

**Mount Pleasant Circus and
Fleet Valley Gardens**
Turning the edge into a centre

Design Statement
of Community Right to Build
September 2016



CREATE streets

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INTRODUCTION

Sadiq Khan: “This is a great example of how big developments should work – working with local communities to design real neighbourhoods that work for the existing community.”



Satellite Image of the site

INTRODUCTION

1.1 Background

Centuries of blight and indifference have left a terrible mark on Mount Pleasant – in the twenty-first century, the local community living and working around this site are determined to transform the area for the public good and this submission outlines their response.

Mount Pleasant was formerly the site of a notorious dump and an infamous prison, before it was further exacerbated by the lacerating effect of new roads driven through the area in the name of Victorian 'Improvements'. Subsequent owners and speculators have used these earlier intrusions to justify further indifference. The course of the River Fleet that ran through the site once formed a parish boundary and polite society turned its back on the steep embankments and the open sewer that the Fleet became. Today, the same line marks the boundary between the boroughs of Camden and Islington, reinforcing and perpetuating this impeding sense of a barrier with its accompanying air of a neglected periphery.

In 2012, the Royal Mail Group (RMG) publicly announced proposals for the redevelopment of Mount Pleasant. With the site once again facing redevelopment after a century of relative dormancy, the opportunity to resolve ancient problems in this extraordinary part of London attracted much attention and excitement among the local community, planners, architects, designers and developers. However, the RMG's proposals fell far short of expectations and were seen to perpetuate Mount Pleasant's sorry history, generating widespread criticism from the local community and from industry professionals.

From the earliest days of 'public consultation,' the slow burn of positive local enthusiasm and the wider debate about strategic opportunities had to compete with the demand to keep up with a powerful and persistent planning process: a process that was harshly but skilfully driven by the newly-privatised RMG and their

INTRODUCTION

1.1 Background

expensive array of consultants. The need to absorb and comment on hundreds of documents, constantly changing plans and schedules, and many thousands of pages justifying their proposed development diverted precious resources away from positive ideas into an angry stance that the London Mayor, Boris Johnson, later labelled 'nimbyism'. The combination of this unfair comment and the profound dislike of RMGs brutal, fortress-like proposals and their tokenist attitude to public participation galvanised the community to take their objections further.

What started as an instinctive dislike of an insensitive commercially-led development and the consequent establishment of an open-access Information Forum, became a well-supported Association with strong ideas about an alternative approach validated by considered rational critique. The Localism Act (2011) paved the way for the community to join a growing force of Third Sector associations across the country claiming the right to be actively involved in the future of their neighbourhoods. The Mount Pleasant Association (MPA) had a popular mandate and a profoundly difficult task made more challenging by the sorry state of the area and a planning process being led by the RMG's agenda supported by a budget exceeding £12m.

The result, as was widely covered in the local and national media, was a planning application that was 'called in' by the London Mayor (January 2014) pending a public hearing later in the year. In the meantime, both Camden and Islington Councils rejected the scheme (February and March 2014 respectively) and the MPA redoubled its efforts to prove an attractive and financially viable alternative was possible. With the support of the local community and various professionals, including Create Streets, an alternative scheme emerged that quickly attracted the attention of the wider public and funding (£140,000) from the GLA through the Community Right to Build (CRtB) programme. At the public hearing at the GLA (3 October, 2014) former Mayor Johnson approved the RMG's scheme while commending our alternative as 'very beautiful' and encouraged us to work it up.

This submission under the CRtB represents the culmination of this lengthy process, during which the MPA has evolved and matured, initiating the MPA Ltd (September 2014) and the successful application to become a Neighbourhood Forum and Area (February 2016). What started nearly four years ago as a collective instinct against the design and handling of one of London's most potentially lucrative developments has led to the legal constitution of a company limited by guarantee that is overseeing the CRtB project and a Neighbourhood Forum that is drafting a Neighbourhood Plan to ensure that no such insensitive designs or arrogant approaches to planning could undermine the local community in the future. With good planning, sensitive urban design and thoughtful architecture, Mount Pleasant will have a future to make us all proud.



Gough Street



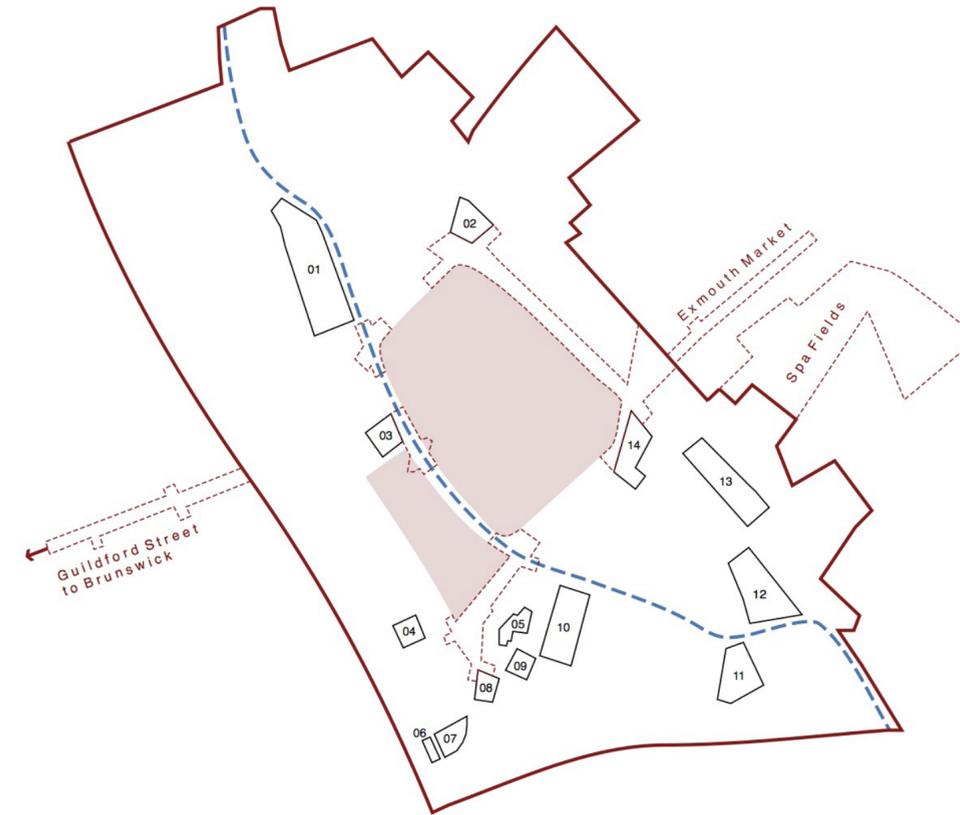
Coley Street: the future link between Gray's Inn Road and Fleet Valley Gardens?



Proposed site for the Holborn School to the northwest of Mount Pleasant Circus



Rosebery Avenue



- Neighbourhood
- Mount Pleasant sites
- - Proposed Cycle Superhighway
- 01 Proposed Wren Street school
- 02 Redevelopment
- 03 Royal Mail Museum
- 04 Potential redevelopment
- 05 Laystall Court redevelopment
- 06 Potential development off former tram sheds
- 07 Development
- 08 Mullen Tower development
- 09 Primary school
- 10 Rosebery Avenue Vaults opportunity area
- 11 Former London College of Printing development site
- 12 Former Guardian redevelopment
- 13 NCP carpark development
- 14 Former Fire Station site redevelopment

Local Development Context

INTRODUCTION

1.2 Wider Development Context

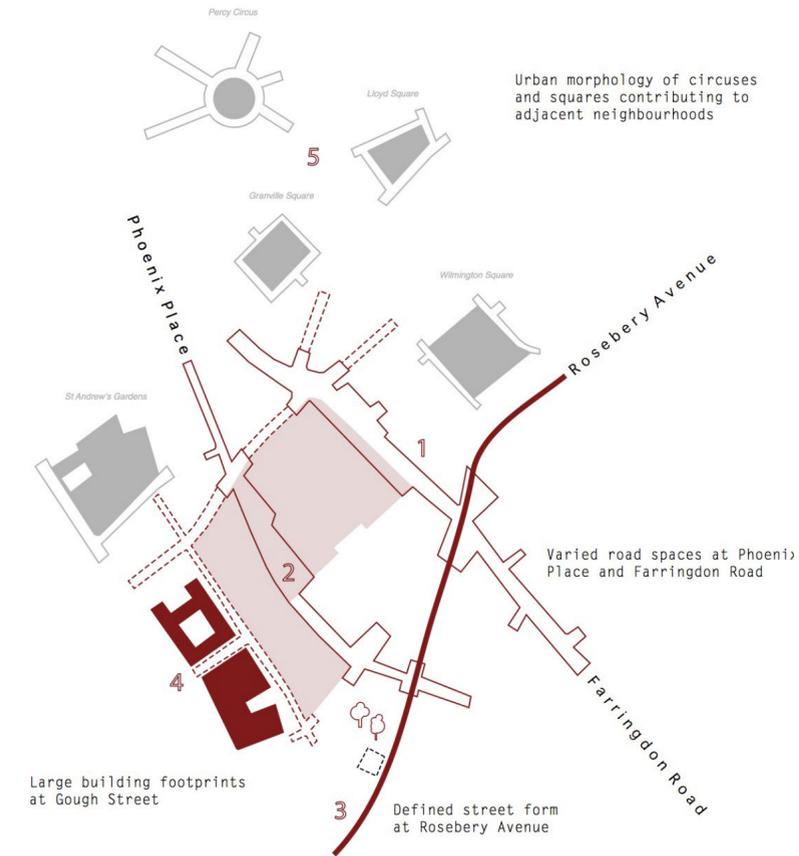
The Mount Pleasant Neighbourhood Area is under intense pressure from development. Located between the Kings Cross/St Pancras International redevelopment and Farringdon CrossRail, Mount Pleasant is uniquely placed as one of central London's largest redevelopment sites and a wide range of additional developments are taking place in the immediate environment.

The community's proposal is aware of these developments and, unlike the RMG's proposal, takes account of them. As well as connecting existing sites, the community's plan has been designed to create new routes and streets that connect new sites on or adjacent to the site. These include the National Postal Museum, the possibility of a new secondary school at Wren Street, Panther House workshops, and the redevelopment of Charles Simmons House, as well as the proposed Elephant and Castle – Kings Cross Cycle Superhighway which passes through the heart of our neighbourhood along Warner Street, Phoenix Place and Pakenham Street.

The community's proposal echoes but does not mirror the surrounding character areas, particularly the streets and squares of Bloomsbury and Islington and the commercial and former industrial buildings of Clerkenwell. Mixed-use and mixed-tenure, this scheme will be necessarily dense and large due to land values and London's acute housing shortage. However they will be of a more appropriate scale and mass than the existing proposals.

INTRODUCTION

1.2 Wider Development Context



Local Character Areas



1a. Local Streets



1b. Local squares and places © Nigel Cox



2. Warner St. adjoins Phoenix Place



3. Farringdon Road



4. Rosebery Avenue

1. The streets and squares of Bloomsbury and Islington
2. Phoenix Place
3. Rosebery Avenue
4. Farringdon Road
5. The backs of large service and commercial buildings

INTRODUCTION

1.3 Master-Planning Principles

Following extensive consultation with the local community since early-2013, the following principles underpin the overarching masterplan:

1. Provision of new housing, particularly affordable housing, much of which should be homes suitable for families;
2. Provision of 1,200sqm of commercial space in flexible Class A1/A3/D1 use suitable for SMEs;
3. Refuse, deliveries and servicing for the Phoenix Place are proposed to take place from Gough Street, Phoenix Place and Mount Pleasant, and this has been agreed with highways officers at LB Camden. The parking on these roads has been rationalised to incorporate dedicated loading bays – a total of 4 are being provided. Two located on Phoenix Place, one on Mount Pleasant, Mount Pleasant Framework Delivery and Service Plan SKM Colin Buchanan PAGE 5 and one on Gough Street – details of which can be found in the Design and Access Statement. It should be noted that the existing number of on-street parking spaces is to be retained.



INTRODUCTION

Master-Planning Principles

4. The opening up of the site with both new and improved streets that make better connections between Mount Pleasant and the surrounding neighbourhoods;

5. The creation of new high quality and inclusive public spaces for local people both on the site and its four corners, and;

6. The promotion of high quality design for buildings and public spaces which sustain and enhance the historic significance of the site and its surrounding area.

7. The wider plan comprises five major components. The site of current proposal under the Community Right to Build programme occupies the fifth component (Mount Pleasant Gardens). An additional significant consideration is the Servicing Basements, which has caused amendments to the original proposal to improve its deliverability. The five components are detailed in Section 1.5, but in summary they are:

i. Mount Pleasant Circus – the place-making heart of the site which gives the whole development its name and provides the new neighbourhood with something unique of which it can be proud.

ii. Phoenix Place – ‘re-discovering’ and reinventing Phoenix Place – the development’s backbone – giving it an ‘urban’ feel which opens up into the Fleet Valley Gardens in the middle, the Mount Pleasant Gardens to the south and a newly landscaped public space to the north.

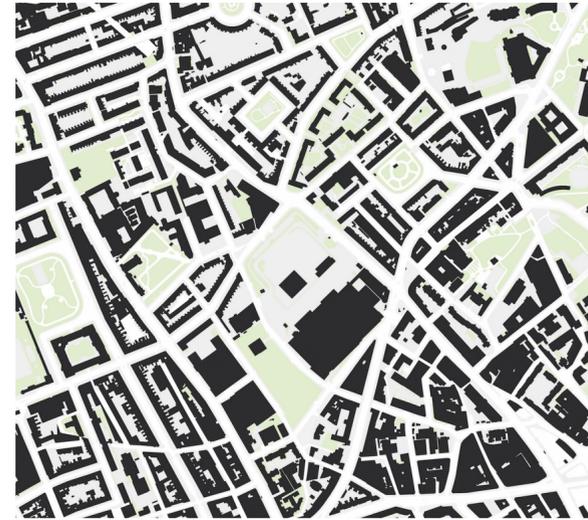
iii. Gough Street – giving this narrow forgotten street a new front and providing some activity and footfall for those working or living there. front and providing some activity and footfall for those working or living there.

iv. Mount Pleasant Gardens – responding to intensely strong community feedback, traffic-calming, landscaping and increasing the size of this open space to create a new well-defined triangular pocket park overlooked on all three sides by houses, flats or shops.

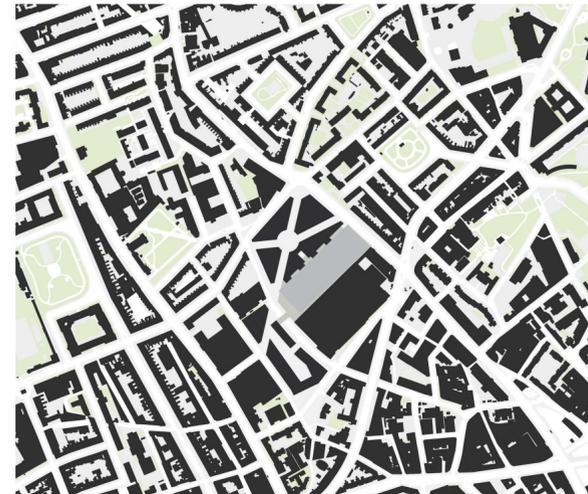
v. The Upper Walk – in the current RMG proposals the roof of their lorry park is a sequestered ‘meadow’, inaccessible to the public and visible only to the residents occupying the upper storeys of the surrounding flats. The community’s proposal instead plans to create a series of open and attractive public spaces, and takes advantage of the natural change of height by connecting these spaces by new ramps, walkways and bridges.

This masterplan advocates strong corners that link to the surrounding neighbourhood and invite entry into Mount Pleasant. These include the corners of:

- Calthorpe Street / Phoenix Place / Pakenham Street;
- Calthorpe Street / Farringdon Road / Margery Street;
- Phoenix Place / Mount Pleasant / Warner Street;
- Mount Pleasant / Gough Street / Elm Street;
- Coley Street / Gough Street.



EXISTING - A Fragmented Urban Structure



PROPOSED - An Integrated Urban Structure



1



3



2



4



5



6



7



8

IMAGE KEY

1. The ‘gritty’ urbanism of Clerkenwell to which the rediscovered Phoenix Place will respond
2. High Line (Field Operations, Diller Scofidio + Renfro and Piet Oudolf)
3. Exhibition Road (Dixon Jones)
4. Local Squares
5. De Lodsden, Amsterdam (Wingender Hovenier)
6. Holborn Viaduct (lower level) - Watercolour presented to Queen Victoria © London Metropolitan Archives
7. The ‘green bridge’ at Mile End Road © Tower Hamlets Council
8. Bridge over Warner Street

Precedents - Gough Street, Mount Pleasant Gardens, The Upper Walk

INTRODUCTION

1.4 Consultation Approach

The development of this community-led proposal has taken over three years and involved seven public meetings and workshops; the input of thousands of people locally and across London; and received widespread local and national media attention.

The initial proposals were worked up in early-2014 with a small number of professionals and local residents who were reflecting conversations they had had with many of their neighbours. The proposal has been community-led from the outset.

Two designs were drafted that reflected earlier suggestions from the community and encapsulated the public response to the RMG scheme. These two options were presented to the community and discussed at a public meeting on 7 May 2014. Thirty five people attended this meeting with thirty-one directly leaving comments or feeding into our consultation process during the course of the next few days. Attendees and the various constituents of the MPA in turn shared images, conversations and e-mails with several hundred further local residents, which again demonstrated unanimous support for the MPA's approach. This process also revealed seven key reasons for the support:

- i. A stronger sense of place;
- ii. A liking for the less 'fortress-like' nature of the scheme, especially at the corners;
- iii. Preferring the positioning of the open space;
- iv. Preferring the lack of high rise;
- v. A strong liking for Mount Pleasant Circus;
- vi. A preference for the more traditional design approach, and;
- vii. An appreciation that the proposal has been created with the local community.

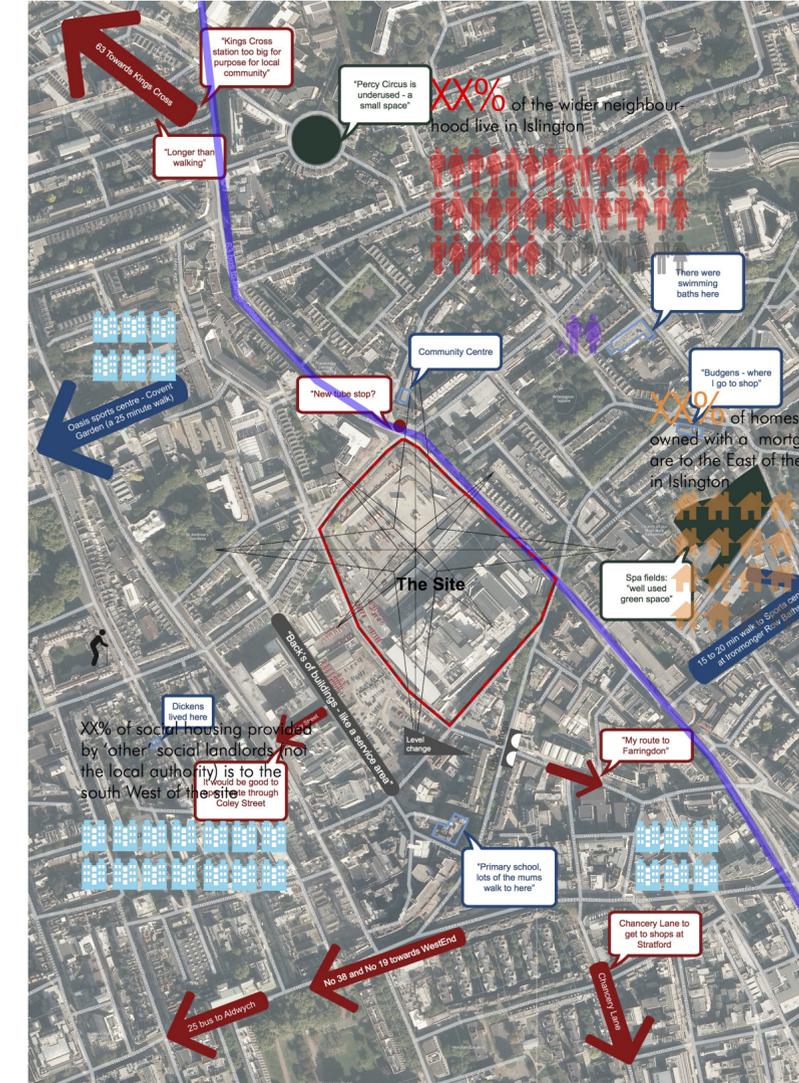
Between 28 June and 13 July 2014, the MPA questioned 258 residents over several days on the proposal and their preference between it and the RMG's scheme. Support for the community's scheme was overwhelming.

On 21 November 2014, the MPA held a series of more detailed neighbourhood planning and community consultation workshops all day and on the morning of 22 November. The aim of these sessions was less to solicit feedback on the proposal than to discuss in detail important elements of the local neighbourhood and options for the site (movement, character areas, etc). These were attended in total by a further 86 local residents. 100% of all comments received were positive (which contrasts with 9% of comments in favour of the RMG's scheme in the official consultation exercise). Both days were well attended with over 86 people contributing to the discussions. The vast majority stayed for long periods of time contributing ideas and thoughts to the emerging design. These workshops revealed some subtle additional themes, including:

- i. A deep disappointment that the RMG scheme had been approved;
- ii. A desire for improved connections across and to the site;
- iii. A desire for accessible streets and squares – with a focus on pedestrian and cyclists whilst recognising that some vehicular access would be necessary;
- iv. Recognition that Mount Pleasant is changing and should be developed but that it needs a heart, to be 'glue' for surrounding communities, and;
- v. Desire for proper long-term strategic thinking for the whole area.

On 25 February 2015, the MPA and Create Streets held a public meeting to update the local community on the progress of the CRtB proposal and the completion of Milestone 2's Feasibility Study.

On 8 June 2015, the MPA and Create Streets held a full day's public consultation and exhibition to present the community's draft submission for the CRtB proposal. It was the best attended event to date, with the Margery Street Community Hall full to capacity in the evening for presentations by Karen Sullivan of Islington Planning Department, Create Streets, and members of the MPA.



Some themes and discussions

INTRODUCTION

1.4 Consultation Approach

This was followed by a six week public consultation to further gauge the views of the public and other possible stakeholders. It also served as a trial run for the statutory six week public consultation conducted before the eventual submission of the CRtB proposal. Once again, the MPA received overwhelmingly positive feedback from the public and no objections from other stakeholders, such as utility companies and other statutory bodies.

On 17 September 2015, the MPA and Create Streets organised a free public exhibition of the CRtB proposal followed by a public debate titled 'Mount Pleasant: old problem or new solution?' at The Gallery, hosted by Alan Baxter Associates. Guest speakers were:

- Professor Peter Rees, former head of planning at the City of London
- Nick Perry of Reclaim London and the Hackney Society
- Cllr Sue Vincent, Camden Council
- Michael Ball, Waterloo Community Development Group, Thames Central Open Spaces and Reclaim London

On 4 February 2016, the Mount Pleasant Neighbourhood Forum (MPNF) and Area were formally approved, permitting the MPNF to develop a Neighbourhood Plan and the commencement of the CRtB's statutory Public Consultation.

From 14 March – 25 April the MPA conducted a six week statutory public consultation. This involved emails to the group list (>150 subscribers), twitter feeds, a dedicated page on the MPA website (<https://mountpleasantforum.wordpress.com/community-right-to-build>) and other media efforts, including a mention (containing a hyperlink to our website) in The Guardian (10 April 'Boris Johnson's dire legacy for London') which led to a major spike in traffic to our website.

INTRODUCTION

1.4 Consultation Approach

The MPA has always communicated through the group's email forum which is disseminated through individuals and through members of local residents' groups (see list below) and businesses. In addition to the 150+ individuals signed up to our email list, members are asked to communicate and disseminate information through their respective neighbourhood groups, networks and organisations, reaching thousands of individuals across the area from all ethnic and socio-economic backgrounds. These groups include:

Tenants' and Residents' Associations:

- Calthorpe Street (86 members)
- Churston Mansions (27 residential units)
- Granville Square (45 houses, many subdivided)
- Holsworthy Square (65 residential units)
- Laystall Court (30 residential units)
- Margery Street Estate (225 residential units)
- Mullen Tower (33 residential units)
- New Calthorpe Estate Tenants' and Residents' Association (100+ residential units)
- Warner Building (23 residential units)

Residents /Members of:

- The Amwell Society (231members)
- Calthorpe Project
- Cubitt Street
- Farringdon Road
- Farringdon Lane
- Frederick Street
- Holborn Community Association
- Holborn School Campaign
- Holborn Voice (250+ subscribers)
- Lloyd Baker Street
- Pakenham Street
- Pine Street
- Rosebery Avenue
- Warner Street
- Wharton Street

- St George the Martyr Primary School (210 pupils)
- and Christopher Hatton Primary School (210 pupils, plus nursery)

It also involved leafleting of neighbouring and nearby properties (>300 leaflets) and posters around the site and the surrounding area.

Specific groups/sites were targeted through individual/internal networks e.g. Christopher Hatton Primary School; Panther House, Laystall Court TRA; Mullen Tower TRA; Holsworthy Square TRA; and Calthorpe Street TRA.



Provision Masterplan - Upper and Street Levels

INTRODUCTION

1.5 Aspirations for the Wider Site

1. The Circus

This is the place-making heart of the eastern side of the site which has been consistently highly popular with members of the local community. The Circus's ground floor will be retail with residential above. It will be crossed by two new streets along natural desire lines, northeast to southwest and northwest to southeast. New streets were recommended in the Supplementary Planning Document (SPD) but were sadly lacking in the RMG's scheme. The community's scheme proposes an active mixed-used frontage around the Circus and into the two intersecting streets. The Circus and the two new streets intersecting it will primarily be for pedestrians with some limited vehicular



The Circus

INTRODUCTION

1.5 Aspirations for the Wider Site

access perhaps at particular times of day. It will feel very urban with buildings up to seven-storeys high dropping down to four on the south of Calthorpe Street. To the south of the site we are taking active advantage of the change of level above the Sorting Office with stairs leading to the Upper Walk.

2. Gough Street

This narrow little-used street is currently an odd mixture of the massive backs of the large commercial buildings on Gray's Inn Road, the old cobbles which cover most of its surface and the brick wall of the RMG car park. A series of large buildings on its east side stepping up from five storeys in the north, to twelve in the middle and then back down to four at the Mount Pleasant Gardens will urbanise it and provide space for a series of more modest commercial activities on the ground floor with residential above. The aim will be to use development not just to give it a new front but also to provide activity and footfall for those working there or living above. New buildings on the east, though high in the middle of the street, will feel narrower and more eccentric and typically London than the massive blocks on the west.

3. Phoenix Bridge

The Fleet has many crossings. Some of these are hidden. Some are more obvious. The hill as Calthorpe Street crosses Phoenix Place is a hidden crossing of engineered fill. However, Rosebery Avenue is more obvious. Equally evident, even famous, is Holborn Viaduct. Bridges over the Fleet are a natural, necessary and typical feature of this part of London and a necessary response to the area's typology, density and land values. We want to celebrate this historical part of London's rich urban fabric and to have fun facilitating east-west movement over a forgotten river. The community's scheme proposes a bridge over Phoenix Place to provide a new connection between the residents and boroughs of Islington and Camden. It is a playful and necessary functional response to providing connections across this topographically complex site while creating a feature in the linear park below (the Fleet Valley Gardens) and a notable landmark alongside Mount Pleasant Circus and Gardens.



Phoenix Place from the South – existing



Phoenix Place from the South – our proposal



Masterplan - At Street Level

KEY - Building Storey Heights

7 Please refer to the white numbers on the Masterplan for information regarding storey heights.

INTRODUCTION

1.5 Aspirations for the Wider Site

4. Mount Pleasant Gardens

The Mount Pleasant Gardens to the north of Christopher Hatton Primary School is a wasted triangle of public space currently paved and un-landscaped. Following very strong community feedback, we propose to landscape and increase the size of this open space creating a new Mount Pleasant Gardens, a well-defined triangular public open space overlooked on all three sides by houses, flats or shops. Instead of the tower block proposed for the site in the present scheme, all buildings will be of a scale comparable to their neighbours with multiple front doors particularly on the north side. The road will be reoriented to the northwest to prevent the current rat-run while also facilitating the enlargement of the pocket park. It will remain open to traffic but will be deliberately calmed and mainly of use to local traffic only.

5. The Upper Walk

In the current RMG proposals the roof of their lorry park is a sequestered 'meadow', inaccessible to the public and visible only to the residents of the upper storeys of surrounding flats. The community's proposal instead plans to create a series of open and attractive public spaces, and takes advantage of the natural change of height by connecting these spaces by new ramps, walkways and bridges. Steps will lead down to Mount Pleasant Circus and to Farringdon Road, and a pedestrian bridge (Phoenix Bridge) will span Phoenix Place, creating a reference with the nearby bridge over Warner Street, before linking down to the Fleet Valley Gardens

INTRODUCTION

1.6. Constraints

The site's complex history means that it has a number of significant physical constraints that must influence development. In reviewing the community's proposals the MPA has considered these and developed a masterplan that both works with the difficulties of the site and in some ways turns constraints into opportunities.

Topography

The area's historic natural topography is not obvious at first sight. Victorian engineering for the River Fleet and Rosebery Avenue are two examples of how natural ground levels have been changed to meet the demands of development at a particular time in history. Buried beneath this engineered landscape is a natural hill, 'the Mount' and a valley, 'the Fleet' which broadly runs along Phoenix Place. These features start to establish a natural topographical rhythm for the plan; a new Circus on the Mount and a human movement route with the smooth contours of the Fleet along Phoenix Place.

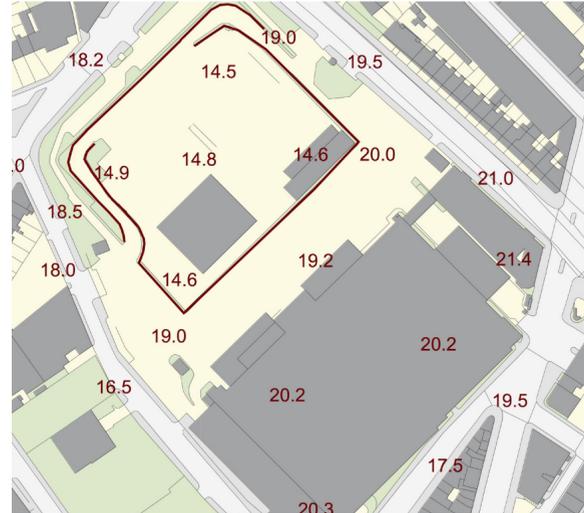
Levels

Levels have also been engineered on the site itself. A sub-basement covers most of the developable area. When considered with the natural topography, the ground level across the site changes by over six meters from north to south.

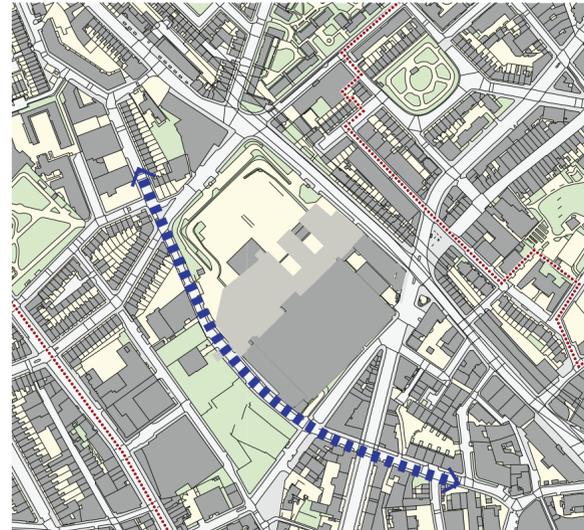
Underground

The two most significant subterranean constraints are the Post Office Railway and the former Fleet with associated branch sewers. The Post Office Railway has a complex network of tunnels, a station and a marshalling point. Some parts will be decommissioned whilst others will be in operation as part of the new National Postal Museum on Phoenix Place. The crown of each of the tunnels lies just under the existing basement. The Fleet sewer runs down Phoenix Place with branch connections along its length.

In developing the proposals the MPA has worked with these constraints, existing roads are busy and public transport needs improvement. Fully taking account of these constraints has required some evolution of the initial indicative plan.



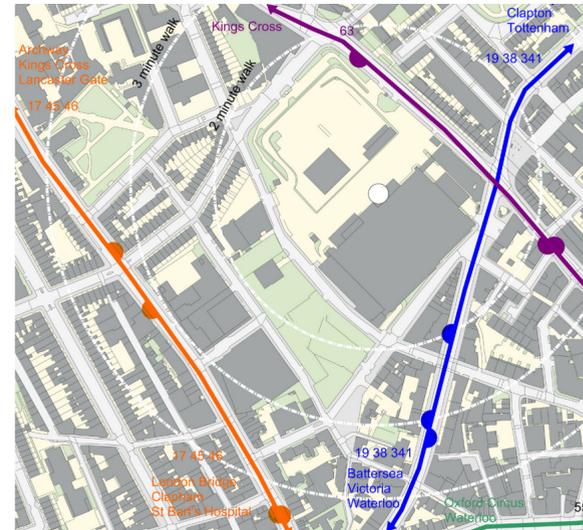
Levels



The Fleet



Underground



Transport Capacity



1. Walking and buses



2. Cycling



3. Vehicle Servicing



4 - Basement and car parking strategy

INTRODUCTION

1.7 Movement

Walking

The layout provides permeability to enable direct walking routes between Margery Street and Gray's Inn Road, and between Calthorpe Street and Exmouth Market. There will be public access to the upper level over the existing service yard which will also provides an additional route for pedestrians between Farringdon Road and Gray's Inn Road via Gough Street and Coley Street and a new bridge over Phoenix Place.

Buses

The site is surrounded by frequent bus services. The proposed layout provides more direct routes for pedestrians to and between these routes

Cycling

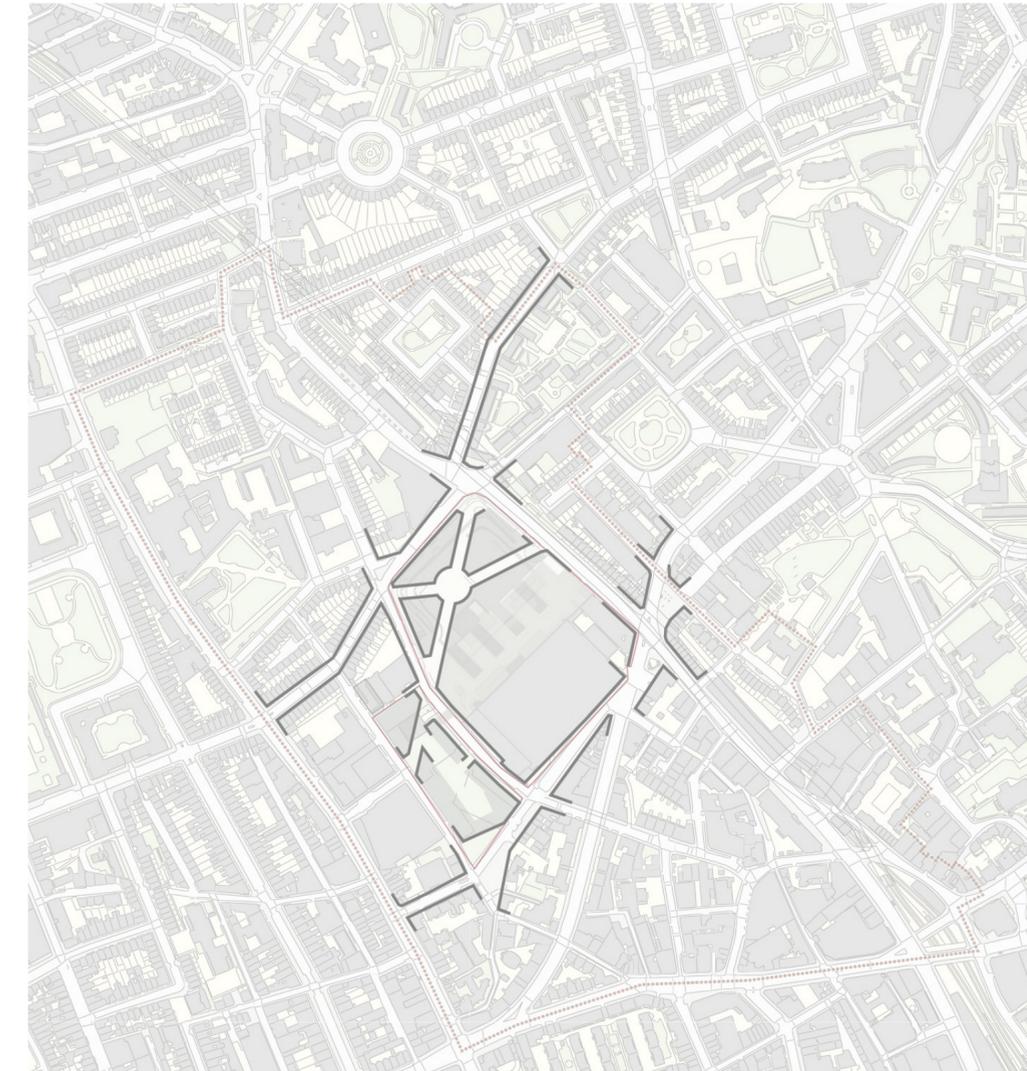
Phoenix Place will form part of the proposed Cycle Superhighway linking Kings Cross with Elephant and Castle. The proposed layout enables a link between this route and Gray's Inn Road which will also provide access to development to the south of Phoenix Place. Access for cyclists is also intended to be provided to the proposed Circus within the main Mount Pleasant site. Abundant cycle storage space is provided in the basement of the CRtB proposal.

INTRODUCTION

1.7 Movement

The table shows the overall level of secure cycle storage which will be provided as a minimum within the development. It is important that in providing facilities for cycle storage that the provision is located in a convenient location. The proposal for the residential provision is that purpose designed two tier cycle racks will be located close to each access core. This will ensure that there is either level access directly at lower ground level (Block 1) or access via lift from street level or for Blocks 2 -5 access is via the lift or stairs – the same lift/stairs which serves all residential floors in all cases. The cycle provision for commercial areas is somewhat dependent on the eventual mix of uses. An assumption has been made for the purposes of the current application which shows a mix of uses. The longer term cycle storage, given the limited requirement, will be contained within the welfare 'rear of house' area of each commercial unit.

Unit Type	No/Area	Requirement	Allocation
Residential	125		
1 Bed Flats	19	1 space per unit	19
2 Bed Flats	69	2 spaces per unit	138
3 Bed Flats	37	2 spaces per unit	74
All flats	125	Additional 1 space per 40 units – short stay	4
Commercial	1,170 m2		
Cafe	390m ²	1 space per 175m ² + 10 short stay (external)	3 + 10
Retail (inc. food)	390m ²	1 space per 175m ² + 1 short stay (external)	3 + 1
Office	390m ²	1 space per 90m ² + 1 short stay (external)	5 + 1
Total		Note: short stay provided by external Sheffield stands	242 + 16 short stay



The plan is based on community connectivity, linking with the surrounding area and healing old wounds caused by previous ad hoc developments

INTRODUCTION

1.7 Movement

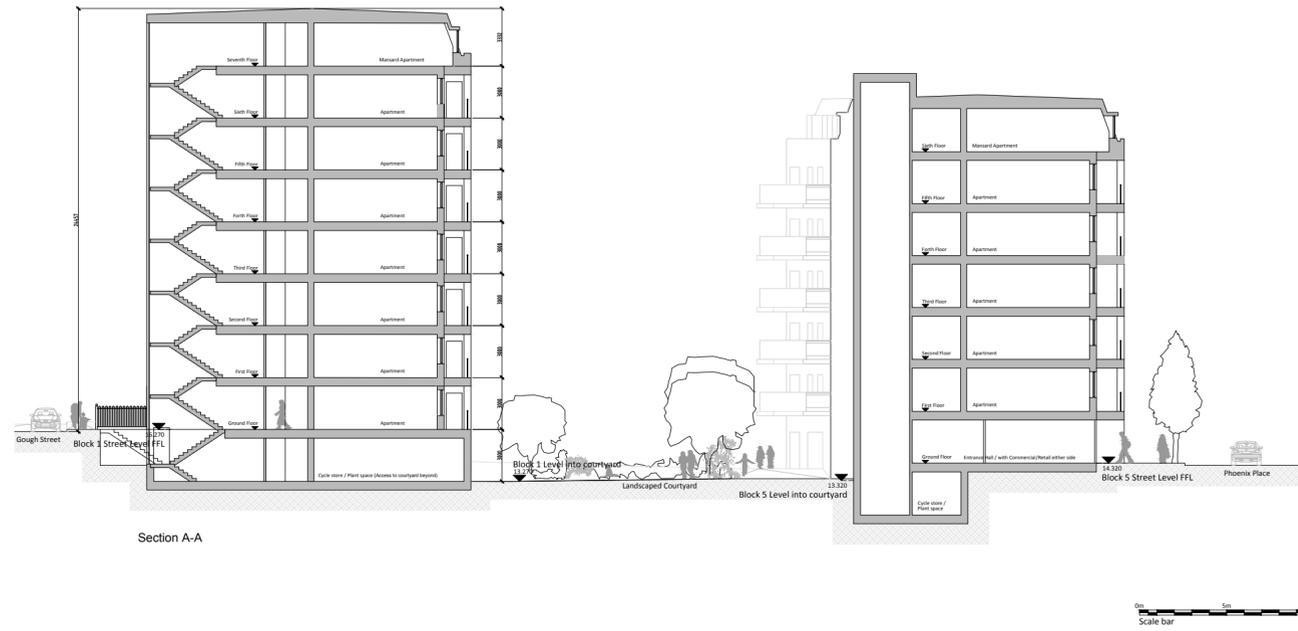
Vehicles

The layout allows similar access to the site as proposed in the current planning consent. It envisages the main access for RMG operations to be from Farringdon Road with the main access for residential parking to be from Calthorpe Street. The overall levels and distribution of traffic are expected to be similar to those predicted from the development currently proposed on the site (a much criticised 3,000 vehicle movements a day). It is proposed to limit access and prevent through traffic along Phoenix Place with potentially introducing shared space at the intersection with the main diagonal pedestrian route. The proposal to create the Mount Pleasant Gardens is designed to calm traffic along Mount Pleasant and Elm Street by reorienting Mount Pleasant to the northwest.

Basement and Car Parking Strategy

It consists of a single storey basement under the phase 1 building for cycle parking, refuse and building services with RMG car parking relocated outside of the CRtBO area.

- a - Single storey basement for building services, cycle and disabled car parking
- b - Double storey basement/overground space for RMG car parking and lorry distribution facilities [a and b - similar to RMG proposals, constructed above underground railway]
- c - Double storey basement for RMG car parking and building services
- d - Single storey basement for cycle parking, refuse and building services [c and d - alternative layout to RMG proposals]



Basement Impact Assessment

Since the intention is to create a number of discrete access cores to serve each building within the development the proposal is to locate residential refuse stores closely related to each core. The refuse stores are designed to accommodate in excess of the capacities set out in British Standard 5906 and to be well within the horizontal access distances as determined within the Building Regulations. Each refuse store is located at ground floor (street level) with access for residents from the internal circulation area. Access for the utility provider is via double doors directly related to the rear edge of the footpath so again well within access distances as set out within the Building Regulations. Ventilation will be provided by mechanical extraction which will negatively pressurise the stores to minimise the risk of odours escaping into the common parts of the building. The extracted air will be discharged at roof level. The refuse arrangements for the commercial areas will involve storage within the 'rear of house' areas of each unit with collection from the street by a utility provider

Royal Mail Group Proposals – Basement Impact

The Phoenix Place Basement Impact Assessment states that: 'It was concluded that shallow groundwater flows are not expected to be sufficiently impeded to cause an increase in groundwater levels that would in turn cause groundwater flooding. In addition, deep groundwater levels would be prevented from rising to the surface owing to the presence of the London Clay Formation.'

The Phoenix Place Basement Impact Assessment states that: 'It is expect(ed) that the underlying shallow aquifers are already in hydraulic conductivity with Made Ground and thus the creation of new pathways is not expected to be significant in terms of groundwater quality.'

Mount Pleasant Association – similarities with RMG proposals

The lack of impact outlined above is the same for the MPA proposals because the basement area in the MPA proposals are smaller. The proposed MPA development, will, like the RMG proposals, not impede shallow groundwater flows sufficiently to cause an increase in groundwater levels. The proposed MPA development is, like the RMG proposals, above the London Clay Formation, which prevents deep groundwater levels from rising to the surface. The proposed development is, like the RMG proposals, above the underlying shallow aquifers already in hydraulic conductivity with Made Ground.

Mount Pleasant Association –changes in Basement Impact.

The basement in the MPA proposals is smaller – there is one level of basement rather than two, due to the fact it is for cycling and (smaller) plant use only, and not for car parking, and it is contained to the footprint of building so there is less spoil to be removed. The smaller basement in the MPA proposal means there will be less impact on local roads through fewer vehicle movements.

Conclusions

There is no evidence that the basements of the MPA proposals will have a negative impact, or a more negative impact than the RMG proposals. There is strong evidence that the basement of the MPA proposals will have a significantly smaller impact than the RMG proposals, due to its smaller size.

Extract Ducting for A3 (café/restaurant) user

There is some uncertainty over the eventual uses and users who will occupy the commercial/community space and therefore the plans currently show oversized vertical ducts provided within all blocks but particularly to blocks 2, 3 and 4 - Mount Pleasant (where the A3 use is most likely to be located). All services requiring external terminations are carried vertically within accessible ducts to terminate at roof level.



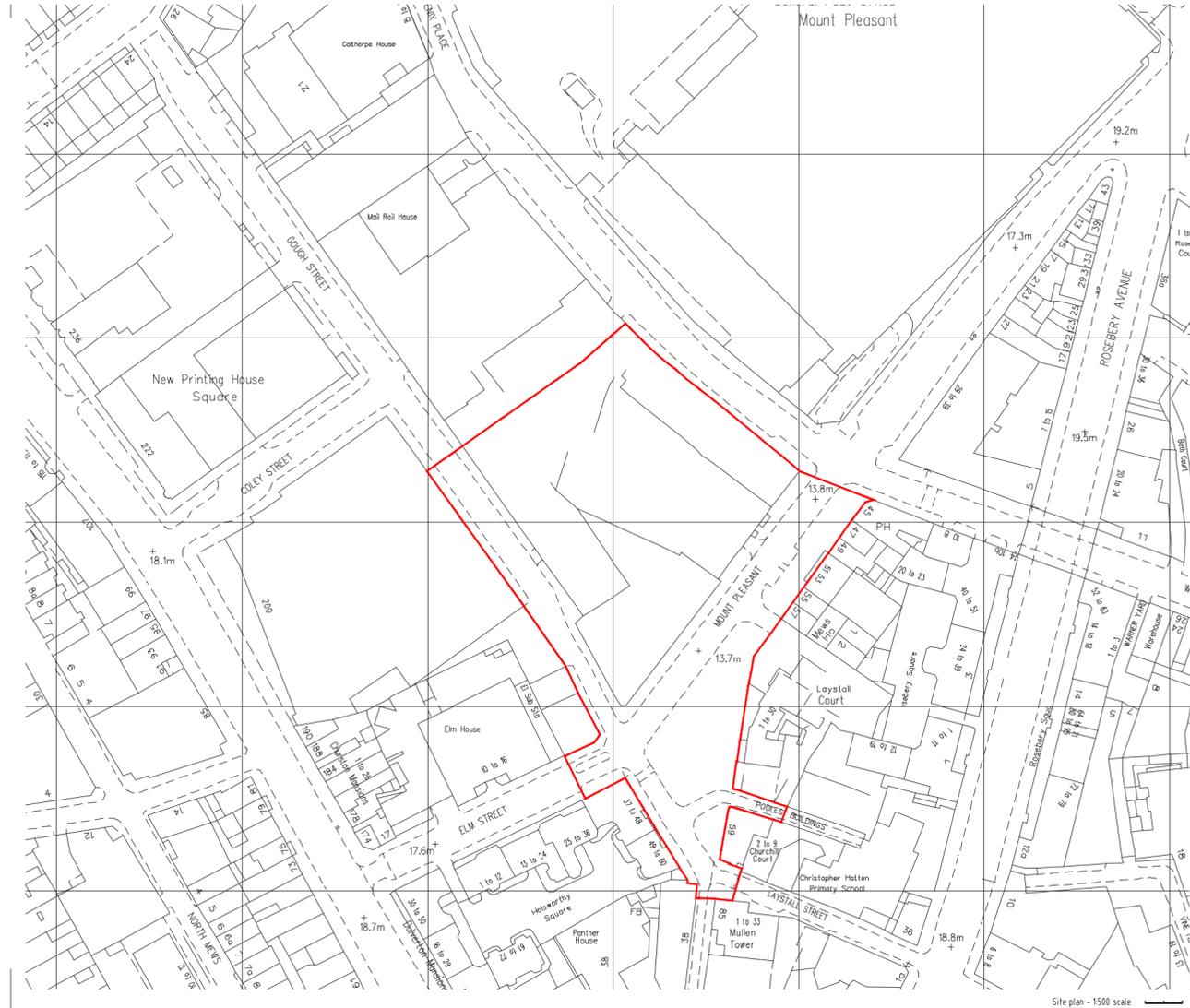
**COMMUNITY RIGHT TO
BUILD SITE AREA**

AMOUNT

AMOUNT Site Boundary

Summary of development proposals:

- CRTBO submission generated by the Mount Pleasant Neighbourhood Forum
- Redevelopment of brownfield site currently used as a car park
- Provision of 125 1, 2 and 3 bedroom flats in a series of 5 linked buildings ranging from 8 storeys (+ lower ground) to 4 storeys
- The number of storeys increases with the distance from the historic section of Mount Pleasant
- Along with the residential element there is 1,200sqm of commercial space in flexible Class A1/A3/D1 use



CRTB Site Boundary

AMOUNT Accommodation Schedule

Mount Pleasant Circus Job No. K15-0248 DRAFT ACCOMMODATION SCHEDULE - PHASE 1 Revised 06/05/2016

Cluster Block 1	3 Bed x 4 person dual aspect flat	2 Bed x 4 person single aspect flat	2 Bed x 3 person single aspect flat	1 Bed x 2 person single aspect flat	Number of units	Number of persons	Number of bedrooms	Weekly Waste (Litres)
Floor								
7	1	1	1	1	4	17	11	
6	2	1	1	1	5	17	11	
5	2	1	1	1	5	17	11	
4	2	1	1	1	5	17	11	
3	2	1	1	1	5	17	11	
2	2	1	1	1	5	17	11	
1	2	1	1	1	5	17	11	
GD	2	0	1	1	4	14	9	
Total	15	7	8	8	38	133	86	
Refuse calculation based on BS 5906:2005					Average number of bedrooms		2.2	
Weekly waste arisings (number of units x average no. of bedrooms @70 litres+30 x number of units)								7190

Cluster Block 2	3 Bed x 4 person dual aspect flat	2 Bed x 4 person single aspect flat	2 Bed x 3 person single aspect flat	1 Bed x 2 person single aspect flat	Number of units	Number of persons	Number of bedrooms	Weekly Waste (Litres)
Floor								
5	1	1	3	0	5	17	12	
4	2	1	2	0	5	17	12	
3	2	1	2	0	5	17	12	
2	2	1	2	0	5	17	12	
1	2	1	2	0	5	17	12	
GD	0	1	0	0	1	4	2	
Total	9	6	11	0	26	89	62	
Refuse calculation based on BS 5906:2005					Average number of bedrooms		2.4	
Weekly waste arisings (number of units x average no. of bedrooms @70 litres+30 x number of units)								5120

Cluster Block 3	3 Bed x 4 person dual aspect flat	2 Bed x 4 person single aspect flat	2 Bed x 3 person single aspect flat	1 Bed x 2 person single aspect flat	Number of units	Number of persons	Number of bedrooms	Weekly Waste (Litres)
Floor								
5	0	1	1	0	2	12	7	
4	0	1	2	1	4	12	7	
3	0	1	2	1	4	12	7	
2	0	1	2	1	4	12	7	
1	0	1	2	1	4	12	7	
GD	0	0	0	1	1	0	0	
Total	0	5	9	5	19	60	35	
Refuse calculation based on BS 5906:2005					Average number of bedrooms		1.8	
Weekly waste arisings (number of units x average no. of bedrooms @70 litres+30 x number of units)								3050

Cluster Block 4	3 Bed x 4 person dual aspect flat	2 Bed x 4 person single aspect flat	2 Bed x 3 person single aspect flat	1 Bed x 2 person single aspect flat	Number of units	Number of persons	Number of bedrooms	Weekly Waste (Litres)
Floor								
3	0	1	3	0	4	17	9	
2	1	1	2	0	4	17	9	
1	1	1	2	0	4	17	9	
GD	0	0	0	0	0	0	0	
Total	2	3	7	0	12	51	27	
Refuse calculation based on BS 5906:2005					Average number of bedrooms		2.3	
Weekly waste arisings (number of units x average no. of bedrooms @70 litres+30 x number of units)								2250

Cluster Block 5	3 Bed x 4 person dual aspect flat	2 Bed x 4 person single aspect flat	2 Bed x 3 person single aspect flat	1 Bed x 2 person single aspect flat	Number of units	Number of persons	Number of bedrooms	Weekly Waste (Litres)
Floor								
6	1	1	2	1	5	17	11	
5	2	1	1	1	5	17	11	
4	2	1	1	1	5	17	11	
3	2	1	1	1	5	17	11	
2	2	1	1	1	5	17	11	
1	2	1	1	1	5	17	11	
GD	0	0	0	0	0	0	0	
Total	11	6	7	6	30	102	66	
Refuse calculation based on BS 5906:2005					Average number of bedrooms		2.2	
Weekly waste arisings (number of units x average no. of bedrooms @70 litres+30 x number of units)								5520

Grand totals	37	27	42	19	125	435	276	23130
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Accommodation Schedule

- The building surrounds, on three sides, a newly created communal open space of over 900m² which also provides a desire line route, free of traffic, cutting through from Phoenix Place to Mount Pleasant
- The building will have communal roof terraces private to the residents and accessible by lift
- The proposal includes for the widening of the western end of Mount Pleasant to create a new 'pocket' park, green space, adjacent to Christopher Hatton Primary School and with traffic calming measures along the section of road fronting the development site
- Parking, related to relevant accommodation, for disabled drivers to be located on Gough Street and Phoenix Place for residents and Mount Pleasant for visitors
- A minimum of 125 secure cycle parking spaces will be available at lower ground floor level for use by residents
- The development will have a level of sustainable energy performance in line with Camden, London and National guidance, including BREEAM Excellent for commercial units
- Affordable housing is being targeted to reach LB Camden's target requirement of 50% and beyond the percentage offered by the Royal Mail Group. However, as with the previous application, the quantum that the development is able to deliver will be dependent on a fully costed viability appraisal. The intention is for the distribution of market and affordable housing to be 'tenure blind' and the scheme is not being designed with dedicate blocks for affordable housing. This enables the provision to remain flexible until the viability outcome confirms the actual deliverable quantum.

AMOUNT

Lower Ground Floor Plan



KEY

- 1 bed x 2 person flat
- 2 bed x 3 or 4 person flat
- 3 bed x 4 person flat (stud aspect)
- Circulation space
- Refuse, cycle, and ancillary spaces
- Commercial/retail space. (Total approx 1170sq gnd)

AMOUNT

Typical Upper Level Plan



KEY

- 1 bed x 2 person flat
- 2 bed x 3 or 4 person flat
- 3 bed x 4 person flat (stud aspect)
- Circulation space
- Refuse, cycle, and ancillary spaces
- Commercial/retail space. (Total approx 1170sq gnd)



LAYOUT

LAYOUT

3.1 Building Line Location

The current design has been developed with strong consideration given to daylighting and sunlighting issues. A daylight and sunlight study was undertaken which found that the site was compliant with relevant guidance, apart from in a few locations where more light was required.

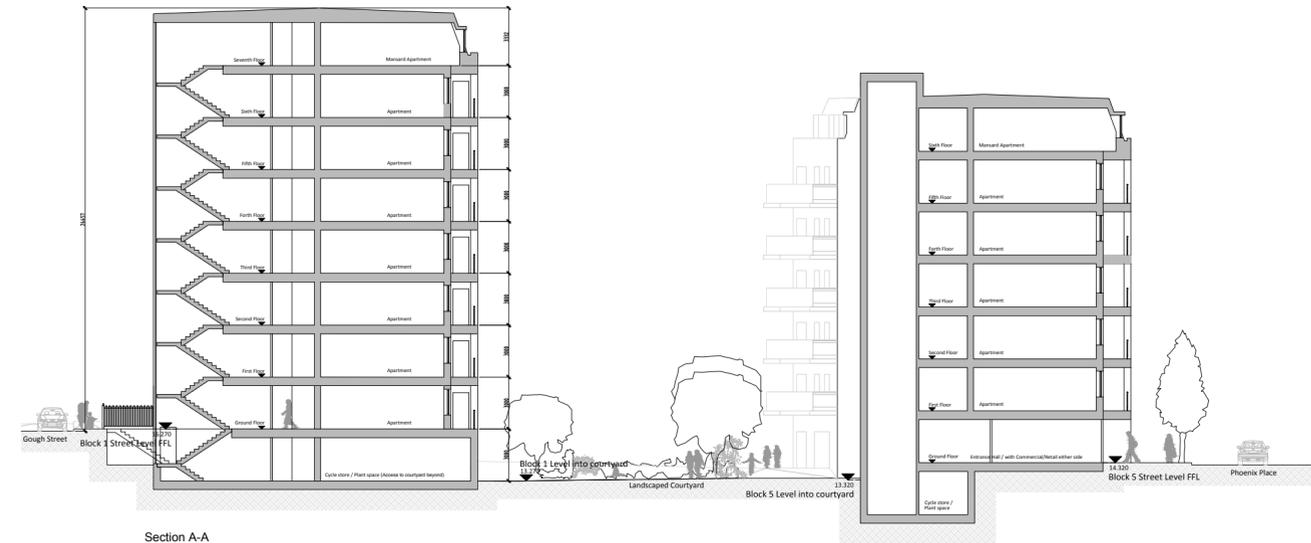
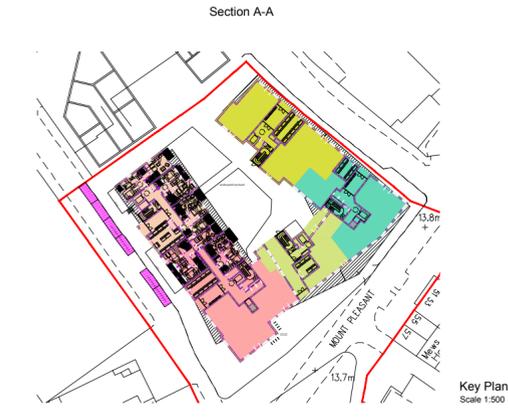
In response to these findings, a few changes were made. One change was to alternate the balconies on the inner courtyard to avoid balconies blocking the light of the balcony below. Another change was in the southern corner of the inner courtyard where a second balcony was removed, and the final change was to internalise some kitchens. The daylighting and sunlighting report also submitted as part of the CRTBO outlines the full performance of the site in the relevant BRE tests and demonstrates its compliance.

Other design principles are:

- Responds directly to the scale and width of Phoenix Place, Warner Steet and the stretch of Mount Pleasant connecting to Farringdon Road
- Allows for an increase in width of Mount Pleasant where existing buildings are highest
- Allows for an increase in width of Mount Pleasant to provide an urban pocket park adjacent to Christopher Hatton Primary School
- The divergence in position of the building line on Mount Pleasant has also to be seen in the context of the whole scheme being designed with building heights more closely aligned to existing neighbouring buildings
- The design of the buildings is targeted at providing a solution which is far more sympathetic in style than the approved scheme. It is a response which 'repairs' the street scene and urban context and as such should reinstate the original building line rather than introduce a setback from it.



1. Responds to scale and width of historic Mount Pleasant and Phoenix Place
2. Road widened where buildings are tallest
3. Increases area for pocket park
4. Traffic calms Mount Pleasant by inhibiting use as a "rat run"



LAYOUT

3.2 Relationship of Scheme to Gough Street and Central Communal Area

Gough Street

- o The building is set back from the rear edge of the existing pavement by minimum 1.5m
- o Setback from pavement line to be 'protected' by railings
- o Bedroom windows recessed from front of the building by a further 1.5m

Communal Space/Courtyard

- o Entire courtyard space can be secured (lockable gates) e.g. at night
- o On the western side all residential accommodation is a full storey height above the entry level which accommodates plant space and cycle storage
- o There is a further level change between the route through the central courtyard and the area immediately adjacent to the western flank while not an absolute barrier it will discourage some from using this area (do we want to say this about discouraging use by wider community? But it's certainly true – could focus on the positive and say this is mainly a visual amenity to the wider community)
- o On the eastern and southern sides the use at entry level is always commercial or retail
- o The walk through is proposed to improve permeability of the site and derives from a strong feeling within the local community that they would value both the option of the desire line route through the development but would also appreciate access to the open space

Access for Cycle Parking / Disabled People

- o On the Gough Street side there is level access into the courtyard. There is a lift giving access to the cycle store and all floors.
- o On the Phoenix Place side there is a lift which gives access to the cycle store and all floors.

LAYOUT

3.3. Access and Single/Dual Aspect Units

Part M(2) of the Building regulations 'adaptable and accessible dwellings' states that:

"Reasonable provision is made if the dwelling complies with all of the following:

- a. Within the curtilage of the dwelling, or of the building containing the dwelling, it is possible to approach and gain step-free access to the dwelling and to any associated parking space and communal facilities intended for the occupants to use.
- b. There is step-free access to the WC and other accommodation within the entrance storey, and to any associated private outdoor space directly connected to the entrance storey.
- c. A wide range of people, including older and disabled people and some wheelchair users, are able to use the accommodation and its sanitary facilities.

d. Features are provided to enable common adaptations to be carried out in future to increase the accessibility and functionality of the dwelling.

e. Wall-mounted switches, socket outlets and other controls are reasonably accessible to people who have reduced reach."

All residential units within the development comply with the above criteria, and therefore the development adheres to Part M(2) of the building regulations.

The target is for 10% of the affordable rental units to be suitable for wheelchair users. The relevant calculation gives a total of 3.75 (rounded up to 4). The locations are on ground and first storeys of Blocks 1 and 2 (Gough Street) where dedicated parking bays are provided immediately adjacent to the entrances. The entrances to each block are, in any case, always level access and step free.

The CRtBO accommodation schedule indicates the location and number of wheelchair adapted flats

The scheme achieves a commensurate density of development compared to the approved scheme at lower storey heights by having a slightly deeper plan which leads to a higher proportion of single aspect flats. However, in accordance with London Plan guidance all of the 3 bed flats have dual aspect, with dual aspect living spaces. 14 of the 2-beds are single aspect and 53 are single aspect. All of the 1-beds are single aspect.

Paragraph 2.3.40 of the London Plan Housing SPG (March 2016) states: "good single aspect one and two bedroom homes are possible where limited numbers of rooms are required, the frontage is generous, the plan is shallow, the orientation and or outlook is favourable, and care is taken to mitigate the potential for overheating without the need for mechanical cooling."

In response to this, it is clarified that:

- Each of the flats have generous frontages with shallow floor plans.
- All of the one and two bedroom flats are above ground floor level, negating the need for obscured glazing or fixed openings. On first floor and above, each of the units will achieve good levels of light and ventilation.
- The only single aspect, north-facing units overlook the proposed landscaped courtyard which is traffic-free and a peaceful environment.
- The remaining single aspect units either overlook the regency Georgian architecture on Mount Pleasant or Gough Street. A number of rooms overlook the Royal Mail Sorting Office which is less of an attractive outlook but with plans for redevelopment to more sensitive urban development.
- The flats will feel generous in scale and the ceiling heights will exceed the London Plan minimum of 2.5m.

LAYOUT

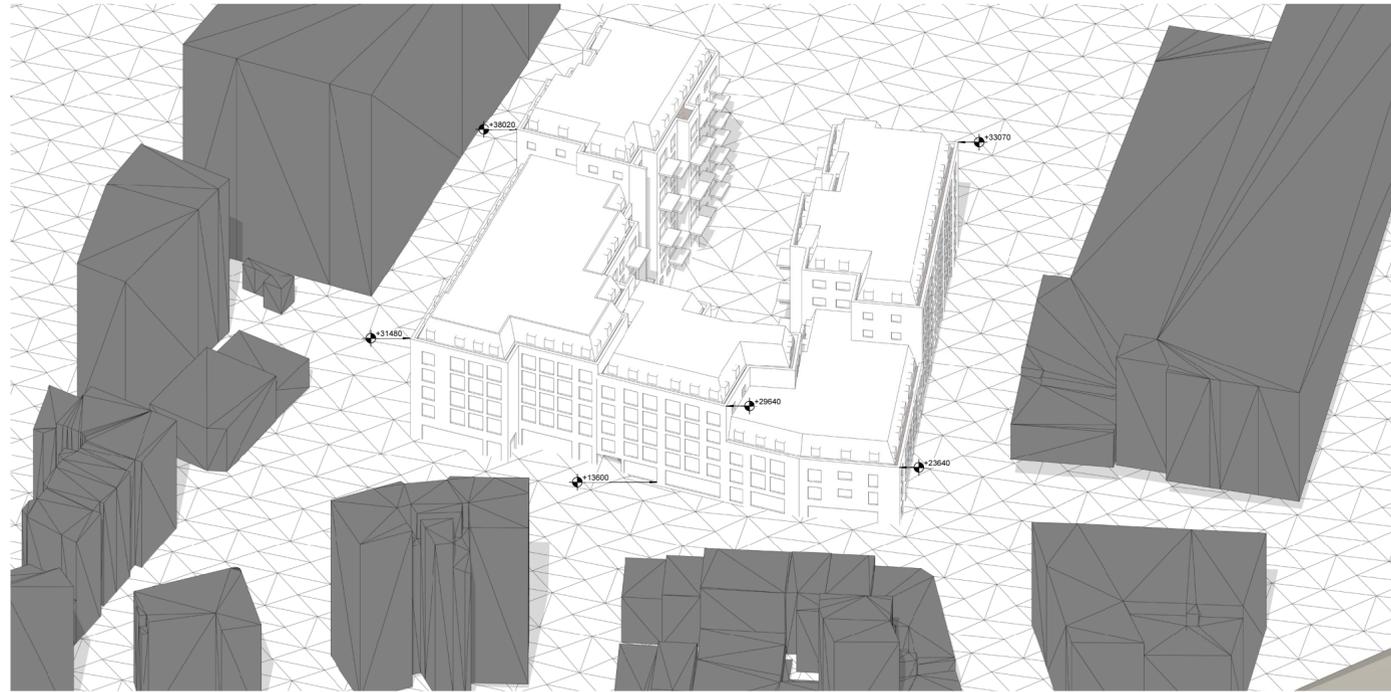
3.4 Private and Public Amenity Space

All flats have private external space in line with Standard 26 and 27 London Plan Housing SPG (March 2016). Standard 26 requires a minimum of 5sqm of private outdoor space for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. Standard 27 sets the minimum depth and width for all balconies and other private external as 1500mm.

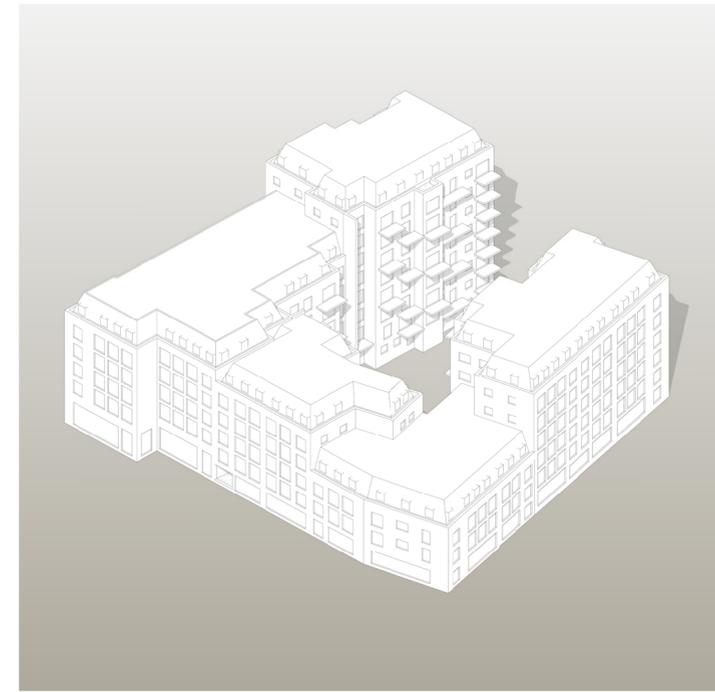
The development will benefit from very good levels of communal public space within the courtyard and proposed roof terraces in accordance with London Plan guidance.

SCALE

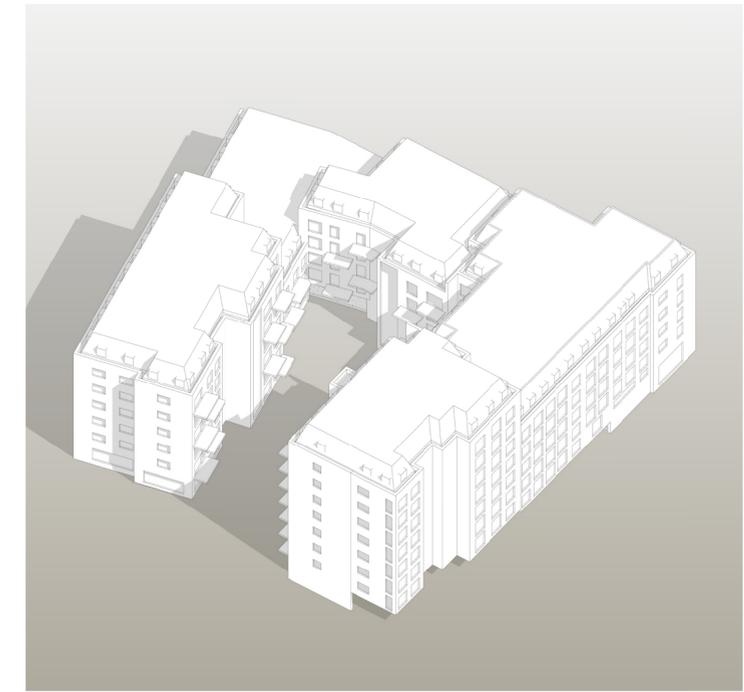
SCALE
Site Overview



Site Overview in Context



Phoenix Pace and Mount Pleasant from the Southeast



Courtyard from High Above Gough Street



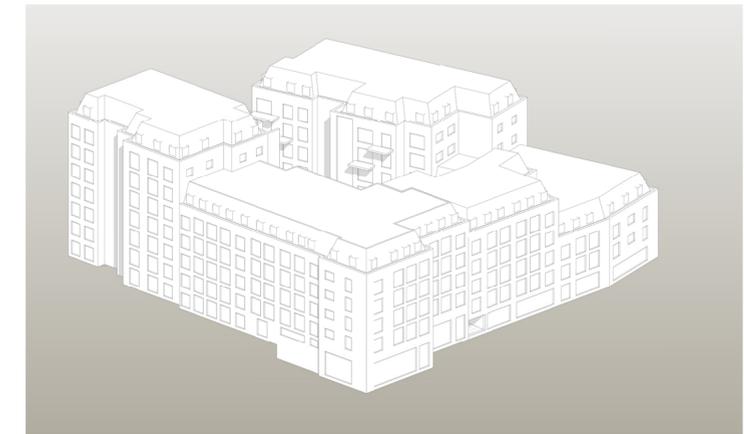
Phoenix Place from the South



Gough Street and Mount Pleasant, from the South



Phoenix Place from the South



Gough Street and Mount Pleasant from the Southwest

ACCESS

ACCESS

Links

5.1 Public Transport Links

The Phoenix Place site is located in Zone 1 and is well served by public transport. The PTAL for the site is 6b (excellent).

The Site is very well served by existing bus routes. A total of nine bus routes have stops which are accessible within PTAL walking distance (640m or 8 minute walk) of the Site. The nine accessible bus routes surrounding the Site provide a viable sustainable travel option to the majority of central London.

The Site is located between Kings Cross/St Pancras and Farringdon stations. Farringdon, Kings Cross and St Pancras are step-free stations.

Farringdon Station is located 900m walking distance southeast from the centre of the site. This is the closest National Rail Station to the site. The station is also served by three London Underground lines (Circle, Metropolitan and Hammersmith & City). When CrossRail opens in 2018, Farringdon will also be served by CrossRail trains.

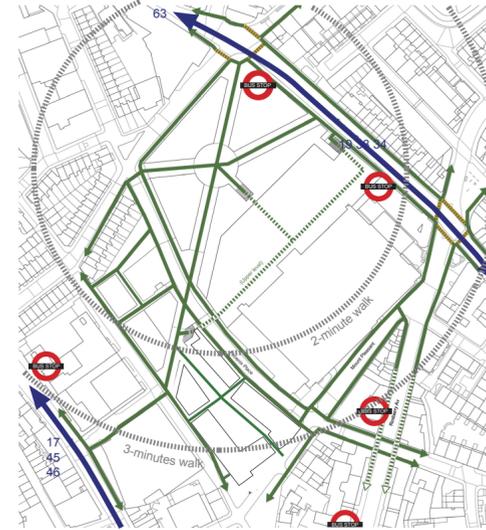
Kings Cross and St Pancras National Rail Stations are located approximately 1,300m walking distance northwest (16 minute walk) from the centre of the site. Kings Cross and St Pancras stations serve national and international train services and six London Underground lines (Victoria, Northern, Metropolitan, Circle, Hammersmith & City and Piccadilly). Other London Underground Stations at Angel, Chancery Lane, Holborn and Russell Square are also within a ten to fifteen minute walk from the site.

5.2 Cycling Links

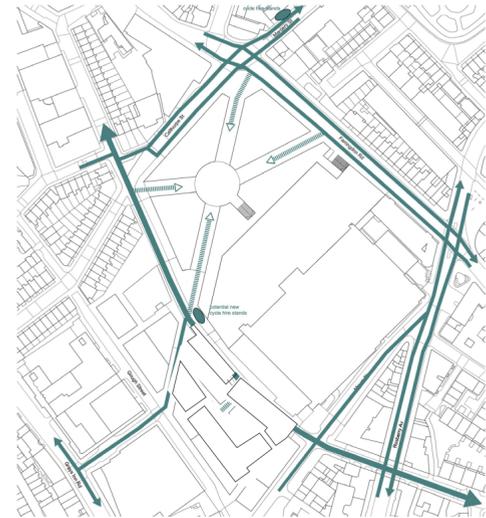
The site is very well served by existing cycle links. The Transport for London (TfL) Cycle Guide describes many of the surrounding routes of the site as 'routes signed, or marked for use by cyclists on a mixture of quiet or busier roads' or as 'quieter roads that have been recommended by cyclists'.

The cycle route which passes the eastern side of the site on Farringdon Road extends past Farringdon Station to Elephant and Castle in the south, where it connects with Cycle Superhighway 7 (Morden – The City). Farringdon station can be accessed by bicycle in approximately five minutes from the Site.

The site is also served well by the surrounding Cycle Hire Scheme, with docking stations located on Gray's Inn Road, Northington Street, Farringdon Road, Rosebery Avenue and Margery Street.



1. Walking and buses



2. Cycling



3. Vehicle Servicing



4 - Basement and car parking strategy

5.3 Car-Free Development

As set out above, the site has exceptional access to public transport and cycle facilities, together with the range of shops and services in the central London location. The site is recognised as a Low Parking Provision Area where Camden would expect car-free development. For this reason, the development is proposed to be car-free with the exception of disabled parking, of which six spaces will be provided through on-street parking.

ACCESS

Car Free Development

APPEARANCE & CHARACTER

APPEARANCE & CHARACTER

1.5a Urban Character

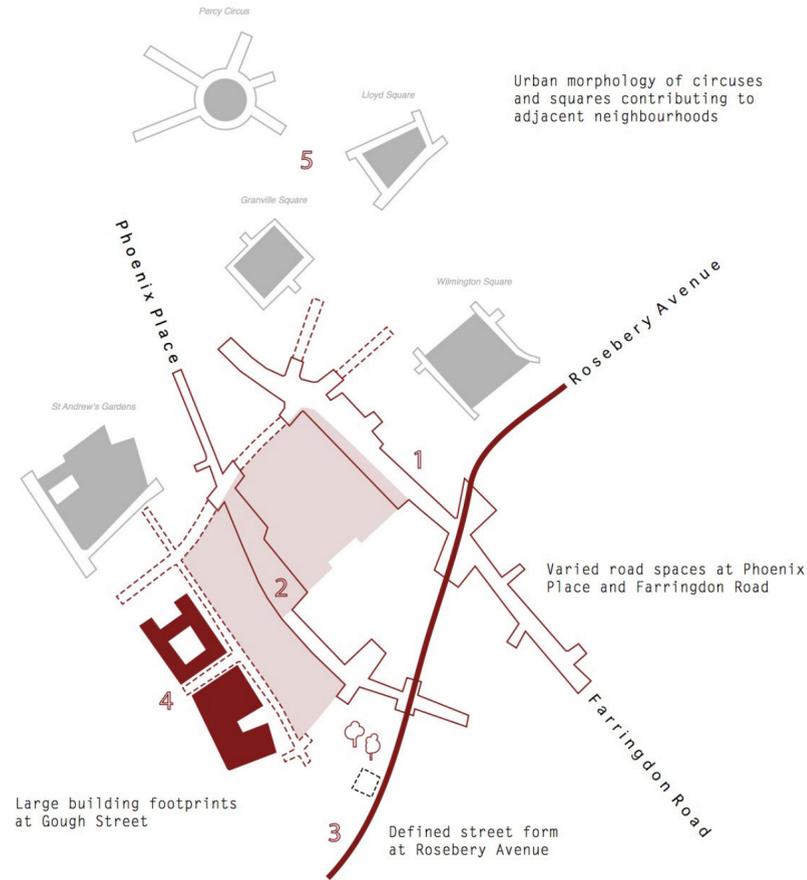
Consultation with the local community highlighted five key 'character areas' in the surrounding neighbourhoods:

- i. The streets and squares of Bloomsbury and Islington
- ii. Phoenix Place
- iii. Rosebery Avenue
- iv. Farringdon Road
- v. The backs of large service and commercial buildings

The **streets and squares of Bloomsbury and Islington** were universally-loved by everyone we spoke to. Places such as Percy Circus and Granville Square were consistently praised for their simplicity and elegance. Calthorpe Street (which, it should be noted, is largely social housing) carries this character most directly into the site, abutting its northern boundary.

Phoenix Place is a 'lost street' of enormous potential. It takes its character and typography from the River Fleet whose course it follows. The strong sense in the local community is that this could and should be 're-discovered' ceasing to be merely a rat run for taxis or lorries but becoming a natural and (due to its typography) interesting way of movement for pedestrians and cyclists. This follows some of the natural desire lines between King's Cross and the City.

Rosebery Avenue is a strong and uncompromising Victorian intervention into the neighbourhood. It is largely linear and regular with medium rise, red-brick mansion blocks and ground level commerce and retail.



Farringdon Road follows the line of the tube from Farringdon to King's Cross. It is characterised by heavy traffic, movement and service industries. A few of its buildings are locally-liked. Most are not. If Mount Pleasant actually did become a great new centre, several people raised the intriguing possibility of a future tube station equidistant between King's Cross and Farringdon (the longest stretch of tube between stations in Zone 1) on the site of universally-derided Holiday Inn building immediately to the north of the site.

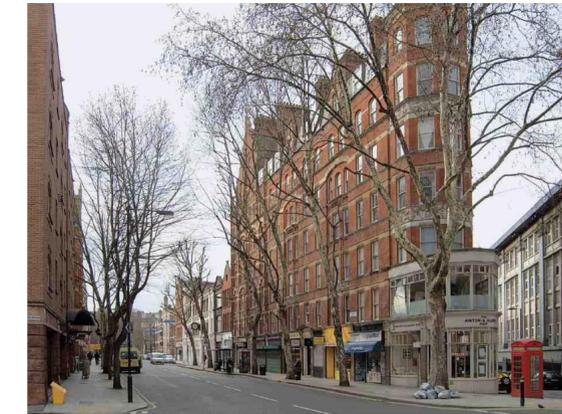
Finally, the site itself is abutted by **the backs of large service and commercial buildings**. Most notably, the sorting office itself but even more massive were the ITN and 222 Gray's Inn Road buildings on the east of Gray's Inn Road. It was widely agreed that the best thing to do with them was hide them with large buildings to the East of Gough Street. The Mount Pleasant sorting office itself (recently improved by Farrels) was better-liked.



Streets and Squares of Bloomsbury and Islington



Farringdon Road



Rosebery Avenue



The Royal Mail Site with Phoenix Place (right) and Farringdon Road (left)



The backs of large service and commercial buildings

APPEARANCE & CHARACTER

1.5b Built Character

A more detailed analysis of the local character areas was conducted to identify the finer grain and more intimate scale, namely the typology of mansion blocks, courtyards and mews, for which there are numerous precedents to be found throughout the neighbourhood. This strategy sought to re-invoke the sense of urban space as a shared communal resource, a public good that builds and supports a sense of community by allowing all people to use urban space with informality and confidence. It is a way of being in the city that is commonly inhibited by the design and layout of prevailing broad-brush, highly capitalised developments epitomised by the RMG scheme. It looks to create preconditions for a type of inhabitation that is evidenced by worn grass where children play, the presence of planting that is informally maintained by residents and the placing outside of extraneous domestic items such as garden furniture or ornaments, all of which signify that shared space is being successfully enjoyed and appropriated by the people that live there. Particular attention has been paid to the ways in which the design of routes and spaces can promote the ability of children to “play out” – defined as play which takes place outside homes without the direct supervision of a parent or adult carer.

The urban design proposal for this site is predicated on a configuration of through-routes and spaces that creates useful and interesting off-road routes for local people to use on daily journeys and more intimate, semi-public communal space for residents. These routes and spaces relate strongly to the creation of the new pocket park at the southern end of the development site.

Neighbourhood precedents

Charles Rowan House - Completed in 1930, Charles Rowan House provides a splendid example of a residential building constructed around a courtyard that is successful as both communal space and a pedestrian through-route. The courtyard is a lively space, actively used by residents for playing, gardening, waste management and bicycle parking. Crucially, all homes are accessed by communal

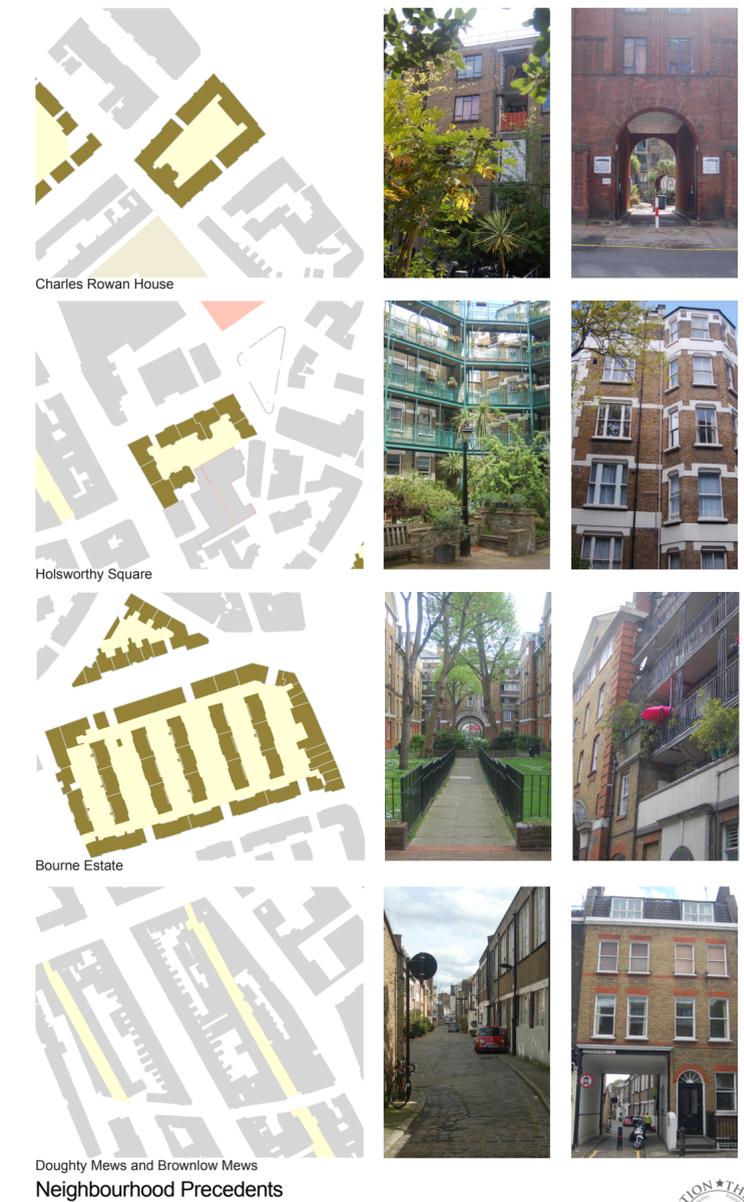
entrances that connect into the courtyard, a key feature of this typology that brings life and security to the courtyard space. This is an estate where children are able to ‘play out’ by themselves and the outlook of kitchens and balconies into the courtyard creates a connection that enables a sufficient level of passive surveillance. The public route through the courtyard that allows the public to pass through it also animates the space and brings it life. The narrowness of the entrance archways preserves the intimacy of the courtyard within, while their two-storey height engenders a sense of grandeur and dignity.

Holsworthy Square - Built in 1880 as model dwellings, Holsworthy Square is constructed around a courtyard that is now gated. The communal space is beautifully gardened and is an active social space for residents, who have put out garden furniture and decorations. While there is no through-route through the estate, all dwellings are accessed via the courtyard, which introduces life and energy to the space. The entrance way is cut through the entire height of the blocks, but its configuration obstructs the view into the courtyard from the street outside, giving intimacy and privacy to the space inside.

Bourne Estate - The courtyards and roadways of this very large estate, completed in 1909, have a variety of characters and uses, including parking, play areas, shrub beds and green spaces. The estate is highly permeable and its entrances have a range of characters from formal archways to neglected alleys, as a result of which the suggestion and delineation of “defensible space” is weaker than in previous examples and the appropriation and use of the space by residents is less confident.

Doughty Mews and Brownlow Mews - Doughty and Brownlow Mews were laid out to provide access to the stables that serviced the grand houses of Doughty Street. Residents of Doughty Mews maintain informal ‘containerized’ planting on the shared street. The northern entrances of both mews offer a degree of enclosure to the mews within. The north end of Brownlow Mews is a

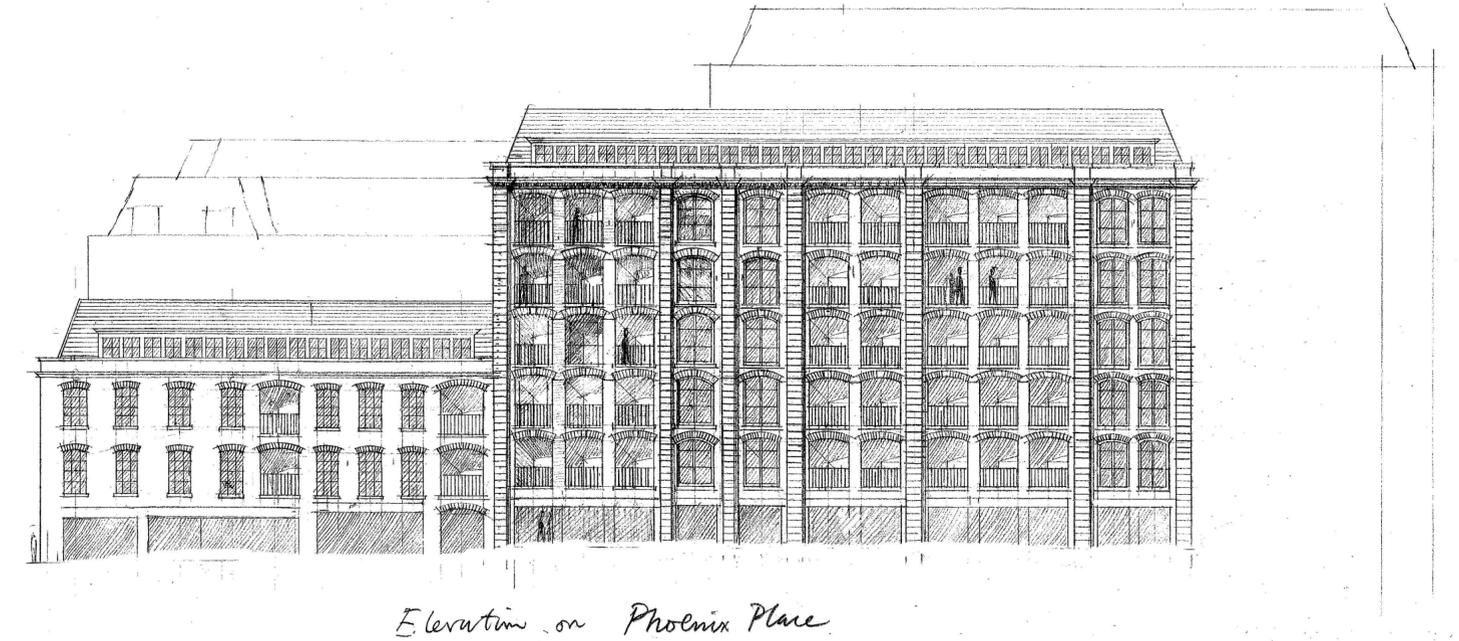
good example of an urban form typical of London mews and common in this neighbourhood, in which the entrance cuts through the ground floor of the adjacent buildings and upper storeys carry on over the road. Another important feature of the London mews is a cobbled surface treatment, which helps to restrict the speed of vehicles.



APPEARANCE & CHARACTER

1.5b Built Character

The predominant material finish is brick. This reflects the current local Georgian and Victorian vernacular.



Francis Terry
3rd July '15
1340

LANDSCAPE & PUBLIC REALM

LANDSCAPE & PUBLIC REALM

Character

In contrast to the Islington component of the wider scheme that is conceived as having the elegance and quality of a civic space, the landscaped portions of the CRTB proposal possess two different characteristics: one is a mews/yard typology and one is a pocket park.

Courtyard

The off-road pedestrian route that runs through the centre of the block, parallel to Phoenix Place and Gough Street, is imagined as having the finer grain of a London mews, rather than a civic axis. Defined as narrow passages or back streets originally built behind houses dating from the seventeenth century to provide access for stables or coach house accommodation, London's estimated 586 mews are a typology of secretive and distinctive spaces to inhabit and pass through. It is proposed that the landscape treatment of this passage-way echo that of the traditional cobbled mews.

The communal space created by this route offers an enclosed and sheltered space and is conceived as a mansion-block courtyard rather than a London square, drawing on the local precedents like Charles Rowan House (Islington) or Holsworthy Square (Camden) across the road. Crucially, it has two entrance points on opposite sides of the square, enabling quiet passage through it. Equally important is the fact that access to dwellings is by doors that give onto the courtyard, instead of facing out onto surrounding streets, ensuring a regular flow of people, animating the space and lending it security. The alignment of the two entrances and the visual connection between them communicates the existence of a through-route. Being both narrow but well-proportioned, they express the privacy and intimacy of the internal space. These design qualities give non-residents permission to pass through the courtyard, while communicating to residents that the space 'belongs' to them.

- Shared Surface Zone-Outdoor Seating
- Public Pocket Park
- Public Mews
- Semi-Private Pedestrian Path
- Semi-Public Mews and Patio
- Entrances
- Semi-Private Garden Courtyard
- Cycle path



Landscape Zoning Diagram



Landscape Character Areas

LANDSCAPE & PUBLIC REALM

Character

Pocket Park

Proposed as the Mount Pleasant Gardens, the pocket park is conceived as space for informal daily use by local people. It creates a sculptural, artistically-driven landscape that is playable without looking like a playground.

The design has the flexibility to encourage a range of uses, from social encounter and quiet sitting to active play. It makes an enjoyable and interesting spill-out space for the children and adults that use Christopher Hatton Primary School.

Tying together and filling an enlarged and challenging triangular site, it represents a confident intervention into the urban fabric, leaving behind its former identity as blighted land and decorated road-space. The design is integrated with the length of the road known as Mount Pleasant. In addressing the corner with Phoenix Place, it incorporates a line of new apple trees to resonate with the handsome frontage of the early-Georgian terrace that terminates at The Apple Tree pub, which forms the corner of Mount Pleasant and Warner Street.



Illustrated Landscape Plan



View of the Triangle Park



Shared surface street on Mount Pleasant



Flowering avenue of trees on Mount Pleasant, and river birch trees at base of playground, in valley of Fleet River

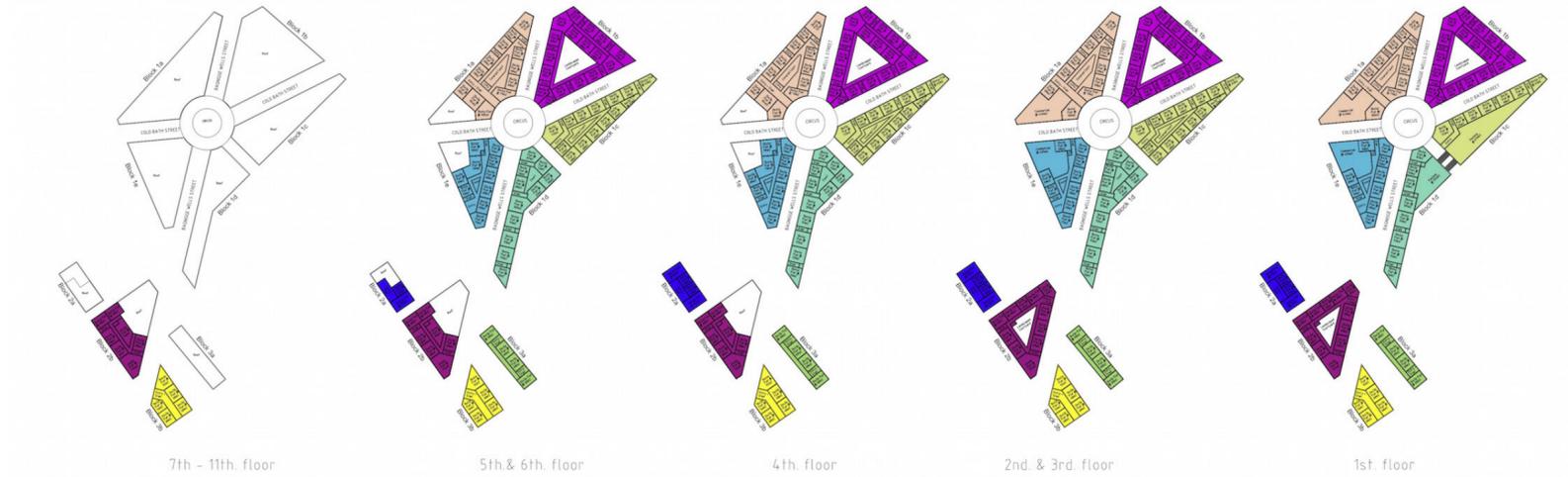
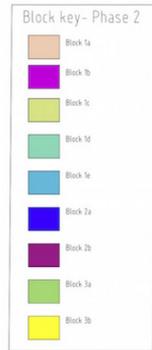
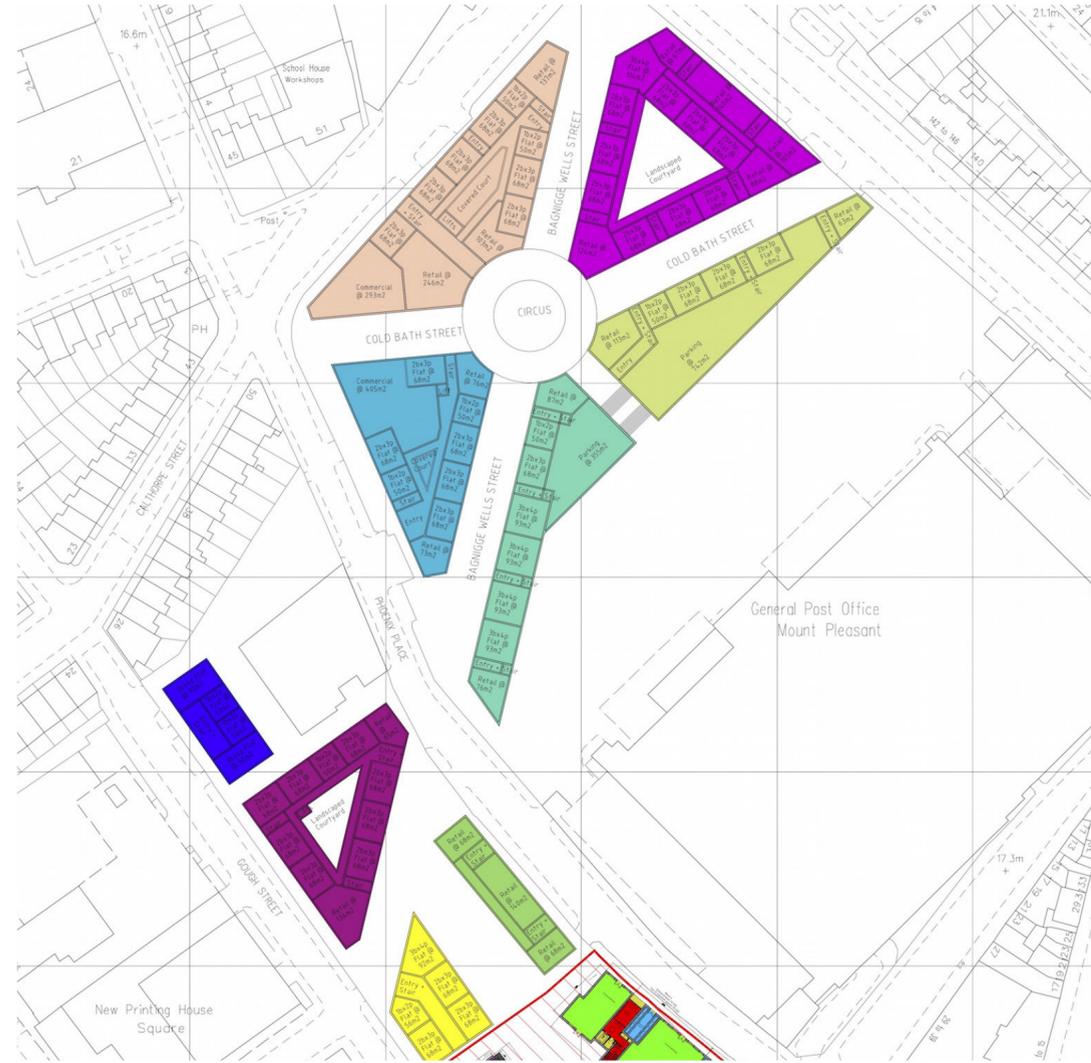


Grassy mounds and a boulder provide informal seating and play elements in the pocket park



Play elements, including slides, take advantage of the natural slope in the pocket park

MASTERPLAN



Accommodation Schedule - Phase 1

Cluster/Block	3 bed dual aspect flat	2 bed single aspect flat	1 bed single aspect flat	Total number of flats per block	Commercial/retail space	Comment/Notes
1	16	15	8	39		
2	10	16	8	26		
3	0	15	5	20		
4	3	9	0	12		
5	12	12	6	30		
Total	41	61	27	129	180m ²	

Accommodation Schedule - Phase 2

Block	3 bed dual aspect flat	2 bed single aspect flat	1 bed single aspect flat	Total number of flats per block	Commercial/retail/parking space	Comment/Notes
1a	12	51	14	77	1275m ²	
1b	19	19	6	44	524m ²	
1c	4	43	13	60	508m ²	
1d	15	17	7	39	873m ²	
1e	15	35	14	64	958m ²	
2a	12	0	12	24	0m ²	
2b	7	59	4	70	207m ²	
3a	0	24	0	24	275m ²	
3b	8	24	8	40	0m ²	
Total	112	410	82	604	5710m ²	



COMMUNITY RIGHT TO BUILD ORDER CONSULTATION EVIDENCE

Create Streets

We can help you make better places
contact@createsstreets.com
www.createsstreets.com

Mount Pleasant Community Right to Build Order Consultation Evidence

This document is a summary of all evidence related to the consultation that has taken place regarding the Mount Pleasant Community Right to Build Order.

Ongoing Actions / Points to note

- There has been three years of extensive community-led consultation, from which the design emanated. Over nine months of consultation on the specific designs for the CRTB submission, including two focussed rounds over six week periods (one last summer 2016 and one now), as well as numerous public meetings and one public debate.
- The MPA has always communicated through the group's email forum which is disseminated through individuals and through members of local residents' groups (*see list below*) and businesses. In addition to the 150+ individuals signed up to our email list, members are asked to communicate and disseminate information through their respective neighbourhood groups, networks and organisations, reaching thousands of individuals across the area from all ethnic and socio-economic backgrounds. These groups include:

Tenants' and Residents' Associations:

- o Calthorpe Street (86 members)
- o Churston Mansions (27 residential units)
- o Granville Square (45 houses, many subdivided)
- o Holsworthy Square (65 residential units)
- o Laystall Court (30 residential units)
- o Margery Street Estate (225 residential units)
- o Mullen Tower (33 residential units)
- o New Calthorpe Estate Tenants' and Residents' Association (100+ residential units)
- o Warner Building (23 residential units)

Residents /Members of:

- o The Amwell Society (231members)
- o Calthorpe Project
- o Cubitt Street
- o Farringdon Road
- o Farringdon Lane
- o Frederick Street
- o Holborn Community Association
- o Holborn School Campaign (650 subscribers)
- o Holborn Voice (250+ subscribers)
- o Lloyd Baker Street
- o Pakenham Street
- o Pine Street

- o Rosebery Avenue
- o Warner Street
- o Wharton Street
- o Wren Street
- o St George the Martyr Primary School (210 pupils)
- o and Christopher Hatton Primary School (210 pupils, plus nursery)

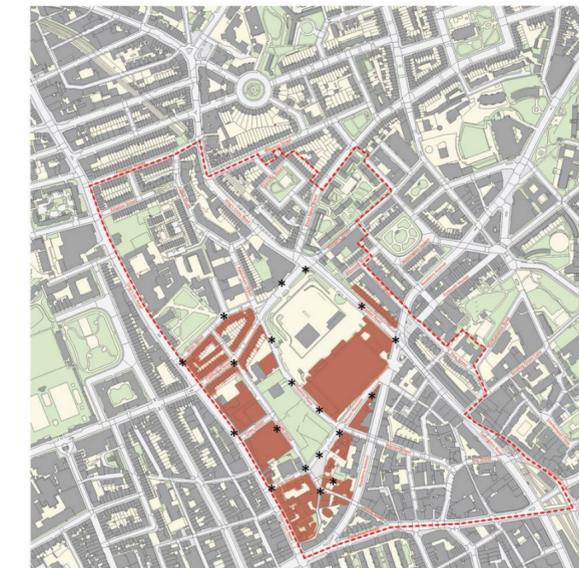
- Residents and the local community were consulted on the Community Right to Build Order last June when we ran a 6-week consultation for exactly the same scheme. This is now being re-consulted on, now that the Area Forum has been approved. Consultative measures have extended over 10 months with various meetings, exhibitions, notifications, notices, press releases, etc.
- In addition to the above, the Mount Pleasant Association has undertaken numerous ongoing community engagement actions:
 - o Engagement with members is maintained primarily through regular email updates and public meetings (approximately every quarter). Consultation meetings are advertised by email, through our website and via local community groups. A page on the website – MPA Meetings – is dedicated to past and upcoming public meetings.
 - o The Forum actively engages with individual community groups so that they can regularly consult with and update their respective members at their respective group meetings. Wider publicity is also obtained through posters in the local community, the local and national press, and online via the MPA website and social media.
 - o Members regularly and actively participate in the free press by contributing to local and national newspapers and by engaging a global audience through our website and Twitter feeds. Every published article or letter that appears in the local or wider press relating to Mount Pleasant will be posted in the News section of our website, which has become an invaluable resource and archive now used by university courses, students, and other campaigns: <https://mountpleasantforum.wordpress.com/mpf-news>
 - o Our website (www.mountpleasantforum.wordpress.com) is an important resource for disseminating news and information. Over the past 15 months, it has received over 7,000 visitors and over 20,000 views. It has an archive containing all news items relating to our neighbourhood, as well as responses to planning applications by members of our neighbourhood, information on the Neighbourhood Plan, and the minutes of our public. This website contains three videos that we have produced that have had over 5,000 views.
 - o The Mount Pleasant Association has worked ceaselessly to communicate with all sections of the community inside and outside our designated area. In the absence of a local church (Chiesa Italiana San

Pietro on Clerkenwell Road is the only church in our area and once served the large Italian community, which has largely moved outside our area), mosque or place of worship, the main community hubs in our area are pubs, cafes and the local primary school. Consequently, we have engaged with the Christopher Hatton Primary School for over a year to raise awareness among parents and pupils of the potential for development to improve their neighbourhood. This includes in presenting to classrooms and engaging in specific projects, including the amazing video message the Year 6 pupils made for the former London Mayor, Mr Johnson.

- o One of the most important activities in which the Mount Pleasant Association has been engaged is achieving a redesign for the Mount Pleasant site. Our long-term objective, irrespective of what is built on the Mount Pleasant site, is to make our neighbourhood a more enjoyable, a more liveable and a more attractive place for those that currently live here and for the growing number of people moving into the area.

Timeline of actions and events:

- **9 May- 20 June 2016** The draft Order is currently subject to a six-week public consultation, after which it will be amended to accommodate any comments and suggestions.
 - o Documentation was posted on the [Mount Pleasant Association website](#) and an email was sent out to all our members on 9 May, notifying them of the Public Consultation.
 - o As part of this a public meeting was held on March 15th with 25 attendees and four apologies to inaugurate Neighbourhood Forum and update the plans..
 - o Targeting of specific groups/sites through individual/internal networks – e.g. Christopher Hatton Primary School; Panther House, Laystall Court TRA; Mullen Tower TRA; Holsworthy Square TRA; and Calthorpe Street TRA.
 - o 40 Posters have been put up around the are – the locations of these area on the map below, marked as: *. (*N.B. These are the locations that people have been instructed to put posters up – the actual location may vary slightly depending on available lampposts etc.*)



- o Some of the posters are pictured below in situ:



- o Below is a copy of the poster that has been put up:



SITE PLAN

COMMUNITY RIGHT TO BUILD NOTICE

PUBLIC CONSULTATION

The Mount Pleasant Association has been working on an 'alternative' community-led proposal for the Royal Mail site for over a year with the intention of submitting a Community Right to Build Order for a small portion of the site at Phoenix Place (south), EC1A 1BB, under the GLA-funded Community Right to Build programme, which we were awarded in Sept 2014.

Under regulation 21 of the Neighbourhood Planning (General) Regulations 2012 (as amended) ("The Regulations"), the Mount Pleasant Neighbourhood Forum is now consulting on this proposal.

Following our designation as a Neighbourhood Area and Forum on 4th February 2016, the Neighbourhood Forum can propose Community Right to Build Orders. The proposed development that the Order relates to is redevelopment of the site to include the following:

The provision of 125 residential units including one, two and three-bedroom flats in a series of five linked buildings ranging from four storeys to eight storeys (plus lower ground);

- Approximately 1,200sqm of commercial space;
- A newly created communal open space over 900sqm that will be enclosed by the proposed block on three sides;
- Communal roof terraces private to the residents and accessible by lift;
- The proposal includes for the widening of the western end of Mount Pleasant to create a new 'pocket' park adjacent to Christopher Hatton Primary School and with traffic calming measures along the section of road fronting the development site;
- Parking, related to relevant accommodation, for disabled drivers to be located on Gough Street and Phoenix Place for residents and Mount Pleasant for visitors;
- A minimum of 125 secure cycle parking spaces will be available at lower ground floor level for use by residents;
- The development will have a level of sustainable energy performance equivalent to Code for Sustainable Homes Level 4.

We are consulting on the draft Order for six weeks, from the 9th May to 20th June 2016. A report of our proposal will be available in the Holborn Library and the Calverley Project, and on our website (mountpleasantforum.wordpress.com). Please email us (mountpleasant@btinternet.com) if you would like to make a comment or require any further information.

The Mount Pleasant Forum's Twitter account has been used to inform and encourage contributions to the consultation:



Have your say: #CommunityRightToBuild consultation period ends 25 April. Use comment space below>



2:17 PM - 1 Apr 2016

Prior to the current ongoing consultation period

The Mount Pleasant Association has held many public meetings attended by local residents and business owners, Council Planning Officers, Ward Councillors and local members of Parliament, as well as other stakeholders in the area, including representatives of the Royal Mail Group and their consultants (July, 2014). The Mount Pleasant Neighbourhood Forum aims to host a public meeting approximately every quarter, though this fluctuates depending on the frequency of impending events. Details of some of these meetings, including minutes, can be found on the Mount Pleasant Association's website under the MPA Meetings tab or via this address: www.mountpleasantforum.wordpress.com/mpf-minutes-of-meetings

A summary of the meetings and their purpose is below:

- **15 March 2016:** 7:00-9:00, Inaugural meeting of the Mount Pleasant Neighbourhood Forum and update on CRTB. Agenda included: 1.Election of Officers; Formal Business for inauguration of the Neighbourhood Forum; CRTB update and consultation; and Neighbourhood Plan.
- **17 September 2015:** 7:30 – 9:00, public event to discuss Mount Pleasant plans and wider site. Speakers and panel members included; Edward Denison (Mount Pleasant Association, Alexandra Steed (Mount Pleasant Association and Urban Design), Francis Terry (Architect), John Spence (Architect - calfordseaden), Richard Maxwell (Surveyor - Carter Jonas), Professor Peter Rees (Former head of planning at the City of London), Nick Perry (Reclaim London and the Hackney Society), Cllr Sue Vincent (Camden Council), Michael Ball (Waterloo Community Development Group, Thames

Central Open Spaces and Reclaim London). About 12- attendees though not all local residents.

- **8 June 2015 from 9.30am – 8pm:** A full day's public consultation and exhibition to present the community's draft submission for the Community Right to Build scheme. It was the best attended event yet, with a full community hall in the evening for presentations by Karen Sullivan of Islington Planning Department, Create Streets, and the Mount Pleasant Association. Attended by over 100 local residents. Survey taken of views (results below and extract from memo discussing key findings)

Data on 8th June Consultation, Mount Pleasant

Question	Text	Yes	No	ans	Total	% Yes	% No	Unclear
1	Do you support work & would you like us to continue?	55	2	1	58	95%	3%	2%
4	Do you support our approach to parking?	30	10	18	58	52%	17%	31%
5	Do you support our approach to social housing?	46	12	58	79%	0%	21%	
6	Do you like design so far ?	51	4	4	59	86%	7%	7%
8	Do you support approach to green space?	48	2	7	57	84%	4%	12%
7	Which approach for rest of design?	30	33	8.5	71.5	42%	46%	12%

Create Streets

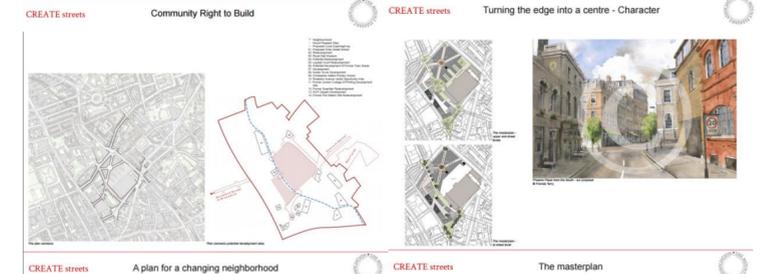
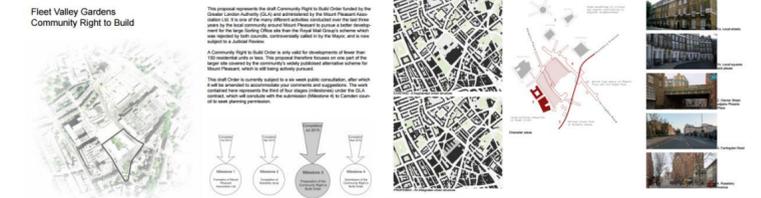
- Extract from Internal memo post 8th June:

II. Key feedback from 8th June

Thank you everyone for I think a very successful session on 8th June. Here is the key feedback. Fear not had time to tabulate text data yet – but here are key closed questions which gives us a firm mandate I think. Three themes

- Definite minority who wanted more parking
- Quite a few who just as much social housing as possible without supporting or opposing
- Very strong vote in favour for design & clear mandate for option b follow by option a for design of rest of development.

- Below are the first 4 of the 10 Exhibition Boards which have been made available on the Mount Pleasant website and widely publicised since June 2015, including at the public debate at The Gallery, Cowcross Street, on 17 September 2015. The full set of 10 are available to view on the Mount Pleasant website [here](#)



- **25 February 2015 at 6.30pm:** A public meeting open to all to explain the progress the Mount Pleasant Association and our partners Create Streets have made on the Community Right to Build project funded by the GLA and progress with the Neighbourhood Plan. Attended by ~50 local residents.

- **21 and 22 November 2014:** A two-day public workshop as part of the Community Right to Build project. Attended by ~90 local residents.



- **30 September 2014:** Public meeting to prepare for the Public Hearing at the GLA on 3 October. Attended by 30 local residents.

Between 28 June and 13 July 2014: we questioned 258 residents on their views on what development should take place at the Mount Pleasant site. We received 99% support.

Table ii – local preferences from MPA Survey, 2014

Location	Preferences		Total	% support, MPC
	MPC	RMG		
Calthorpe St/ Wren St	49	0	49	100%
Charles Rowan House	22	1	23	96%
Christopher Hatton parents	58	2	60	97%
Churston Mansions	16	0	16	100%
Exmouth Market shopkeepers and staff	41	0	41	100%
Granville Street	4	0	4	100%
Holsworthy Street	30	0	30	100%
Laystall Court	18	0	18	100%
Margery Street Estate	17	0	17	100%
Total	255	3	258	100%

- **28 June 2014:** The Mount Pleasant Association joined the Christopher Hatton Primary School at the Summer Fair to host an exhibition of the community's work and to screen the school's video. Approximately 100 people attended the stall and 60 filled in our survey (and we ran the bouncy castle and helped run the bar!)



- **7 May 2014:** Public meeting to introduce the 'Alternative Plan' to the community. Attended by 35 local residents. 31 left written statements all of which were supportive. We drew up a summary of some of the comments and the key themes which emerged:

1. A stronger sense of place
'It is so refreshing to have this alternative vision for what is a huge site in Central London, with intelligent design and a focus on quality housing, rather than the shoddy second-rate package currently on offer from Royal Mail.' Julian Fulbrook, Cabinet Member for Housing, Camden

'Stupendous – here is new architecture which reflects the London urban character in the area and gives us some good green space.' Resident at 8 May public meeting
2. A liking for the less 'fortress-like' nature of the scheme, especially at the corners

'It ... is no longer a fortress. I urge all involved in the future of this site to think of the benefits of these plans and reject the deficits of the RMG's universally hated plans.' Resident at 8 May public meeting

'A vast improvement on the RMG proposals. The open corners around the outside make the area much more inviting and engaging with the wider community.' Resident at 8 May public meeting

'The radial access of both schemes makes the new proposals 'belong' to the community.' Resident at 8 May public meeting

3. Preferring the positioning of the open space
'Islington needs well-designed green space. Your design provides for that. Good luck!' Meg Howarth

'A logical 'green' pathway which will encourage residents and visitors to enjoy the environment rather than just trying to get through or past it. It is a viable opportunity to make real improvements to the area.' Resident at 8 May public meeting

4. Preferring lack of high rise
'Buildings no more than 6-8 storeys high would be good.' Resident at 8 May public meeting

'The height of the buildings is of great importance and should not exceed eight storeys.' Resident at 8 May public meeting

5. A strong liking for Mount Pleasant Circus
'I instantly loved the Circus design' Resident at 8 May public meeting

'The circus is elegant, enriching the whole area and breaking up a continuous run from one end to the other. This is impressive, well done!' Resident at 8 May public meeting

'The Mount Pleasant Circus proposal is inspiring. The cross-roads through a round park will intrigue and entertain users – it is playful.' Resident at 8 May public meeting

6. A preference for the more traditional design approach
'Good sensitive design' Resident at 8 May public meeting

'The frontages attest to a more nuanced and far less hostile response to the locale, while keeping to density targets.' Resident at 8 May public meeting

7. An appreciation that the proposal has been created with the local community
'Thank you so much for supporting the local community'. Resident at 8 May public meeting

'Profound thanks to all who have given freely of their time and expertise to develop these plans' Resident at 8 May public meeting

- **12 February 2014:** Public meeting to propose pursuing a Neighbourhood Plan and becoming constituted as a Neighbourhood Forum, which received unanimous agreement. Attended by 32 local residents.

- **29 September 2013:** Special meeting to give Ward Councillors, Planning Officers and Planning Committee Members the opportunity to meet local

residents before the planning application was due to be heard in Council on 17 Oct 2013. Attended by ~30 local residents.

- **10 July 2013:** Second public meeting to discuss a wide range of issues, but in particular what individuals and groups could do to comment on and engage with the impending planning application.
- **14 January 2013:** First public meeting and formal constitution.

CONTACT

email: mountpleasant@email.com
website: mountpleasantforum.wordpress.com

1.0 Tenant Stores Information

1.1 Refuse Storage

BS 5906

Since the intention is to create a number of discrete access cores to serve each building within the development the proposal is to locate residential refuse stores closely related to each core. The refuse stores are designed to accommodate in excess of the capacities set out in British Standard 5906 and to be well within the horizontal access distances as determined within the Building Regulations. Each refuse store is located at ground floor (street level) with access for residents from the internal circulation area. Access for the utility provider is via double doors directly related to the rear edge of the footpath so again well within access distances as set out within the Building Regulations. Ventilation will be provided by mechanical extraction which will negatively pressurise the stores to minimise the risk of odours escaping into the common parts of the building. The extracted air will be discharged at roof level.

The refuse arrangements for the commercial areas will involve storage within the 'rear of house' areas of each unit with collection from the street by a utility provider.

1.2 Cycle storage

Unit Type	No/Area	Requirement	Allocation
Residential	125		
1 Bed Flats	19	1 space per unit	19
2 Bed Flats	69	2 spaces per unit	138
3 Bed Flats	37	2 spaces per unit	74
All flats	125	Additional 1 space per 40 units – short stay	4
Commercial	1,170 m ²		
Cafe	390m ²	1 space per 175m ² + 10 short stay (external)	3 + 10
Retail (inc. food)	390m ²	1 space per 175m ² + 1 short stay (external)	3 + 1
Office	390m ²	1 space per 90m ² + 1 short stay (external)	5 + 1
Total		Note: short stay provided by external Sheffield stands	242 + 16 short stay

The table shows the overall level of secure cycle storage which will be provided as a minimum within the development. It is important that in providing facilities for cycle storage that the provision is located in a convenient location. The proposal for the residential provision is that purpose designed two tier cycle racks will be located close to each access core. This will ensure that there is either level access directly at lower ground level (Block 1) or access via lift from street level or for Blocks 2 - 5 access is via the lift or stairs – the same lift/stairs which serves all residential floors in all cases.

The cycle provision for commercial areas is somewhat dependent on the eventual mix of uses. An assumption has been made for the purposes of the current application which shows a mix of uses. The longer term cycle storage, given the limited requirement, will be a contained within the welfare 'rear of house' area of each commercial unit.



2.0 Wheelchair Housing Information

The target is for 10% of the affordable rental units to be suitable for wheelchair users. The relevant calculation gives a total of 3.75 (rounded up to 4). The locations are on ground and first storeys of Blocks 1 and 2 (Gough Street) where dedicated parking bays are provided immediately adjacent to the entrances. The entrances to each block are, in any case, always level access and step free.

The CRtBO accommodation schedule indicates the location and number of wheelchair adapted flats

3.0

Extract Ducting for A3 (café/restaurant) user

There is some uncertainty over the eventual uses and users who will occupy the commercial/community space and therefore the plans currently show oversized vertical ducts provided within all blocks but particularly to blocks 2, 3 and 4 - Mount Pleasant (where the A3 use is most likely to be located). All services requiring external terminations are carried vertically within accessible ducts to terminate at roof level