as few permanent fixings as possible.
- 6.10 It is also recognised that this unit forms an integral part of the public piazza, approved as part of the West End Project. The provision of a restaurant in this location would enliven and animate the public square more than a retail unit would. Directly outside the proposed restaurant there would be an external seating area (to be agreed with the Council at a later date via s106 legal agreement) providing an active frontage as well as activity within the public square.
- 6.11 In order to address the previous reason for refusal the applicant has agreed to a commitment to provide 50% of the ground floor accommodation across the site (as secured by condition) as retail (Class A1). However as part of this application the applicant has agreed to include the proposed restaurant within the 50% commitment whereas it had previously been exempt. Therefore should the proposed infill extension be used as a restaurant a larger amount of the ground floor accommodation in the rest of the complex would be secured as A1 retail use. This will be secured via s106 agreement.
- 6.12 On this basis officers are satisfied that the reason for refusal has been addressed and the Centre Point redevelopment as a whole will provide a mix of A1, A3 and A4 uses for residents, workers and visitors and not result in an over concentration of A3 restaurants. It is accepted that

there would be other restaurants within the local area and within Centre Point House and the link building.

- 6.13 The applicant previously submitted a Retail Vision Statement which 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 both retailers and restaurateurs.
- 6.14 Consequently, the proposal is considered to comply with Policy CS7, DP 12 and CPG 5 and the previous reason for refusal has been overcome.

Design

- 6.15 The site is located within the Demark Street Conservation Area and is Grade II listed.

NPPF

- 6.16 National policy guidance set out in the National Planning Policy Framework ('NPPF') confirms the great weight in favour of the conservation of 'heritage assets' such as listed buildings and conservation areas as cited in Paragraph 132. The particular significance of any element of the historic environment likely to be affected by a proposal should be identified and assessed. Any harm should require clear and convincing justification.
- 6.17 Based on the significance of the designated heritage assets, being the grade II listed building and the Denmark Street Conservation Area, the proposed link infill would comply with Paragraph 131 of the NPPF because it would sustain and enhance their significance, also making a positive contribution to the local character and distinctiveness. Therefore, the proposal would also be consistent with Paragraph 132, because no harm would be caused to the significance of the designated heritage assets.
- 6.18 In considering a proposal for listed building consent, the duty imposed by Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard must be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. A comparable duty with regard to planning permission is imposed by section 66 of the Act. Section 72 of the Act requires that special attention must be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. The proposals would also be consistent with these two statutory requirements.

- 6.19 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.
- 6.20 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.
- 6.21 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.
- 6.22 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.
- 6.23 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.
- 6.24 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.

6.25 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 to 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.

6.26 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.

- 6.27 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

- 6.28 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.
- 6.29 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.
- 6.30 The Bloomsbury CAAC objected to this proposal and the previous application 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

- 6.31 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 undercrofts. 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.
- 6.32 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.
- 6.33 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.
- 6.34 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.
- 6.35 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.
- 6.36 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.

- 6.37 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.
- 6.38 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 recommended to require further details of the internal and lighting in order to assess the impact of the fixings to the listed building. Details of 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.
- 6.39 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. It is noted that the previous application was not refused for any design reasons (the issue of anti-social behaviour will be discussed in paragraphs 6.48 to 6.54 of this report).

Residential Amenity

- 6.40 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. This issue of cumulative impact is dealt with in paras 6.11 above
- 6.41 Whilst not directly relevant to the planning application, members are advised that 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 policies that apply.
- 6.42 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.

- 6.43 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.
- 6.44 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.
- 6.45 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.
- 6.46 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. The ventilation would be routed internally and no equipment would be fixed to the external elevations.
- 6.47 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

- 6.48 Core Strategy Policy CS 17 requires all developments to incorporate design principles which contribute to community safety and security. Policy DP12 states that the potential for crime and anti-social behaviour would be considered for new food and drink development.

- 6.49 The previous application was refused on the basis that insufficient information was submitted to demonstrate that the infill extension would not result in increased opportunities for crime and anti-social behaviour. Particular concern was expressed regarding the gap of 1.3m between the existing column and the edge of the infill extension. It was considered that this space would provide opportunities for anti-social behaviour, opportunistic crime or rough sleeping.
- 6.50 Officers have considered seeking revisions to pull the building line back to create a larger gap or forward to enclose the gap so that access would not be possible. However making the space larger would not deter anti-social behaviour but a wider route would be more inviting to be used for rough sleeping or as a pedestrian route. Making this space narrower would have a detrimental impact on the listed building as a glass box abutting the column would result in an awkward relationship and detract from the special interest of the original columns. Furthermore, enclosing this space would result in difficulty in maintaining (cleaning or repairing) the columns. It is considered that the proposed gap of 1.3m, is therefore appropriate and should not be revised.
- 6.51 To address the reason for refusal, the applicant has provided a management strategy as part of this application which provides details of the security measures that would be implemented to ensure the proposed restaurant unit and the wider Centre Point complex operates safely day and night. The applicant proposes the use of CCTV cameras and lighting in and around the restaurant, in order to monitor the area and deter anti-social behaviour. When the restaurant is open this space would be overlooked by activity (diners and staff) within the restaurant. This gap would also be well lit with lighting attached to the inside of the column. CCTV cameras would provide surveillance of the gap. The management strategy also provides details of 24 hour surveillance: security guards would be employed by the management company to monitor the Centre Point Tower residential entrance located adjacent to the pedestrian route from the piazza and New Oxford Street. Their position would give a clear view of the proposed restaurant and the pedestrian thoroughfare. The management company would be responsible for dealing with management of the area including the proposed restaurant in terms of maintenance, litter, cleaning and maintaining a clean and attractive area and responding immediately to issues. The security would regularly patrol the area. The management strategy will form part of the recommended S106.
- 6.52 There would also be a requirement as part of the s106 legal agreement to provide the package of security measures; lighting, CCTV and surveillance to minimise anti-social behaviour and opportunities for crime.

- 6.53 The Council's Community Safety officers were consulted and raised no objection to the proposal or the proposed width of the gap provided that CCTV and lighting was installed and the area was monitored.
- 6.54 On this basis it is considered that the applicant has provided sufficient information to overcome the reason for refusal regarding anti-social behaviour and the proposal, subject to s106 obligations, complies with Policies CS 17 and DP 12.

Transport

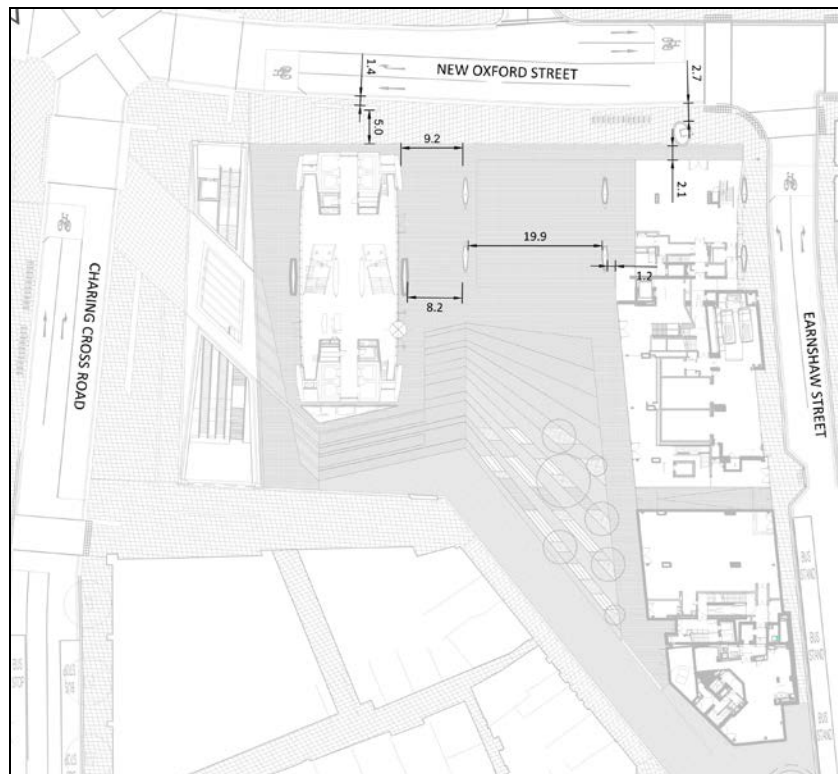
- 6.55 An application for an infill extension under the bridge link was refused in 2013. At the time of determination it was considered that insufficient information had been submitted to demonstrate that the closure or diversion of St Giles High Street would not have a detrimental impact on local roads, 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."*
- 6.56 Since the determination of that 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 piazza. The project included the relocation of bus stops and stands to other locations nearby including Earnshaw Street, Great Russell Street and elsewhere on 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.
- 6.57 The previous application for an infill extension was refused on the grounds that insufficient information was submitted to demonstrate that the enclosure of the underpass (beneath the bridge link) would not have a detrimental impact on pedestrian movement and safety. Particular concerns were raised regarding the proximity of the Crossrail Station due to open in 2018 and the increase in people visiting the area and the associated pedestrian movements through the new piazza. It had not been demonstrated that large numbers of pedestrians would be able to safely navigate the area around the Crossrail Station, Centre Point, St Giles Circus and the new square/piazza and that pedestrians wanting to travel between New Oxford Street and the new piazza (and vice versa) would be funnelled through the pedestrian walkway between Centre Point Tower and the proposed infill extension.

- 6.58 In order to address this reason for refusal the applicant has provided information to demonstrate that the pedestrian walkway to be maintained would safely accommodate pedestrians. They have provided a Pedestrian Comfort Level Analysis (PCLA) by Steer Davies Gleave (September 2015). The analysis was carried out in accordance with TFL's Pedestrian Comfort Guidance for London (2010). This guidance document sets a benchmark for how footways and footpaths should be designed to accommodate peak hour pedestrian flows. The analysis also uses data included in a report by ARUP 'The Impact of Crossrail on Visitor Numbers in Central London' (January 2014). This report provides information on the predicted likely demand for Crossrail Stations in the West End. It also used the detailed pedestrian assessments which formed part of the Transport Assessment submitted as part of the approved Consolidated scheme for the redevelopment of the adjacent site at St Giles Circus to the south of the piazza.
- 6.59 The analysis investigates three scenarios: Scenario 1 (Base Scenario) prior to the creation of the approved piazza; Scenario 2 with the piazza but without the proposed extension under the bridge link, and; Scenario 3 with the underpass beneath the bridge link partially infilled by the proposed extension.
- 6.60 The results surveys conducted in March 2014 identify that in scenario 1 approximately 2500 pedestrians an hour were using New Oxford Street and approximately 1500 pedestrians per hour were using St Giles High Street. St Giles High Street provides a 'comfortable' Pedestrian Comfort Level (PCL) rating at peak times and New Oxford Street provides the minimum PCL during peak times. Scenario 2 identifies that once the piazza is complete (without any infill extension) and Crossrail is operational there would be 38,000 people entering and exiting the Tottenham Court Road station every hour (based on ARUP data). The analysis has assessed the main Crossrail entrances located on the eastern side of Charing Cross Road. The assumption is that of the pedestrians entering or exiting the Charing Cross Road Crossrail entrance, 3430 pedestrians per hour (peak) would use the route underneath the Centre Point bridge link. However it should be noted that it is highly unlikely that all pedestrians using the Charing Cross Road entrance would take this route and it is more likely they would use the several different routes available such as Charing Cross Road, Eamshaw Street, or St Giles High Street. Therefore 3,430 pedestrians per hour is very much a worst case scenario.



Map 1: Assumed worst case scenario desire lines

- 6.61 Scenario 3 assesses the impact of the proposed infill extension on pedestrian flow. The infill extension would maintain a pedestrian route 8.2m wide at the most narrow pinch point and 11.5m wide at the widest. Taking into account predicted pedestrian movement levels once Crossrail and the piazza are complete it has been demonstrated that even with the infill extension, pedestrian comfort levels would be acceptable and there would be plenty of space for pedestrians to follow desire lines and take any of the potential routes including adjacent to the proposed restaurant. The analysis assesses the worst case scenario in terms of pedestrian flow and concludes that a comfortable PCL would be maintained if the underpass were to be partially infilled as proposed. The width of the underpass would be sufficient to accommodate large numbers of pedestrians during peak hours and would be significantly wider than other nearby pinch points including New Oxford Street, north of Centre Point Tower, where the pavement is 6.4m wide and the previous arrangement on St Giles High Street which is 2.5m at the most narrow point. The assessment demonstrates that the proposed pedestrian walkway under the Centre Point Bridge Link would continue to meet TfL's recommended standards in terms of width and pedestrian comfort levels following the introduction of the proposed restaurant unit.



Map 2: Pedestrian Widths

- 6.62 On the basis of the information submitted it is acknowledged that levels of pedestrians visiting the area will significantly increase as a result of the future creation of the piazza, the West End Project, and the Tottenham Court Road station upgrade including Crossrail. However there are several routes which pedestrians entering or exiting the Charing Cross Road entrances to the station would take. If pedestrians did use the pedestrian walkway beneath the bridge link, the width to be provided would be adequate to accommodate the predicted number of pedestrians in line with TFL guidance on pedestrian comfort. This information was not readily available to officers at the time of determination of the previous application. Based on the additional studies undertaken (including ARUP's data on the impact of Crossrail), it is now considered that sufficient information has been provided to overcome the previous reason for refusal. TFL has reviewed the additional information submitted and has raised no objection to the proposal.
- 6.63 The proposal to partially infill the bridge link would define the new piazza as a place to dwell as opposed to merely being a series of pedestrian routes. This would also have the added benefit of making pedestrian routes through the new piazza more clearly defined and legible, which would reduce conflicts between pedestrian movement and static activity (e.g. people sitting on a bench while dwelling in the new piazza).
- 6.64 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

- 6.65 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.
- 6.66 The previously approved scheme for the redevelopment of the Centre Point complex included provision of cycle parking in the basement. The approved cycle parking is sufficient for the staff parking.
- 6.67 The application is considered acceptable in highways terms in compliance with Policies CS11, and DP16 – DP21.

Wind

- 6.68 The application includes an assessment of the microclimate, and wind in particular. It demonstrates that the area would have only a minor adverse impact in the windiest season. According to the information provided by the applicant, during summer months the wind speeds in the piazza would be relatively low and generally suitable for sitting. There would only be one area to the south of the tower that wind speeds would exceed Beaufort Force 7 but would still be unlikely to cause nuisance. The majority of the piazza is acceptable for sitting out or walking.

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 which would contribute to the vibrancy of this Central London location. An appropriate balance between A1 retail and A3 restaurant uses would be secured via the s106 legal agreement to ensure that 50% of the ground floor accommodation in the Centre Point complex as a whole would be A1 retail.
- 7.2 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.

- 7.3 The applicant has provided details of how the site would be managed and what measures to deter anti-social behaviour would be implemented. Such measures demonstrate that sufficient regard has been given to the issue and overcomes the previous reason for refusal. The management strategy would be controlled by the recommended S106.
- 7.4 The applicant provided information to demonstrate that the partial infill under the bridge link would not result have a detrimental impact on pedestrian movement in the location, despite a predicted increase in pedestrian flow in the area. An acceptable Pedestrian Comfort Level in accordance with TFL guidance would be maintained. 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. This complies with the objectives for St Giles Circus as identified in the Site Allocations Plan (2013).
- 7.5 The planning application (ref 2015/5068/P) is recommended for conditional approval subject to an s106 agreement to secure the following:
- Management strategy for proposed restaurant (including anti-social behaviour measures)
 - Construction Management Plan
 - 50% of ground floor accommodation to be Class A1 retail
 - Outdoor seating plan
- 7.6 The associated listed building application (ref: 2015/5069/L) is recommended for conditional approval

8. LEGAL COMMENTS

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

Condition(s) and Reason(s): 2015/5068/P

- 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.
 - f) All new CCTV cameras

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 Application 2; Addendum Planning Statement; Design and Access Statement Revised with additional information September 2015; Pedestrian Accessibility Assessment; Estate Management Plan; Public Space Case Study and Design Review

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

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: 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. 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.

7. 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.

8. 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.

9. The A3 use hereby permitted shall not 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.

10. 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.

11. 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.

12. 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 Councils Statement of Licensing Policy 2011 <http://www.camden.gov.uk/ccm/content/business/business-regulations/licensing-and-permits/general-licensing-information/licensing-policy.en>

- 5 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

Condition(s) and Reason(s): 2015/5069/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.

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.

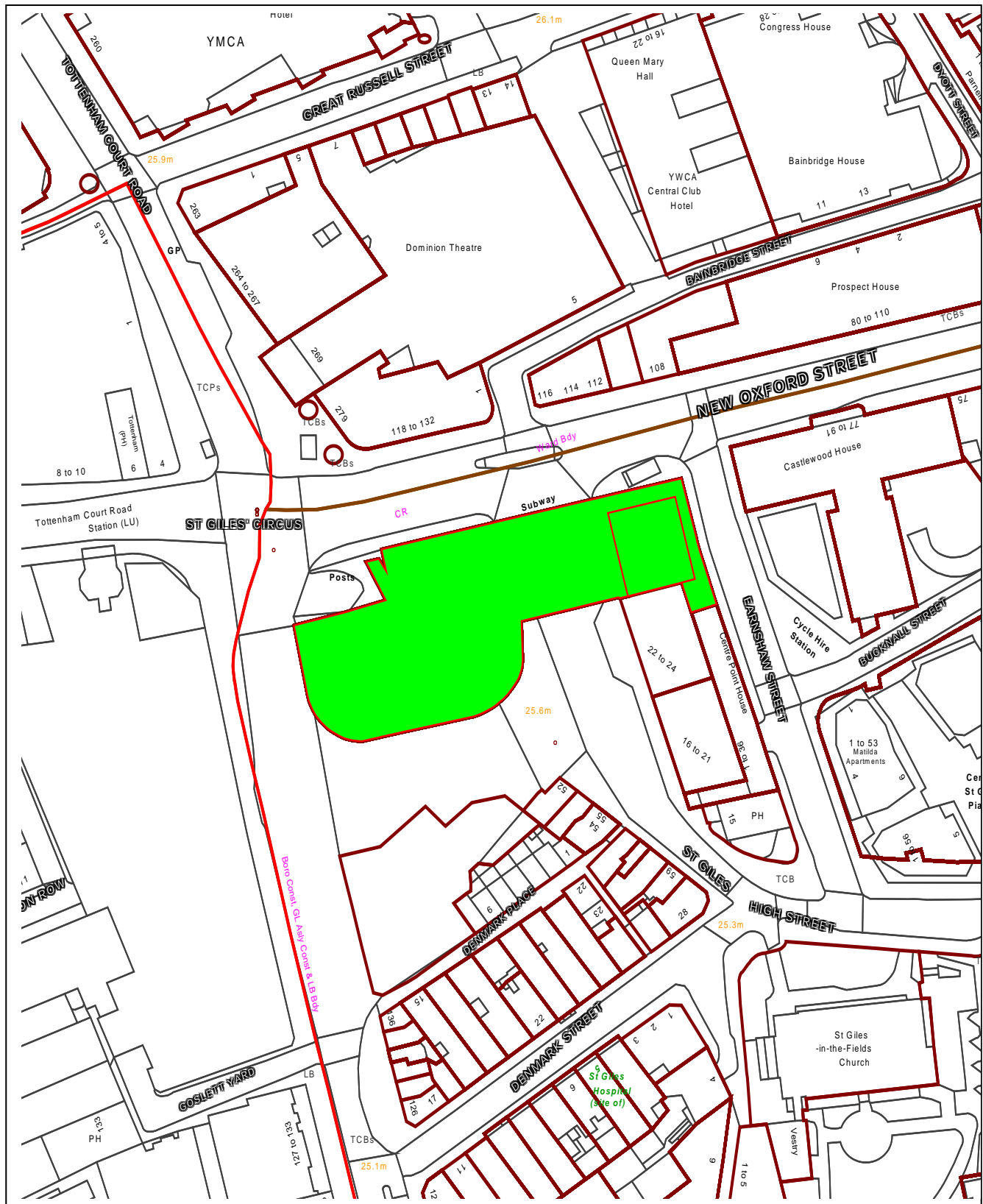
i) All new services, including risers, pipework, cabling, air handling equipment, extracts, louvres, sprinklers, health and safety equipment, and communications technology equipment.

i) Repairs to the pilotis including the mosaic tiles.

j) All new CCTV cameras

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.



Application No: 2015/5068/P, 2015/5069/L

**Centre Point, 101-103 New Oxford Street
5-24 St. Giles Street
London WC1A 1DD**

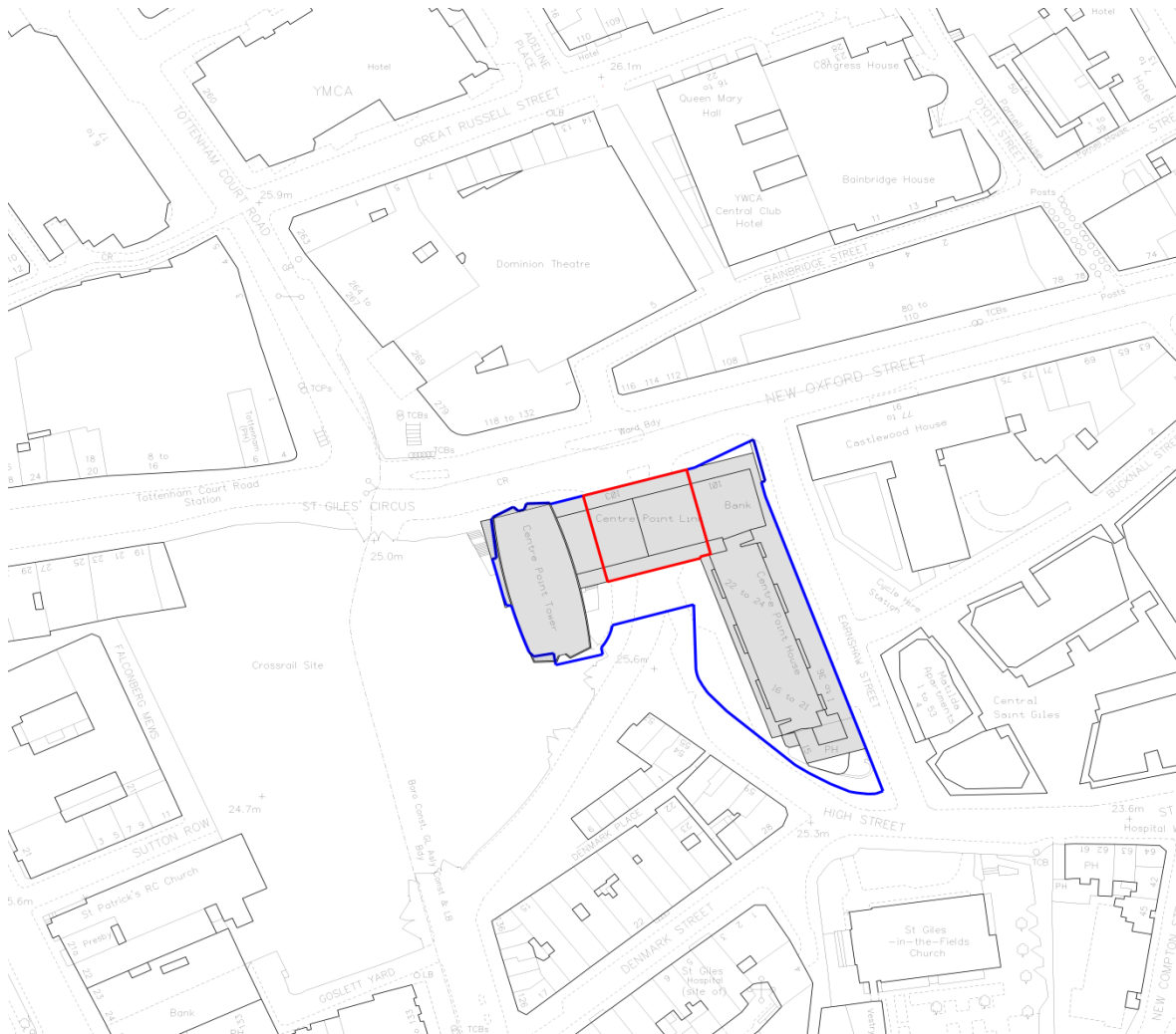
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Date:
12-Nov-15**



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Centre Point

OS plan



Centre Point

Aerial view



Link Building

Centre Point

Site Photographs



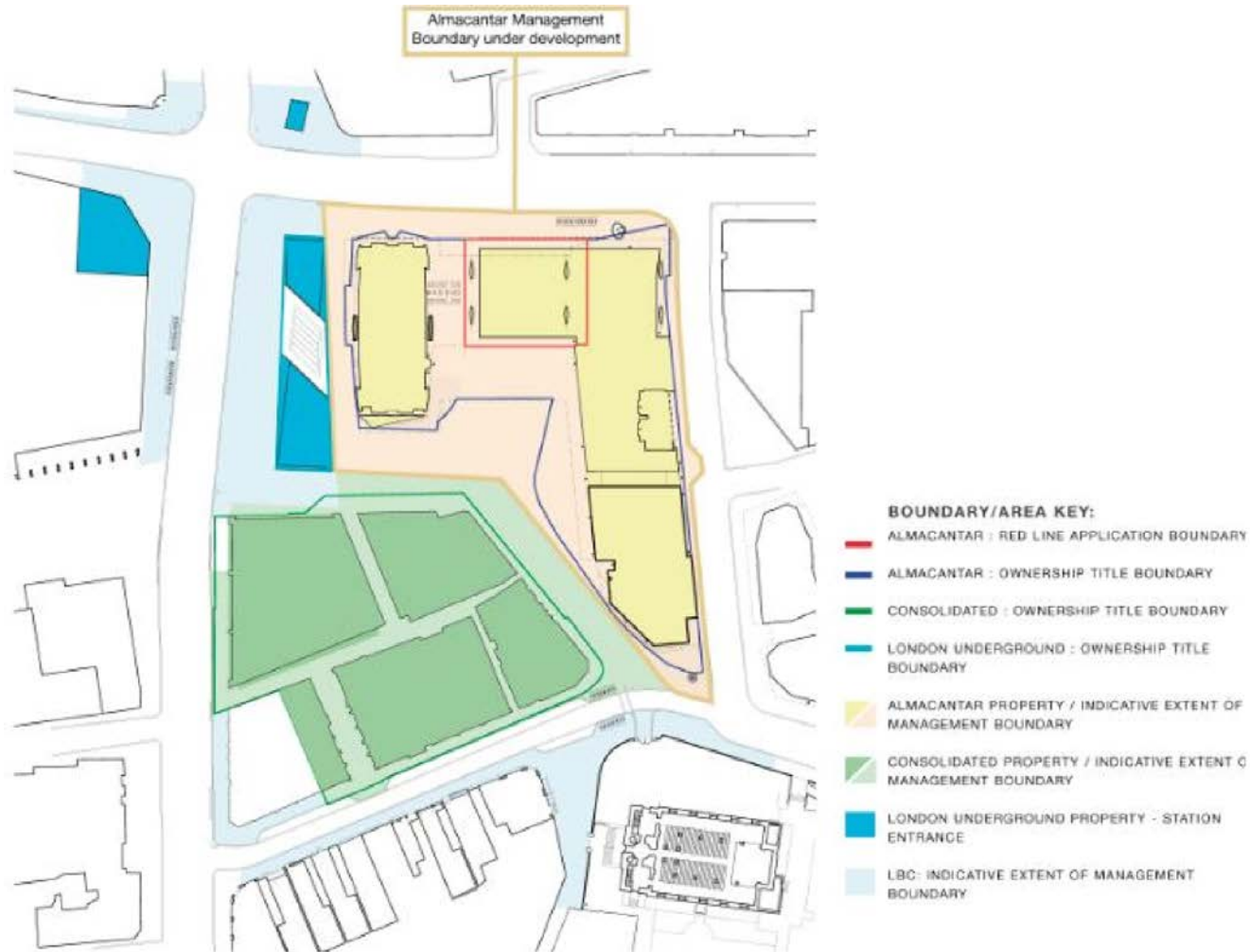
Existing view from New Oxford Street
(prior to road closure)



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

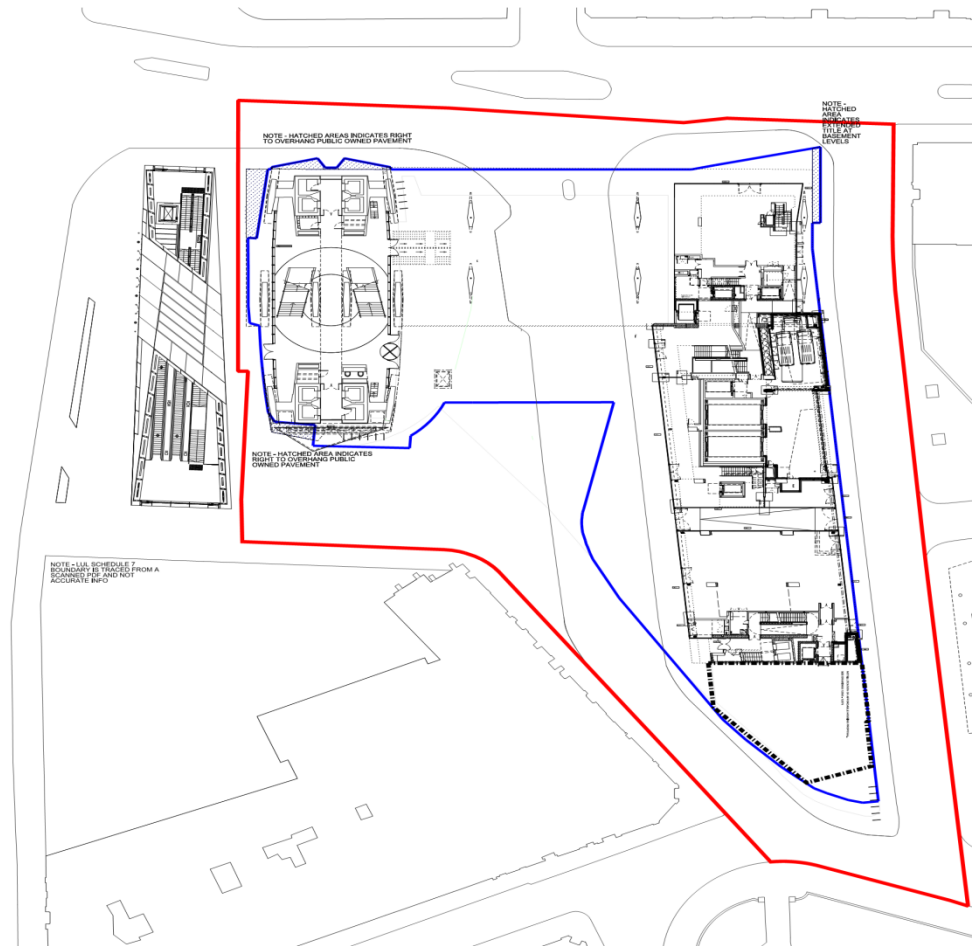
Centre Point

Ownership plan



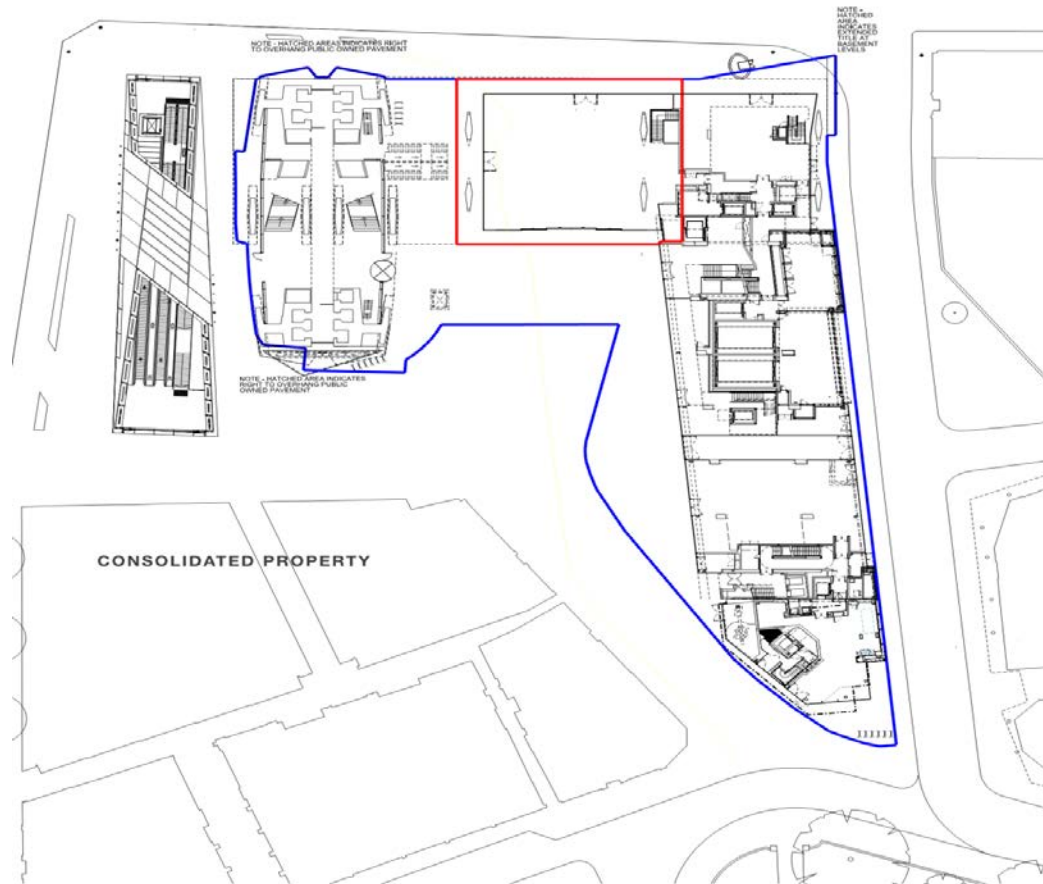
Centre Point

Existing site plan



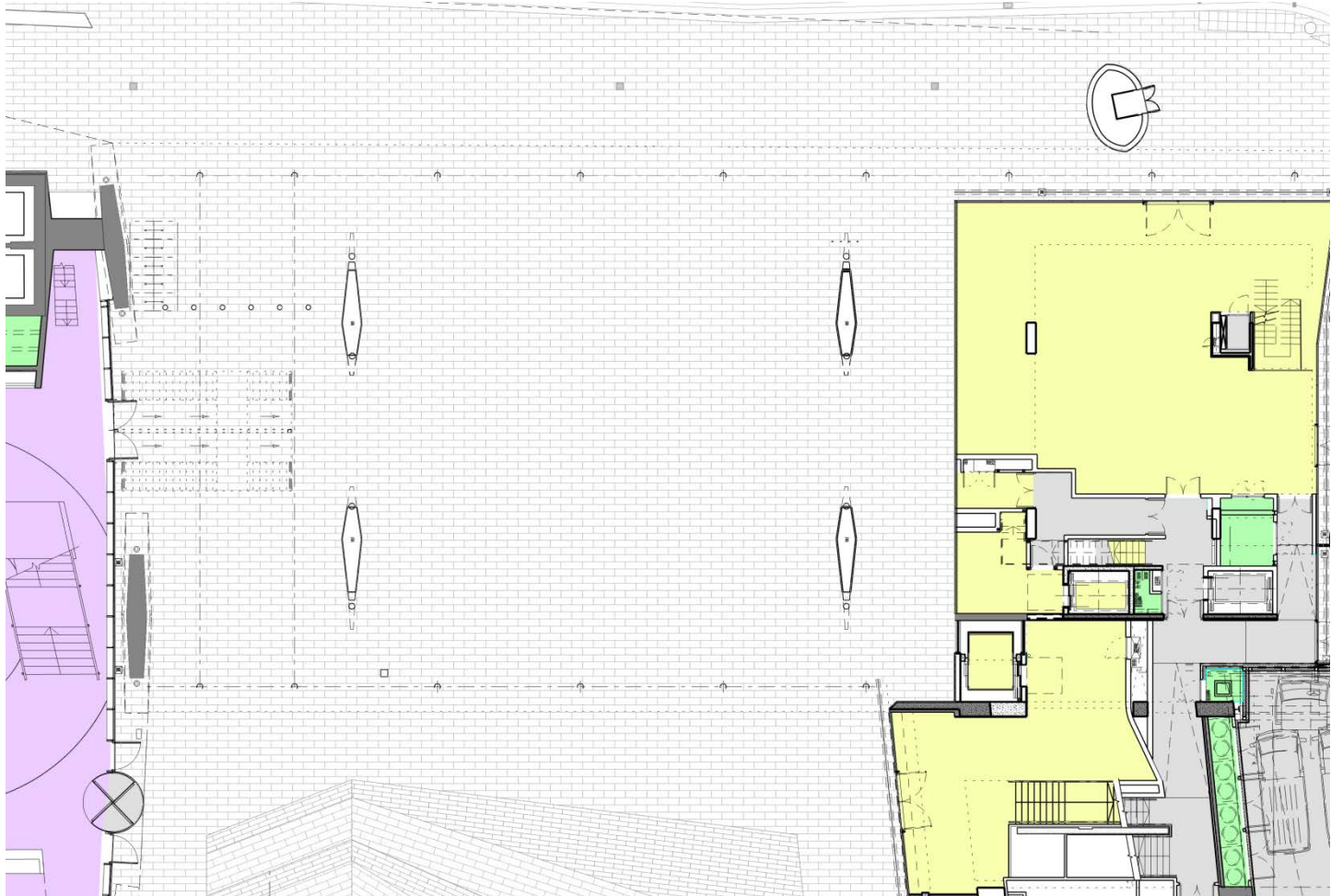
Centre Point

Proposed site plan



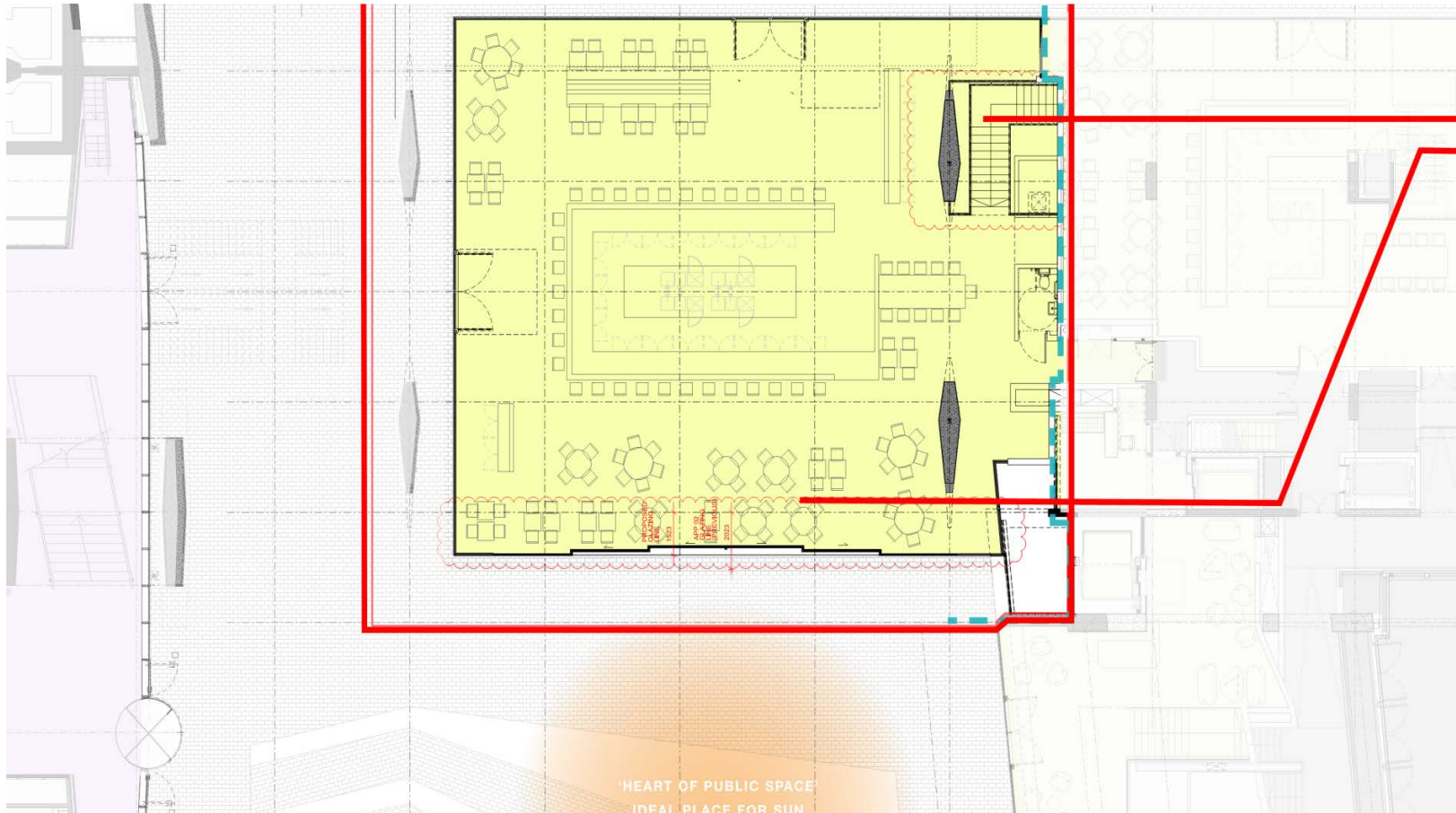
Centre Point

Existing ground floor plan



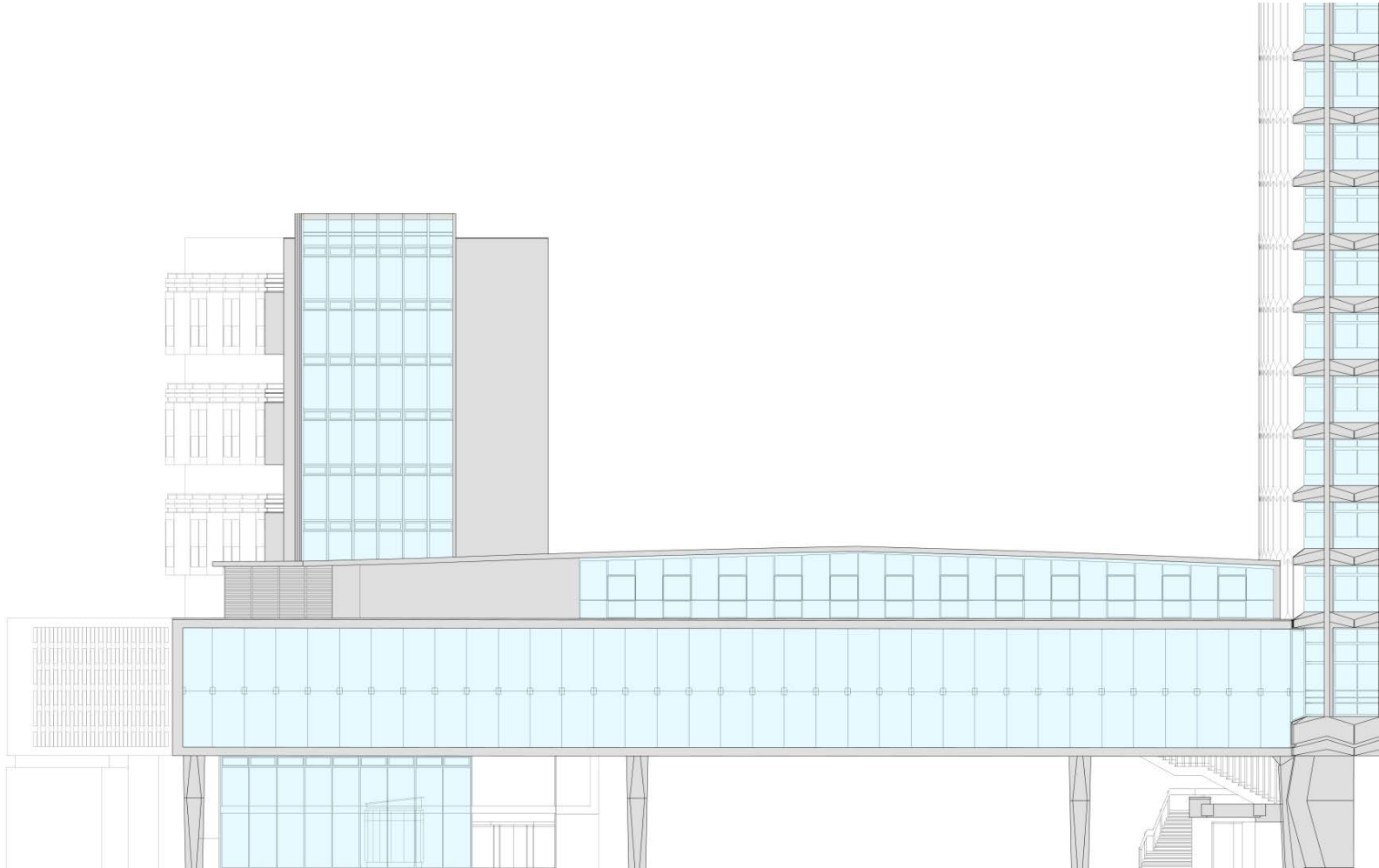
Centre Point

Proposed Ground floor plan



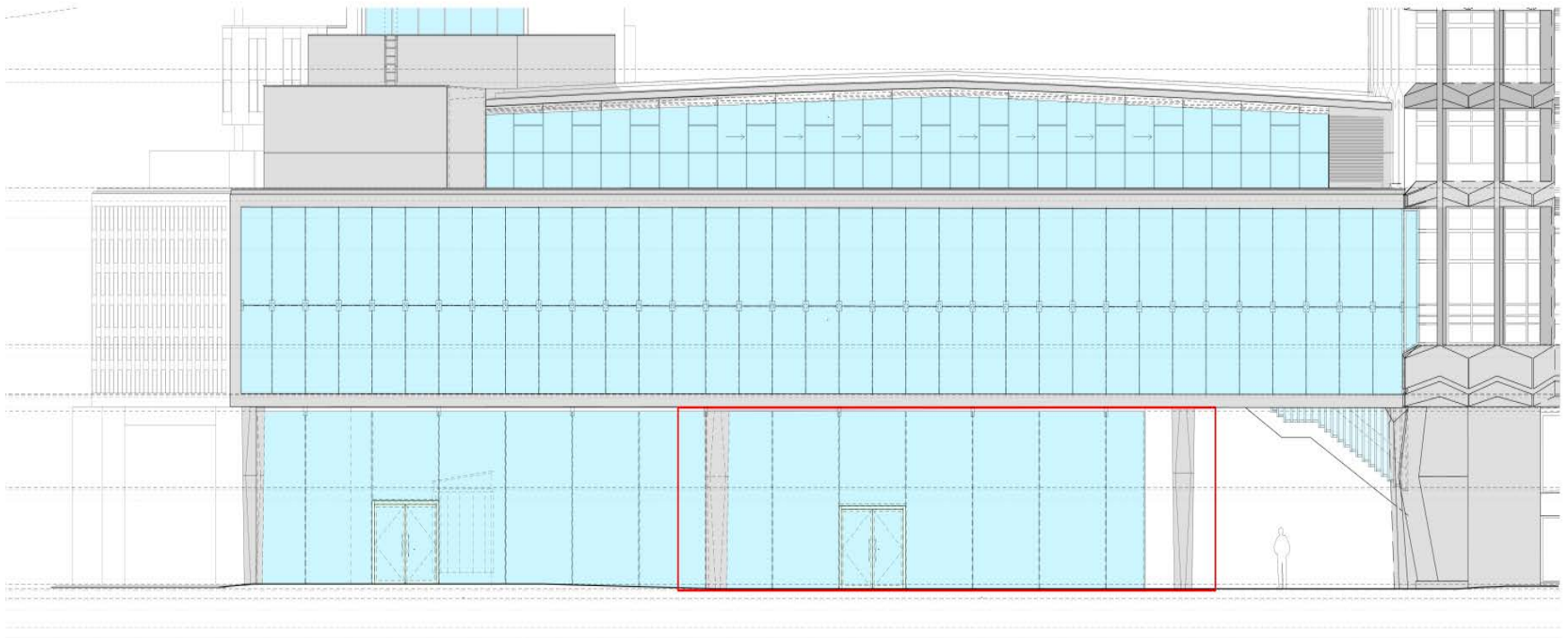
Centre Point

Existing New Oxford Street Elevation



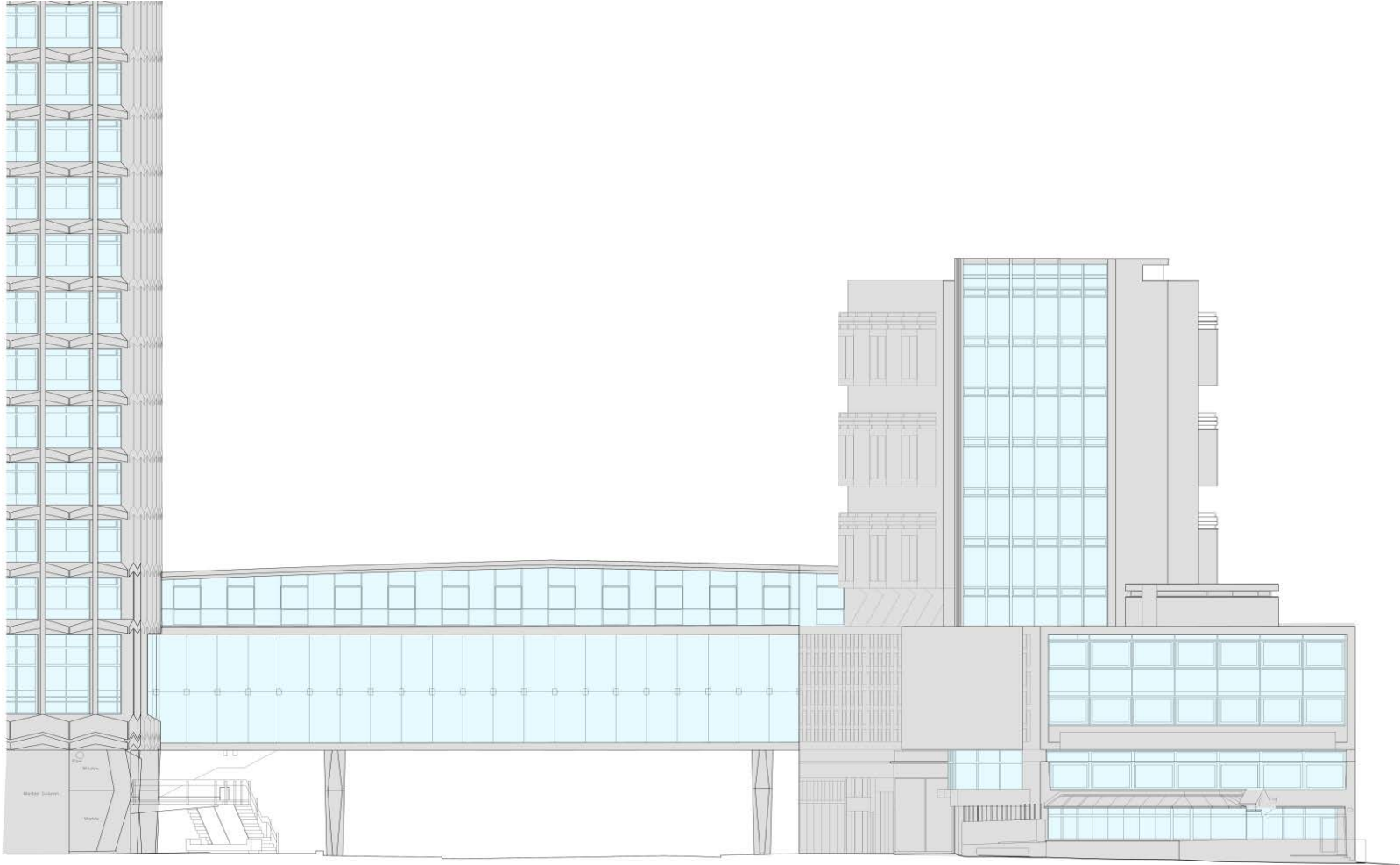
Centre Point

Proposed New Oxford Street Elevation



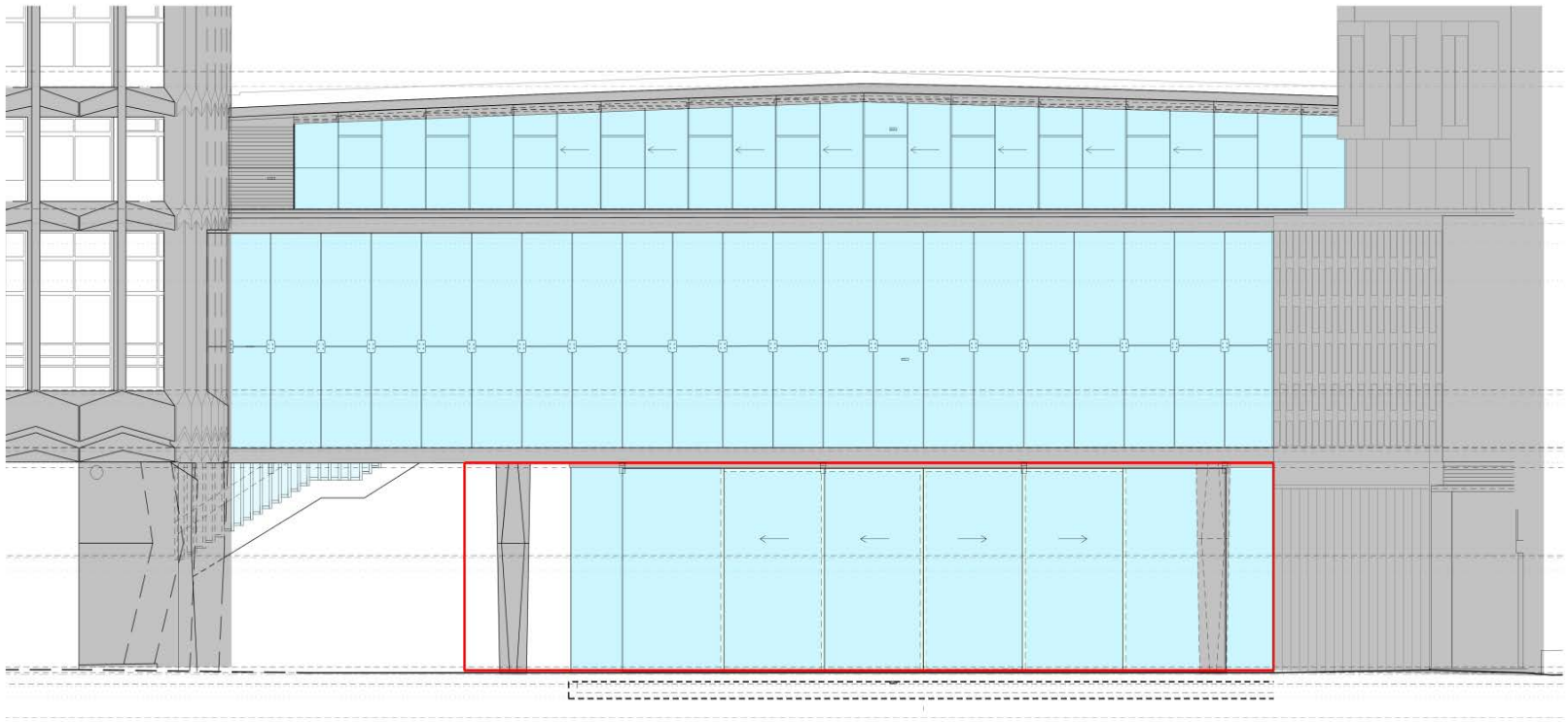
Centre Point

Existing St Giles High Street (Piazza) Elevation



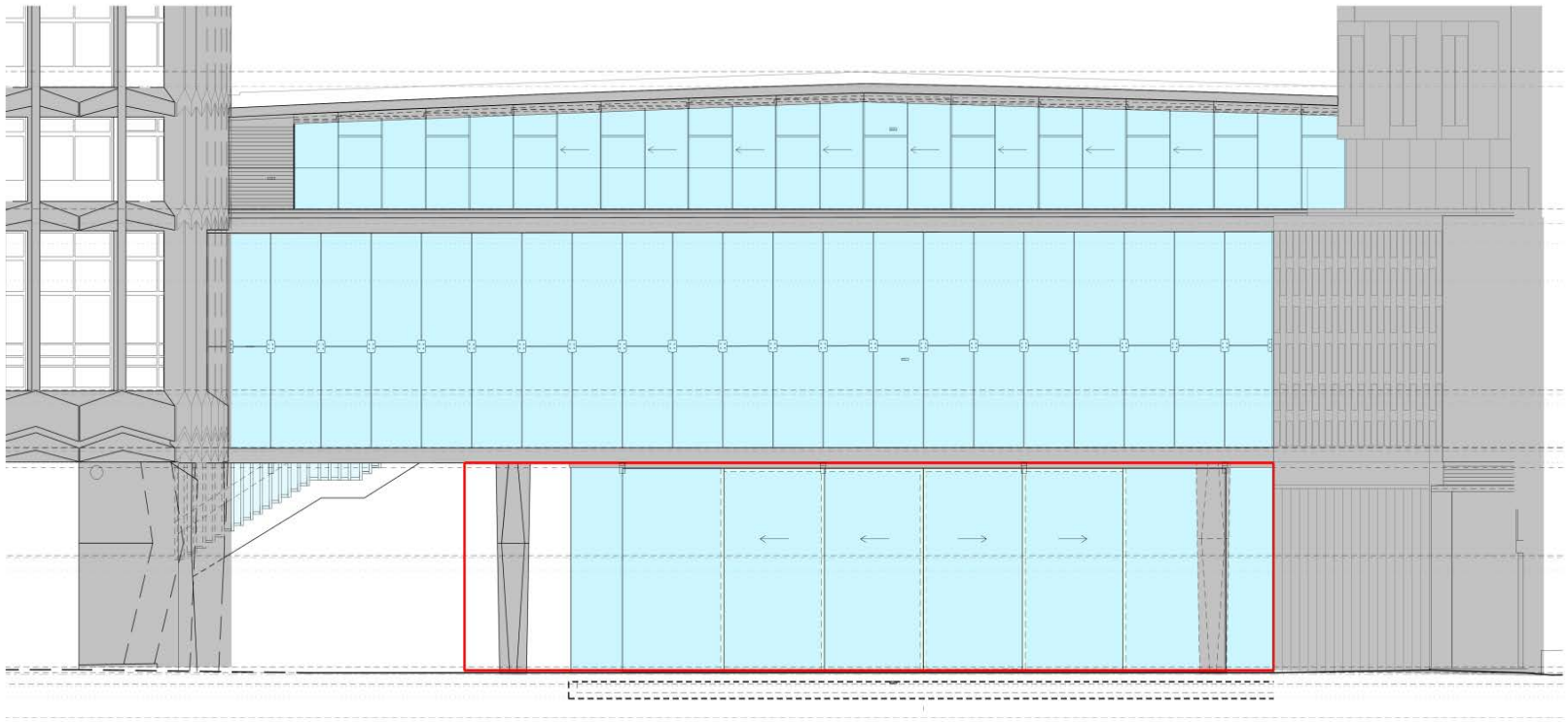
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Proposed St Giles High Street (Piazza) Elevation



Centre Point

Proposed St Giles High Street (Piazza) Elevation



Centre Point

Proposed St Giles High Street (Piazza) Visual



View 03 from square : Doors fully close



Centre Point

Proposed New Oxford Street Visual



Centre Point

Proposed St Giles High Street (Piazza) Visual



Centre Point

Proposed (Piazza) Visuals



Centre Point

Pedestrian Routes

