



**8-10 SOUTHAMPTON ROW -  
1 FISHER ST**

**DESIGN & ACCESS STATEMENT  
12<sup>TH</sup> MAY 2017**



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# TEAM & DEVELOPMENT BRIEF

## INTRODUCTION

This design and access statement has been produced by Dexter Moren Associates on behalf of Idé Real Estate LTD, to support the planning submission of 8-10 Southampton Row and the site at the rear 1 Fisher St.

8-10 Southampton Row also known as ' Carlisle House', a grade II listed building within Kingsway conservation area and the rear site 1 Fisher St is not part of the conservation area).

At present 8-10 Southampton Row is being use as Crossrail site of-fice whilst the shaft and head house, located at 1 Fisher St are under construction.

The proposed development will allow both sites to work as one, restoring the listed building to its original use while linking to a new subservient contemporary building that allow the development to works more efficient and effective. The aim is to create a new destination premium lifestyle hotel, open to the public by creating bar and restaurant at ground and first.

The followings sections of the document will explain how the proposed scheme responds to its historic context and how the design works contextually, functionally and aesthetically.

This statement supports both Planning and Listed Building Consent applications.

Further detailed listed building elements, are covered in the Heritage Assessment, produced by Heritage Collective.

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## 01 INTRODUCTION

# EXECUTIVE SUMMARY

Situated at the geographic centre of the London, the site is ideally placed for easy access to the major visitor destinations of the capital.

The River Thames is a short walk away, as are numerous world-renowned galleries and museums, the bright lights of Theatreland and a range of shops, from the energetic bustle of Covent Garden to Soho.

In just minutes, guests can also be in Europe's financial capital, the City of London, or at one of the stately gated Inns of Court, the historic centres of the English legal profession. Islington and Shoreditch are also close by.

The development will deliver a new premium lifestyle hotel of 120 rooms combining character of British heritage with a contemporary new build extension.

The project is a unique opportunity restore the existing listed Carlisle House to its original use of a hotel. It also presents an rational approach of adding a new build extension over the Crossrail site to the rear of Carlisle House which currently presents a large and deep circular shaft that is part of the enabling works to the Crossrail tunnels.

An analysis of the surrounding context and the impact on the listed building and the adjacent conservation areas has informed and shaped the planning submission proposal.

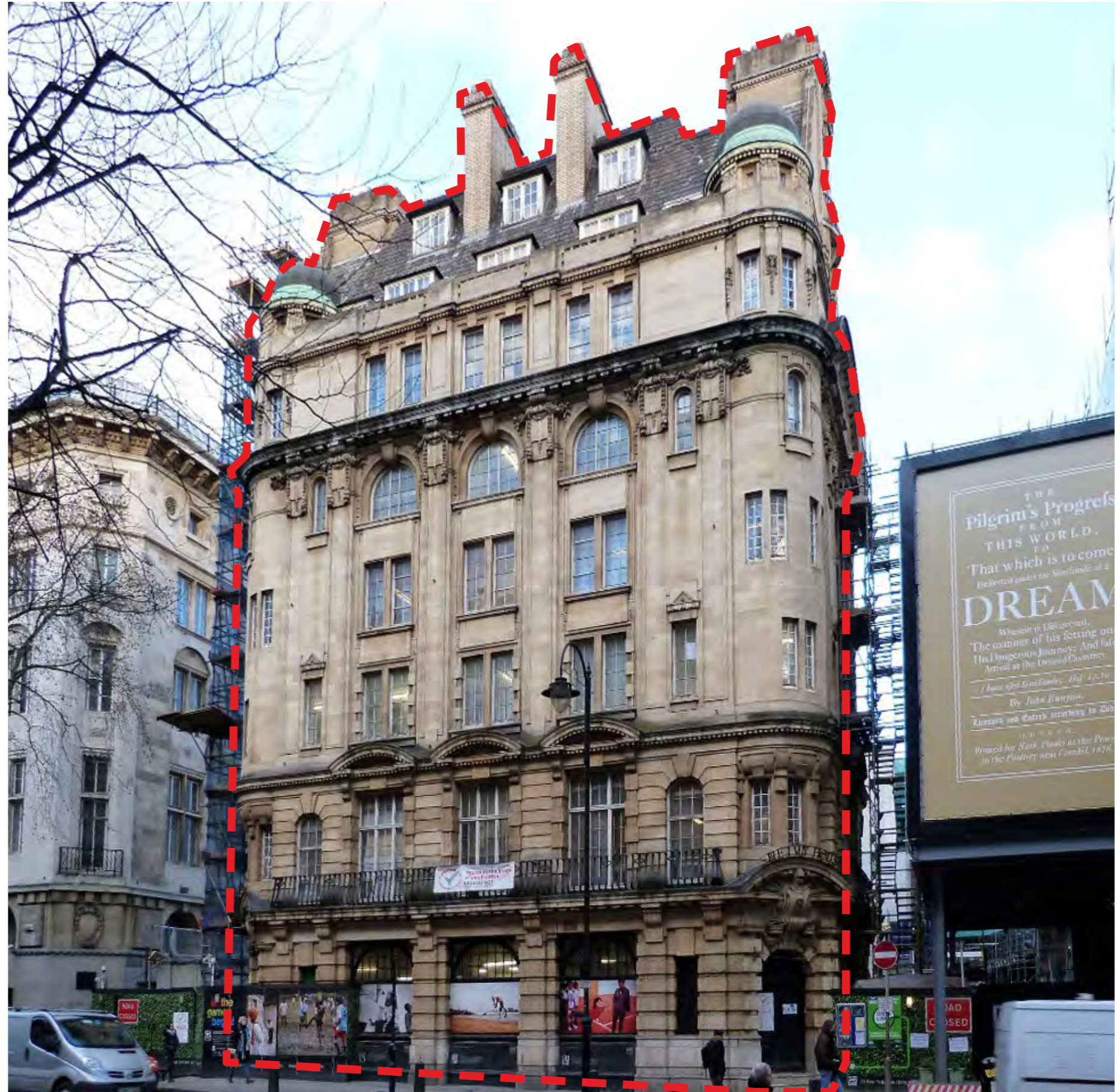
Through in-depth streetscape studies from critical view points, the form and massing was sculpted to ensure that the new build extension would be subservient to the listed building and has a complementary relationship to the surrounding context.

Key benefits:

- Restoration of altered Grade II Listed Building 'Carlisle House' to its original and intended use. The main elevations towards Southampton Row, Fisher and Catton St will be restored and repaired.

- Combining 8-10 Southampton Row with 1 Fisher St, create a more effective and efficient use of the site and is a creative solution to the constraints caused by Crossrail shaft.

- Enhance Southampton Row streets frontage by creating a new destination bar and restaurant. The building features will be restored to maintain the history of its settings.



# 02 SITE LOCATION



02 SITE LOCATION

# LOCATION

REGENT'S PARK

LONDON  
EUSTON

KING'S  
CROSS

BRITISH  
MUSEUM

SITE

TATE  
MODERN

LONDON  
BRIDGE

ST JAMES  
PARK

LONDON  
EYE

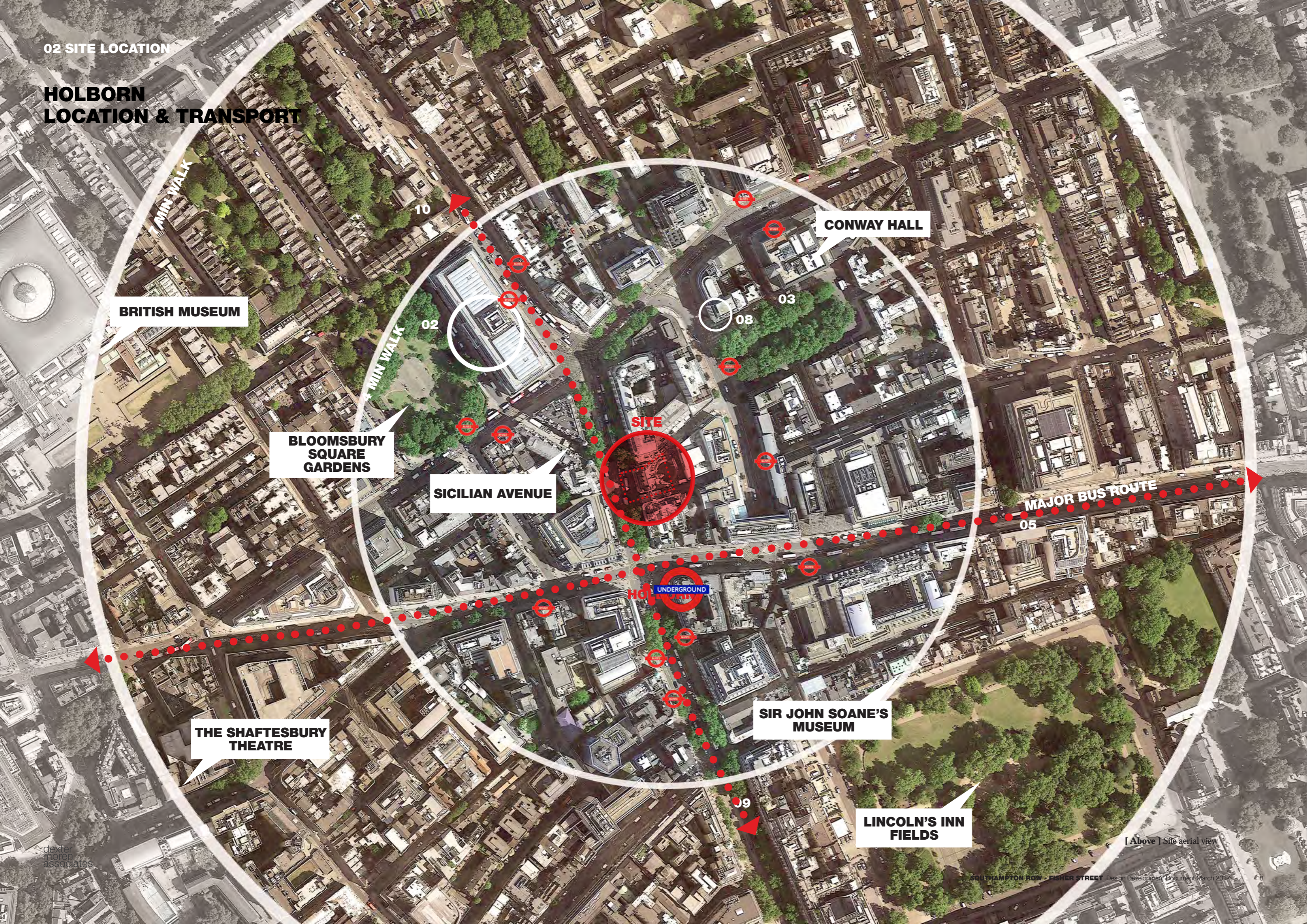
BUCKINGHAM  
PALACE

WESTMINSTER

dexter  
moren  
associates

02 SITE LOCATION

# HOLBORN LOCATION & TRANSPORT



BRITISH MUSEUM

BLOOMSBURY SQUARE GARDENS

SICILIAN AVENUE

SITE

CONWAY HALL

MAJOR BUS ROUTE

UNDERGROUND

SIR JOHN SOANE'S MUSEUM

THE SHAFTESBURY THEATRE

LINCOLN'S INN FIELDS



## 02 SITE LOCATION

# HOLBORN LOCATION & TRANSPORT

The Site is bounded by Fisher Street to the north, Lion Court Conference Centre to the east, Catton Street to the south and Southampton Row to the west.

At a strategic level, the redevelopment of the site will provide a destination and accommodation in an area where a very high demand exists for hotels and food and beverage venues.

## TRANSPORT

### LONDON UNDERGROUND (LUL)

The site is located within 80 m of Holbron Tube Station. The station is served by two London Underground services, the Central and Piccadilly lines.

Tottenham Court Road station is within 800 of the site. This station is also served by the Central Line and the Charing Cross branch of the Northern line.

Piccadilly Line provides a direct link between Holborn and London Heathrow airport and indirect links via King's Cross St. Pancras that has trains to the almost all airports in London via National Rail services. Also the Central Line connect the area with one of the mains train stations, Liverpool St Station and the DLR line to London City Airport.

### LONDON BUSES

There are 23 bus routes that run close to the Application Site. Connecting the site with all areas in London.

Service 25, 188, 242, and 243 operate for twenty four hours a day. There is also an extensive network of 'night buses' that operates in the area.

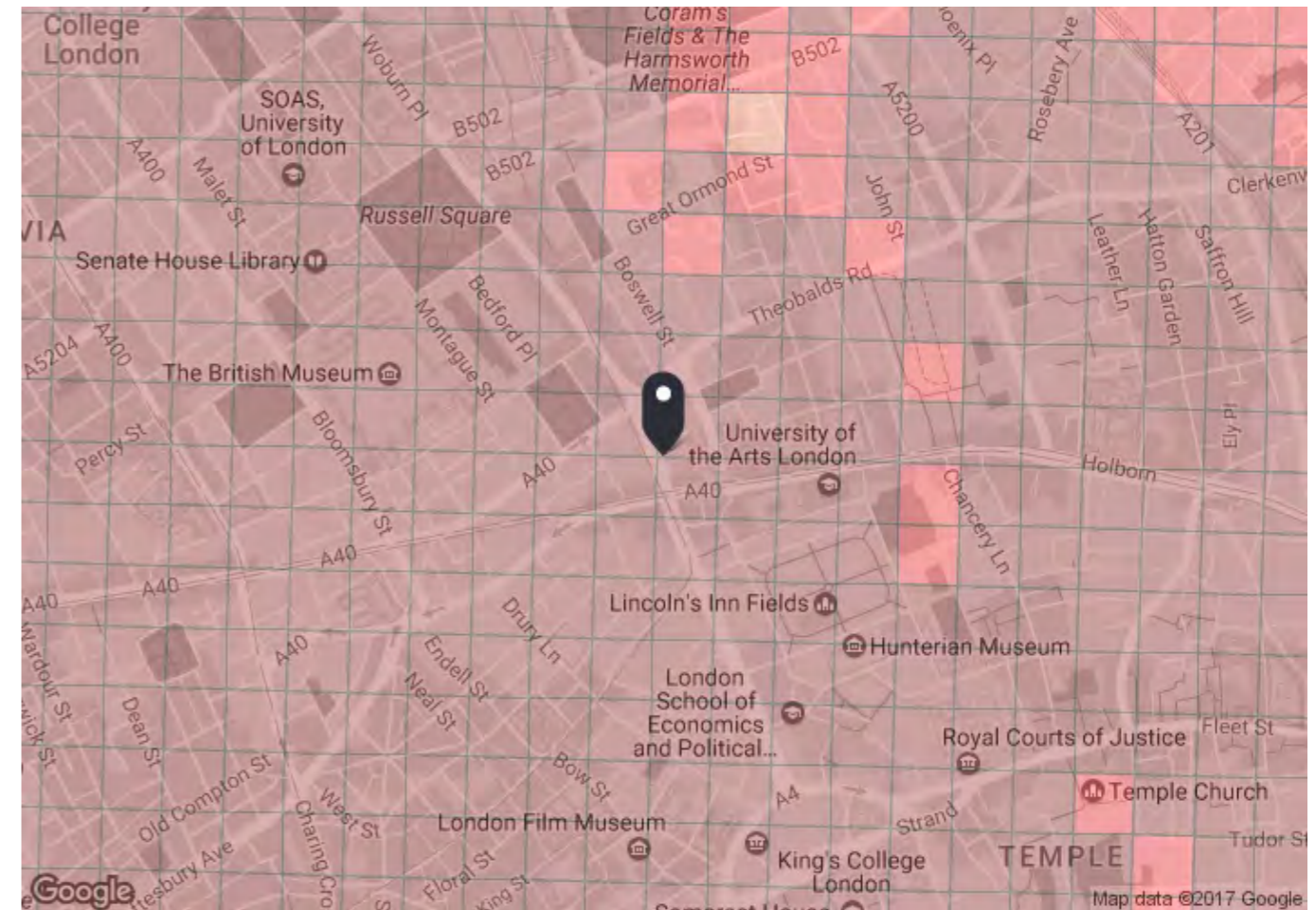
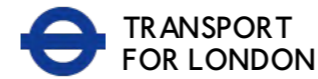
## PEDESTRIAN FACILITIES

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres".

## PTAL 6B

The site within 15 minutes walking of some of the main London's touristic attractions, and trendy areas, like Soho.

- |                                     |                 |
|-------------------------------------|-----------------|
| • British Museum                    | 8 Minutes walk  |
| • Conway Hall                       | 4 Minutes walk  |
| • Sir John Soane's Museum           | 4 Minutes walk  |
| • The Shaftesbury Theatre           | 7 Minutes walk  |
| • Somerset House                    | 14 Minutes walk |
| • Tottenham Court Road              | 10 Minutes Walk |
| • Soho                              | 15 Minutes Walk |
| • Piccadilly Circus                 | 19 Minutes Walk |
| • Oxford Circus                     | 20 Minutes Walk |
| • Leicester Square                  | 13 Minutes Walk |
| • Covent Garden / Royal Opera House | 11 Minutes Walk |



**PTAL output for Base Year 6b**

**Carlisle House**  
Carlisle House, 8 Southampton Row, London WC1B 4AE, UK  
Easting: 530508, Northing: 181589

Grid Cell: 85851

Report generated: 09/05/2017

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**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

PTAL (cell size: 100m)

[ Above ] Copyright TFL 2017

## 02 SITE LOCATION

# HOLBORN LAND USES

### HOLBORN LAND USES

Holborn is a busy, lively and highly connected area, which makes it the perfect location for office, retail and hotel use.

As per aerial picture (left), the main uses around Southampton Row and High Holborn are commercial at ground floor, with cafés, restaurants, and food chains that serve the people that work or visit the area. The top floors accommodate mainly offices.

Hotel in this area are also in high demand because of its central location and proximity to various attractions. The Hoxton, The Rosewood London, Citadines and The Grange Holborn Hotel are also located close by.

Residential uses are to be found in more quiet areas, like Red Lion Square, Lincon's Inn Field and Bedford Place.

**SITE**

[ Above ] Use diagram based on available information

# 03 SITE ANALYSIS



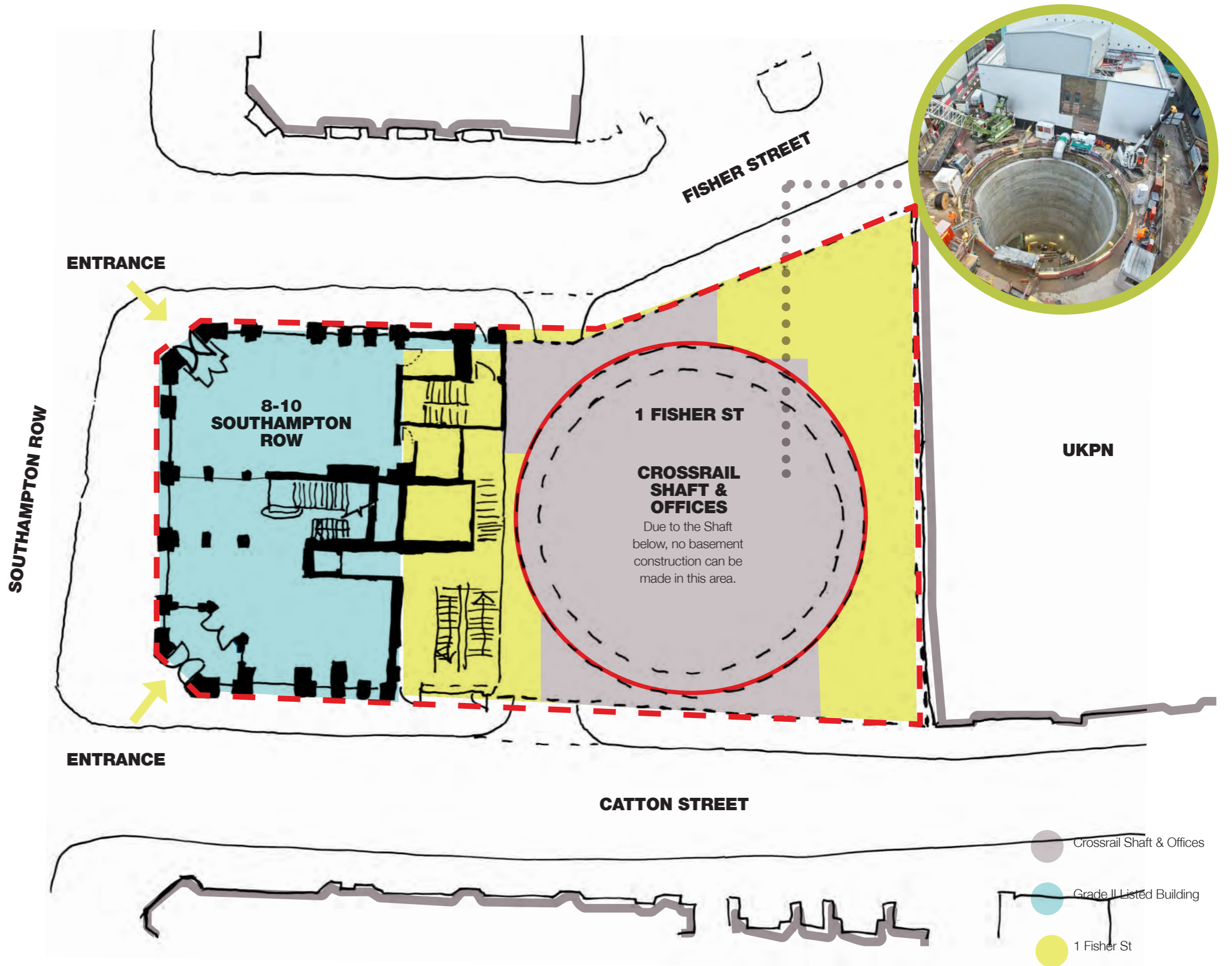
**03 SITE ANALYSIS**

**8-10 SOUTHAMPTON ROW  
& 1 FISHER ST**

**SITE**

The project integrate two different sites 8-10 Southampton Row, also know as Carlisle House and 1 Fisher St as an over site development, above Crossrail headhouse Facilities.

The opportunities and constraints are analysed in this section.



[ Above ] Sketch of the existing Ground floor plans

### 03 SITE ANALYSIS

## CROSSRAIL

### CROSSRAIL

Crossrail Limited is building a new railway for London and the South East, running from Reading and Heathrow in the west, through 42km of new tunnels under London to Shenfield and Abbey Wood in the east. The project is building 10 new stations and upgrading 30 more, while integrating new and existing infrastructure.

The new railway, which will be known as the Elizabeth line when services begin in 2018, will be fully integrated with London's existing transport network and will be operated by Transport for London. New state-of-the-art trains will carry an estimated 200 million passengers per year. The new service will speed up journey times, increase central London's rail capacity by 10% and bring an extra 1.5 million people to within 45 minutes of central London.

The Elizabeth line will make travelling in the capital easier and quicker and will reduce crowding on London's transport network, operating with main line size trains carrying more than 1,500 passengers in each train during peak periods.

### CROSSRAIL SHAFT AND HEAD HOUSE

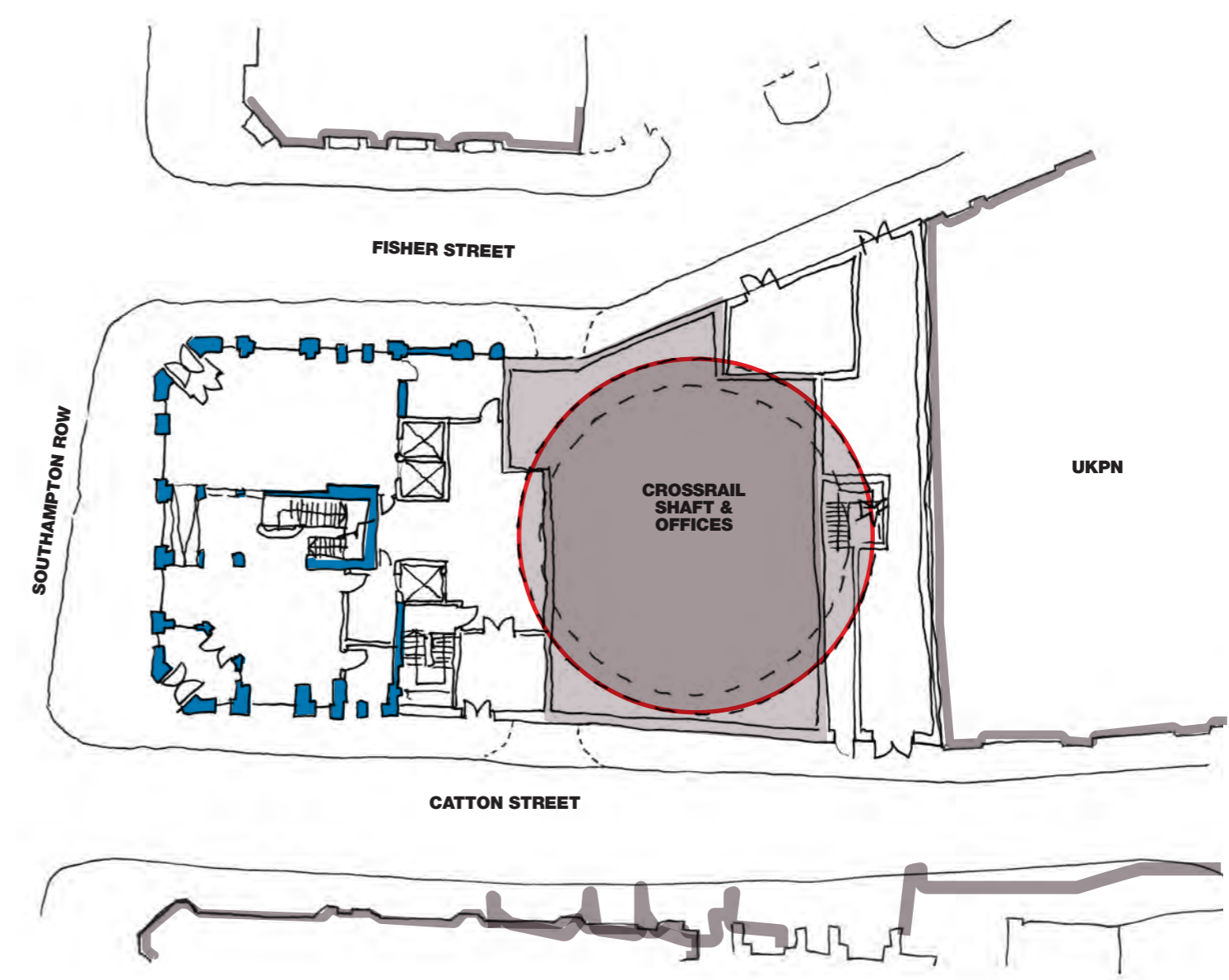
Fisher Street shaft is located on the main underground section of the Crossrail (CRL) route to the west of Farringdon Station in the London Borough of Camden. The Shaft is situated close to the intersection between the A40 (High Holborn) and the A4200 (Southampton Row). Facing both Catton Street and Fisher Street is a UKPN sub-station forming the boundary to the site on the east.

The headhouse and the shaft will provide forced ventilation for the Crossrail tunnels below and access for emergency services, has been built on a site created by the demolition of 1-2 Fisher Street and 2-6 Catton Street.

Currently 8-10 Southampton Row is being use as a site office accommodating from offices to changing rooms and the canteen. The rear extension of the building (where the former residential entrance was located) has been permanently demolished to facilitate the construction of the headhouse shaft works (heritage agreement granted).

As an over site development (OSD) we have to respect aspects of the scheme that are fixed:

- The Limits of Deviation (LoD). The limits of deviation dictate the boundary the Crossrail head house can be built up to under the Crossrail Act.
- The layout of the Crossrail shaft head house
- There is a need for 24 hour access to Crossrail head house.



[ Above ] Sketch of the existing Ground floor plans

# SITE CONSTRAINTS GROUND FLOOR

## KEY CONSTRAINTS

Analysis of the site constraints were undertaken during the design process, the site not only face the challenges of working within a conservation area and a Grade II listed building but also the new extension will be built as an over site development (OSD) when the Crossrail Shaft and headhouse are fully operational

The key constraints and requirements are:

-The site is delimited by three streets, Southampton Row (Kingsway Conservation Area), Fisher Street and Catton Street and the UKPN building.

- Height is dictated and restricted by 8-10 Southampton Row and the surrounding buildings.

- The proximity of the UKPN technical facility at the rear of the development site poses challenges to the scheme due to potential environmental issues such as noise and vibration.

- The rear side of the ground floor area is occupied by the Crossrail head house building, which contains plant and machinery associated with the shaft. It also serves as an intervention and maintenance access for emergency services for the Crossrail network. Therefore the structural considerations for the OSD has to be developed to facilitate with the head house building and shaft below.

## GROUND FLOOR CONSTRAINTS

Different options have been explored in order to create a mix use scheme, but the constrains below outline how this has not been possible.

- Crossrail headhouse as an intervention shaft needs 24/7, 365 days access.
- The Hotel requires a secondary mean of escape directly to the street.
- The Sub-Station needs to be located at Ground Floor requiring 24 hours access. The dimensions of this room are fixed by UKPN and it needs direct access from the street.

- The plant area required for a hotel is large, and part of it needs to be located on ground or basement area. The only area that we have for plant is at the rear next to the UKPN building.
- A mix use scheme will require the addition of an extra core (lift and stair). This core will need to be completely independent from the hotel and it will require an entrance from the street.
- A mix used scheme (Hotel +Residential) will require a large number of storage space for refuse and recycling, which the ground floor struggles to provide.
- Structural implications, the Crossrail Shaft restricts alternative lifts locations.
- Mix use scheme will require two independent bike parking storage at ground floor level, which is not sufficiently large enough to accommodate.

## PROPOSED SCHEME DIAGRAM

The diagram on the right illustrates the challenges and constraints to the scheme to introduce a alternative entrance and core.

The red line demarcating the Crossrail head house, restricts the space available for plant and BOH for the hotel, but also the location of the shaft (dotted red line) limited where the lifts can be place, due to the structural limitation.

