



One Museum Street - Selkirk House Retention & Redevelopment Options Review & WLC comparison

Prepared by DSDHA

Submitted on behalf of Lab Selkirk House Ltd

Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41
New Oxford Street and 16A-18 West Central Street, London, WC1A 1JR

July 2023

Rev	Date	Purpose	Document Ref	Comments
-	February 2023	Issue for Planning	295AB_1MS-Selkirk House Retention Options Review & WLC Comparison	
A	July 2023	Issue for Planning	295AB_1MS-Selkirk House Retention Options Review & WLC Comparison	

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Introduction

Purpose of the Report

The purpose of this report is to provide a holistic and robust analysis of the possible retention/redevelopment scenarios for the Selkirk House site (including NCP Car Park), part of the One Musuem Street planning application.

The report incorporates the context and existing building analysis, the options considered and assumptions underlining these, the associated assessments, - including carbon and other relevant sustainability considerations - and a summary of the planning submission.

This report has been prepared by DSDHA and Scotch Partners to support the planning application being submitted by the Applicant ‘Lab Selkirk House Ltd’, hereafter referred to as ‘the Applicant’. This document should be read in conjunction with the Design and Access Statement, the Sustainability Statement, the Circular Economy Statement, and the Whole Life Carbon Assessment Report submitted as part of this application.

It is relevant to note that the planning application for One Museum Street incorporates a sensitive retention and refurbishment approach to much of the historic West Central Street block, that is outside of the scope of this report. More information on this can be found in the planning application Design and Access Statement section 7.O.

The report is split into seven sections as follows.

1.0 Development Context and Principles

This section sets the wider context underlying the development, focusing on the site itself, the planning context, the carbon and climate emergency context and the development brief.

2.0 Development Options & Assessment Criteria

This section introduces the development options considered and the evaluation criteria used to assess them.

3.0 Summary Analysis

A summary of the assessment of the various options is included here with detailed assessment included under section 5.O

4.0 Existing Condition Appraisal

This section includes the analysis of the existing building set out by its different components and summarises it's main challenges and known implications.

5.0 Development Options Sustainability Assessment

Detailed assessment of the options against each individual criteria as set out on section 2.O. This sections also includes the carbon assessment comparing the carbon emissions for the redevelopment options considered and details on the scope and methodology used for the assessment.

6.0 Application Scheme Summary

This section summarises the submitted scheme proposals.

7.0 Key Findings & Conclusion

Team

Simten

Development Manager

Simten is the development manager for the project with experience in delivering major ambitious projects across London. As Development Manager, Simten are bringing the proposals forward on behalf of BC Partners.

Simten is a London-based developer of progressive buildings, focused on the creation of healthy and sustainable places. We work with likeminded investors and asset owners to develop market leading, low carbon buildings. Simten is currently responsible for the development of c.1m sq ft NIA of progressive office and mixed-use developments in central London and across the United Kingdom.

DSDHA

Lead Architect

Founded by Deborah Saunt and David Hills in 1998, we're an architecture, urban design and research practice, with the persistent search for new forms of beauty through active design, research and agency at the heart of everything we do.

For us, architecture isn't about bricks and mortar and cities aren't about buildings, they're both about people.

By adopting a people-centred approach, we deploy our spatial intelligence across a broad range of scales – from infrastructure to intimacy - to produce spatial strategies and designs that tap into each project's latent potential to foster positive change, in balance with nature and the planet.

Our work in Camden spans the last decade and includes both built and ongoing architectural, urban and public realm projects – Corner House, Suffolk House and working with Camden Council on the West End Project and Central Somers Town Masterplan.

Our work has been recognised with 17 RIBA Awards, and has twice been nominated for the European Union Mies Van Der Rohe Prize for Contemporary Architecture, and shortlisted for the RIBA Stirling Prize. But more than that, it's been taken to the hearts of communities.

Scotch Partners

Sustainability and MEP Consultants

Scotch is a building design practice providing mechanical, electrical & public health engineering, sustainability, energy and planning (SEP) and acoustic consultancy services.

The culture of the practice is founded upon respect for people and trust. Since its inception, Scotch has organically grown being careful to employ people that believe in our shared values of quality, collaboration, and trust. With a team of c50 people we work on projects of all scales across the UK.

We are committed to creating a great and inclusive working environment where the best minds in the industry will flourish. This is supported by our high retention rate which was c.97% in 2022.



Edge, London Bridge



Central Somers Town masterplan, Camden



Benjamin Street, Farringdon

Introduction

Executive Summary

Report purpose

This report has been prepared to provide a robust analysis and comparison of the holistic sustainability performance of various scenarios for bringing the Selkirk House site back in to productive use (including multi storey Car Park) as part of the wider One Museum Street scheme.

Five scenarios are compared, from a light-touch refurbishment to a complete new build. It incorporates analysis of the site context and brief, establishes potential development options and the assumptions underlining these. The options are assessed against relevant sustainability factors including carbon. The report has been prepared by DSDHA and Scotch Partners to support the planning application for One Museum Street.

The Planning application

A planning application for One Museum Street was submitted in June 2021 and updated in September 2022 following stakeholder feedback. Following the recent listing of 10-12 Museum Street and 35 and 37 New Oxford Street the application is being withdrawn, to be replaced by an amended Planning and Listed Building Consent application which responds to the Grade II status of these buildings. The 0.53HA site sits between Holborn and Tottenham Court Road stations. The application proposes to deliver c. 22,650sqm (GIA) of high quality office floorspace targeting ambitious sustainability credentials, new and replacement residential space including affordable family-sized homes, and town centre uses set in a landscaped, public masterplan.

Following detailed analysis of the options available, the proposal seeks to redevelop the vacant Selkirk House building (former Travelodge and NCP car park) to provide a significant uplift in space quantum and quality, and a sensitive part retention and refurbishment of the historic West Central Street block. The proposals (including West Central Street) are expected to accommodate around 1,700 jobs* and 100 residents across a site that's been largely derelict for several years. A Whole Life Carbon Assessment (WLCA) for the planning application has been undertaken and can be viewed as part of the planning submission.

Report scope

The report focuses on the Selkirk House element of the site as this provides the greatest scope for change. The One Museum Street Planning application also incorporates part of the historic West Central Street block. The application proposes a combination of sensitive retention and refurbishment and redevelopment of the existing buildings to deliver new homes and retail uses at ground floor. It is anticipated that the approach to this block would remain consistent whichever development option was taken forward for Selkirk house. The WLC and Energy statement submitted with the planning application incorporate this element, however for clarity it has been excluded from this analysis.



Existing Site Plan (Showing West End Project Improvements)



Introduction

Executive Summary

Report structure and methodology

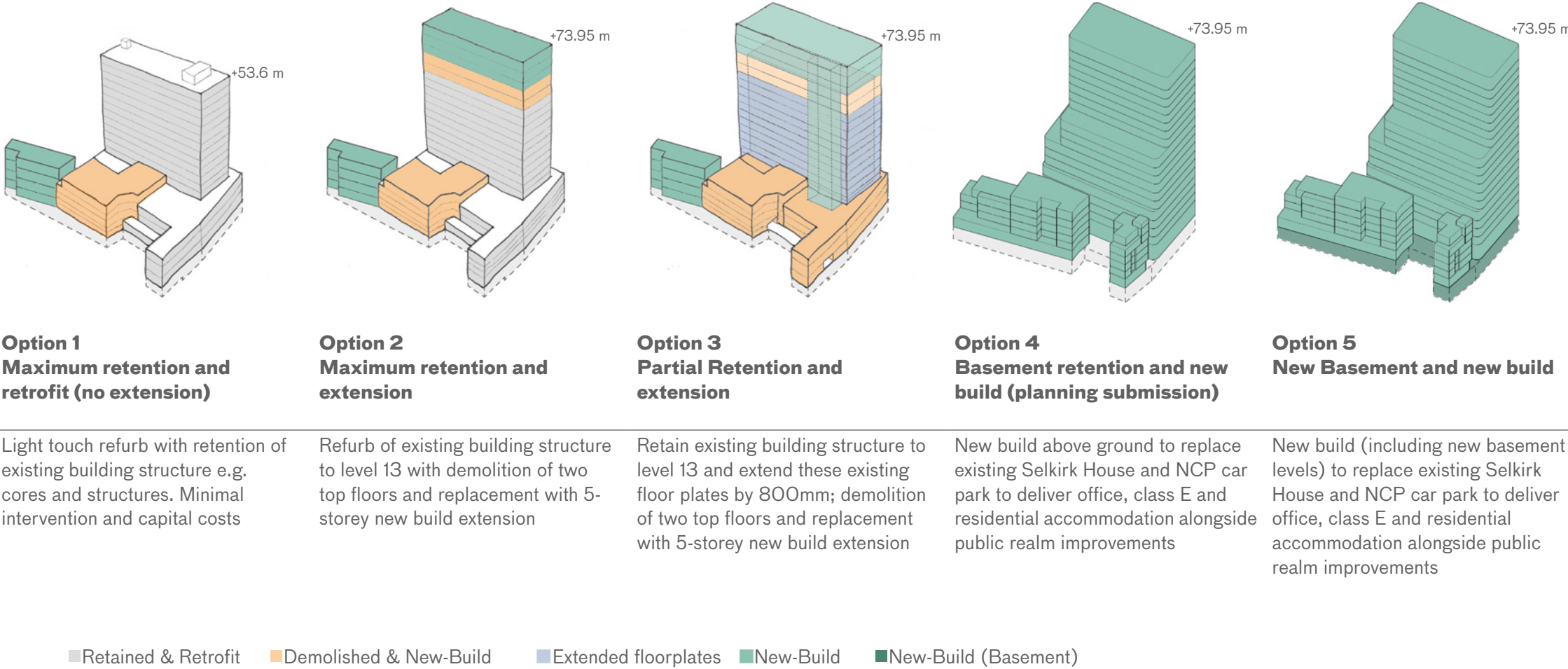
The report firstly sets the context for the development exploring the site and planning policy and regulatory drivers. It then sets out brief criteria and establishes the development principles that underpin the five development options established in chapter 2.O.

The assessment criteria are established, along with a summary of the quantitative and qualitative analysis and comparison of relative performance of the five options. A detailed assessment of the existing building condition and the detailed sustainability analysis, including a thorough technical analysis of the comparative carbon performance of each option. The report conclusions are summarised in this Executive Summary.

Development options explored

In order to undertake an assessment, five potential development scenarios were established, informed by the development context and principles established.

This report and analysis has been undertaken on the basis of a commercially-led development on the site of Selkirk House. This enables a consistent methodology for the Whole Life Carbon Assessments of the options in the report allowing direct comparison to the planning application. This also takes advantage of the greater level of design to provide a more robust modelling of factors such as materials and operational performance across all options. The comparison and issues affecting the existing building and their implications, as set out in chapter 4.O & 5.O, would apply equally, though in slightly different degrees, to alternative uses of the building.



Introduction

Executive Summary

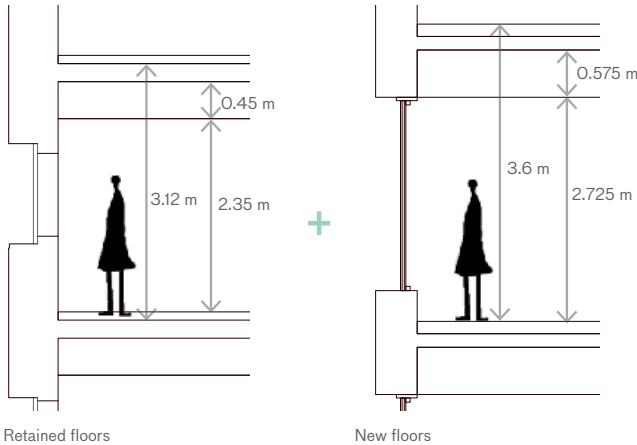
Key Findings

- When seeking to assess the sustainability of development options for a site such as Selkirk House, **a host of factors** including carbon emissions, economic and social contributions such as affordable housing delivery and contribution to the urban environment and experience **should be taken into account.**
 - Local and regional Planning policy establishes a framework for a holistic approach to sustainability.
 - Recent London Plan Planning guidance seeks that developers to fully consider retaining buildings before demolition is proposed.
- The Selkirk House site sits in an area with high public transport connectivity (PTAL rating 6B) and in an area identified for growth in local planning policy.** A drive to optimise use of land in sustainable locations is reflected in both local, regional and national planning policy. This is in part due to the high carbon impact of travel to less well served locations.
- New build development options offer more efficient land use through an uplift in both floorspace quantum and quality. These options are also able to more fully deliver public and operational benefits** such as public realm design improvements, affordable homes (both through improved viability and optimising the site plan) and direct and indirect economic uplift by accommodating a higher number of workers. The scale and design of the new-build options also enables them to be operationally energy efficient.
- The existing Selkirk House building has design and structural limitations.** These include low floor to ceiling heights across the car park and Selkirk House that would result in 2.35m or lower head height, below minimum guidance for refurbishments

- The existing structure's limited loading capacity** means that additional strengthening - with associated carbon from construction and materials - would be required to enable the building to meet modern standards.
- The inflexible car park structure at floors 0-3 present a key challenge.** The existing car park is a continuously ramped structure with no level floors. In addition the floors have extremely low ceilings and deep floorplates, severely constraining the quality of space that could be provided and potential uses. The design studies undertaken conclude that the car park slabs would need to be demolished and the space rebuilt as the limitations of the existing space cannot be satisfactorily overcome. However, as the car park forms part of the supporting structure for the tower, substantial temporary works would be required to support the Selkirk House tower while redevelopment was carried out. These are associated with additional upfront carbon.
- Option 1 has been assessed for completeness, however can only be safely occupied at less than half the density of a standard office due to limitations on the fire escapes.** This constraint severely limits the usefulness of the space and demand from occupiers, making it economically unsustainable.
- Option 2 has been included as a retention baseline. It incorporates major modifications to elements including the cores to allow the safe occupation in line with current codes.** However, the investment and area loss required to incorporate the modifications required to bring the building's capacity up to a market standard occupational capacity would require considerable additional NIA to be delivered to enable a viable development.

- Option 3 incorporates further modification through expanding the floorplates of the existing building.** This results in an uplift in area compared to options 1 and 2. However the result would produce a greater level of poor quality floorspace as it maintains the characteristics of the existing building. The deeper floorplates of option 3 combined with the low floor to ceiling height would result in poor daylight levels to the middle of floors and exacerbate the feeling of the low ceiling height for users.
- Options 4 and 5 represent the planning application scheme, with the addition of a new build basement for option 5.** These options deliver good floor to ceiling height of 2.8m with a centralised core and flexible, adaptable floorplans.
- Active ground floors are supported in planning policy and key to creating enjoyable, safe spaces. **Options 1-2 offer a limited ability to improve the current, poor street level experience, as they require retention of much of the inactive frontage.** Active frontage is increased in option 3, however option 4 (and 5) offers the most holistic ground floor improvement through enabling the creation of Vine Lane and providing retail spaces and entrances on all sides of the site.
- Demolition of existing buildings and replacement with new buildings incurs a meaningful upfront embodied carbon impact when compared to options that retain existing structures.** This is to be expected given that the building structures typically represent a substantial proportion of the upfront embodied carbon associated with construction. This is reflected in the carbon assessment which finds that option 1 represents less upfront embodied carbon than option 4.

- When taking in account the overall embodied carbon associated with a building across a standard 60 year lifespan, the gap between the level of emissions of retained and new build options per m2 of space narrows substantially.**
- When compared to industry benchmarks the overall embodied carbon emissions per m2 associated with **option 4 is 1,112 kgCO2e/m2, below the GLA benchmark of 1,400.**



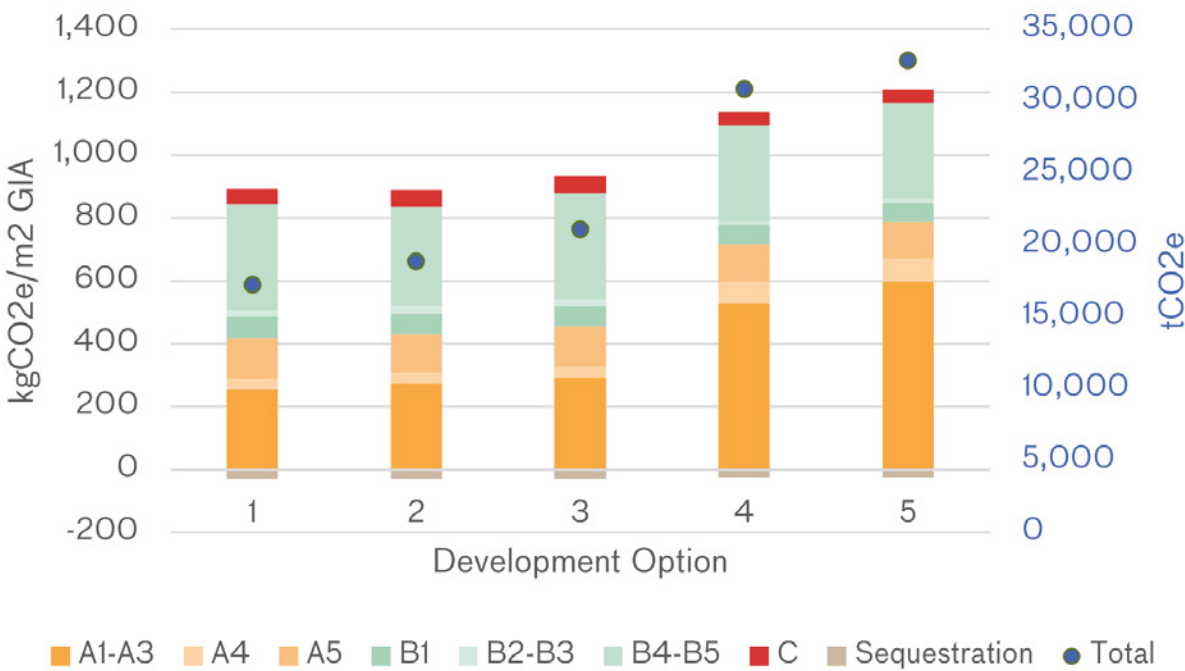
Retained vs New Build Floor to Ceiling Height

Executive Summary

Key Findings

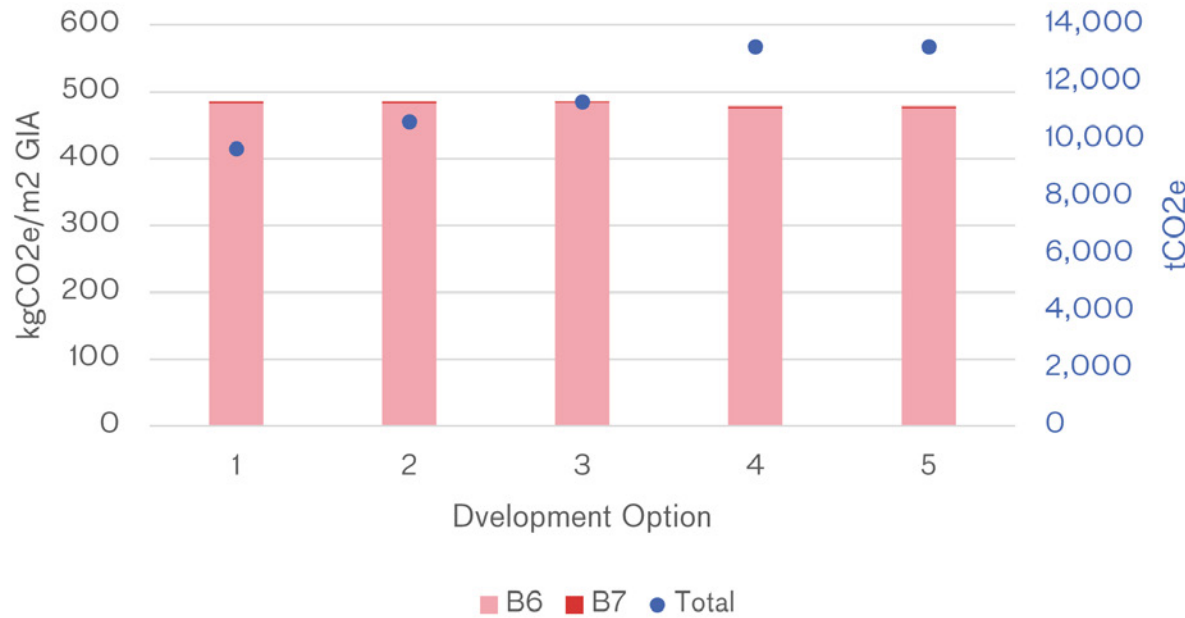
- Retaining the existing structure significantly impacts the capacity, quality and flexibility of the finished building.** These factors contribute to additional embodied carbon that is not captured by RICS methodology. Poorer quality workspace is let on shorter leases to less stable tenants. **The resulting anticipated turnover frequency increases likelihood of regular major refurbishment to keep up with market demand and a greater frequency of tenant fit-out activity. This incurs additional embodied carbon across the buildings’ lifetime.** The impact on a substantially shorter average tenancy options 1-3 compared with option 4 and 5 results in higher level of associated carbon per m2 over a 60 year period from the increased quantum of Cat-B fit-outs. Taking into account the more frequent refurbishment cycles anticipated with options 1-3 the difference in WLC emissions between retention and redevelopment narrow significantly, with options 4-5 performing marginally better.
 - When comparing operational energy, the options present broadly similar results with the new build options performing marginally better.** The opportunity to further improve this performance through detailed design and while in use is significantly great for options 4 and 5 due to the design flexibility offered by a new build and the economic viability of incorporating higher performing systems.
 - Options which increase the density and productivity of the site are associated with commensurate uplifts in public benefits.** In terms of affordable housing delivery, option 2 would be required to deliver around 1,928sqm GIA of additional residential floorspace of which 38% would be required to be affordable equating to 733sqm GIA. **Option 4 would be required to deliver over double the amount of affordable residential floorspace (1,787sqm GIA).**
 - With an occupation density ratio of 1:10 applied to options 2-5, **options 4 and 5 would accommodate over 500 more people (1,571)** compared to option 3 (1,037). This uplift in employment offers direct local benefits in terms of employment opportunities, as well as indirect benefits of local spend. Options 4 and 5 also generate less operational carbon per employee accommodated.
 - Options 2 and 3 perform reasonably well against some of the sustainability factors** and provide an uplift in area. However, these options do not address the existing limitations of the building. **They result in a compromised outcome that would generate additional embodied carbon through its life-span and are not able to secure the majority of the wider benefits of options 4 and 5.**
 - When taking holistic sustainability factors into account option 4 – the planning submission – represents the best outcome against the criteria for redevelopment of the Selkirk House site.** This option is associated with higher whole life carbon per m2 than the option 1. Over a 60 year lifespan is the equivalent to the carbon displaced by around 2.5 weeks by Whitelee Windfarm in Eaglesham Moor*. Arguably over time, taking into account additional factors such as travel connectivity, and the way it is likely to be adapted and refitted in use, this will result in the lowest carbon option of all over its life.
 - WLC emissions of option 4 per m2 are also lower than option 5 through the retention of the existing basement.**
- * Whitelee Windfarm holds 215 turbines (source: <https://www.whitelee-windfarm.co.uk/>). With 2-3MW capacity these turbines produce an estimated 6 million kwh electricity per annum, equivalent to about 1,398tCO2e

Embodied Carbon Comparison



Embodied Carbon Comparison - refer to the Life Cycle Modules diagram (included on section 5.0) for details on the scope of the different modules

Operational Energy and Water



Operational Carbon Comparison - refer to the Life Cycle Modules diagram (included on section 5.0) for details on the scope of the different modules

Analysis results

The following table compares the high-level performance of the five options for each of the criteria analysed in the report. The full report captures the detailed quantitative and qualitative analysis underpinning the ranking assessment.

	Option 1 Maximum retention and retrofit (no extension)	Option 2 Maximum retention and extension	Option 3 Partial Retention and extension	Option 4 Basement retention and new build (planning submission)	Option 5 New Basement and new build	Assessment Notes
Efficient Use of Land	5	4	3	2	1	Land-use efficiency informed by planning policy and context including public transport accessibility. The new build basement associated with option 5 would optimse the below ground space.
Construction Impacts	1	2	3	4	5	Retention of the existing structure would reduce the construction programme duration and potentially reduce the extent and/or duration of the most impactful works.
Space Quality	3	5	4	1	1	Focused on workspace quality; option 3 extends already constrained floorplates thereby exacerbating existng challenges. Option 2 reduces the NIA with additional cores further constraining space and layouts.
Ground floor activation	5	4	3	1	1	Ability to incorporate active frontages and address current building condition.
Employment capacity uplift	5	4	3	1	1	Options 4 & 5 would accommodate around 1,500 workers in the workspace compared to less 1,000 for option 2.
Public realm enhancements	5	4	3	1	1	Options 3, 4 and 5 all introduce the new pedestrian route.
Housing offer	5	4	3	1	1	Options 4 & 5 would be required to deliver over 1,000sqm GIA more affordable housing than option 2 (equivalent to around 10 homes).
Future flexibility	5	4	3	2	1	The additional floors delivered in options 2&3 enhance the building's flexibility somewhat. The new build basement in option 1 is considered to be more efficient that option 2 therefore improving future flexibility.
Long Term Economic Sustainability and Planning Benefits	4	5	3	2	1	On balance the interventions required to option 2 increase cost without providing a commensurate uplift in NIA floorspace.
Whole Life Carbon per m2	2	1	3	4	5	Modules A-C (kgCO2e/m2 GIA). For details on the methodology and results see 5.10
Total Embodied Carbon per m2 (RICS method)	2	1	3	4	5	Modules A-C exc. B6&B7 (kgCO2e/m2 GIA). For details on the methodology and results see 5.10
Operational Carbon per m2	3	3	3	1	1	Modules B6&B7 (kgCO2e/m2 GIA). For details on the methodology and results see 5.10

Best

Worst

1.0 Introduction

Executive Summary

Conclusion

This report sets out to assess whether it is appropriate to retain the existing Selkirk House in full or in part, or whether a new build scheme represents a better use of the site. It distils a huge amount of work by the design team over an extended period of time to review a far wider range of options and individual decisions and it represents these in the form of five options. The criteria against which theses should be judged are set out, and a rigorous and transparent methodology adopted for their assessment.

Whilst carbon emitted in creating the development and in use is given appropriate focus, wider considerations must be taken into account to assess holistically the environmental price and the resulting benefits of the scheme. The carbon accounting for the production of the building does not consider how and by how many people the development will be used, nor how they will get there and use it. It does not consider the quality and enduring appeal of the resulting product and therefore its utility and inevitable adaptation over time.

Whilst the planning application scheme (option 4) is not the best in every category, on holistic review of all the measures it provides the majority of benefits whilst minimising impacts, including carbon as measured by RICS. Importantly though, in delivering a higher quality, more flexible building with the urban benefits of public realm and active ground floor, it best meets the tests of utility and enduring appeal. This therefore represents the best investment of carbon. Arguably over time, taking into account additional factors such as travel connectivity, and the way it is likely to be adapted and refitted in use, this will result in the lowest carbon option of all over its life.

A review of the site shows that the existing building has a number of significant limitations, even before considering the age of the structure and the modifications that have taken place over time. The sloping and deep floors for car park, constrained headroom on the tower and small cores for lifts and fire escape mean that it is not possible to bring the building back into use without major modifications and temporary support. Option 1 is therefore not a workable option.

The analysis finds then that inevitably new build results in greater carbon invested up front, but that the difference between the options on a m2 basis, even on the relatively narrow RICS criteria is modest on a Whole Life Carbon basis.

In absolute terms the carbon emitted is materially greater for the larger options, but this is principally the result of creating more built area. This is supported by planning policy, and it is this additional density on the site that allows a number of the benefits to be delivered. Those most closely linked being housing (including affordable) and employment. If we consider there is a growing demand for space, the strong conclusion of planning policy and of the application team is that doing this on previously developed sites well served by public transport is far preferable to more remote or greenfield sites. Whilst it is outside the scope of this report, the carbon emitted for occupier journeys to and from any development through its life are material to the wider sustainability of our built environment.

Whilst the carbon emitted in development is significant, the report shows that all the options perform well against benchmarks and the ability to reduce carbon in use for the new build schemes is greater. The project team have a commitment to minimise carbon through the development.

Another point central to the discussion is the quality of the space created. The impacts on its utility over time and the likely cycle of adaptation and re-invention of poor quality space all has a carbon price. The report shows that when these scenarios are taken into account the new build options perform better over time. The existing building has already seen significant modification and change of use in the tower and the indication is that as the fundamental characteristics of the building cannot be changed this cycle will only be maintained and accelerate.

There are a number of other benefits identified in the report that can only be delivered through the new build, reconfiguring of site, public realm, and street activation. These are more difficult to quantify, but are certainly material to the consideration of the options.

The planning application scheme is targeting BREEAM outstanding and NABERS 5* (based on actual energy in use) and the applicant is committed to seeking improvements in both embodied and operational carbon performance from the baseline established in the WLC report submitted.

Amongst the local benefits delivered by the scheme are the 19 new affordable homes (representing over 50% of the new residential floorspace), and a substantial improvement in public realm including a new pedestrian route - Vine Lane.

The proposed building would accommodate around 1,500 workers (at 1:10 occupancy), at least 50% more than option 3 and thus provide a substantial economic uplift from a currently vacant and derelict site. The scheme addresses the ecological emergency by creating a valuable local addition of biodiversity in an Area of Deficiency in public access to nature and an Urban Greening Factor of 0.3. The scheme will also lower CO2 emissions by replacing nearly 200 car parking spaces from the area as well as removing fossil fuel (gas) for heating and cooling from the site.

Subject to planning, the next stage of detailed design and advances in technology offer the opportunity to improve the scheme further in regard to operational and embodied carbon, while retaining the wider benefits that the proposals are able to deliver.

1.0 Development Context & Principles



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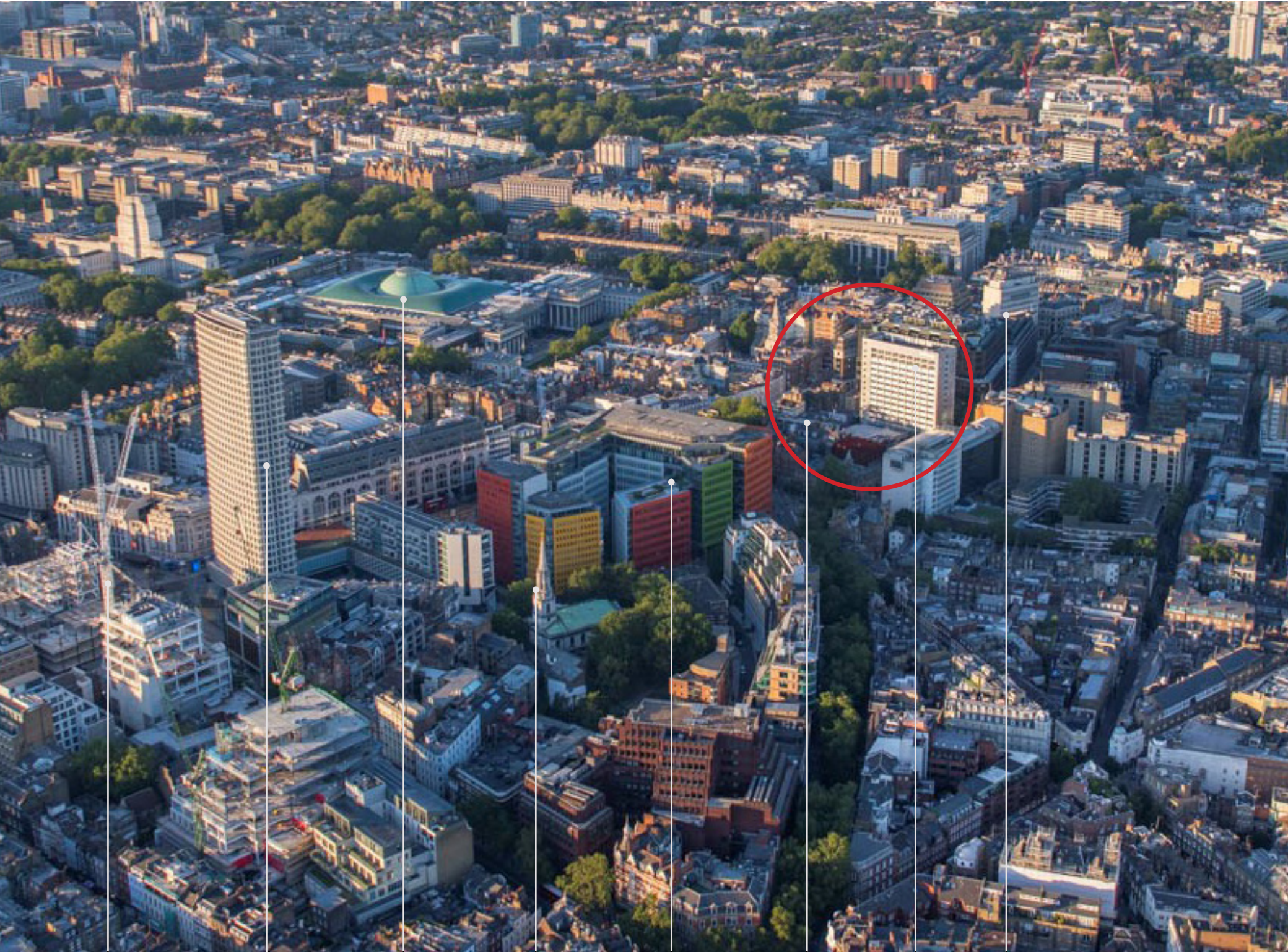
1.0 Development Context & Principles

1.1 Site Context

The Site is located in the area historically known as St. Giles, which is set between Covent Garden, Holborn and Bloomsbury, in the London Borough of Camden.

The Site covers an area of approximately 5,300 sqm (0.53ha) and benefits from a PTAL rating of 6b being close to three underground stations, namely Holborn to the east, Tottenham Court Road to the west (also including the future Crossrail station) and Covent Garden to the south.

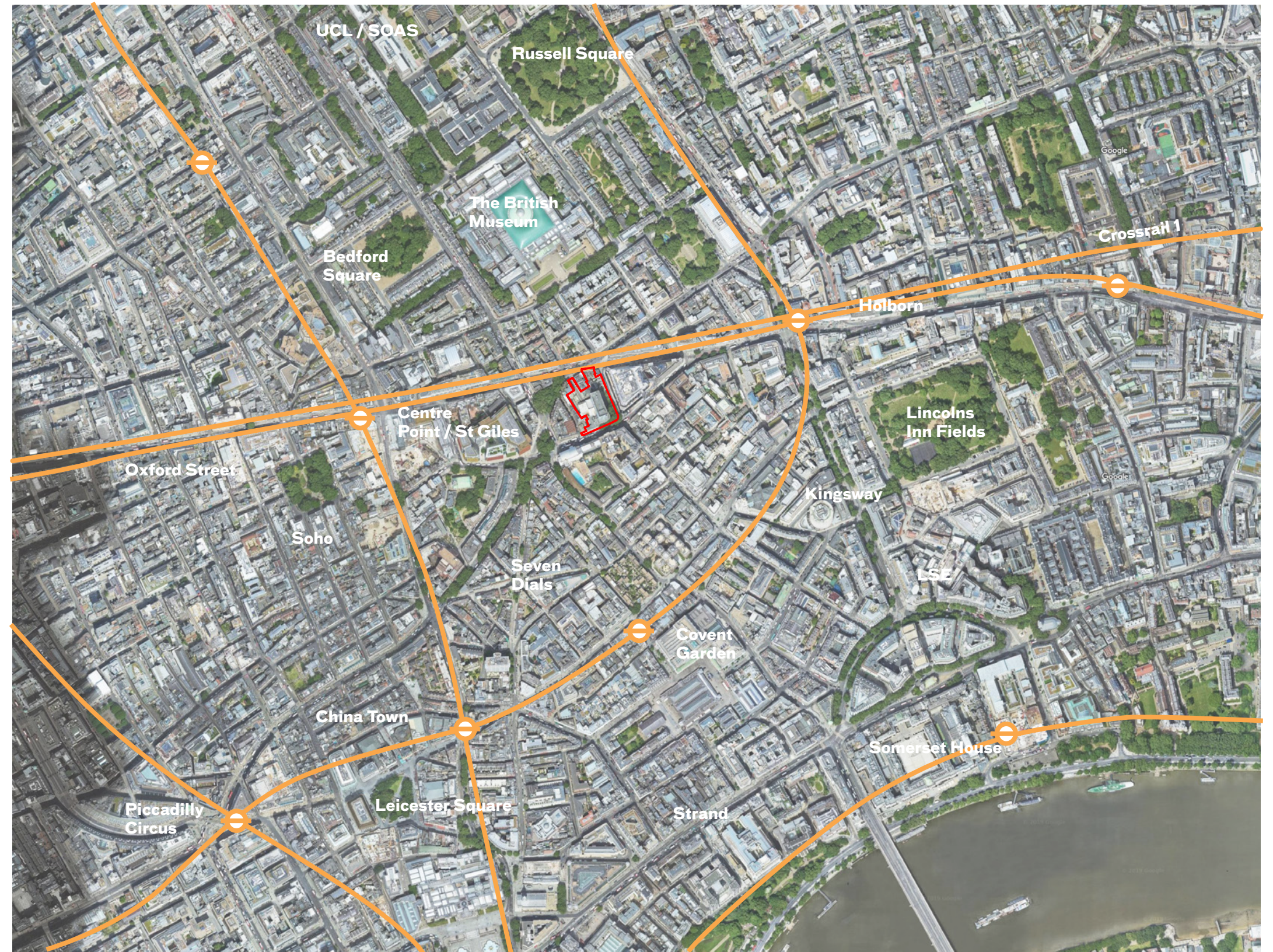
This area of London is very well served by bus routes on High Holborn and New Oxford Street. High Holborn and New Oxford Street are also on the London Cycle Network and experience high levels of commuter cycling, as well as high levels of pedestrian movements in the area surrounding the site which is part of Tottenham Court Road Opportunity Area.



1&2 Soho Place Centre Point, St Giles Square & St Giles The British Museum St Giles in the Fields Central St Giles Princes Circus The Site The Post Building & Commonwealth House

1.0 Development Context & Principles

1.1 Site Context



Key:
— Underground connections
⊕ Underground Stations

Aerial View showing the Site within the wider context



1.0 Development Context & Principles

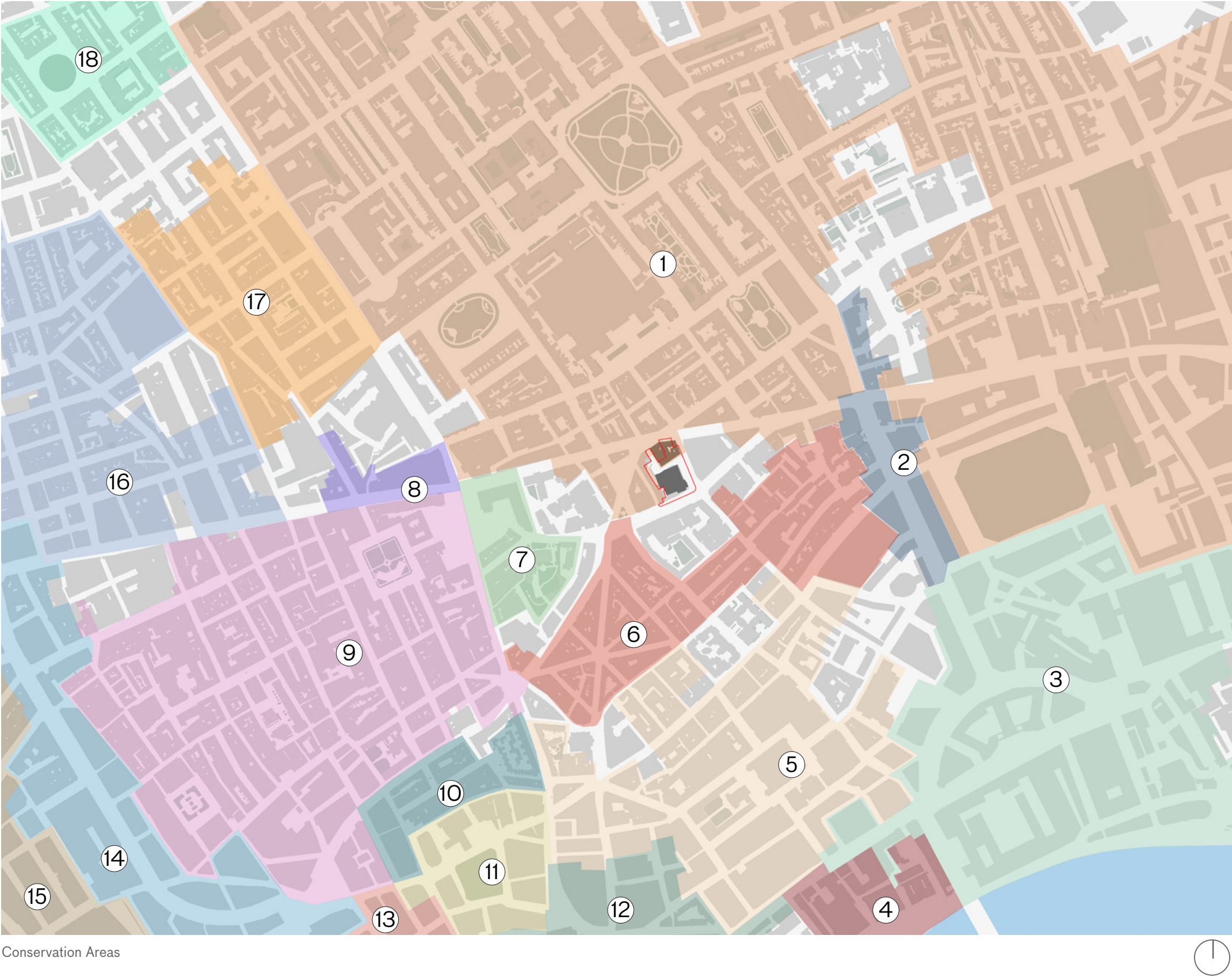
1.1 Site Context

Conservation Areas

Selkirk House sits outside of the the Bloomsbury Conservation Area boundary which runs along West Central Street, whilst the northernmost section of the West Central Street buildings lies within this Conservation Area.

The majority of the site falling between conservation areas is closely correlated to the significant number of poorer quality post-war buildings bounding High Holborn, of which, Selkirk House can be considered one.

- KEY:
- 1. Bloomsbury
 - 2. Kingsway
 - 3. Strand
 - 4. Savoy
 - 5. Covent Garden
 - 6. Seven Dials
 - 7. Denmark Street
 - 8. Hanway Street
 - 9. Soho
 - 10. Chinatown
 - 11. Leicester Square
 - 12. Trafalgar Square
 - 13. Haymarket
 - 14. Regent Street
 - 15. Mayfair
 - 16. East Marylebone
 - 17. Charlotte Street
 - 18. Fitzroy Square



1.0 Development Context & Principles

1.1 Site Context

A string of large-scale post-war developments fundamentally altered the urban grain of the stretch between Tottenham Court Road and Holborn stations: Centre Point, St Giles Court, Selkirk House, the NCP Car Park, the Royal Mail Sorting Office and developments along the southern frontage of High Holborn. These typically had large block sizes, and were out of scale with local character and urban grain.

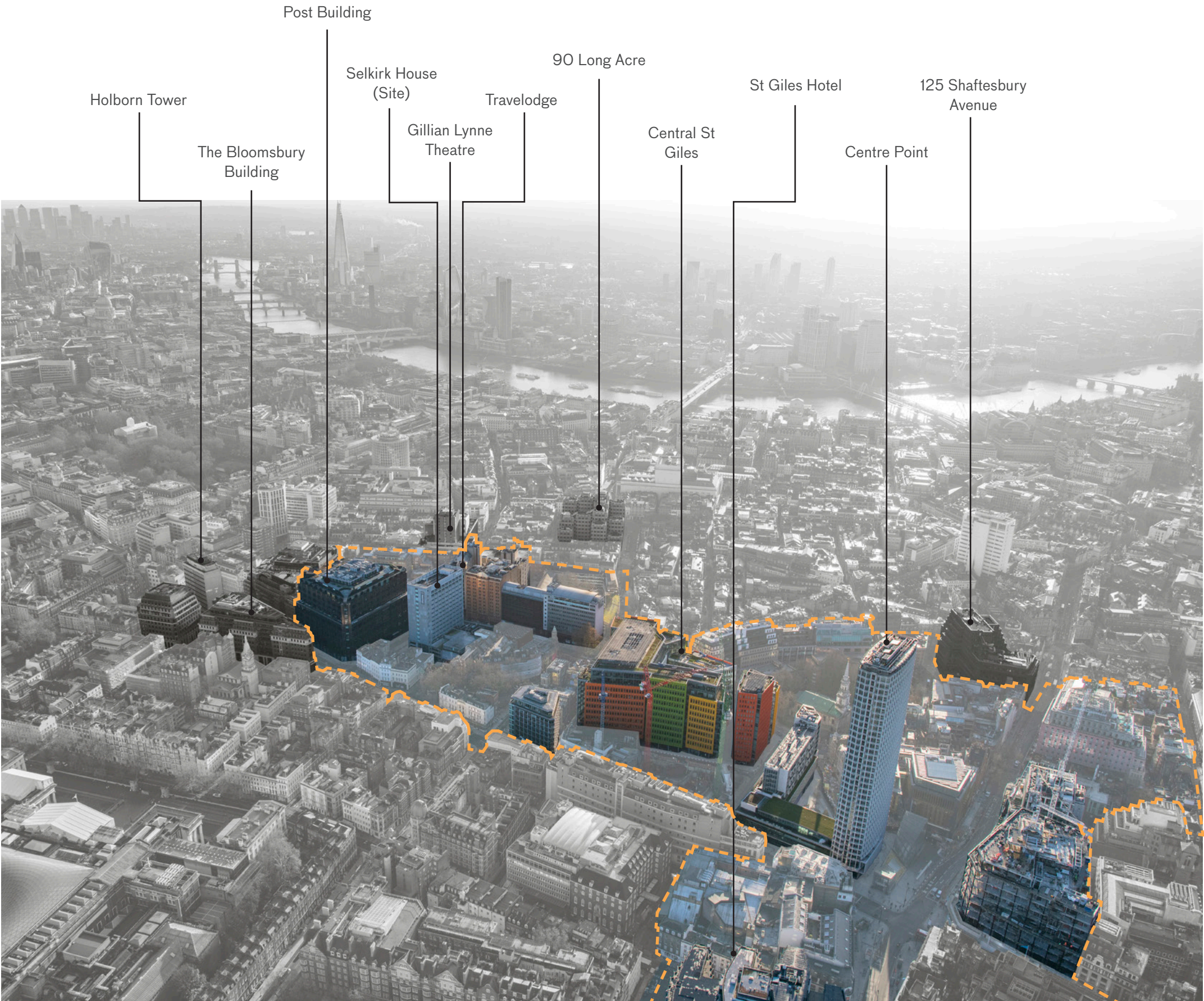
Typically these blocks had low permeability and activation at ground floor and reinforced the primacy of the motor vehicle. The resultant poor quality of public realm led to decades of under-investment and the area having a poor image. Recent work to reinstate and repair urban grain has been successful through improvements such as Central St Giles, the closure of St Giles High Street to form St Giles Square and the ongoing West End Project works.


Selkirk House remains as it was - an under-activated and impermeable block designed with the motorist in mind.



Post War Development Sites

 Tottenham Court Road Opportunity Area



 Aerial View with Tottenham Court Road Opportunity Area

1.0 Development Context & Principles

1.2 Planning Policy Context

Local, national and regional planning policy establishes the framework within which development proposals are considered for planning permission. A high level summary of the relevant planning policy is provided below.

Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory development plan for the London Borough of Camden, and in turn the application site, consists of:

- The London Plan (2021); and
- London Borough of Camden Local Plan (2017)

There are a number of other relevant adopted and emerging planning policy documents published nationally, regionally and by Camden Council that represent material considerations:

- The National Planning Policy Framework (NPPF);
- The National Planning Policy Guidance (NPPG);
- London Borough of Camden Supplementary Planning Guidance;
- London Borough of Camden Draft Holborn Vision and Strategy (2019); and
- London Borough of Camden Draft Site Allocations Plan (2020).

Local Designations

The site is also subject to the following site-specific planning policy designations as identified by the Council's adopted Policies Map:

- Tottenham Court Road Growth Area;
- Tottenham Court Road Opportunity Area;
- Central Activities Zone ('CAZ') as an area identified for growth

In addition, the site is also identified as a development site within the Council's Draft Site Allocations Plan (2020) under Policy HCG3 ('1 Museum Street'). The draft allocation supports the comprehensive redevelopment of the site with a mix of commercial and residential uses, emphasising the requirement for

enhancing the public realm, permeability through the site and ground level experience.

The West Central Street component of the site falls within the Bloomsbury Conservation Area. Recently, 10-12 Museum Street, 35 and 37 New Oxford Street buildings (within the application boundary) have been listed as Grade II. In addition, Grade II listed buildings adjoin the site boundary at 43-45 New Oxford Street and 16 West Central Street. Selkirk House sits outside of the Conservation Area boundary which runs along West Central Street.

The site is also identified within the emerging Holborn Vision and Urban Strategy (2019) as a 'Key Project' for potential redevelopment. Its location makes it ideally situated to benefit from increased transport capacity and wider connectivity (due to the new Crossrail), hence the area being a focal point for employment intensification.

The axis shown in the mapping opposite illustrates how the site should act as a linkage, with the potential to 'join the dots' between a number of important employment sectors, both emerging and already established.

The site's current fragmented and transitory nature offers significant room for improvement - with increased pedestrian connectivity underpinning the aims of the long-term strategic approach to creating and nurturing a vibrant, diverse and resilient wider commercial district.



LBC's Holborn Vision & Urban Strategy (Draft)



Key connections for growth and opportunity

1.0 Development Context & Principles

1.3 Carbon & Climate Emergency Context

With an emphasis on the global climate crisis, the GLA and the Council have declared a ‘Climate Emergency’. There is a growing commitment to achieving Net Zero Carbon buildings by 2030, meaning many new developments need to consider now how far they can go to design in features to enable the lowest carbon performance possible.

The applicant and the project team are acutely aware of the impact that construction has on Carbon emissions. The built environment currently accounts for 25% of the UK’s greenhouse gas emissions. 'The thrust of Strategic and Local Plan Policy has therefore resulted in a focus on reducing the operational energy and embodied carbon relating to the construction industry. As part of planning applications, prospective developments now need to quantify their carbon impact.

80% of London’s 2050 stock is likely to be comprised of buildings already standing today - adapting this stock is a huge challenge for the industry. However, retrofit is not always feasible or viable for those with poor architectural quality, inflexible layouts, limited accessibility and insufficient loadbearing capacity..

A number of industry benchmarks and aspirational targets established for the development industry. These focus on the embodied carbon emissions associated with construction and can be found in chapter 5.O.

NPPF
As stated in the National Planning Policy Framework, the planning system has three overarching objectives: economic, social, and environmental. Paragraph 8 says that to achieve sustainable development these three interdependent pillars need to be pursued in mutually supportive ways so that net gains are secured for each objective.

Therefore, in determining an application, the range of benefits a development offers in addition to carbon savings must be considered in the balance. These benefits include delivery of high-quality new homes (including affordable homes), an uplift in employment floorspace, new public realm, urban greening, increased site permeability and significant long term economic benefits generated by the higher quality and flexible space which will appeal to a wider range of operators.

London Plan (2021)

Introduced in March 2021, the currently adopted London Plan places a strong focus on the lifecycle carbon impact of new development.

London Plan Policy SI 2 (Minimising Greenhouse Gas Emissions) states that major development should be netzero in terms of operational carbon. This means reducing greenhouse gas emissions in operation and minimising energy demand. London Plan Policy SI 2 also seeks to achieve a minimum operational carbon reduction from part L of 10% for residential development and 15% for non-residential development through energy efficiency measures. Where it is clearly demonstrated that the zerocarbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough by a carbon offset contribution secured via a S106 legal agreement.

London Plan Policy SI 7 (Reducing Waste and Supporting the Circular Economy) focuses on reducing waste and supporting the circular economy. The policy seeks to achieve resource conservation, waste reduction, increases in material re-use and recycling and reductions in waste going for disposal.

London Plan Policy GG6 (Increasing Efficiency and Resilience) seeks to improve energy efficiency and support the move toward a low carbon circular economy. The policy seeks to ensure that buildings are designed to adapt to climate change and its impacts.

In support of the London Plan, the GLA have also released London Planning Guidance (LPG) for Whole-Life Carbon Assessments. Importantly, in line with London Plan Policy SI 2, the guidance requires developers to fully consider options for retaining existing buildings before substantial demolition is proposed, as this is typically the lowest-carbon option. Whole Life Carbon Principle 1 from the guidance states that “retaining existing built structures for reuse and retrofit, in part or as a whole, should be prioritised before considering substantial demolition.” The London Plan Guidance carries no specific statutory weight; however, it is capable of being a material planning consideration enabling the implementation of adopted London Plan policies.

The GLA has established a benchmark and aspirational targets for the upfront and overall embodied carbon of new developments. More information on these can be found in chapter 5.O. Developments are therefore required to calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment (WLCA) in order for their performance against these benchmarks to be assessed. The WLCA must demonstrate actions taken to reduce life-cycle carbon emissions.

Camden Local Plan (2017)

Camden Local Plan Policy CC1 requires all development to minimise the effects of climate change and encourages developments to meet the highest feasible environmental standards that are financially viable during construction and occupation. Moreover, all development is required to reduce carbon dioxide emissions in line with the targets set out within the London Plan.

Local Plan Policy CC2 requires all development to be resilient to climate change through the adoption of appropriate climate change adaptation measures. Local Plan Policy CC2 also promotes the incorporation of sustainable design and construction measures within developments.

In January 2021, the Council published the Energy Efficiency and Adaptation CPG. The CPG has been prepared to support the policies of the London Plan (2021) and the Camden Local Plan (2017).

In 2020, LB Camden published the Camden Climate Action Plan (2020-2025) which sets out the Council's ambition for a zero carbon Camden by 2030. National Planning Policy Framework (2021)

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

NPPF Paragraph 119 encourages development that makes as much use as possible of previously developed or ‘brownfield’ land. NPPF Paragraph 152 sets out that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.

NPPF Paragraph 153 states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes and the risk of overheating from rising temperatures.

Planning submission approach

The proposed development has been designed to also consider the key policies relating to sustainable design and construction, focusing primarily on the following documents:

- Camden Local Plan 2017
- Camden Planning Guidance (CPG) Energy efficiency and adaptation, January 2021
- CPG Planning for Health and Wellbeing, January 2021
- CPG Biodiversity, March 2018
- The London Plan 2021

The carbon impacts of the submitted scheme have been fully considered through the Whole Life Carbon Assessment, Circular Economy Statement, Energy Statement and Carbon Comparison Documents which can be found on the planning portal.

Further information on the sustainability aspirations targeted by the planning submission scheme can be found in chapter 6.O of this report and in the planning application documents.

1.0 Development Context & Principles

1.4 Development and Design Brief

In briefing the development of the Selkirk House and wider One Museum Street site a number of areas were taken into consideration and aspirations set. These have informed the development and design approach taken and project decision making to enable the development and submission of a planning application. These areas take into account both external and internal project drivers.

This section summarises the development considerations and brief. These factors provide a base against which the redevelopment options can be assessed, alongside the Carbon Assessment and are reflected in the analysis in section.

Existing wider context

As set out above, the site is very centrally located in London. This should inform the proposals for the site acknowledging the economic, social and cultural activity that should be supported through development.

The exceptional transport links to tube, bus, cycle and new Elizabeth line (Crossrail) in immediate proximity allow sustainable transport for building users and support maximising density on the site. There is also the opportunity to create a "car free" development and removing a 196 space car park from the site currently in use under a temporary operation run by APCOA.

The nearby conservation areas, high quality buildings and heritage assets are to be understood and addressed in the proposals, as is the opportunity to integrate into the street pattern and improve permeability of the site and how it relates to the surroundings. Fundamentally, and development proposals for the site should re-establish this site as an active contributor to the local and wider area.

Further study of the context that helped inform the understanding of the context and response can be found in the Design and Access Statement document part of the planning application (including DSDHA “100 Journeys study”).

Planning policy

The proposals should be set in the context of national, regional and local planning policy as a pre-requisite. Local Camden Planning policies seek efficient use of land and highest quality architecture. One Museum Street is identified within the emerging ‘Holborn Vision and Urban Strategy’ as a ‘Key Project’ for potential redevelopment. Further commentary on the relevant planning policy can be found in sections 1.2 and 1.3.

The proposed development should:

- Incorporate all the key masterplanning requirements and uses specified by the Camden Council Local Plan (2017), the Holborn Vision and Urban Strategy (2019), and the Draft Site Allocations Plan (2020).
- Meet the mixed use and affordable housing policies as far as possible through the development.

Existing buildings and site constraints

Detailed review of the existing buildings with a preference to retain where possible to minimise cost and carbon intensity of the development and contribute to character in the completed development.

- Clear opportunity to improve or replace buildings of low architectural quality and improve the grain of the site and activation at ground floor.
- Dead ends and blank frontages to be designed out.
- Full review of further site constraints, physical and legal to ensure deliverability of proposals.

Sustainable economic use

For the quality and longevity of the scheme it is imperative that the site is developed with uses that have a strong business case. This is also necessary to ensure it is managed to a high standard in use with continued investment. The architecture should allow for future change of use where possible though flexible column grids, good slab to slab heights, and access to daylight.

The following uses were therefore prioritised in the development and design brief:

- Workspace to serve economic development and employment. Workspace should be high quality, adaptable space that meets occupiers needs now and is able to do so in the future
- Residential to support a diverse mix of uses and meet planning policy
- Ground floor retail and active uses to underpin public spaces and support uses above 1st floor level

Environmentally sustainable

Deliver a sustainable development fit for the future, which meets our ambitious environmental and social sustainability targets utilising a circular economy approach.

Produce a car free development and encourage more sustainable forms of transport to and from the site.

Design for long life and flexibility of use to ensure maximum benefit from embodied carbon “invested” in the redevelopment. Key metrics to pursue:

- Very low carbon development in use and embodied
- Target BREEAM outstanding rating
- Target NABERS rating 5*+
- Consider other accreditations including WELL
- Net-zero carbon enabled with the aim of a zero-carbon balance
- Adaptable and flexible structure to enable future adaptability

People Focussed

Create a safe and inviting environment for building users, residents and visitors to the area. Focus on high quality thoughtful public realm and active ground floor uses to create the place.

Provide users and residents with generous outdoor spaces and openable windows for access to fresh air. Incorporate active design and provision of facilities to encourage active travel.

Masterplanned approach

The site's current fragmented and transitory nature offers significant room for improvement - with new pedestrian connectivity underpinning the aim of the long-term strategic approach to creating and nurturing a vibrant, diverse and resilient commercial district that is aligned with its conservation-sensitive context.

The proposals should support these aims, whilst respecting and complementing the heritage and character of their immediate context.

Summary

These factors have been used to inform the assessment criteria used to analyse the development options for Selkirk House.

Museum Street is to produce high quality, adaptable space that meets occupier needs now and is able to do so in the future.

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