



# **Planning and Transportation Committee**

## **PRESENTATIONS**

**Date: TUESDAY, 26 OCTOBER 2021**

**Time: 10.30 am**

**Venue: LIVERY HALL - GUILDHALL**

4. **CUSTOM HOUSE 20 LOWER THAMES STREET & RIVER WALL, STAIRS AND CRANE, CUSTOM HOUSE QUAY LONDON EC3R 6EE**

**For Decision**  
(Pages 3 - 68)

5. **120 FLEET STREET LONDON EC4A 2BE**

**For Decision**  
(Pages 69 - 230)

**John Barradell**  
**Town Clerk and Chief Executive**

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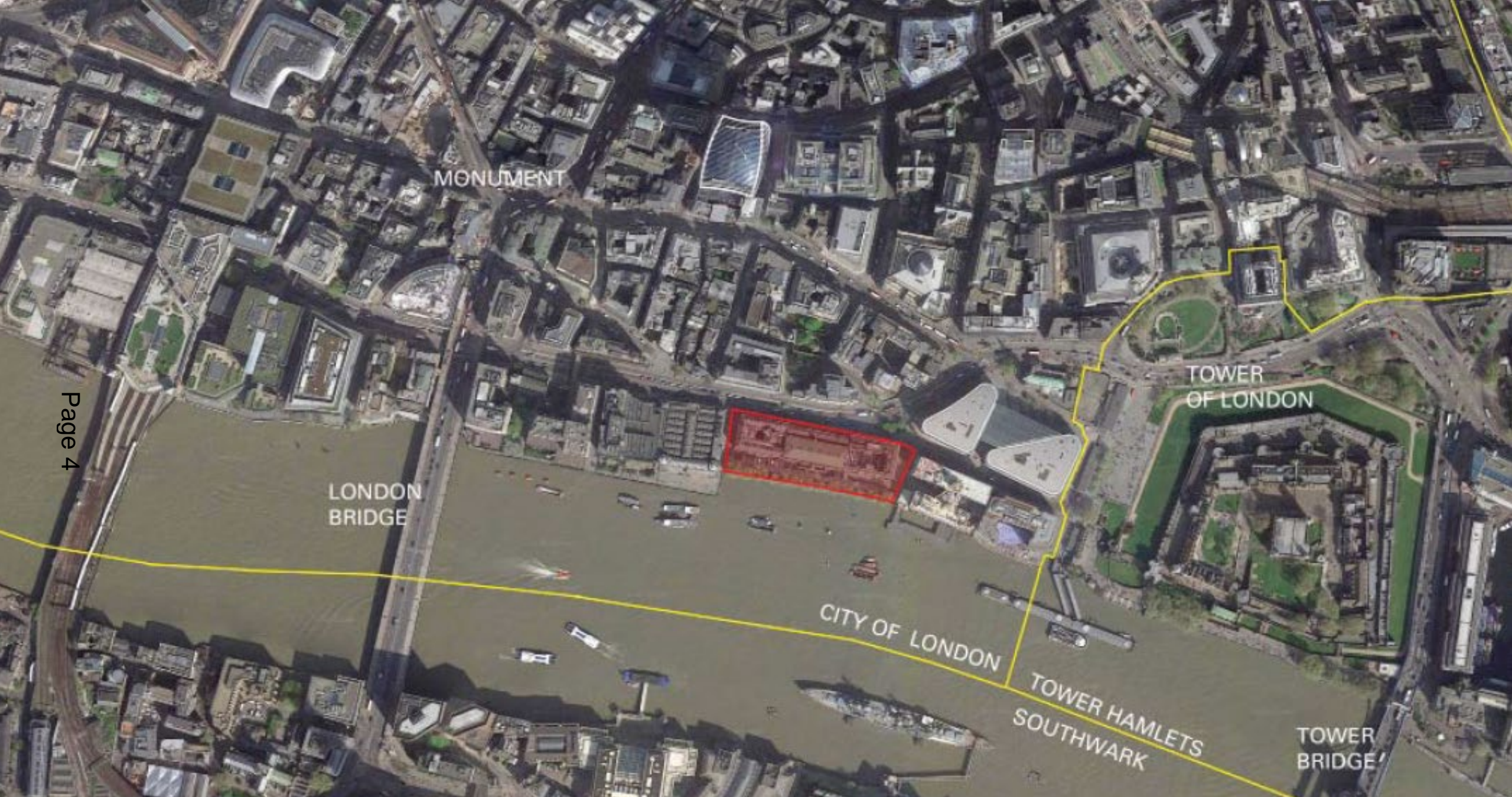


# **Custom House**

## **Planning & Transportation Committee**

**26 October 2021**









Listed buildings in local setting





Existing view – front elevation









Existing view from Lower Thames Street (looking south west)





Existing view of pavement outside East Block on Upper Thames Street (looking west)





Existing view from pavement outside Centre Block on Lower Thames Street (looking west)





Existing view of Water Lane with servicing entrance on left and Sugar Quay residential entrance on right (looking north)



Existing view of 'land adjacent to Old Billingsgate Walk' with reinstated museum entrance on left (looking south)





Existing view from Lower Thames Street of Old Billingsgate Walk (right) and 'land adjacent to Old Billingsgate Walk (left), looking south.





Existing view of quayside from current car park (looking north west)





Existing view of current car park adjacent to servicing bay (looking west)





Existing view from Sugar Quay Jetty across Custom House Quay (looking north west)





Existing View from London Bridge (looking north east)





Existing View from London Bridge (looking north east)





Existing View from Tower Bridge (looking north west)



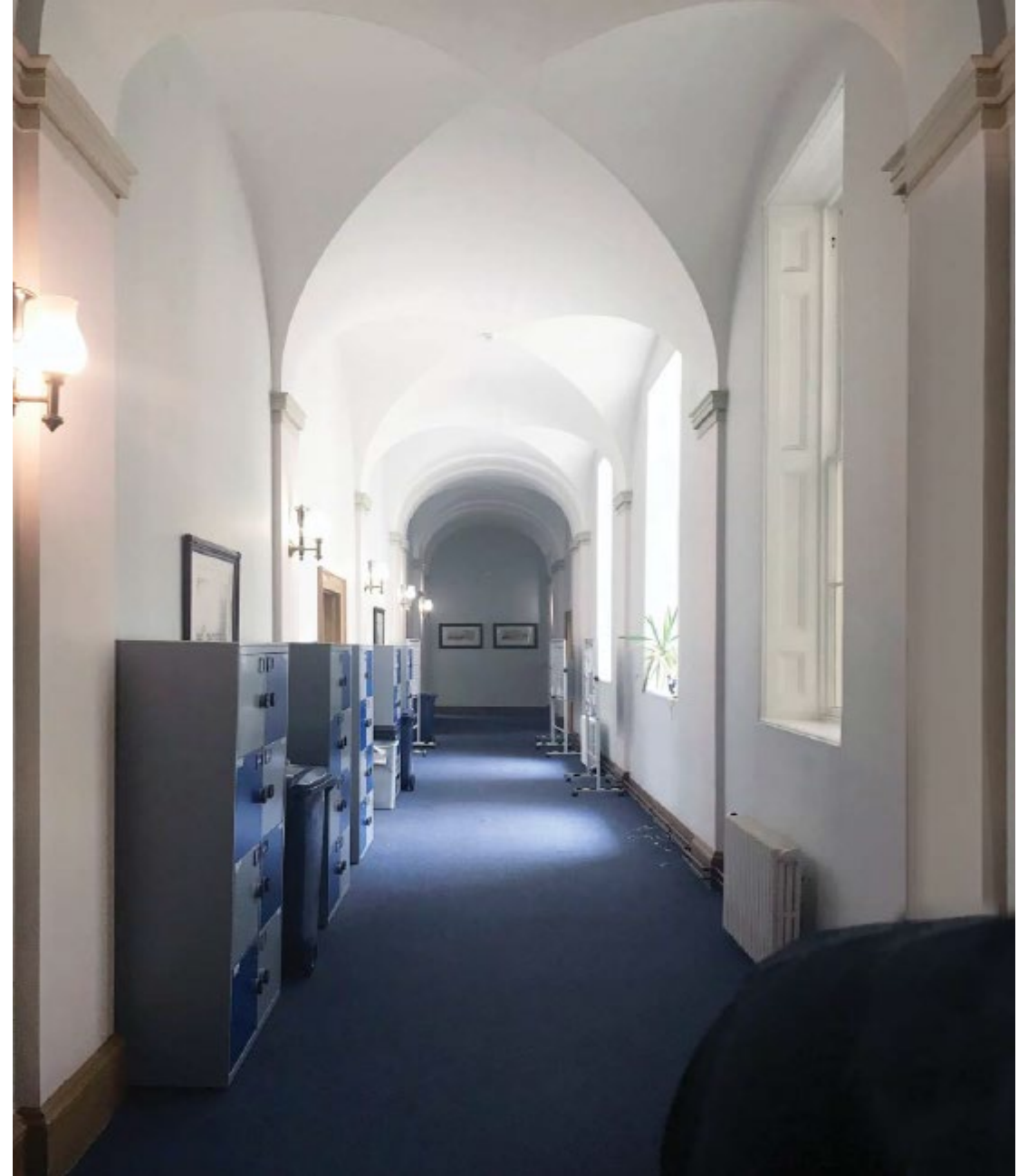


Long Room photographs





Robing Room Existing photographs



Existing Photographs : Internal corridor





Local views, from Lower Thames Street alongside Old Billingsgate (above), from St Dunstan's Hill and Garden (left and right)





Historical images : David Laing's original  
(Lower) Thames Street elevation drawing  
(left); Lower Thames Street context elevation  
dated 1828 and early 20<sup>th</sup> Century (bottom  
left and right)



VIEW OF THE CUSTOM HOUSE FROM THAMES STREET LONDON







Historical Image : Principal facade seen from the Upper Pool of the River Thames (unknown 19<sup>th</sup> Century date)



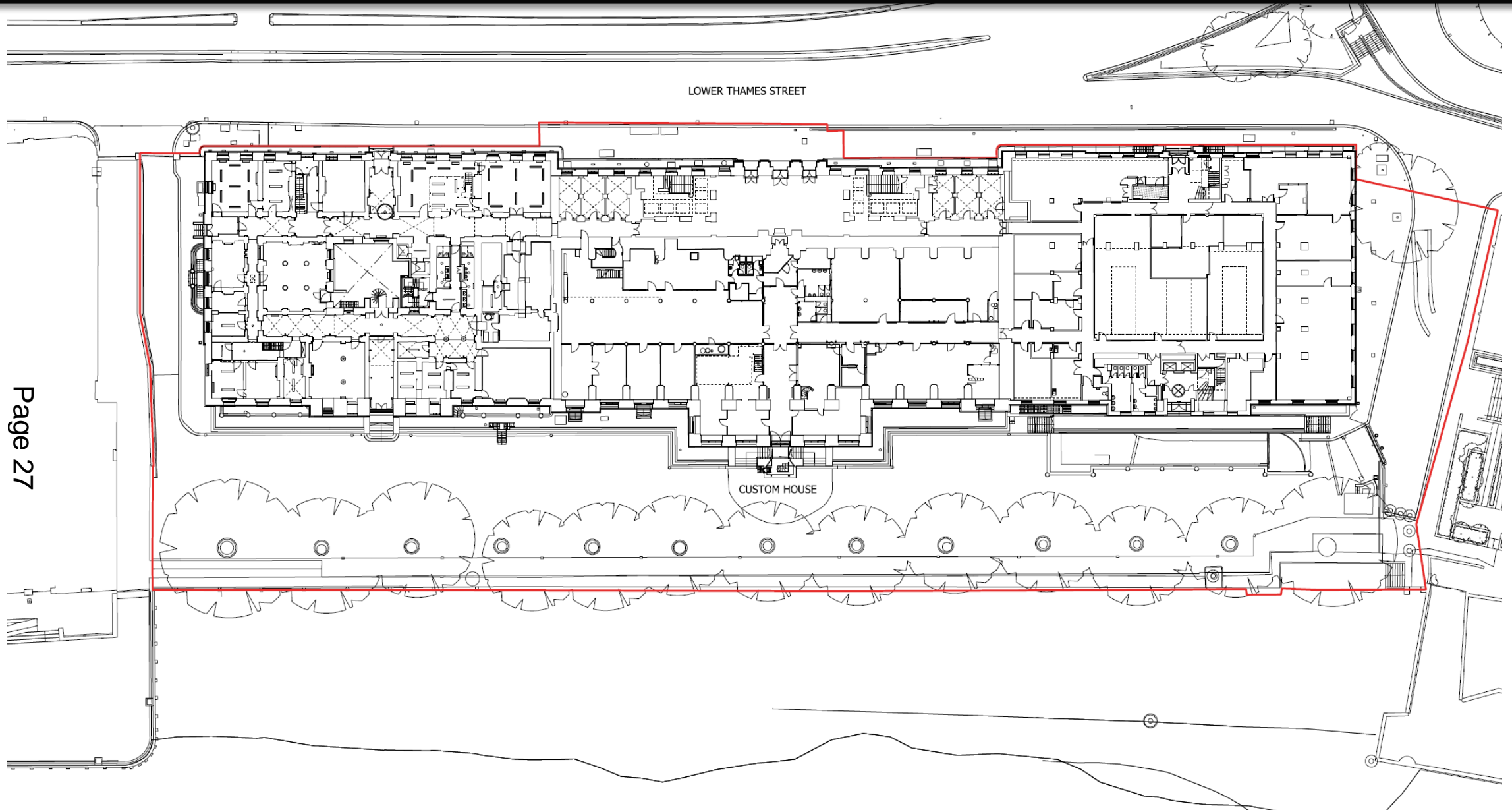


Historical Images : Long Room  
(1808 image of Long Room by  
Pugin and Rowlandson (left).  
C.1840 image of bustling Long  
Room by Thomas Shepherd  
(below)



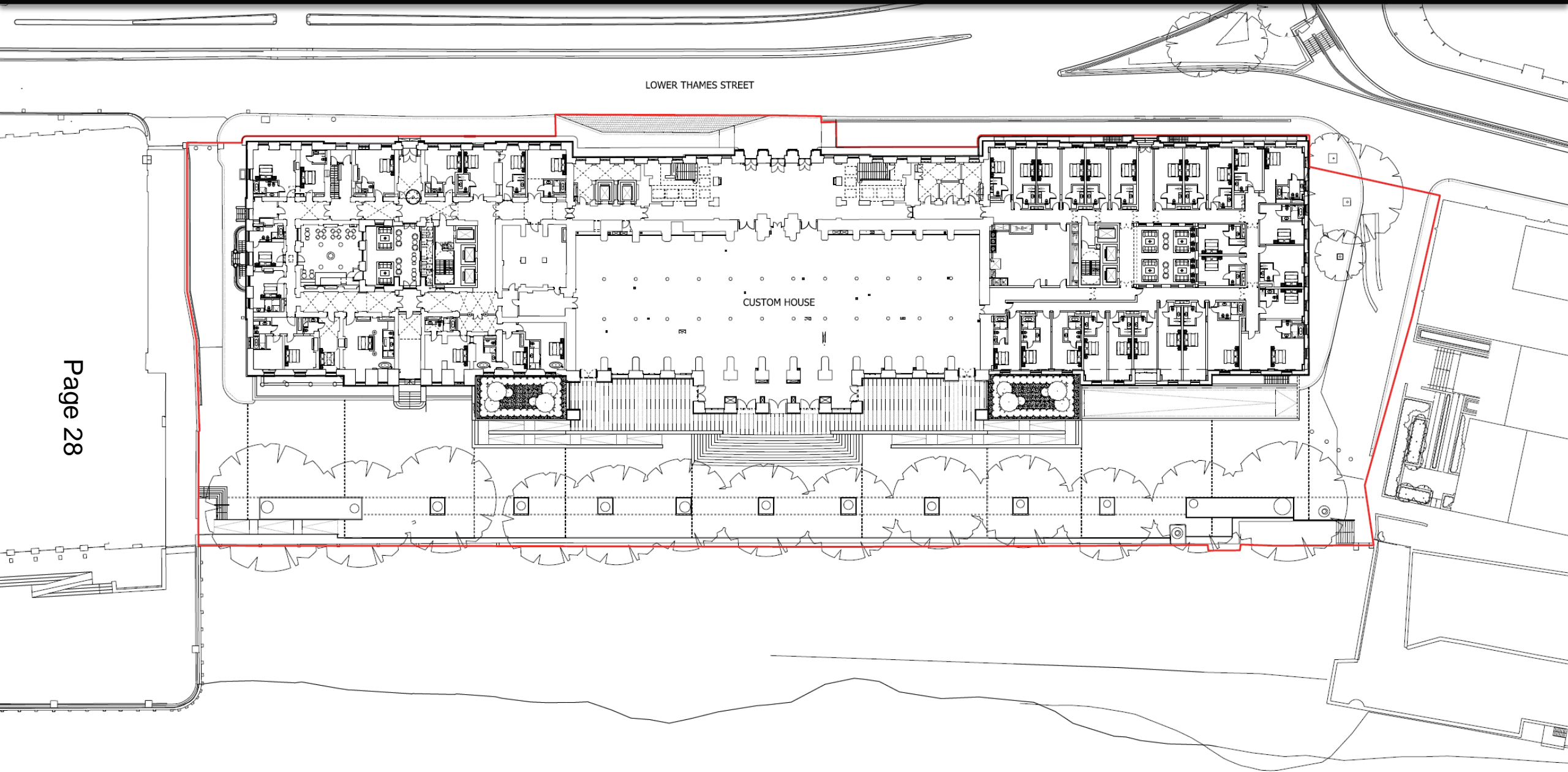


# Custom House

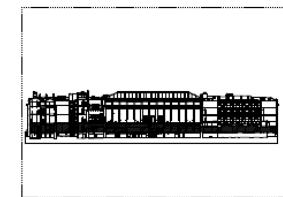


Site location plan - existing

# Custom House

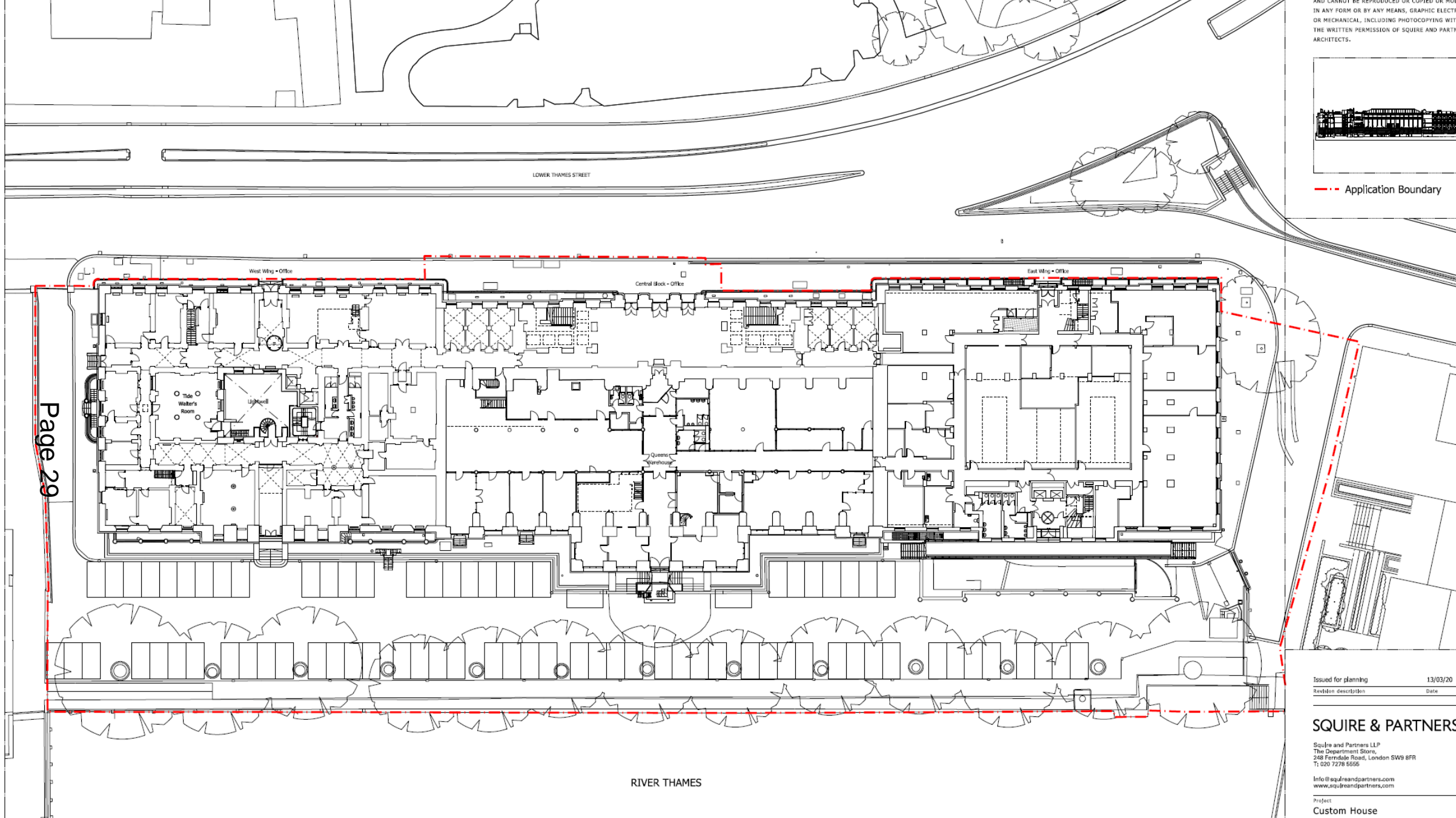


Site location plan - proposed



--- Application Boundary

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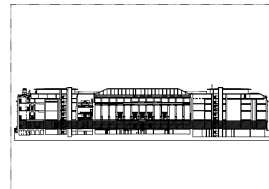
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Project  
Custom House

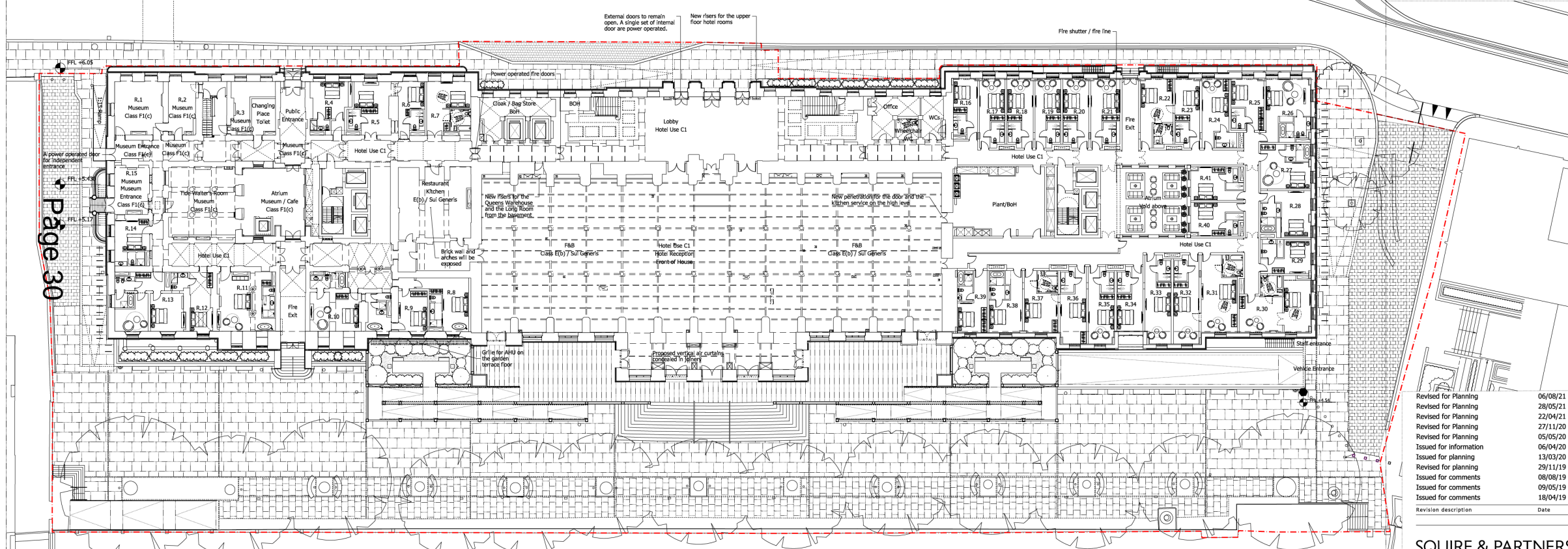
Ground floor plan - existing





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Issued for information	06/04/20	WS	-
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Revised for planning	29/11/19	WS	D
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Revision description	Date	Check	Rev

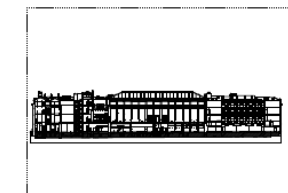
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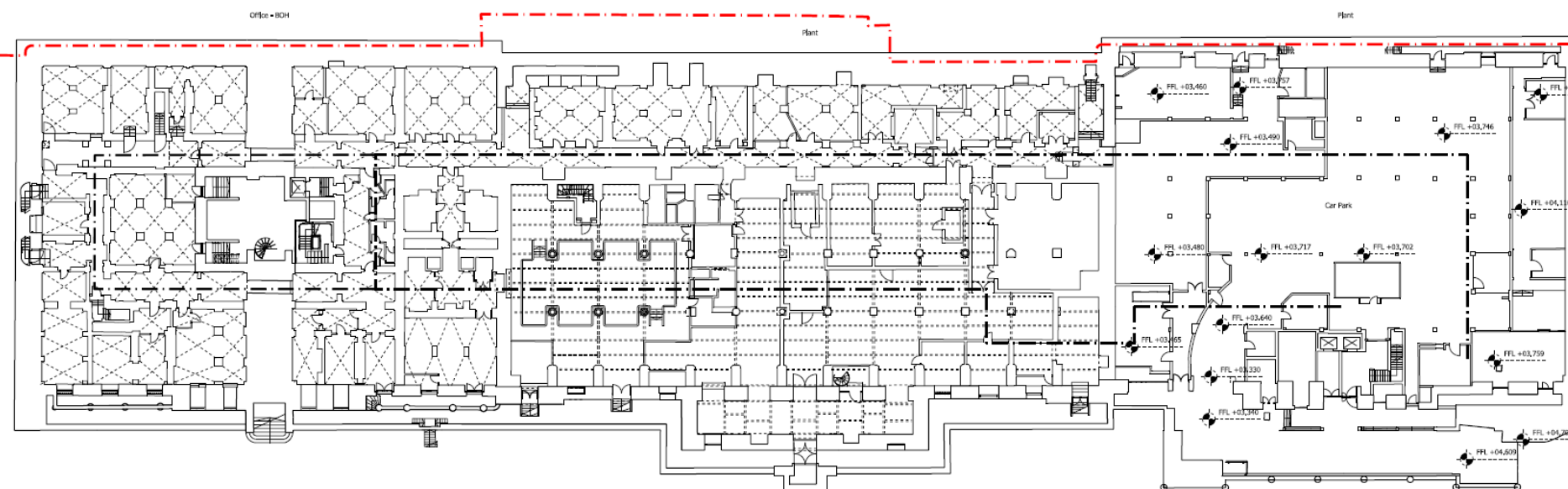
Project  
Custom House

Ground floor plan - proposed



--- Application Boundary

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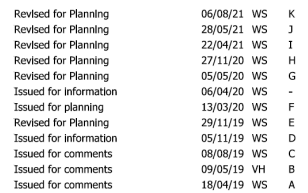
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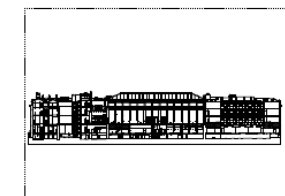
Project:  
Custom House

Basement floor plan - existing

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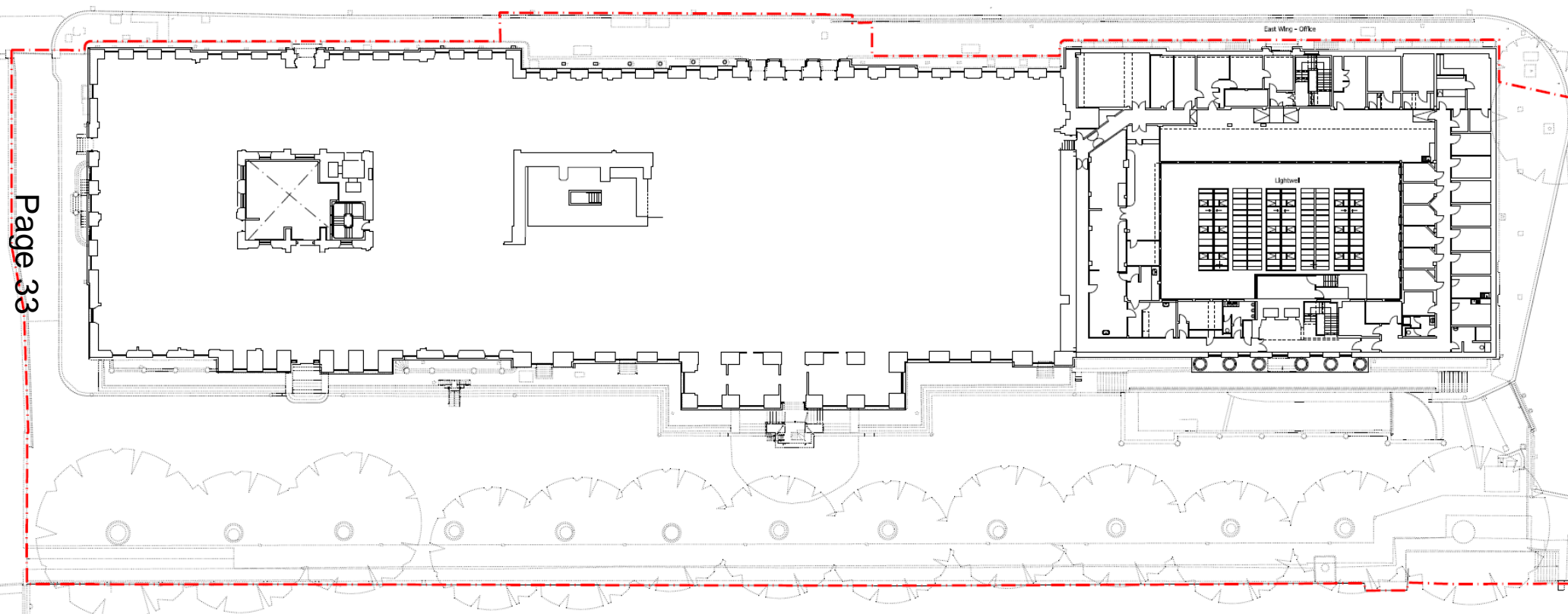


Project  
Custom House



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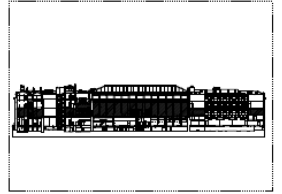
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Project  
Custom House

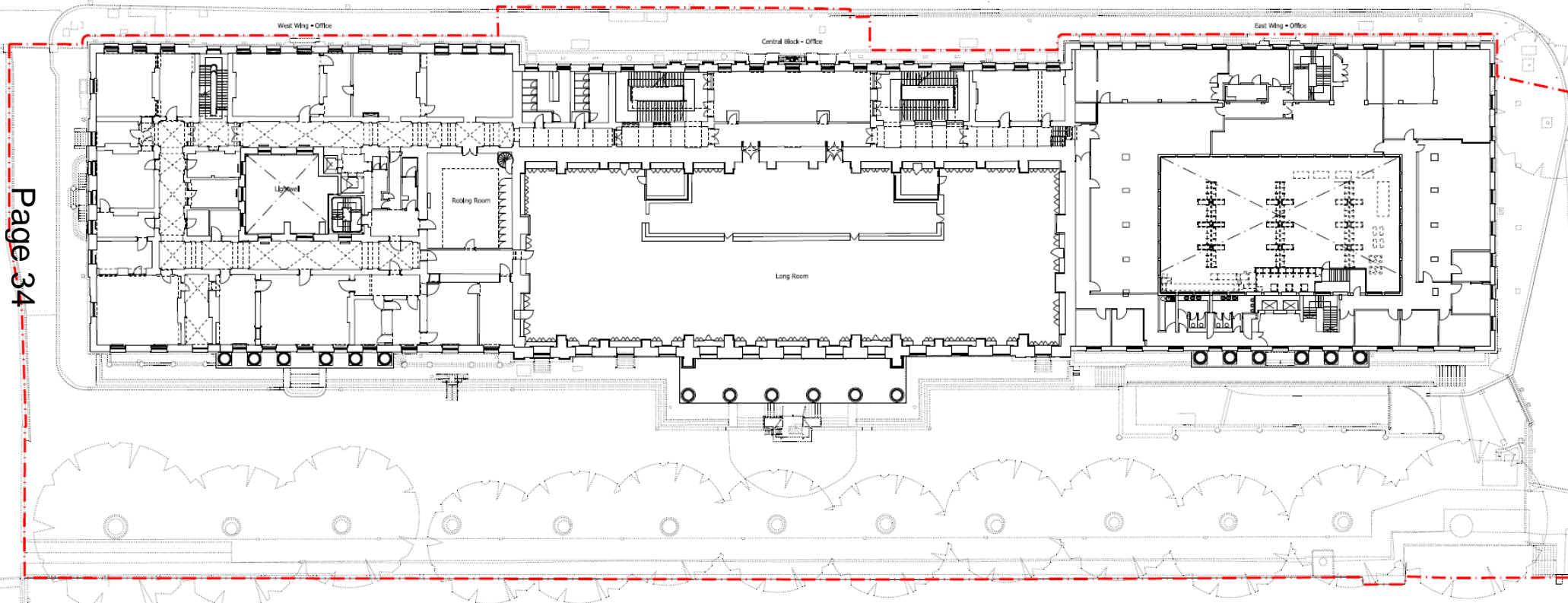
Mezzanine floor plan - existing





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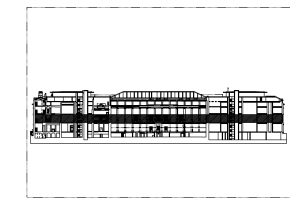
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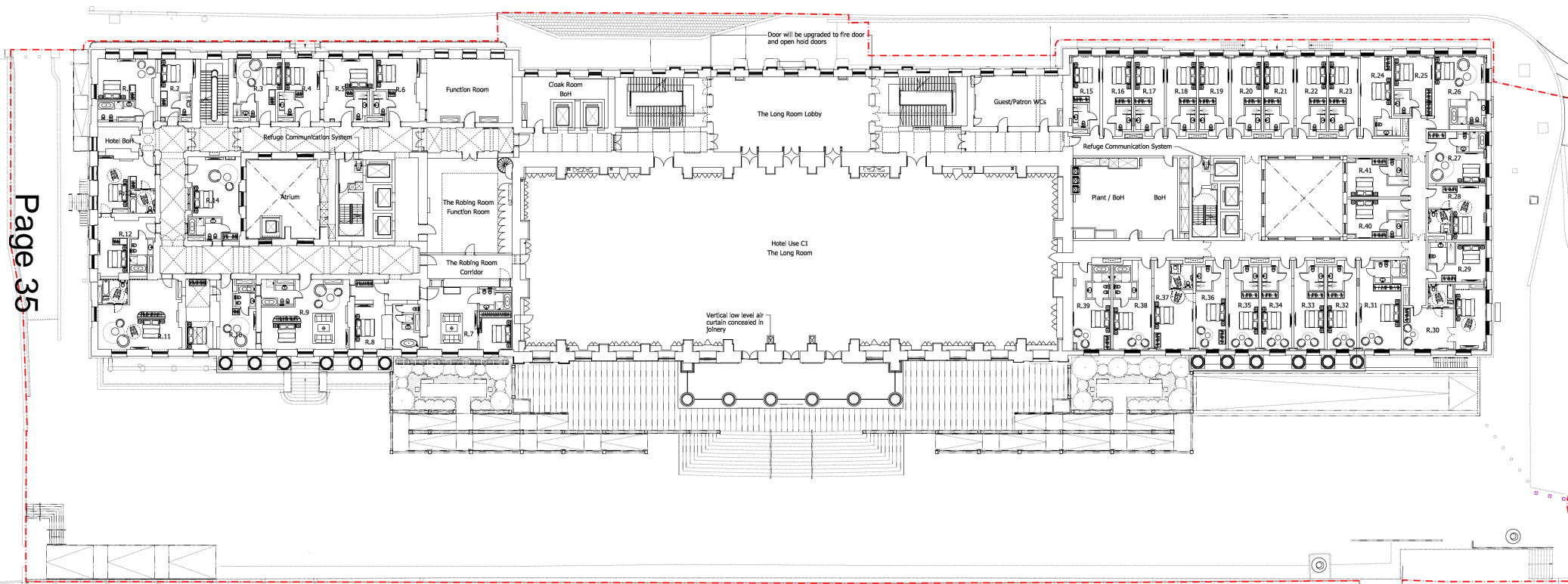
Project  
Custom House

First floor plan - existing





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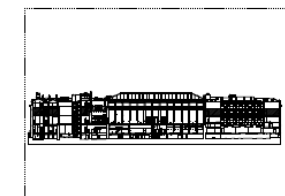
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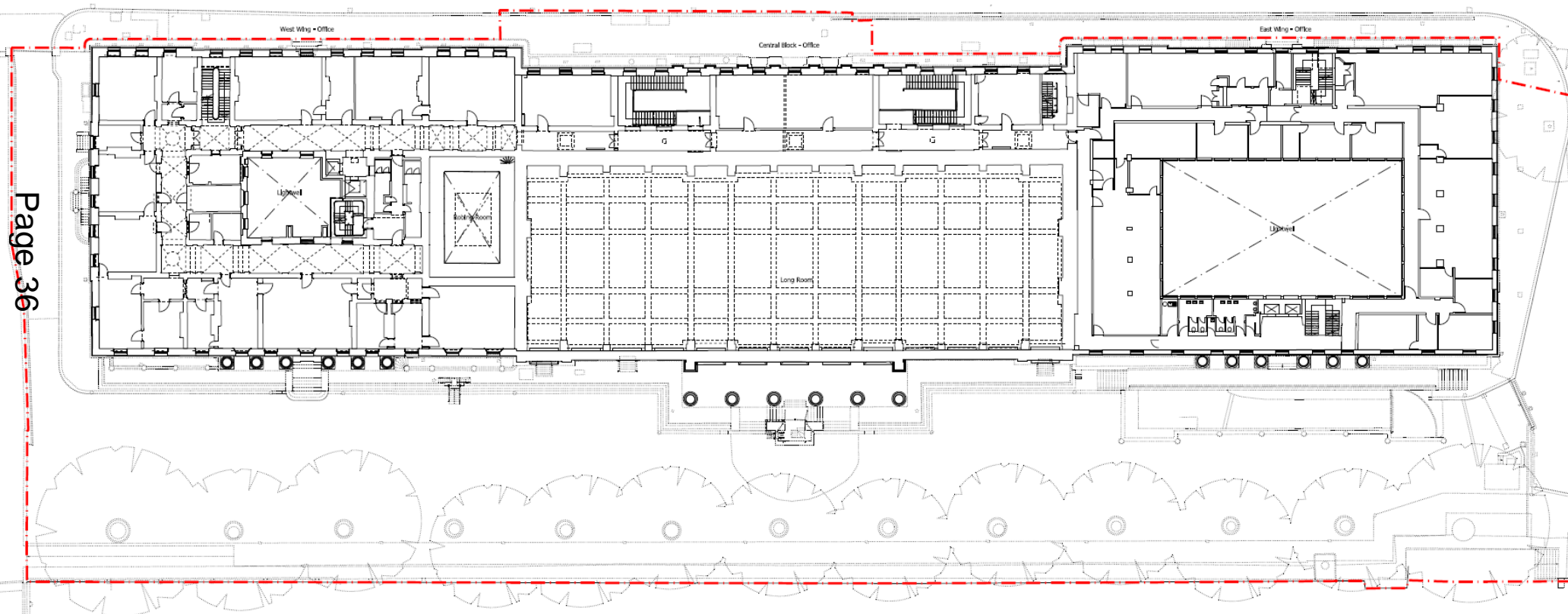
First floor plan - proposed





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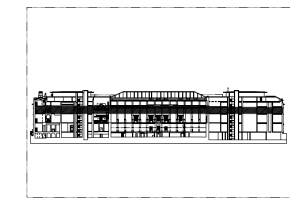
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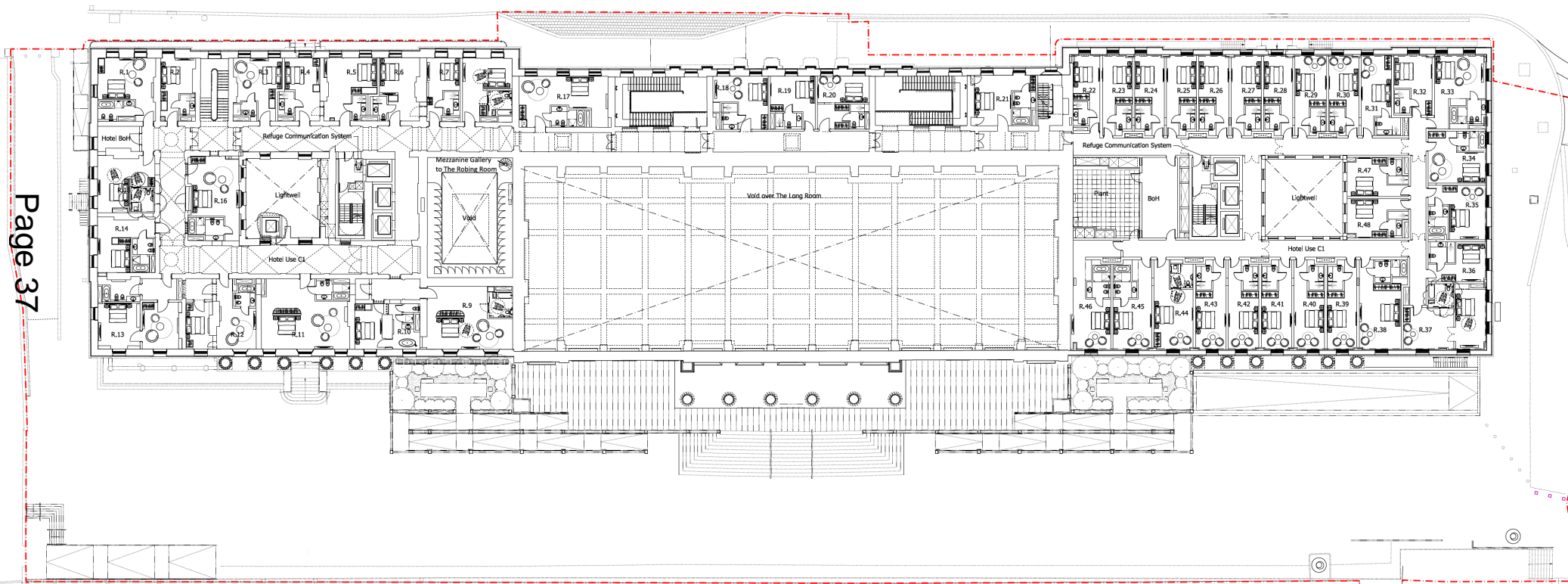
Project  
Custom House

Second floor plan - existing





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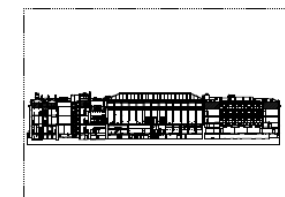
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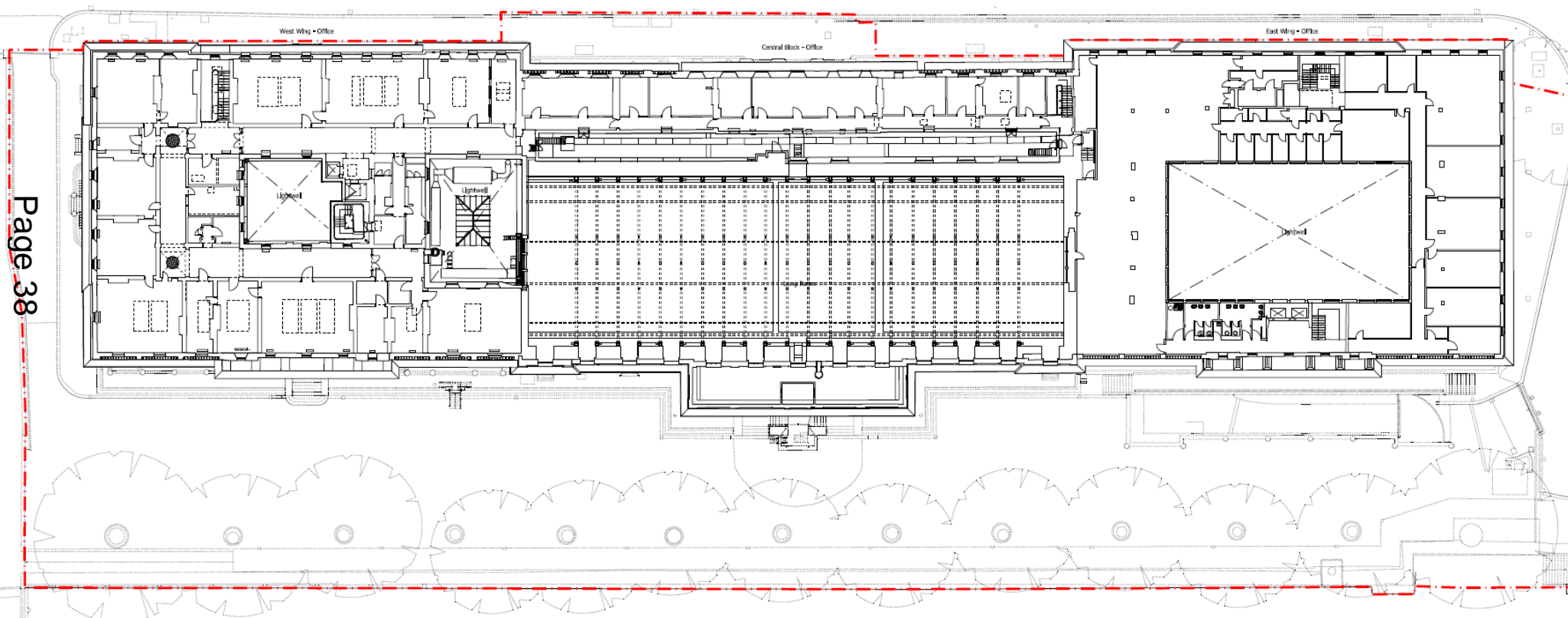
Project  
Custom House





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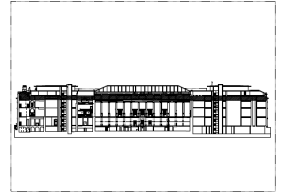
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Project  
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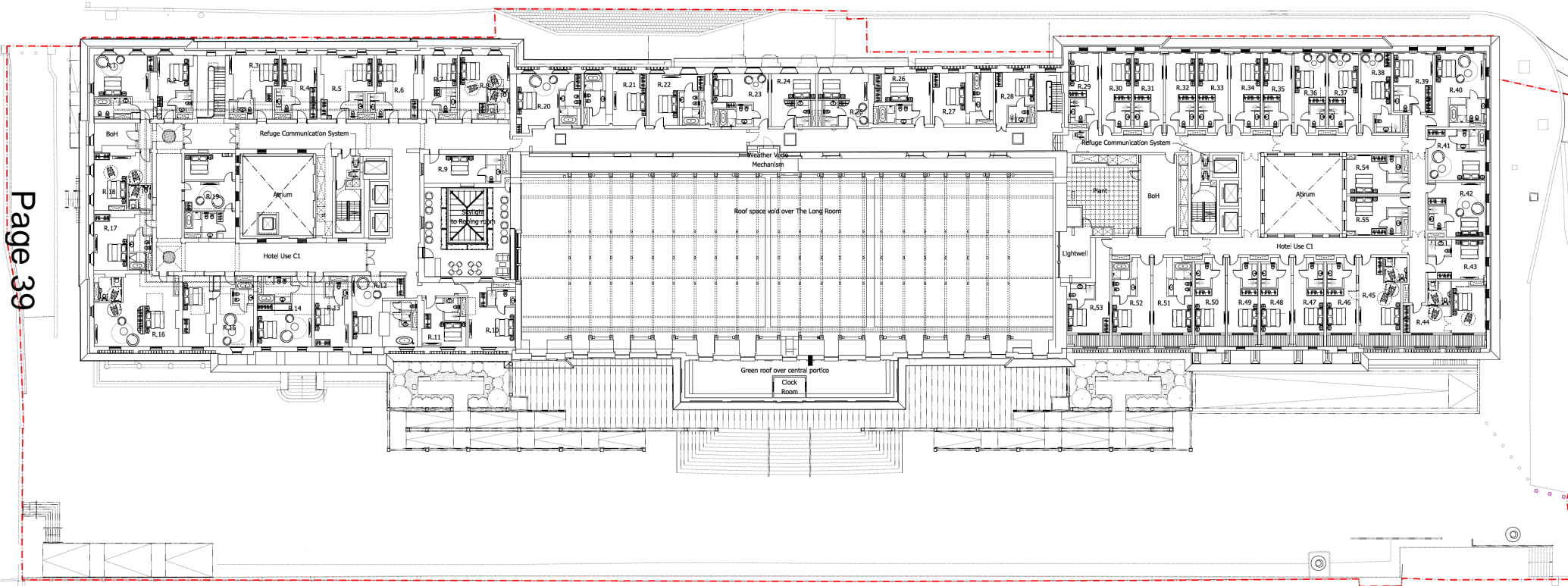
Third floor plan - existing





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Issued for comments	18/04/19	WS	A
Revision description	Date	Check	Rev

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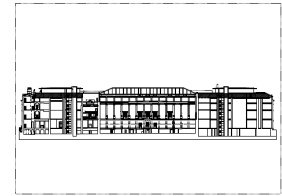
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Project  
Custom House

Third floor plan - proposed

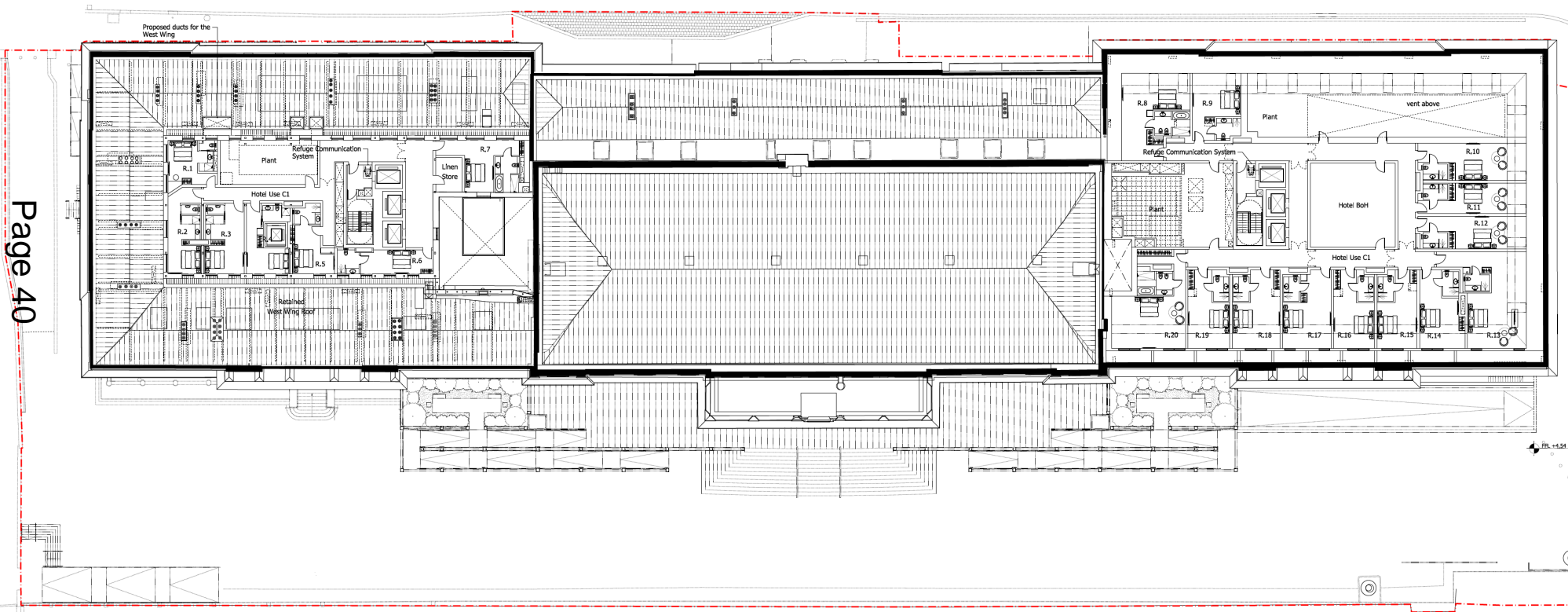


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Plant updated	19/05/15	VH	C
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Revision description	Date	Check	Rev

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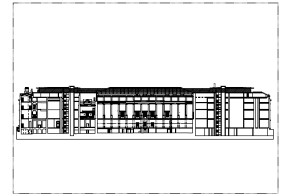
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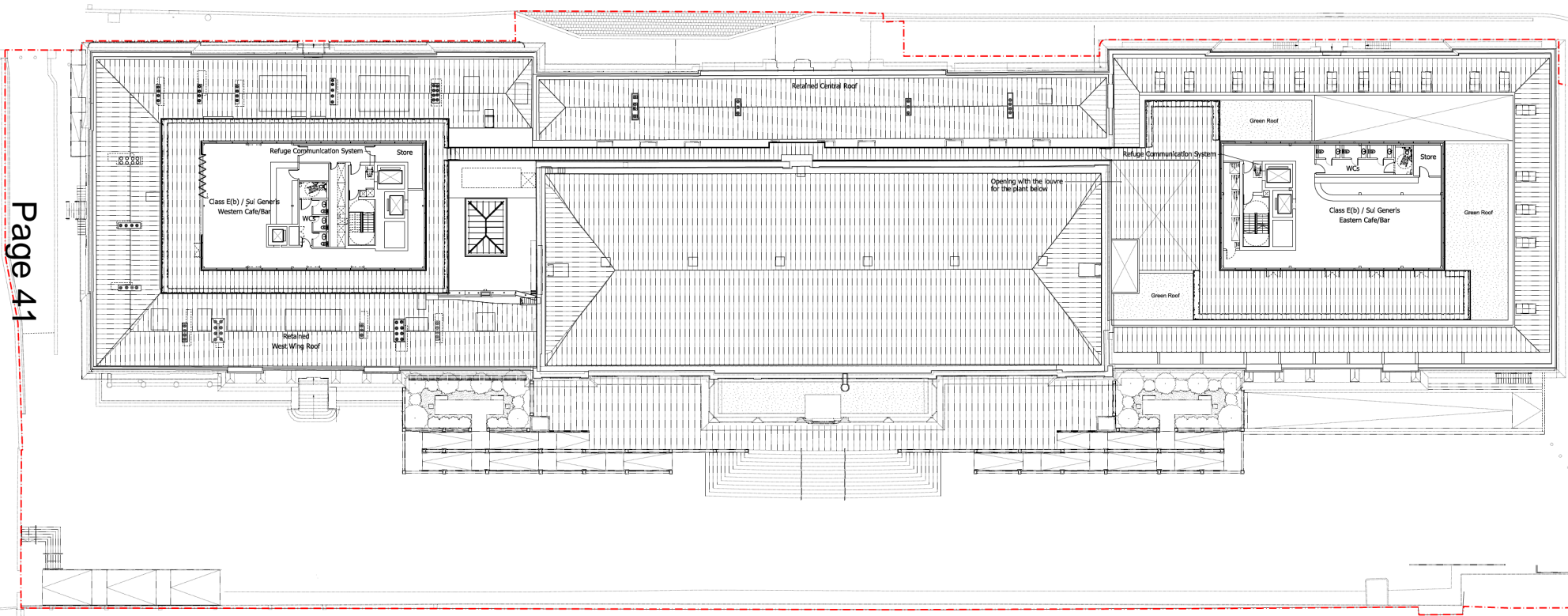
Project  
Custom House

Fourth floor plan - proposed





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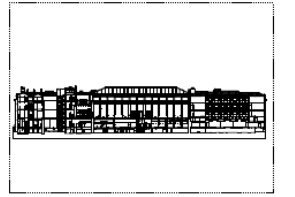
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Project:  
Custom House

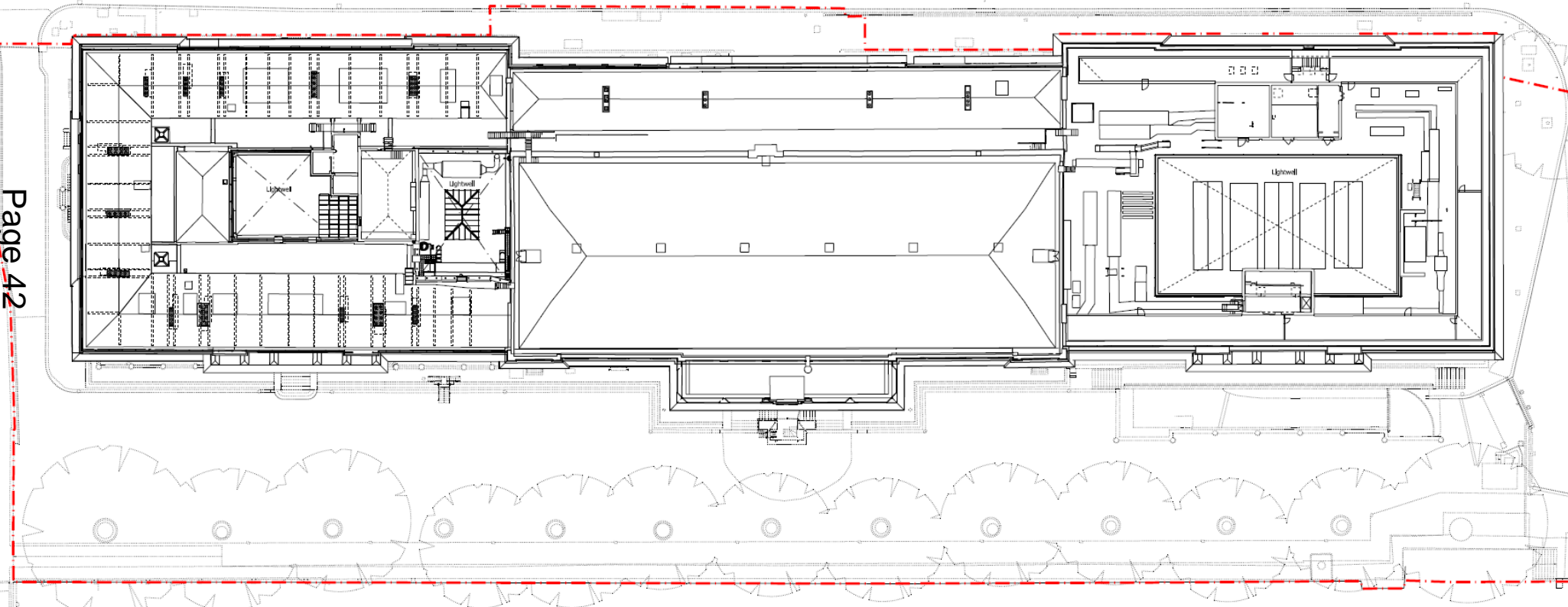
Fifth floor plan - proposed





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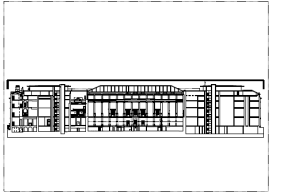
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Project  
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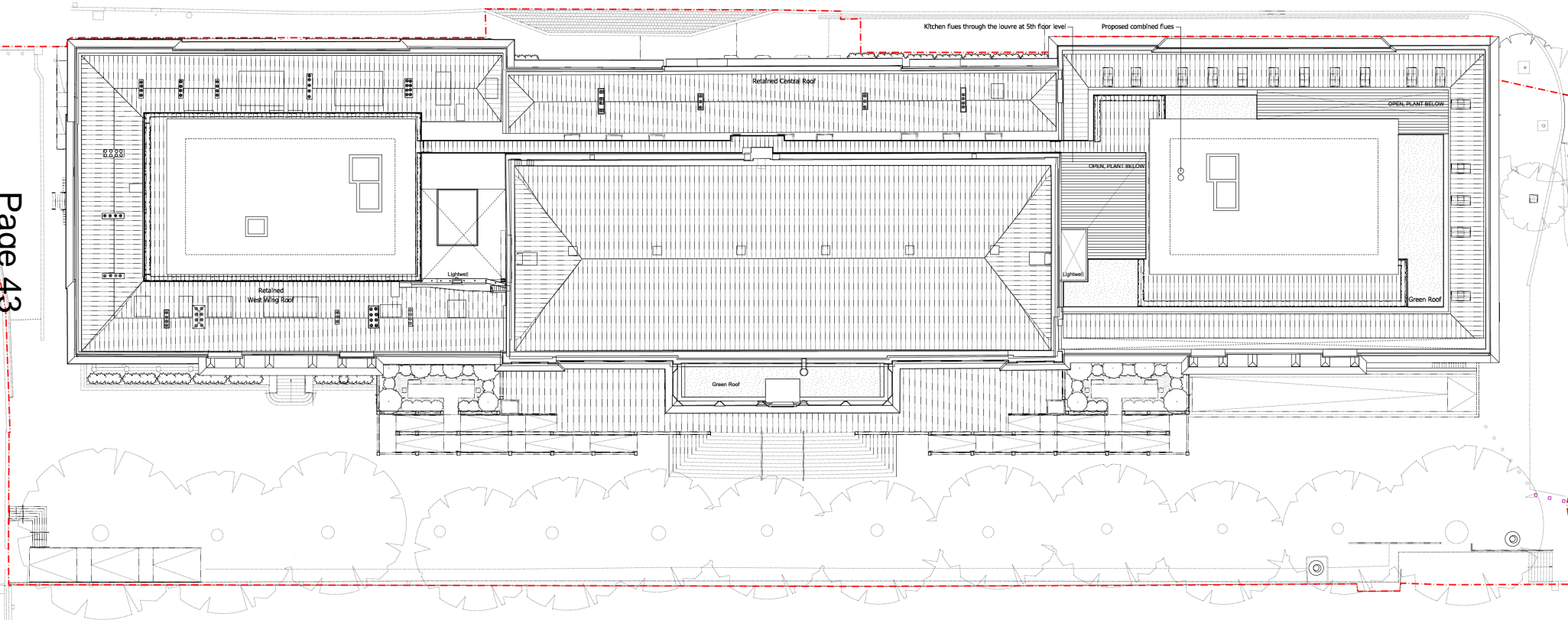
Roof plan - existing





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Revised for planning	22/04/21	WS	D
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Issued for bidders	16/12/19	WS	-
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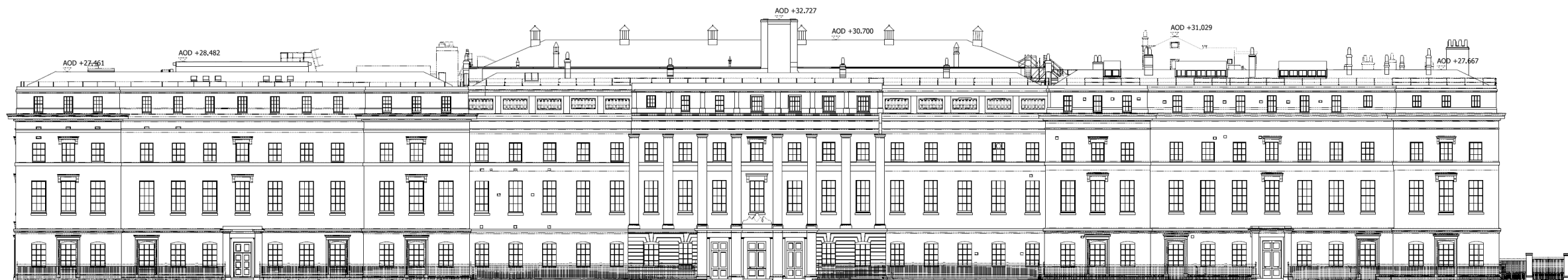
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Project  
Custom House

Roof plan - proposed



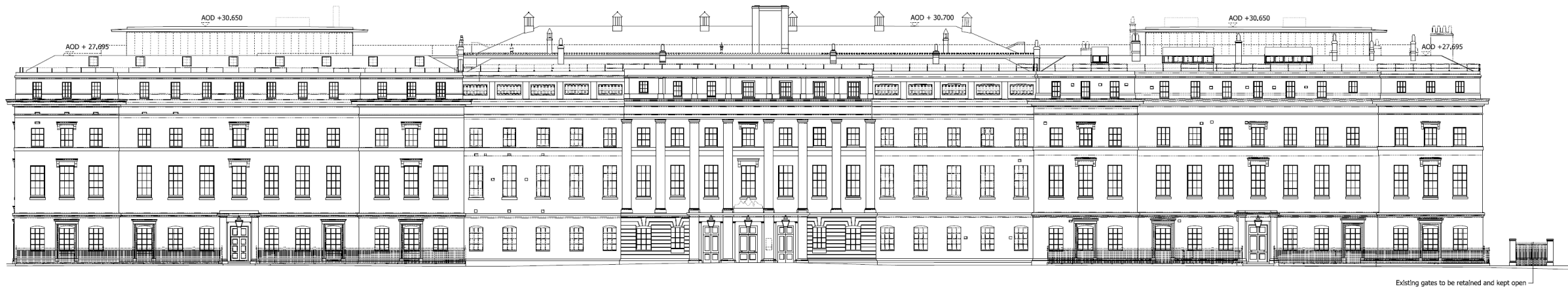


CUSTOM HOUSE

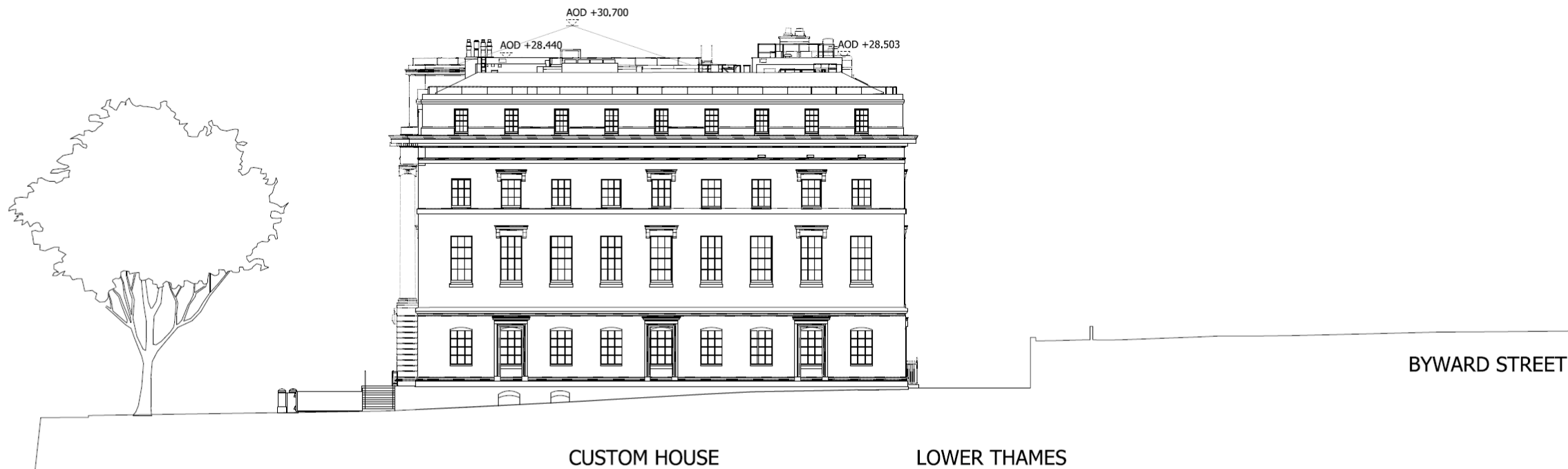
0m 5m 10m

North elevation - existing

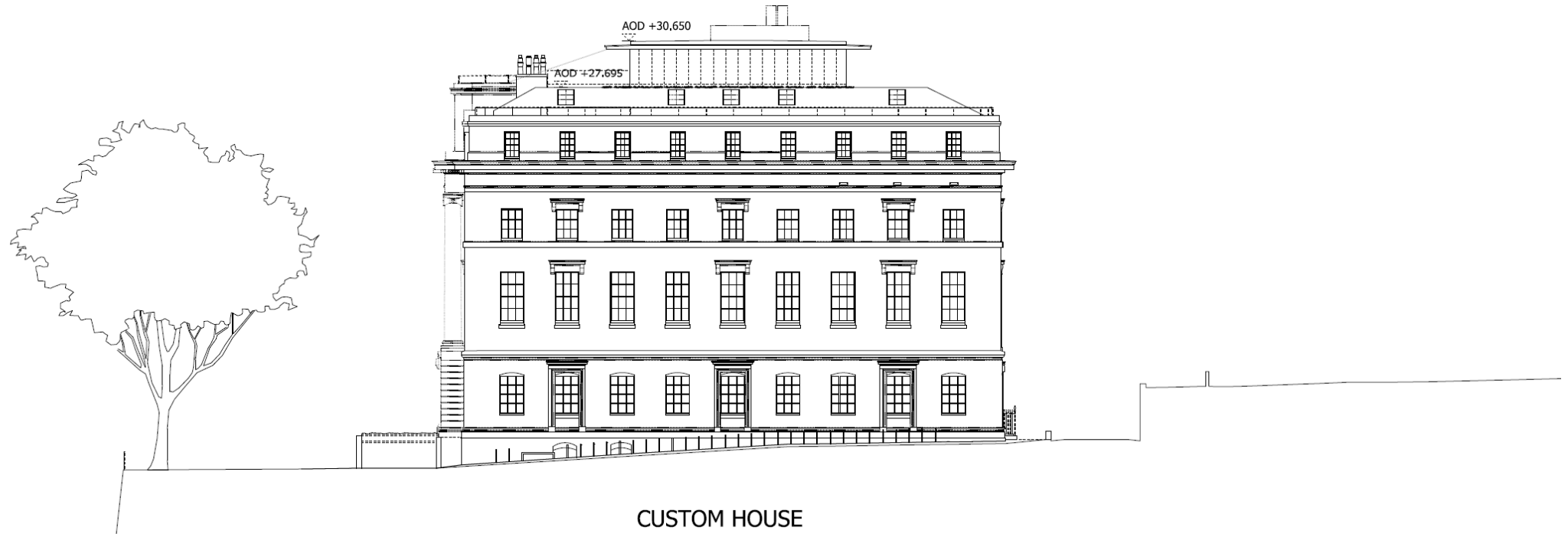






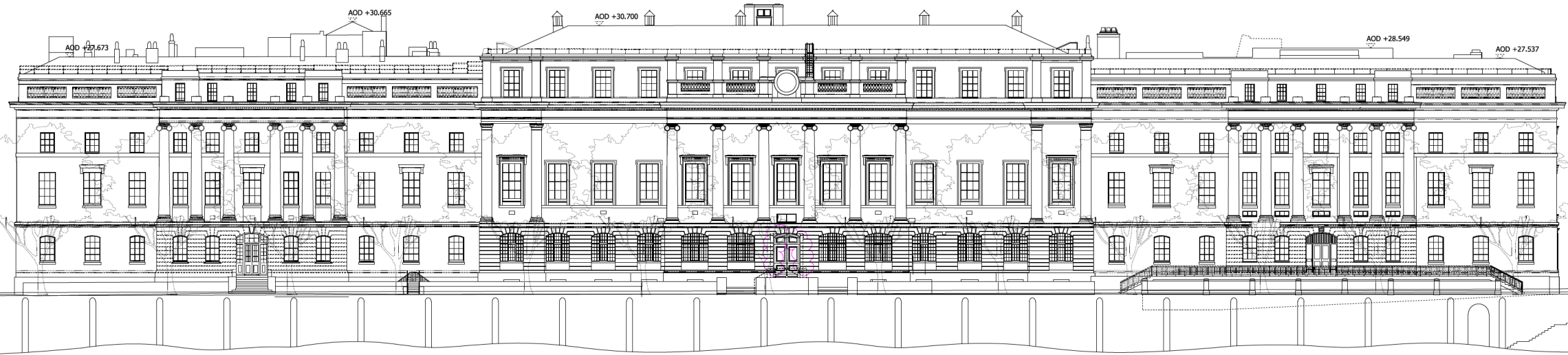


East elevation - existing



East elevation - proposed





CUSTOM HOUSE

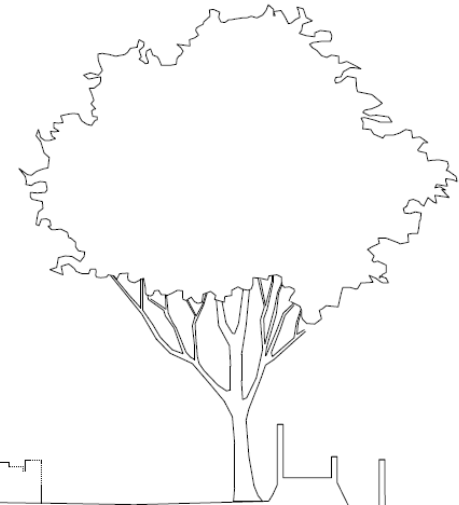
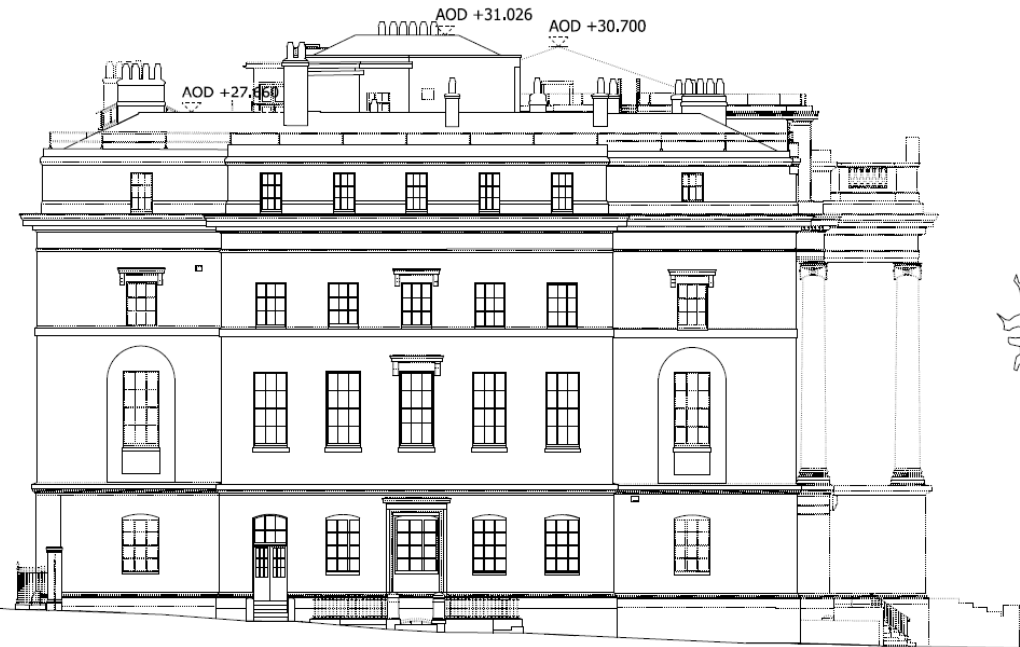
South elevation - existing



CUSTOM HOUSE

South elevation - proposed





LOWER THAMES STREET

CUSTOM HOUSE

West elevation – existing

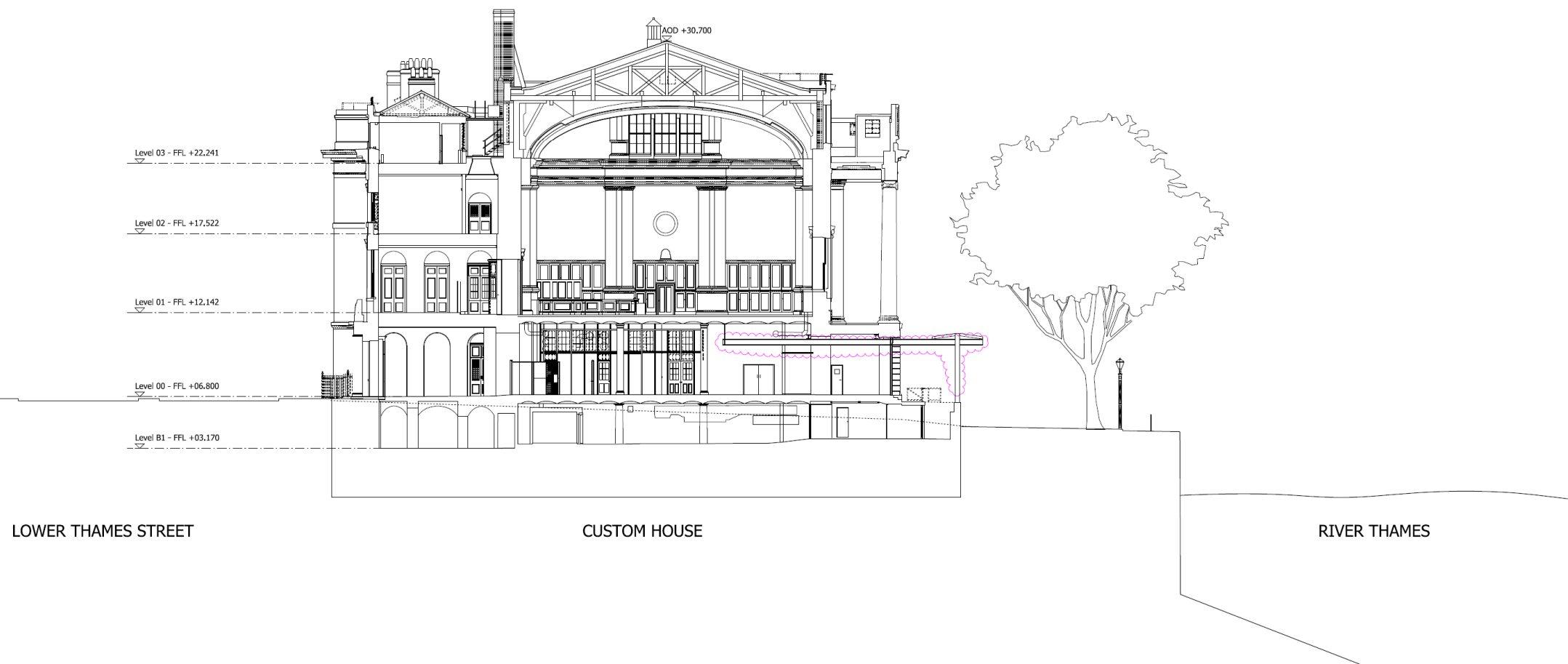


LOWER THAMES STREET

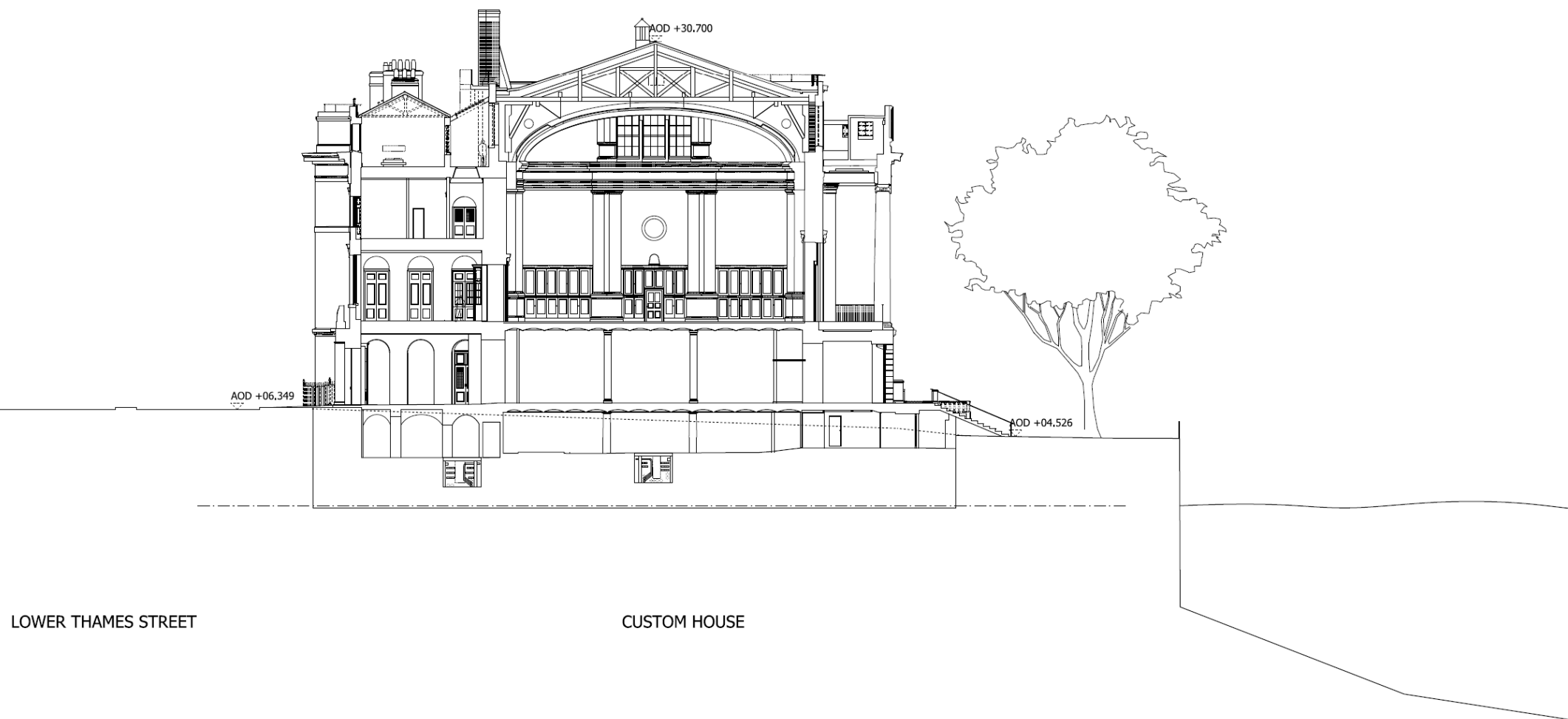
CUSTOM HOUSE

West elevation – proposed



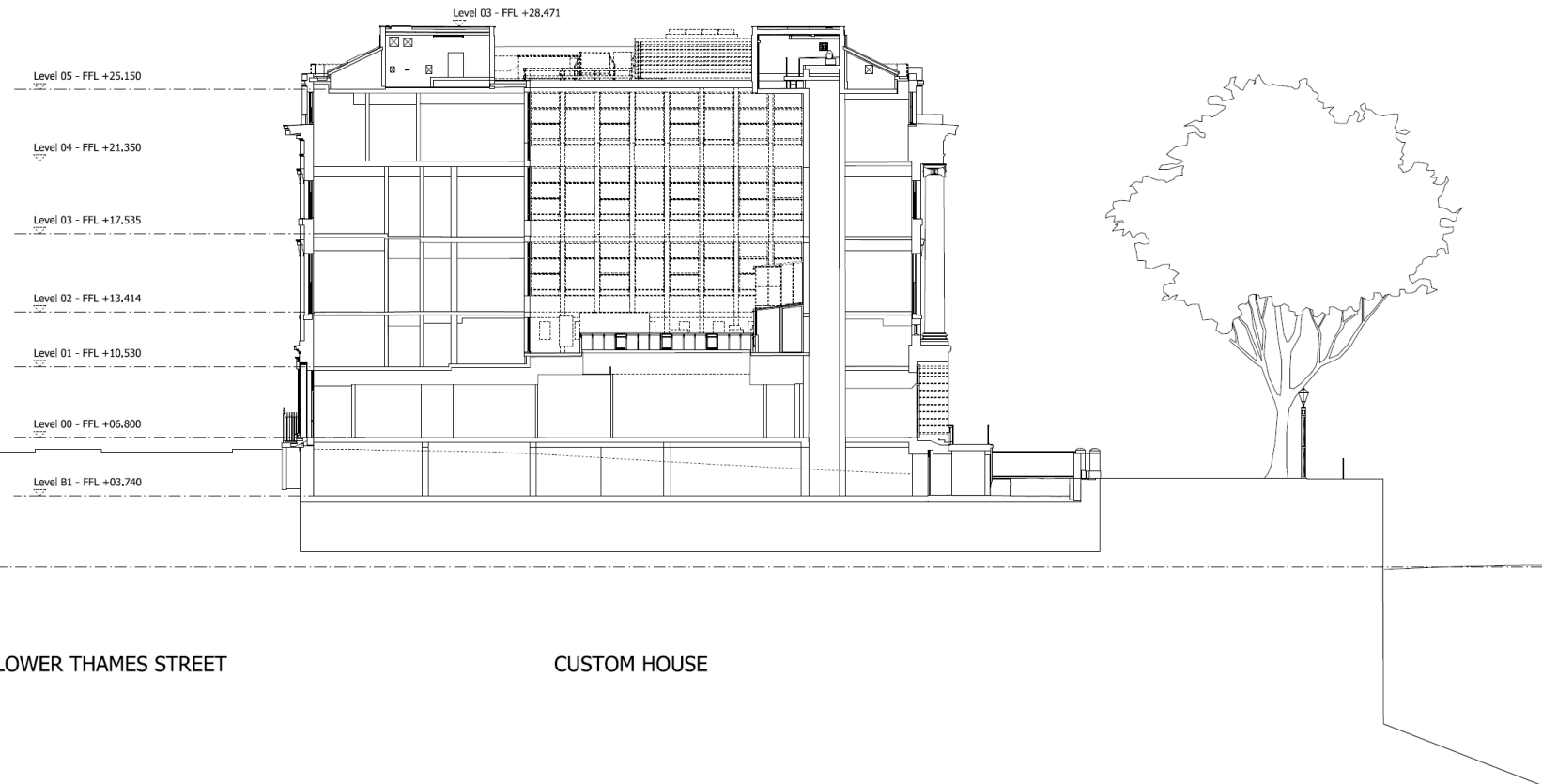


Section AA – existing



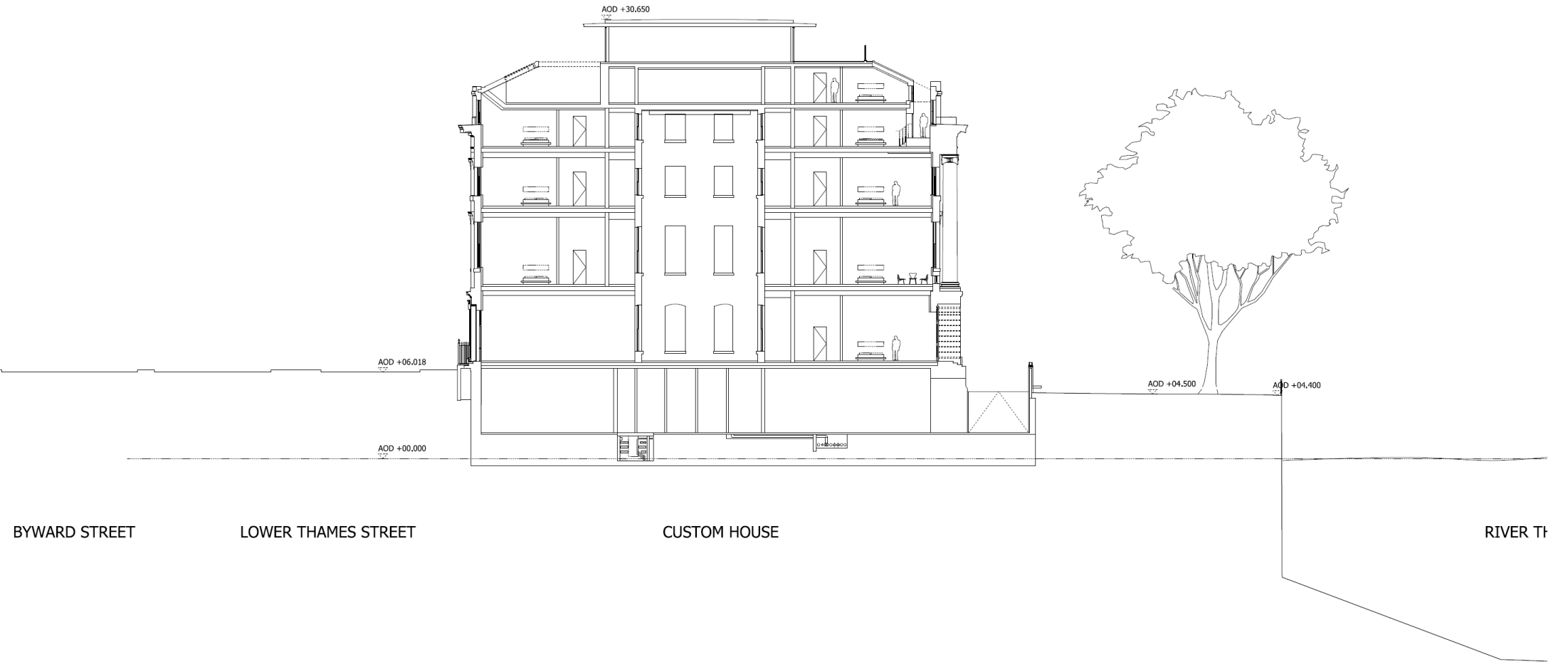
Section AA – proposed





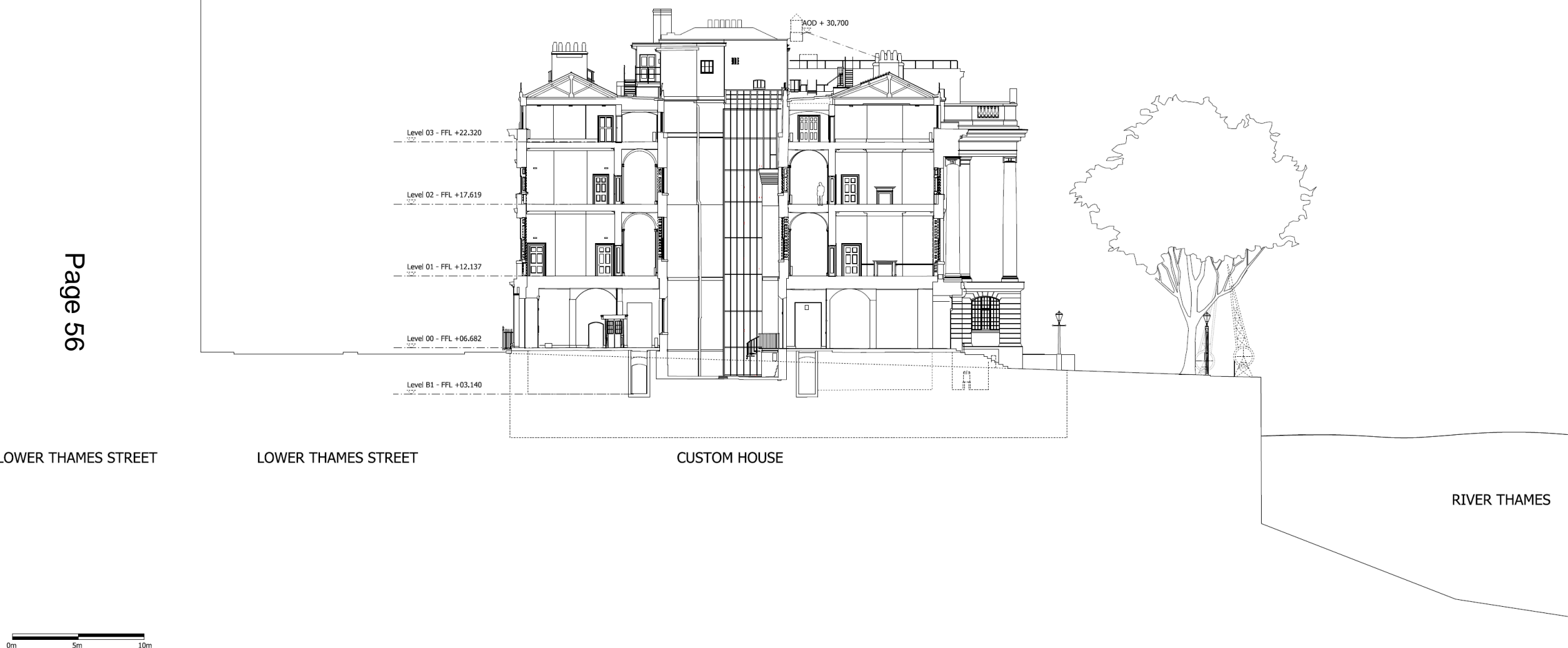
5m 10m

Section BB – existing

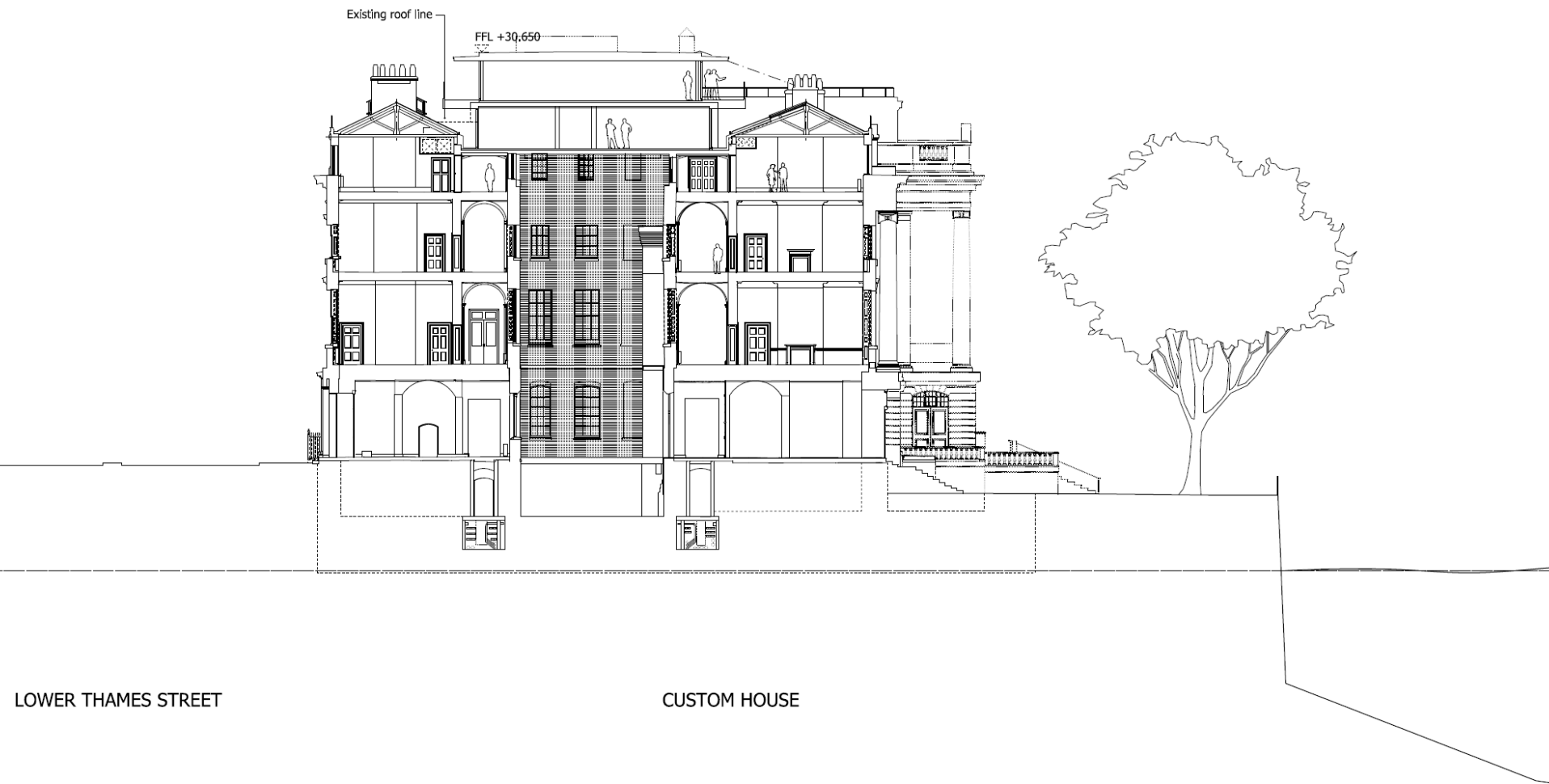


Section BB – proposed



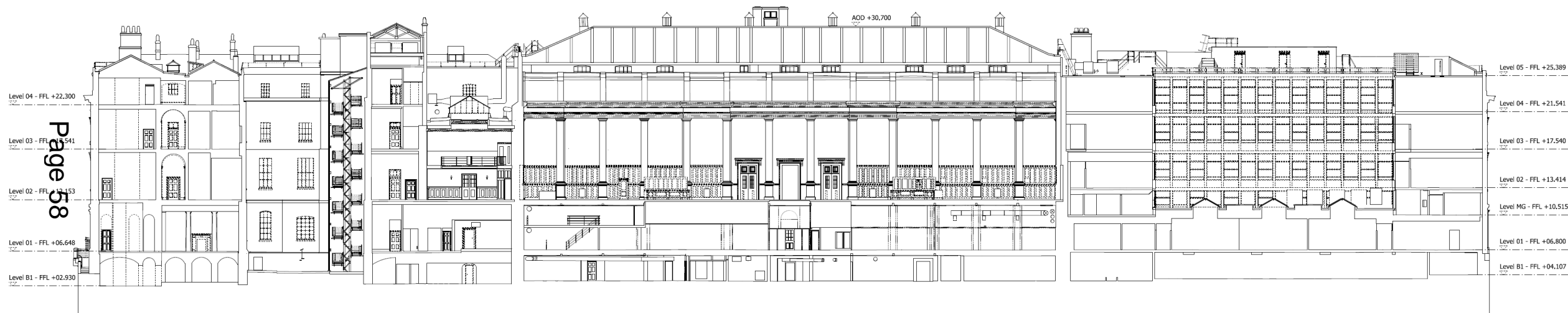


Section CC – existing

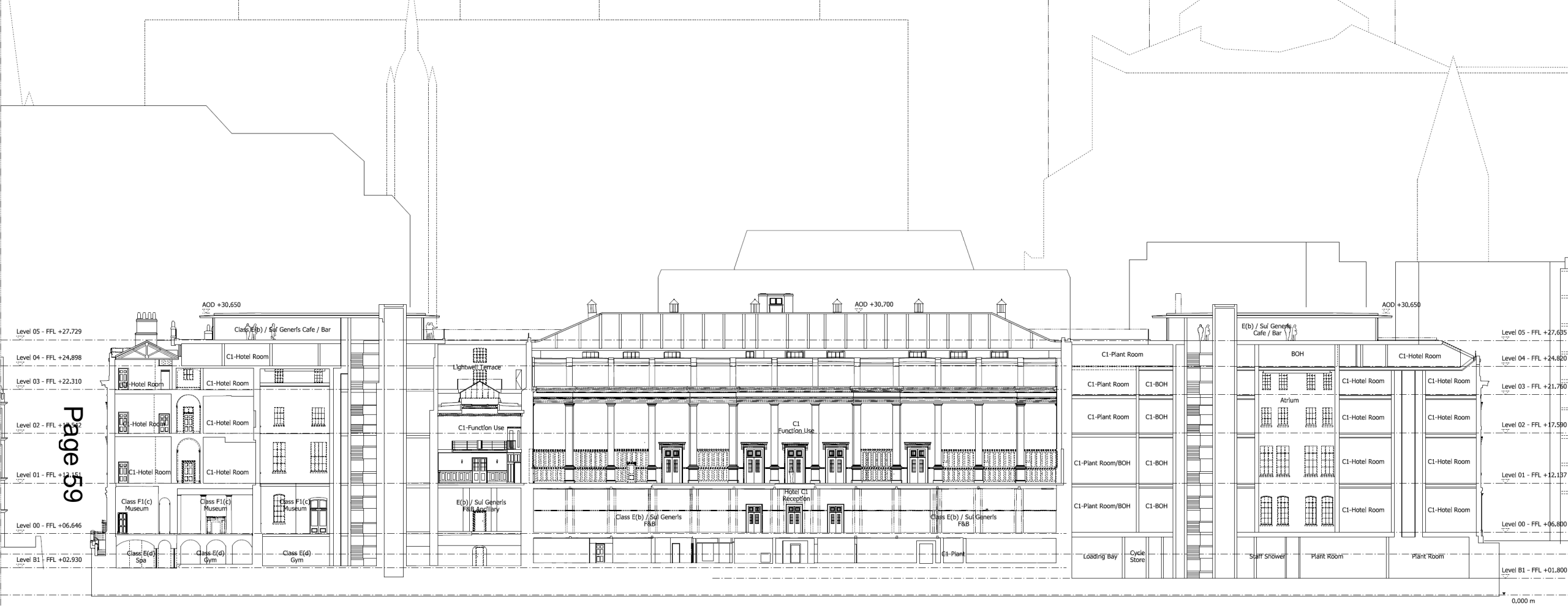


Section CC – proposed





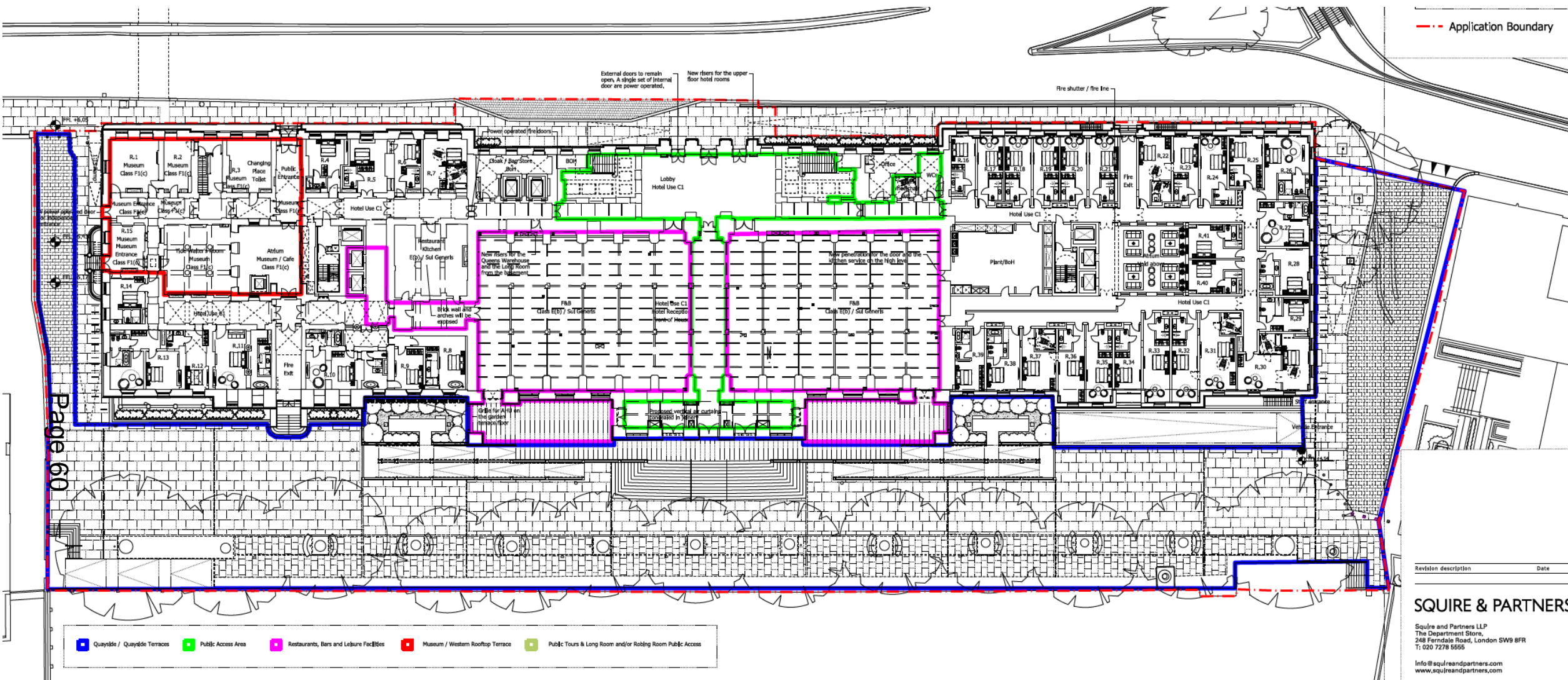
Section DD – existing



CUSTOM HOUSE

Section DD – proposed





**Museum** (outlined in red) opening hours: 1000-1700 Tuesday to Sunday

**Public Access Areas** (outlined in Green): 0900 – 2200 on any day when the Hotel is operating for trading purposes

Public access plan – ground floor



Museum Area – 456 sq.m 4,908 sq ft (GEA)

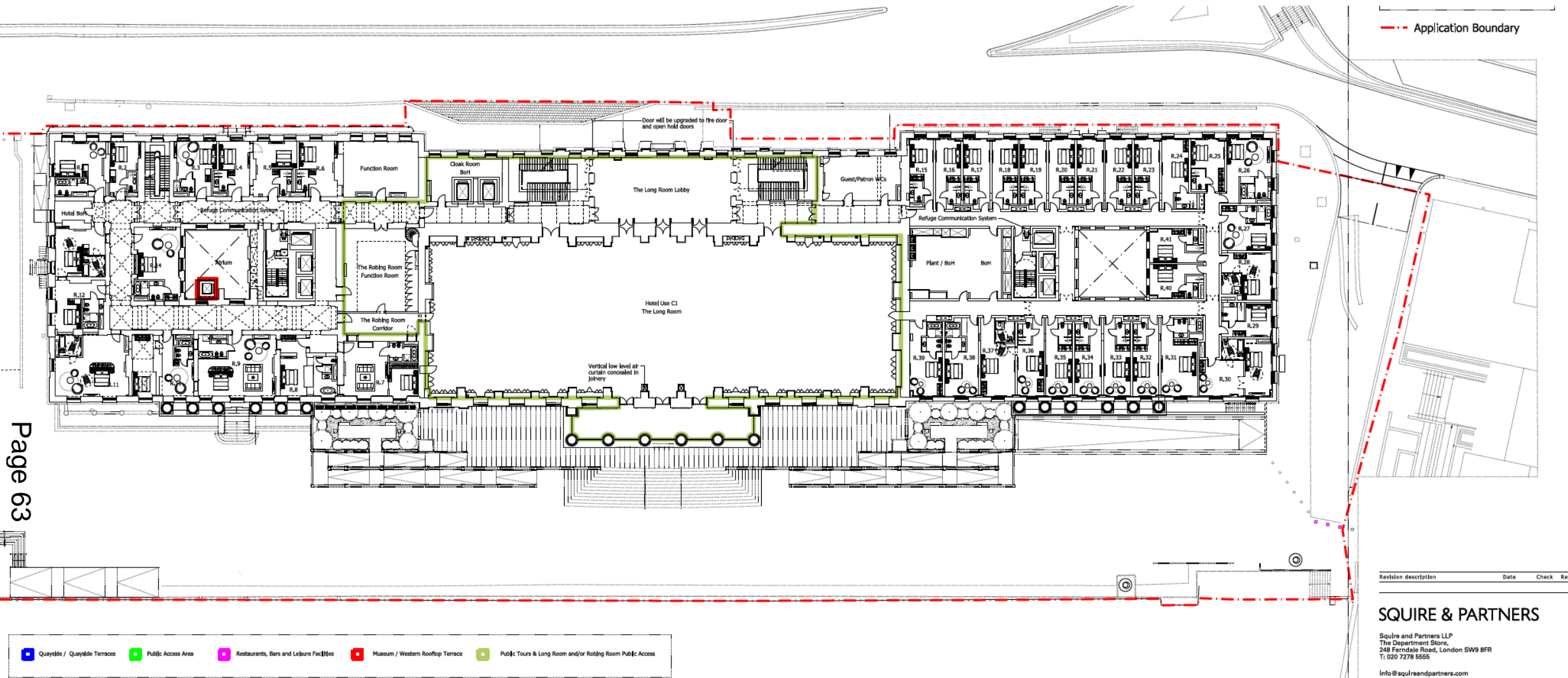
Illustrative image of the  
proposed museum space





Artists Impression : Queen's Warehouse





**Long Room and / or Robing Room Public Access:** Permit the Heritage Partner exclusive use of the Long Room and/or the Robing Room for twenty four Timed Slots per calendar year subject to the Rooms' availability. Up to two slots can be booked consecutively also.

(Timed Slot means one of the following time slots on Mondays to Fridays:  
between 9am and 1pm; between 1m and 4:30pm; and between 4:30pm and 9pm).

**Public Tours:** Members of the public may attend tours of the Long Room and the Robing Room to be conducted at least one per calendar month;





## Public access plan – fifth floor



Excerpt from City's Riverside Walk Enhancement Strategy (2015) SPD



Maximum percentage of annual daylight hours

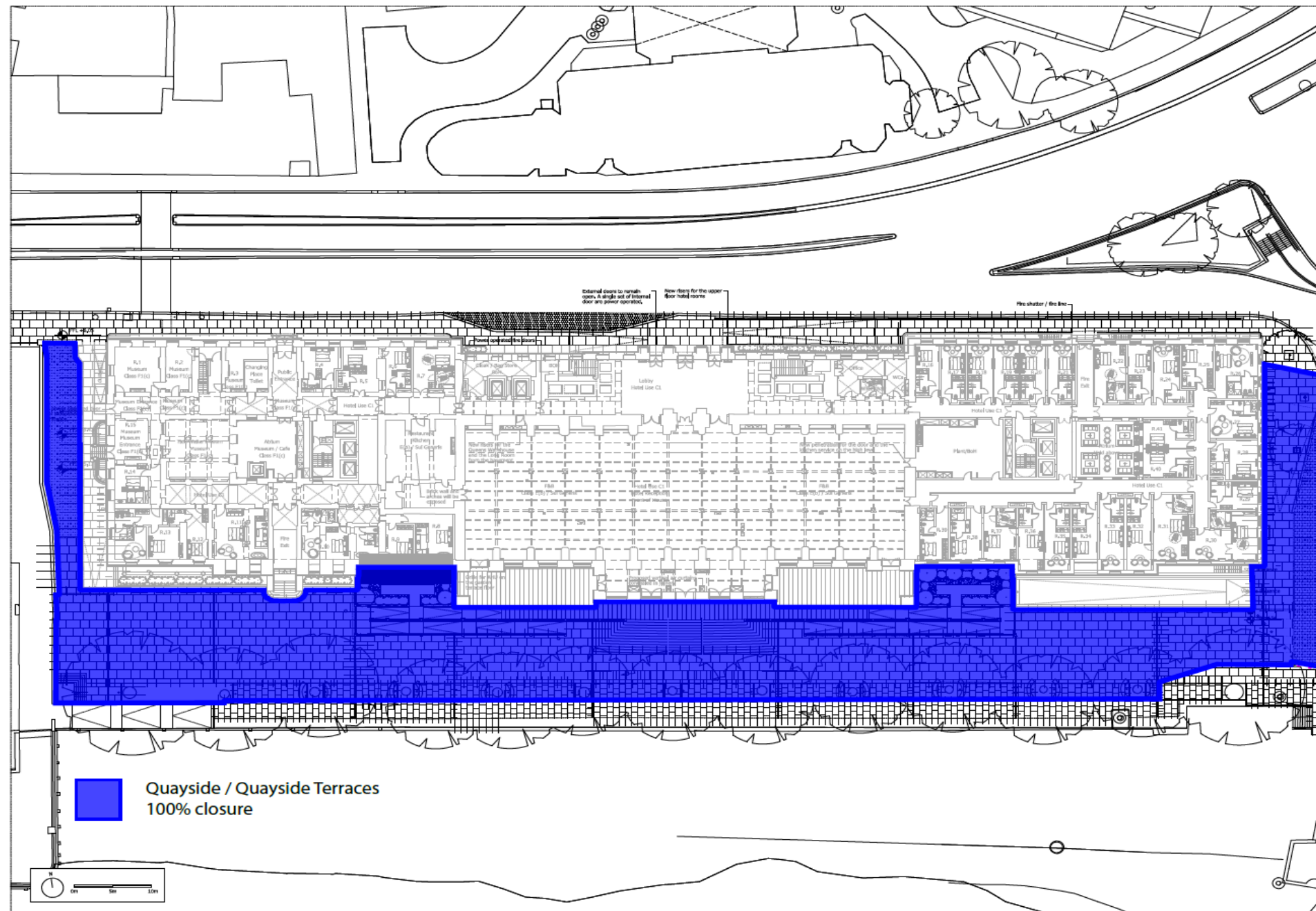
	Free Unrestricted Public Access	Private / Free or Purchase Ticket
	EXAMPLES: Food Fair, Christmas Market, Art Exhibition, Coffee Concession	EXAMPLES: Book Launch, School Performance, City Corporation / Mayor of London Function / London Fashion Week, Wedding Drinks, Open Air Show
Proportion of Public Area (Excl City Walkway)	Maximum % of Daylight Hours	Maximum % of Daylight Hours
51%-100%	Unlimited	5%
26%-50%	Unlimited	5%
0-25%	Unlimited	5%

Left : Table provided by applicant for closures of the Quayside

Page 66

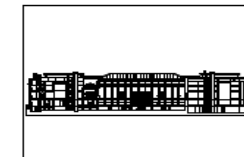
Notes:  
Percentages are MAXIMUM limits  
Percentages are of annual daylight hours in each year (~4,500hrs)  
The limits apply to opening hours of events  
There will be a \$106 Obligation to minimise the amount of space used by each event, acting reasonably  
There will be a \$106 Obligation to minimise disruption and duration of setup and breakdown, acting reasonably  
Limits and definitions will be subject to annual review by the Curation Committee as defined in the Cultural and Community Strategy

- **Planning Officers Comments (refer to paragraphs 567- 577 of officer report) :**
- There are 675 daylight hours that the Quay could be closed for a private event in whole or in part (225 at 100%, 50% and 25%).
- The daylight method would of course exclude much peak afternoon/evening hours during the darker months, over which there would be no restriction on private closure.
- It would allow for closure over the course of the year of 100% of the Quayside for 4.3 hours per week, closure of 50% of the Quayside for a further 4.3 hours per week and closure of up to 25% for an additional 4.3 hours per week (therefore some degree of closure for up to 12.9 hours per week).
- closures could be skewed towards the warmer months of the year, such that if these hours were spread over the warmer 6 months of the year, this would mean permitted closures 100% of the Quayside for 8.6 hours per week, closure of 50% of the Quayside for a further 8.6 hours per week and closure of up to 25% for an additional 8.6 hours (so closure to some extent for up to 25.8 hours per week).



NOTES:  
DO NOT SCALE FROM THIS DRAWING.  
ALL DIMENSIONS TO BE CHECKED ON SITE.  
ALL DIMENSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.  
AREAS MAY BE SUBJECT TO CHANGE UPON DETAILED SURVEY.

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Application Boundary

Revised for planning	17/08/23	WS	A
Revision description	Date	Check	Rev

## SQUIRE & PARTNERS

Squire and Partners LLP  
The Department Store,  
288 Finsbury Road, London EC2A 4BN  
T: 020 7278 9556

info@squireandpartners.com  
www.squireandpartners.com

Project  
Custom House  
London

Drawing  
Proposed  
Ground Floor Plan  
Public Access Plan

Drawn Date Scale

Potential closures plan – 100%



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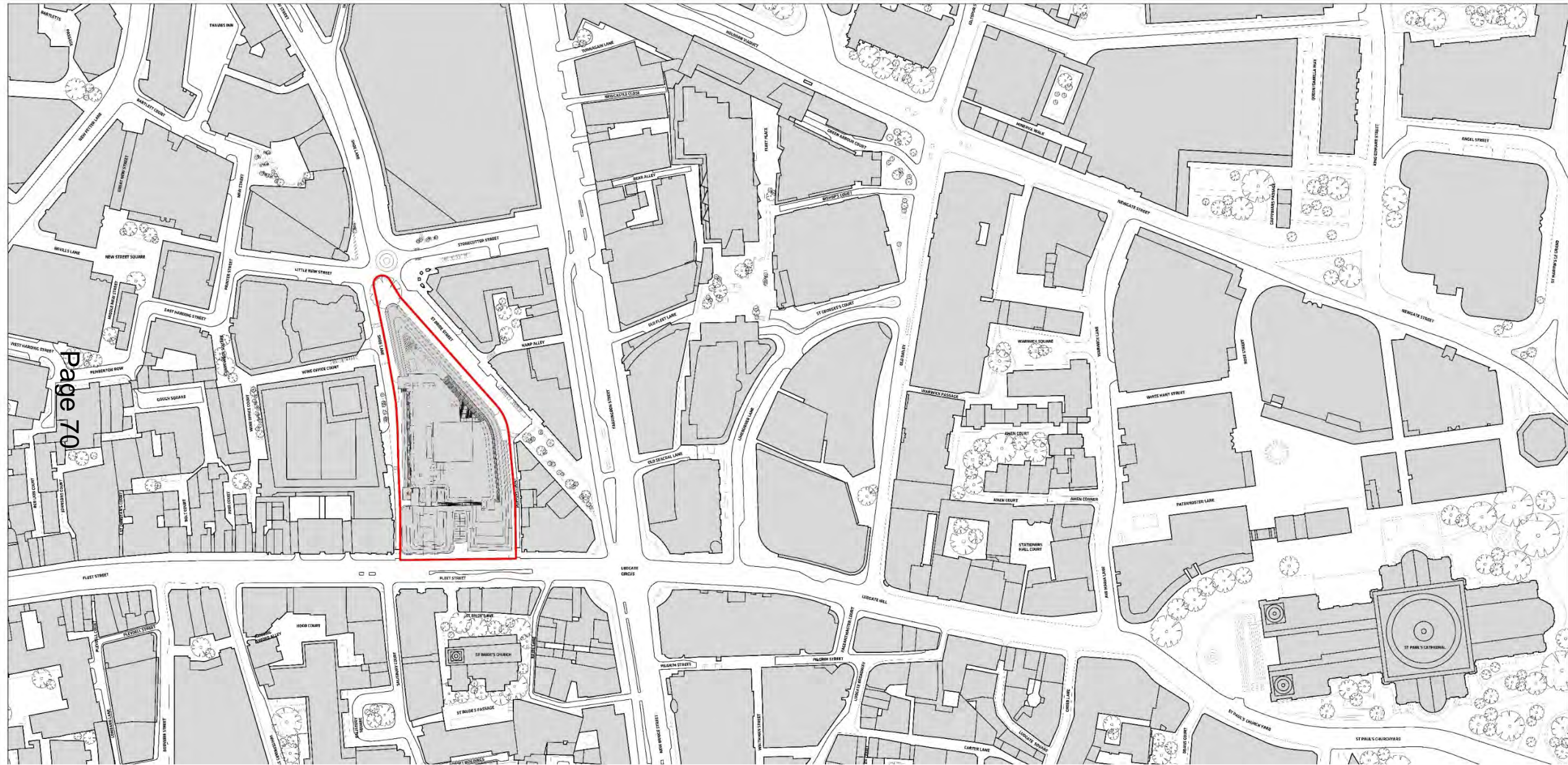
# **120 Fleet Street Application**

## **Planning & Transportation Committee**

26 October 2021



# 120 Fleet Street



## Site Plan



# 120 Fleet Street



SHOE LANE



FLEET STREET



POPPIN'S COURT

Site photos



# 120 Fleet Street



SHOE LANE



FARRINGTON STREET



POPPIN'S COURT







# 120 Fleet Street



1 DAILY EXPRESS - GRADE II\*, 1932



2 DR. JOHNSON'S HOUSE - GRADE I, 1700



3 THE DAILY TELEGRAPH - GRADE II, 1928



4 REUTERS PRESS ASSOCIATION - GRADE II, 1938



5 ST BRIDE'S CHURCH - GRADE I, 1672

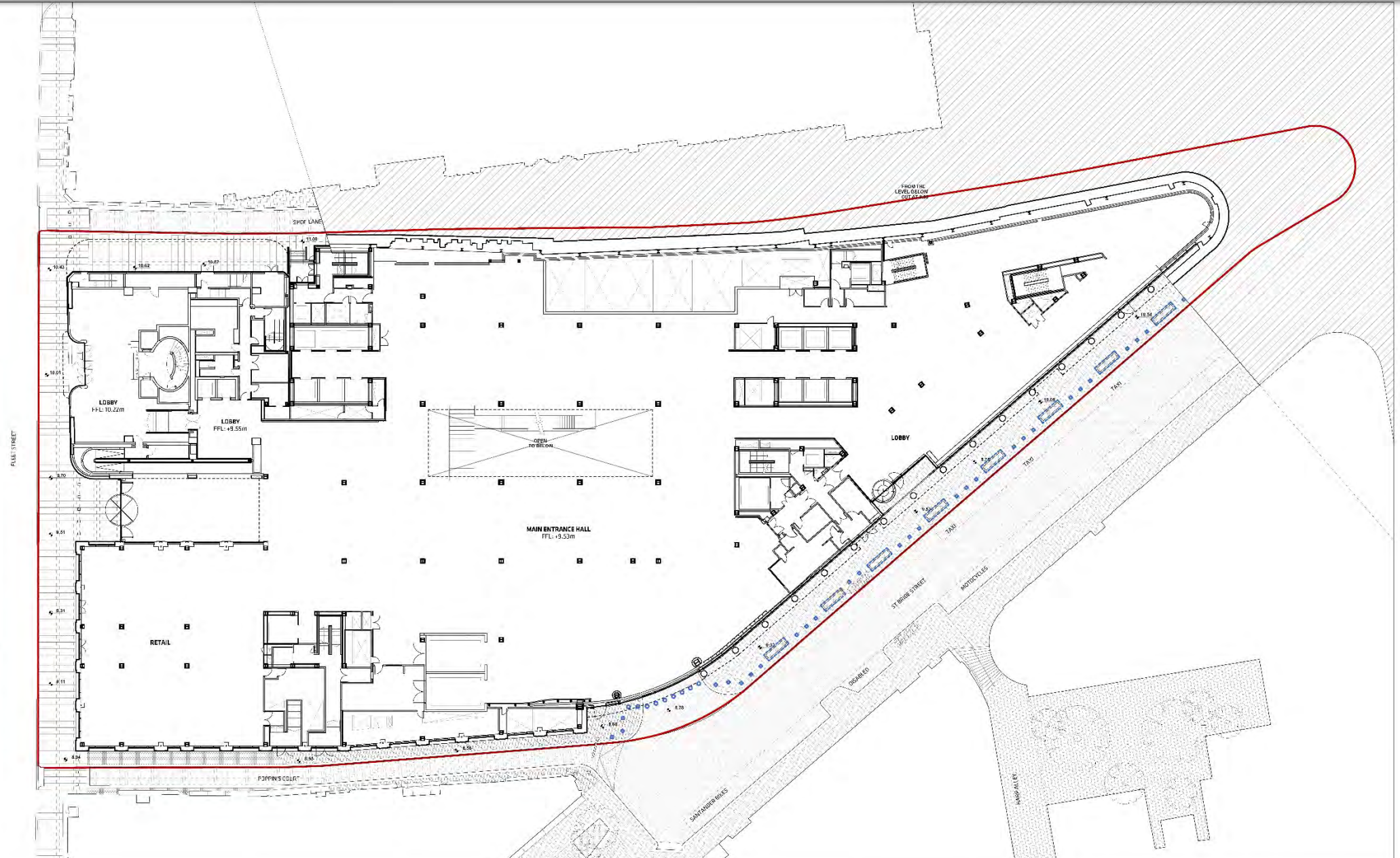


CONSERVATION AREA

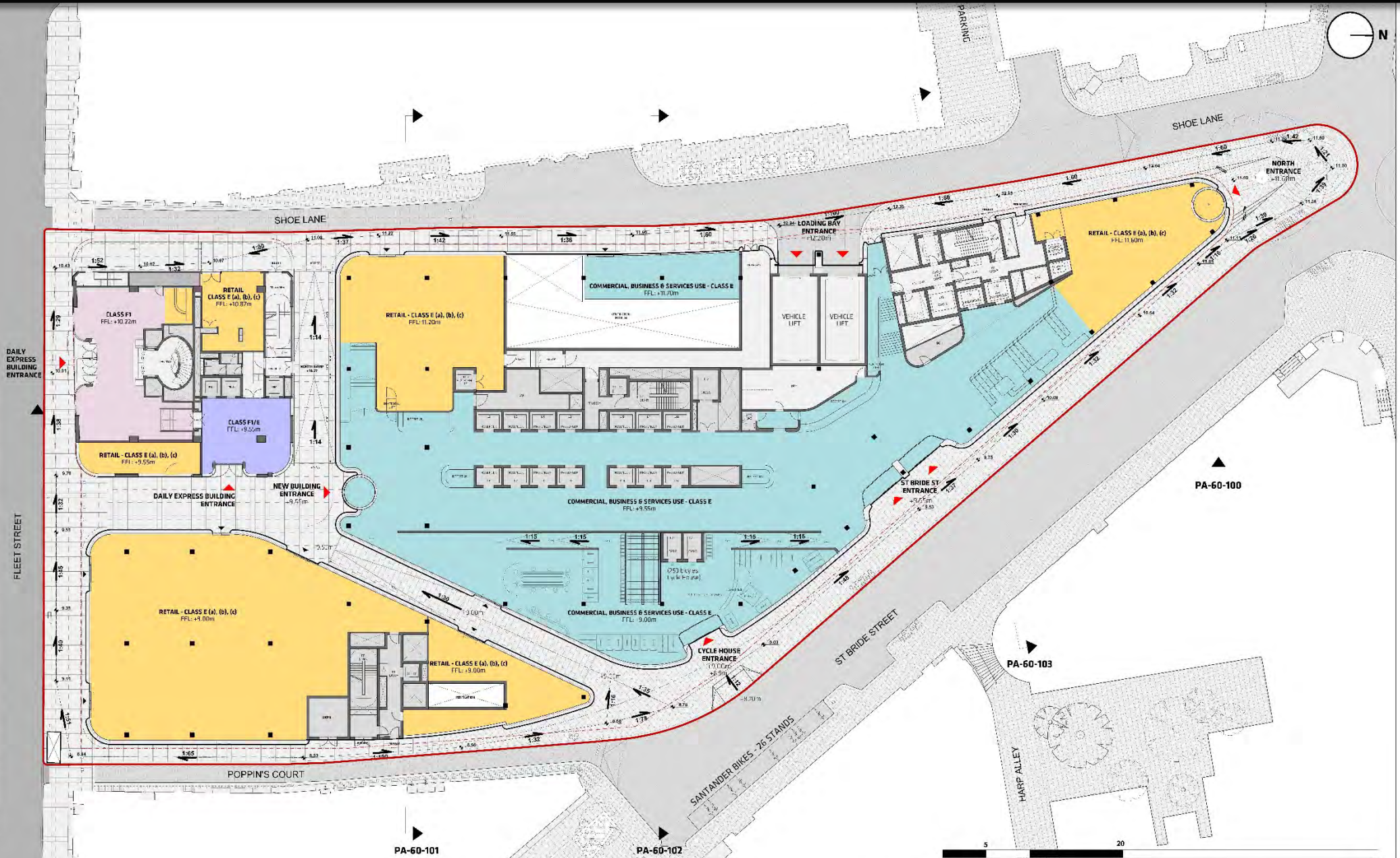
LISTED BUILDINGS

Conservation area and listed buildings



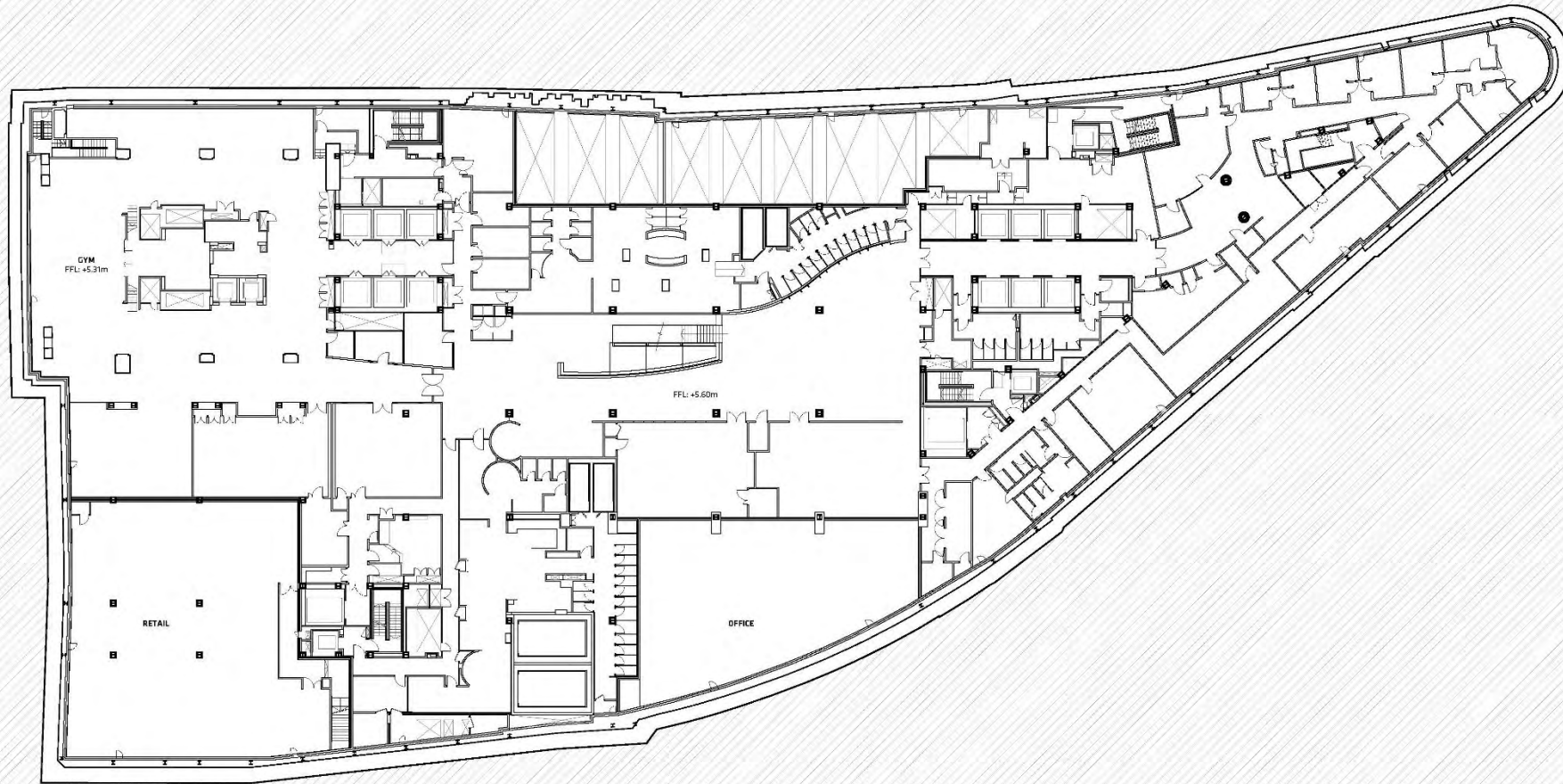






Proposed Ground Floor Plan





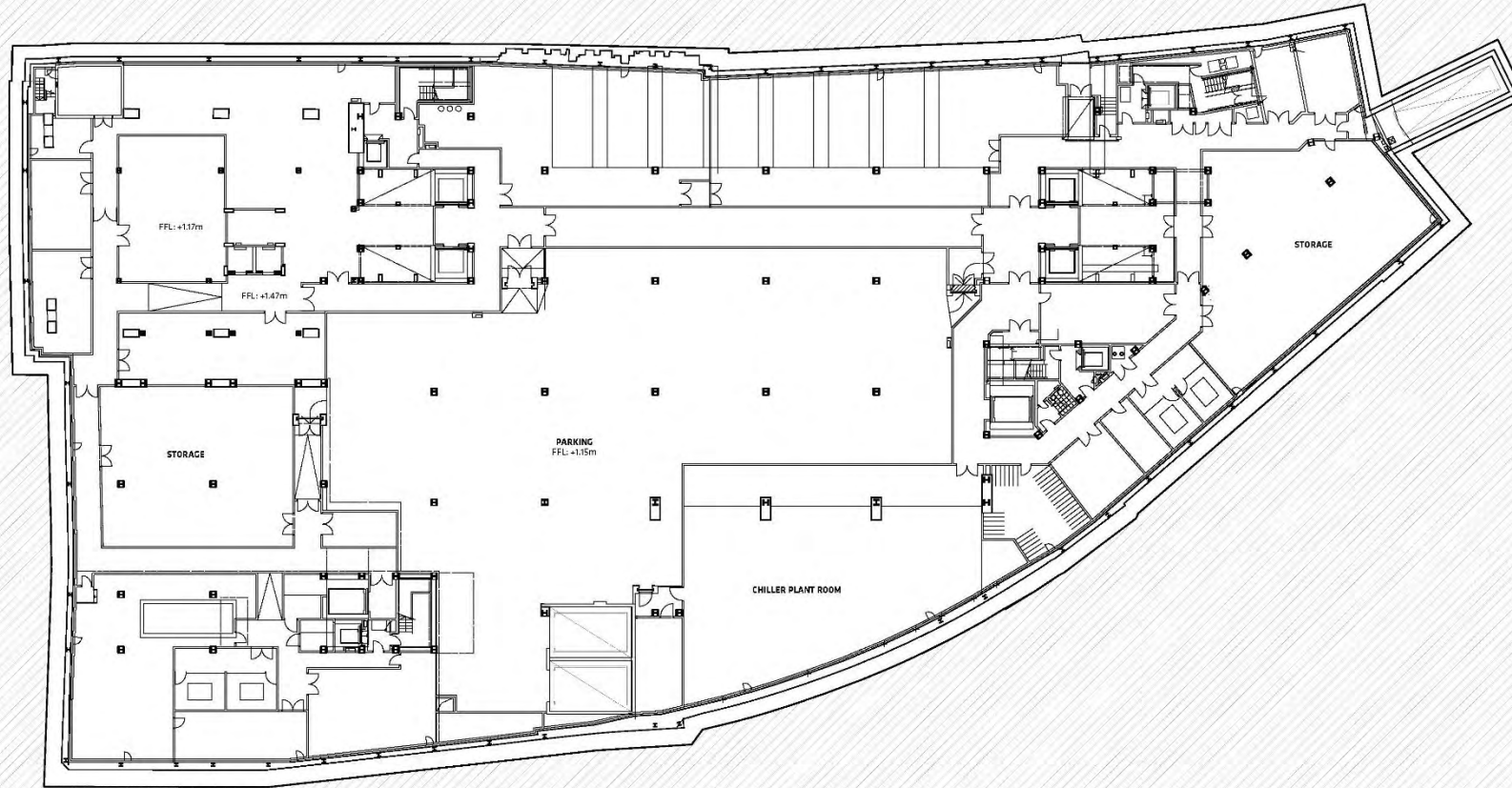
Existing Basement 1 Floor Plan





Proposed Basement 1 Floor Plan





Existing Basement 2 Floor Plan



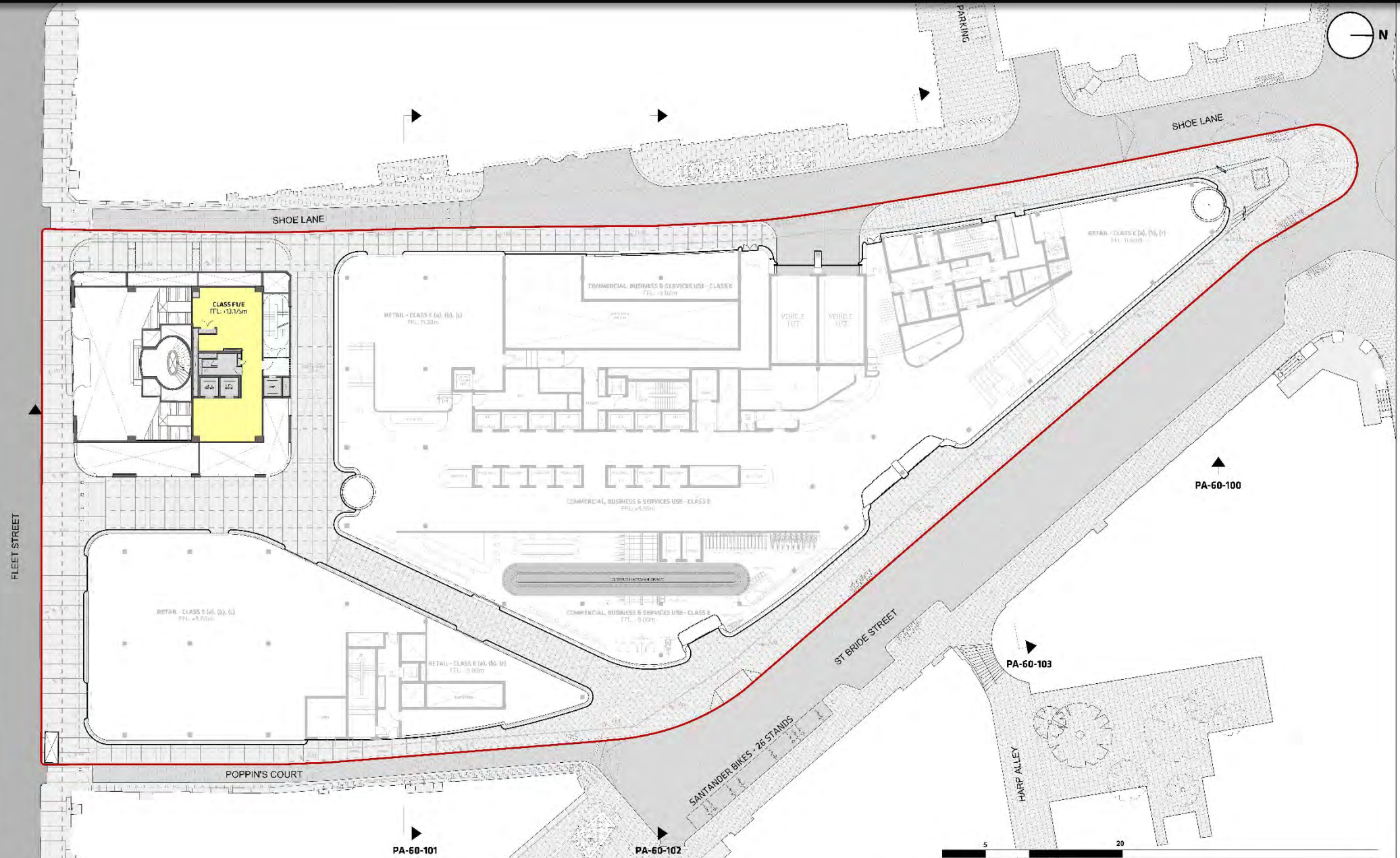


Proposed Basement 2 Floor Plan





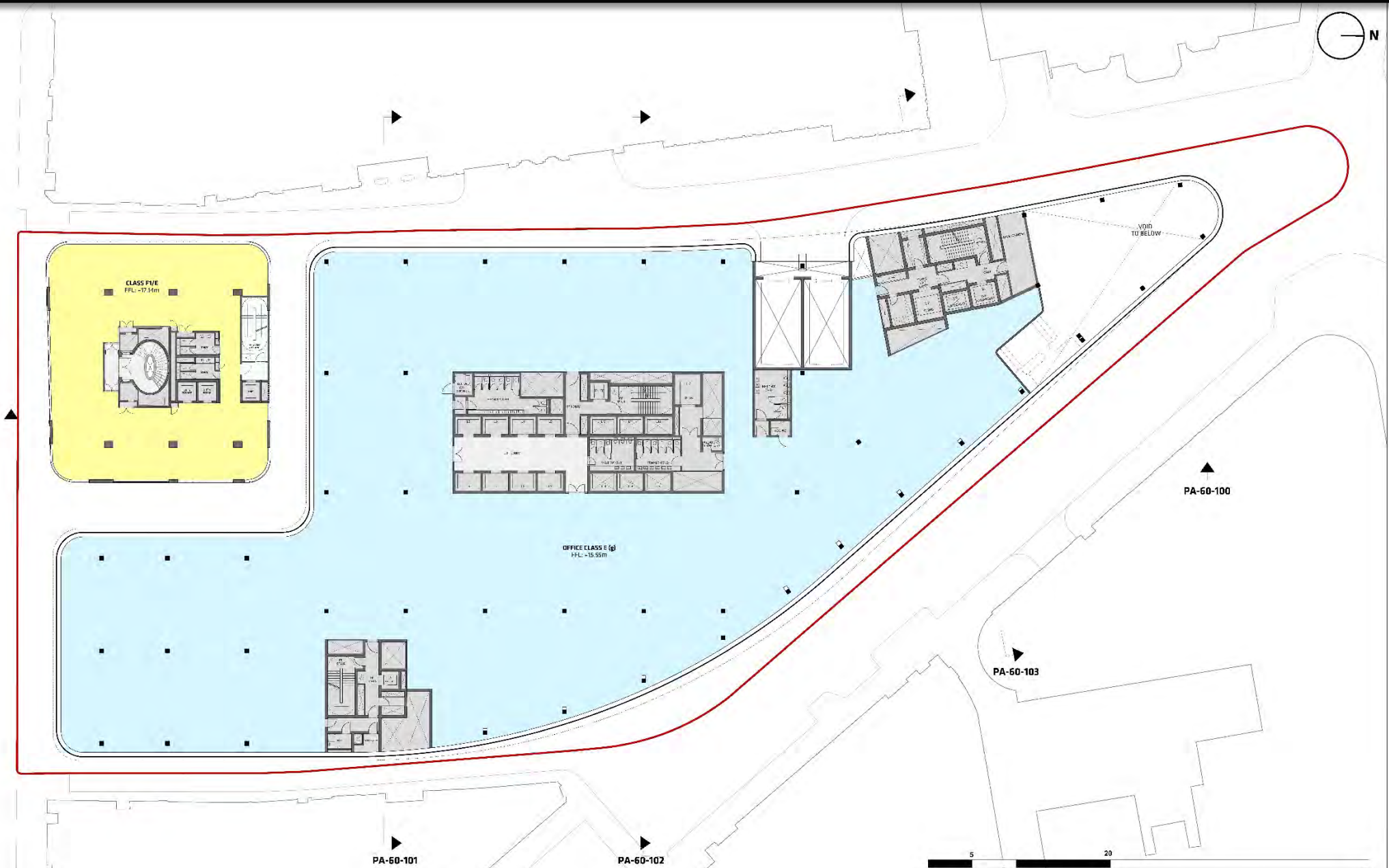




Proposed Upper Ground Floor Plan



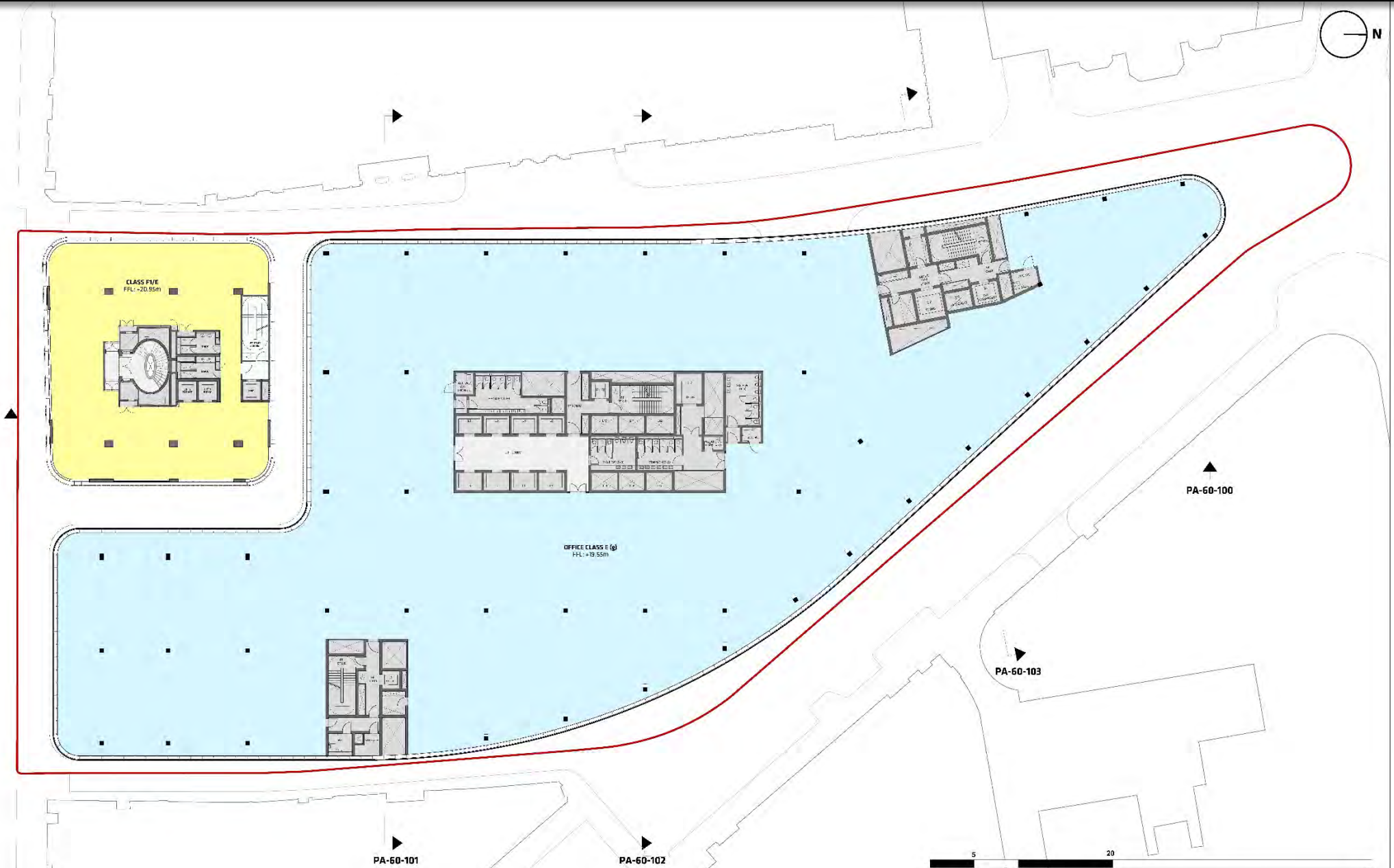




Proposed Level 01 Floor Plan



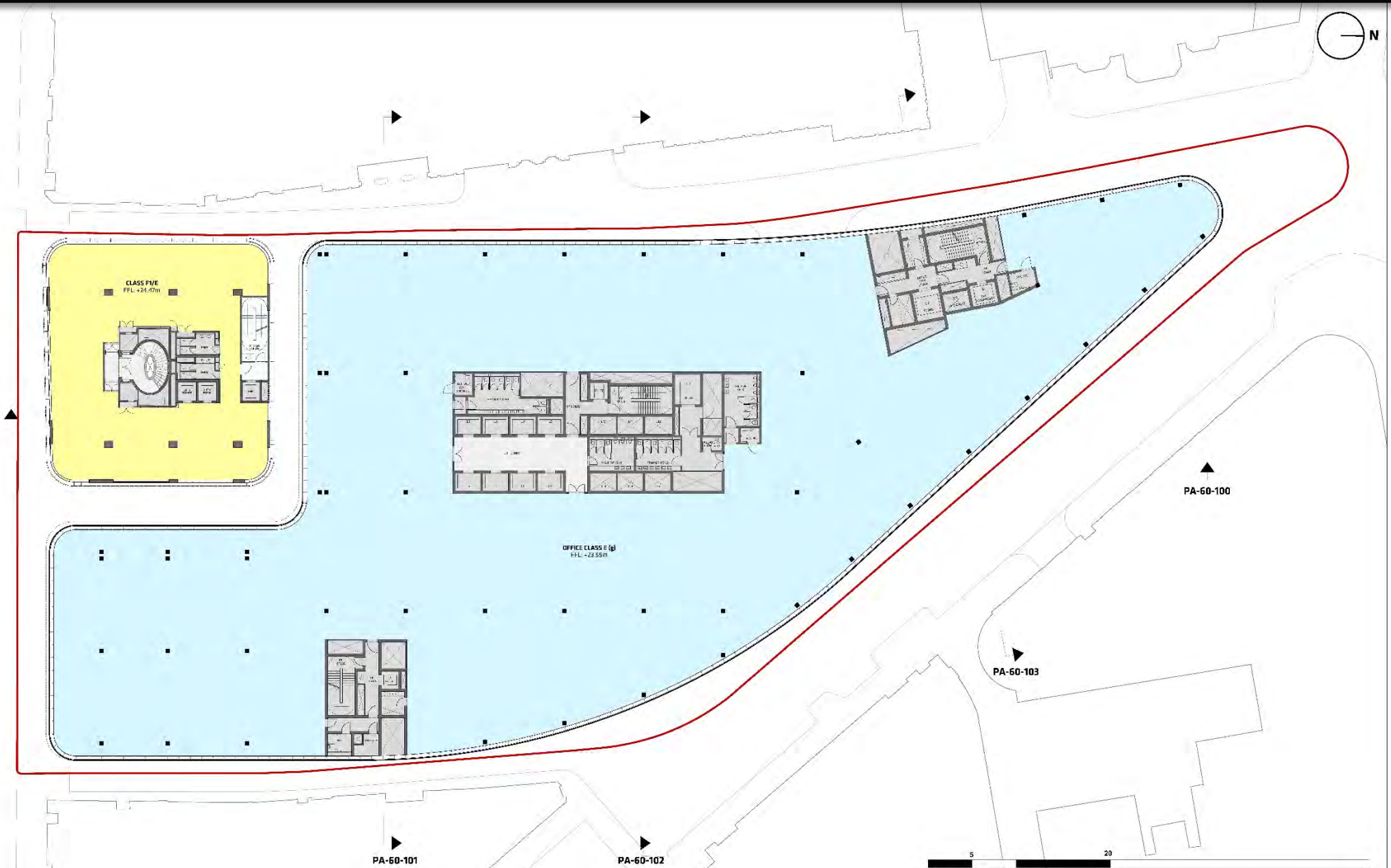




Proposed Level 02 Floor Plan



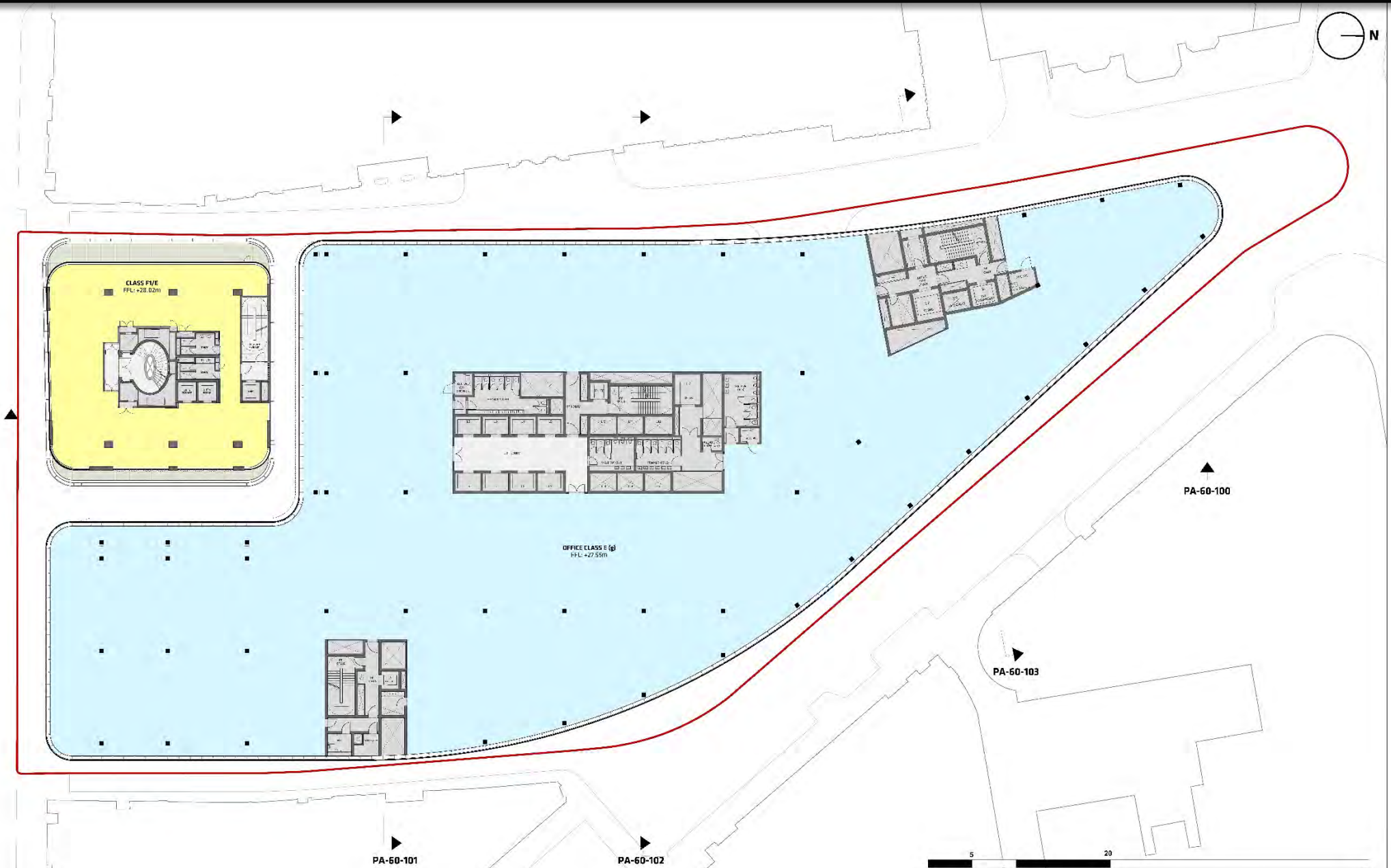




Proposed Level 03 Floor Plan



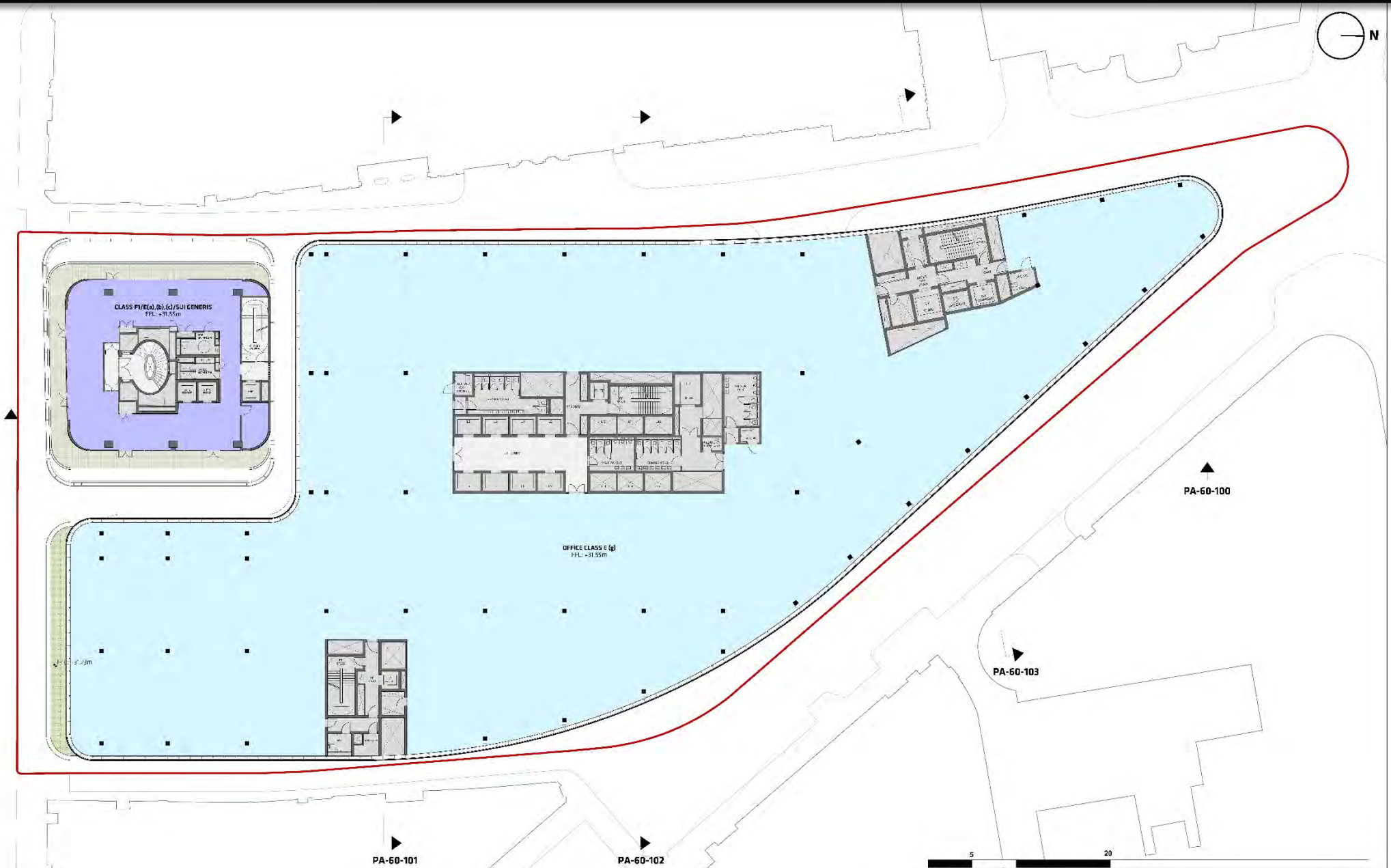




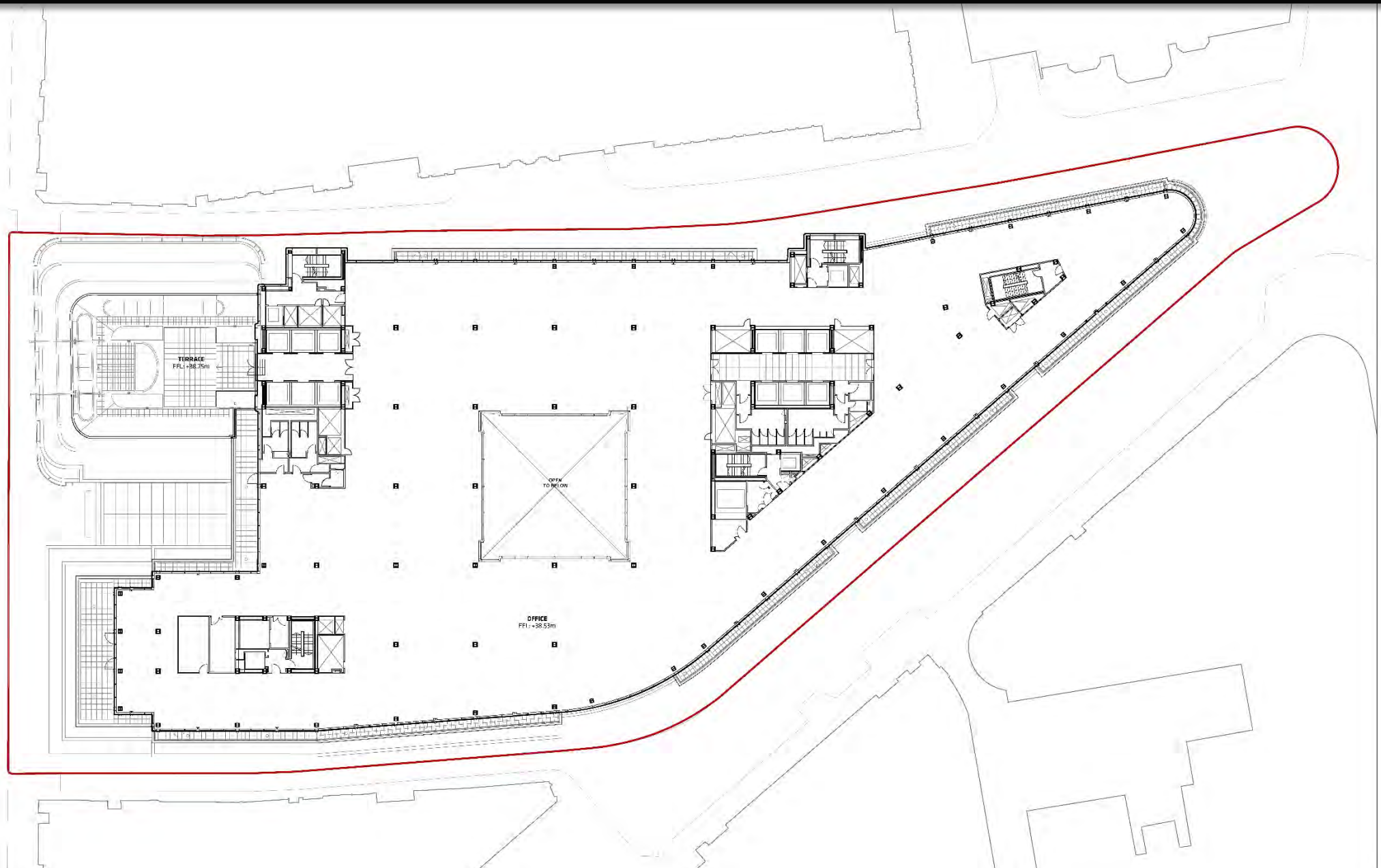
Proposed Level 04 Floor Plan



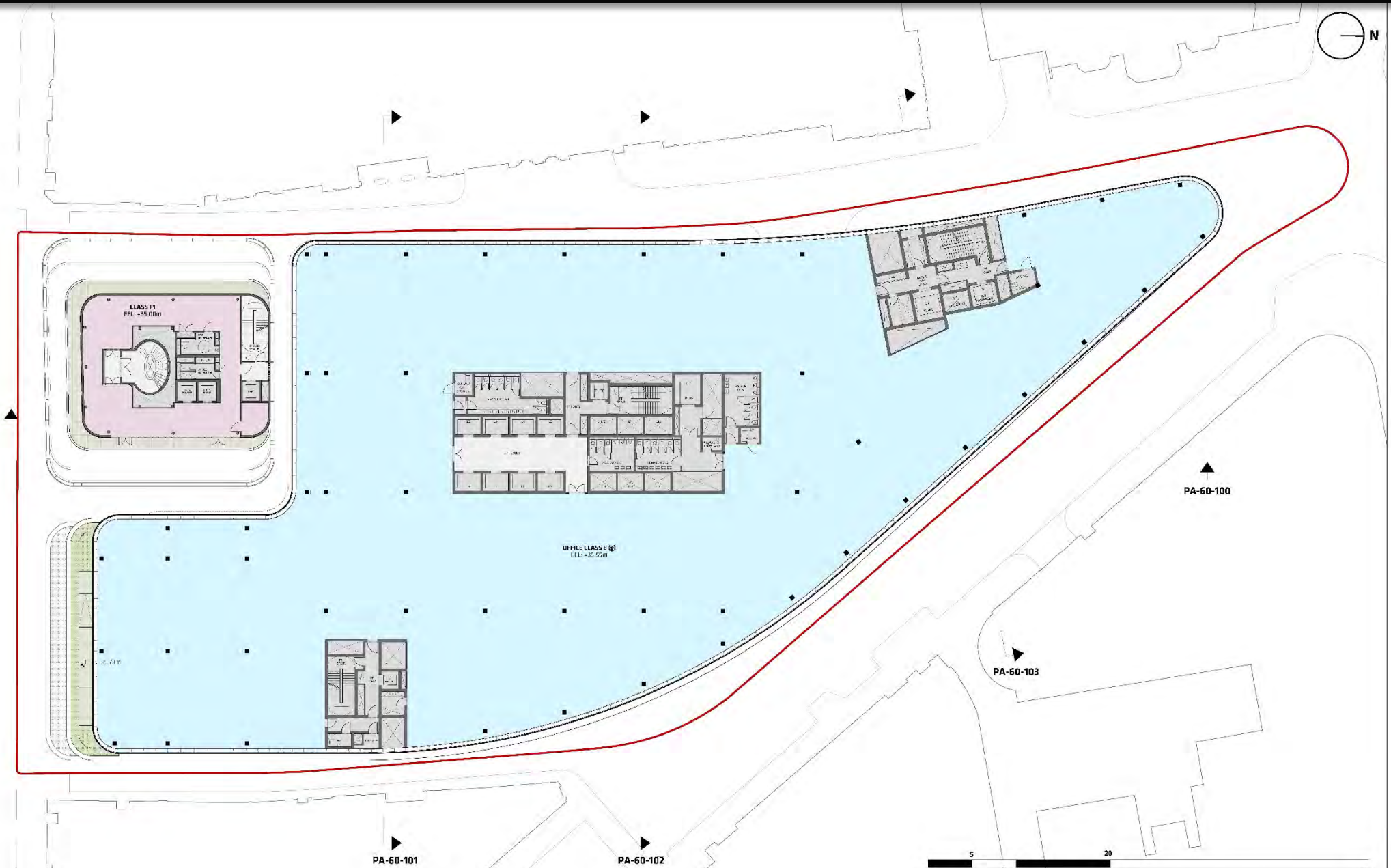




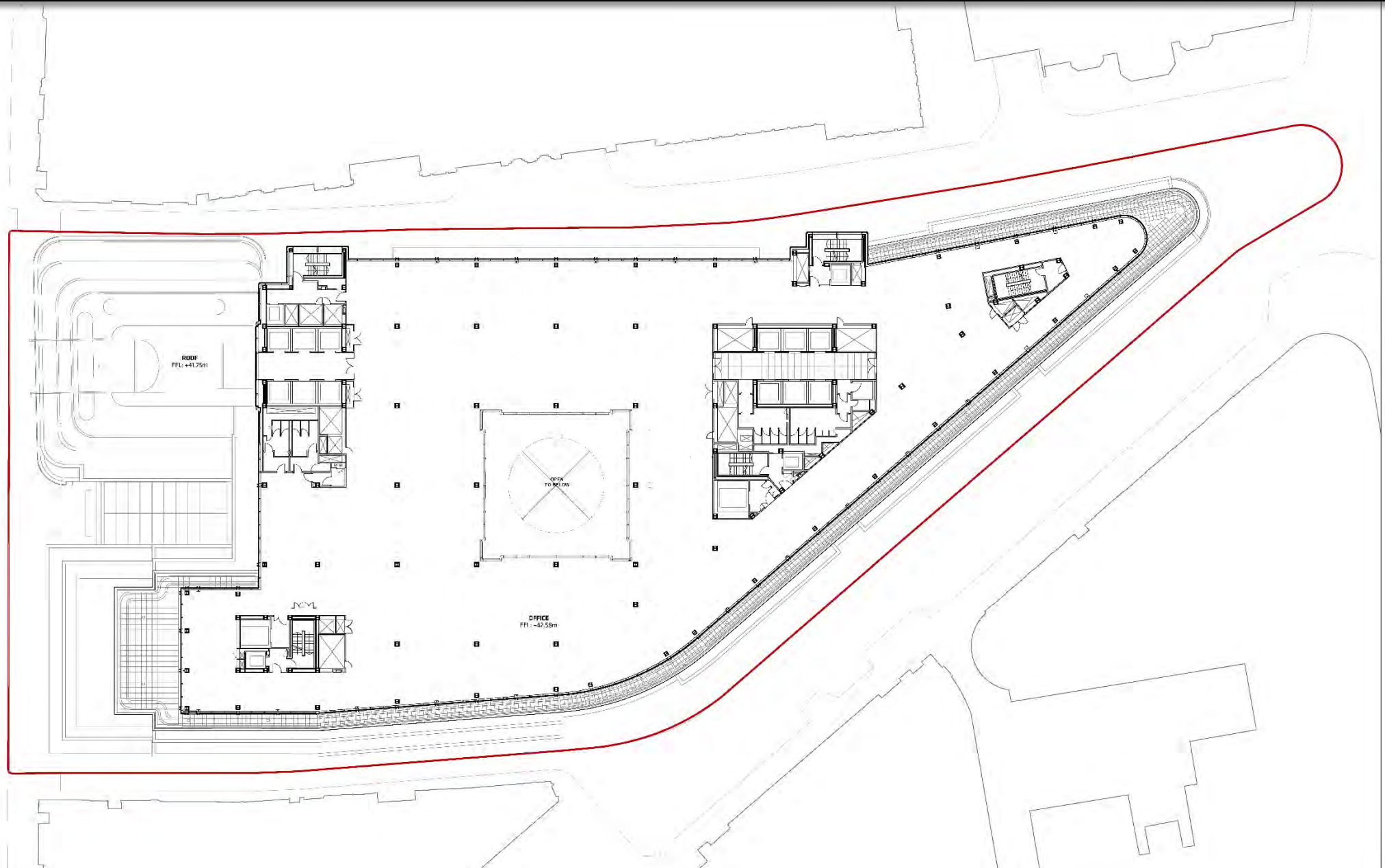
Proposed Level 05 Floor Plan



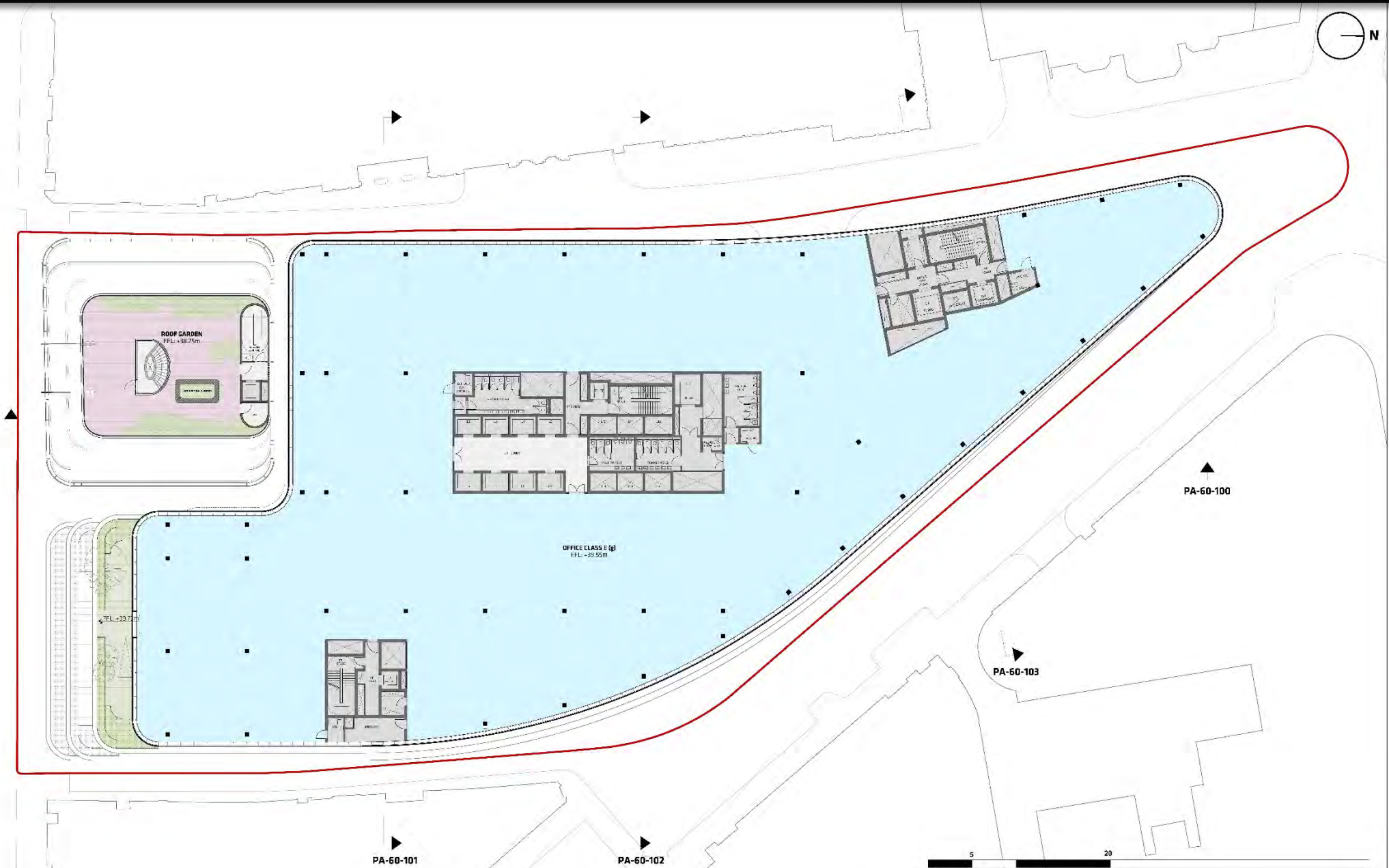




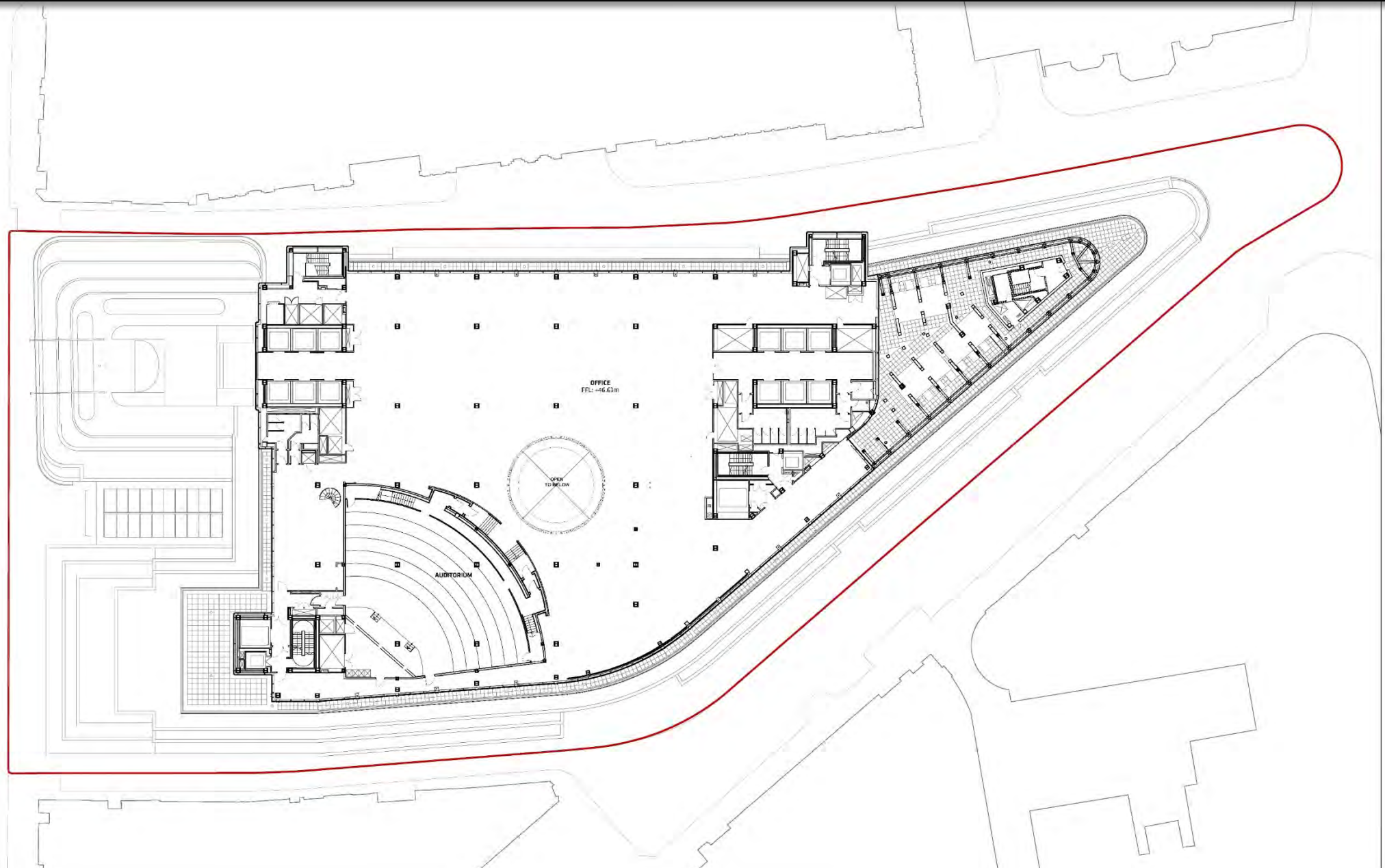
Proposed Level 06 Floor Plan



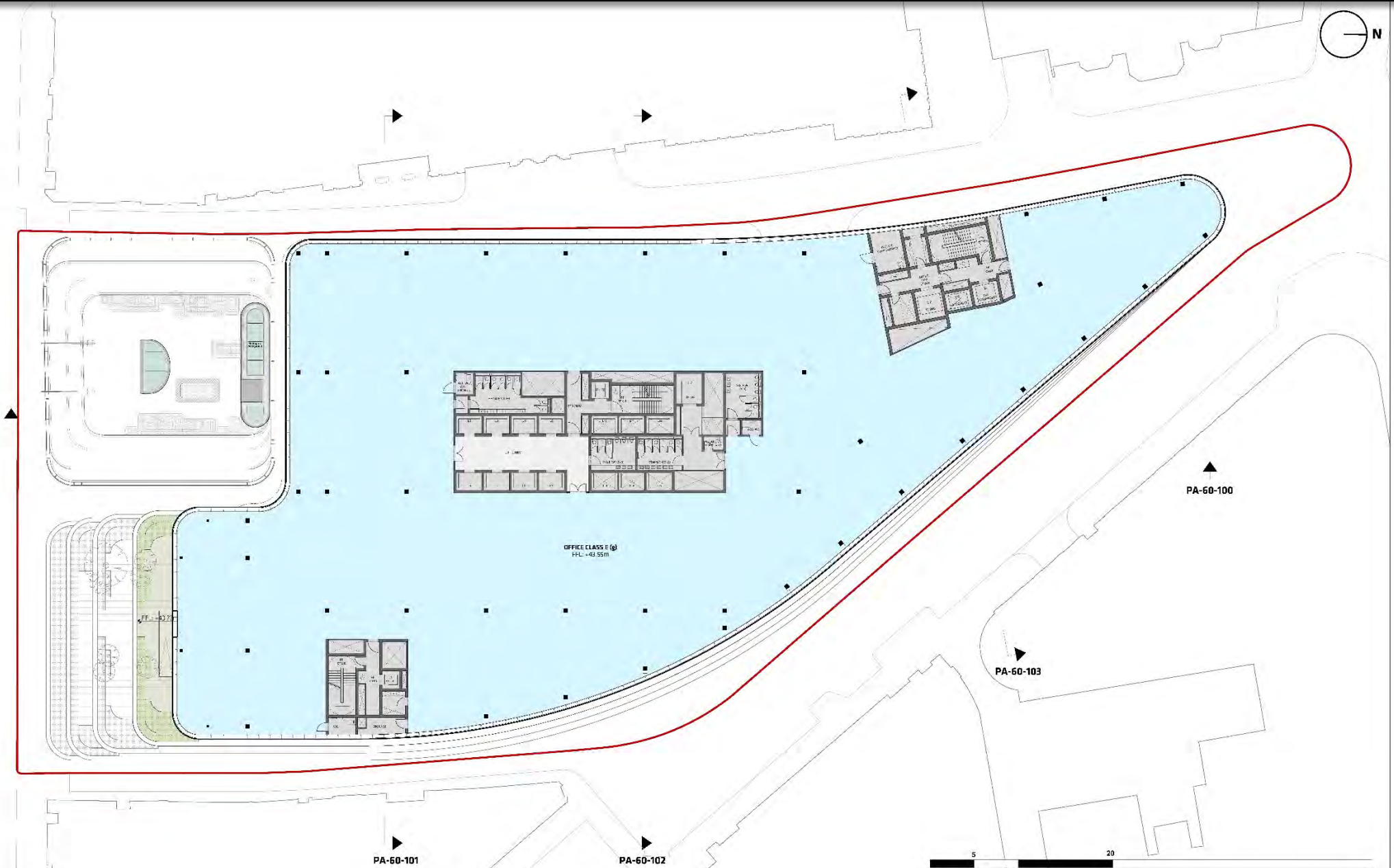




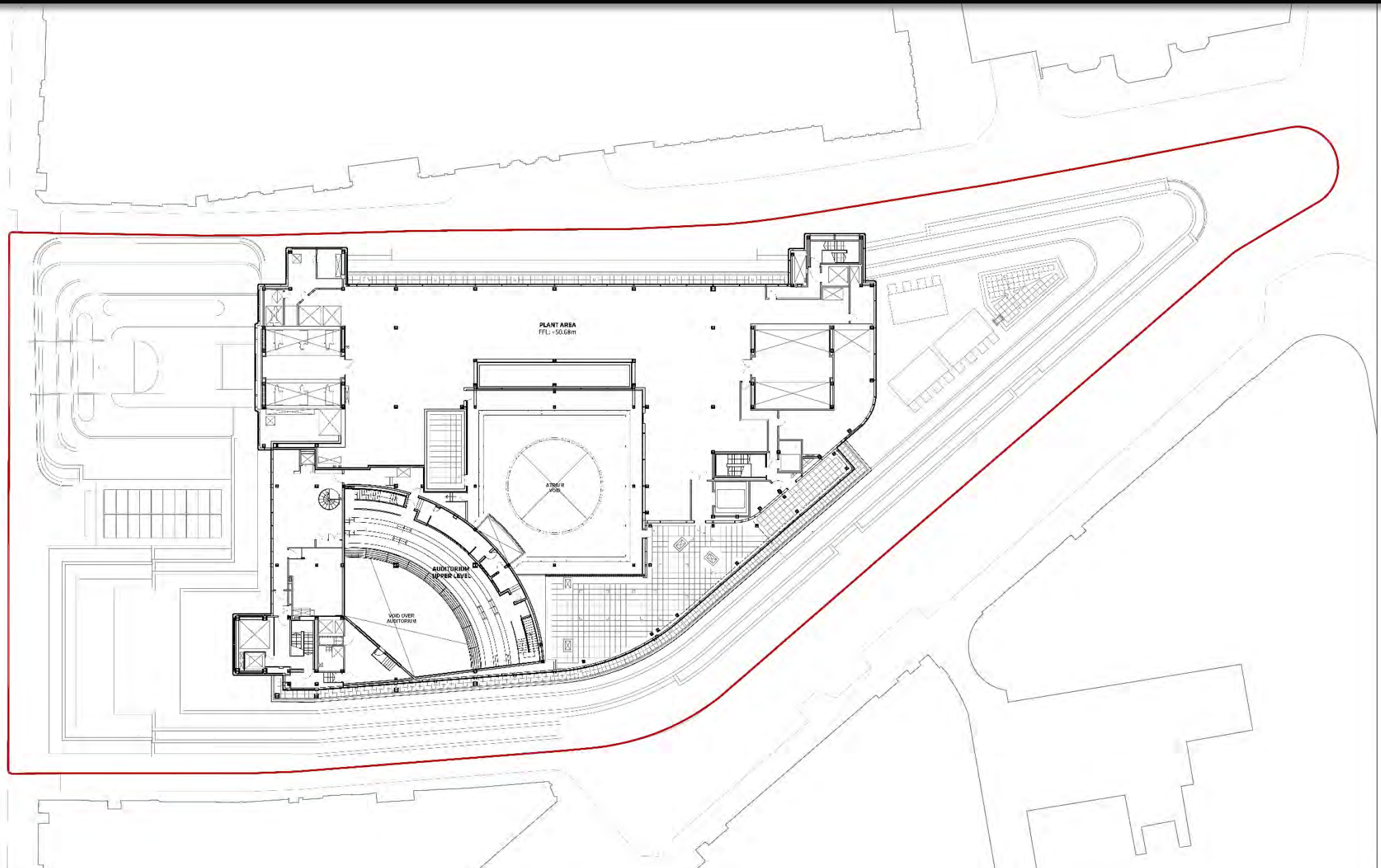
Proposed Level 07 Floor Plan



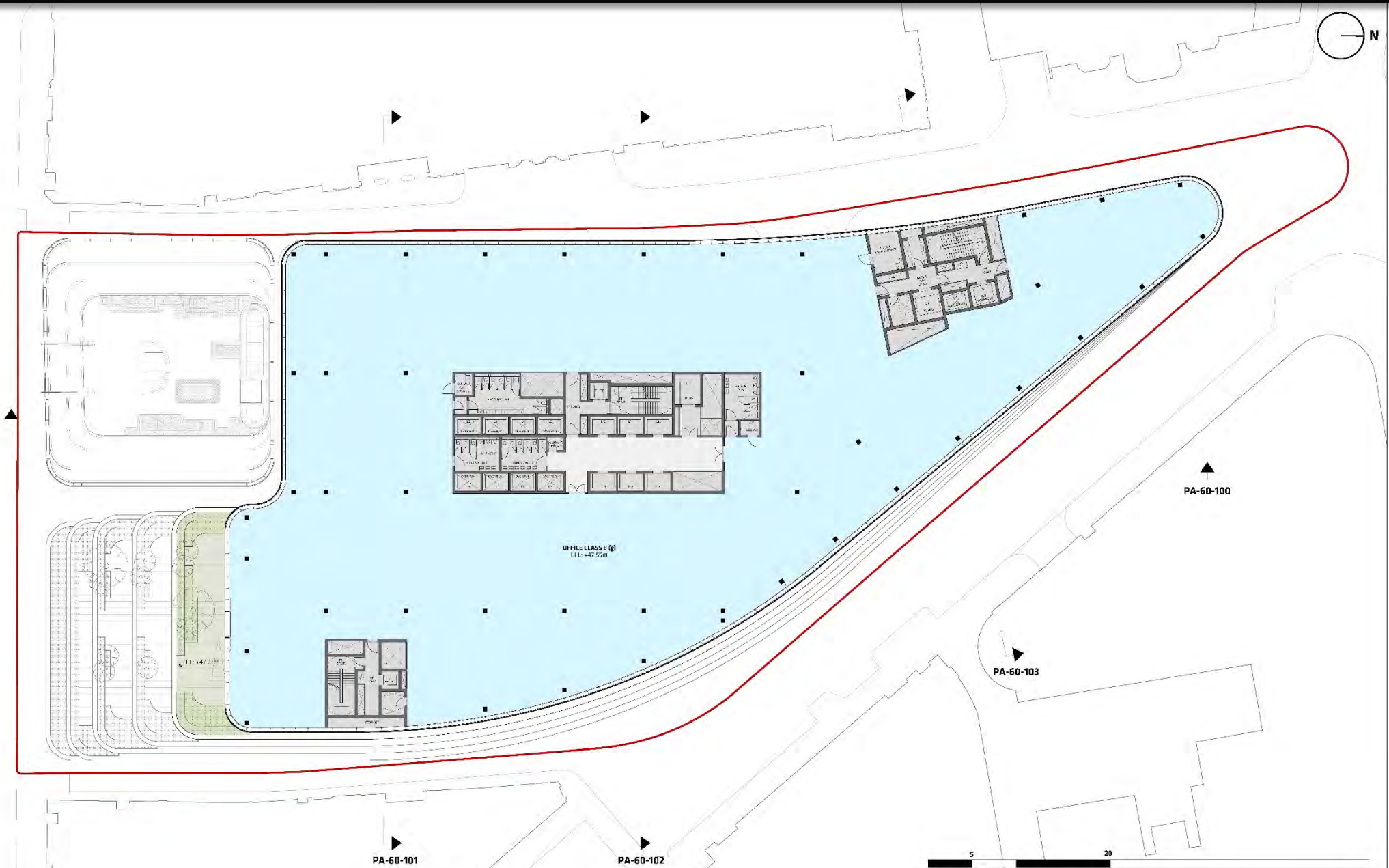




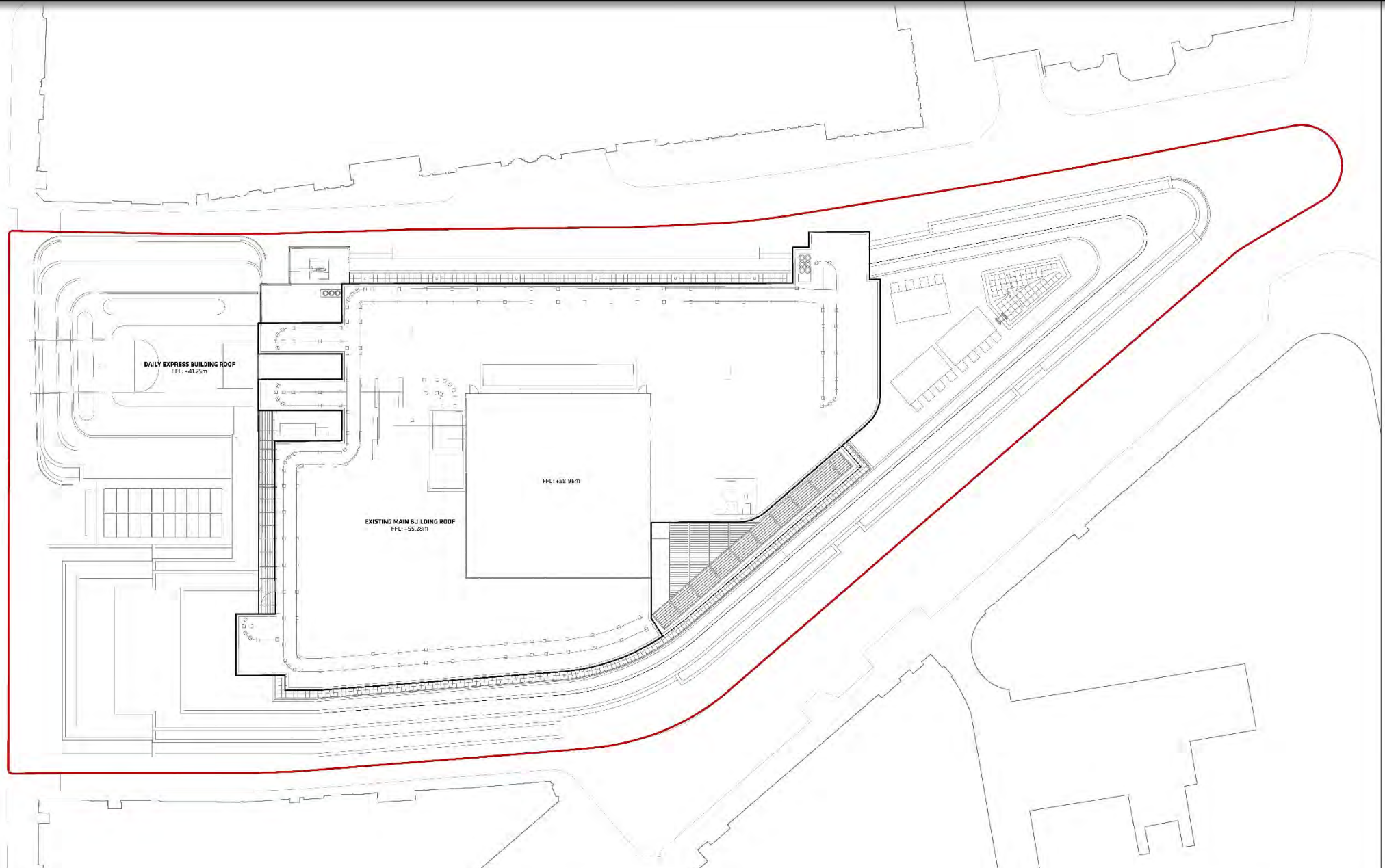
Proposed Level 08 Floor Plan



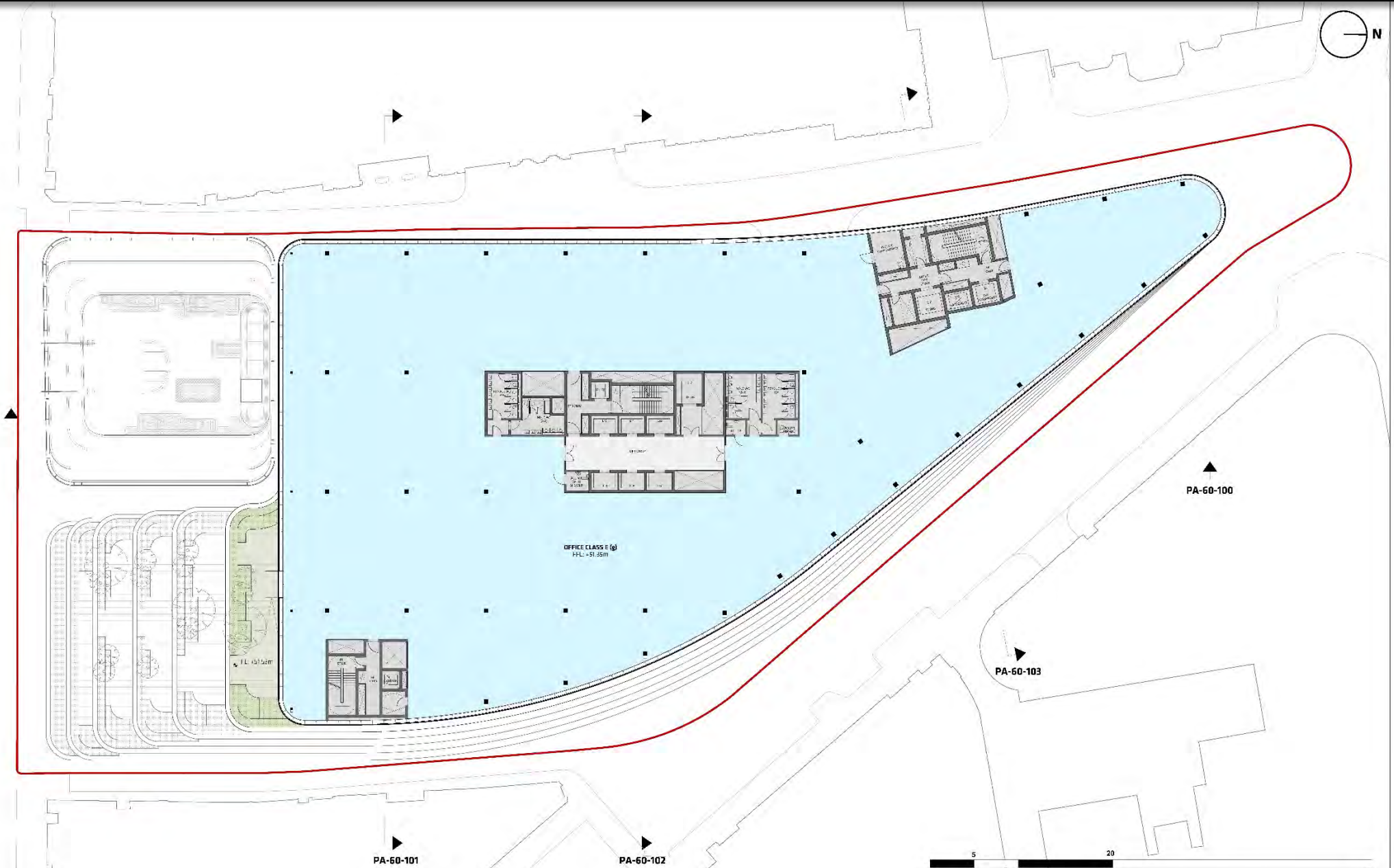




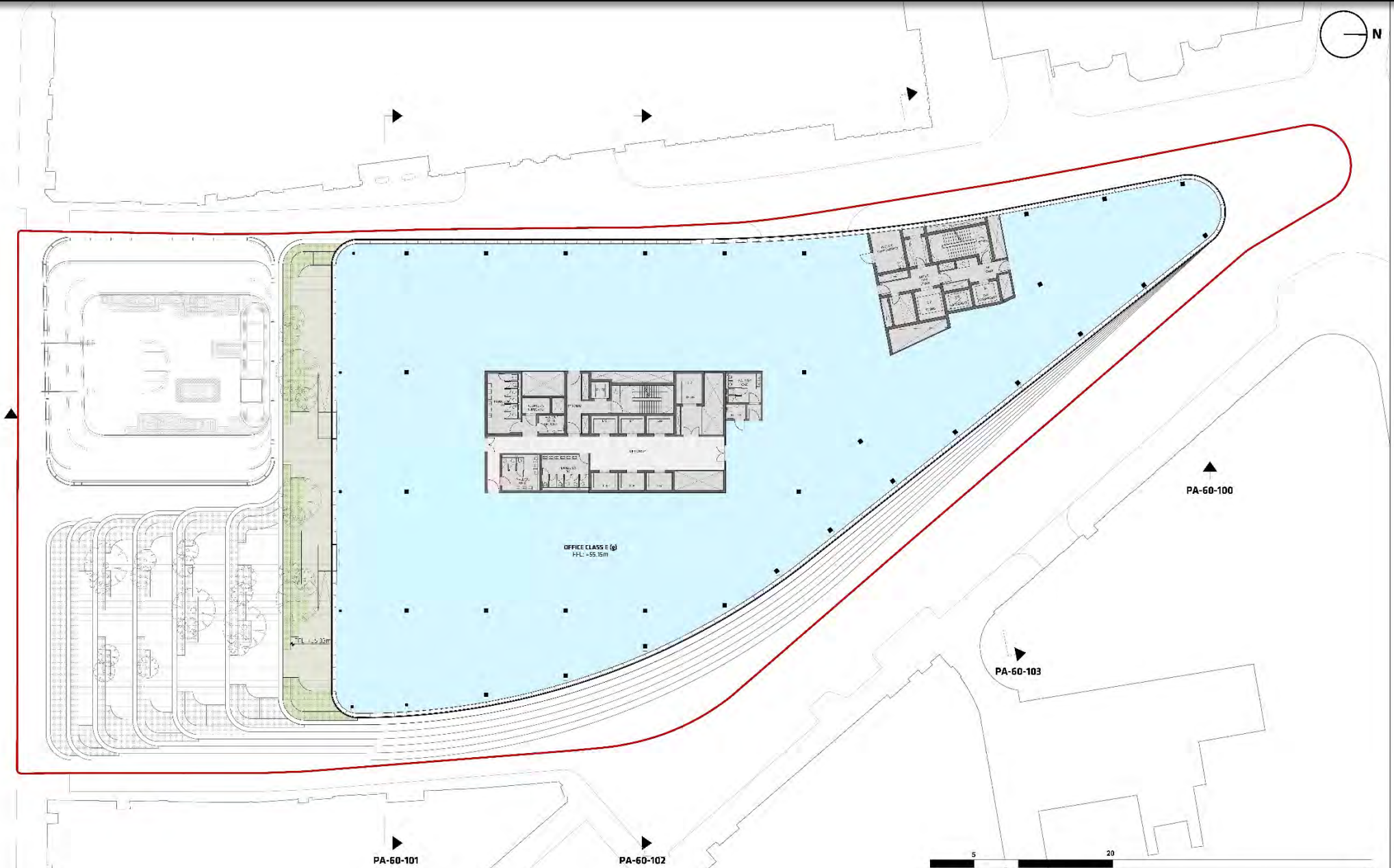
Proposed Level 09 Floor Plan





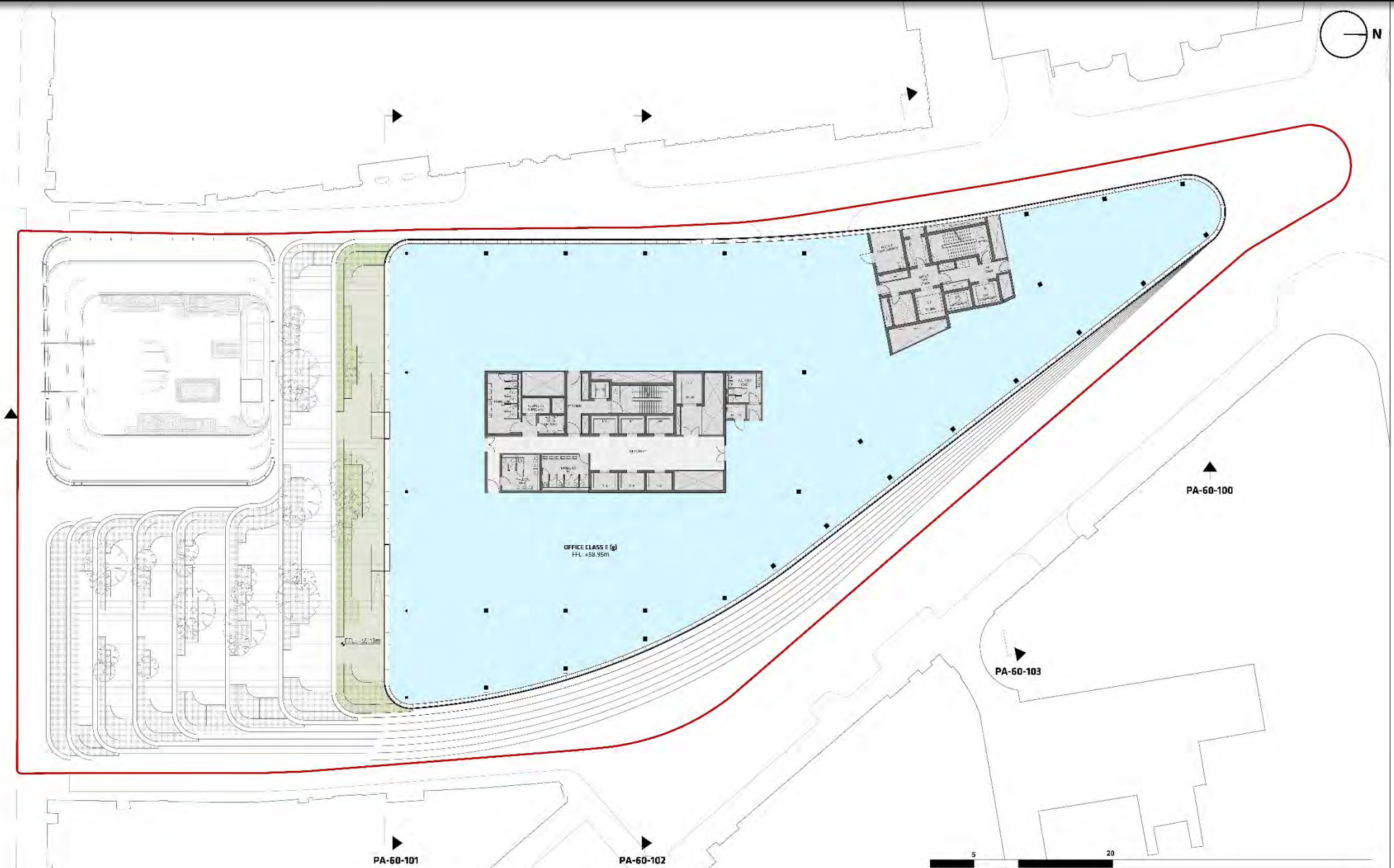


Proposed Level 10 Floor Plan

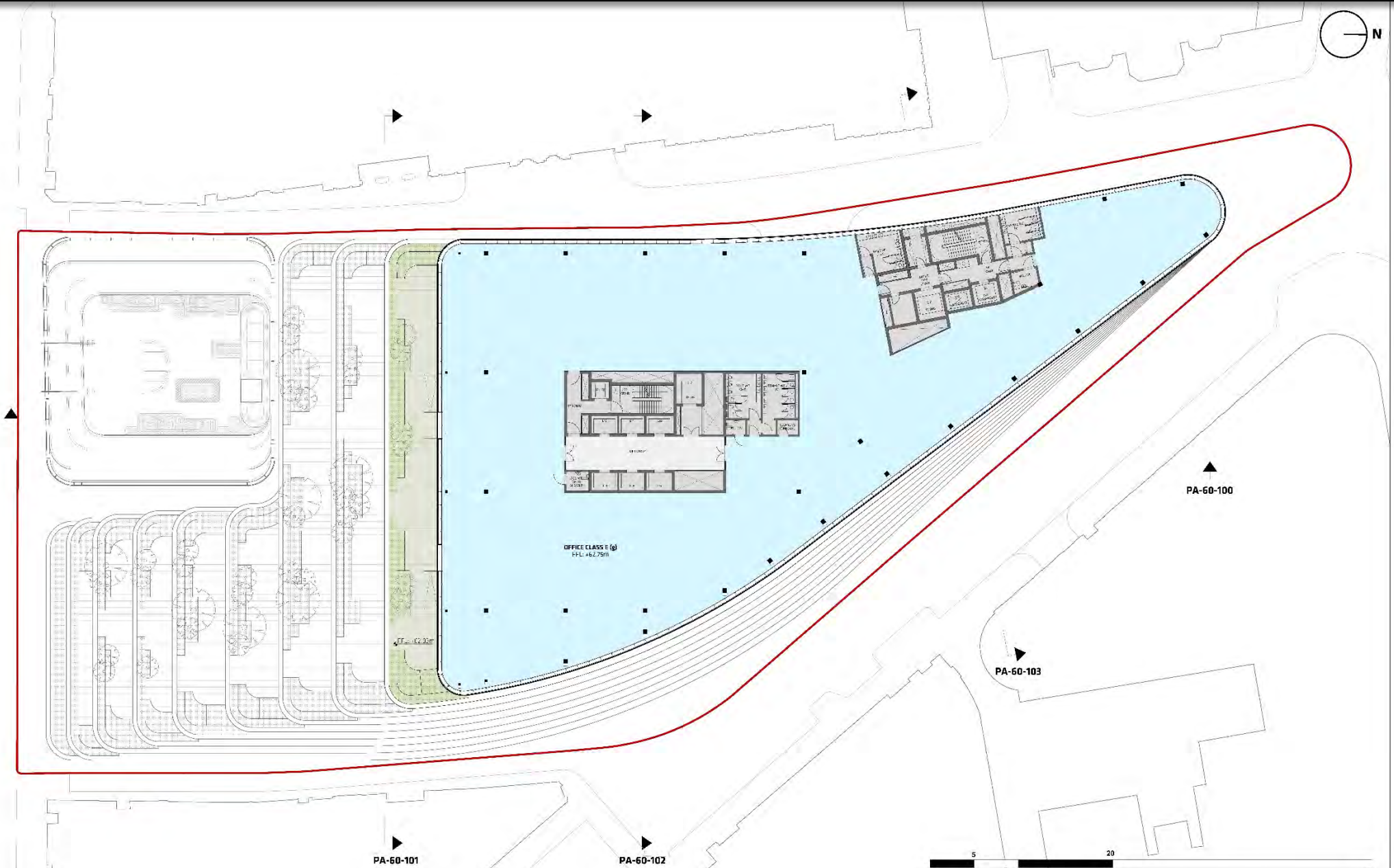


Proposed Level 11 Floor Plan



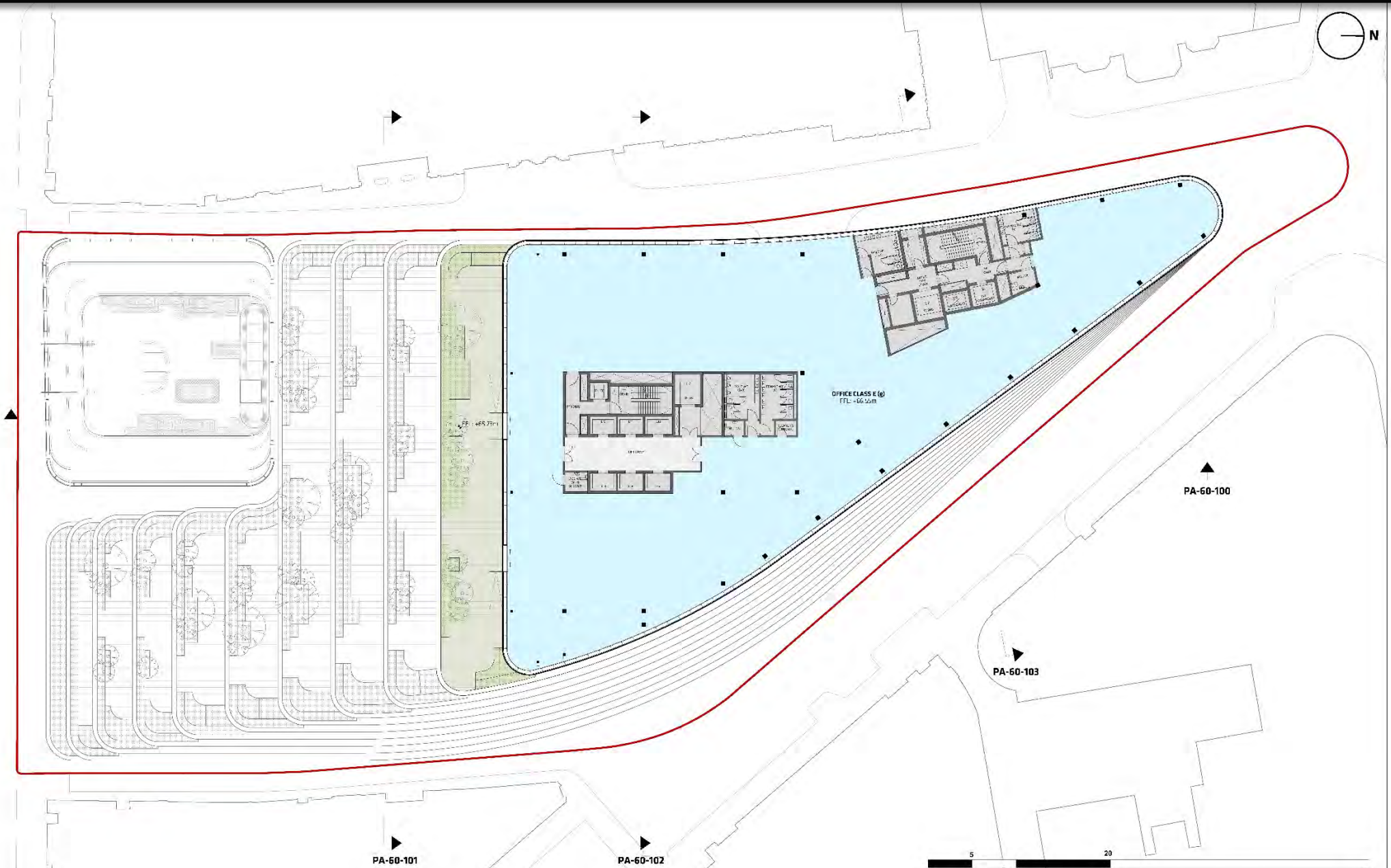


Proposed Level 12 Floor Plan

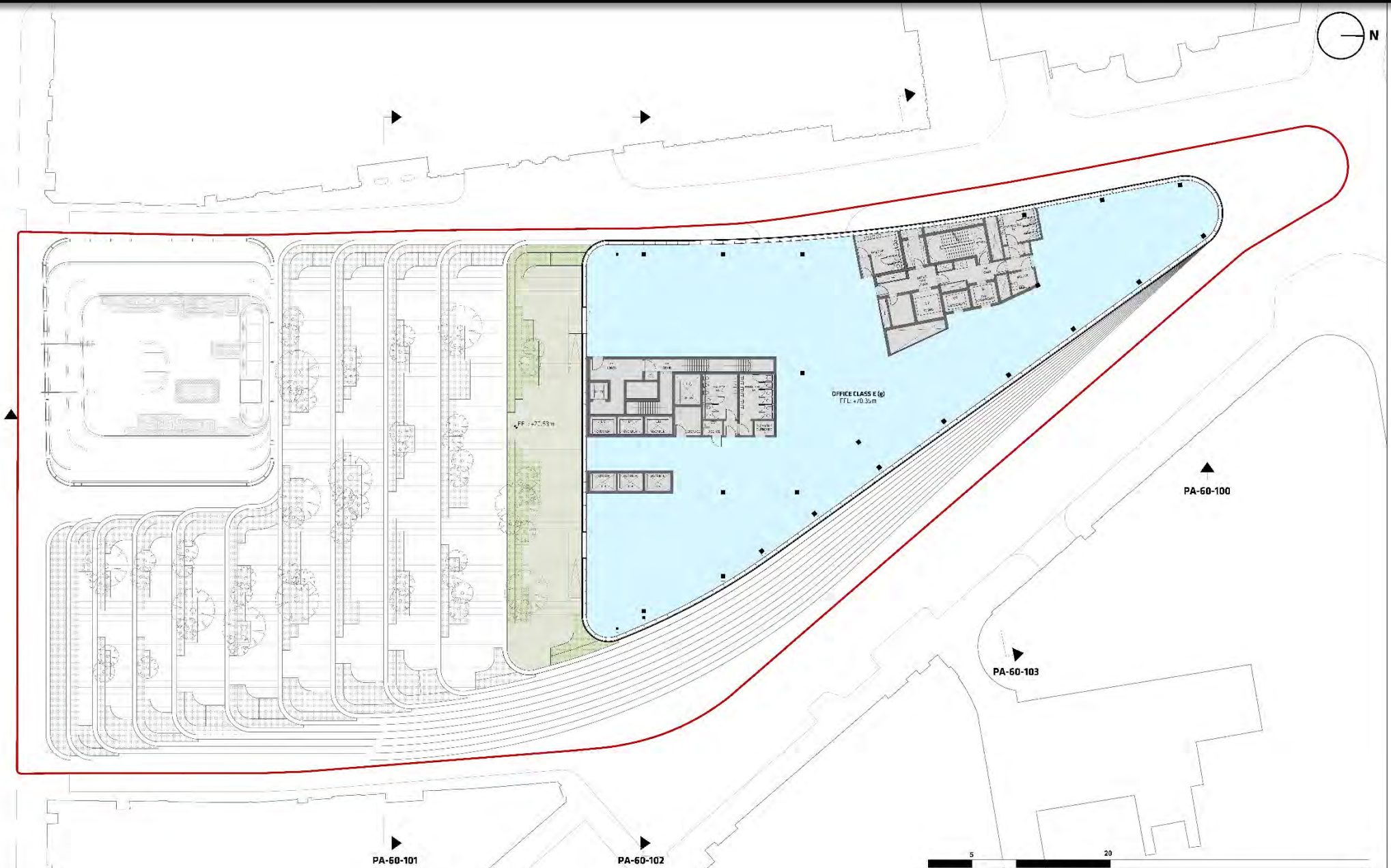


Proposed Level 13 Floor Plan



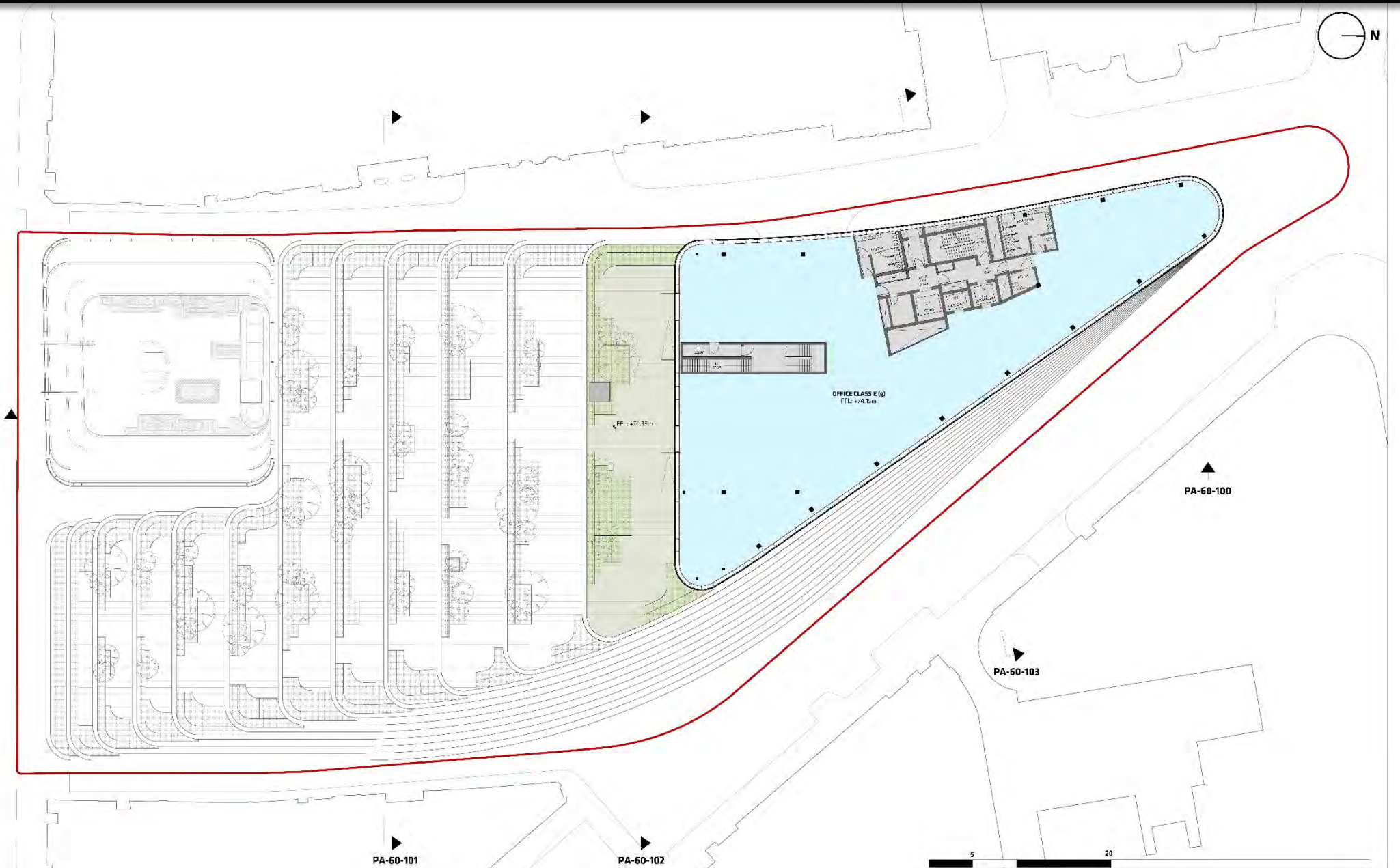


Proposed Level 14 Floor Plan

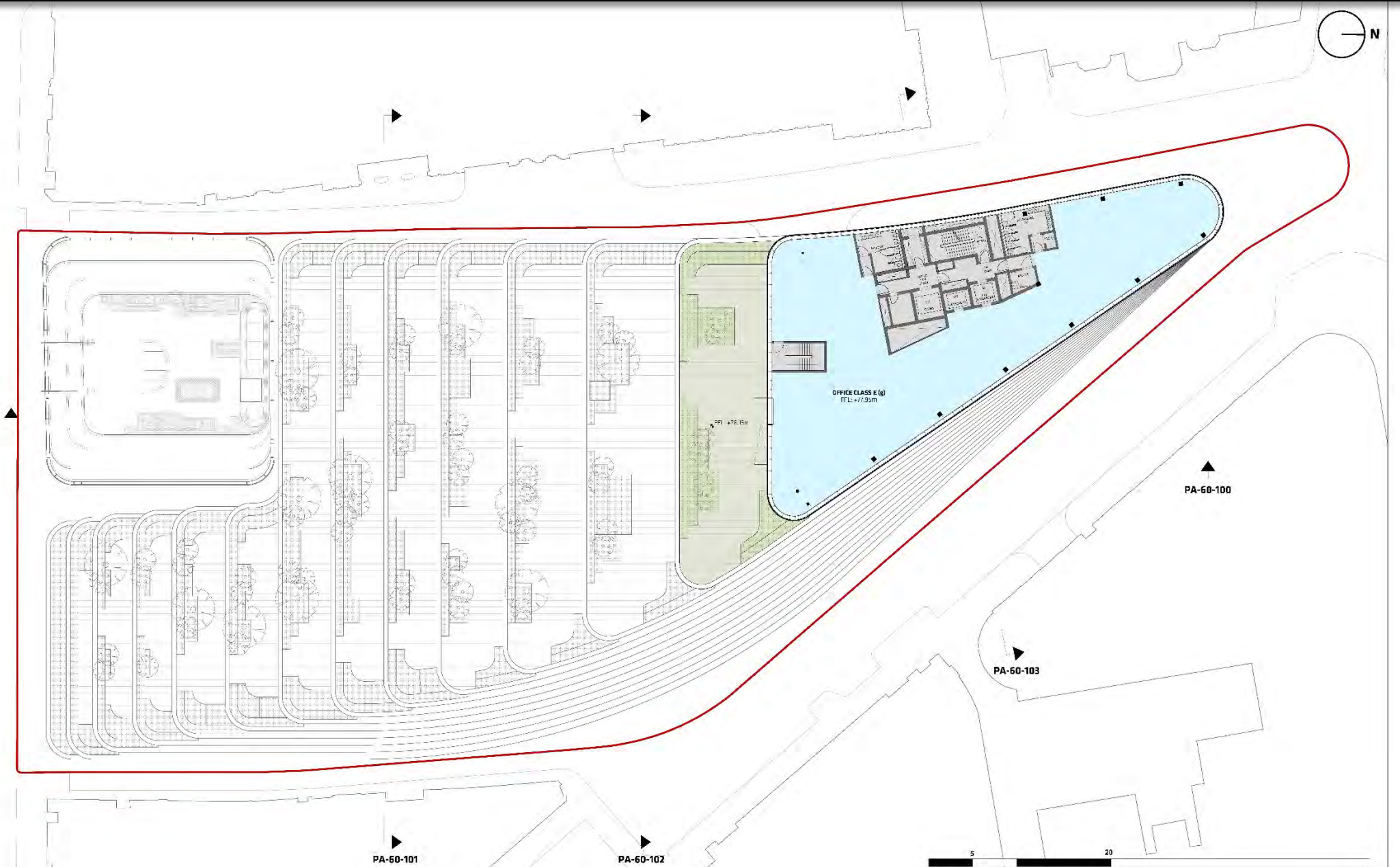


Proposed Level 15 Floor Plan





Proposed Level 16 Floor Plan



Proposed Level 17 Floor Plan





Proposed Level 18 Floor Plan

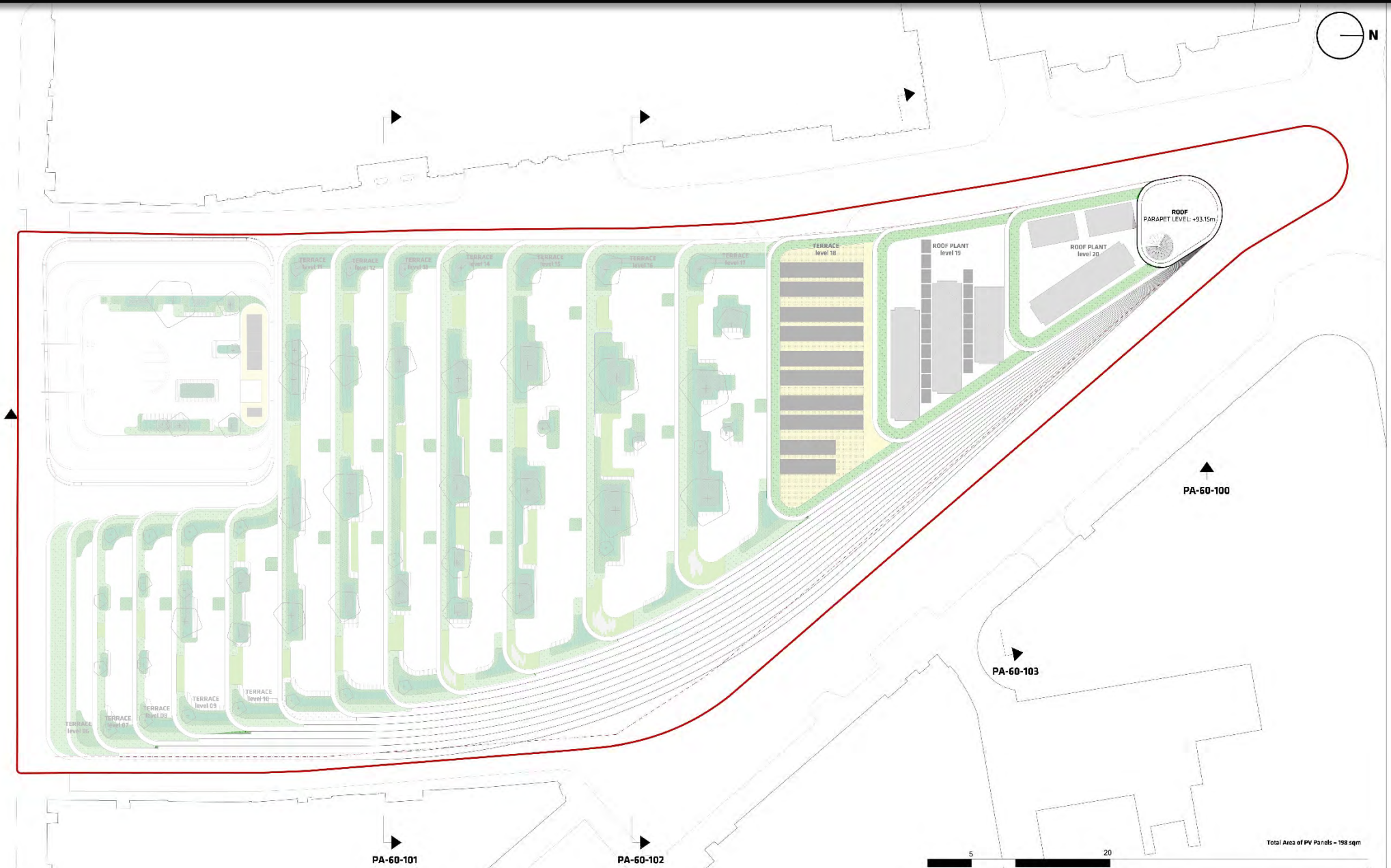


Proposed Level 19 Floor Plan



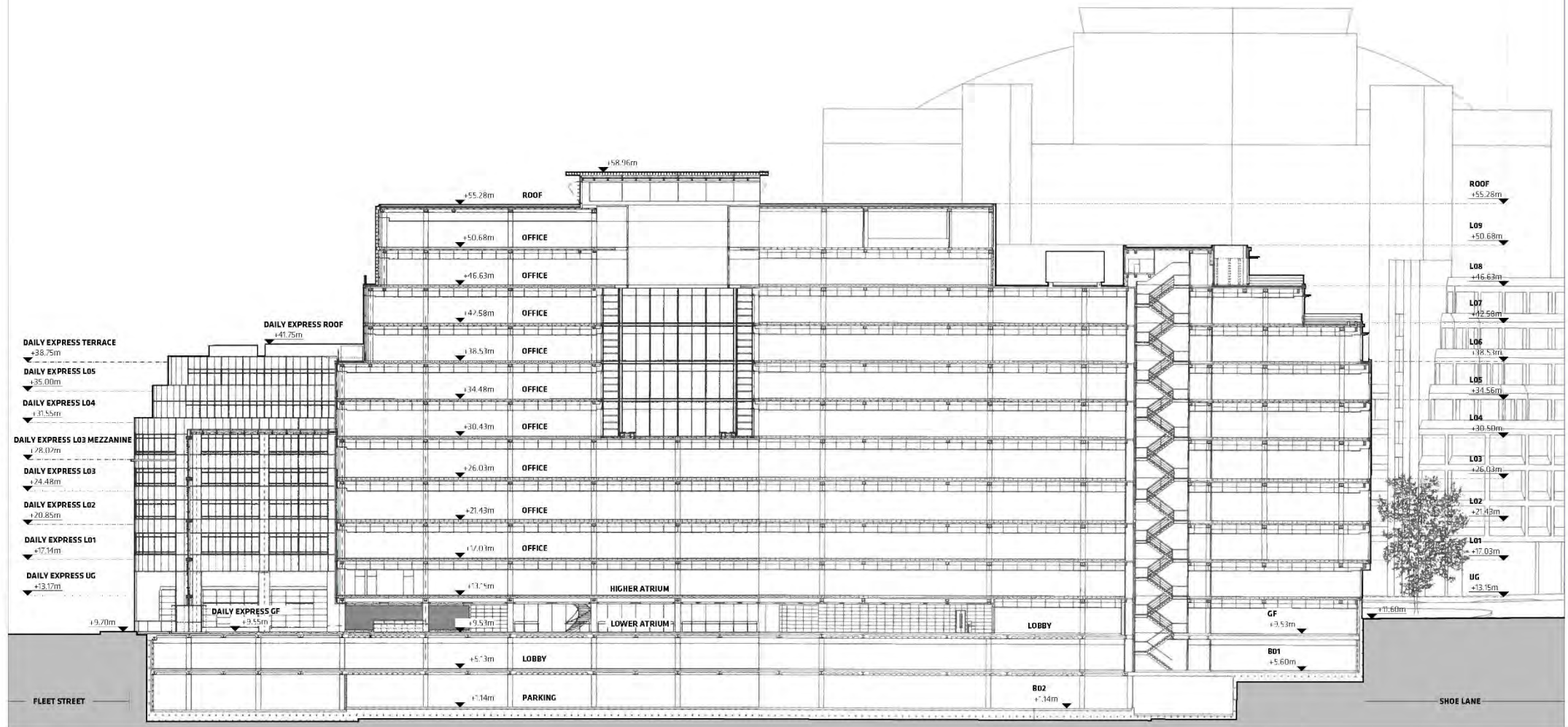


Proposed Level 20 Floor Plan

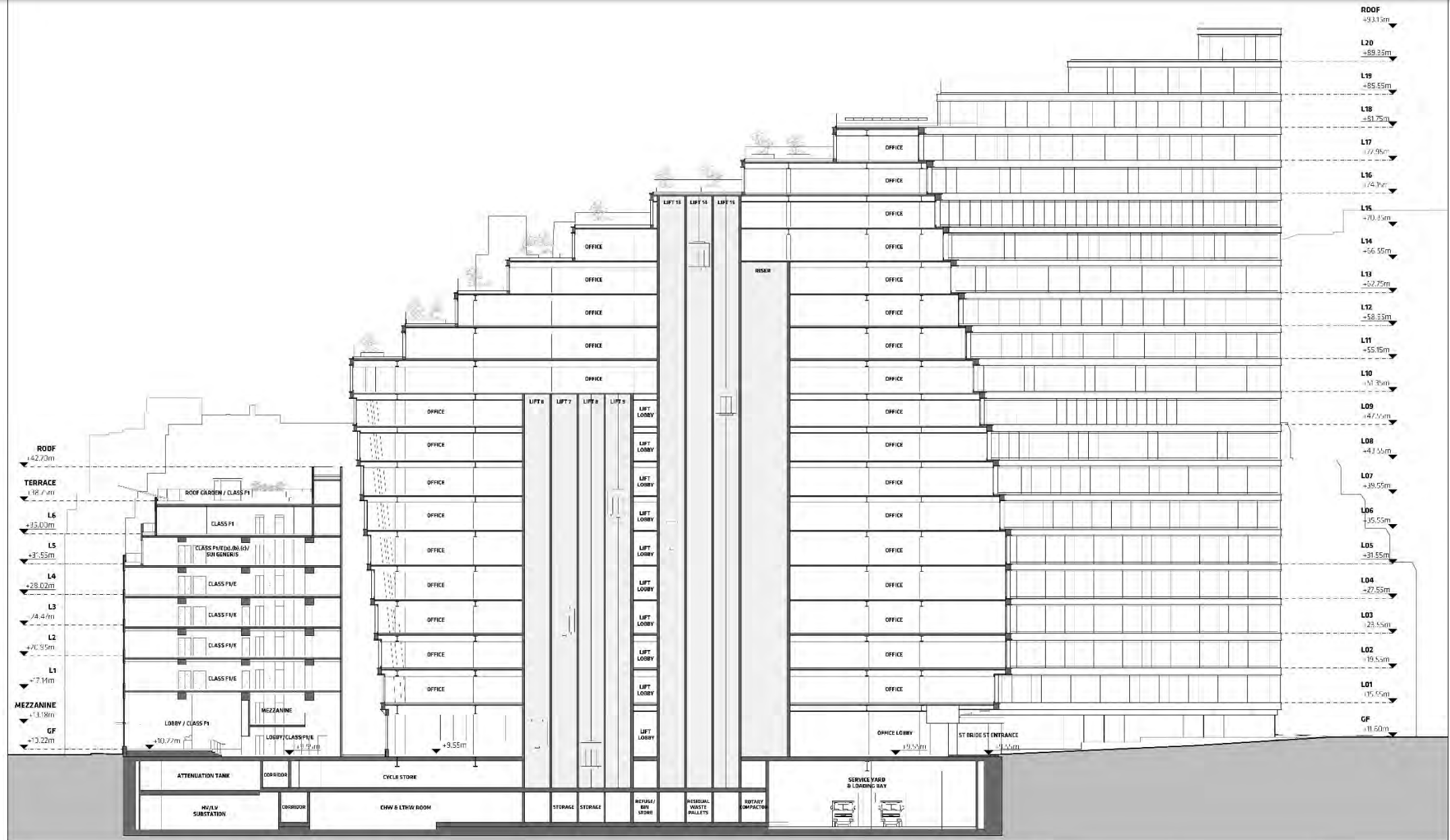


Proposed Roof Plan



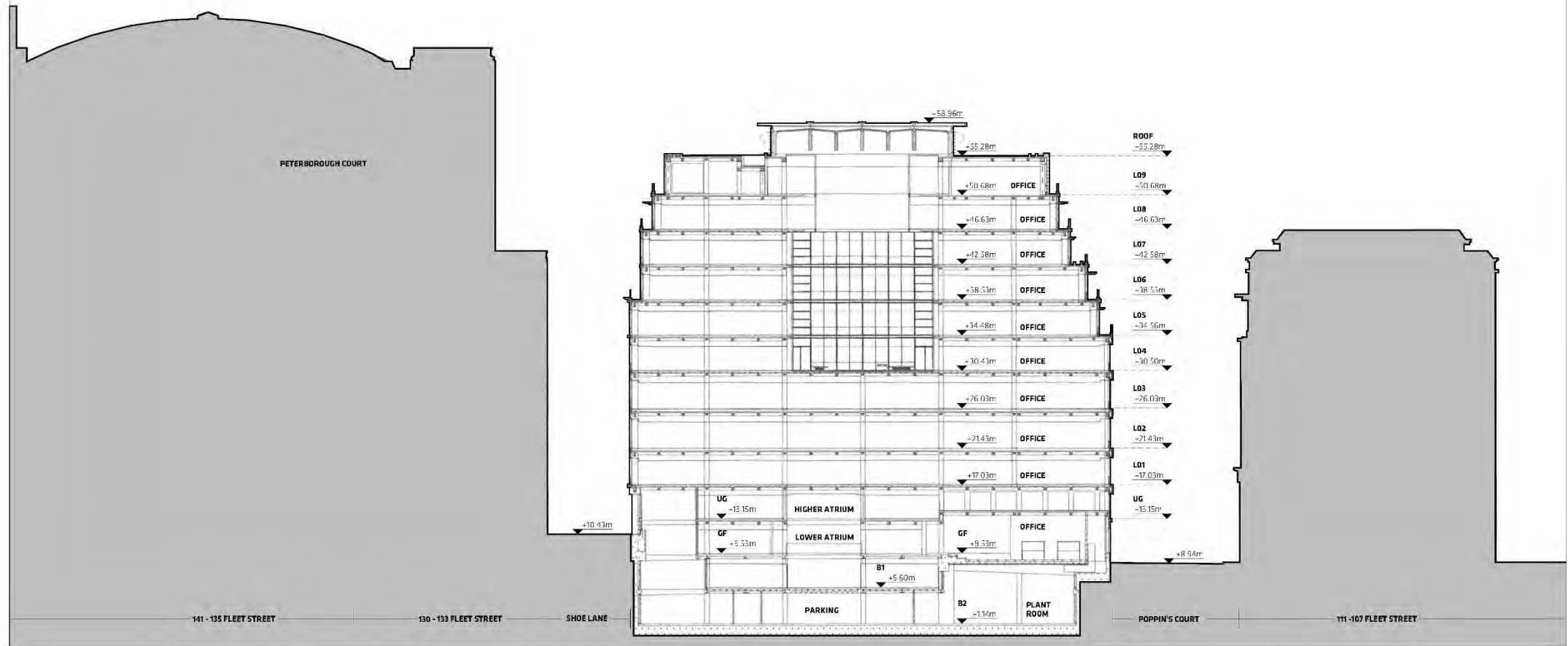


Existing N-S Section

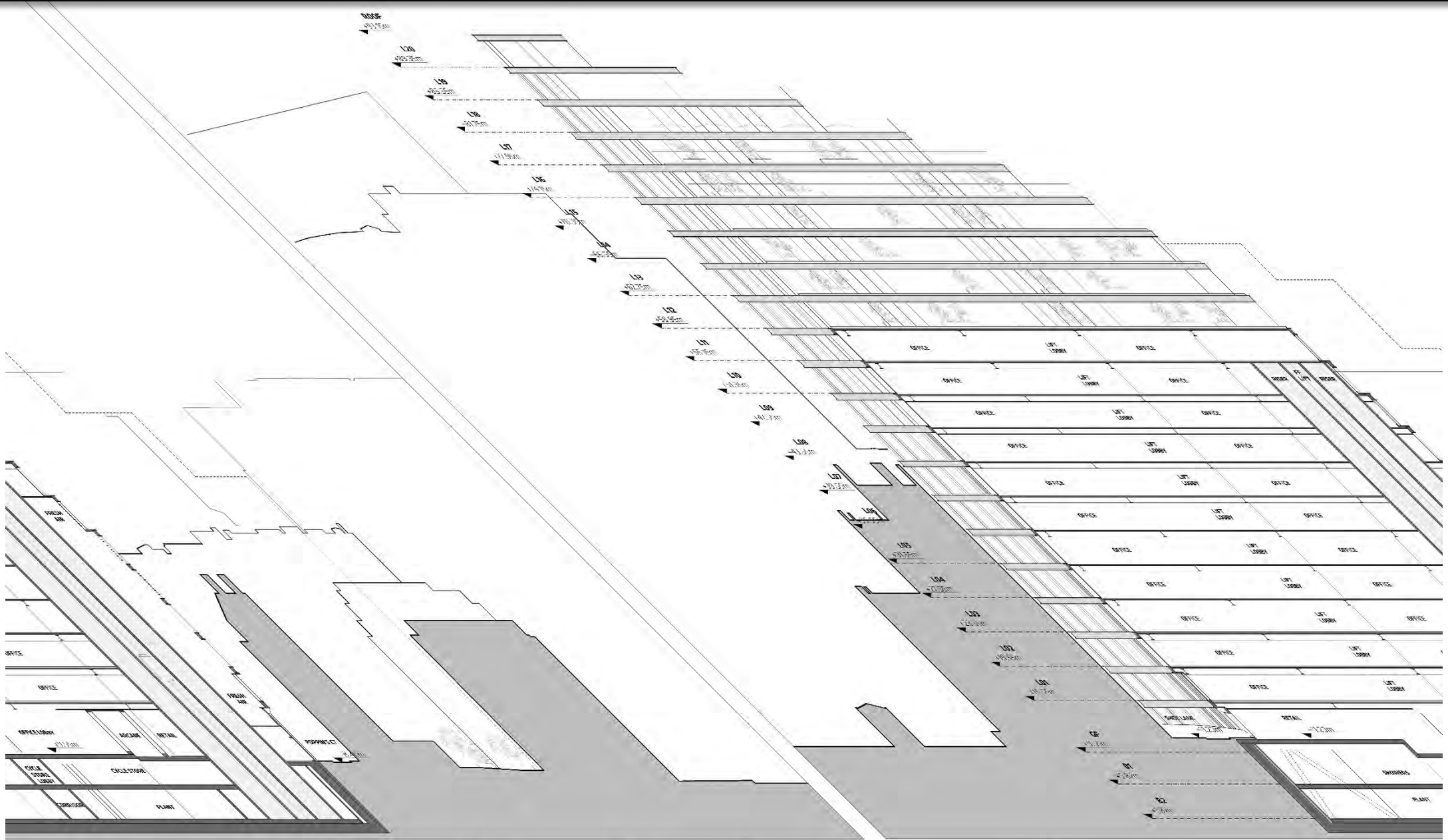


Proposed N-S Section

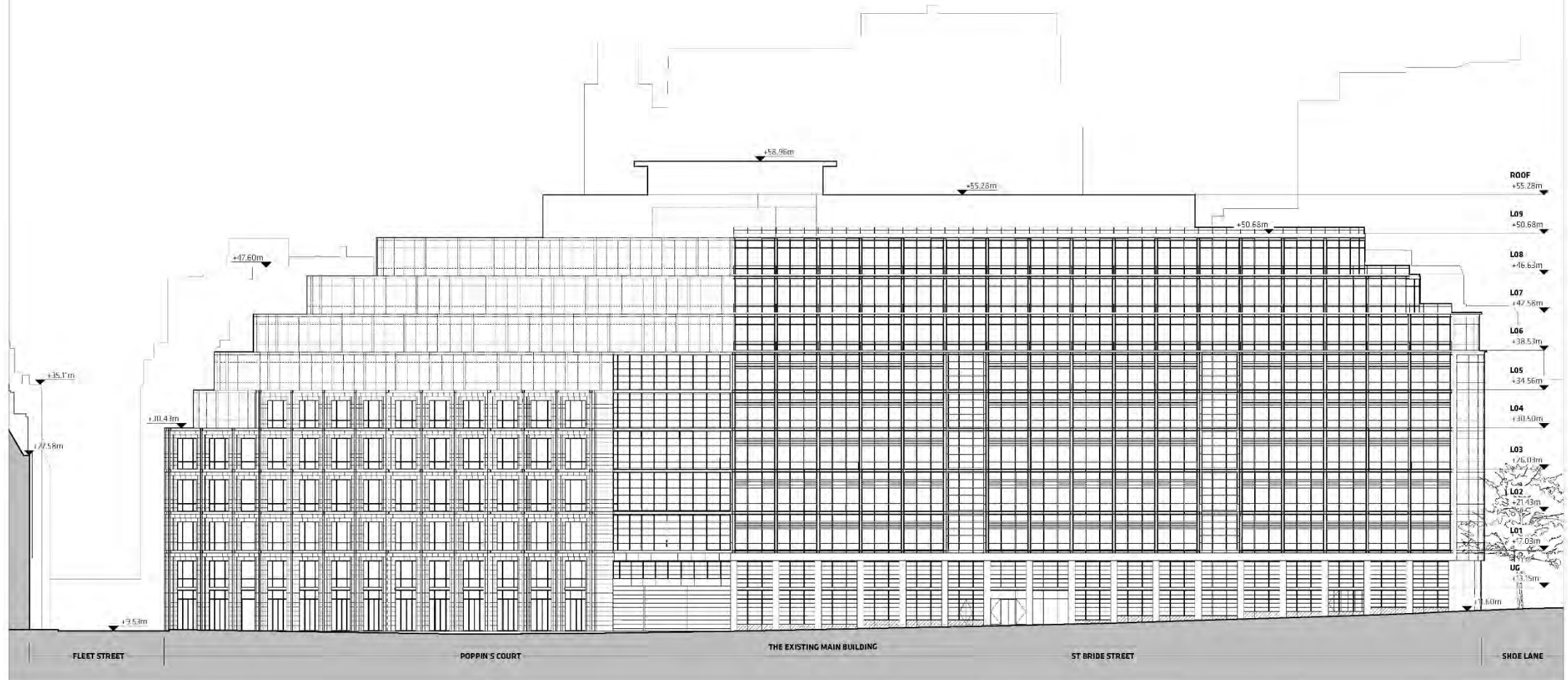




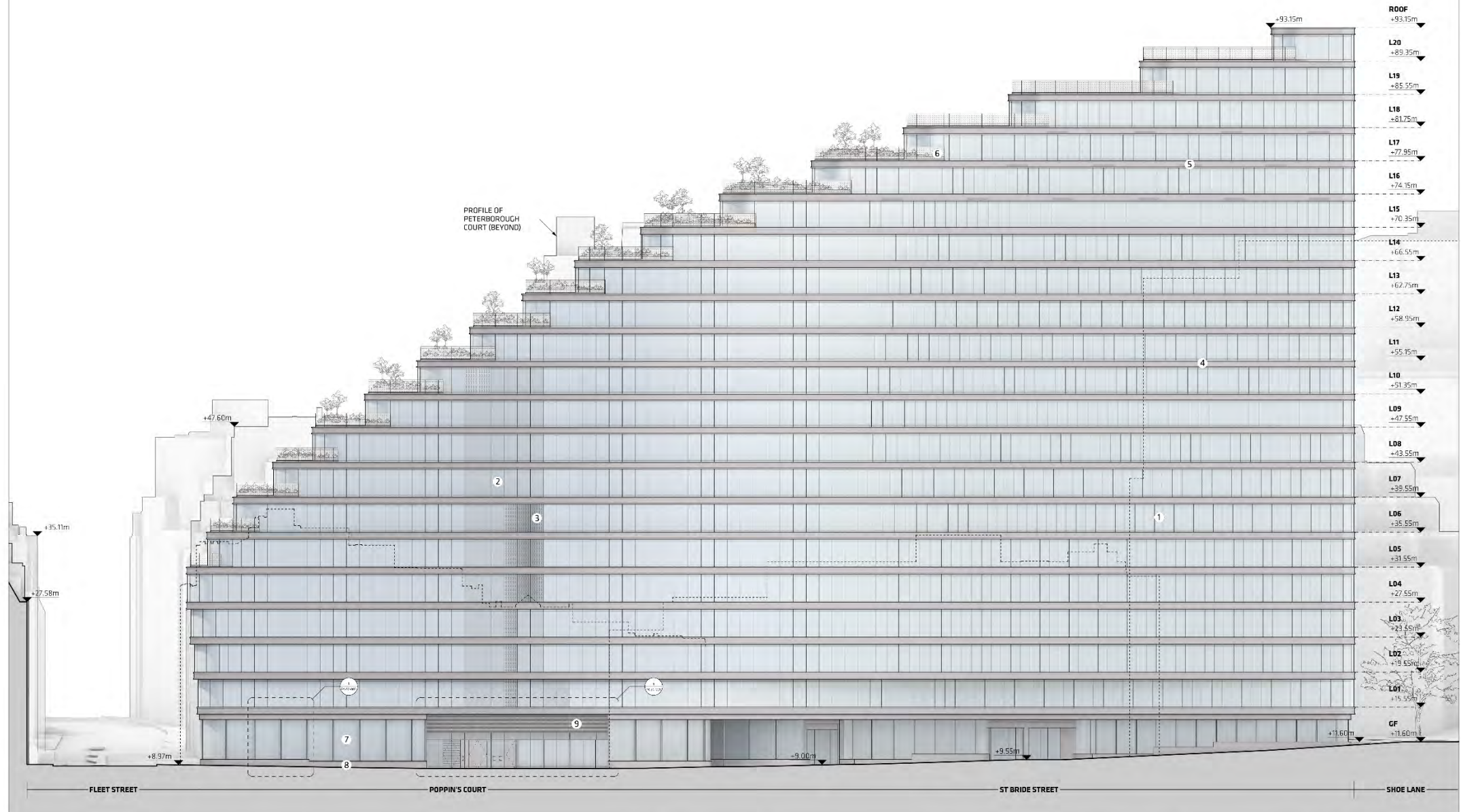
Existing E-W Section





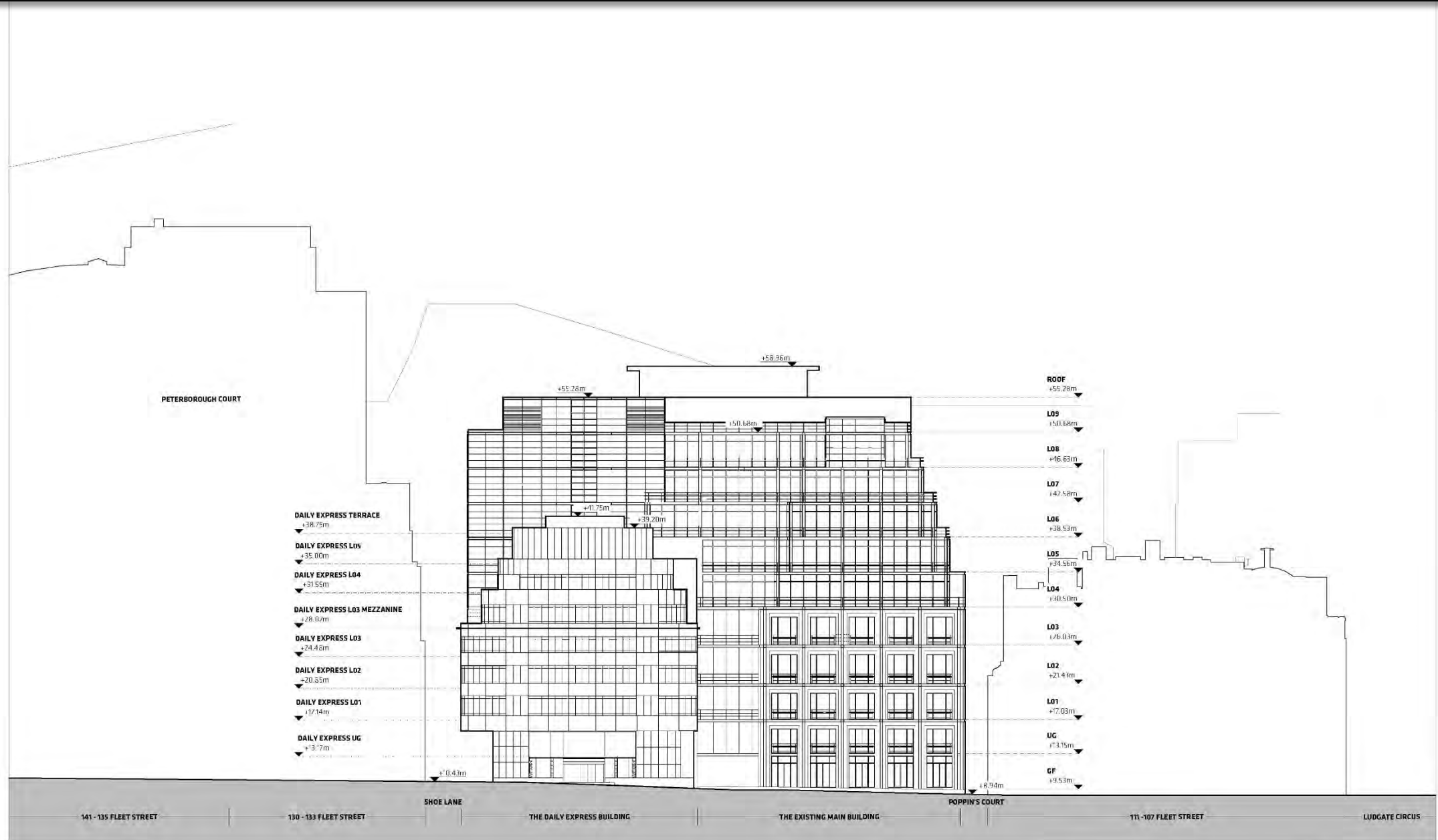


Existing East Elevation

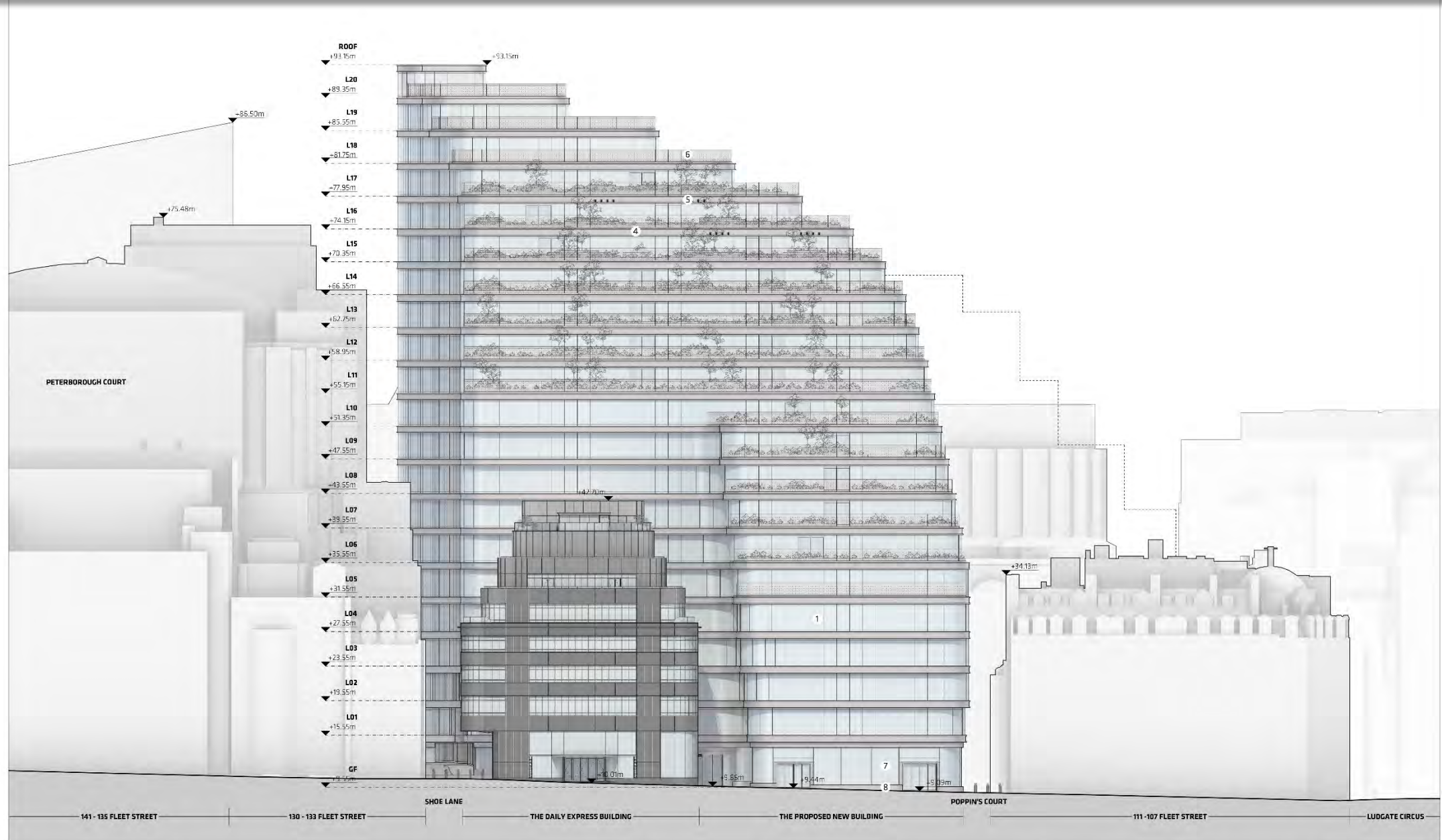


Proposed East Elevation



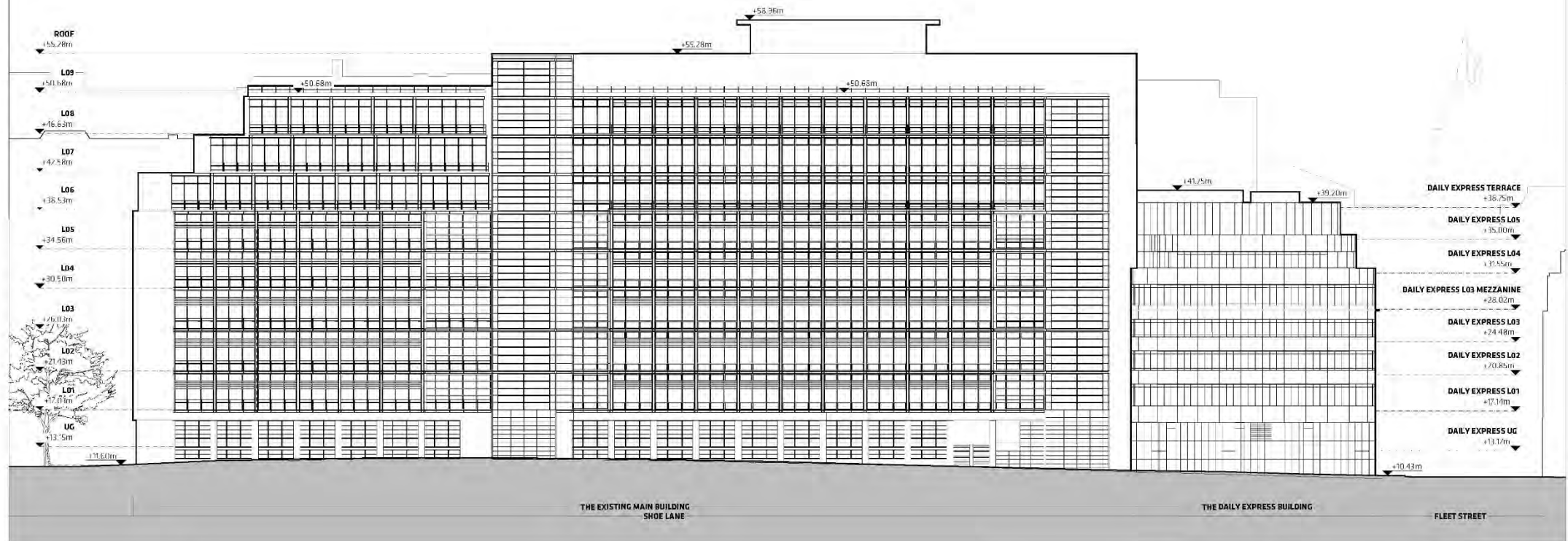


Existing South Elevation

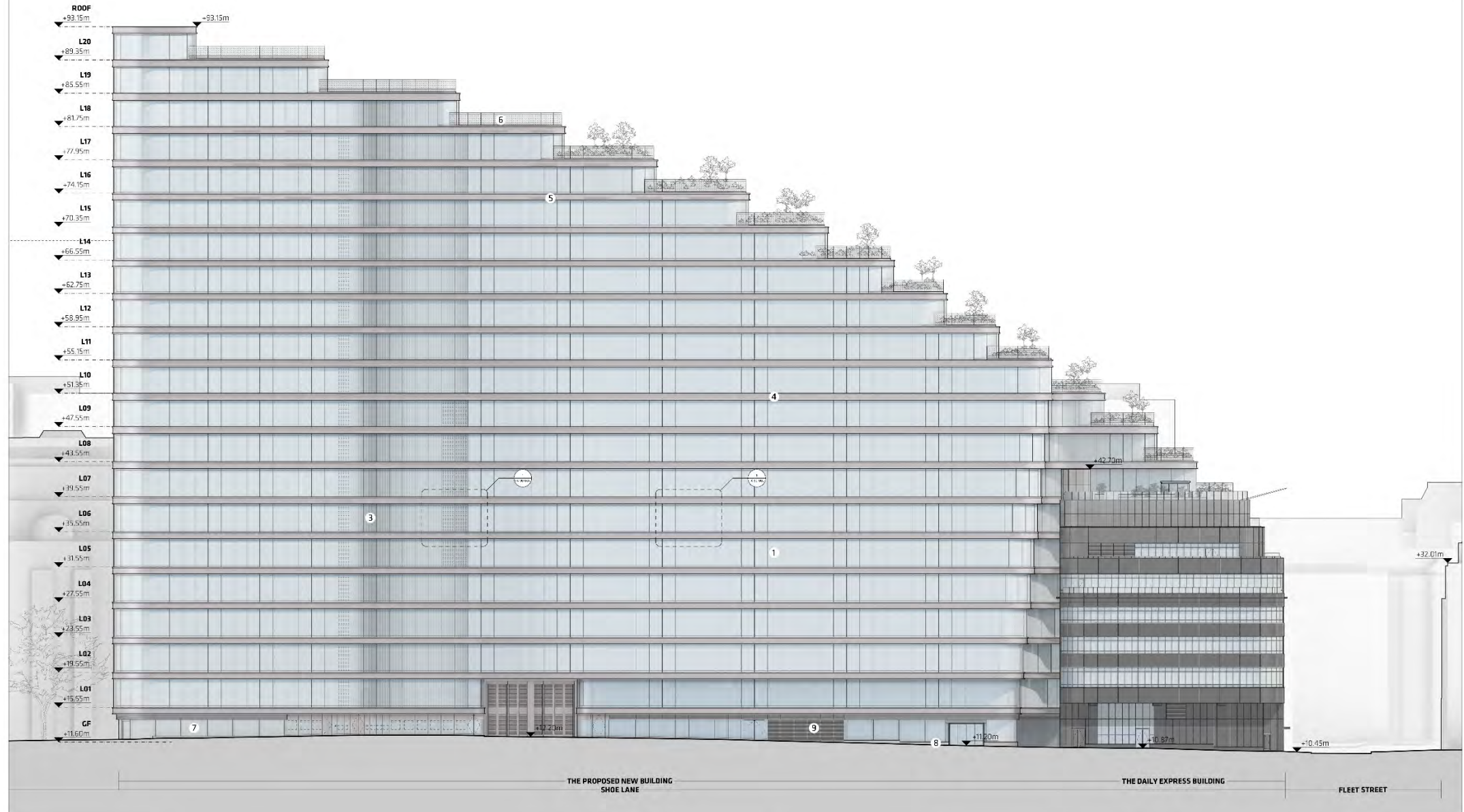


Proposed South Elevation



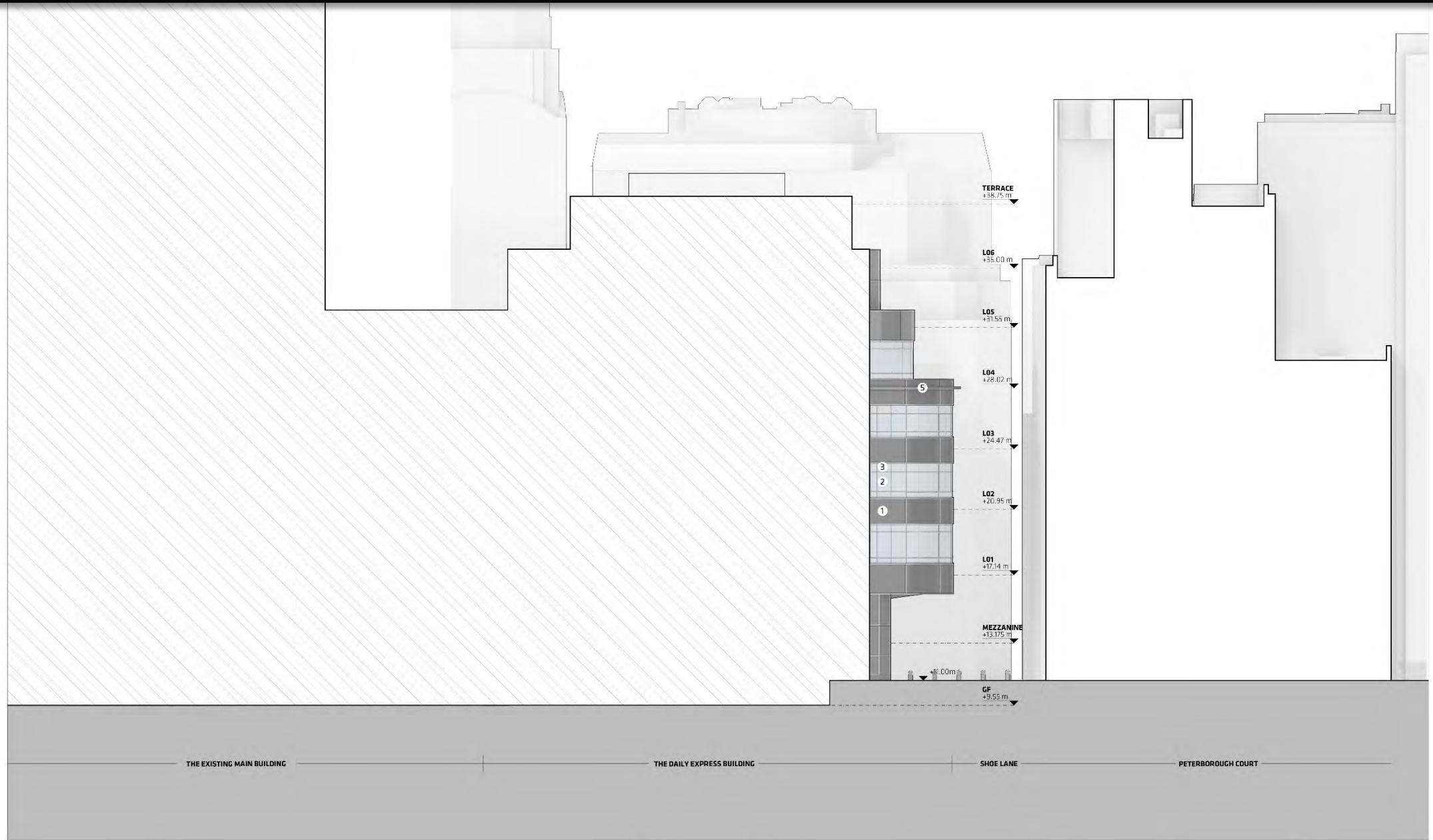


Existing West Elevation



Proposed West Elevation



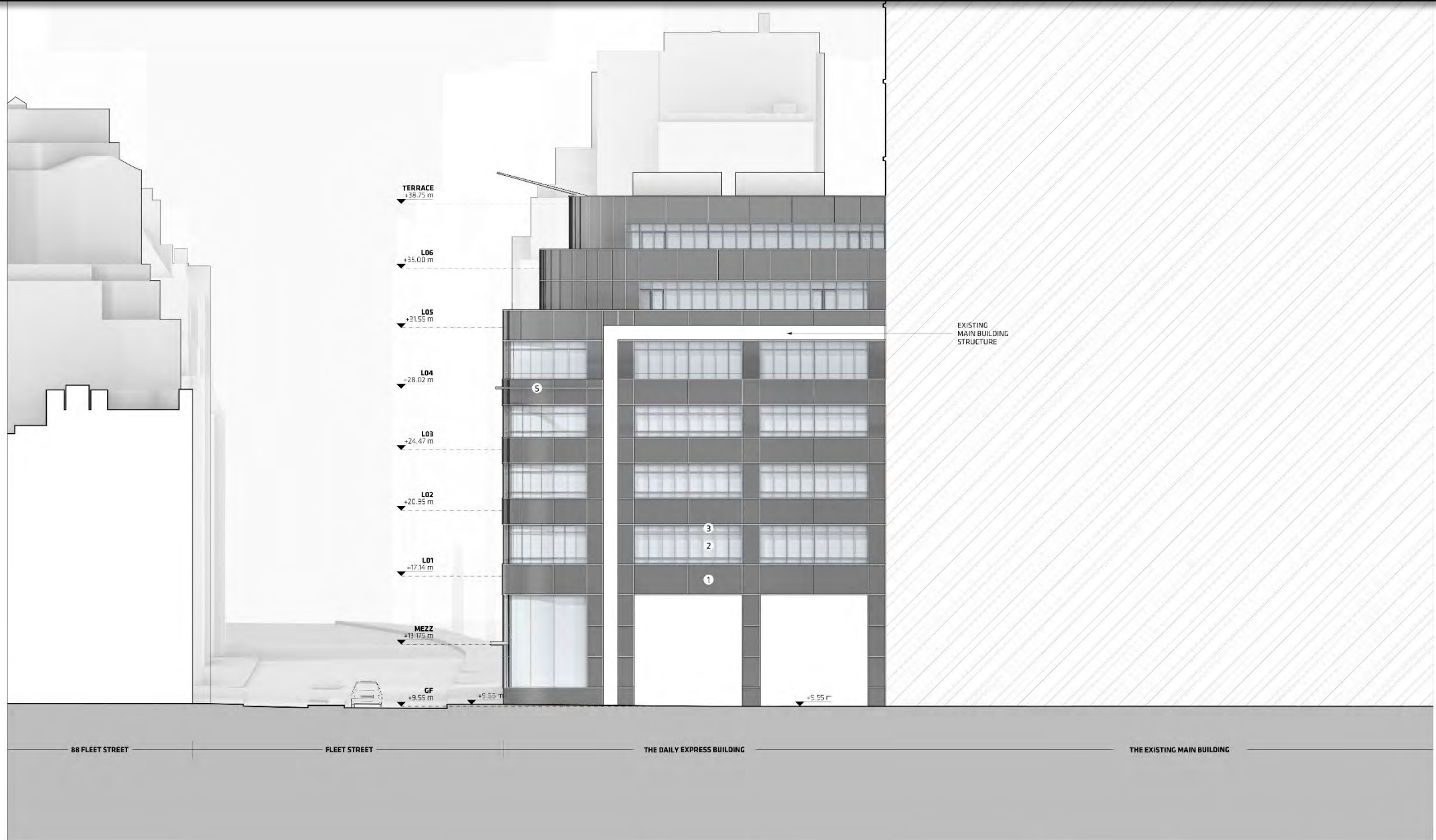


Existing North Elevation of Daily Express Building

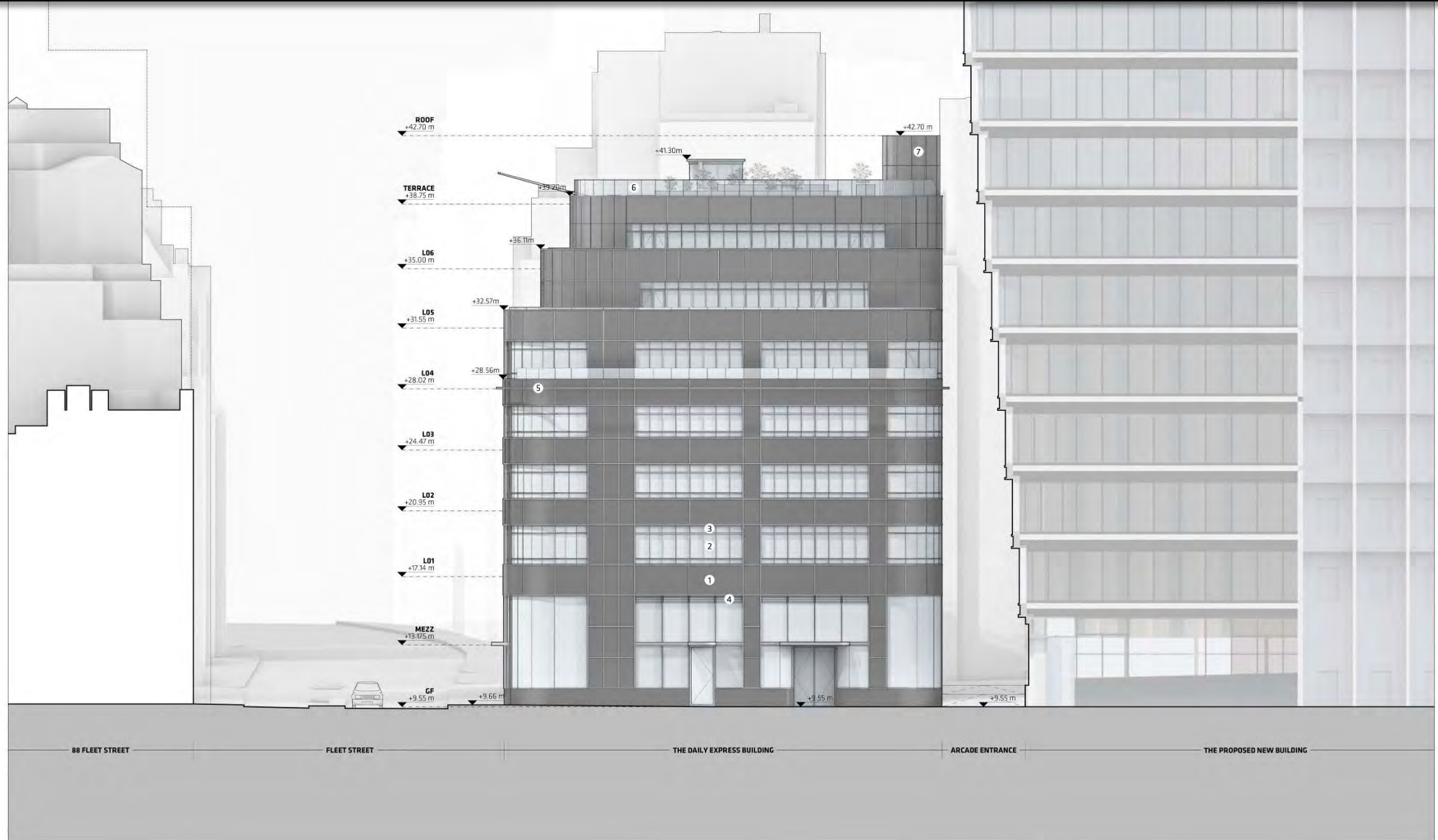


Proposed North Elevation of Daily Express Building



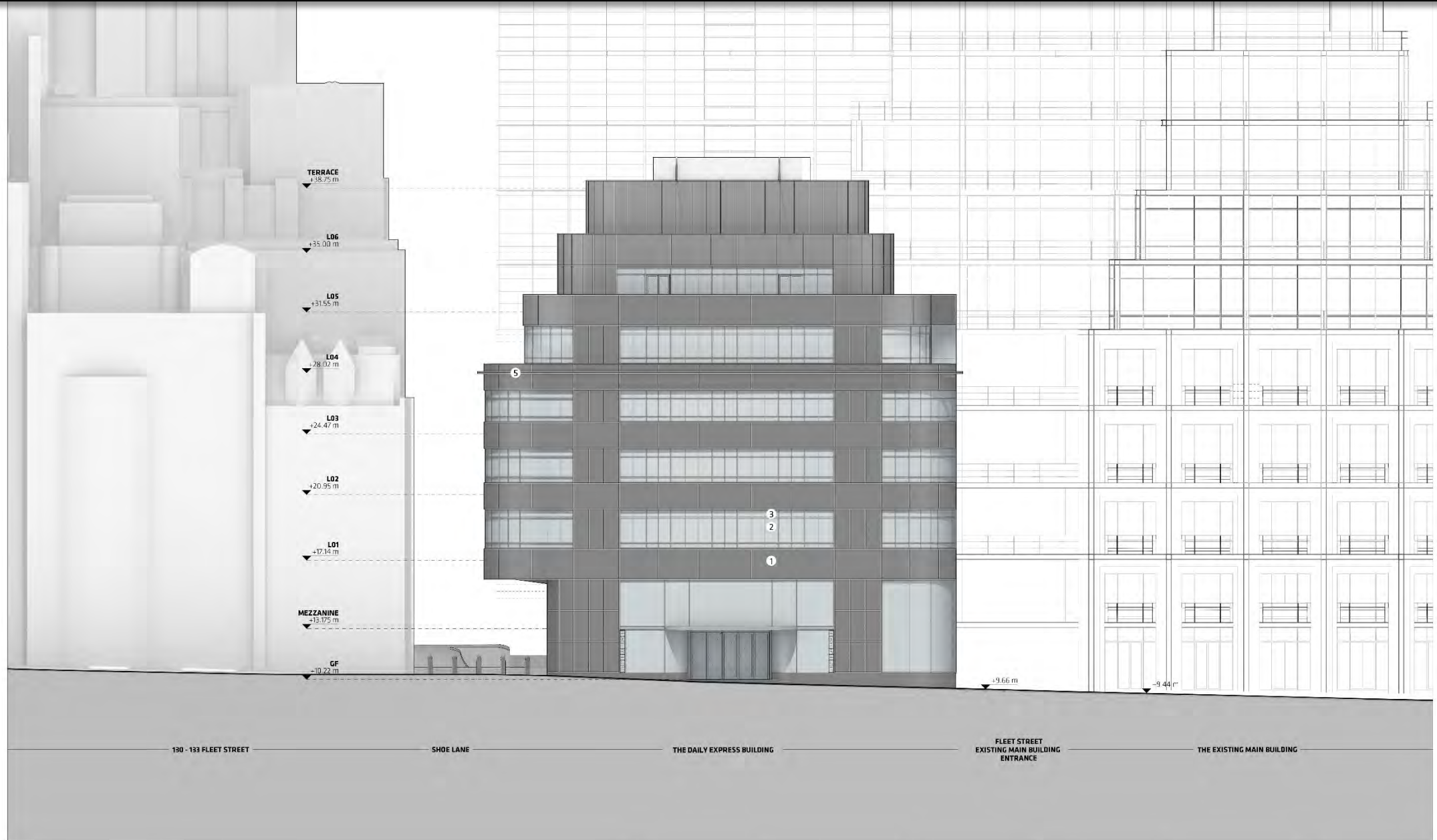


Existing East Elevation of Daily Express Building

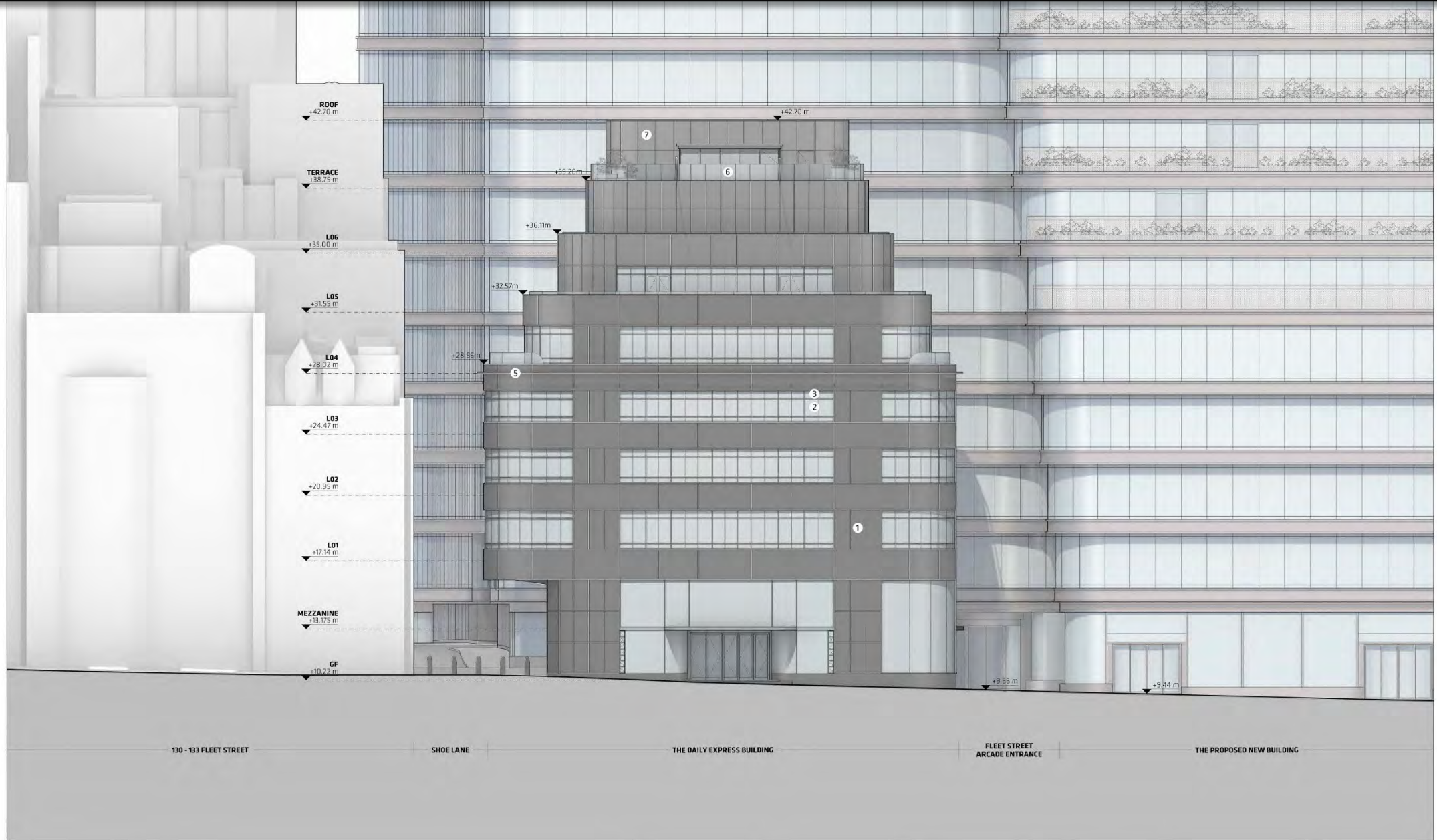


Proposed East Elevation of Daily Express Building



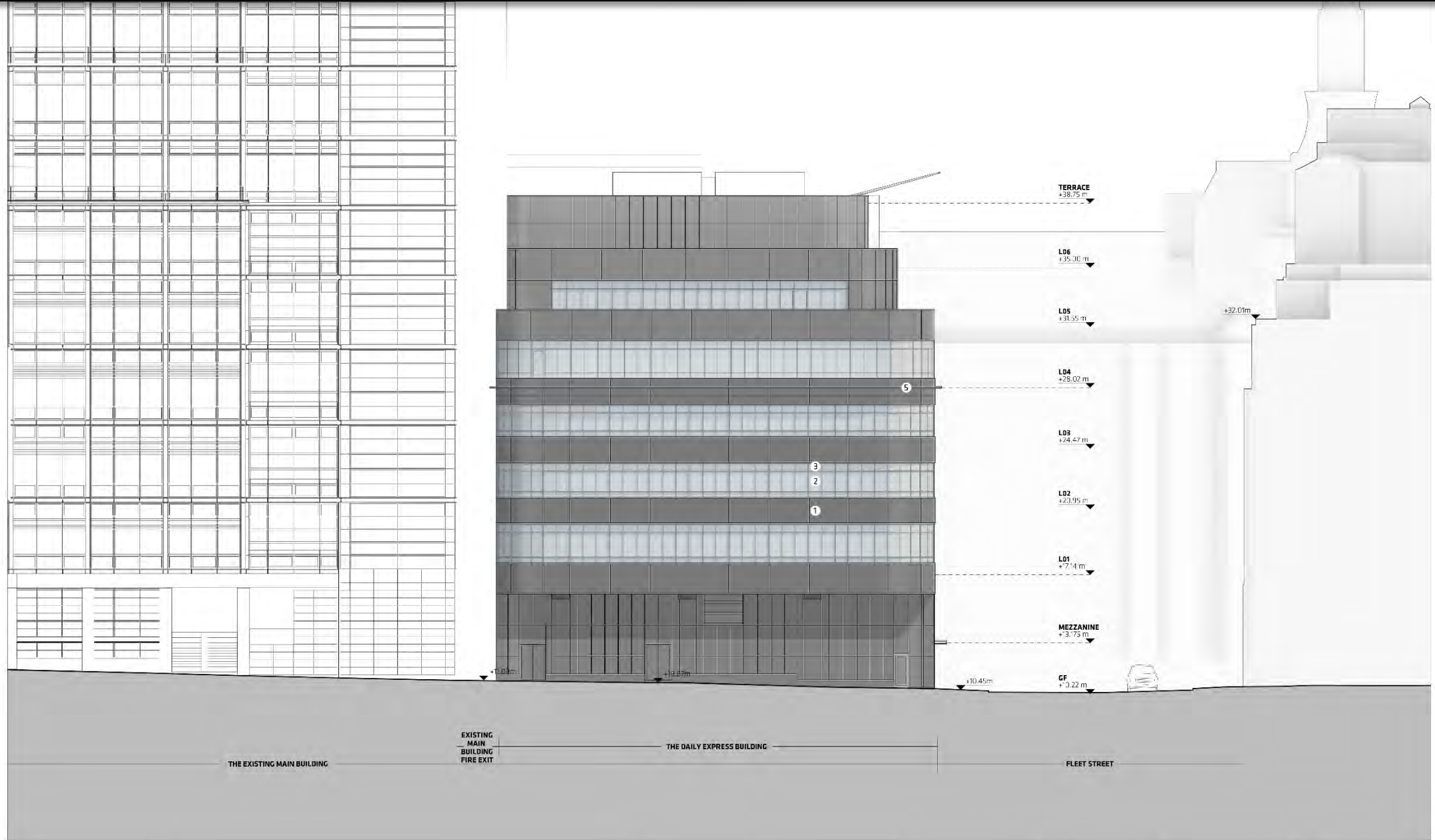


Existing South Elevation of Daily Express Building

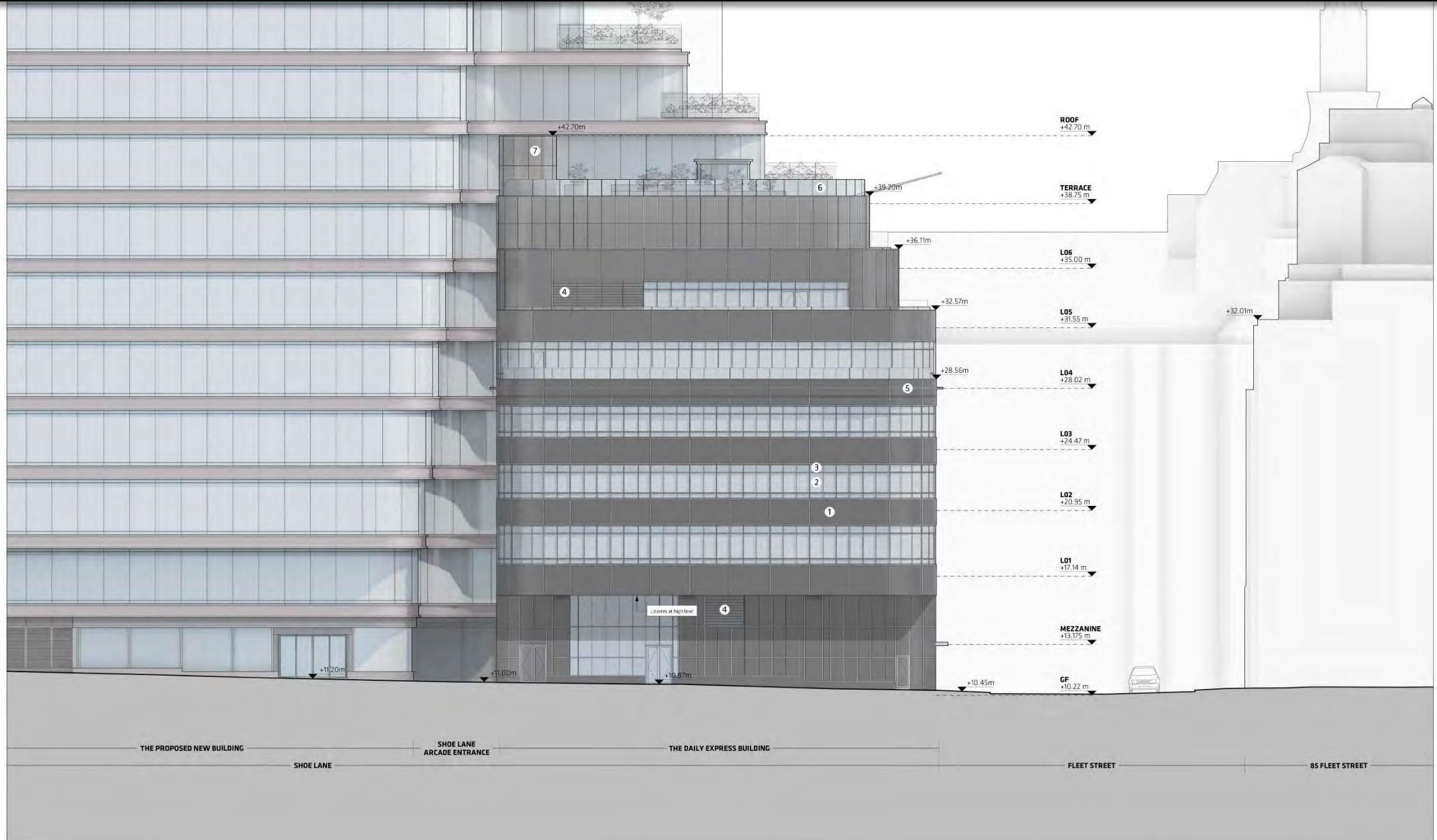


Proposed South Elevation of Daily Express Building



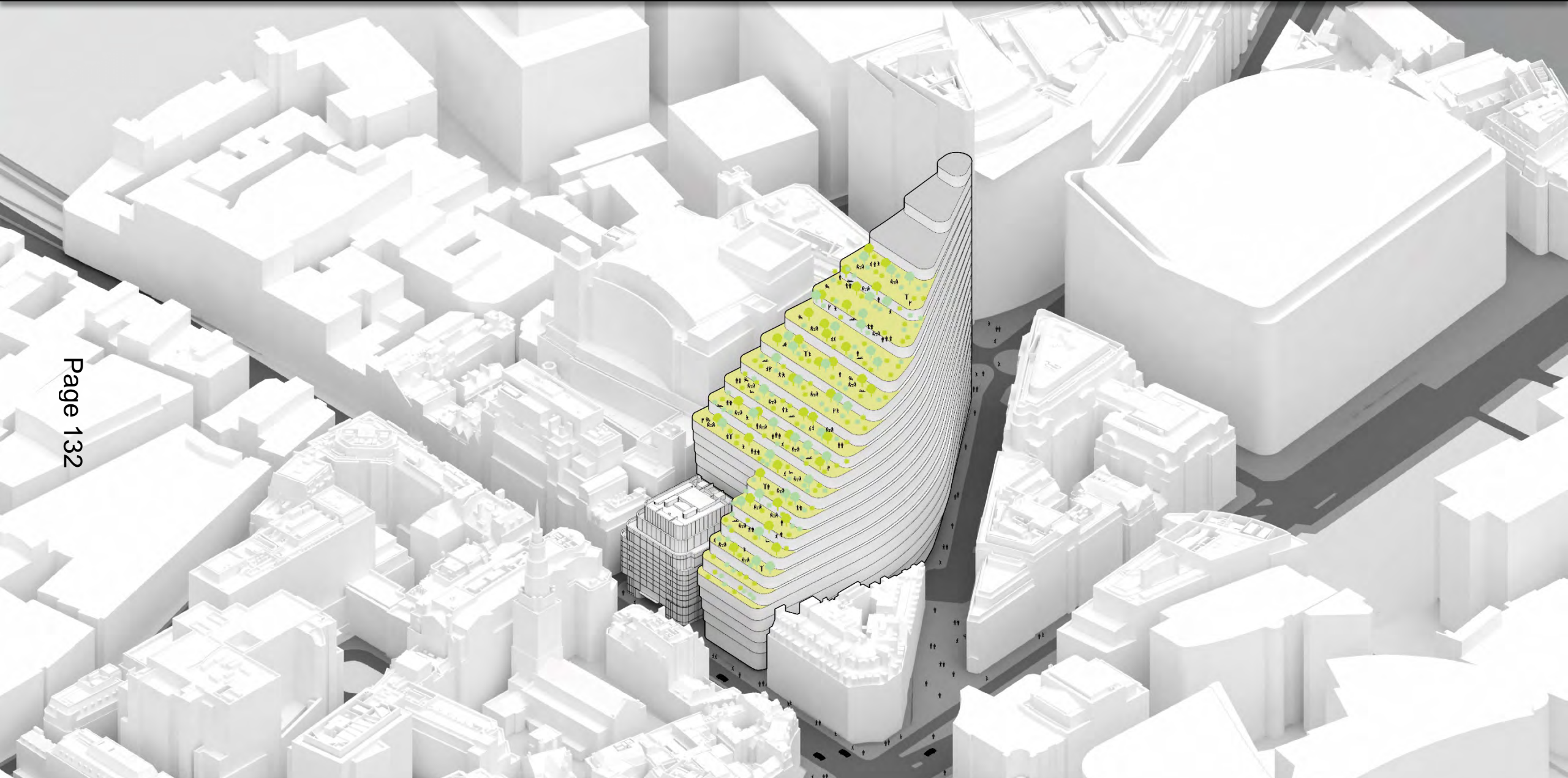


Existing West Elevation of Daily Express Building



Proposed West Elevation of Daily Express Building





# 120 Fleet Street

LVMF 5A.2 Greenwich Park: The General Wolfe Statue





# 120 Fleet Street

LVMF 5A.2 Greenwich Park: The General Wolfe Statue



LVMF 5A.2 Greenwich Park: The General Wolfe Statue





**LVMF 11A.1 London Bridge: The Upstream Pavement**



**LVMF 11A.1 London Bridge: The Upstream Pavement**





**LVMF 11A.1 London Bridge: The Upstream Pavement**



**LVMF 12A.1 Southwark Bridge:  
The Upstream Pavement**







**LVMF 12A.1 Southwark Bridge:  
The Upstream Pavement**



**LVMF 12A.1 Southwark Bridge:  
The Upstream Pavement**



**LVMF 13A.1 Millennium Bridge and Thames  
side at Tate Modern: Millennium Bridge**



**LVMF 13A.1 Millennium Bridge and Thames  
side at Tate Modern: Millennium Bridge**





**LVMF 13A.1 Millennium Bridge and Thames  
side at Tate Modern: Millennium Bridge**



## LVMF 15B.2 Waterloo Bridge: The Downstream Pavement





**LVMF 15B.2 Waterloo Bridge:  
The Downstream Pavement**



**LVMF 15B.2 Waterloo Bridge:  
The Downstream Pavement**













**LVMF 17B.2 Golden Jubilee/Hungerford  
Footbridges: Downstream – Crossing the  
Westminster Bank**





**LVMF 17B.2 Golden Jubilee/Hungerford  
Footbridges: Downstream – Crossing the  
Westminster Bank**



**LVMF 17B.2 Golden Jubilee/Hungerford  
Footbridges: Downstream – Crossing the  
Westminster Bank**





## LVMF 18B.1 Westminster Bridge: The Downstream Pavement



## LVMF 18B.1 Westminster Bridge: The Downstream Pavement





**LVMF 18B.1 Westminster Bridge:  
The Downstream Pavement**

















**LVMF 10A.1 Tower Bridge: Upstream -  
The North Bastion**



**LVMF 10A.1 Tower Bridge: Upstream -  
The North Bastion**



**LVMF 10A.1 Tower Bridge: Upstream -  
The North Bastion**



CUMULATIVE



















**City of London Monument View 5 -  
view north-west to St Paul's Cathedral**



Page 169

EXISTING

Existing



**City of London Monument View 5 -  
view north-west to St Paul's Cathedral**



**City of London Monument View 5 -  
view north-west to St Paul's Cathedral**





# 120 Fleet Street

Ludgate Hill / New Bridge Street, outside  
City Thameslink Station



Existing

# 120 Fleet Street

Ludgate Hill / New Bridge Street, outside  
City Thameslink Station



Proposed



# 120 Fleet Street

Ludgate Hill / New Bridge Street, outside  
City Thameslink Station



Cumulative

# 120 Fleet Street

Farringdon Street, junction with Old  
Seacoal Lane



Existing



# 120 Fleet Street

Farringdon Street, junction with Old  
Seacoal Lane



Proposed



# 120 Fleet Street

Farringdon Street, junction with Old  
Seacoal Lane





# 120 Fleet Street



Fleet street junction with chancery lane

Existing



# 120 Fleet Street



Fleet street junction with chancery lane

Proposed



# 120 Fleet Street



Fleet street junction with chancery lane

Cumulative



# 120 Fleet Street



Fleet Street, junction with Bouverie Street

Existing



# 120 Fleet Street



Fleet Street, junction with Bouverie Street

Proposed



# 120 Fleet Street



Fleet Street, junction with Bouverie Street

Cumulative



# 120 Fleet Street



Cannon Street

Existing

# 120 Fleet Street



Cannon Street

Proposed



# 120 Fleet Street



Cannon Street

Cumulative



# 120 Fleet Street



Cannon Street Station

Existing





Cannon Street Station





Cannon Street Station



# 120 Fleet Street

Cannon Street, near Queen Street junction



Existing

# 120 Fleet Street

Cannon Street, near Queen Street junction



Proposed



# 120 Fleet Street

Cannon Street, near Queen Street junction



Southbank, outside the OXO Tower





Southbank, outside the OXO Tower



Southbank, outside the OXO Tower















King's Bench Walk



# 120 Fleet Street

Salisbury Square / Dorset Rise



EXISTING

Existing



# 120 Fleet Street

Salisbury Square / Dorset Rise



Proposed



# 120 Fleet Street



Salisbury Square / Dorset Rise

Cumulative









Temple Gardens









North view from Shoe Lane



# 120 Fleet Street



MESH BALUSTRADES



STAINLESS STEEL



CLEAR GLASS



NATURAL STONE



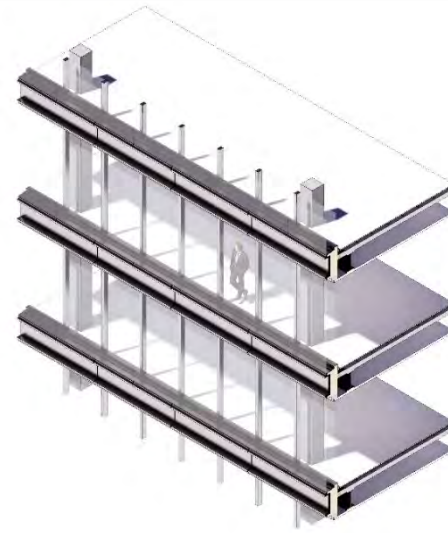
SPACE GREY METAL

Page 206



Materiality

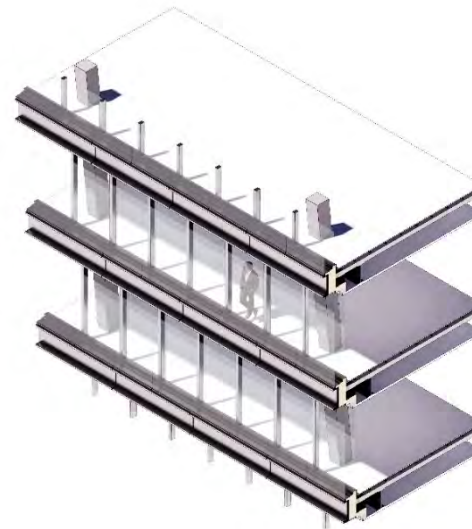




Vertical façade system



Inwards stepping façade system



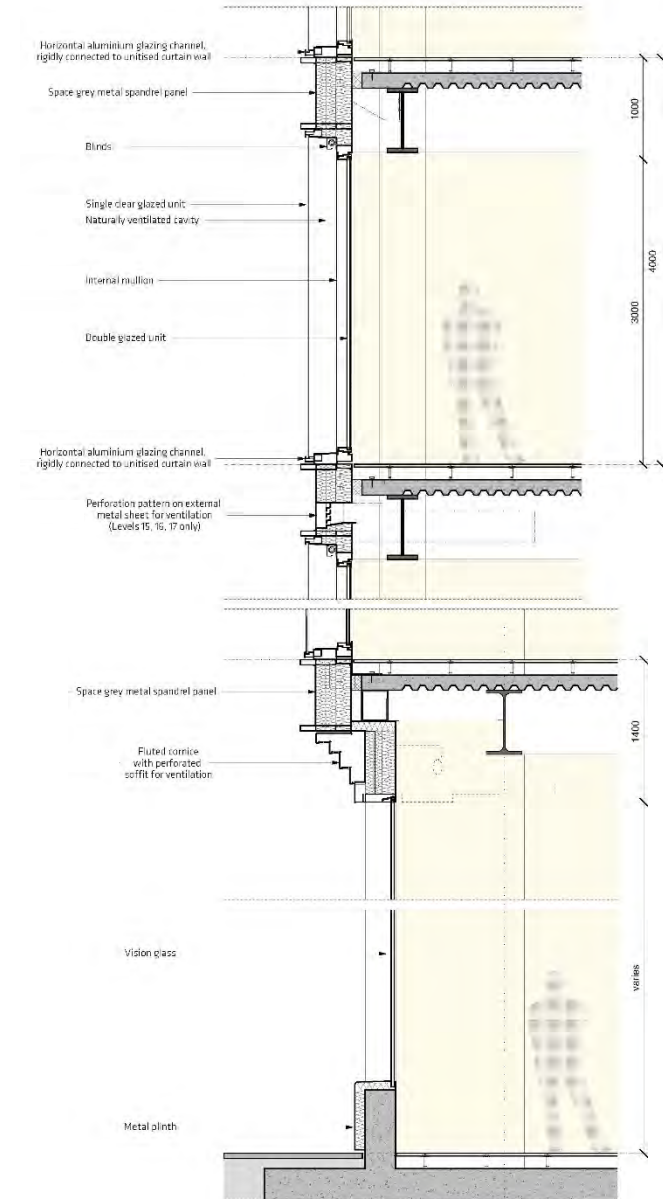
Outwards stepping façade system



Terraces façade system



# 120 Fleet Street



Envelope design – Ground Floor



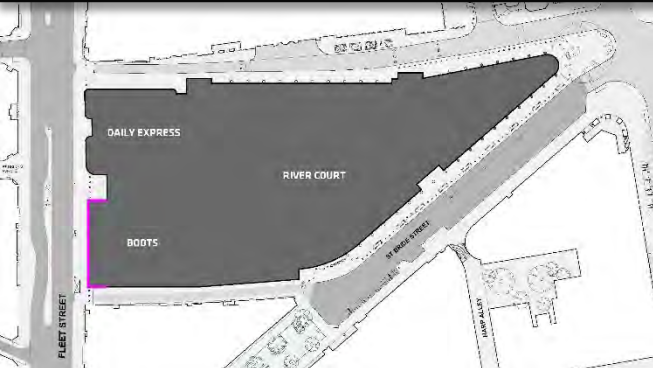
120 Fleet Street



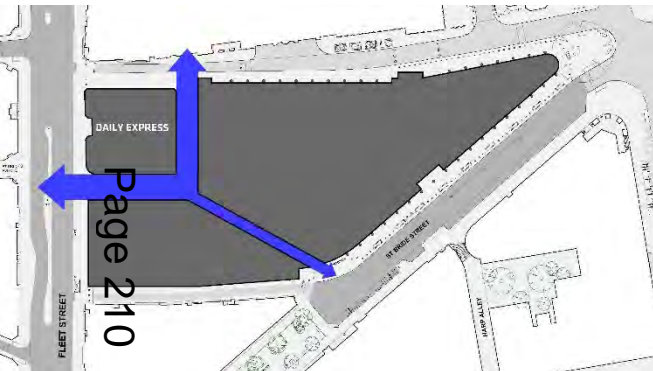
New view created towards St Bride's Church



# 120 Fleet Street



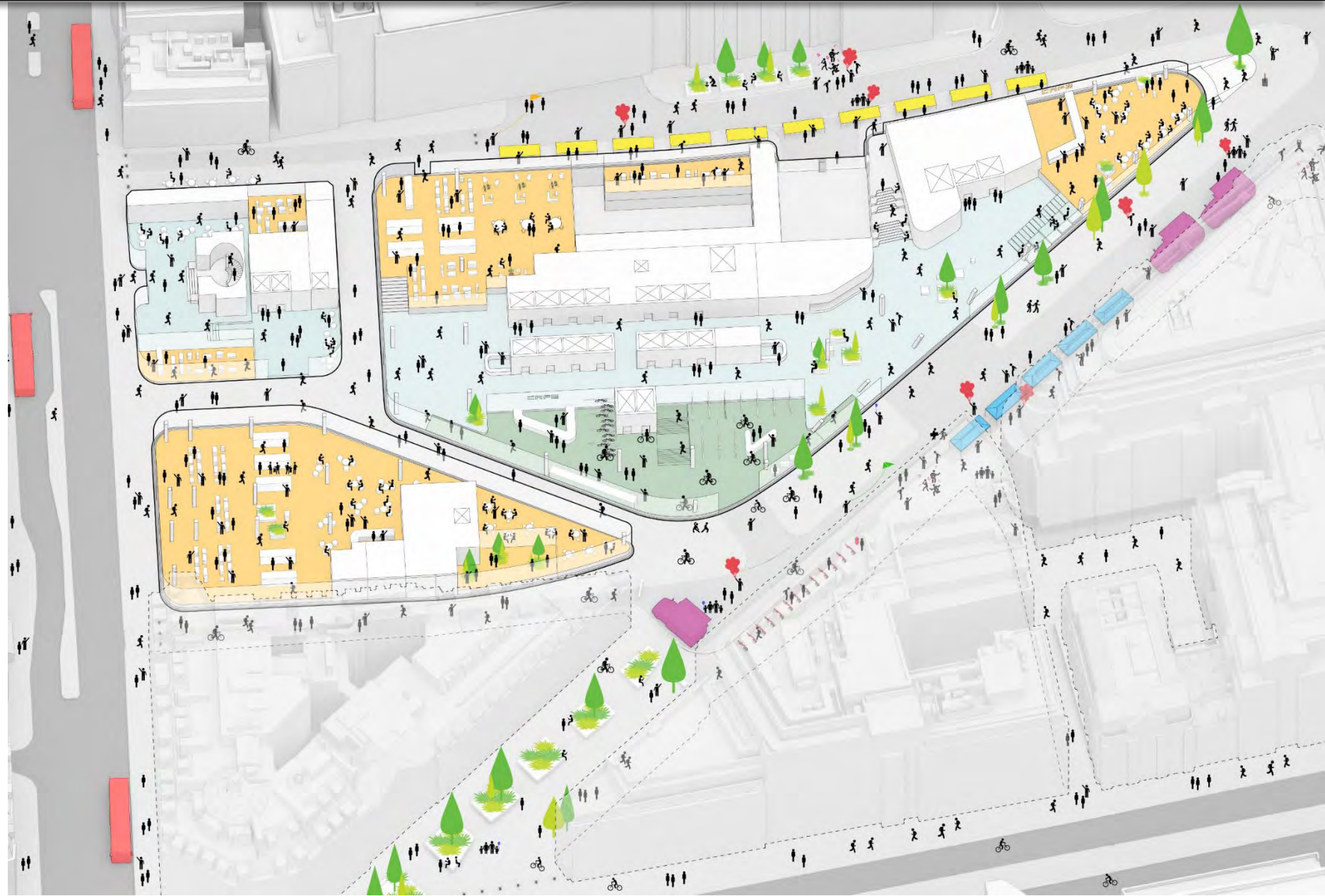
Existing condition



New proposal: Increased permeability



New proposal: Increased active frontage



Public realm in Ground Floor



# 120 Fleet Street



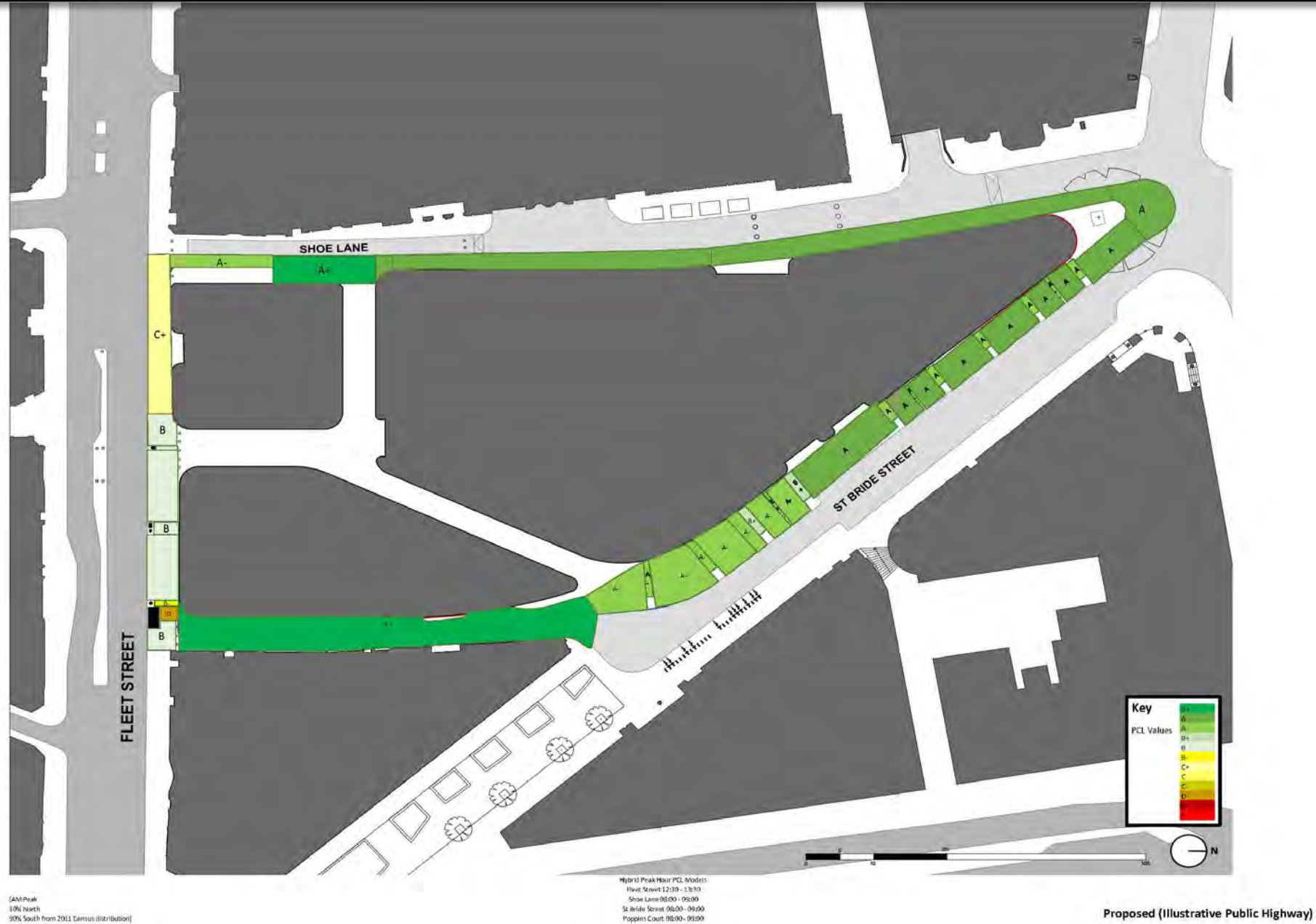
Poppin's Court existing vs proposed enhanced public realm



# 120 Fleet Street

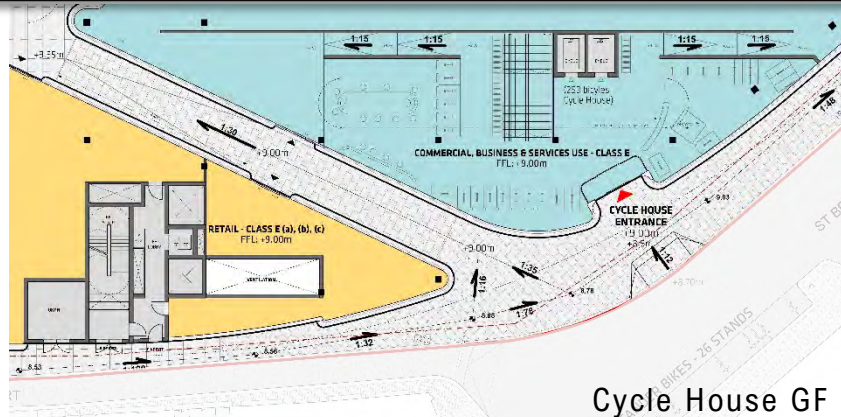


PCL existing calculation





# 120 Fleet Street



Cycle House GF



Cycle House & end-of-trip facilities B1



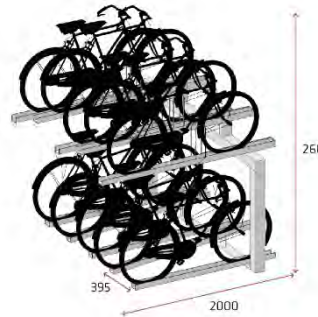
Cycle House



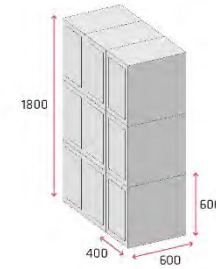
# 120 Fleet Street



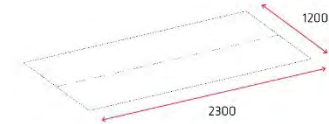
Internal view of the Cycle Store



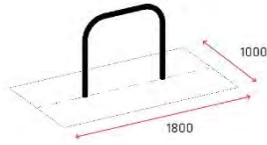
664 Two tier racks



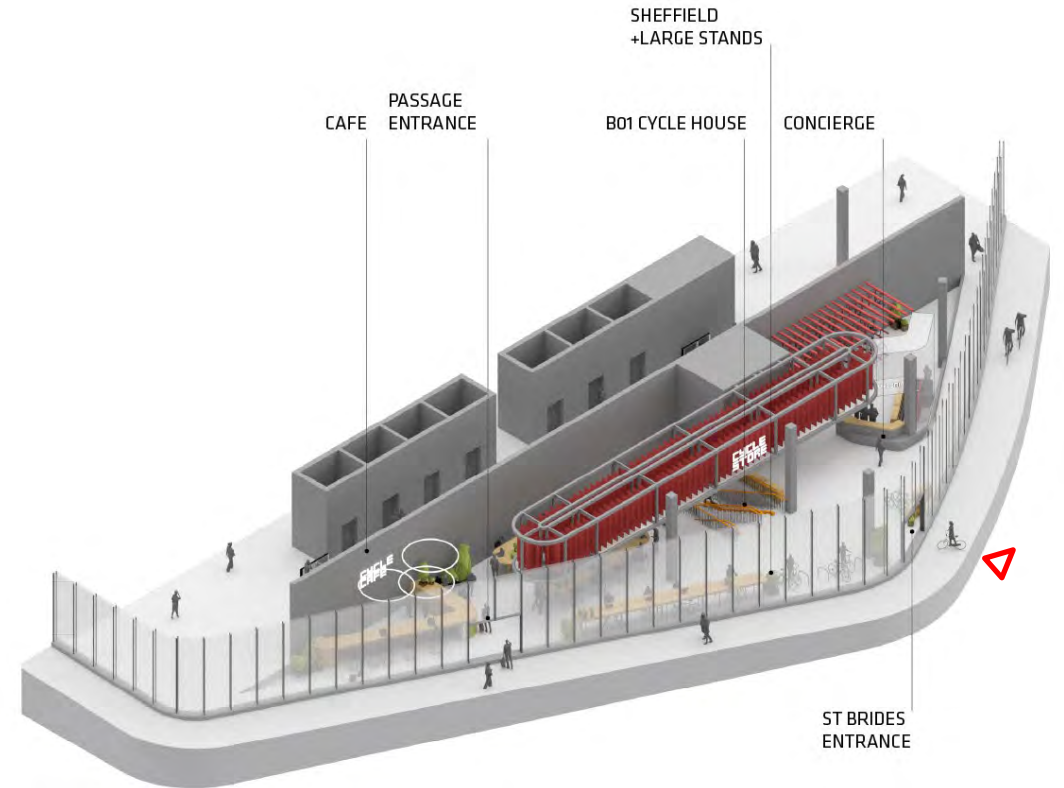
120 Foldable bicycle lockers



52 Large stands



123 Sheffield stands



## Cycle House



Internal view of the entrance to the Cycle Store



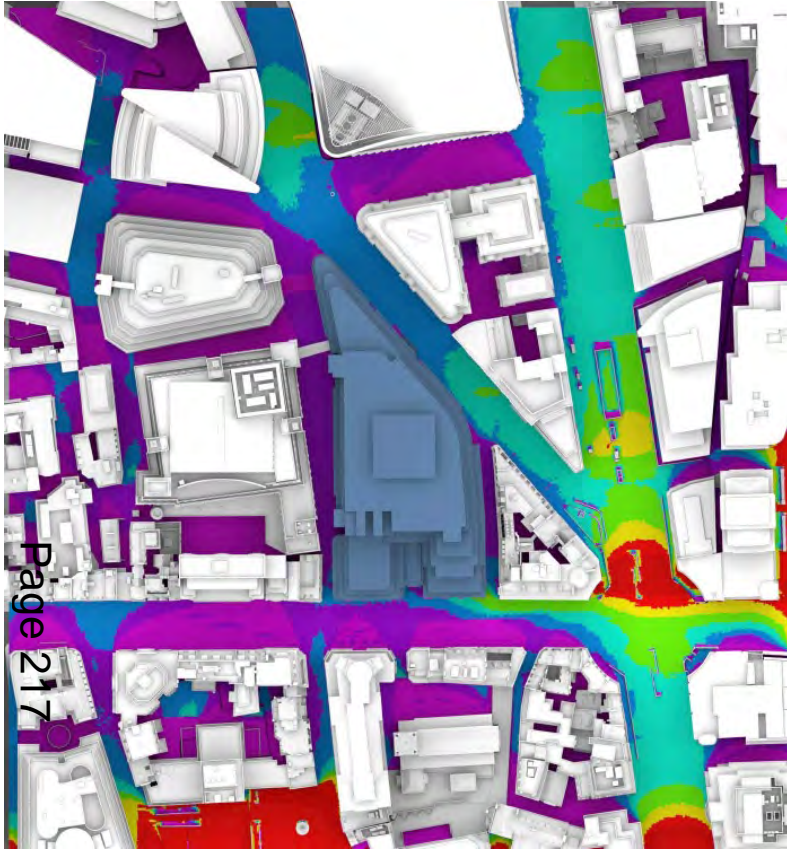


There would be no instances of strong winds exceeding the safety threshold at any probe location at the site and the nearby surrounding area in the context of the Proposed Development with both existing and cumulative surrounding buildings. This has also been confirmed by Independent physical wind tunnel testing and CFD Assessments.

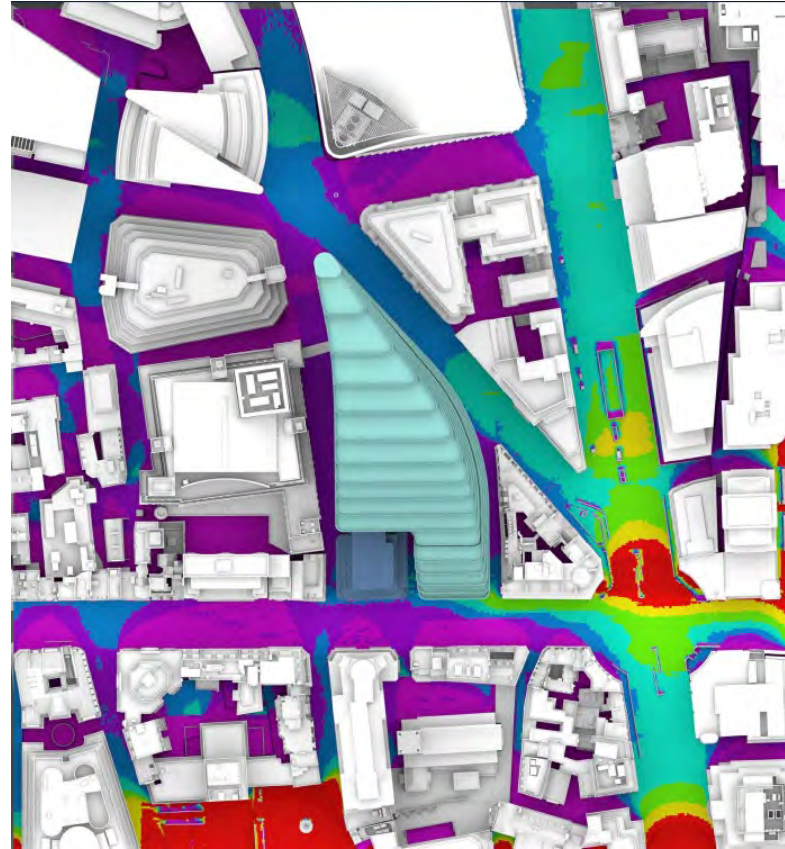
In terms of ground floor wind conditions, the Proposed Development would result in negligible to 'not significant' effects in windier seasons, and negligible effects in summer season.

All wind conditions around the Site would be suitable for their intended use.

# 120 Fleet Street



Existing

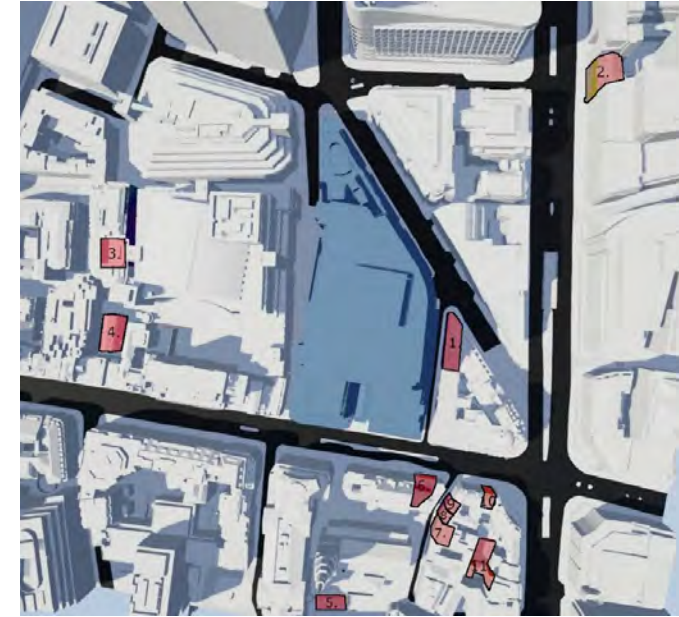


## For the Surroundings:

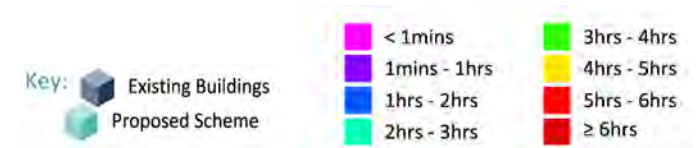
The only building likely to experience a daylight/sunlight reduction beyond the BRE guidelines criteria is Sovereign House (also known as 5&6 Poppins Court). However, further assessments to this building, including a radiance study, show that the proposed development is unlikely to have a noticeable effect on the natural light that is currently enjoyed.

## For the Overshadowing

The sun on ground assessment to the surrounding streets show that the Proposed Development will cause little effect. The only area that is likely to experience slightly more overshadowing is an area to the north of the site on Shoe Lane, but this effect is considered to be small.

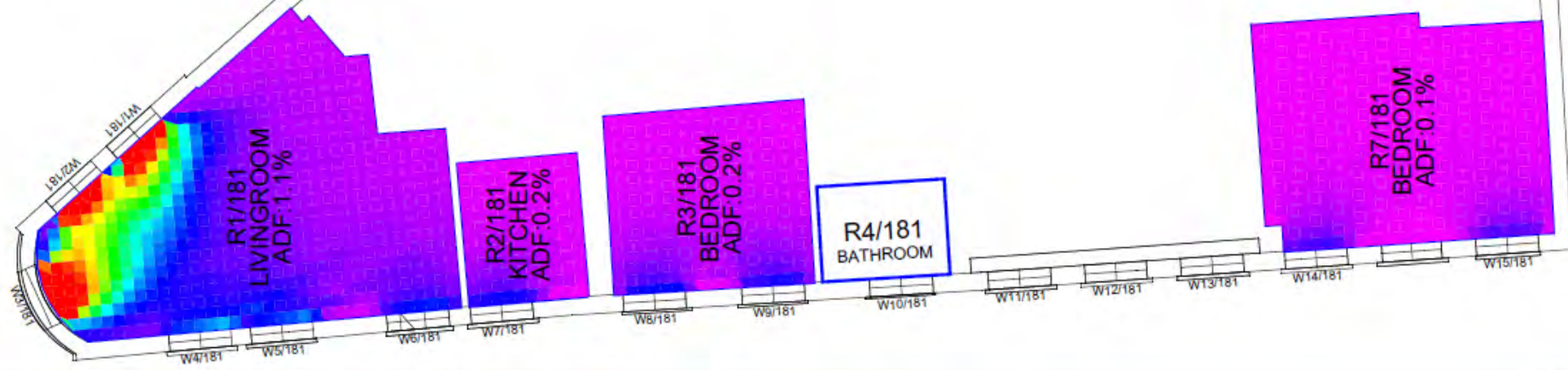


Location of the Surrounding Residential Properties assessed

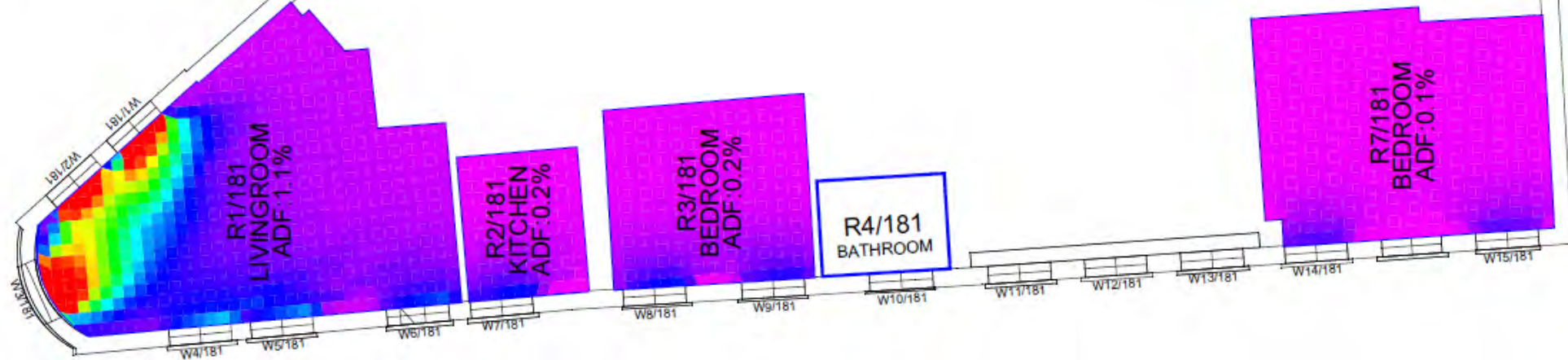




Existing  
First Floor

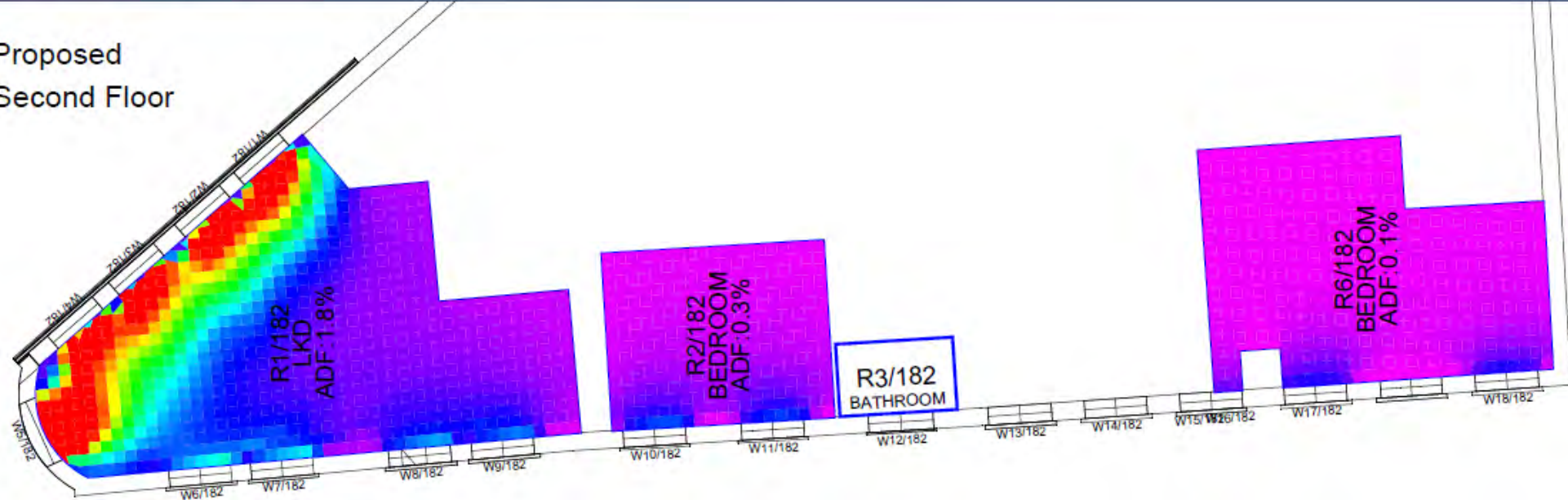


Proposed  
First Floor



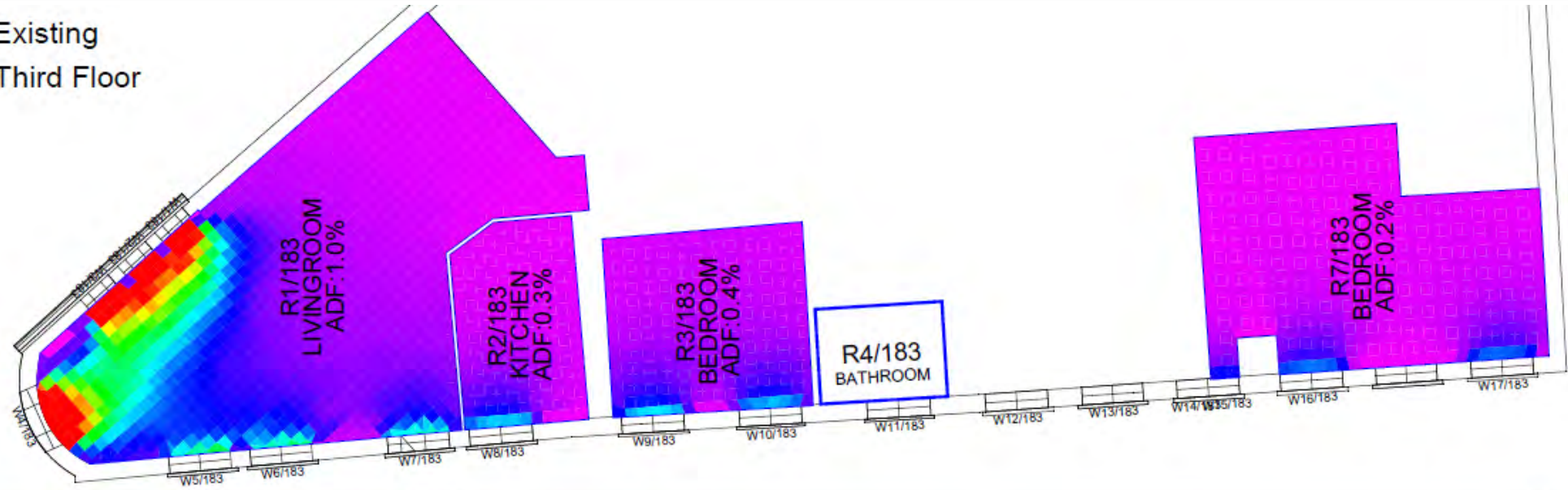
## Radiance Study – Second Floor Poppins Court

Proposed  
Second Floor

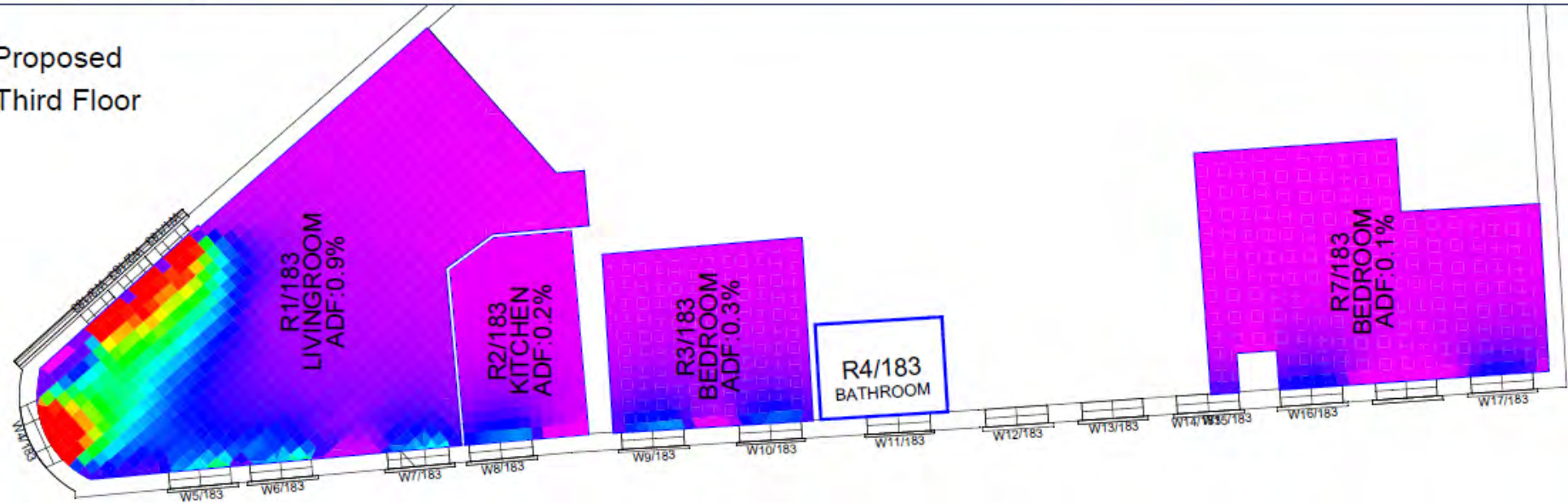




Existing  
Third Floor



Proposed  
Third Floor



Existing  
Fourth Floor

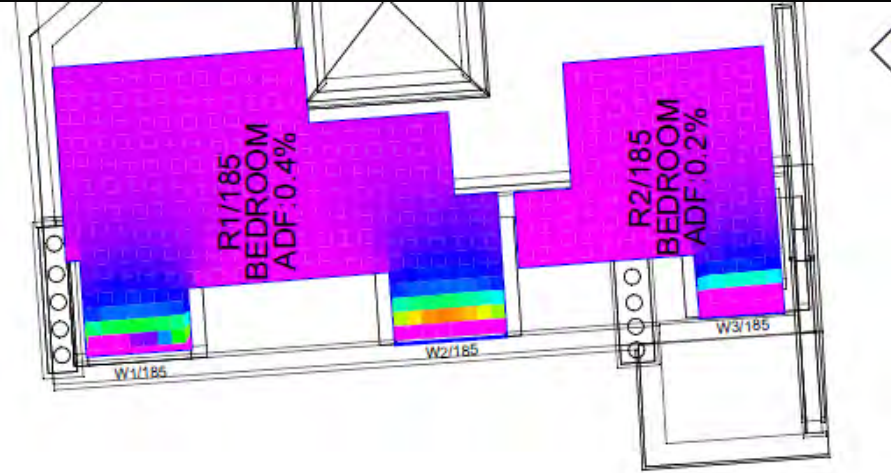


Proposed  
Fourth Floor





Existing  
Fifth Floor



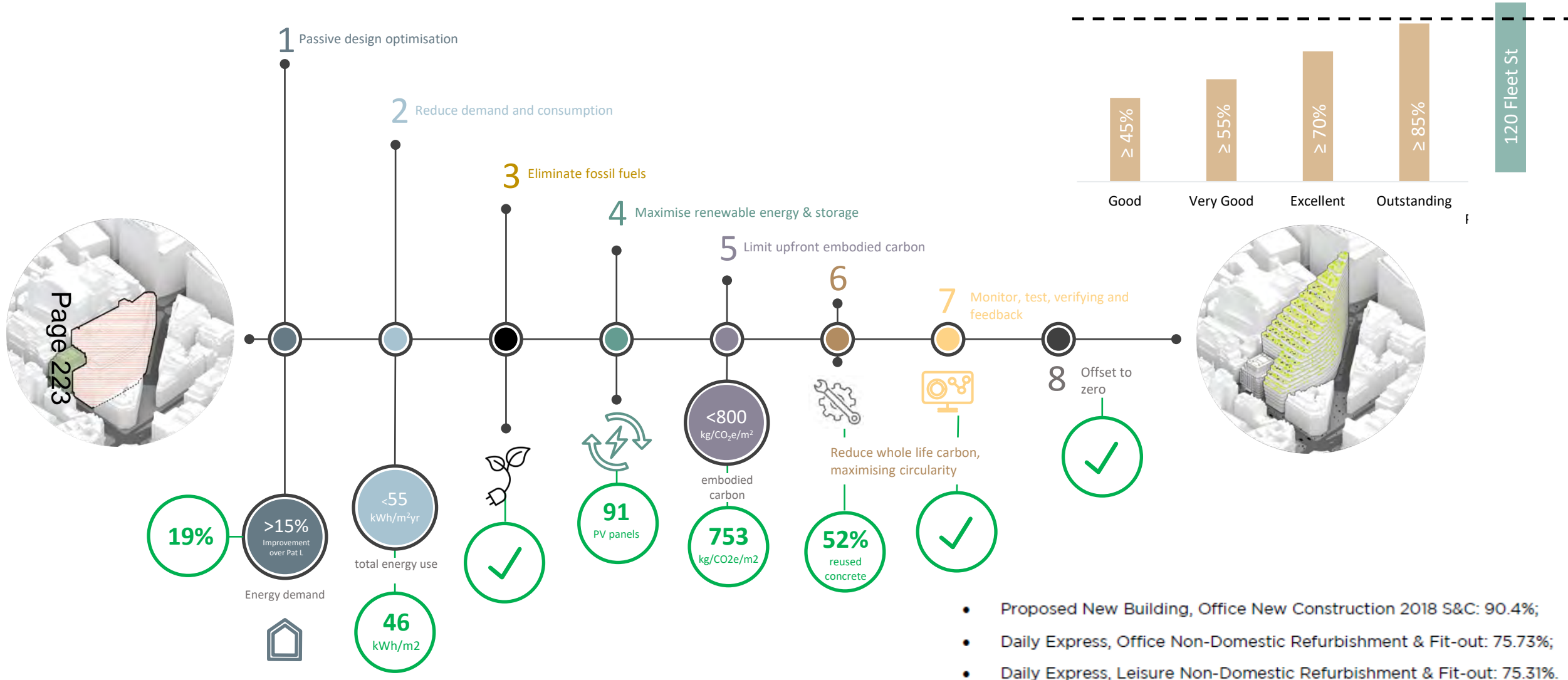
Proposed  
Fifth Floor



# 120 Fleet Street

90.4%

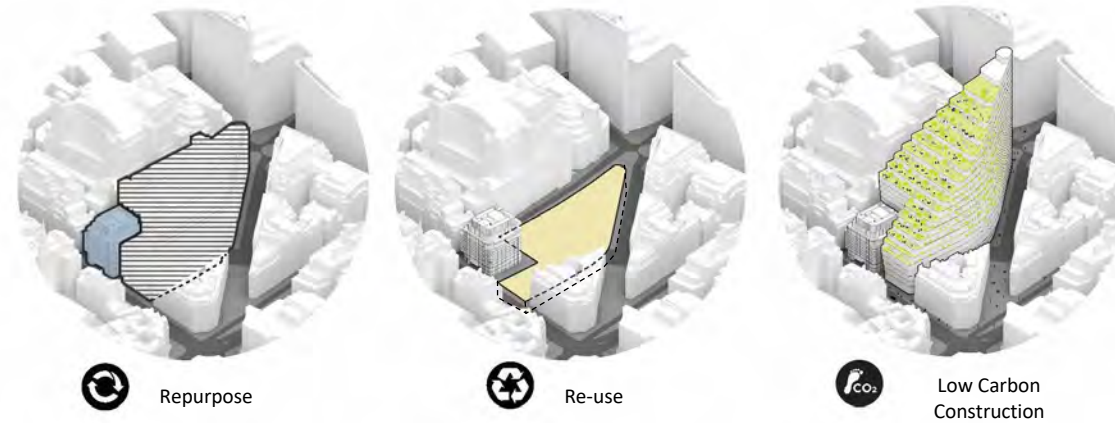
BREEAM Outstanding



Sustainability: Approach to Zero Carbon



# 120 Fleet Street



 **95% diversion**  
of construction waste from  
going into landfill

 **<800 kgCO2/sq.m.**

The sustainable credentials of the project include:

- The new building operational carbon emissions are 25% of the existing per sqm. The proposed building would therefore emit less than 45% of the existing building carbon emission as a whole.
- 52% of concrete retained from the existing building
- Reuse of the existing basement
- steel with up to 40% recycled content and concrete with Granulated Blast-furnace Slag (GGBS) will significantly reduce the embodied carbon of the building.
- 9600 m3 of retained concrete in substructure
- 91 photovoltaic solar panels will contribute to generate power for the building
- 3,300m2 of green terraces will harvest the rainwater and in collaboration with the greywater will offset the non-potable water demand of the NEW Building contributing to flushing, irrigation and washdown.
- Embodied carbon – 753kgCO2/m2GIA
- Reused, recycled and material coming from renewables together makes 49% of the total building mass, i.e. only 51% will be new material
- Whole life carbon saving is 14000 tCO2
- Committing to a 95% waste diversion from landfill during construction.
- Committing to a construction waste generation of less than 6.5 tonnes per 100m2 of gross internal area.
- Operational energy for office base build 46kwh/m2GIA/yr
- Zero carbon enabled and meeting UKGBC 'Paris Proof' interim target of 2030
- The proposed building is 44% better than the current building regulations standards for energy performance.

# 120 Fleet Street

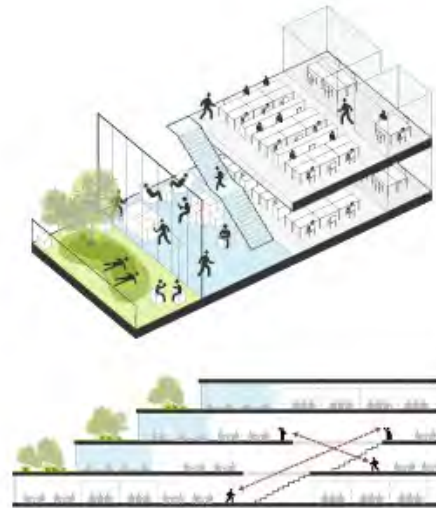


$$\text{UGF/GLA} = 0.30$$

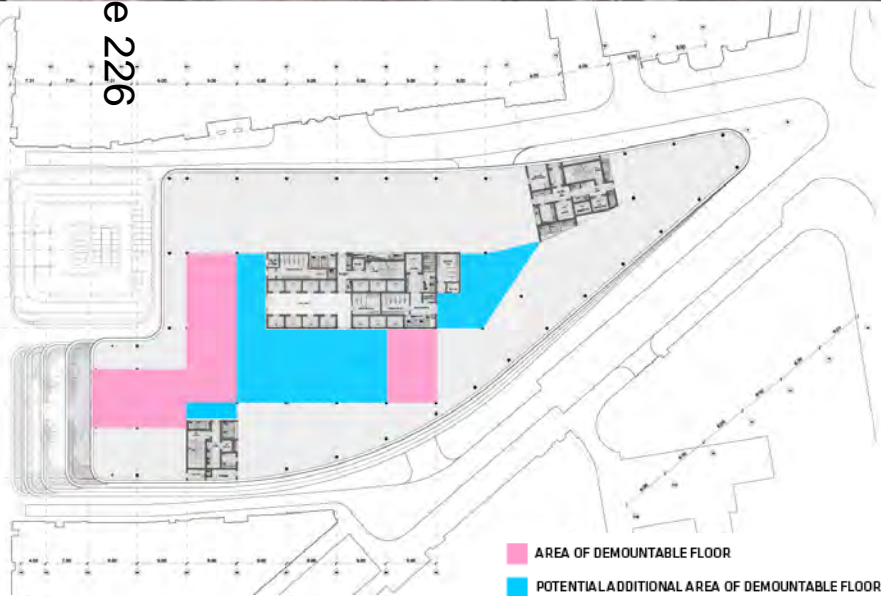
$$\text{UGF/CoL} = 0.34$$

Wellbeing: 3.300 sqm offices external amenity + 200 sqm public roof garden





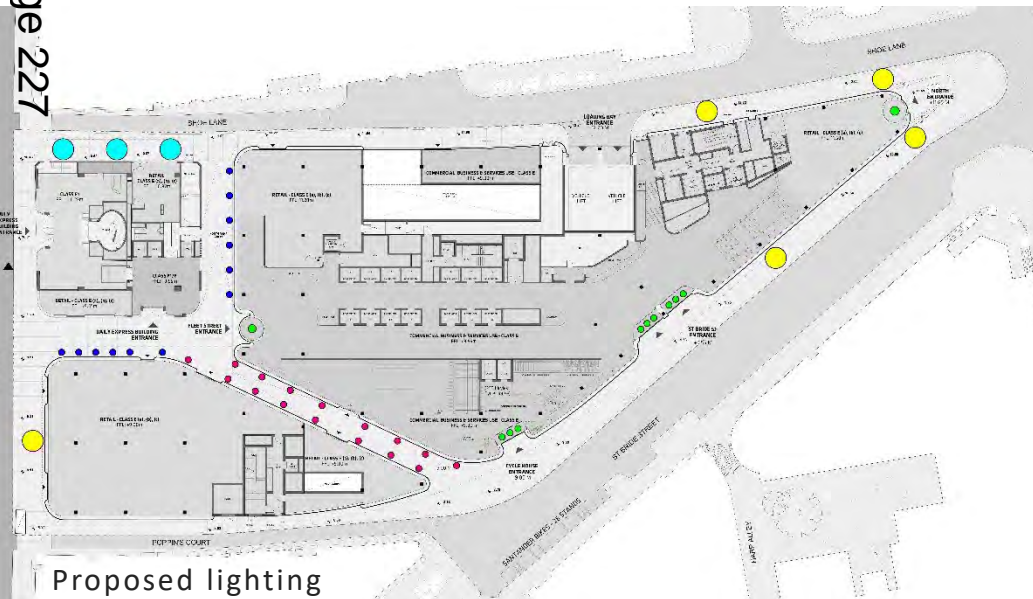
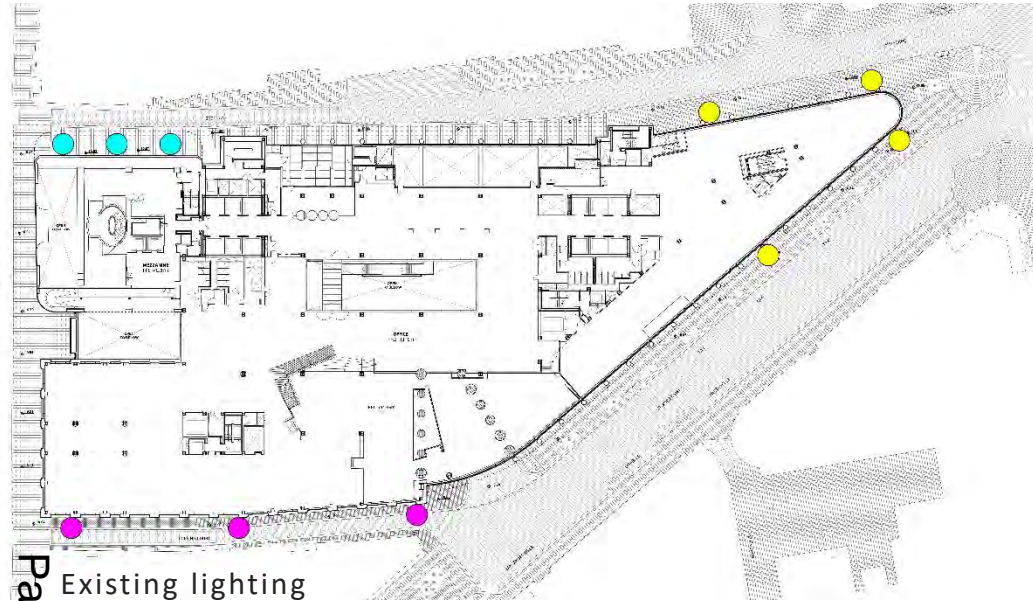
Multi-floor tenancies could exploit the demountable floor system to create staircases or double-height spaces between floors without recourse to dramatic structural alteration of the building, thus minimising waste over the life of the building.



Category	Total estimate (tonnes)	% reused or recycled on site or offsite	Recycled waste in tonnes
Ferrous metals	2,750	100%	2750.0
Non-Ferrous metals	170	100%	170.0
Plasterboard	200	100%	200.0
Timber	45	100%	45.0
Concrete, blockwork, and masonry	27500	100%	27500.0
Strip out waste	857	95%	814.2
Insulation	85	80%	68.0
Raised floor tiles	35	100%	35.0
Glass	600	100%	600.0
Bituminous Mixtures	32	100%	32.0
Plastic (excluding packaging)	10	100%	10.0
Electrical equipment	10	100%	10.0
Total	32,294	-	32234.2
Overall % of demolition waste recycled			99.8%



# 120 Fleet Street



Ground floor lighting



Terraces lighting

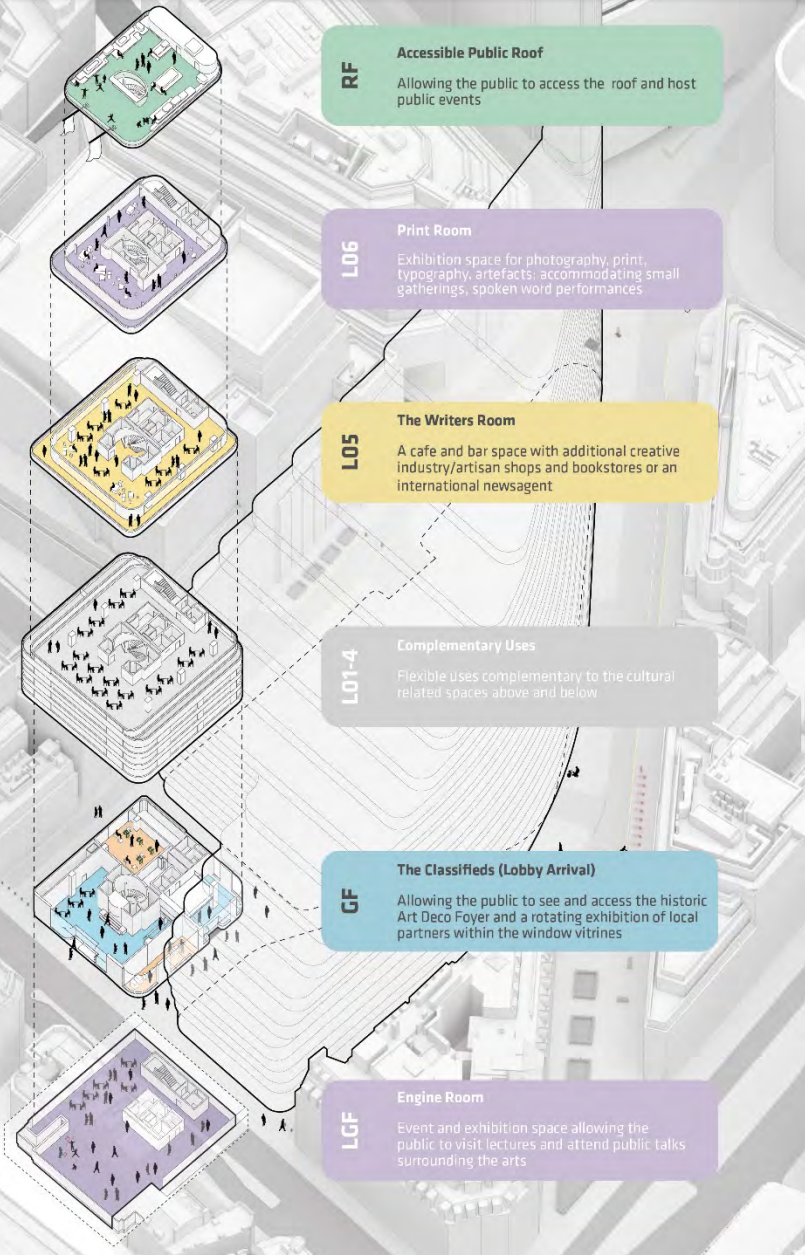
- Redundant Col Street lantern point
- Daily Express Building down lights retained
- Public Lights, Facade or Posts
- Recessed down lights to doors
- Recessed down lights to Y passage
- High level down lights on arcade

## Lighting

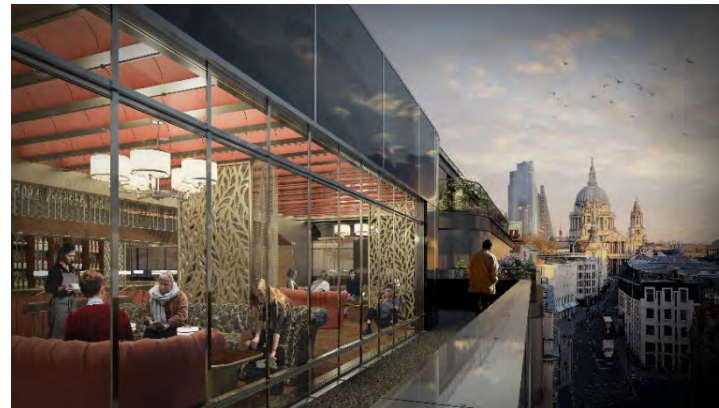


# 120 Fleet Street

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View of the accessible public roof



Internal view of the Writers Room



Internal view of the Engine Room

## Public Roof Garden & Cultural offer









Page 23  
**PARLOUS**  
BARBERING CO. SINCE 1846

CIRQ

10/11

ESPRESSO BAR