



FISHER STREET

OVER SITE DEVELOPMENT

PLANNING STATEMENT

CROSSRAIL LIMITED
MARCH 2013

PREPARED BY GVA



CONTENTS

- 1. Introduction..... 1
- 2. Context of the Proposals..... 4
- 3. The Proposed Development 7
- 4. Planning Policy Framework 9
- 5. Planning Assessment..... 11
- 6. Statement of Community Involvement 28
- 7. Summary 34

1. Introduction

- 1.1 This Planning Statement is submitted in support of an application for full planning permission on behalf of Crossrail Ltd for the Over Site Development (OSD) at the former site of 1 and 2 Fisher Street and 2-6 (even) Catton Street (the 'Fisher Street OSD'), within the London Borough of Camden (LBC). This Statement demonstrates the planning case in support of the proposals, in the context of relevant national, regional and local planning policy and other best practice guidance.
- 1.2 Planning permission is sought for the development of a residential building above and around a Crossrail head house to provide 22 residential units and associated entrances, refuse storage, cycle storage and an electrical substation; including alterations to the ground floor facade of the head house building and removal of visual screening.

Background and Context

- 1.3 Under the provisions of Schedule 7 to the Crossrail Act 2008, 'Plans & Specifications' approval was granted on 16 December 2011 by LBC for the Fisher Street intervention shaft and protective head house, which will allow emergency and maintenance access to the proposed Crossrail tunnel between Tottenham Court Road and Farringdon.
- 1.4 At the time of writing this report, the previous buildings on the application site have been demolished, to allow construction of the head house. The head house will constitute a 5m high, single storey flat roofed building filling roughly half the footprint of the application site. It will be situated in the central portion of the site with open courts on either side. The building will be enclosed within a 3.5m high perimeter wall clad in anodised aluminium. Behind the screening wall, the upper portion of the white rendered head house will be seen topped with a galvanised steel balustrade. The Crossrail works at the application site are expected to be completed by 2015.
- 1.5 Crossrail has an undertaking to submit a planning application for any replacement or further development taking place over the works site (the OSD). This is to optimise the development opportunities above and around the Crossrail infrastructure, where former buildings have been demolished, and to ensure that gaps in the townscape are repaired. Without the OSD, only the head house as described above would occupy the site.

- 1.6 In instances where developers already had an interest in the sites, Crossrail has entered into 'collaboration agreements' to bring the OSD forward. Where no developer is in place (the non-collaboration sites), the Secretary of State has undertaken to submit a planning application itself within two years of start of works on site. The OSD will then be marketed to a future developer with receipts going back into the Crossrail project.
- 1.7 As no developer is in place, the Fisher Street OSD is a 'non-collaboration site' and Crossrail has therefore appointed a project team comprising HOK Architects, Jacobs, GVA (Town Planning) and BNP Paribas (Valuation Advice) to work up proposals for the Fisher Street OSD.

Length of Planning Permission

- 1.8 As set out above, a planning application is being advanced in the absence of a developer partner. As such and as the OSD cannot commence until after the Crossrail works have completed, it is requested that a period of 10-years is allowed for the implementation of the proposed development. This is to allow time for the Crossrail works to complete and a developer / development partner to be found.

Supporting Information

- 1.9 This Planning Statement should be read in conjunction with the 1APP forms and certificates, the covering letter and the following supporting information:
- Planning Application Drawings
 - Design and Access Statement
 - Viability Assessment (submitted on a confidential basis)
 - Environmental Statement (inc. Transport Statement and Townscape Heritage and Visual Impact Assessment)
 - Sustainability Statement
- 1.10 Section 14 of the Crossrail Act contains provisions that modify the Environmental Impact Assessment (EIA) Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations (1999)) such that for specific sites, any later planning applications for OSD must be accompanied by an EIA, irrespective of whether the OSD would

otherwise be qualifying EIA development (under Schedule 1 and 2 of the EIA regulations) and whether or not it would be likely to result in significant environmental impacts.

1.11 The proposed development is included in the table of developments listed in Section 14 of the Crossrail Act and therefore requires an EIA which fulfils the requirements of the EIA Regulations.

1.12 The content of the Environmental Impact Assessment has been scoped with LBC.

Pre-Application Consultation

1.13 The OSD proposals have benefited from extensive pre-application consultation with Planning and Design Officers at LBC. Pre-application discussions have also taken place with statutory as well as other non-statutory consultees, local interest groups and residents.

1.14 In particular, the emerging proposals were reviewed with the following:

- [LBC Planning and Design Officers](#)
- [English Heritage](#)
- [Bloomsbury Conservation Area Advisory Committee](#)

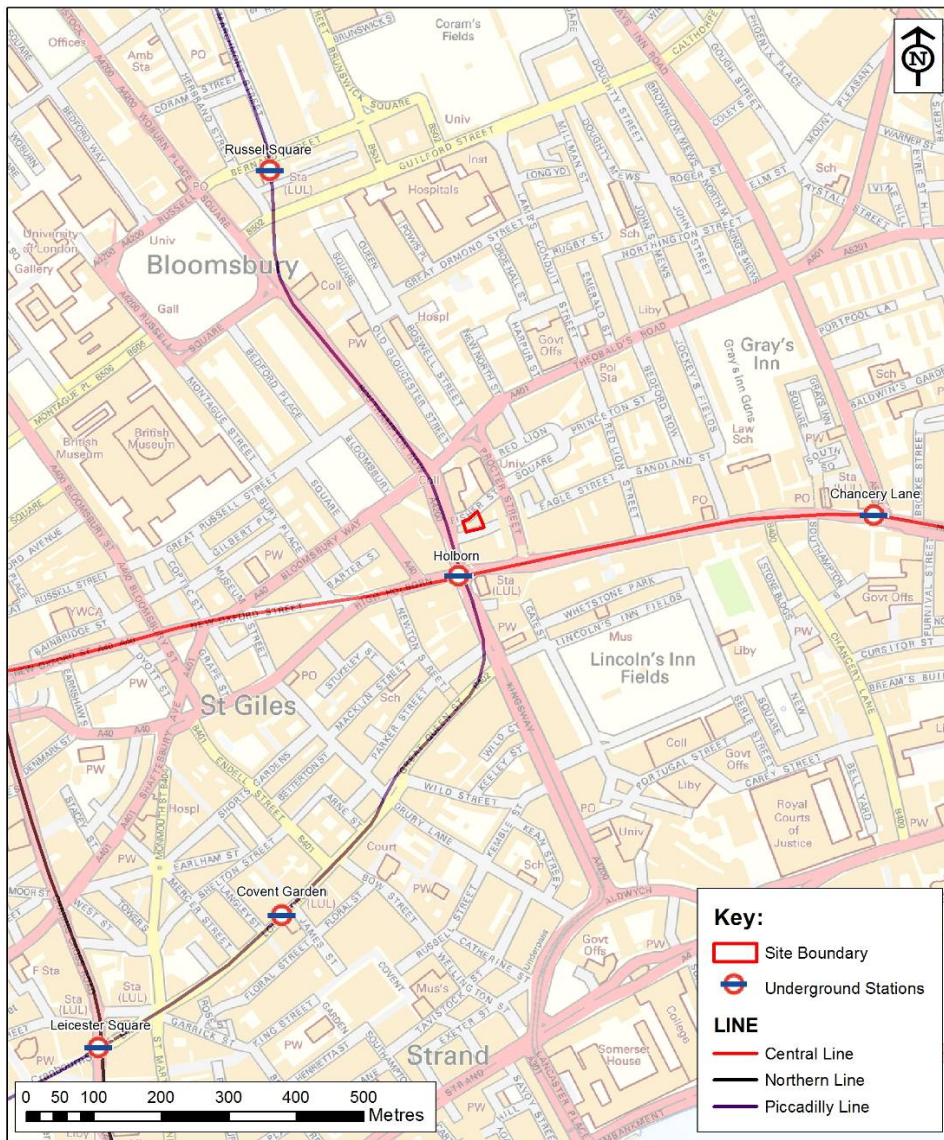
1.15 The comments received from the above have helped to shape the final OSD proposals. In addition, the scheme was also presented at two public exhibitions held on 12 and 14 February 2013 at the Crossrail Visitor Centre, St Giles High Street, WC2H 8LN. Further detail on this is provided at **Section 6** (Statement of Community Involvement) of this Planning Statement.

2. Context of the Proposals

Location and Land Use Context

2.1 The application site is located in the London Borough of Camden (LBC). The application site is bounded by Fisher Street to the north, an electricity substation to the east, Catton Street to the south and a Grade II Listed building at 8-10 Southampton Row to the west. A site location plan is provided at **Figure 1** below.

Figure 1: Site Location Plan



Site History

- 2.2 The application site has been cleared and works have begun in association with the construction of the Crossrail intervention shaft and head house. These works are ongoing at the time of writing but are expected to be complete prior to the construction of the OSD.
- 2.3 Prior to demolition, the application site was formerly occupied by a four-storey building fronting onto Fisher Street and a six-storey building fronting onto Catton Street. The rear building, a concrete framed and brick clad structure fronting Catton Street, was a utilitarian commercial building built in the mid/late 20th century. It formed a neutral and anonymous backdrop to 8-10 Southampton Row. With this austere backdrop, both Fisher Street and Catton Street were dark and uninviting thoroughfares between Southampton Row and Procter Street.
- 2.4 The brick faced building fronting Fisher Street (built circa 1900) was more elaborate and contained offices and conference rooms.
- 2.5 The application site was cleared after construction arrangements approval was granted on 17 September 2009, under the provisions of Schedule 7 to the Crossrail Act 2008, for works to commence at the site to construct the Crossrail Fisher Street shaft and head house.

Surrounding Context

- 2.6 The OSD site is located in a mixed use area, largely characterised by commercial uses, some residential and small scale retail.
- 2.7 The narrow streets which the application site fronts lead off the main thoroughfares of Southampton Row and Procter Street. Southampton Row is a broad street fronted by buildings of a fairly uniform scale and size, built within the first two decades of the 20th century. Procter Street and the adjacent Red Lion Square is more varied in quality, scale and style. Red Lion Square provides an attractive and historic green space with mature trees.
- 2.8 The OSD is not situated within a Conservation Area but does sit adjacent to the Kingsway Conservation Area, which is characterised by early 20th century buildings with Portland stone facades, fronting the north-south boulevard of Kingsway. The application site is also

within the vicinity of the Bloomsbury Conservation Area, which is subdivided into 14 character areas. Further information on each of the relevant areas as well as other surrounding heritage assets is provided in the accompanying Townscape, Heritage and Visual Impact Assessment (appended to the Environmental Statement).

- 2.9 The application site has excellent accessibility to public transport and has a Public Transport Accessibility Level (PTAL) of 6b, which is the highest possible rating. The application site is located approximately 100 metres to the north of Holborn Underground Station, which provides Piccadilly and Central line services.
- 2.10 There are numerous day and night bus services operating at high frequencies along Southampton Row to the west of the application site, Procter Street to the east and High Holborn to the south. The closest bus stops to the application site are located approximately 70 metres to the west on Procter Street (Red Lion Square Gardens stop).

3. The Proposed Development

3.1 Full details of the proposed development are provided in the accompanying Design and Access Statement prepared by HOK Architects. However, the key details of the proposals are summarised below.

3.2 The OSD will provide a total of 22 residential units over eight storeys above ground with associated entrances; refuse storage; cycle storage; and substation provided at ground floor. The key components of the scheme are as follows:

- Overall residential mix of 5 x 1-bed / 14 x 2-bed / 2 x 3-bed / 1 x 4-bed
- Total scheme GEA 2,839.2 sq. m / GIA 2,613.6 sq. m / saleable 1,814.2 sq. m
- Residential entrance lobby, refuse and cycle store (48 spaces) and substation provided at ground floor, surrounding head house building
- Residential entrance onto Fisher Street; refuse servicing entrance onto Catton Street; and access to the cycle store is from Fisher Street
- Two duplex 3-bed apartments at first and second floor level with private roof terrace at first floor level over cycle store, at rear of 8-10 Southampton Row
- Duplex 4-bed penthouse with private roof terrace
- Recessed balconies for remaining units

3.3 The 'Schedule 7' (2011) consent gave approval to the design of the Crossrail head house, including visual screening either side until the OSD is constructed. The OSD will also therefore replace this visual screening to construct the ground floor entrance, cycle store, refuse store and substation. The OSD will also replace the ground floor façades (Catton Street and Fisher Street) of the head house building to ensure its appearance coordinates with the OSD.

Total Scheme Content

3.4 A summary table of the total scheme content is provided below.

Level	Total Units	4-bed	3-bed	2-bed	1-bed	GIA sq. m	GEA sq. m
G						237.3*	252.7*
1	4		2 (duplex)	1	1	388.9	427.2
2	2			2		365.9	406.8
3	4			2	2	349.6	374
4	4			2	2	331	359.2
5	3			3		317.2	341.1
6	3			3		280.8	300.9
7	2	1 (duplex)		1		249.9	270.4
8						93	106.9
Total	22	1	2	14	5	2,613.6	2,839.2

*Combined residential reception lobby / cycle store / refuse store / substation

4. Planning Policy Framework

Adopted Planning Policy Framework

- 4.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act (2004), planning applications should be determined in accordance with the Development Plan unless other material considerations indicate otherwise.
- 4.2 The adopted Development Plan for the application site comprises the LBC Core Strategy (2010) and Development Policies (2010) Development Plan Documents (DPD); and the Greater London Authority's (GLA's) London Plan (2011). Following adoption of LBC's Core Strategy and Development Policies DPDs in November 2010, the saved policies of the former Unitary Development Plan (2006) were superseded, with the exception of the 'Schedule of Land Use Proposals', which will eventually be replaced by the Site Allocations DPD.
- 4.3 The proposal has also been considered with regard to other key documents, which will form material considerations in the determination of the planning application. These include the Government's National Planning Policy Framework (NPPF) (March 2012) and the GLA's and LBC's supplementary planning guidance (SPGs).

Site Specific Allocations

- 4.4 The OSD is located within the Central Activities Zone (CAZ), where the Mayor of London seeks to identify and bring forward capacity through redevelopment (London Plan Policy 5G.2); and the Holborn Area for Intensification, where the Mayor states that higher density redevelopment should be promoted at key transport nodes with good accessibility and capacity (London Plan Policy 5B.3).
- 4.5 At the local level, the application site is located within LBC's Central London Area and Holborn Growth Area, which the Core Strategy identifies as an appropriate location for a high density of development (Policy CS1 and CS2). Holborn is identified as an Area for Intensification. As such, there is significant potential for housing, employment and other uses. Proposals within this location will be expected to maximise development opportunities.

4.6 The application site is not located within a Conservation Area however it is situated immediately adjacent to the Kingsway Conservation Area, which includes the neighbouring Grade II listed 8-10 Southampton Row to the west, and in close proximity to the Bloomsbury Conservation Area.

5. Planning Assessment

Overview of the Principle of Development

- 5.1 The demolition of the former buildings at the application site was permitted by the Crossrail Act in order to facilitate construction of Crossrail. The Act gives powers to construct the rail related infrastructure works subject to approval of details under Schedule 7 to the Act. The Act does not include powers to construct the OSD above or around the infrastructure. However, during the passage of the Crossrail Act through Parliament, an Undertaking was given that a planning application for the OSD would be submitted as soon as reasonably practicable and in any event no less than two years after commencement of construction of Crossrail works on the site, unless otherwise agreed with the local planning authority.
- 5.2 The former buildings on the site have now been demolished to allow works to commence to construct the intervention shaft and head house. In accordance with national, regional and local planning policy, the opportunity to provide development above and around the Crossrail head house and shaft should be taken to make the best use of the limited supply of land in Camden and London generally. In addition, the OSD is critical to repairing the gap in the townscape, which would otherwise be left in the absence of the development. Without the OSD, only the head house building and screening would occupy the site, which may otherwise appear utilitarian and form an unattractive streetscape.
- 5.3 The principle of the redevelopment is supported by planning policy at a national, regional and local level. Of note, the Government's NPPF encourages the effective re-use of land that has previously been developed. At a regional level, the application site falls within the Holborn Growth Area, which has been identified within the London Plan (2011) as being suitable for large scale redevelopment or significant increases in jobs and homes. Finally, at a local level, the re-use of the application site accords with the strategic policies set out within the LBC Core Strategy (2010). In particular, the re-use of the application site accords with the principles of Policy CS1, which encourages growth that makes the best use of Camden's limited land; and Policy CS2, which seeks to focus development within 'growth areas', including Holborn.

Land Use – Residential

Principle of Residential Land Use

- 5.4 The NPPF states at paragraph 17 that decision making should proactively drive and support sustainable development to deliver the homes “that this country needs”.
- 5.5 Policy 3.3 of the London Plan refers to increasing the supply of new homes and states that the Mayor will seek to ensure that housing need is met. The London Plan also supports the provision of new housing in the Holborn Growth Area. The provision of housing at the application site is, in principle therefore, supported by national and regional planning policy.
- 5.6 As stated, the application site is located within LBC’s Central London Area and Holborn Growth Area. Policy CS1 of the LBC Core Strategy (‘distribution of growth’) states that the Council will focus development within Growth Areas, such as Holborn. Policy CS2 (‘growth areas’) states that the Council is expecting development to be concentrated in the Growth Areas, including the provision of new housing. The principle of housing within the Holborn Growth Area is therefore supported by local planning policy.
- 5.7 Further evidence of this is provided by LBC Core Strategy Policy CS6, which states that the Council will maximise the supply of additional housing to meet Camden’s target of 5,950 new homes from 2007-2017. Housing is therefore regarded as the priority land-use. This is reflected in LBC Development Policy DP2, which states that the Council will seek to maximise the supply of additional homes in the Borough by ensuring developments provide the maximum appropriate contribution to a site and by resisting alternative uses on sites particularly suitable for housing.

Unit Mix

- 5.8 The proposed development will provide 5 x 1-bed; 14 x 2-bed; 2 x 3-bed; and 1 x 4-bed units. The development therefore provides a mix of unit types. This is in accordance with LBC Core Strategy Policy CS6, which states that the Council will seek “a range of self-contained homes of different sizes to meet the Council’s identified dwelling-size priorities”.
- 5.9 LBC Development Policy DP5 expects all residential developments to contribute to the creation of mixed and inclusive communities by securing a range of self-contained homes of different sizes, as set out in the ‘Dwelling Size Priorities Table’. The Council’s priority for market schemes such as this is for 2-bed units. The proposed dwelling mix accords with this

priority by providing approximately 60% of the total units as 2-bed, however a mix of other unit types, including larger 3, 4 and 5-bed units are also provided. The unit mix is considered to be in accordance with the Council's policies and priorities.

Affordable Housing

- 5.10 The opportunity to provide on-site affordable housing has been carefully considered in the context of the site constraints and financial viability. In this respect the OSD is unique for two key reasons. Firstly, the former buildings at the site were acquired using Compulsory Purchase powers in February 2009. The site was then cleared following 'Schedule 7' approval in 2011. Crossrail is committed by a Parliamentary Undertaking to submit a planning application for the OSD, even in the absence of a development partner. It is highly unlikely that the site would otherwise have been acquired for development. The benchmark land value of the site, considered alongside the development costs and the requirement to accommodate the Crossrail head house at ground floor, which takes away otherwise valuable floorspace, mean that it is not financially viable for the development to contribute towards affordable housing. It is critical that the development is viable and financially attractive to the market, to allow the OSD to actually be deliverable. If the OSD is not developed, only the head house structure will occupy the site, with an underutilised gap in the townscape above and around it.
- 5.11 Secondly and in any case, the development is physically constrained by the requirement to accommodate the head house at ground floor. This limits the space available to introduce separate cores and entrances for different affordable tenures, so that even if it was viable in financial terms to provide some affordable housing, it is impractical to provide this on-site.
- 5.12 National, regional and local planning policy provides a clear basis for the feasibility and economic impact of on-site affordable housing to be considered, in determining the level of affordable housing which the development may reasonably be required to provide. We summarise this below.

Affordable Housing Planning Policy Context

- 5.13 Paragraph 47 of the NPPF requires planning authorities to plan for affordable housing, whilst paragraph 173 states that to ensure viability, the costs of any requirement such as affordable housing should provide competitive returns to a willing land owner and willing developer to enable the development to be delivered.

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- 5.14 Policy 3.12 of the London Plan states that the “maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes” having regard to, amongst other things, “the need to encourage rather than restrain residential development” and “the specific circumstances of individual sites”. Policy 3.12 further states that “negotiations on sites should take account of their individual circumstances, including development viability”. This is also supported by the Mayor of London’s Housing SPG (2012).
- 5.15 LBC’s Core Strategy states at Policy CS6 that the Council will seek “the maximum reasonable amount of affordable housing under the specific circumstances of the site, including the financial viability of the development”.
- 5.16 The Council’s detailed approach to affordable housing is set out at Policy DP3 of the Development Policies DPD. Policy DP3 expects all residential developments with a capacity for 10 or more additional dwellings to make a contribution to the supply of affordable housing. However, Policy DP3 also states that “the Council will expect the affordable housing contribution to be made on-site, but where it cannot practically be achieved on-site, the Council may accept off-site affordable housing, or exceptionally a payment-in-lieu”.
- 5.17 Policy DP3 states that the Council will seek to achieve an overall target of 50% of total additional housing floorspace as affordable. For individual sites, this is applied on the basis of a sliding scale from 10% for developments with 1,000 sq. m gross residential floorspace to 50% for developments with 5,000 sq. m or more gross residential floorspace. The total gross residential floorspace at Fisher Street would be 2,839 sq. m. This equates to a target on-site provision of affordable housing of 28% (i.e. approximately 790 sq. m).

Assessment

- 5.18 In accordance with LBC Policy DP3, Crossrail has considered both the financial viability and the practicality of including affordable housing on-site.
- 5.19 As set out above, policy at national, regional and local levels states that, in negotiating the amount of affordable housing or level of contribution sought towards affordable housing from individual sites, regard should be had to the specific circumstances of the site, including the financial viability of the development.
- 5.20 A Viability Assessment has been undertaken by BNP Paribas and submitted on a confidential basis in support of this planning application. The Viability Assessment demonstrates that, when considering the benchmark land value of the application site

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- against the residual value of the OSD, having regard to the development costs and lost floorspace by having to accommodate the head house at ground floor, it is not viable for the development to support on-site affordable housing.
- 5.21 Crossrail is required by a Parliamentary Undertaking to submit a planning application within two years of Crossrail works starting on-site. The site was acquired by Compulsory Purchase powers and only in this context is the site being redeveloped for housing and a planning application being submitted at this time, in the absence of a developer partner.
- 5.22 In any case and even if it was financially viable to provide affordable housing, it is not practical for this to be provided on-site. It is noted at paragraph 3.14 of the Camden Development Policies DPD that, in considering whether it is practical to include affordable housing on-site, the Council will have regard to, amongst other things, whether “the physical constraints of the site or premises would make on-site affordable elements impractical for management purposes” and “the management or service charges of an on-site scheme would be too costly for affordable housing providers or occupiers to meet”.
- 5.23 The OSD will include 22 residential units. The ‘policy compliant’ affordable housing requirement is approximately 28% gross floorspace. This would provide only a relatively small number of units on site – approximately six units.
- 5.24 It is impractical and costly for an affordable housing provider to manage affordable housing units when mixed with market units and in the absence of separate building cores and entrances, particularly when only such as small number of affordable housing units would be provided, as in this case. This also results in excessive service charges for occupiers.
- 5.25 The physical constraints of the site mean that it is not possible to provide a separate residential entrance and core for affordable tenure units. Analysis is provided at Section 2.5 of the Design and Access Statement, demonstrating that there is no additional space available at ground floor to introduce a second residential entrance and core. The application site is uniquely constrained by the requirement to accommodate the Crossrail head house at ground floor. A substation, the bicycle store, refuse store and entrance lobby all also need to be provided at ground floor, with access to street level and these take up the remaining space.

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- 5.26 In light of the above and particularly as only a relatively small number of affordable units would be provided on-site in any case, it is not considered practical to provide affordable housing on-site.
- 5.27 Policy DP3 states that the Council may accept off-site provision of affordable housing where this is not possible on-site. Whilst this is not financially viable, Crossrail does not in any case possess the necessary powers to acquire alternative sites for off-site affordable housing.
- 5.28 In summary therefore, in accordance with national, regional and local planning policy, Crossrail has taken every step to assess whether affordable housing can be provided firstly on-site, or alternatively off-site. Having regard to the conclusions of the Viability Assessment and physical constraints of the development, it is not considered practical or viable to provide affordable housing either on-site or off-site in this instance. The circumstances of this are unique, as the planning application would not otherwise be coming forward. In addition, the site is uniquely constrained by the requirement to accommodate the Crossrail head house. As stated, it is critical that the development is viable and financially attractive to the developer market, to allow the development to actually be deliverable. If the OSD is not developed, only the head house structure will occupy the site, with an underutilised gap in the townscape above and around it.

Lifetime Homes and Wheelchair Accessible Housing

- 5.29 LBC Development Policy DP6 states that “all housing development should meet lifetime homes standards” and that “10% of homes developed should either meet wheelchair housing standards, or be easily adapted to meet them”.
- 5.30 In accordance with the above, all of the units will be built to lifetime homes standards. Furthermore, two of the 22 units are designed specifically to be wheelchair accessible (as close to 10% as possible, in accordance with Council policy).

Design Standards

- 5.31 LBC Development Policy DP26 requires that residential developments provide an acceptable standard of accommodation, in terms of internal arrangements, dwelling and room sizes, amenity space and an internal living environment which affords acceptable levels of sunlight, daylight, privacy and overlooking.
- 5.32 With regard to dwelling sizes, the units have been designed to comfortably exceed the standards set out in Annexe 4 of the Mayor’s Housing SPG (November 2012). The Mayor’s

Standards exceed Camden's own Planning Guidance and therefore the unit sizes are considered to be acceptable in policy terms.

- 5.33 Each unit has either balcony space or access to a private roof terrace. In accordance with Policy DP26, the units are considered to be provided with appropriate amenity space, especially when considering the dense local urban environment.
- 5.34 The majority of units will benefit from a dual aspect (14 out of 22). Whilst there are some units which are single aspect, only a small number are single aspect north facing (4 out of 22). This is considered to be the minimum number possible, having regard to the tight and heavily constrained nature of the application site and the requirement to deliver a viable development. For example, it is not desirable or possible to provide an eastern aspect, to not prejudice potential future development on the adjacent UKPN substation site. The Fisher Street façade has also been angled towards the west, in order to provide additional sunlight and an improved outlook towards Sicilian Avenue. In any event, the Daylight and Sunlight Chapter of the accompanying Environmental Statement demonstrates that all of the proposed new habitable rooms will meet the target design standards for their specific room uses, taken from the British Standard Code of Practice for Daylighting, BS8206 Part 2 and Appendix C of the BRE Guidelines (see paragraphs 5.83 – 5.88 below).
- 5.35 With regard to privacy and overlooking, the building has been designed to progressively step back away from 8-10 Southampton Row as it goes up in height. Separation distances are therefore higher at upper floors. Whilst the duplex units over first and second floor will be closer to the rear of 8-10 Southampton Row, the façade is angled towards Sicilian Avenue to the north west, which provides an improved outlook and additional privacy. These units also have dual aspect and appropriate mitigation such as privacy blinds can be incorporated.
- 5.36 Overall, it is considered that the development will provide high quality residential units, in accordance with Policy DP26.

Design and Heritage Considerations

Policy Context

- 5.37 The NPPF promotes high quality and inclusive design, creating well-mixed and integrated developments with well-planned public spaces.

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- 5.38 Policies 2.10, 7.1 and 7.4 of the London Plan support good design and development that reinforces or enhances the character, legibility, permeability and accessibility of neighbourhoods. The policies of Chapter 7 set out a series of overarching principles and specific design policies related to site layout, scale, height and massing, internal layout and visual impact.
- 5.39 At a local level, LBC Core Strategy policy CS14 and Development Policies DP24 and DP25 require all new development to be of the highest standard of design, respect local context and character and preserve and enhance Camden's heritage assets.

Building Form and Massing

- 5.40 The design rationale for the development is provided within the accompanying Design and Access Statement and the relationship of the scheme to surrounding heritage assets is considered in the also accompanying Townscape Heritage and Visual Impact Assessment (THVIA), prepared by Professor Robert Tavernor Consultancy.
- 5.41 As noted within the THVIA, the design has been conceived in relation to its specific context, sandwiched between the Grade II Listed building 8-10 Southampton Row and a UKPN substation (to the east); and fronting two narrow side streets: Fisher Street in the north and Catton Street in the south, which lead off the main thoroughfares of Southampton Row (leading south to Kingsway) and Procter Street.
- 5.42 Southampton Row and Kingsway are broad streets fronted by buildings of a fairly uniform scale and size, built within the first two decades of the 20th century. Little development in the wider area is presently seen beyond this streetscape and the mature trees which line the pavement edges. To the east, the quality, scale and style of buildings on Procter Street and the adjacent Red Lion Square is more varied. Nonetheless, the Red Lion Square Gardens provide an attractive and historic green space with mature trees, the setting of which has also been taken into account.
- 5.43 The height of the proposed development has been carefully considered to ensure that it would not be seen above the roofline of buildings on Southampton Row in views north and south and so as to appear in keeping with the heights of the taller buildings on Procter Street when glimpsed through the trees of the Red Lion Square Gardens (this is evidenced by referring to the views assessment, set out within the THVIA).
- 5.44 The primary consideration in respect of the massing of the development has been the adjacent Grade II Listed building. The faceted elevations of the development have been arranged to recede respectfully away from the adjacent listed building and to have an

angular and 'jewel-like' character in contrast to the curved details of the listed building. The THVIA concludes that "there will be no confusion of forms but the angles have been positioned to respond to the storey levels, cills and cornice lines of the listed building. Due to the height of the proposed development and the embedded nature of the application site, little of it will be seen from the wider area and this relationship to 8-10 Southampton Row is the primary visual factor. In other views – at certain points on Sicilian Avenue, Red Lion Square and Southampton Row – the proposed development will be glimpsed in part, and the faceted form has been conceived to draw the eye in these partial views, whilst not detracting from the grander, classical forms of the Edwardian buildings which characterise the area".

- 5.45 The main entrance for the development is located on Fisher Street and will be visible when approaching from Red Lion Square in the east and Southampton Row in the west. Access to the substation and its associated rooms is from Catton Street, away from the residential entrance. The refuse store is also located on Catton Street.

Façade Treatment

- 5.46 At ground floor level, the site is constrained by the requirement to construct above and around the Crossrail head house. The ground floor façade onto Fisher Street and Catton Street will include the head house louvres, which will be coated steel. The positioning of the louvres is determined by the functions and arrangement of the head house and cannot be relocated.
- 5.47 Through consultation with LBC, English Heritage and the Bloomsbury CAAC, it has been determined that the most appropriate treatment for the ground floor façade is to introduce stone panning inbetween the louvres, to relate to the adjacent Grade II 8-10 Southampton Row.
- 5.48 The materials of the proposed development have been selected to enhance its faceted character and to respond to its particular side street location. As stated, at ground level, panels of stone cladding between the louvres will be inserted to ground the building and relate it to 8-10 Southampton Row. They will have a dark granite frame.
- 5.49 Above ground floor, copper alloy shingles with a light brass finish will be fixed in a diamond pattern and will catch the light and emphasise the building's facets and 'jewel-like' character. The side walls to the balconies will be back-painted with glass of different colours and the windows will be subdivided by anodised aluminium frames. At roof level, a projecting dormer window will support the roof terrace and will be a contrasting white

render and will appear balanced on the building's angled surfaces. As noted by the THVIA, "it will be a building with a rich and playful character, conceived to draw the eye in glimpsed views through the grand and classical stone buildings fronting Southampton Row and to lift the mixed character of the busy Procter Street which borders Red Lion Square to the east".

- 5.50 The impacts of the proposed development in key views and on the adjacent heritage assets, including 8-10 Southampton Row and the Kingsway and Bloomsbury Conservation Area have been carefully considered and assessed within the THVIA. In summary, the THVIA demonstrates that the development will only be visible in certain views from Southampton Row and Sicilian Avenue. When visible (including from the east from Red Lion Square), the THVIA concludes that the scheme design will have a largely beneficial impact on the local townscape, especially when considered against the baseline position, with only the Crossrail head house on the site. If the scheme is not developed, only the head house structure will occupy the site, with an underutilised gap in the townscape above and around it. The development therefore repairs this fractured townscape.
- 5.51 Having regard to the conclusions of the THVIA, the scheme design is considered to be in accordance with the objectives of national, regional and local planning policy, encouraging high quality design that respects its local heritage context.

Transport and Accessibility

Accessibility

- 5.52 The NPPF indicates that decisions should have regard to the opportunity for sustainable transport modes depending on the nature and location of the site and indicates that applications should only be refused on transport grounds where the residual cumulative impacts of development are severe.
- 5.53 A strategic objective of the London Plan is to ensure that London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities. In seeking to achieve this objective, Policy 6.1 states that the Mayor will encourage patterns and nodes of development that reduce the need to travel, especially by car. The London Plan further seeks to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand. In addition, Policy 6.1 states that the Mayor will support development that generates higher levels of trips at locations with high public

transport accessibility and / or capacity. Policy 6.13 states that development must provide for the needs of businesses for delivery and servicing.

- 5.54 Through Policy CS1 of the Core Strategy, LBC encourages growth within the Growth Areas, such as Holborn, as these are highly accessible locations. Policy CS1 also encourages development to make the most efficient use of land in areas with high transport accessibility. In addition, Camden Development Policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.
- 5.55 This planning application is supported by a Transport Statement. The Transport Statement demonstrates that the proposed development is exceptionally well served by public transport and is situated in a highly accessible location, fully in accordance with national, regional and local planning policy. For example, the application site is calculated to have a PTAL of 6b, which rates as 'excellent'. The application site is in close proximity to Holborn Underground Station and a number of bus routes.

Car and Cycle Parking

- 5.56 With regard to car parking, due to the constraints at ground floor of the Crossrail head house, it is not possible to provide any basement car parking at the application site. In any event this is supported by LBC planning policy. Policy CS11 of the LBC Core Strategy states that the Council will minimise the provision of private parking in new developments, in particular by encouraging car free developments in highly accessible locations such as this.
- 5.57 The development will provide for a maximum of 48 cycle spaces (if double stacked) within a dedicated cycle store with access from Fisher Street. This exceeds LBC's cycle parking standards, which are set out at Appendix 2 of the Development Policies DPD. Appendix 2 requires that one cycle storage or parking space is provided per unit for residents and one space is provided per 10 units (or part thereof) for visitors (above a threshold of 20 units). As the development will provide 22 units, this generates a requirement for 25 cycle spaces. The maximum of 48 spaces clearly exceeds this.

Energy and Sustainability

- 5.58 The NPPF seeks that development promotes the use of renewable energy where the technology is viable and economic and where the social impacts can be addressed satisfactorily.
- 5.59 Policy 5.2 of the London Plan seeks to ensure that development proposals make the fullest contribution to minimising carbon dioxide emissions in accordance with the following Mayor's energy hierarchy:
- Be lean: using less energy;
 - Be clean: supplying energy efficiently; and
 - Be green: using renewable energy.
- 5.60 The London Plan requires that all major development proposals should meet specific targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations (2006). The current revision of Part L (2010) equates to an aggregate reduction in carbon dioxide emissions of 25% over a Part L compliant building of the same geometry.
- 5.61 In addition, Policy 5.3 states that development proposals should demonstrate that sustainable design standards are integral to the proposal and should meet the minimum standards set out in the Mayor's Sustainable Design and Construction SPG (2006).
- 5.62 At a local level, LBC Core Strategy Policy CS13 states that *"the Council will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation"*.
- 5.63 Development Policies DP22 and DP23 also require all new developments in Camden to make the fullest contribution to the mitigation of and adaption to climate change; to minimise carbon dioxide emissions and contribute to water conservation and sustainable urban drainage.
- 5.64 A full Sustainability Statement has been prepared and submitted in support of this planning application, demonstrating how the development complies with the specific

-
- requirements of LBC Development Policies DP22 and DP23 and therefore national and regional planning policy.
- 5.65 Of note, the Sustainability Statement demonstrates that, to meet LBC's requirements, a Code for Sustainable Homes Pre-assessment has been undertaken. The predicted likely score for the development, based on the concept design at RIBA Stage C, is currently 71.29%, which equates to the achievement of Code Level 4.
- 5.66 The Sustainability Statement also includes a summary of the Energy Statement and Low & Zero Carbon Technology Study prepared for the proposed development. The Statement demonstrates that, in accordance with London Plan and LBC hierarchy, the development incorporates measures to improve energy efficiency, resulting in emission rates achieving a 4.7% improvement over baseline.
- 5.67 In accordance with policy, a renewable technologies assessment has also been undertaken, which reviews the feasibility of a number of renewable technologies deemed appropriate for the development. The outcome of the assessment indicates that ground source heat pumps are recommended for the proposed development.
- 5.68 LBC sets a target for new developments to aim for a 20% reduction in CO2 emissions from on-site renewable energy technologies. As set out in the Sustainability Statement, this is not considered feasible for the proposed development. The 20% target is based on CO2 emissions from both regulated electrical and thermal gas consumption and unregulated consumption, such as small power and cooking. The Sustainability Statement states that emissions are split 44:56 for the development, regulated to unregulated energy. Ground source heat pumps are a low emission heat technology, only able to address the smallest proportion of the overall emissions and are not able to serve the unregulated consumption. As a result, low emission heat technologies such as heat pumps are unlikely to be able to meet the target 20% low or zero carbon reduction. Nevertheless, ground source heat pumps remain the recommended technology, as CO2 emissions are reduced to a greater extent and a better performance rating is achieved against the requirements of the Code for Sustainable Homes.
- 5.69 In summary, all measures have been taken to ensure that the proposed development is as energy efficient as possible, incorporating the most feasible renewable energy technologies possible.
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Waste and Recycling Storage

- 5.70 LBC Policies CS18 and DP26 (of the Core Strategy and Development Policies DPDs respectively) require all new developments to provide adequate facilities for the storage and disposal of waste and recycling.
- 5.71 In accordance with LBC planning policy, a dedicated area for the storage of waste and recycling is provided at ground floor, with access from Catton Street. The Waste Management Strategy has been set out at Chapter 9 of the Environmental Statement. This demonstrates that sufficient capacity is provided to store the expected waste generation from the development.

Environmental Amenity

Noise and Vibration

- 5.72 The NPPF states that “the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution”.
- 5.73 The London Plan (Policy 7.15 – ‘Reducing Noise and Enhancing Soundscapes’) states that development proposals should seek to reduce noise by “minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation; and promoting new technologies and improved practices to reduce noise at source”.
- 5.74 Chapter 8 of the accompanying Environmental Statement considers the suitability of the site for residential development and the impacts of the proposal on baseline noise levels, having regard to LBC noise standards.
- 5.75 The Environmental Statement demonstrates that, with appropriate mitigation such as double glazing and passive ventilation, the scheme design can achieve ‘good’ internal ambient noise levels and therefore an acceptable residential environment. Whilst the

balconies and terraces may not meet desired noise criteria, this is expected in a dense urban environment such as this and should be considered with regard to the wider benefits of the development.

- 5.76 In addition to the above, the Environmental Statement concludes that through the use of appropriate design measures, groundbourne noise and vibration affecting the homes above can be controlled and that the impact from this is not expected to be significant. It also concludes that the proposed development will have no significant impacts on surrounding noise levels.

Air Quality

- 5.77 The NPPF states that “the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.
- 5.78 Policy 7.14 of the London Plan and the Mayor’s ‘Air Quality Strategy’ (2010) seek to minimise the emissions of key pollutants and to reduce concentrations to levels at which no, or minimal effects on human health are likely to occur.
- 5.79 In accordance with LBC Development Policy 32, an Air Quality Assessment has been carried out as part of the EIA and this is summarised at Chapter 7 of the Environmental Statement.
- 5.80 The Environmental Statement notes that the NO₂ pollutant concentrations are likely to exceed the Air Quality Strategy objectives in 2013 and up to and including 2018, across the application site and surrounding area. However, this is not uncommon and would be the case both with and without the proposed development, as the whole of Camden is designated as an Air Quality Management Area (AQMA). This should again be considered with regard to the benefits of the scheme. New housing is one of the Borough’s top priorities and as such it is not considered that this should preclude residential at the site. Mitigation has been considered – for example no residential units are proposed at ground floor level in the proposed development, where concentrations of pollutants are highest.
- 5.81 Whilst a significant adverse impact is currently anticipated from the proposed development as a result of the heating / power plant emissions, appropriate mitigation

can be explored at the detailed design stage. It should be noted that this corresponds to a 'Slight adverse' impact using the terminology provided by the Environmental Protection UK (EPUK) guidance 'Development Control: Planning for Air Quality' (2010 Update).

- 5.82 In summary, having regard to the application sites dense central London location, the proposed development is considered to be acceptable in respect of air quality.

Daylight and Sunlight

- 5.83 As set out in Chapter 10 of the accompanying Environmental Statement, at national, regional and local levels, the recognised and accepted objective scientific standards adopted for measuring the impact on daylight and sunlight are the BRE Guidelines (2011 Second Edition). It should however be noted that these guidelines were prepared using a low density suburban housing model of domestic scale housing, rather than multi-storey developments in a high density inner city suburban environment. The numerical targets in the Guidelines therefore need to be applied flexibly.
- 5.84 An assessment of daylight and sunlight has been carried out against BRE Guidelines and this is summarised at Chapter 10 of the accompanying Environmental Statement.
- 5.85 The impact of the proposed development in respect of daylight and sunlight on adjacent 'sensitive receptors' at 8-10 Southampton Row have firstly been considered. The assessment demonstrates that the majority of rooms at 8-10 Southampton Row (81%) will have no significant impact from the proposed development on daylight or sunlight. Whilst three rooms will have 'significant adverse' impacts, these are only a relatively small proportion (19%) of the rooms and they are central rooms which are not primary habitable rooms. The overall impact on the level of amenity enjoyed by the occupants will not be material. No further mitigation measures are required for impacts to any other sensitive receptors, as mitigation has already been incorporated into the design through minimising bulk and massing, building orientation and set backs.
- 5.86 The availability of daylight and sunlight that will be received within the habitable rooms in the proposed new dwellings has also been tested (the results are set out at Technical Appendix D of Volume III of the Environmental Statement). As set out in Chapter 10 of the Environmental Statement, these results show that all of the proposed new habitable rooms will meet the target design standards for their specific room uses (taken from the 'British Standard Code of Practice for Daylighting' and the BRE Guidelines).

- 5.87 Chapter 10 of the Environmental Statement also demonstrates that where living rooms have windows that face within 90 degrees of due south, they will receive good levels of sunlight and therefore satisfy BRE Guidelines in respect of sunlight.
- 5.88 In summary, the results of the assessment in respect of daylight and sunlight for the proposed development demonstrate that the future occupants of all of the units will enjoy a good level of internal daylight and sunlight amenity.

6. Statement of Community Involvement

6.1 This section summarises the consultation that has taken place in respect of the proposed development.

Policy Framework

6.2 The NPPF identifies the benefits of consultation with particular regard to securing good quality design. In the context of local plan-making, the NPPF encourages meaningful collaboration with communities, advising that “a wide section of the community should be proactively engaged”. From the development management perspective, pre-application discussions are encouraged between applicants and local authorities. Early engagement with the local authority is considered to have “significant potential to improve the efficiency and effectiveness of the planning application system for all parties”, helping to overcome potential issues in advance of submission.

6.3 Local planning authorities are required by the Planning and Compulsory Purchase Act (2004) to prepare a Statement of Community Involvement (SCI) setting out their policy on involving the community in the preparation of policy documents and in consulting on planning applications.

6.4 The LBC SCI (July 2011) acknowledges that “pre-application discussions provide greater certainty and clarity to an applicant by identifying planning issues and requirements at an early stage, when they can influence the scheme before its submission”. In addition, the SCI encourages pre-application community and stakeholder consultation. The SCI states that “pre-application consultation provides an opportunity for local communities and stakeholders to raise any issues directly with the applicant and influence their proposals”.

Best Practice

6.5 In addition to the above policy context, established best practice guidance to public engagement is also provided within the ‘Good Practice Guide to Public Engagement in Development Schemes’ (2012), published by Planning Aid England. This seeks to ensure engagement is effective throughout the process and provide practical advice for all

those involved in public engagement in development schemes that require planning consent.

- 6.6 The guidance notes that there is no “perfect recipe” for good community engagement as every development scheme and every community will be different. It nonetheless describes good practice “ingredients” with the intention that these are used to develop a positive and beneficial engagement process. These include a series of principles, which have guided the approach to the Fisher Street OSD.

Engagement

- 6.7 In accordance with the LBC SCI, the extent of pre-application consultation with stakeholders and the local community was discussed and agreed with Officers at the outset of the pre-application process.
- 6.8 The primary objective of the engagement programme in respect of the Fisher Street OSD was to inform the local community and stakeholders of the proposals for the site and to seek their views prior to the finalisation and submission of the planning application.
- 6.9 To this end the proposals have benefited from pre-application consultation with a range of stakeholders, including Planning and Design Officers at LBC and other statutory / non-statutory consultees.

Statutory Consultees

- 6.10 Statutory consultees have been identified and engaged as appropriate throughout the process. These included the following:
- LBC Planning Officers;
 - LBC Design Officers; and
 - English Heritage

London Borough of Camden Planning and Design Officers

- 6.11 As part of the pre-application process, pre-application meetings have been held with Planning and Design Officers at LBC. These have addressed both land use and design issues, helping to refine the proposals.

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- 6.12 The first pre-application meeting with Officers was held on 15 November 2011, with follow up meetings held in April and December 2012. Key discussions have focussed on:
- Ensuring the scale and massing appropriately addresses the adjacent 8-10 Southampton Row – The proposed development has reduced in height from original concepts, to ensure that the building appears subservient to 8-10 Southampton Row in key views, in particular from Southampton Row and Sicilian Avenue;
 - Ensuring appropriate separation distances – Related to the above, the building design has evolved in discussion with Officers to progressively step back away from 8-10 Southampton Row, not only to improve the visual relationship to the listed building but also to increase separation distances at upper floors, to protect privacy and overlooking;
 - Façade treatment – In particular the choice of materials; and
 - Affordable housing – Crossrail has set out at pre-application meetings that it is not considered practical or viable to provide affordable housing on-site.

English Heritage

- 6.13 The proposal has been presented to English Heritage. English Heritage has stated that it supports the contemporary design approach and that it is satisfied for the local planning authority to determine the application, subject to appropriate conditions in particular in respect of materials.

Non-Statutory Consultees

- 6.14 The proposals have been presented to local stakeholders, including the Bloomsbury Conservation Area Advisory Committee (CAAC) and at two public exhibitions.

Bloomsbury CAAC

- 6.15 The proposal was presented to members of the Bloomsbury CAAC on 27 September 2012. We summarise the key discussion points below.
- Members supported the principle of a contemporary design approach at the site, provided that this was suitably “quiet” and “well mannered”;
 - Members questioned the original proposal, to use contemporary cladding materials throughout. In response to this, the design now incorporates more traditional stone panelling at ground floor, with a transition to the contemporary panelling at upper

floors. The use of stone panelling at the ground floor façade is considered to better relate to the adjacent listed building; and

- Members raised concerns in respect of the relationship between the height of the proposed development and the adjacent 8-10 Southampton Row. Through discussions with LBC Officers, the proposal had previously been reduced in height to ensure that it appeared subservient to 8-10 Southampton Row. This is now supported by the THVIA, which considers that the proposed development will have a predominantly neutral to beneficial impact in key views, in particular from Southampton Row and Sicilian Avenue.

Public Exhibition

- 6.16 A public exhibition was held at the Crossrail Visitor Centre (16-18 St Giles High Street) between 5.00pm and 7.00pm on 12 and 14 February 2013. This was advertised by letter, distributed by hand to local residents and businesses at surrounding streets in the vicinity of the application site. The streets were agreed in advance with LBC Planning Officers. The letter of invitation is attached at **Appendix 1** and the confirmation of delivery, including a map showing the streets where letters were delivered, is attached at **Appendix 2**.
- 6.17 Additional invitations were sent to a list of interested parties provided by Crossrail, including the following:
- UK Power Networks
 - BT Openreach
 - National Housing Federation
 - Upton consultants
 - ASD Metal Services
 - Thames Water
 - UK National Grid
 - National Housing Federation
 - Transport for London
 - Thames Water
 - InMidtown
 - Network Rail Infrastructure Limited
 - Convent Garden Housing Co-op
 - London Underground Ltd

- Greater London Authority

6.18 Attendees were asked to complete a feedback form, which included the following questions:

1. Do you agree with the principle of development above the Crossrail infrastructure, to make the best use of this site?
2. Do you agree that it is appropriate to make use of the site to provide new homes?
3. To what extent do you agree that this type of contemporary design approach complements the surrounding context?
4. Are there any other issues in respect of the development that you wish to comment on?

6.19 There was only limited interest in the exhibition. Six feedback forms were completed by visitors to the Crossrail Visitor Centre, with one completed by a local resident at Red Lion Square.

6.20 Of note, InMidtown (representing businesses in Bloomsbury, Holborn and St Giles) attended the exhibition and voiced support for the proposal. In particular, InMidtown noted that the proposals would support the growth of the area; residential could add to the areas vibrancy, provide natural surveillance and support local amenities; that the area is home to iconic new buildings, with a mix of building types offering character and enhancing identity; and that Crossrail in general provides a 'window of opportunity' to regenerate the southern part of Camden, with the new homes making a significant contribution to the area.

6.21 The remaining written comments received at the public exhibition were all positive, with respondents agreeing with the principle of development above the Crossrail infrastructure, to make the best use of this site; agreeing that it is appropriate to make use of the site to provide new homes; and supporting the contemporary design approach.

Summary

6.22 The consultation programme set out above has sought to actively involve the local community and stakeholders throughout the design evolution process. The design has responded to comments received from LBC Planning and Design Officers and local interest groups, including Bloomsbury CAAC.

- 6.23 Information about the emerging design proposals was made available in a variety of methods, to ensure that the consultation process was inclusive and accessible to all. The formal and informal feedback received has been supportive at each stage, with specific comments relating to detailed design helping to inform the final scheme.
- 6.24 Crossrail is keen to ensure that the engagement to-date remains ongoing and would be pleased to provide further information to interested parties throughout the determination process.

7. Summary

- 7.1 The demolition of the former buildings at the application site was permitted by the Crossrail Act in order to facilitate construction of Crossrail. The Act gives powers to construct the rail related infrastructure works subject to approval of details under Schedule 7 to the Act. The Act does not include powers to construct the OSD above or around the infrastructure. However, during the passage of the Crossrail Act through Parliament, an Undertaking was given that a planning application for the OSD would be submitted as soon as reasonably practicable and in any event no less than two years after commencement of construction of Crossrail works on the site, unless otherwise agreed with the local planning authority.
- 7.2 In accordance with the Undertaking, planning permission is now sought for a development above and around the Fisher Street Crossrail head house and shaft to provide 22 residential units. The principle of development at the application site is supported by policy at a national, regional and local level. The development makes the best use of limited land supply and the principle of residential use is appropriate in the context of the Holborn Growth Area.
- 7.3 The opportunity to provide development above and around the Crossrail head house and shaft should be taken to make the best use of the limited supply of land in Camden and London generally. The proposed development is critical to repairing the gap in the townscape, which would otherwise be left in the absence of the development. Without the proposed development, only the head house building and screening would occupy the site, which may otherwise appear utilitarian and form an unattractive streetscape.
- 7.4 The proposed residential unit mix is in accordance with LBC planning policy. The development prioritises 2-bed units whilst also providing a mix of other unit types, including 1-beds and larger 3, 4 and 5-bed units.
- 7.5 In accordance with national, regional and local planning policy, Crossrail has taken every step to assess whether affordable housing can be provided firstly on-site, or alternatively off-site. Having regard to the conclusions of the Viability Assessment and physical constraints of the development, it is not considered practical or viable to provide affordable housing either on-site or off-site in this instance. The circumstances of this are

unique, as the planning application would not otherwise be coming forward. In addition, the site is uniquely constrained by the requirement to accommodate the Crossrail head house. It is critical that the development is viable and financially attractive to the developer market, to allow the new homes to actually be deliverable. If the proposal is not developed, only the head house structure will occupy the site, with an underutilised gap in the townscape above and around it.

- 7.6 The proposed development will meet necessary design standards, including providing all units to Lifetime Homes standards and providing wheelchair accessible units. The design ensures that, as far as possible, future occupiers will benefit from privacy and be provided with good levels of daylight and sunlight and private amenity space.
- 7.7 The design has been carefully conceived in consideration of its context, adjacent to a Grade II listed building (8-10 Southampton Row). The height and massing has been adjusted as the design has evolved to progressively step back away from the listed building. This ensures that it appears subservient in key views from Southampton Row and Sicilian Avenue. The contemporary choice of materials gives the building a 'jewel like' character and lifts the streetscape on Fisher Street and Catton Street.
- 7.8 The design has benefited from extensive pre-application consultation with LBC Planning and Design Officers, English Heritage, the Bloomsbury CAAC and at public exhibitions. This has aided the scheme design and adjustments have been made, such as amending the ground floor façade to incorporate more traditional stone panneling to better relate to the adjacent listed building.
- 7.9 The proposal is considered to accord with sustainability objectives in respect of transport and accessibility and energy. The new homes will be located in a highly accessible location, benefiting from a PTAL of 6b – the highest possible. In accordance with LBC policy, the development will be 'car free' and provide more than sufficient cycle storage. The building design is expected to result in energy efficiency savings and achieve Code for Sustainable Homes Level 4. Ground source heat pumps have been considered as the most feasible form of renewable energy technology.
- 7.10 In summary therefore, it is considered that the new homes proposed at the site are in accordance with the principles of national, regional and local planning policy. The proposed development will deliver significant benefits, notably the provision of much needed new housing, which is the Borough's number one objective. The proposed

development maximises the opportunity for development above and around the Crossrail intervention shaft and head house. It is also critical as it replaces a gap in the townscape, which would otherwise remain with only the head house occupying the site. It is therefore considered that the planning application should be supported.

APPENDIX 1 – EXHIBITION INVITATION



6 February 2013

FISHER STREET: CROSSRAIL OVER SITE DEVELOPMENT (OSD)

ENGAGEMENT ON DRAFT PLANNING PROPOSALS

We write to you to inform you of a consultation event at which we will be showing the design proposals for an Over Site Development ('OSD') at the Fisher Street Site.

The Site comprises an area of land bounded by Fisher Street to the north and Catton Street to the south. Work is underway at the Site as part of the Crossrail Project to provide key infrastructure for the new rail network. The proposed Over Site Development would follow on from these works, providing residential accommodation above.

Crossrail is currently progressing pre-application discussions with the London Borough of Camden and other consultees, with a view to submitting a planning application. As part of this pre-application process we are hosting two engagement events, which will be held on Tuesday 12th February and Thursday 14th February, from 5.00pm to 7.00pm, at the Crossrail Visitor Centre (16-18 St Giles High Street, WC2H 8LN) to seek feedback on the draft proposals.

The events will be attended by members of the project and design team who will be available to discuss the proposals, as well as answering any questions.

We hope that you will be able to attend the events to review the proposals and provide feedback. However, should you have any queries, questions, or wish to discuss any aspect in further detail, please do not hesitate to contact Fred Drabble at the details below:

Fred Drabble – GVA
020 7911 2216
fred.drabble@gva.co.uk

APPENDIX 2 – DELIVERY CONFIRMATION

Confirmation of Campaign

Client: Date:

Contact Name:
Client Email:
Telephone:
Start Date: Completion Date:
Delivery Item:

Job Summary:

Print and delivery of A4 letters within the agreed area as on the map provided.
Posting of 31 letters via Royal Mail to the addresses from the database attached.

Details:



GVA
JOB NR:18713



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