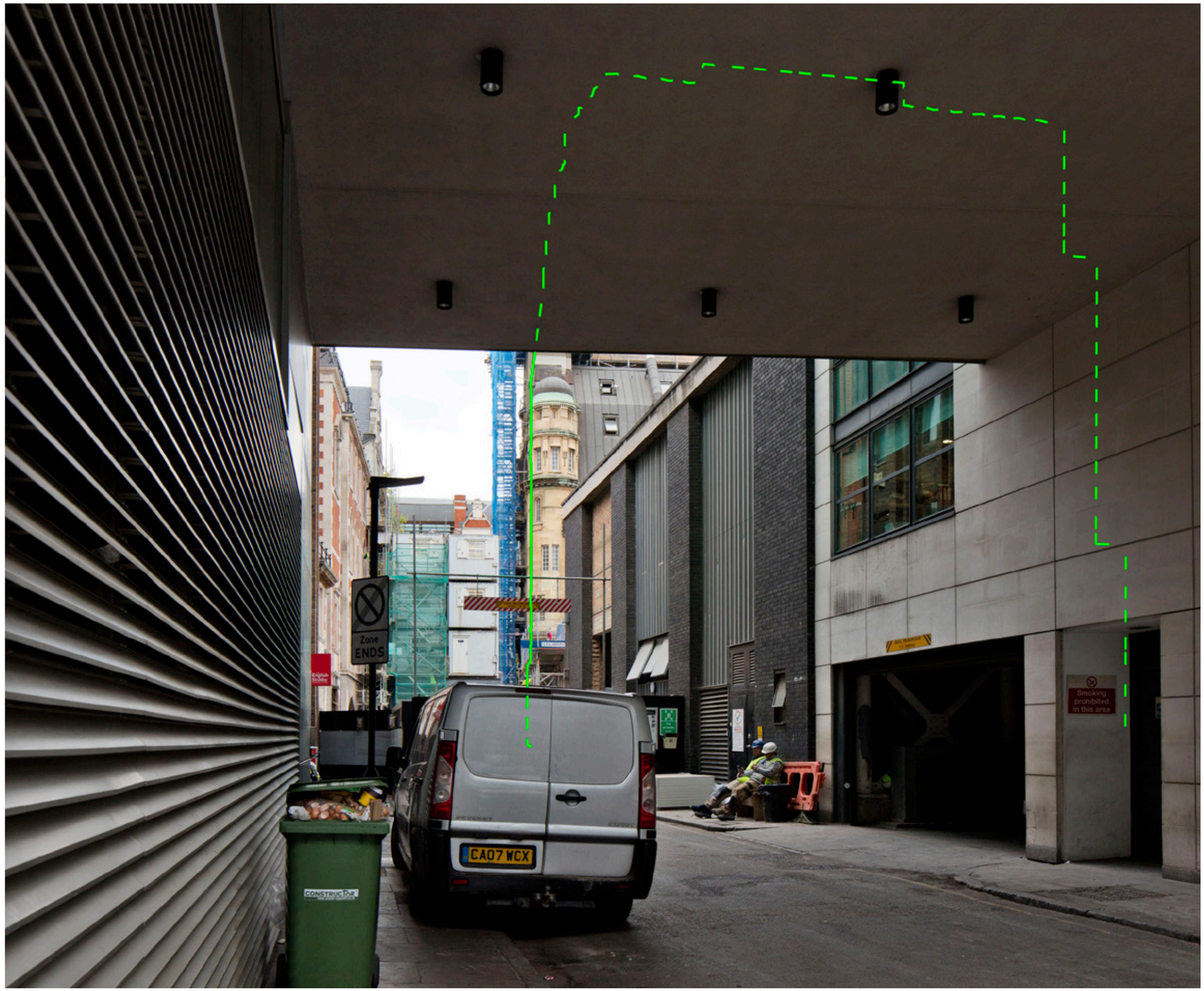
VIEW FROM RED LION TOWARDS FISHER ST

VIEW FROM SOUTHAMPTON ROW TOWARDS CATTON ST

VIEW FROM CATTON ST TOWARDS SOUTHAMPTON ROW



10 ACCESS & TRANSPORT

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ACCESS & TRANSPORT

PTAL 6B

WALKING
The site is highly accessible, 70 meters from Holborn tube station.

BIKES
There is a bike store on the basement, the access is through the service entrance and it will be step free access.

CAR / TAXI

Due to the location no Drop off area or parking has been located. This was welcome by the officer due to the central location of the development, it is highly accessible by sustainable modes of transport.

WASTE MANAGEMENT

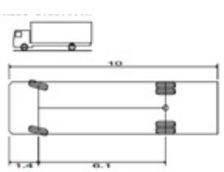
Refuse & recycling will be collected from the proposed refuse store, which will be located in the service entrance with access throught Catton St.

EMERGENCY ACCESS, EGRESS & EVACUATION

The stairs, doors and fire escape routes both for Hotel are maintained in order to comply with the; latest Part B Building Regulations allowing for a full evacuation of all occupants from the buildings in the case of an emergency.

SERVICING

The servicing will be done through Catton St, where one loading bay will be allocated.



11 ENERGY & SUSTAINABILITY

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SUSTAINABILITY

Further information can be found on the report produced by Ensphere

Sustainability has been considered from the outset with regard to the proposals in the context of the wider community and building design and construction.

The site location is considered to be highly sustainable due to its proximity to local amenities as well as its close proximity to a numerous major public transport nodes.
At a strategic level, the redevelopment of the site will provide employment space and accommodation in an area where a very high demand exists for hotels and commercial units.

A number of sustainable design features are proposed and construction will be responsibly managed to ensure minimal impact on the environment and local community.

A range of sustainable design and construction features are also anticipated, including:

- On-site carbon will be reduced in consideration of the energy hierarchy and in line with the London Plan targets. It is anticipated that this will be satisfied using a centrally located Air Source Heat Pump;

- Whilst there is no district energy network in the immediate vicinity of the site, it is located within an “opportunity area”. It is therefore proposed that the design will be future-proofed to enable connection as and when a network becomes available;

- Water use can be high in hotel accommodation, therefore low flow / flush sanitary fittings will be installed to deliver a water efficient development;

- Materials will be selected with regards to the life cycle environmental impacts and embodied energy.
The Green Guide will be consulted with a view to predominantly targeted “A” and “A+” rated materials;

- Appropriate provision will be included for on site to allow for the segregation and separate storage of recyclable materials;

- Site ecology and biodiversity will be enhanced in accordance with the recommendations of a suitably qualified ecologist;

- It is proposed that the scheme will be assessed against BREEAM with a target rating of “Excellent” and a minimal credit scoring in the Energy, Water and Materials sections of 60%, 60% and 40% respectively.

12 SCHEDULE

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SCHEDULES

Existing building GIA Schedule

Floor	Existing Building Southampton
Sub basement	76 m^2
Basement	288 m^2
Ground Floor	177 m^2
1st Floor	172 m^2
2nd Floor	176 m^2
3rd Floor	176 m^2
4th Floor	176 m^2
5th Floor	166 m^2
6th Floor	140 m^2
7th Floor	70 m^2
8th Floor	6 m^2
Total	**1570** m^2

GIA Schedule Proposed Scheme

Floor	Southampton Row Building (Refurbishment)	Proposed Building Fisher St	Total
Sub Basement	76 m^2	-	76 m^2
Basement	288 m^2	-	288 m^2
Ground Floor	177 m^2	238 m^2	415 m^2
1st Floor	172 m^2	455 m^2	627 m^2
2nd Floor	176 m^2	453 m^2	629 m^2
3rd Floor	176 m^2	453 m^2	629 m^2
4th Floor	176 m^2	453 m^2	629 m^2
5th Floor	173 m^2	453 m^2	626 m^2
6th Floor	146 m^2	382 m^2	528 m^2
7th Floor	90 m^2	382 m^2	472 m^2
8th Floor	6 m^2	183 m^2	189 m^2
Total	**1603** m^2	**3494** m^2	**5097** m^2

Room Schedule

Floor	Existing Building Southampton	Proposed Building Fisher St.	Total per Floor
Basement	-	-	-
Ground Floor	-	-	-
1st Floor	-	12	12
2nd Floor	6	13	19
3rd Floor	6	13	19
4th Floor	6	13	19
5th Floor	6	13	19
6th Floor	4	13	17
7th Floor	2	13	15
8th Floor	-	-	-
Total	30	90	**120**

Existing building GEA Schedule

Floor	Existing Building Southampton
Sub basement	127 m^2
Basement	355 m^2
Ground Floor	211 m^2
1st Floor	231 m^2
2nd Floor	217 m^2
3rd Floor	210 m^2
4th Floor	212 m^2
5th Floor	194 m^2
6th Floor	187 m^2
7th Floor	70 m^2
8th Floor	18 m^2
Total	**2062** m^2

GEA Schedule Proposed Scheme

Floor	Southampton Row Building (Refurbishment)	Proposed Building Fisher St	Total
Sub Basement	127 m^2	-	127 m^2
Basement	355 m^2	-	355 m^2
Ground Floor	214 m^2	260 m^2	474 m^2
1st Floor	231 m^2	493 m^2	724 m^2
2nd Floor	210 m^2	491 m^2	701 m^2
3rd Floor	210 m^2	492 m^2	702 m^2
4th Floor	209 m^2	492 m^2	701 m^2
5th Floor	205 m^2	492 m^2	697 m^2
6th Floor	199 m^2	420 m^2	619 m^2
7th Floor	130 m^2	420 m^2	550 m^2
8th Floor	18 m^2	206 m^2	224 m^2
Total	**2108** m^2	**3766** m^2	**5874** m^2

13 MIXED USE SCHEME ASSESSMENT

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MIXED USE SCHEME

MIXED USE SCHEME

As part of the scheme proposals we have been testing a number of options in response to pre-application feedback from the London Borough of Camden. While the intention is to develop a full premium lifestyle hotel offering we have tested the feasibility and financial viability of residential accommodation within the scheme.

For the reasons set out on the following pages, a mixed uses scheme comprising hotel and residential is not considered physically feasible nor financially viable.

COMMERCIAL CONSIDERATIONS

• The Prime Central London residential market has seen significant price reductions over the last two years following changes to SDLT, tax relief and the uncertainty caused by Brexit. It is well appreciated that residential developers are avoiding developments above £1,000 psf capital values. This is likely to make any residential scheme difficult to deliver. This is evidenced by Crossrail agreeing to sell the site to a hotel developer despite the extant residential permission.

• Given the constrained site at ground floor level any entrance, if physically achievable, to a residential use will have to be placed on Fisher Street which does not have the prominence of the listed 8-10 Southampton Row.

• Access would be placed next to the Crossrail headhouse and UKPN sub-station. These would provide a relatively utilitarian framing to any residential frontage making it have less ‘kerb appeal’ to prospective purchasers.

• The noise and vibration from the Crossrail headhouse and UKPN sub-station will be limited through design but at added cost for residential compared to hotel use. It will not be possible to exclude these entirely which will put off the majority of purchasers and the value achievable.

• The positioning of residential in a generally commercial area and adjoining the hotel will also deter buyers. Though the hotel will be carefully managed, residents will be put off by the frequent arrivals/ departures by taxi and pedestrians, plus any noise from the front of house revelries or back of house servicing. This depresses values.

• We understand that any residential use will limit the size of the hotel and, therefore, the grade and operator. A less salubrious establishment, and their customers, will not be attractive to potential residential neighbours.

• Advice from Whitebridge, specialist hotel & leisure consultants, indicate a very constrained and operationally unviable hotel use due to the quantum of keys, layout and neighbouring uses.

• Internally any entrance will be extremely small, dark and generally unwelcoming. There will be limited space for bicycle storage, post, bins and lifts. It would not be possible to provide concierge or other amenities commensurate with higher capital values.

• Dexter Moren advise that any residential units due to the width of the site, would be single aspect, overly large, have poor daylight/sunlight and limited outside amenity which would be overlooked and shaded. This would be reflected in any achievable sale price and marketing period, thus further limiting viability.

• The site is tight from a standalone hotel development perspective with limited back of house areas on the ground floor. Introducing a mixed-use residential element to the scheme would reduce the back of houses areas on the ground level even further thus making it more difficult to service the hotel.

• Introducing nine residential apartments to the scheme would inevitably reduce the number of rooms and/or the size of the rooms, which are already small, would make the hotel a less attractive investment proposition for potential operators.

• Reducing the number of rooms would impact on the potential market positioning of the property from the intended branded boutique-style hotel to more likely a three-star independent hotel, not dissimilar to some of the more dated existing stock found further north on Southampton Row and elsewhere in Bloomsbury. Such a hotel would not enhance the range and quality of accommodation available within Camden.

• Given the constraints of the site in terms of its small size as well as the presence of the Crossrail shaft means that introducing a mixed–use element is likely to be perceived as an additional risk from a security, fire, health and safety perspective. International hotel operators tend to be very risk adverse preferring sites that are self-contained with independent access in order to minimise any potential risks.

• Having hotel and residential use adjacent on such a small site could lead to potential noise issues between hotel guests and residents.

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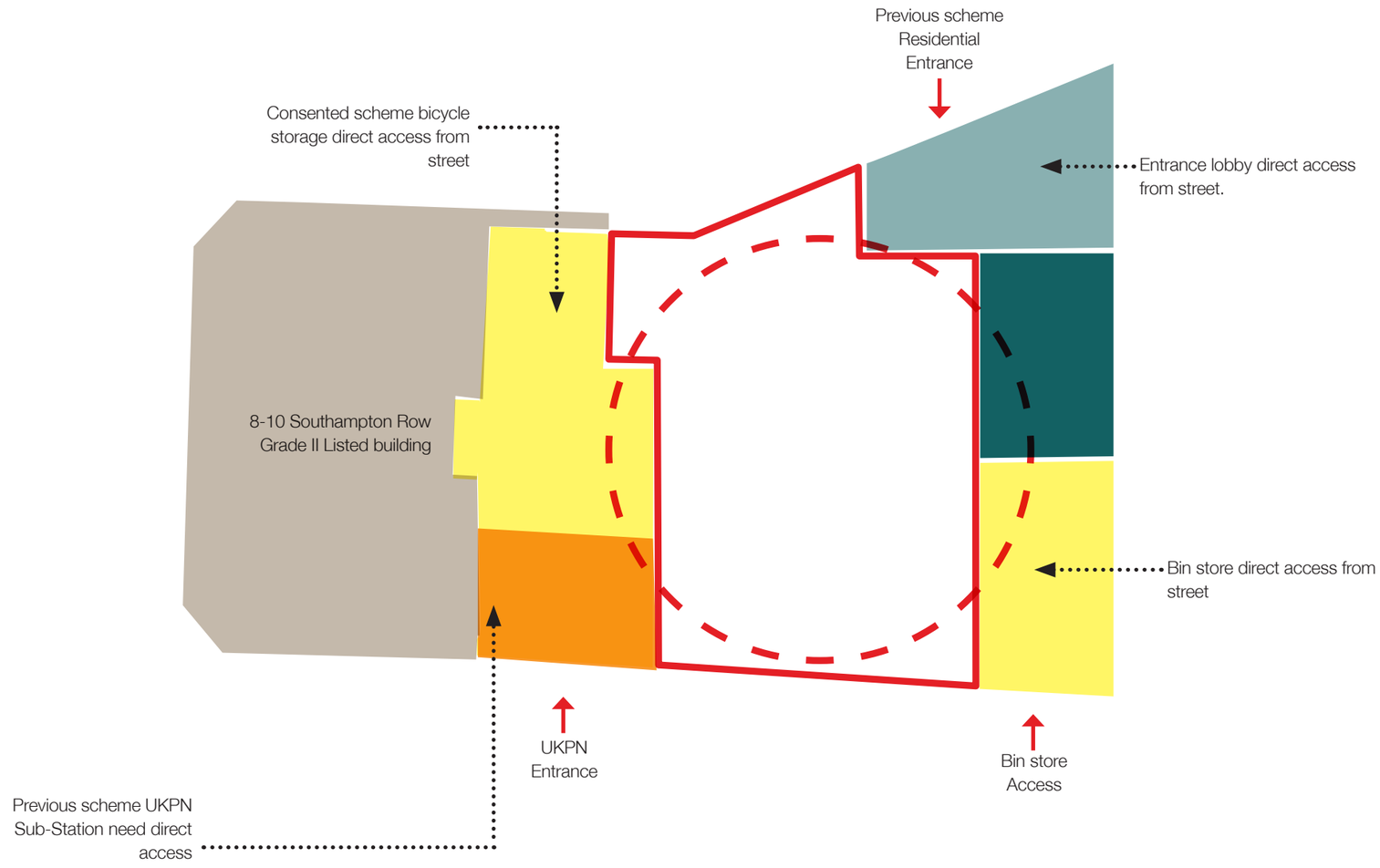
SITE CONSTRAINTS CONSENTED GROUND FLOOR USES DIAGRAM

CONSENTED SCHEME GROUND FLOOR DIAGRAM

The diagram illustrates the technical constraints that the consented scheme faced and the restriction to provide an alternative entrance and core for affordable housing.

As the site will be used at ground level for the Crossrail head house building, that will serve as intervention and maintenance access for emergency services for the Crossrail network (red line), this greatly restrict the area available for access, refuse, substation and bikes store.



SITE CONSTRAINTS PROPOSED GROUND FLOOR USES DIAGRAM

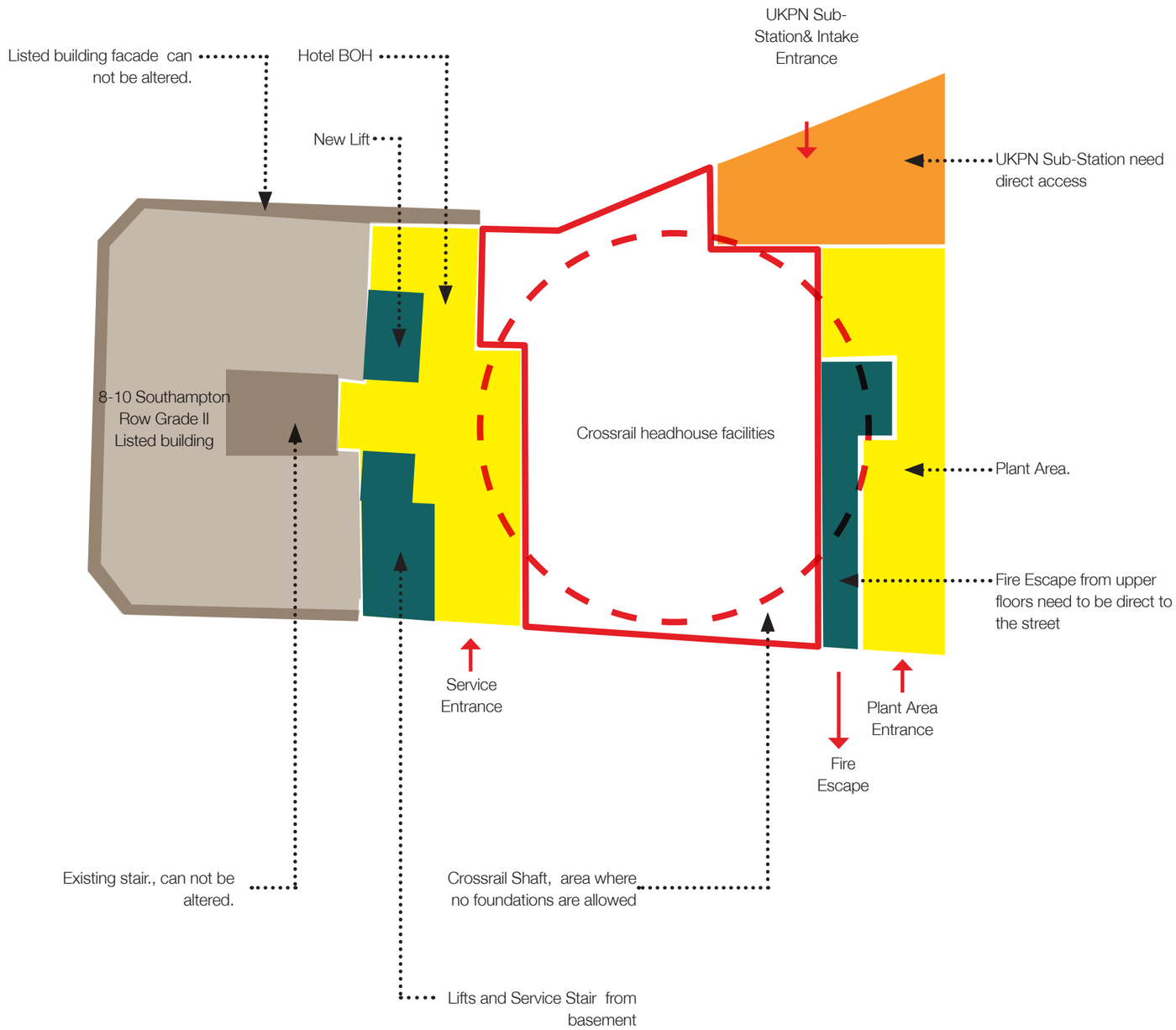
PROPOSED SCHEME

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

The red line is demarcating the Crossrail head house boundary. Crossrail head house restricts the space available for plant and BOH for the hotel, also the location of the shaft (dotted red line) restrains where the lifts could be placed, due to the structural limitations.

Within the plant area, there are different rooms that need to be considered, such as an LV panel room, a boiler room, IT room, gas meter room, fire control room and water tank.

BOH area requirements vary depending on the hotel operator. But the common ones are: kitchen & stores, refuse, staff rooms, maintenance room, security & administration office.



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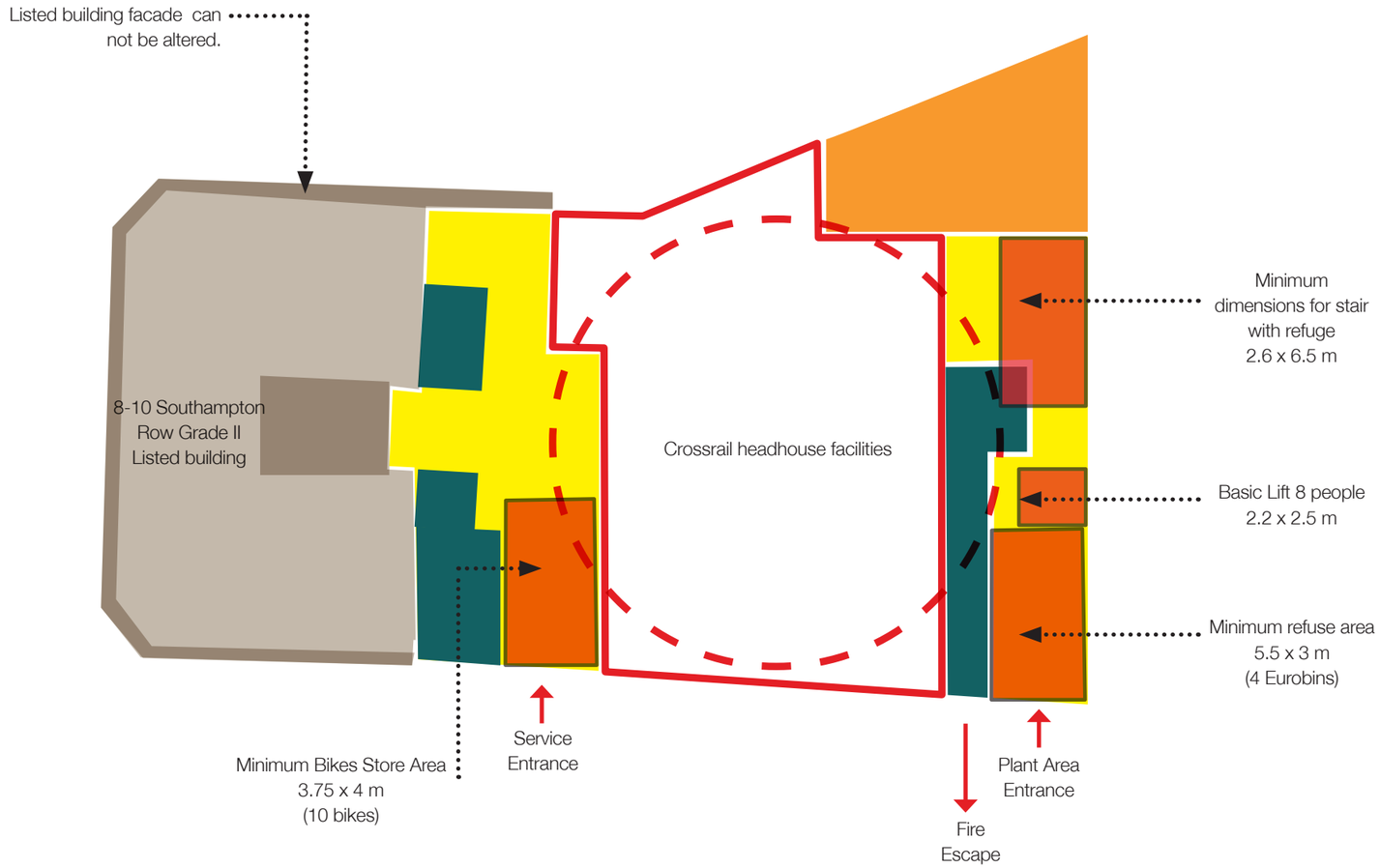
SITE CONSTRAINTS PROPOSED GROUND FLOOR MIX USES DIAGRAM

MIX USE SCHEME DIAGRAM

The diagram on the right illustrates the minimum necessary areas (highlighted in red) that the scheme will need to became a mix use scheme.

Evidently there is not sufficient space to meet minimum space requirements for hotel and residential.
The introduction of residential would make the hotel commercially unviable and inoperable, and physically unviable.

The residential space would also be severely compromised and therefore unviable, undeliverable and unfeasible.



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14 CONCLUSIONS

CONCLUSIONS

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

- The project is a unique opportunity to 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 Cross rail 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.

- New destination bar and restaurant will enhance the Southampton Row street scape. The 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 and the new build rear extension will be connected 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.

- The layout of the hotel has been informed by DMA's in depth understanding of hotel design and operators' requirements for the efficient and logical flow within a hotel.

- The circulation strategy is also designed to take into account the parameters of Crossrail's large vertical shaft. A large extent of the rear of the site is taken up by the shaft which greatly restricts the possibility for any foundations or lift pits. Hence the location and design of the circulation core between the existing and extension is considered to be in the rational and optimum position and allows the habitable wings to be clearly differentiated on either side of the recessed glazed link.

- The proposed 120 room hotel will bring a new lease of life to Carlisle House, offering visitors to the capital a unique hospitality experience in an ideally situated location.

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