

**04 LISTED BUILDING
EXISTING CONDITION**

**EXISTING EXTERNAL
CONDITION**

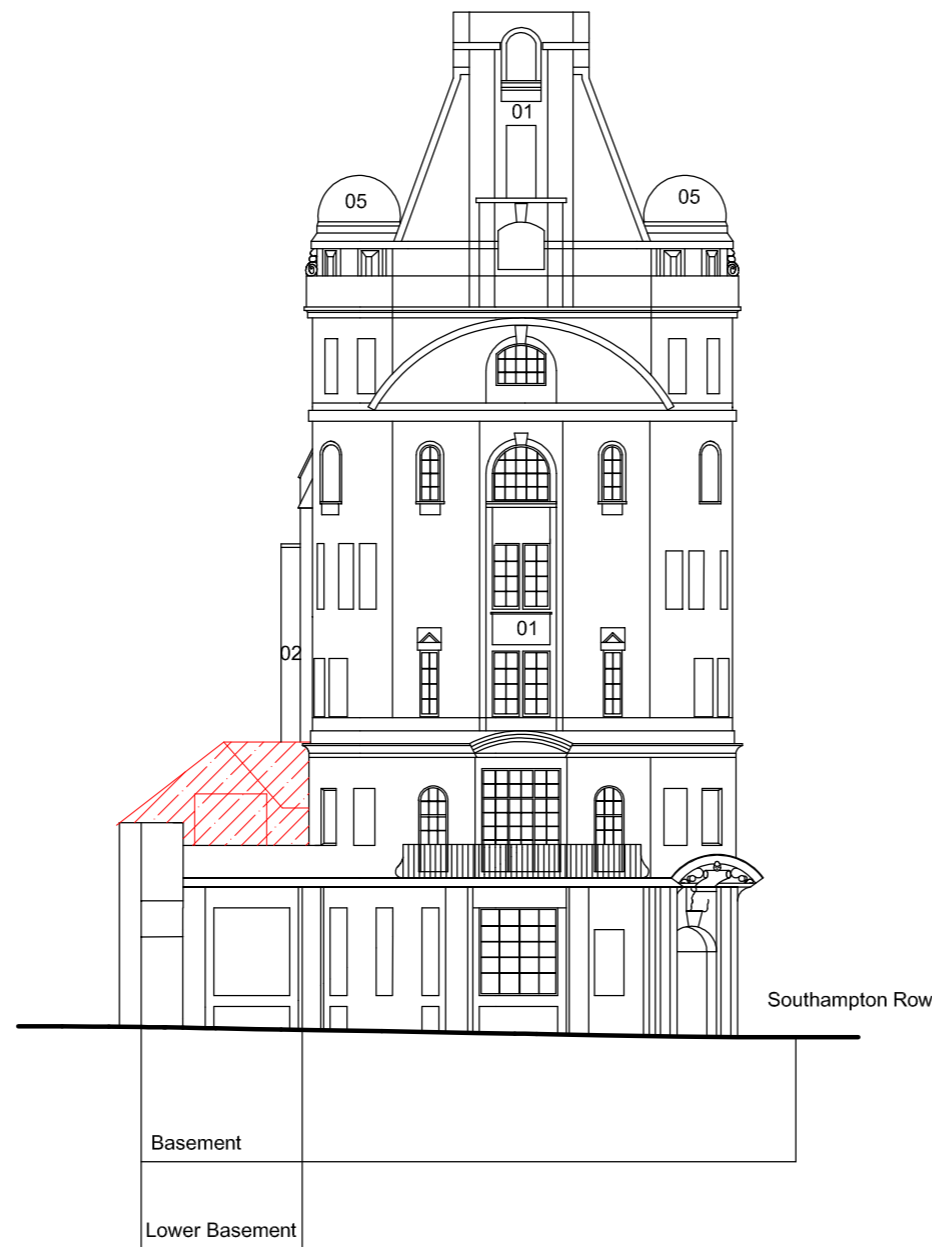
**EXISTING CONDITION
PRESENT USE**


8-10 Southampton Row was formerly in use as a restaurant/pub at basement, ground and first floor with 9 residential units above.

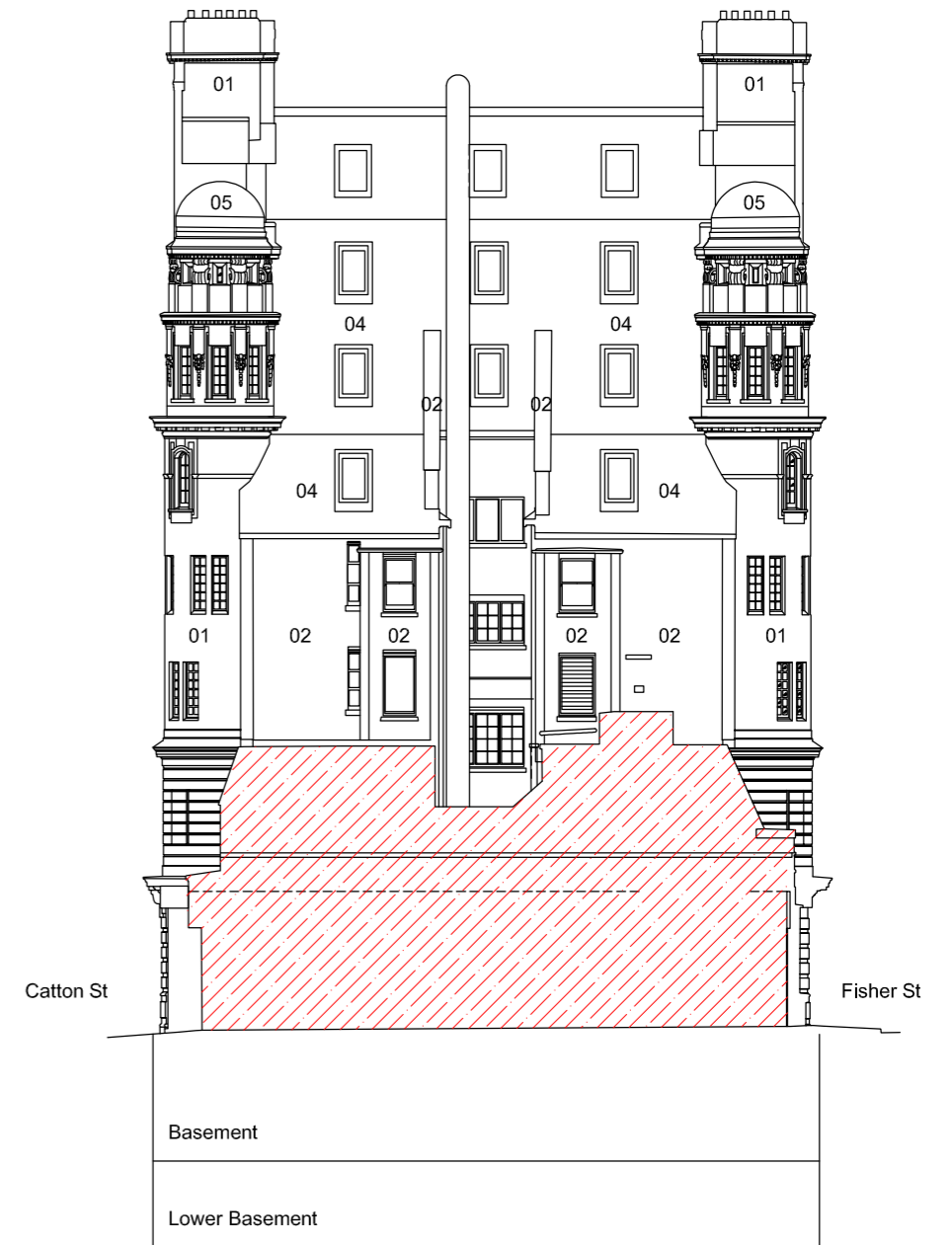
London Underground purchased the site in 2009 to accommodate a site office for the adjoining Fisher Street Shaft building works.

Presently from basement to the fourth floor are in use by Crossrail, with the upper floors being vacant. To facilitate Crossrail's occupation of the building and to gain access to the adjoining Fisher Street shaft a substantial amount of demolition to the rear of the building has taken place. Notably the external primary means of access to the former residential units has been removed. The demolition drawings on the left shows the area removed by Crossrail.

Internally, the temporary office accommodation has removed the layout of residential units at second - fourth floors, with the fifth to seventh floors being substantially altered and structural reinforcement has been introduced in the upper floors.



 Area demolishes by Crossrail



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GENERAL DESCRIPTION

Detailed surveys have been undertaken by Capita in order to understand the condition of the listed building.

The building has masonry/stone facades supplemented with single glazed crittall steel fenestration. The building consists generally of a structural steel frame with breeze concrete filler joist floors. The building is weathered beneath a double storey mansard roof with natural slate coverings and (assumed asphalt flat roof covering at high level). Various architectural features also exist such as the domed turret roofs to the front elevation corners.

Recently the building has been significantly altered to the rear where a large section has been removed to allow for Crossrail excavations along with various internal fit out alterations to provide Crossrail with administrative offices and welfare facilities.

Current usage of floors is summarised as follows:

- Sub-basement
- Basement WC's, store rooms, locker rooms and showers
- Ground floor Reception areas and compartmentation providing site office and welfare facilities for Crossrail.
- 1st floor A bar area which has been converted to provide a canteen and locker facilities for Crossrail workers.
- 2nd 3rd and 4th floors Office space utilised by Crossrail Contractors.
- 5th, 6th and 7th floors Derelict residential space

STRUCTURE & EXTERNAL FABRIC

- The building is of steel framed construction.
- The roof is formed of a mansard construction, with natural slates to the pitches to all four elevations. The crown of the roof is flat. Dormer windows are located within the mansard. To the rear there is an extension carried out in approximately 1996 that has timber skylights set into the roof pitch. Part of the roof in this area

to be of metal, possibly zinc, waterproofing.

- There are several chimneys across the roof area, and to the four corners there are feature turrets which have been finished in copper.
- The elevations to the front and side of the building are clad with stone ashlar blocks with sand cement pointed joints. There are three decorative stone bands at first, second and fifth floor levels to which feature pediments, metal railings and classical style pediments. The main entrances to the building are located on the left and right hand corners of the building facing Southampton Row.
- The second and third floors rear elevation is primarily finished with glazed bricks in stretcher bond with sand cement pointing. To the lower floors a section of the building has been removed. Temporary protection and support has been provided into the demolished area.
- The stone bands are weathered with leadwork, and the decorative railings at first floor level are painted.

GENERAL CONDITION

- Significant cracks to the stone were noted to each of the elevations indicating that corrosion is likely to be occurring to the steel frame of the building. If left, the stone will eventually start to fall away from the building.
- The rear of the building at lower levels will require substantial work to either make good the fabric of the building where structure has been removed, or integrated into a new building to the rear.
- Access was not available to the crown of the mansard roof. However, it is likely to be in poor condition and should be renewed as part of the extensive repair works that will be required to the roofs and elevations.
- The slated roofs have reached the end of their economic life. A number of the slates have slipped, and others are held in place with temporary lead tingle repairs.
- The leadwork to the dormer windows and copper to the turrets is in need of renewal.
- The metal framed windows are in poor condition. Many of them have become distorted and corroded. They will require a major overhaul or complete renewal.



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EXISTING INTERNAL CONDITION

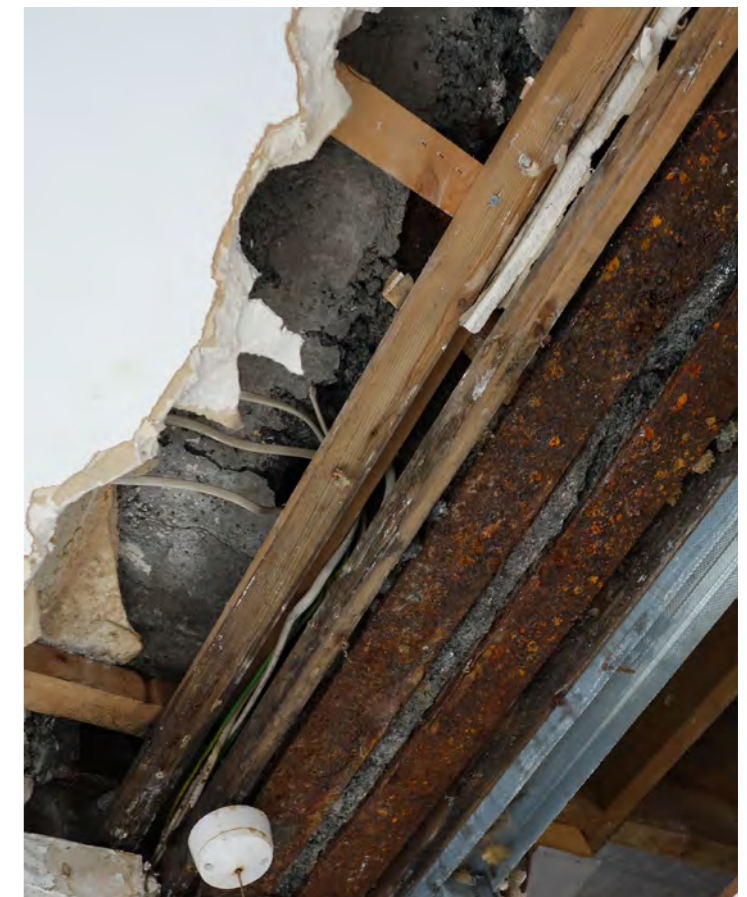
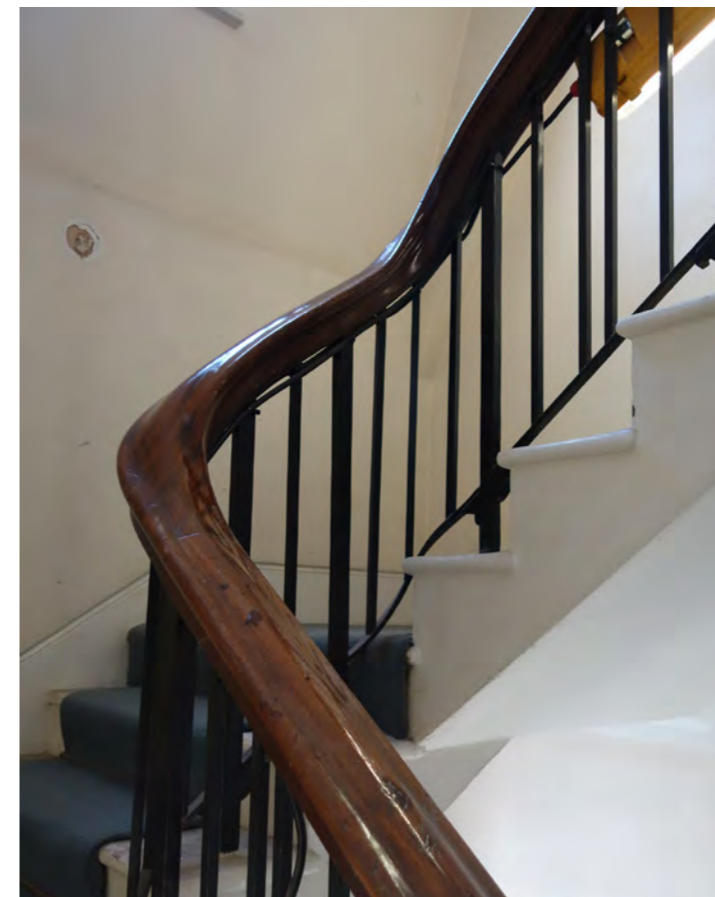
GENERAL DESCRIPTION

Internally the building has been altered to a significant degree at all levels. These alterations started to take place early on in the history of the building, as its use changed over time. This has resulted in no features on the floors above first floor, save for the principal central staircase.

At ground and first floor, columns survive and remnants of chimney breasts, but the internal decoration appears not to be original, although it is in keeping with the period of the building. No historic floor plan survives on the 2nd to 7th floor, save for a single fire surround which is of a plain Edwardian style.

INTERNAL CONDITION

- Water penetration was noted in numerous locations throughout the building suggesting that the external roofing elements require a thorough overhaul and partial renewal.
- The extensive water penetration noted has in turn caused damage to the steel frame structure where corrosion has taken place, delaminating the surround concrete, render and plaster finishes.
- Fire places and chimney breast have been generally enclosed
- Crittall windows are poor showing of significant corrosion and will require either an extensive overhaul or replacement.
- Areas of the ground floor are affected by significant water ingress resulting in significant corrosion of steel beams. .
- The disabled access within the residential areas is also poor. The lift core serving the upper floors is too small to accommodate a wheelchair. There are also considerable constraints imposed by the existing layout of the building in respect of door sizes within the historic fabric of the Listed building.
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05 PROPOSED DEVELOPMENT

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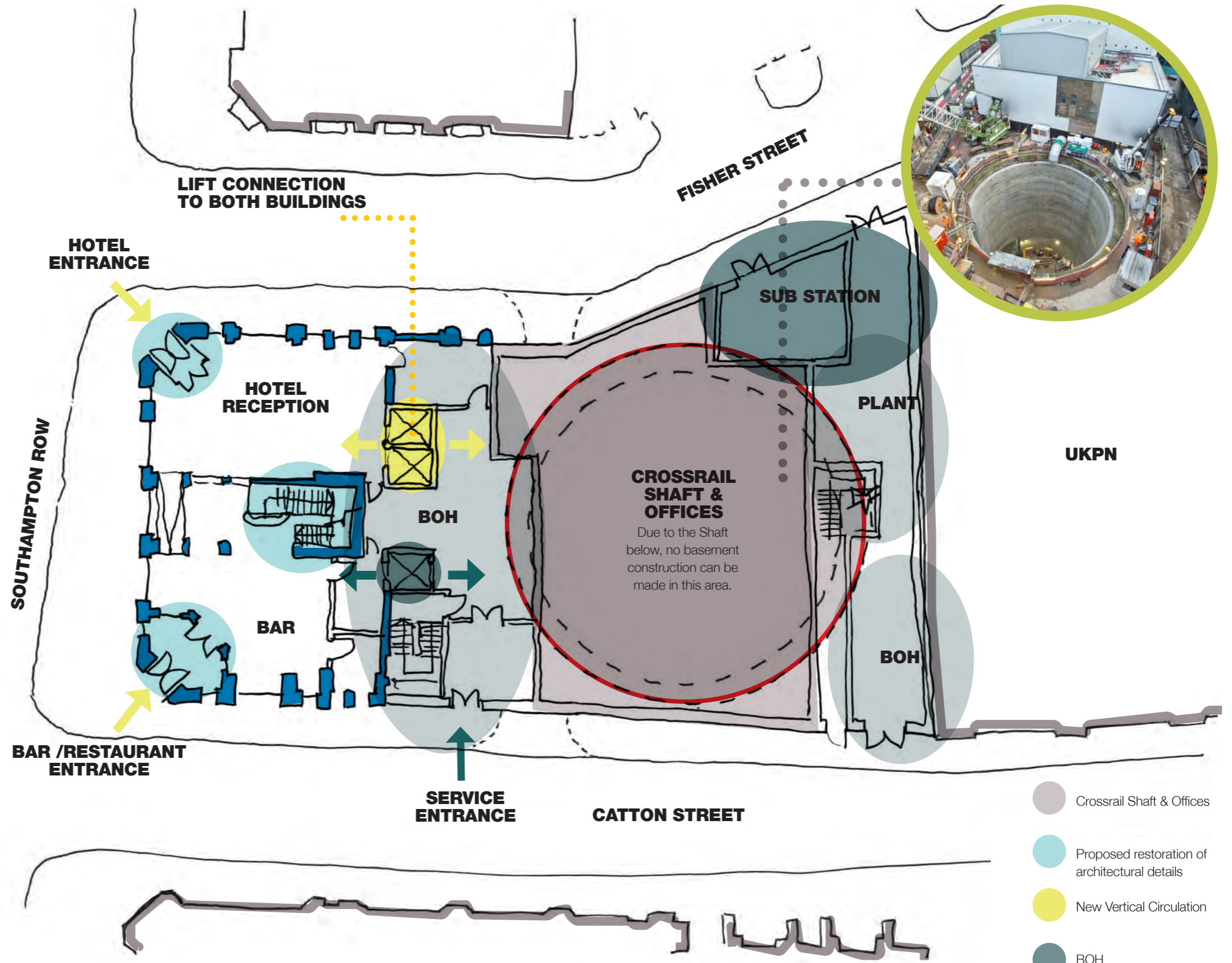
**8-10 SOUTHAMPTON ROW
& 1 FISHER ST**

PROPOSED DEVELOPMENT

DMA Acknowledge the site's historic interest and the need to sensitively develop a scheme that balances the commercial brief for a hotel with the need to conserve and enhance the significance of the heritage asset.

The proposed development comprises:

- Conversion and restoration of 8-10 Southampton Row and new built 1 Fisher St to a 120 bedrooms hotel, including restaurant / bar at ground and first floor.
- An 8 storey extension to 8-10 Southampton Row to the rear (1 Fisher St) over Crossrail "Head house". It is a requirement of Crossrail that the proposed development maintains access to the existing shaft, 'head house' and substation that are currently being delivered on site.
- Two separate entrances from Southampton Row allow independent access for the hotel on the north side and for the bar / restaurant on the south side of the buildings.
- Carlisle House will be linked to the new build rear extension by a glazed circulation core that serves both buildings. The location of this link is strategically placed to enable universal accessibility to the two wings that have differing floor level.
- Back of house areas at ground floor in the link between the retained and new build elements. This reflects the historic floor plan of 9-10 Southampton Row when it was first built as a hotel; with the service entrance from Catton Street.
- A second back of house / plant area is to be provided at the rear (east) of the new build element.



[Above] Sketch of the Proposed Ground floor plan

CONSULTATION

INTRODUCTION

The proposal has been developed through the pre-application process, public consultation event with residents and Camden Design Review Panel.

From the pre-application meetings and site visits with Camden planners the key planning issues highlighted below are the items which had the greatest impact on the development of the design from the earlier proposals.

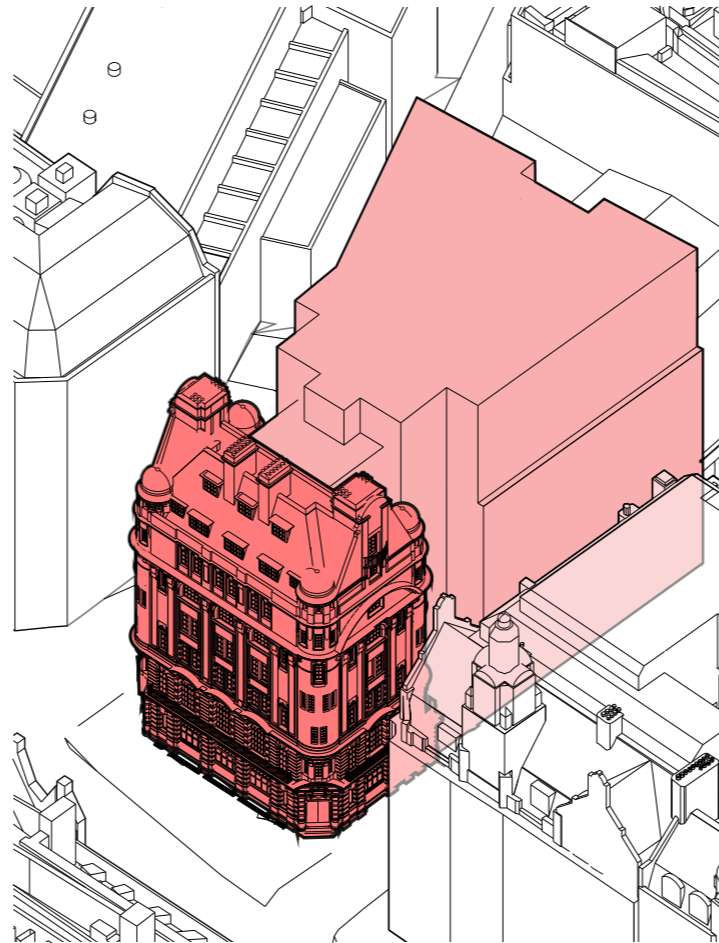
The main items can be summarized as listed:

- Ensuring that the new build height is appropriate and subservient to its context and to the front listed building 8-10 Southampton Row.
- Refinements to the massing and articulation at upper levels to improve the appearance from Southampton Row.
- Articulate the rear elevation to improve the views from Red Lion Square.
- Refinements of the link design and height.
- Refinements to enliven the facade design and the ground floor to provide more lively street frontage.
- Further assessment of the site constraints and opportunity for mixed uses scheme.

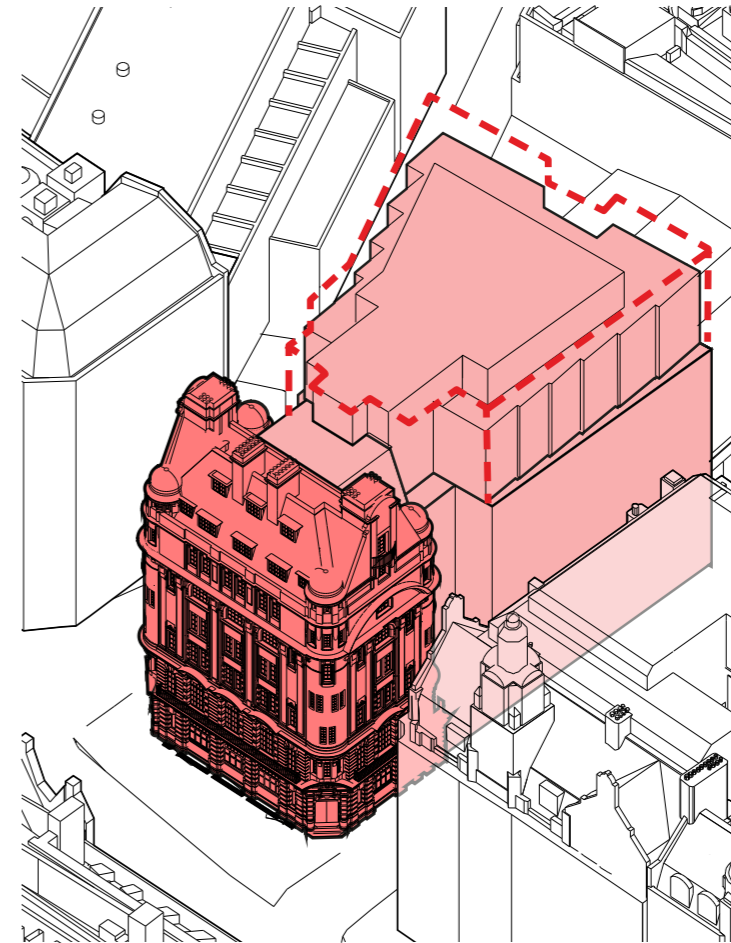
The overall design of the rear new build and the link in between the buildings has been developed and refined in terms of height and massing from the initial concept in collaboration with the local planning authority and the Camden Design Review Panel.

This enable the design of the new build element to better relate in a subservient manner to the front Listed Building. The approach to the proposal is to present the new build and listed building as two separate elements but linked by a recessed glazed volume that efficiently serves both buildings.

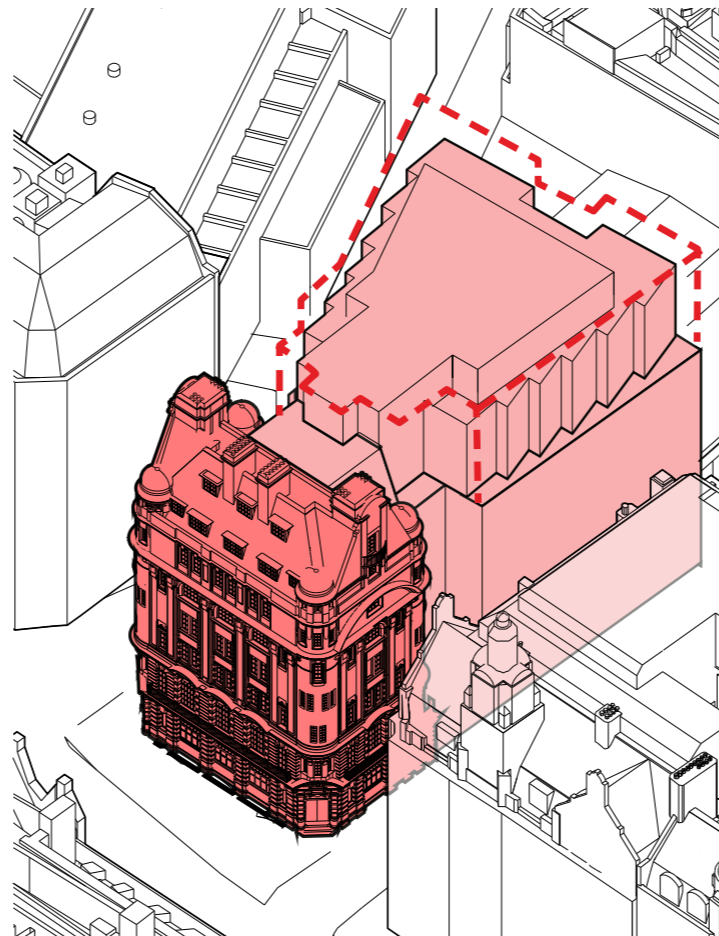
[Right] First scheme massing



[Left] Massing presented on the second pre application and site visit



[Right] Massing presented on the third pre application and Camden Design Review Panel.



[Left] Proposed new massing

