



## **Planning and Transportation Committee**

# **PRESENTATION**

**Date:** TUESDAY, 14 DECEMBER 2021  
**Time:** 10.30 am  
**Venue:** LIVERY HALL - GUILDHALL

4. 14-21 HOLBORN VIADUCT 32-33 & 34-35 FARRINGDON STREET LONDON  
EC1A 2AT

**For Decision**  
(Pages 3 - 148)

**John Barradell**  
Town Clerk and Chief Executive

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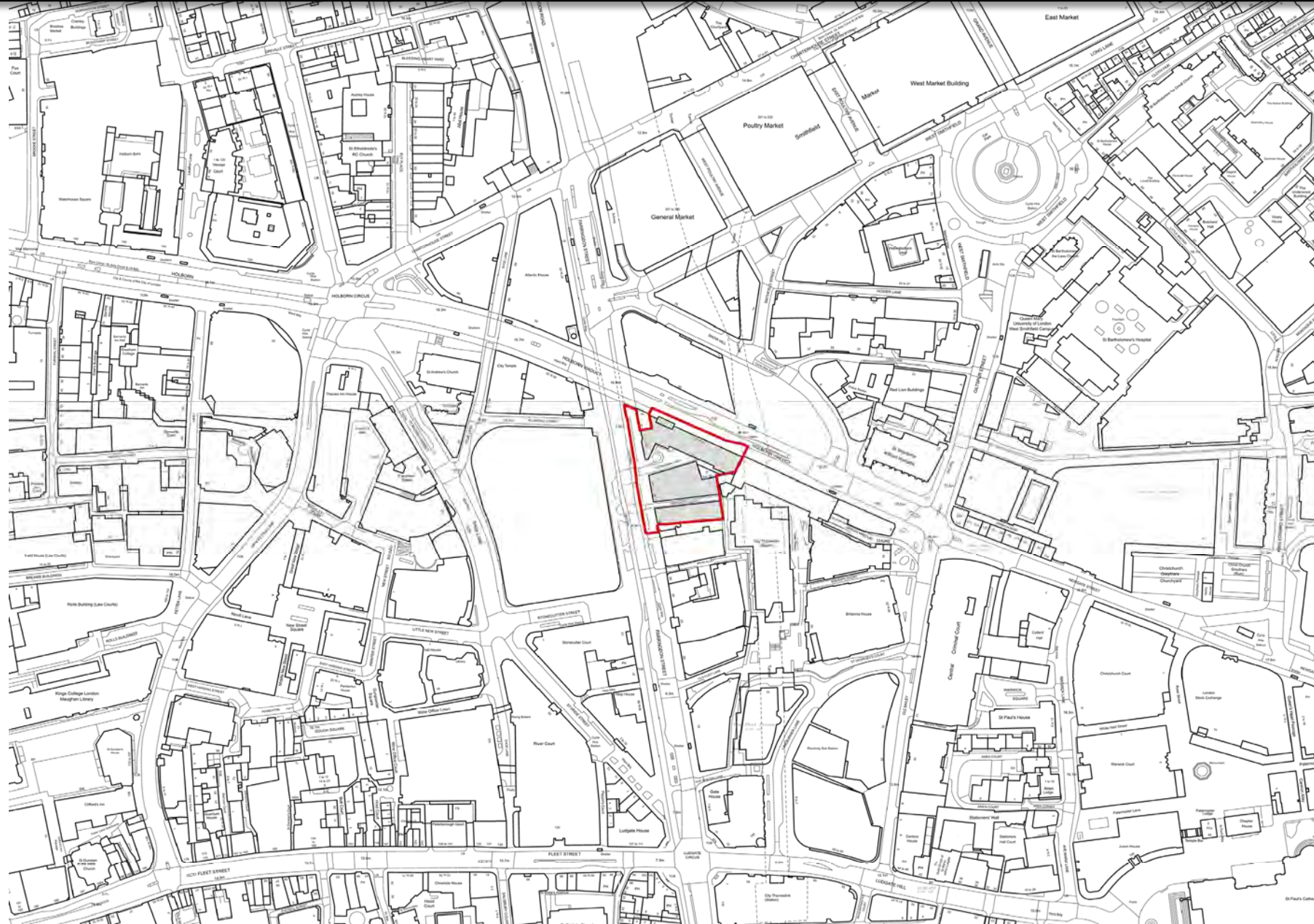
# Planning & Transportation Committee

14 December 2021



# 14-21 Holborn Viaduct 32-33 & 34-35 Farringdon Street

Page 4



Site plan





Aerial view of site



# SITE & CONTEXT

Holborn Viaduct

SITE

Farringdon Street

1. ATLANTIC HOUSE
2. BATH HOUSE
3. CITICAPE HOUSE
4. MORLEY HOUSE
5. PLUMTREE COURT
6. 25 & 20 FARRINGDON STREET

Site context



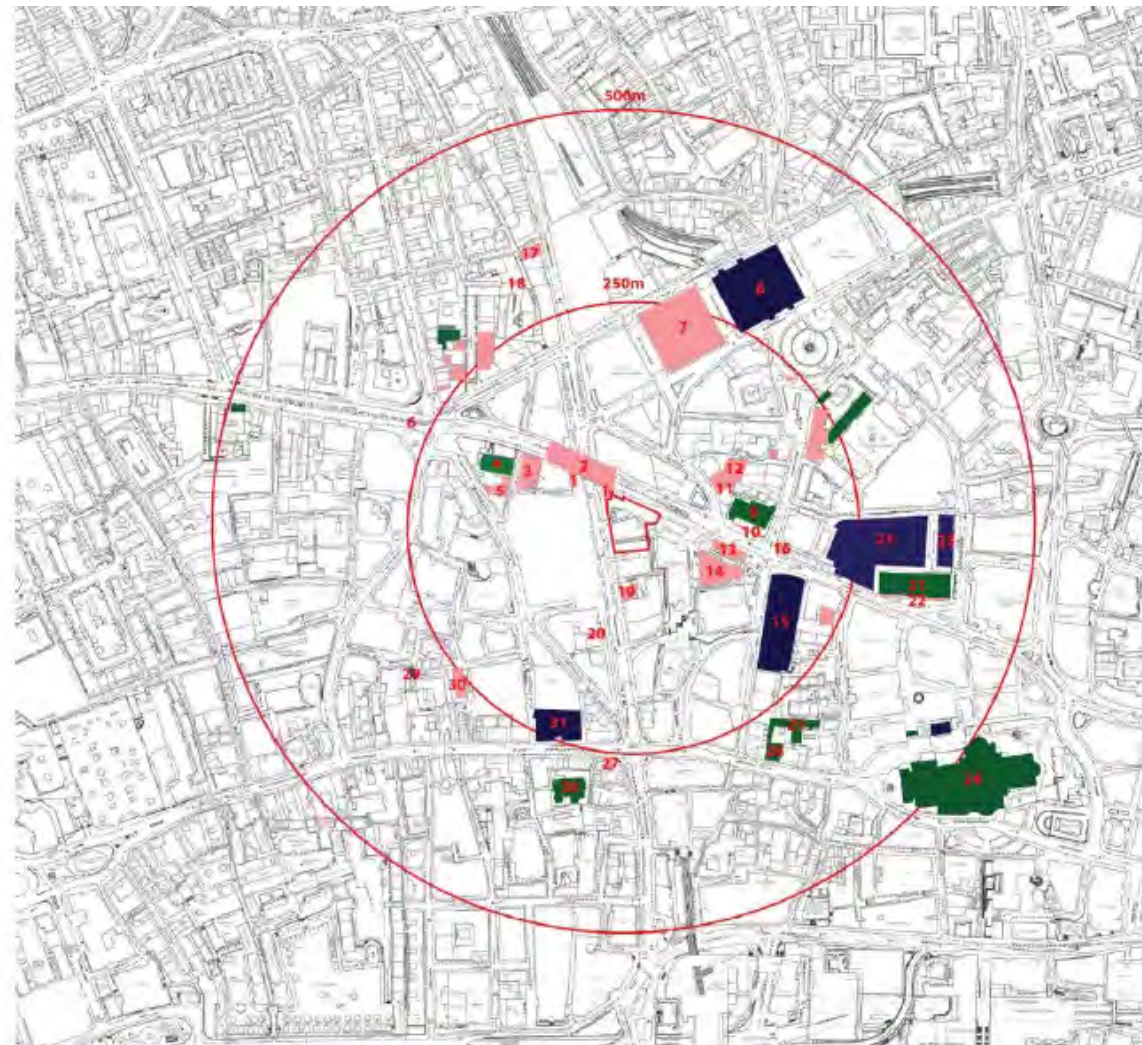
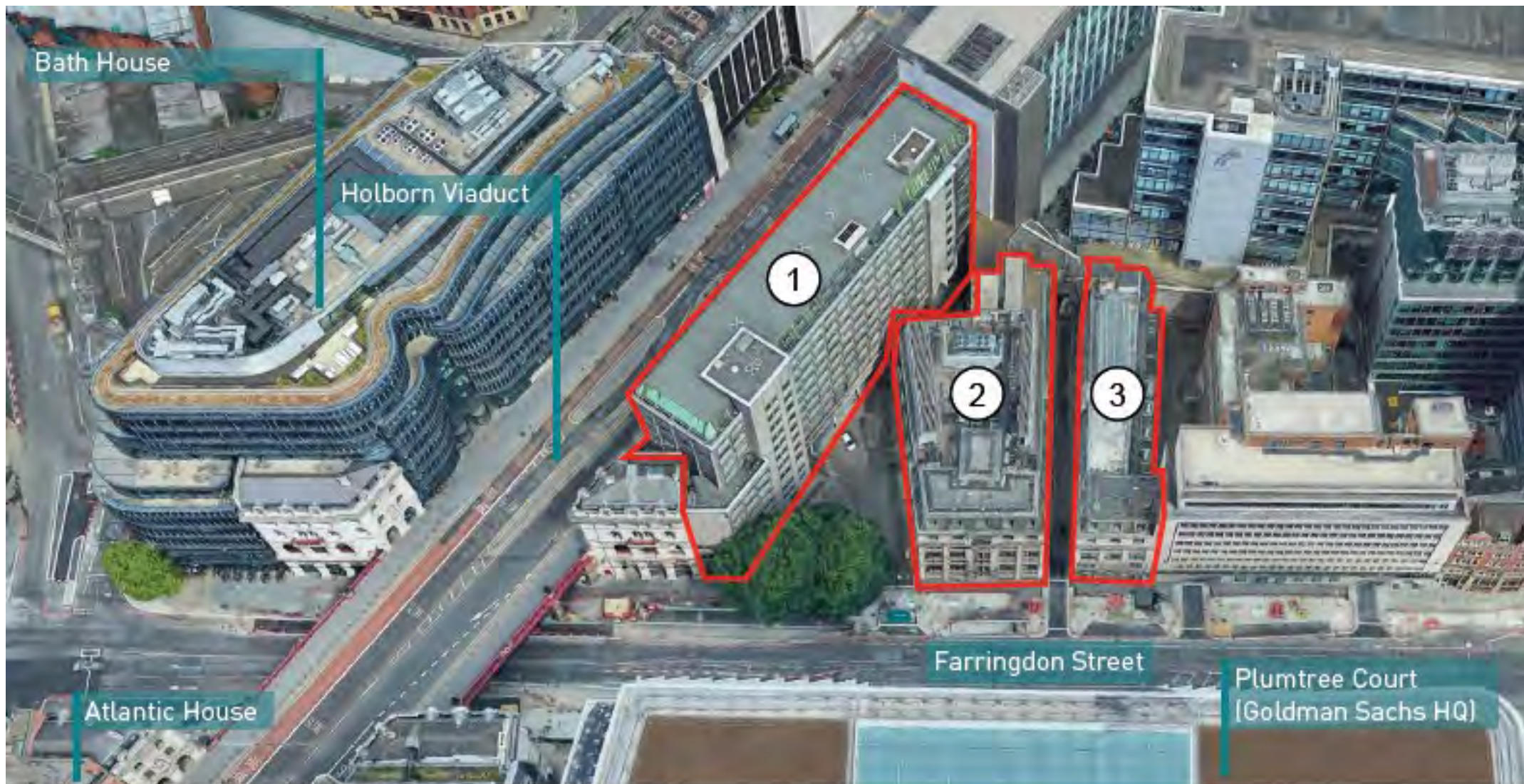


Fig 2.6 Map showing grade ii listed buildings 250m from the centre of the Site in pink and potentially important Grade I (green) and II\* (purple) 500m from the centre of the Site

- Grade I
- Grade II
- Grade II \*





- 1/ KIMBERLEY HOUSE (14-21 HOLBORN VIADUCT)
- 2/ MERIDIAN HOUSE, (34-35 FARRINGDON STREET)
- 3/ 32-33 FARRINGDON STREET

Existing site buildings





4. Existing south-east gatehouse (from Farringdon Street)



Existing aerial diagram of gatehouses



4. Existing south-east gatehouse (from Holborn Viaduct)



3. Existing south-west gatehouse



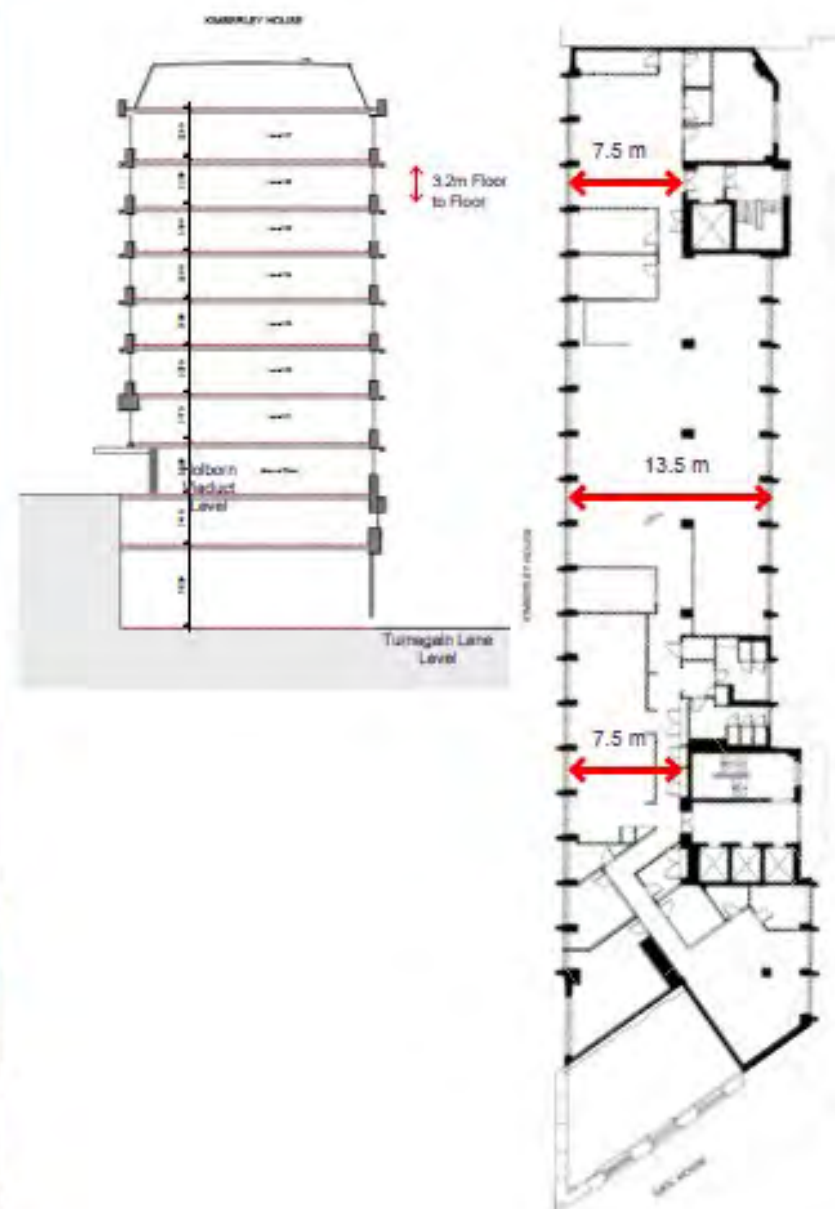
2. Existing north-east gatehouse



1. Existing north-west gatehouse

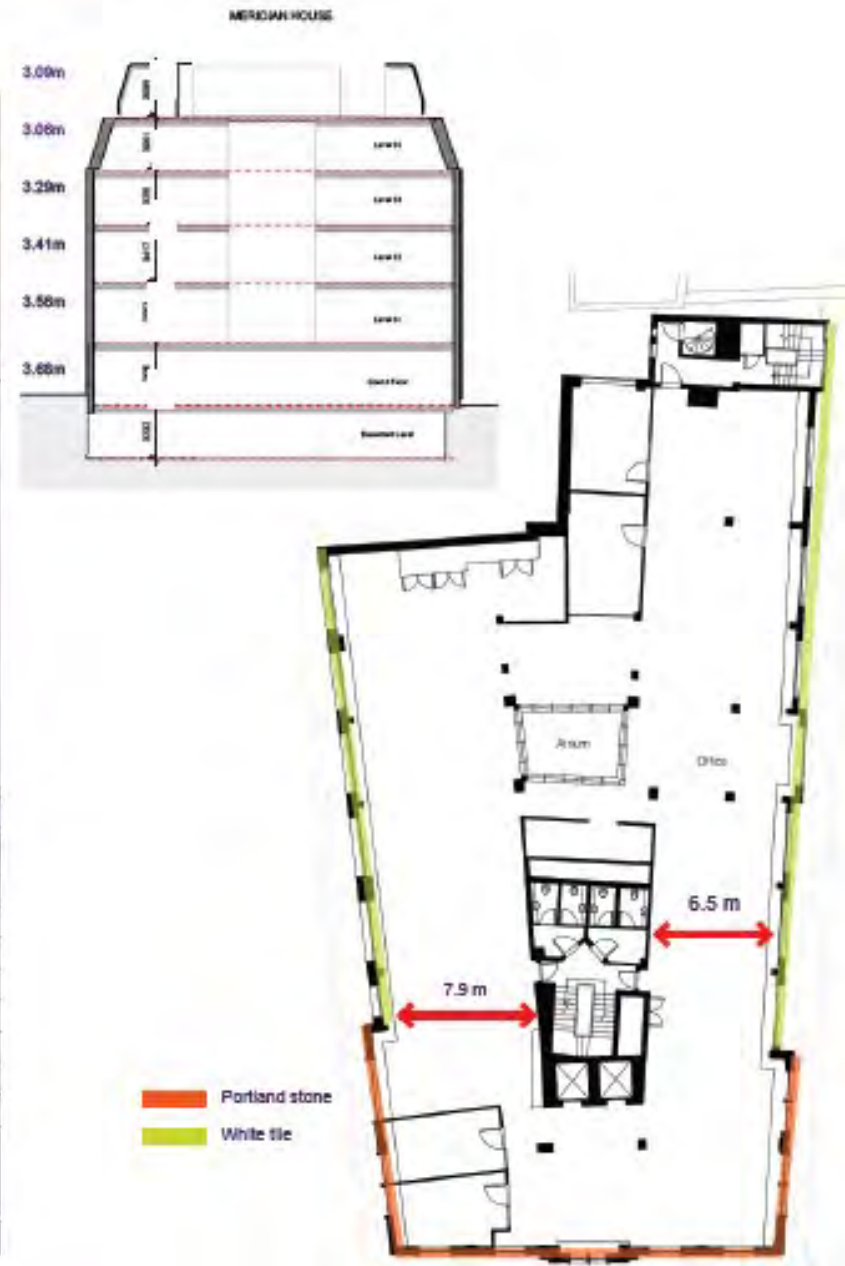
## The Gatehouses





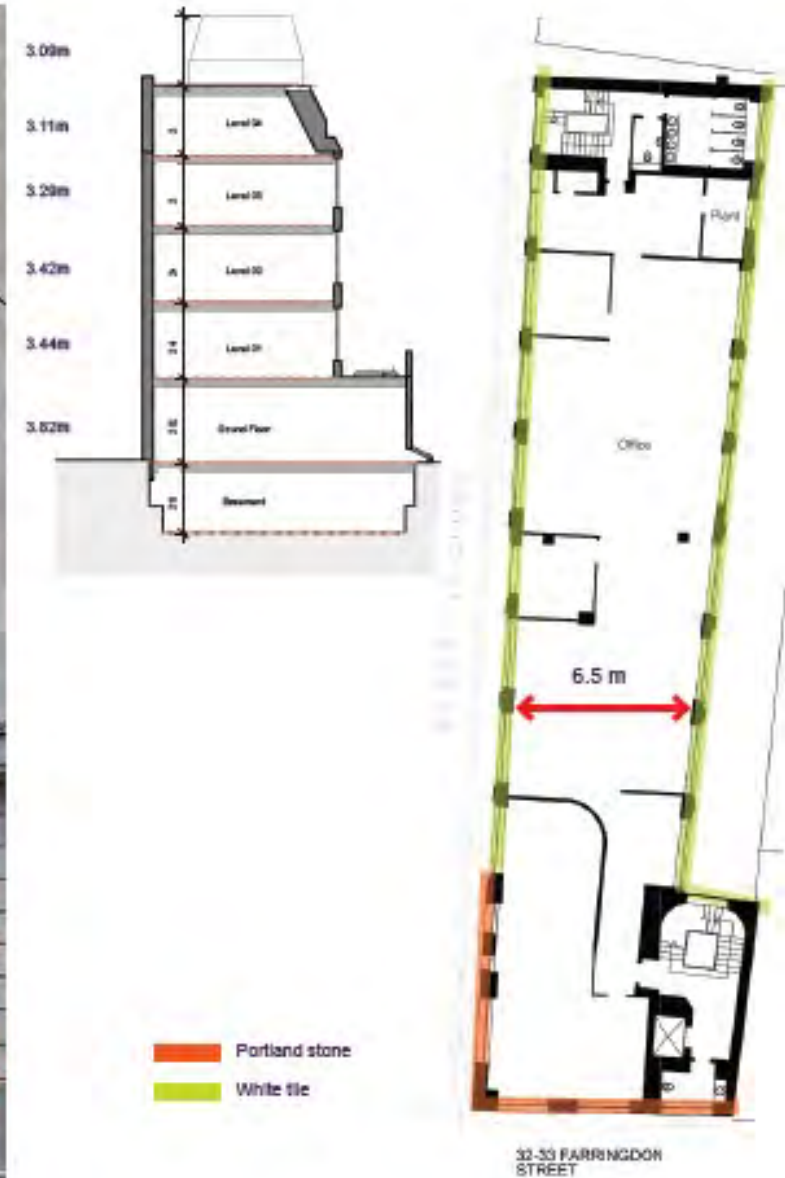
Kimberley House





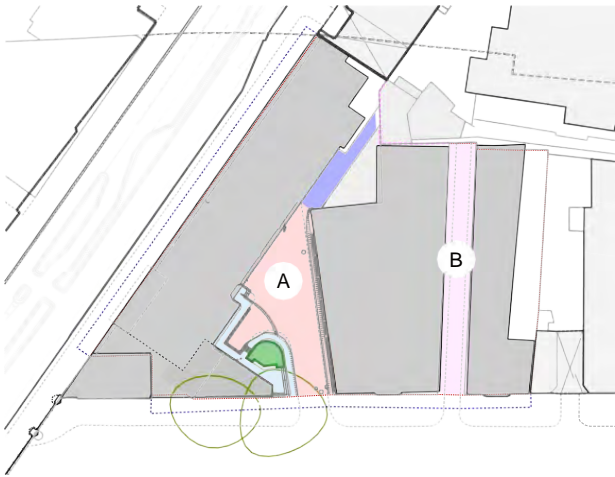
Meridian House





32-33 Farringdon Street





- A. Turnagain Lane - Service Yard
- B. Newcastle Close - Service road to neighbouring site.
- Green Planter
- Dead End
- Egress/Escape route from Kimberley House



Goad Fire Insurance Map 1887

1. Kimberley House (14-21 Holborn Viaduct)
2. Meridian House, (34-35 Farringdon Street)
3. 32-33 Farringdon Street
- A. Turnagain Lane - Service yard

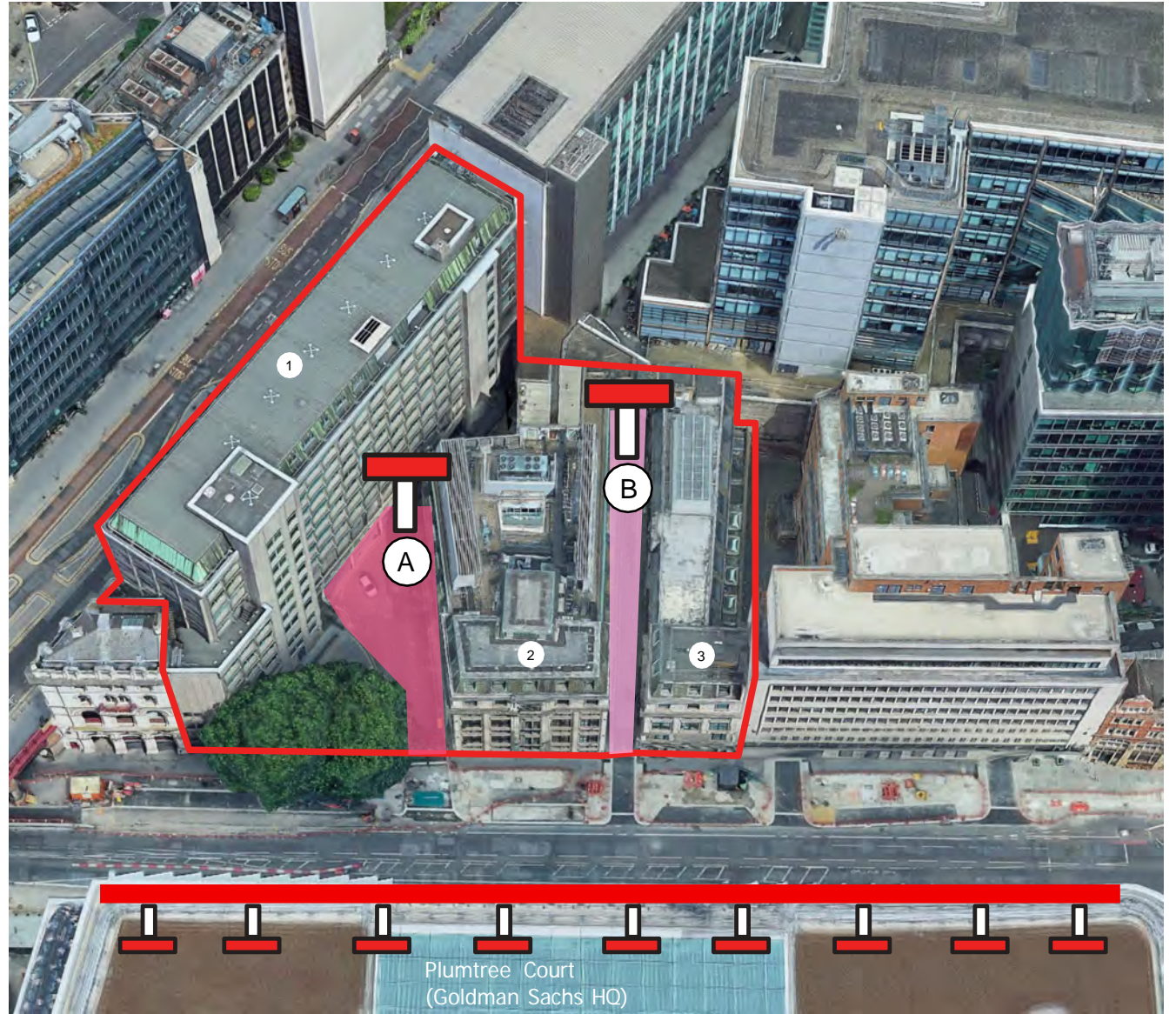


Diagram identifying existing buildings, open spaces and dead-ended roads

## Existing streets on site – Turnagain Lane (A) and Newcastle Close (B)



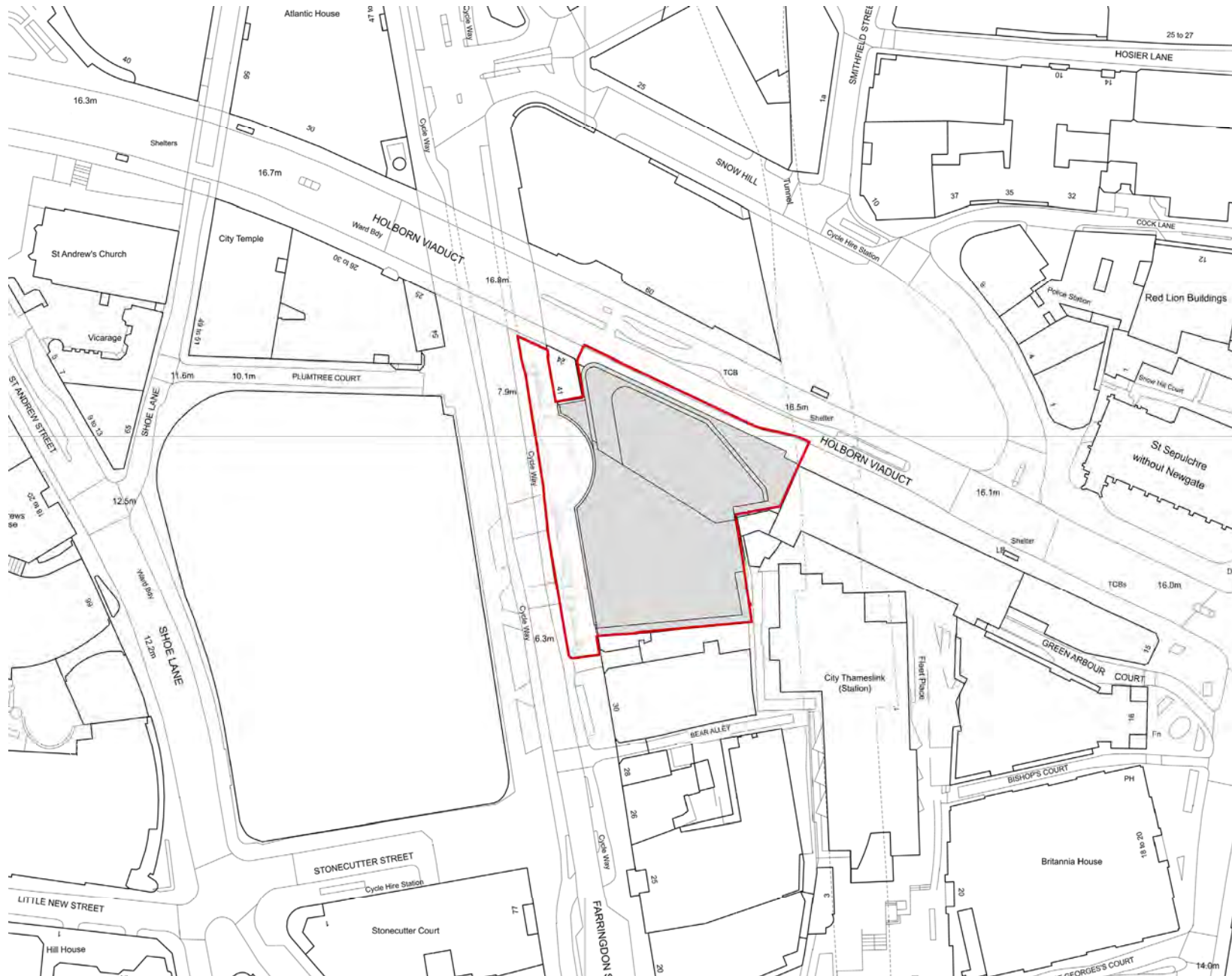


Existing public realm conditions – Turnagain Lane





Existing public realm conditions – Newcastle Close



## Proposed site plan





Existing basement floor plan





Proposed Basement 2 Floor Plan

Proposed basement 02 plan





Proposed Basement 2 Mezzanine Floor Plan

Proposed basement 2 mezzanine plan

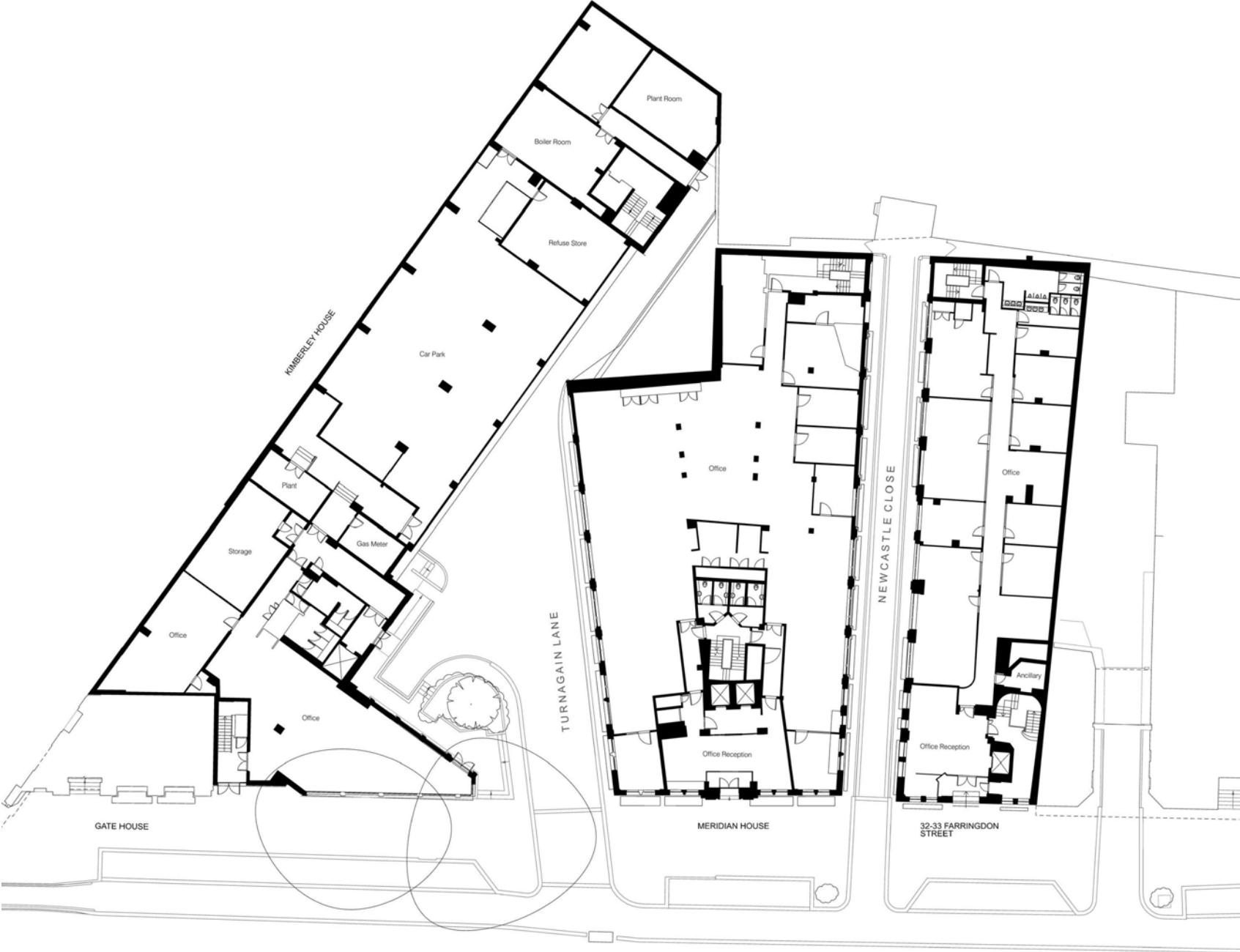




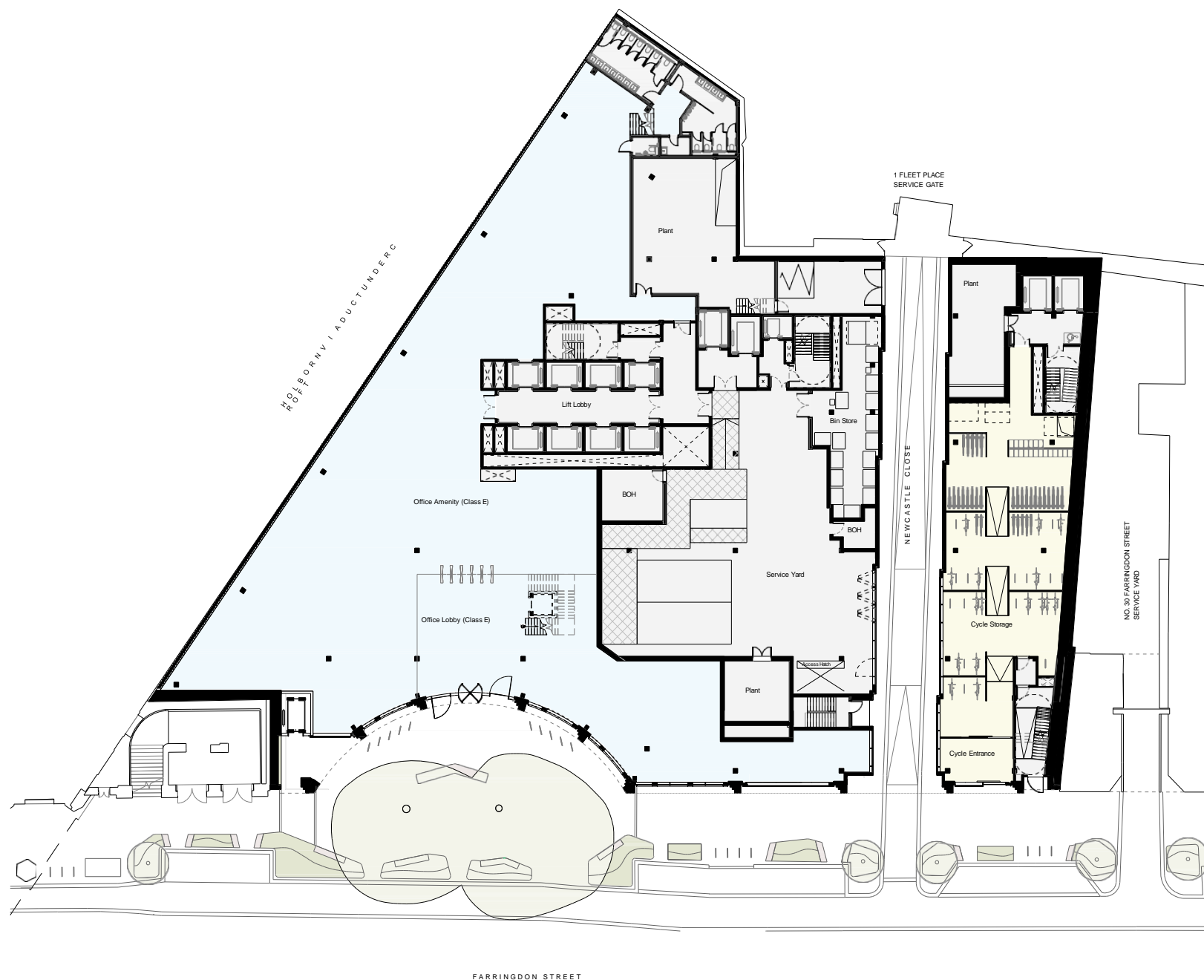
Proposed Basement 1 Floor Plan

Proposed basement 1 plan



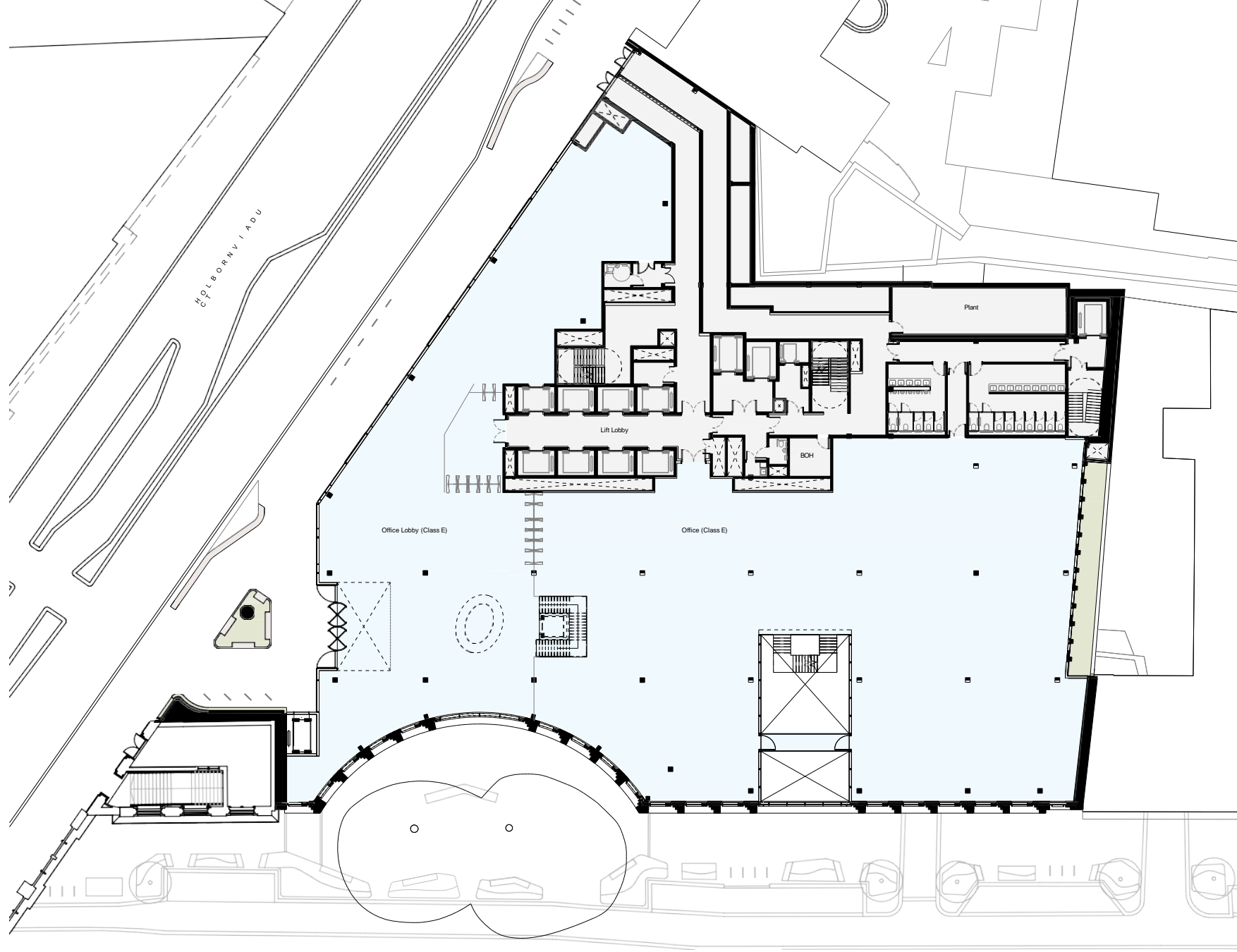


Existing ground floor plan

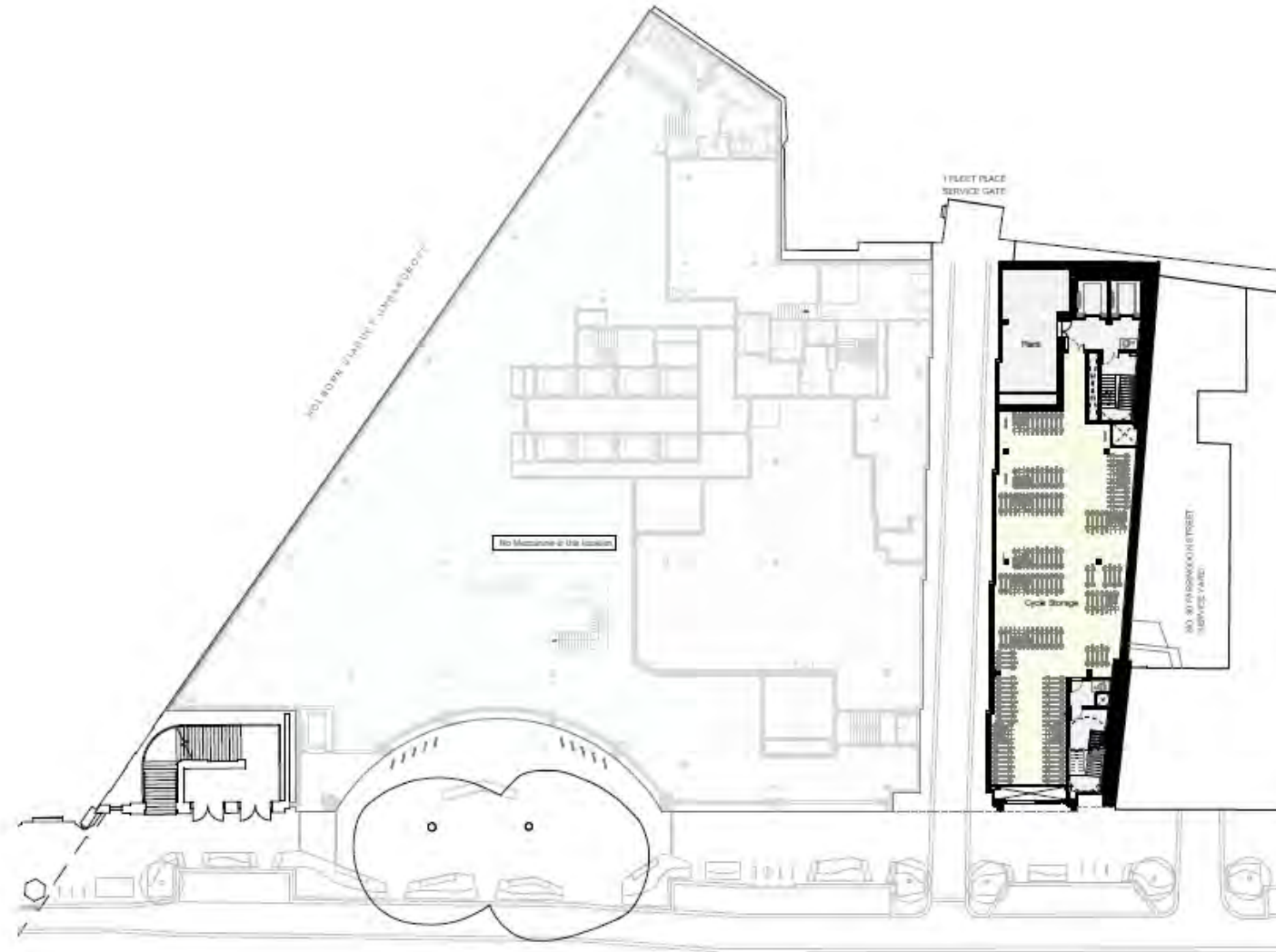


Proposed ground floor plan (Farrington Street – level 00)





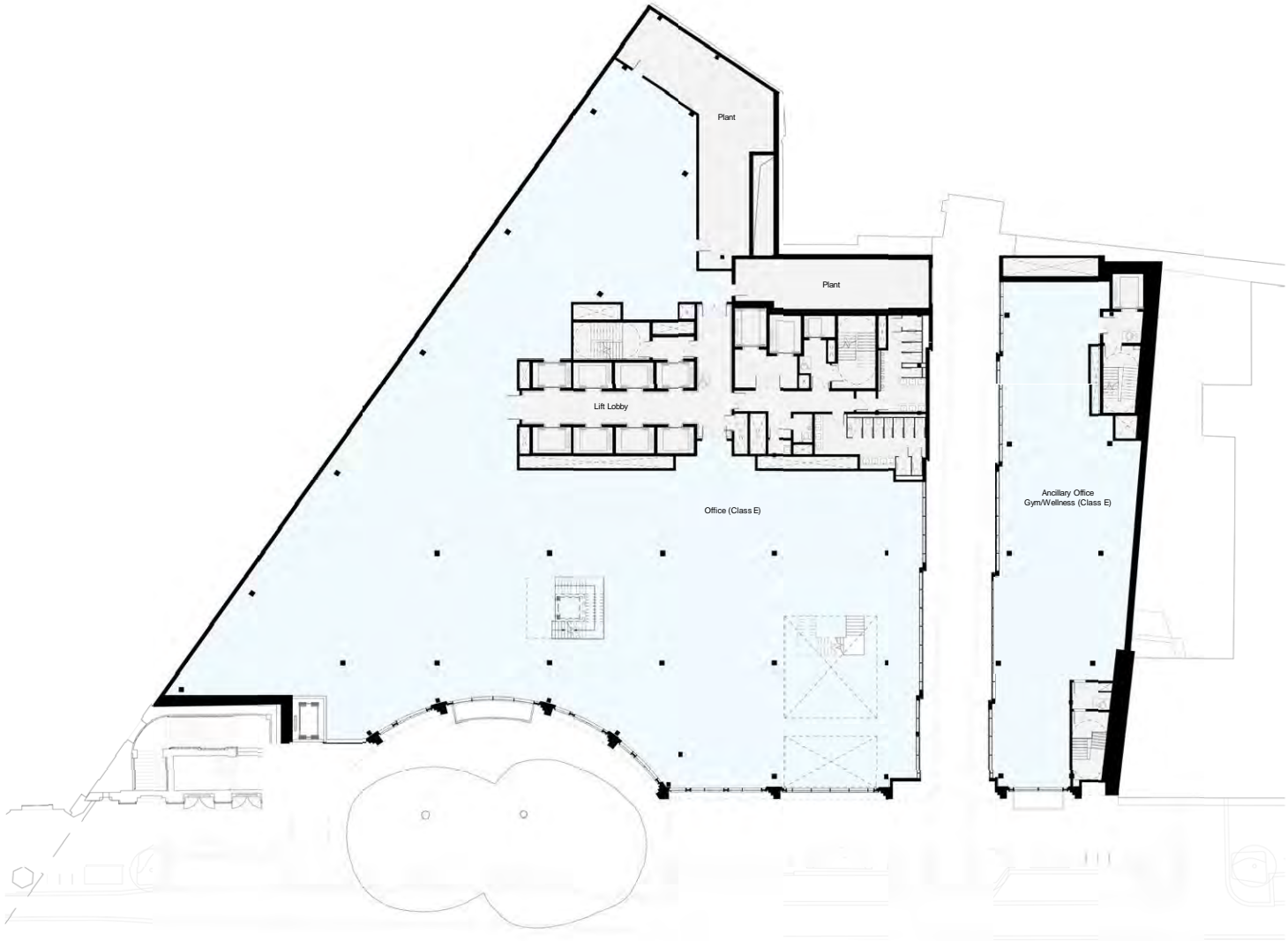
Proposed ground floor plan (Holborn Viaduct – level 02)



Proposed Mezzanine Floor Plan

Proposed mezzanine (GF – 1st) plan





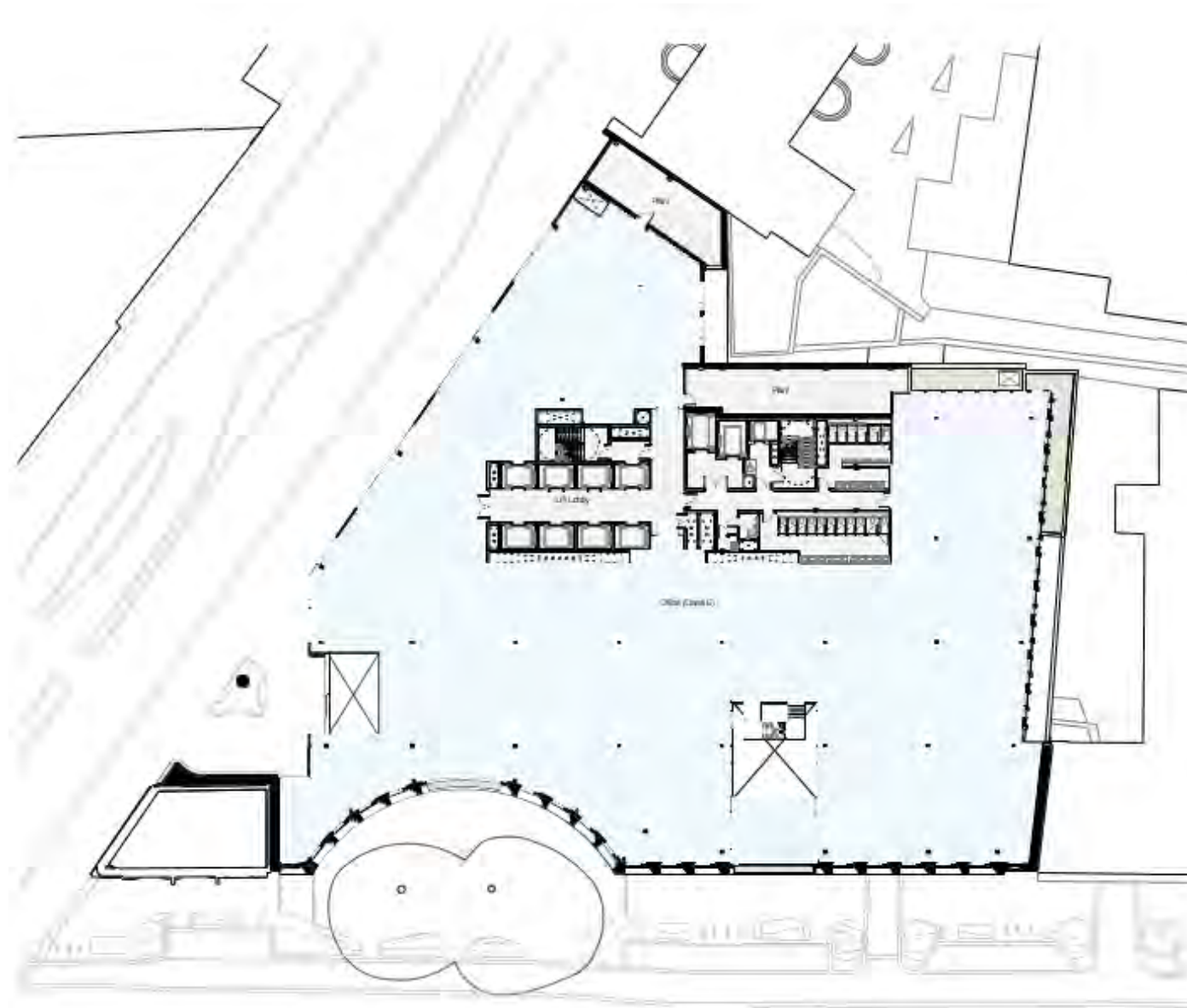
Proposed Level 1 Floor Plan

Proposed level 01 plan



Existing level 03 plan



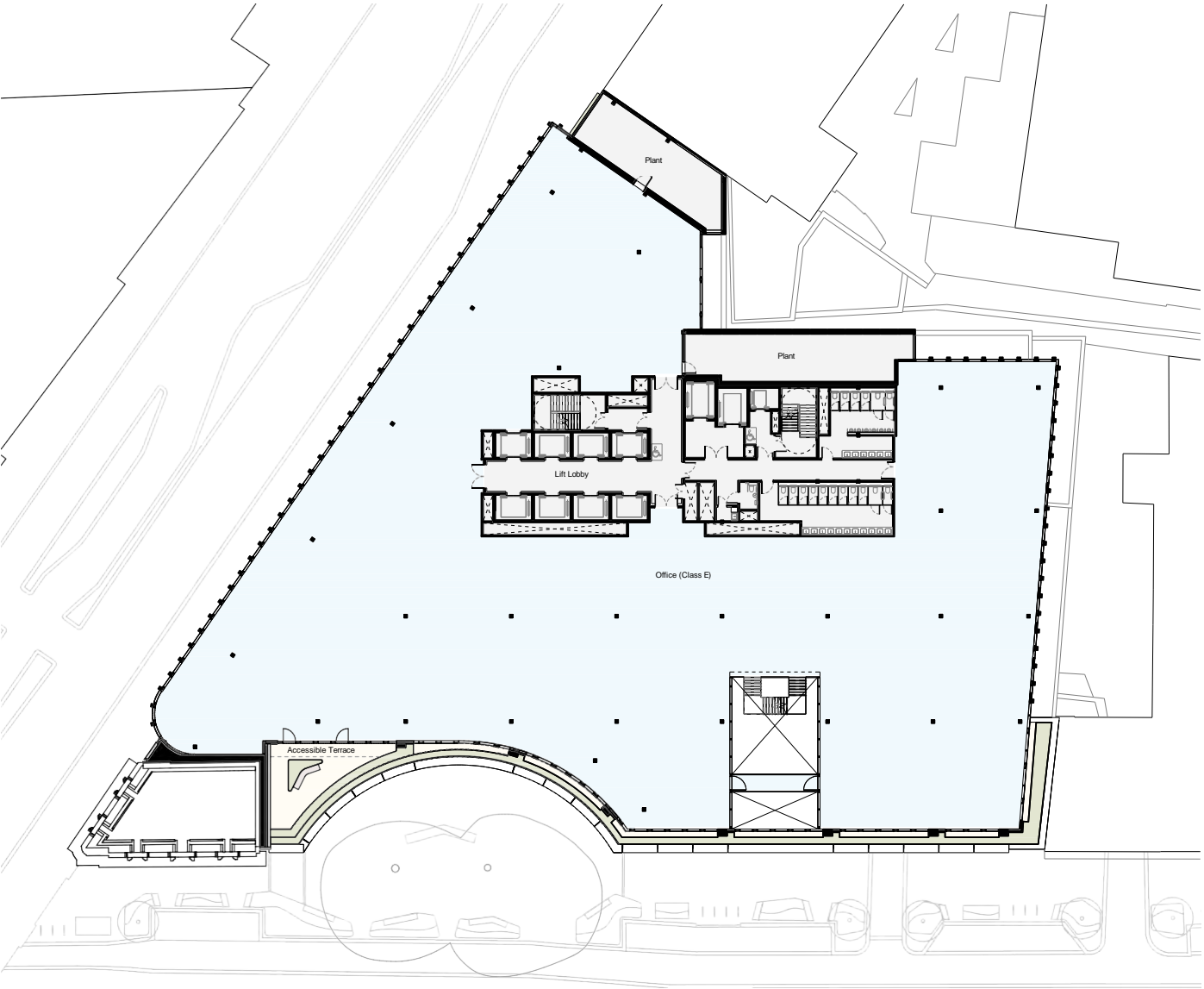


Proposed level 03 plan

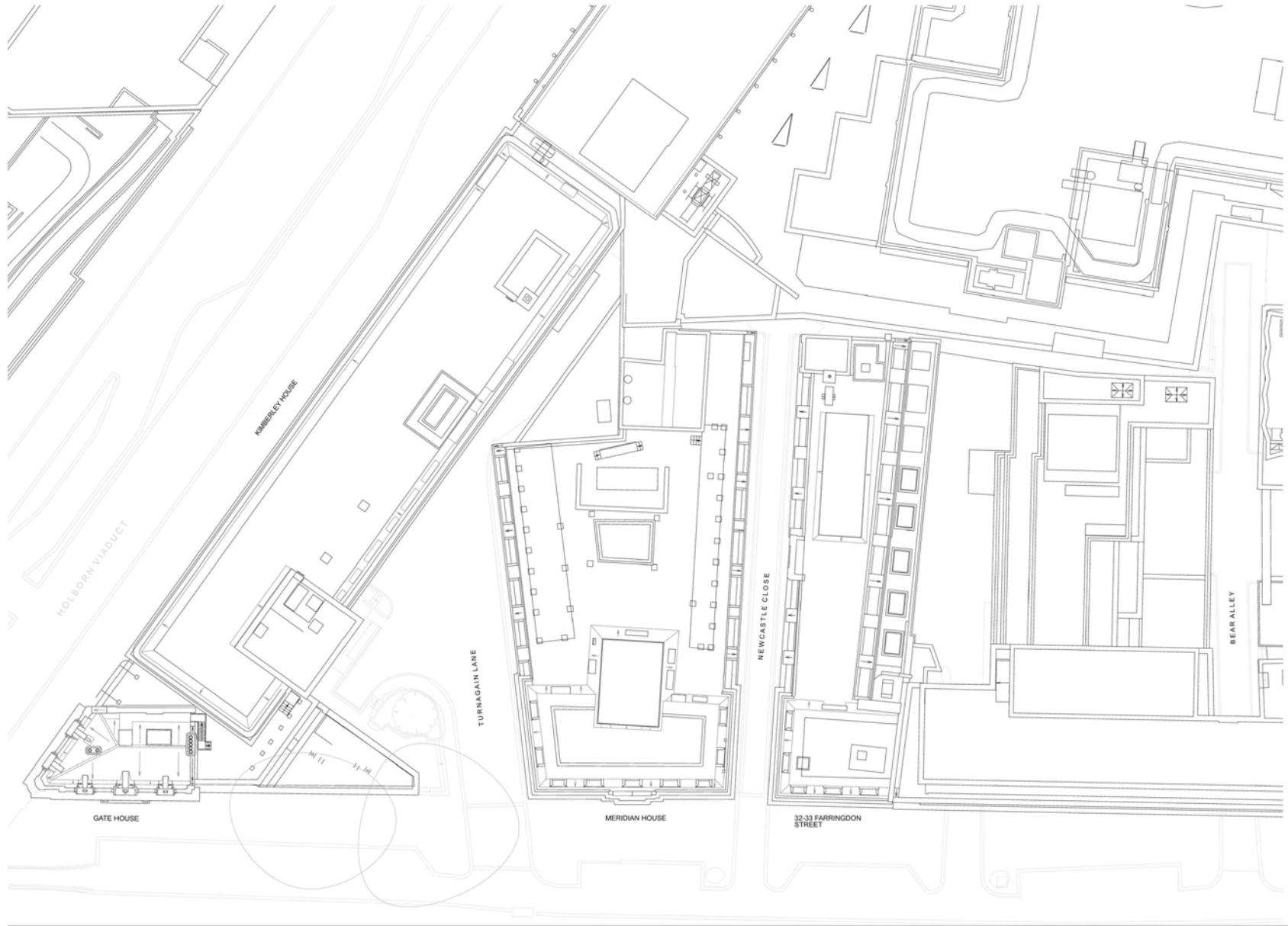


Existing level 06 plan



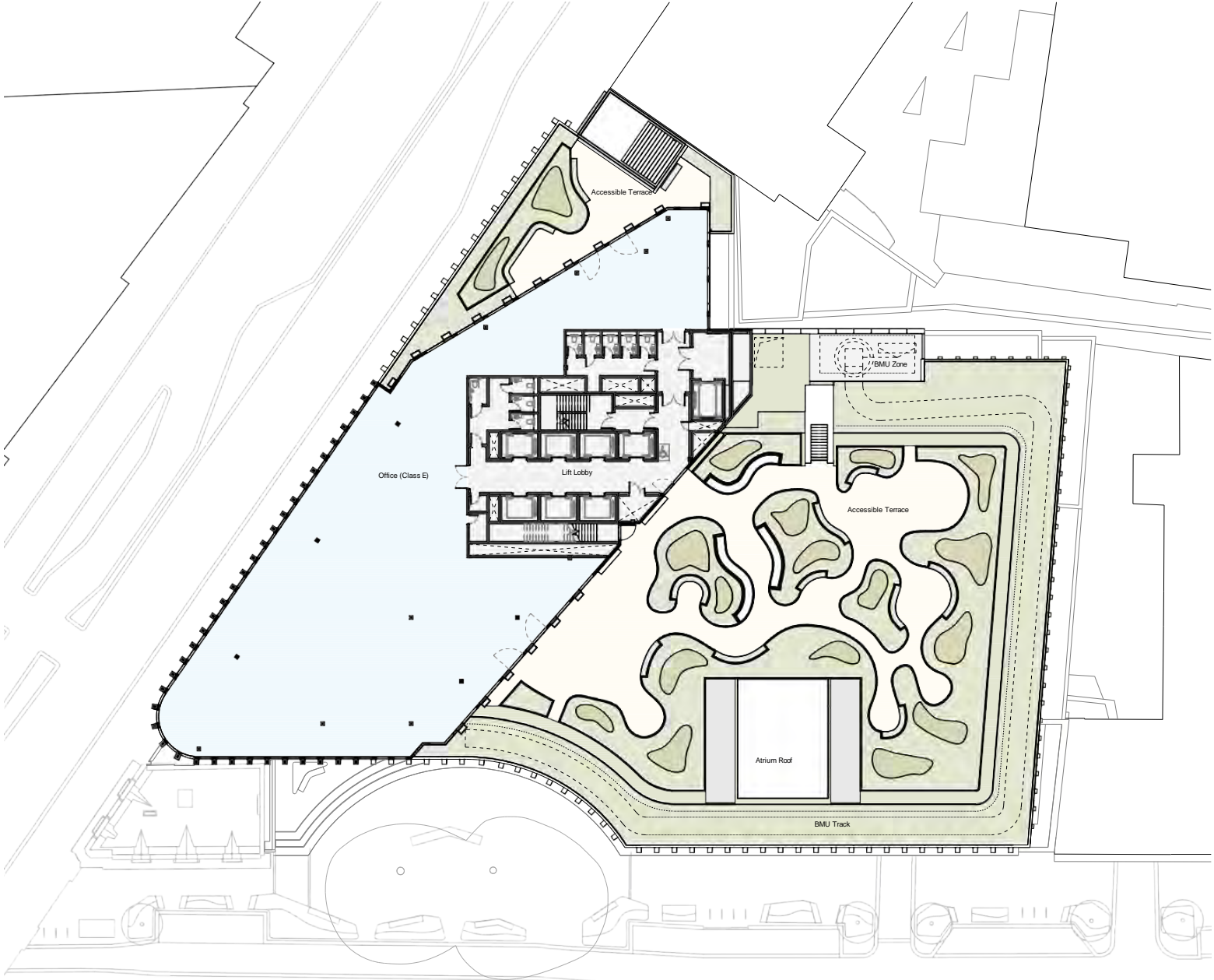


Proposed level 06 plan

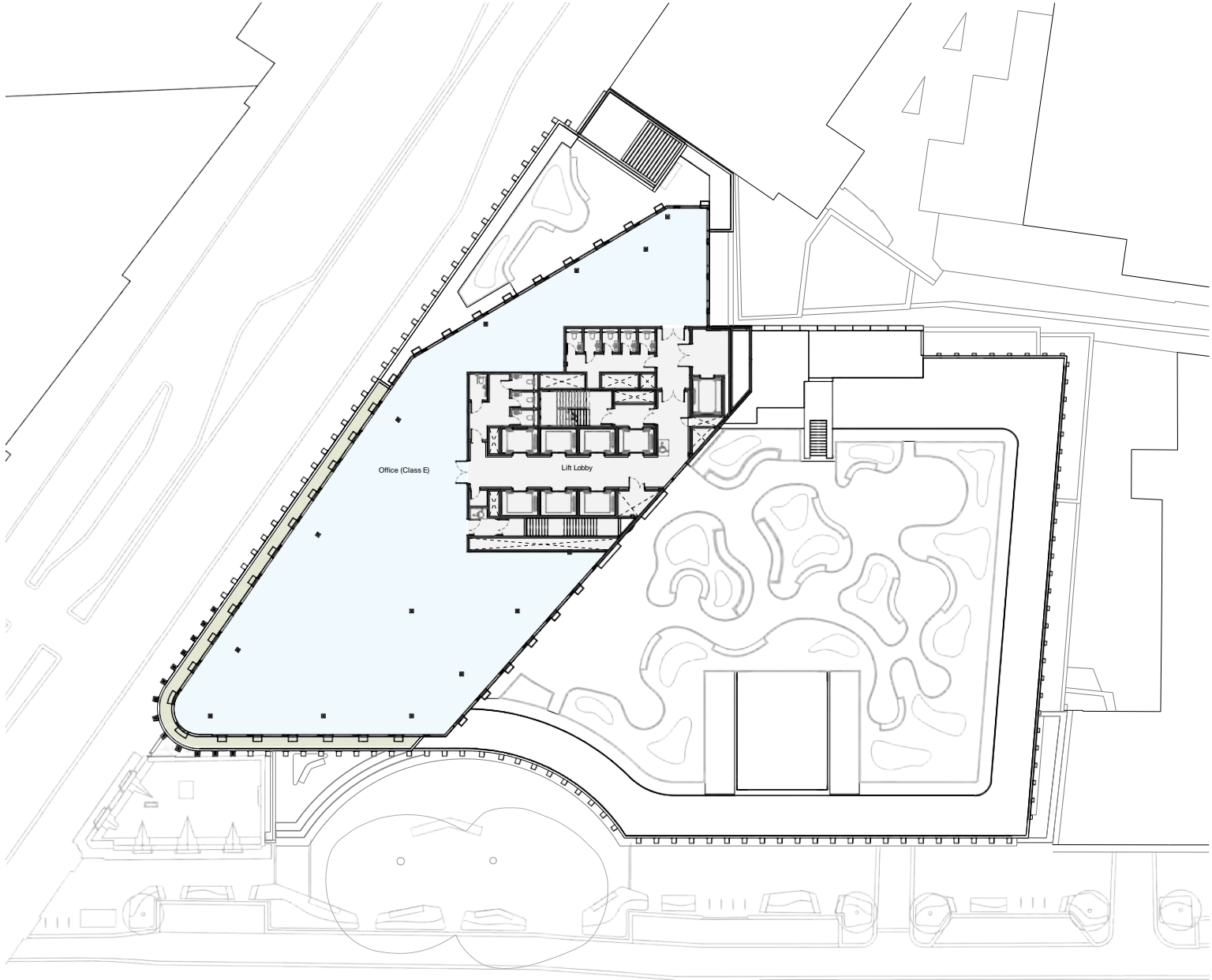


Existing roof plan



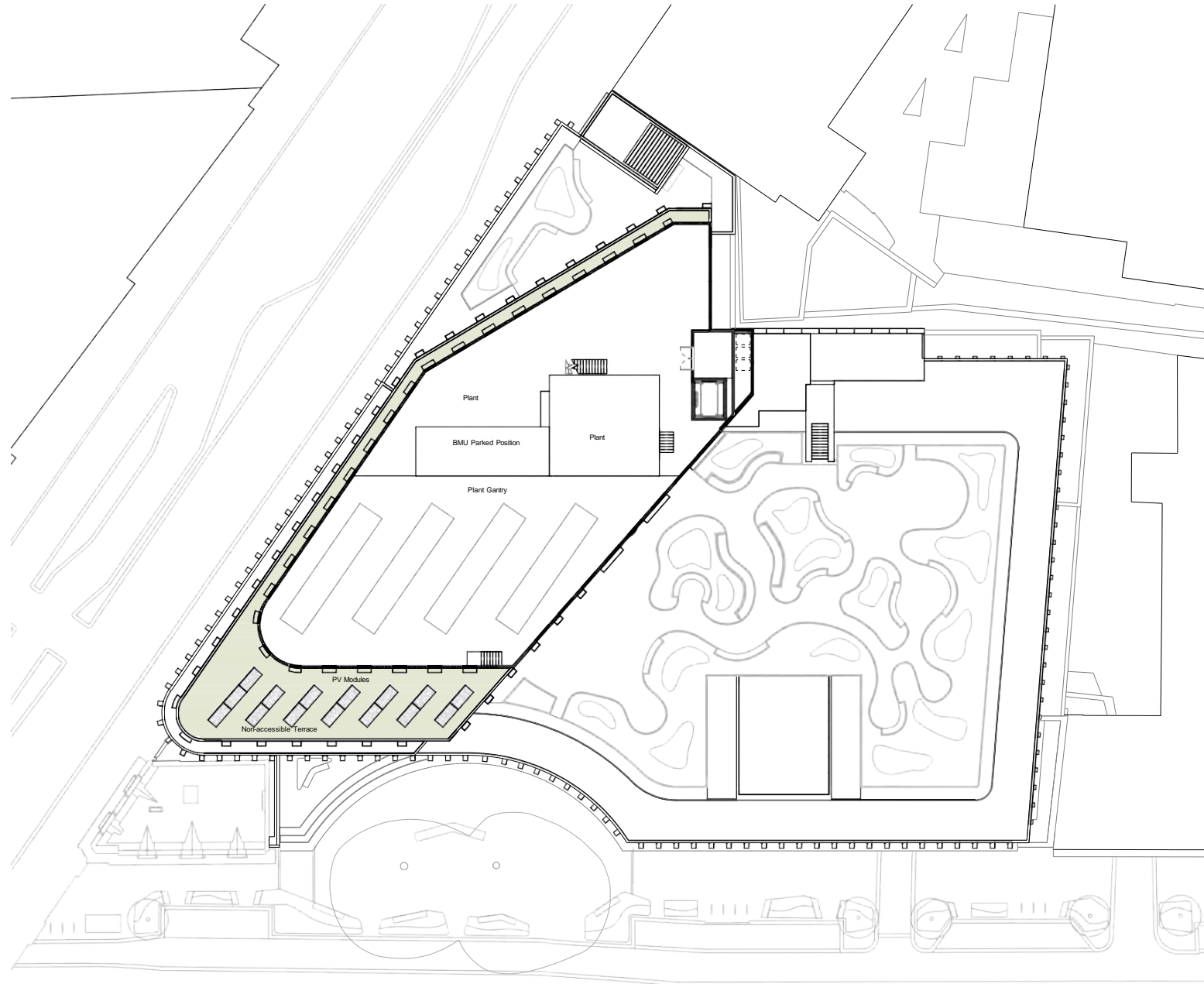


Proposed level 11 plan

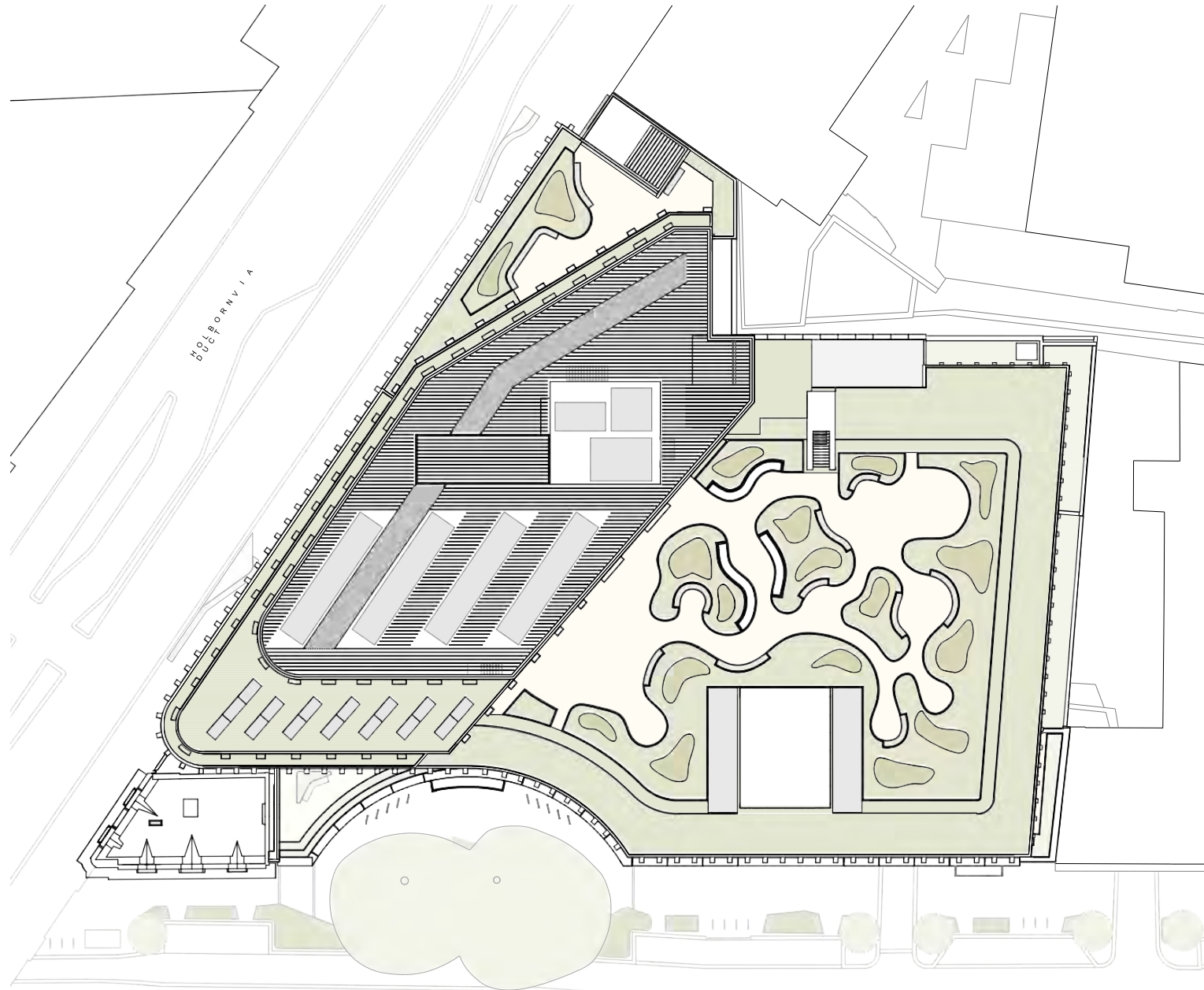


Proposed level 12 plan



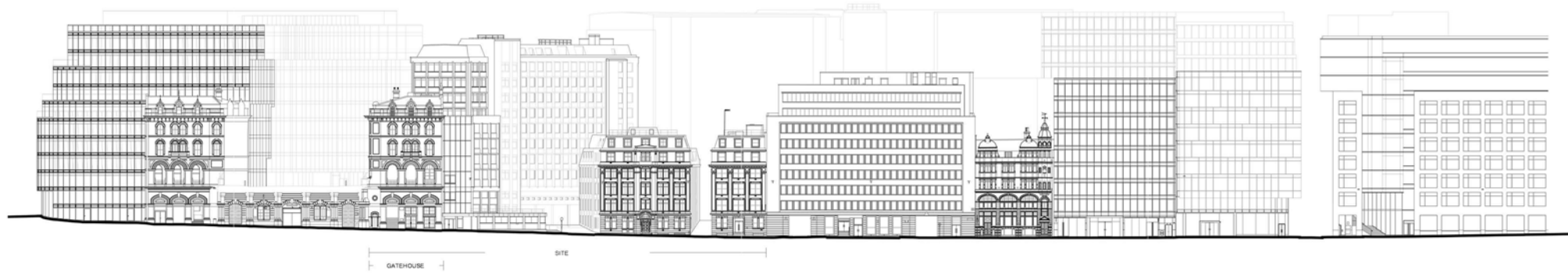


Proposed level 13 plan

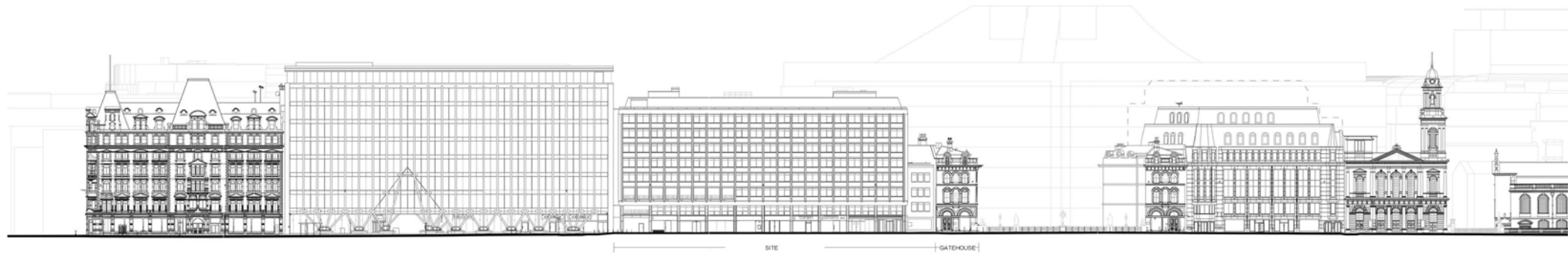


Proposed roof plan

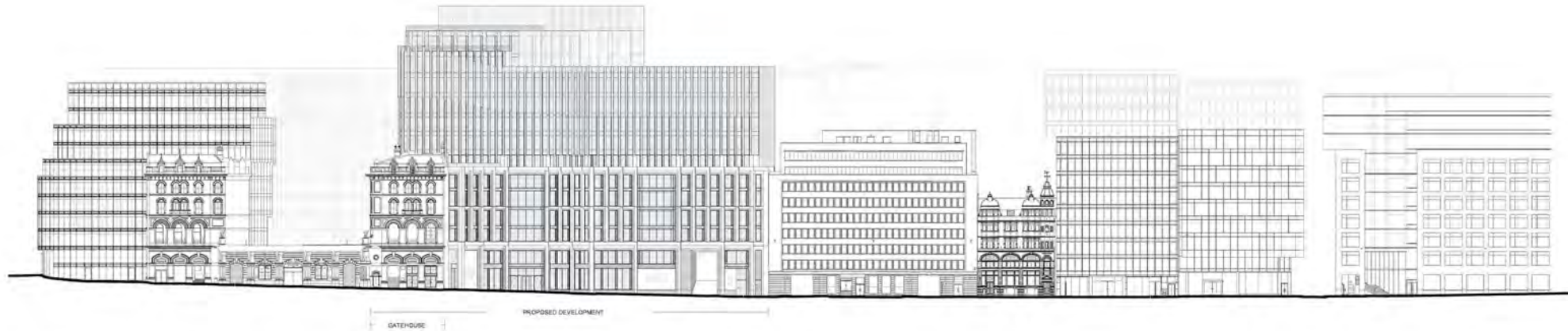




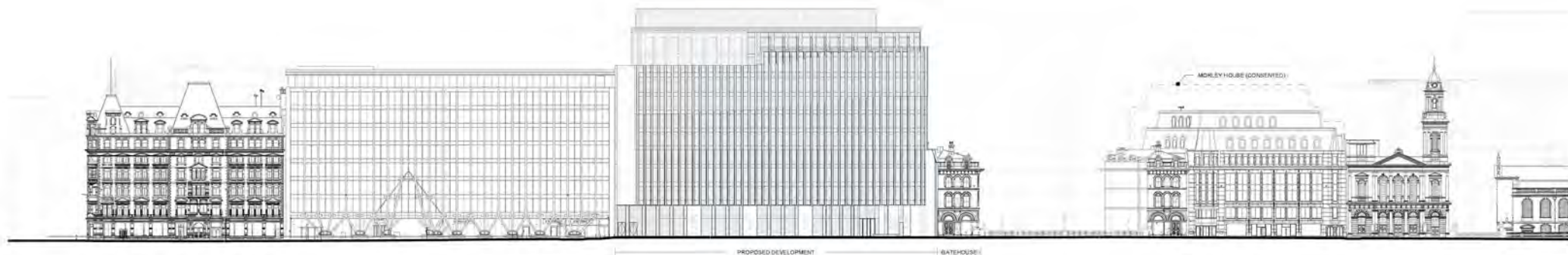
**1 Existing Context West Elevation - Farringdon Street**  
1 : 500



**2 Existing Context North Elevation - Holborn Viaduct**  
1 : 500

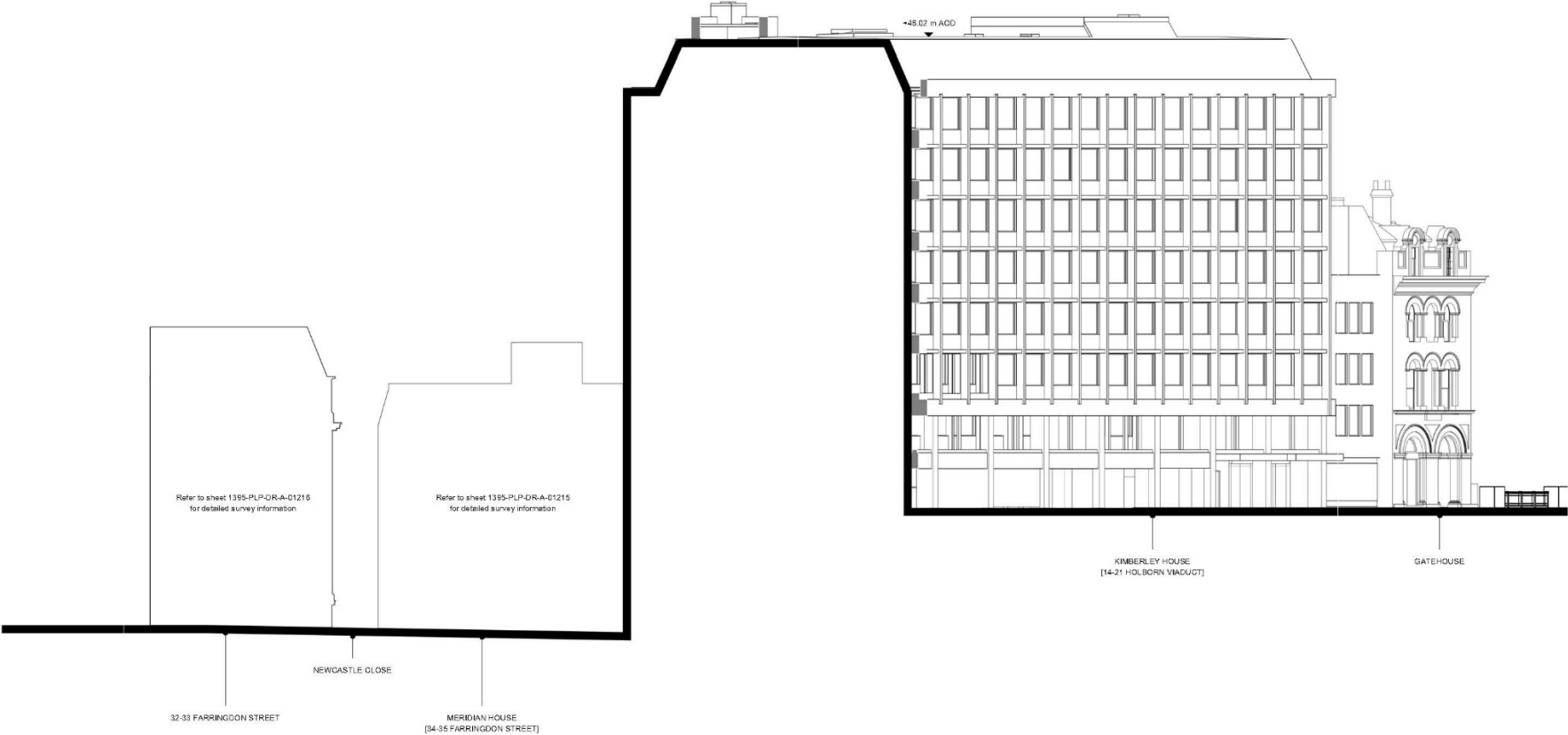


1 Proposed Context West Elevation - Farringdon Street  
1:500

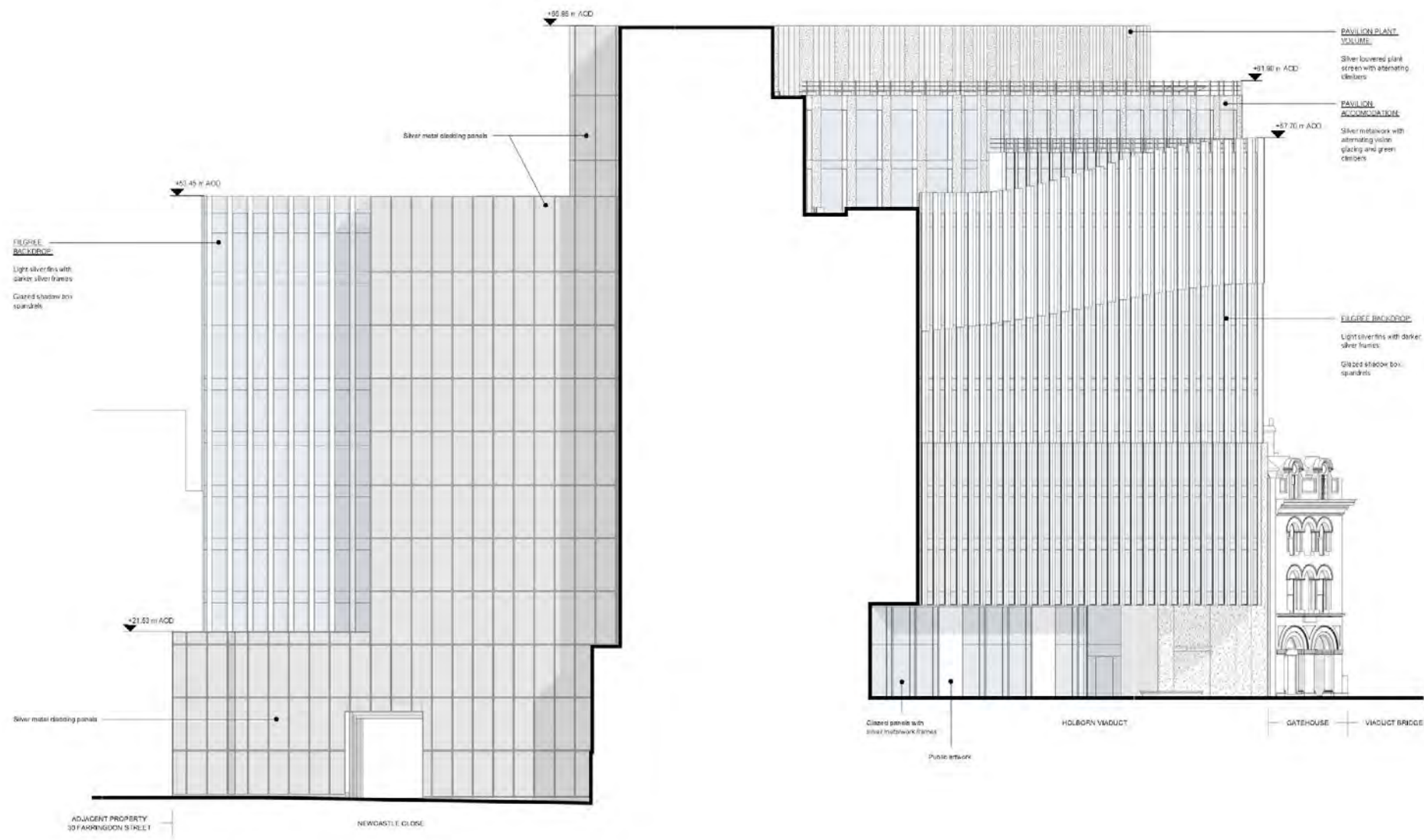


2 Proposed Context North Elevation - Holborn Viaduct  
1:500





Existing site east elevation

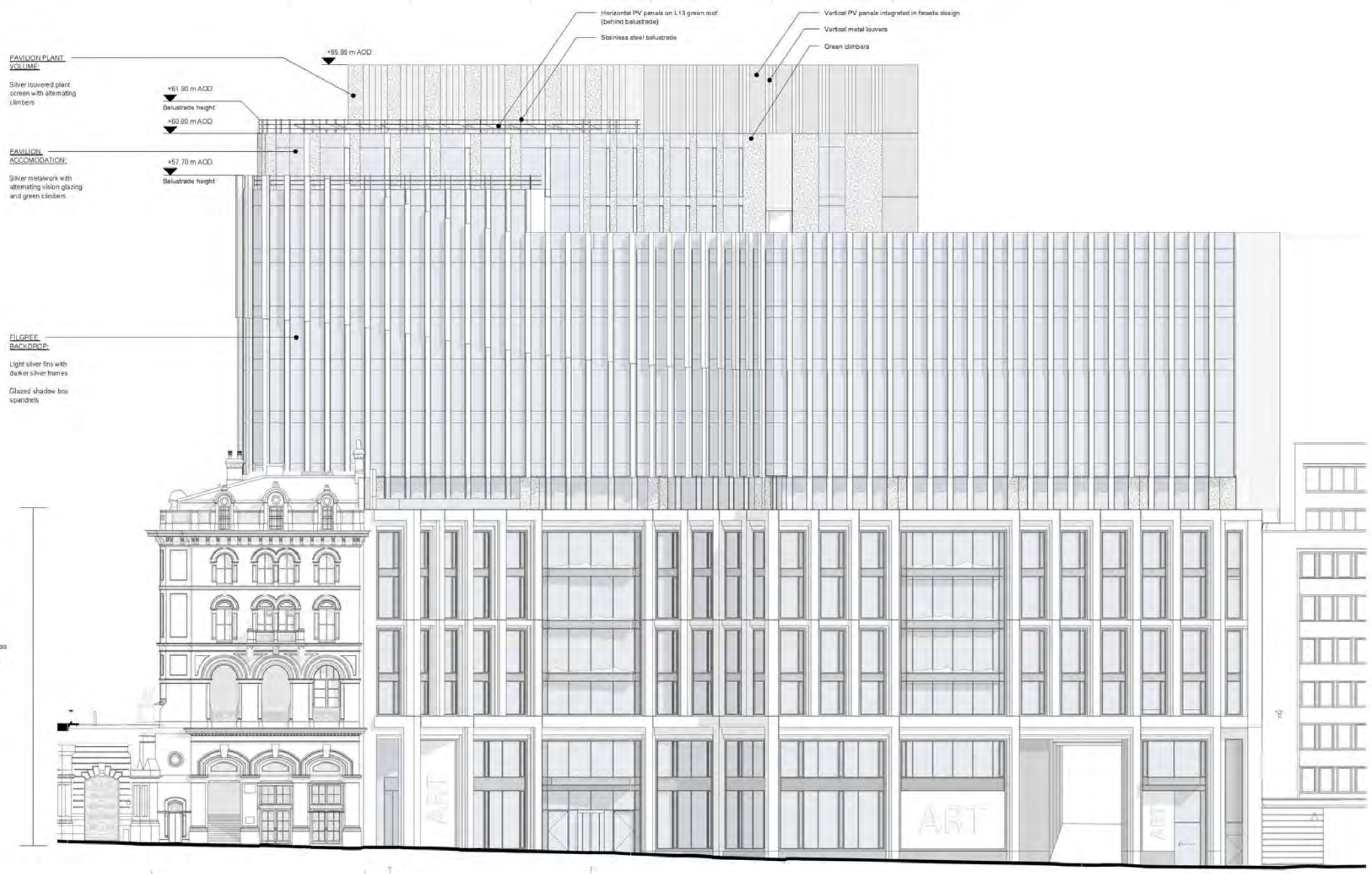


Proposed east elevation





Existing west elevation



Existing west elevation

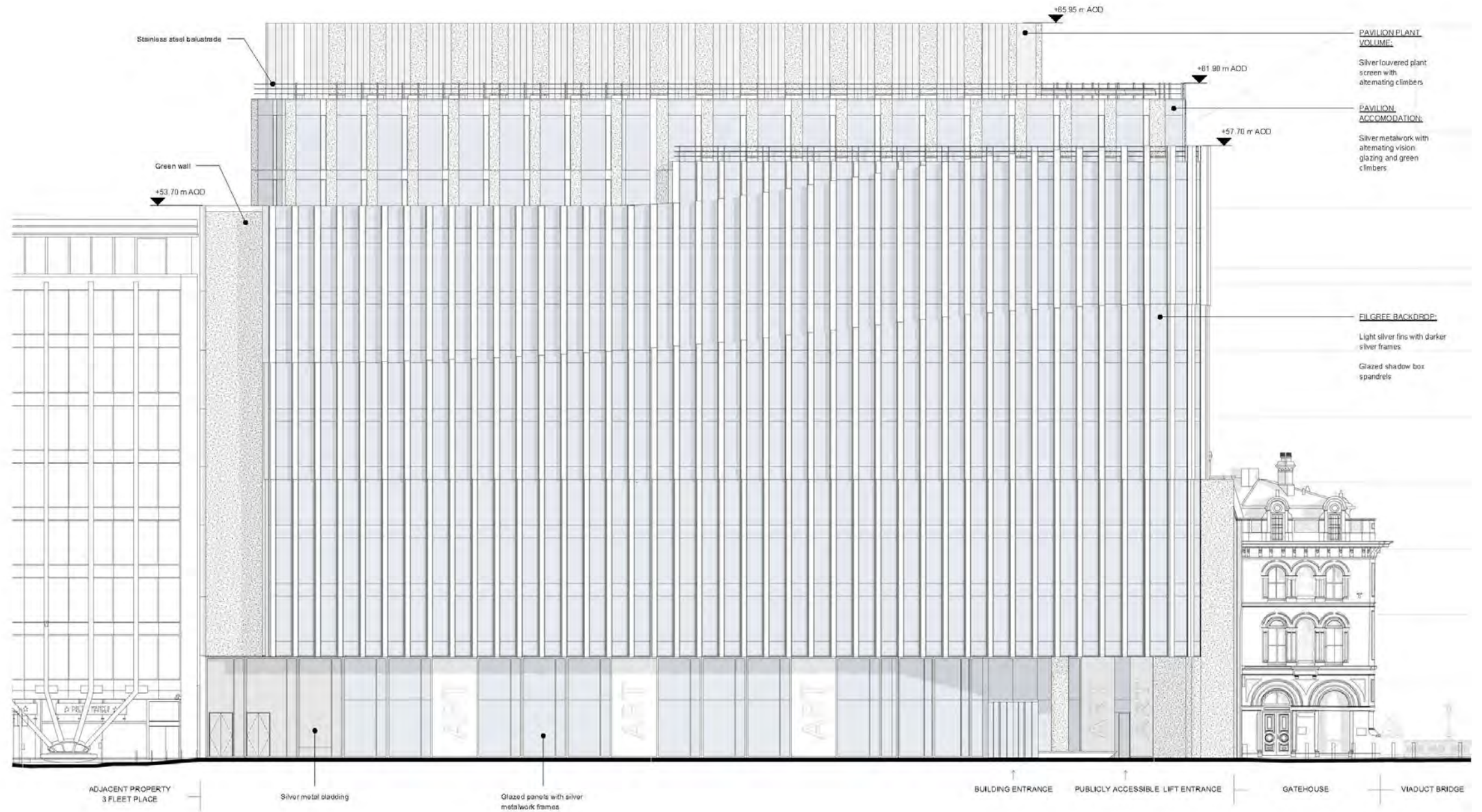


CGI Proposed west elevation





Existing north elevation

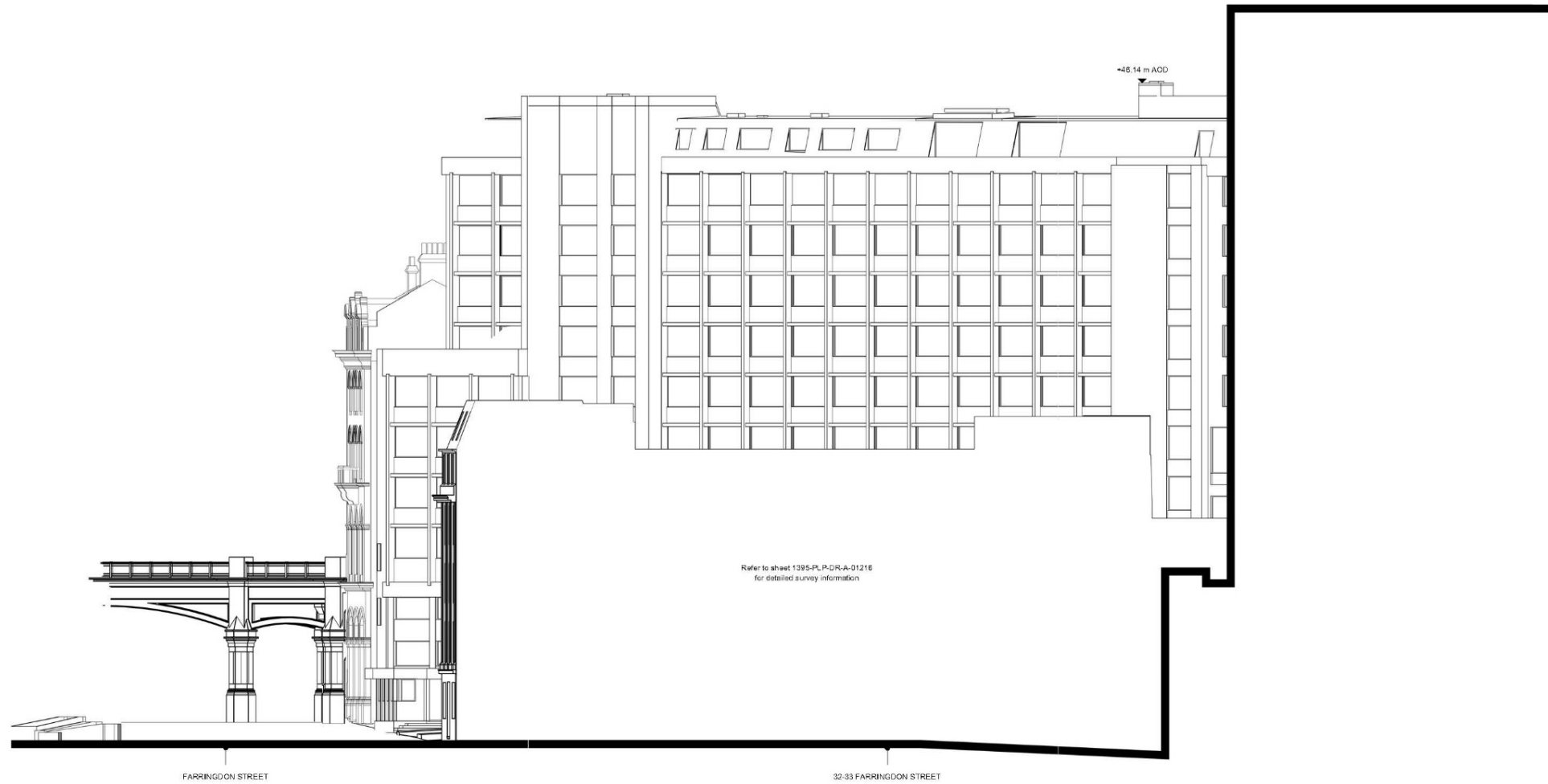


Proposed north elevation

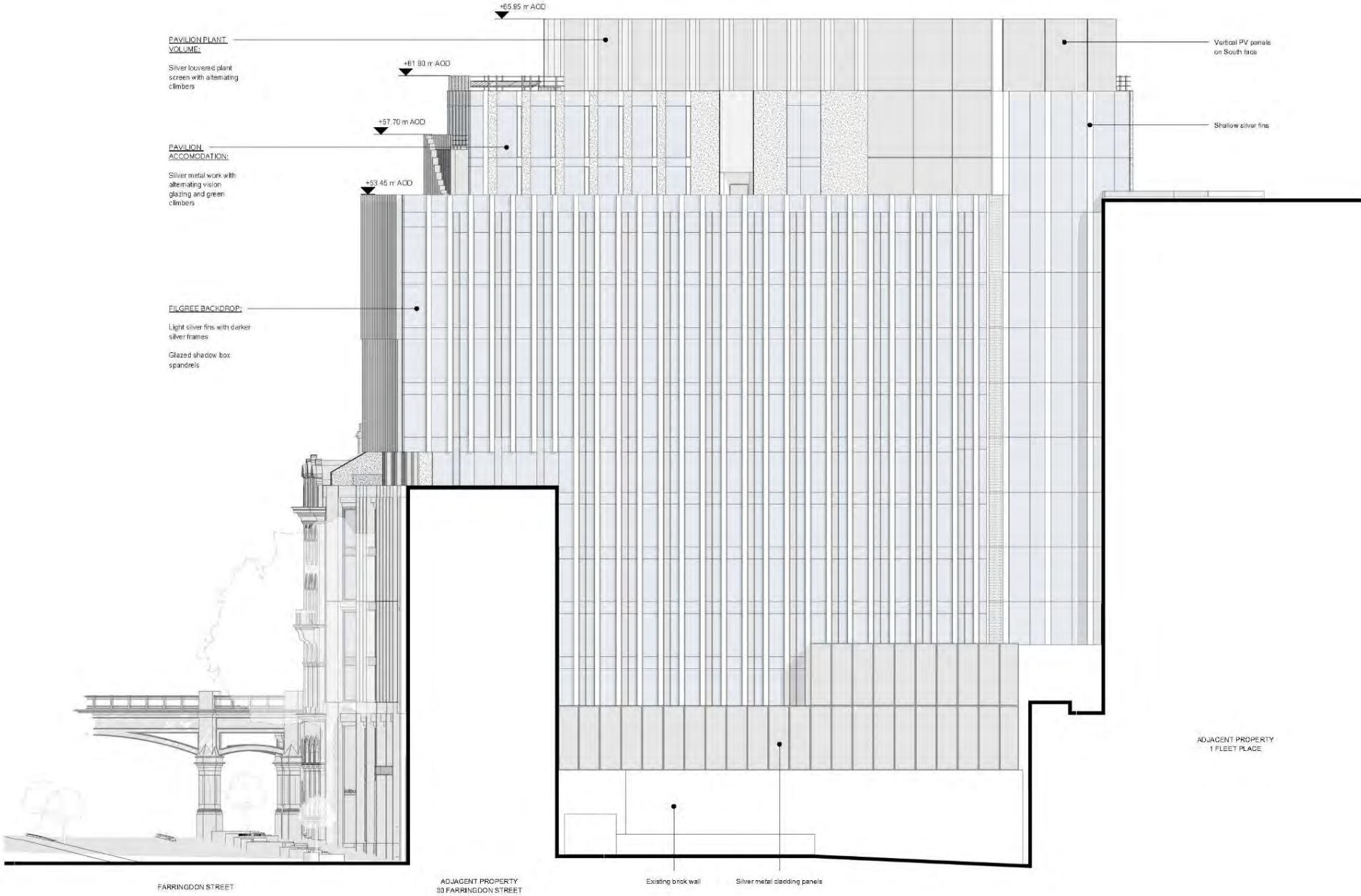


CGI Proposed north elevation





Existing south elevation

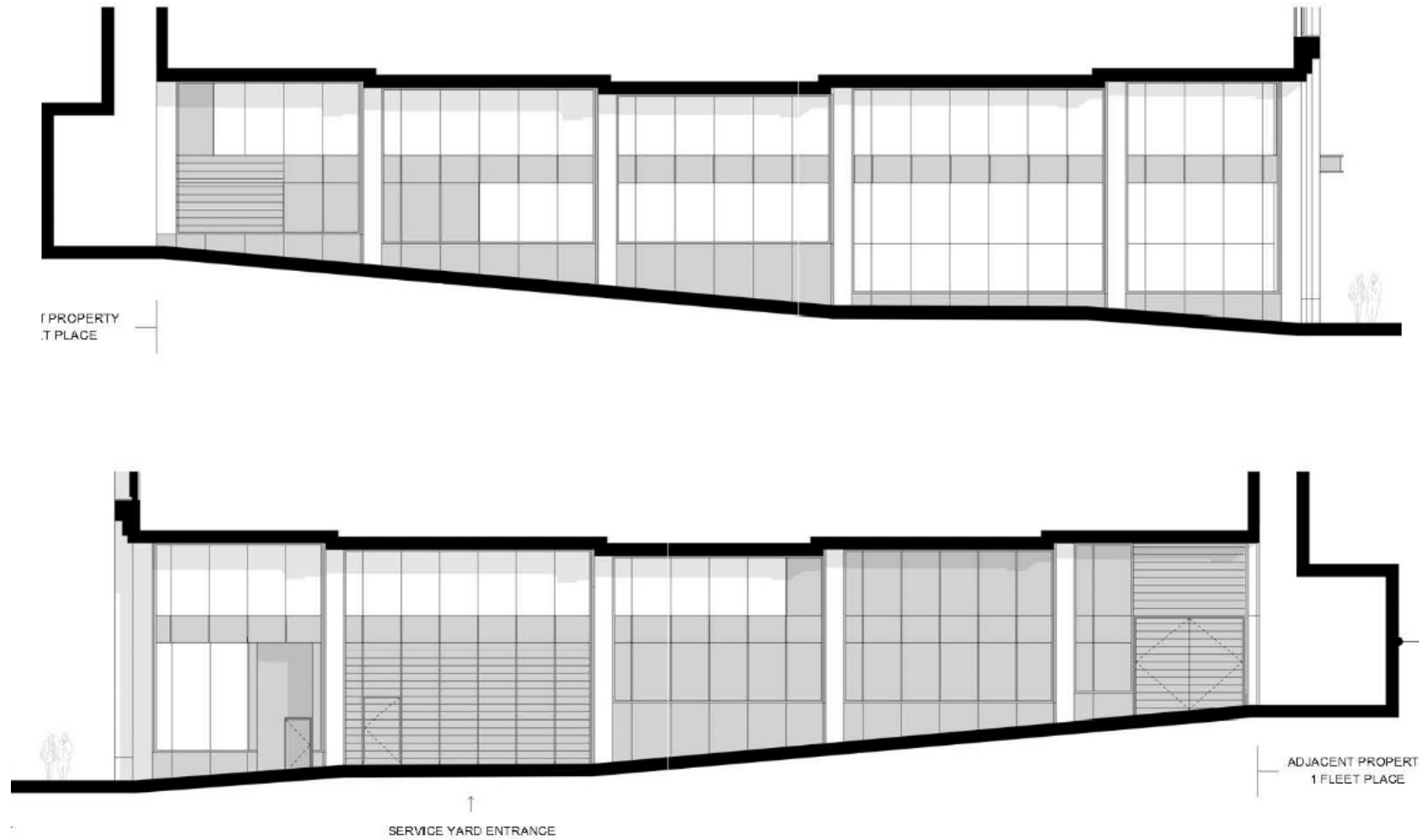


Proposed south elevation



Existing Newcastle Close elevations

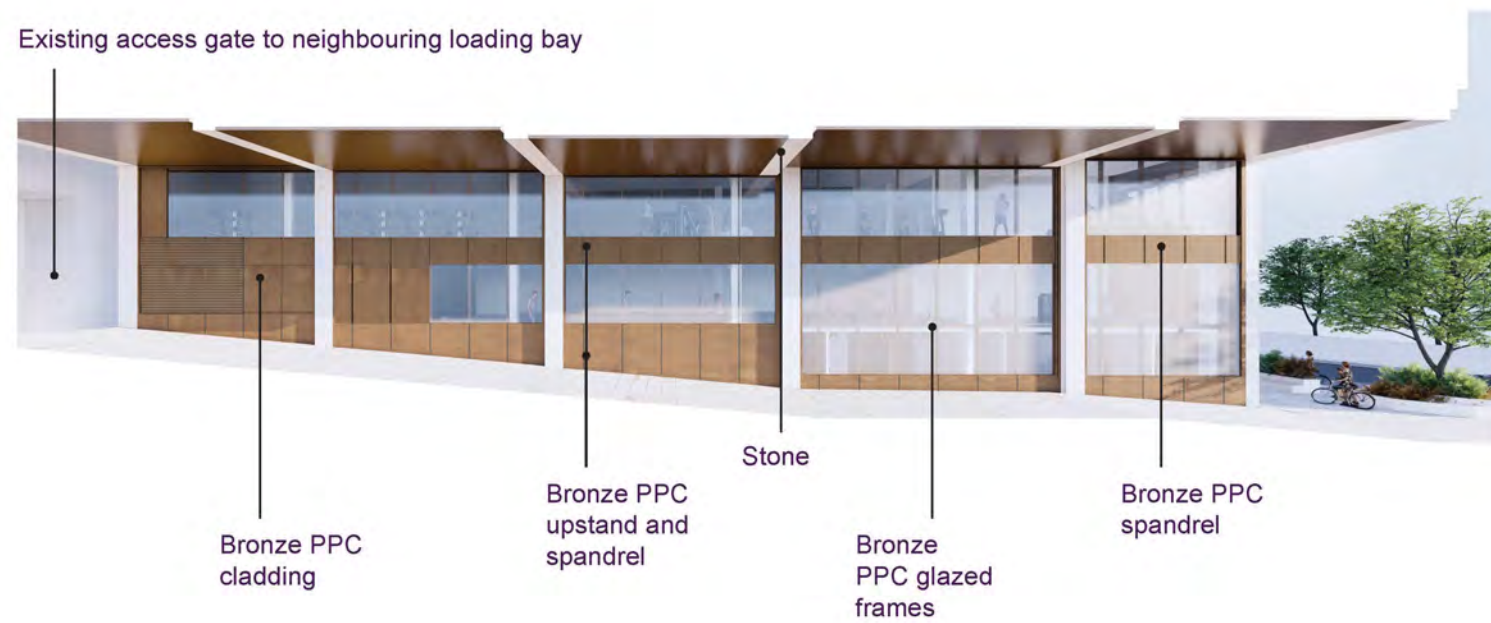




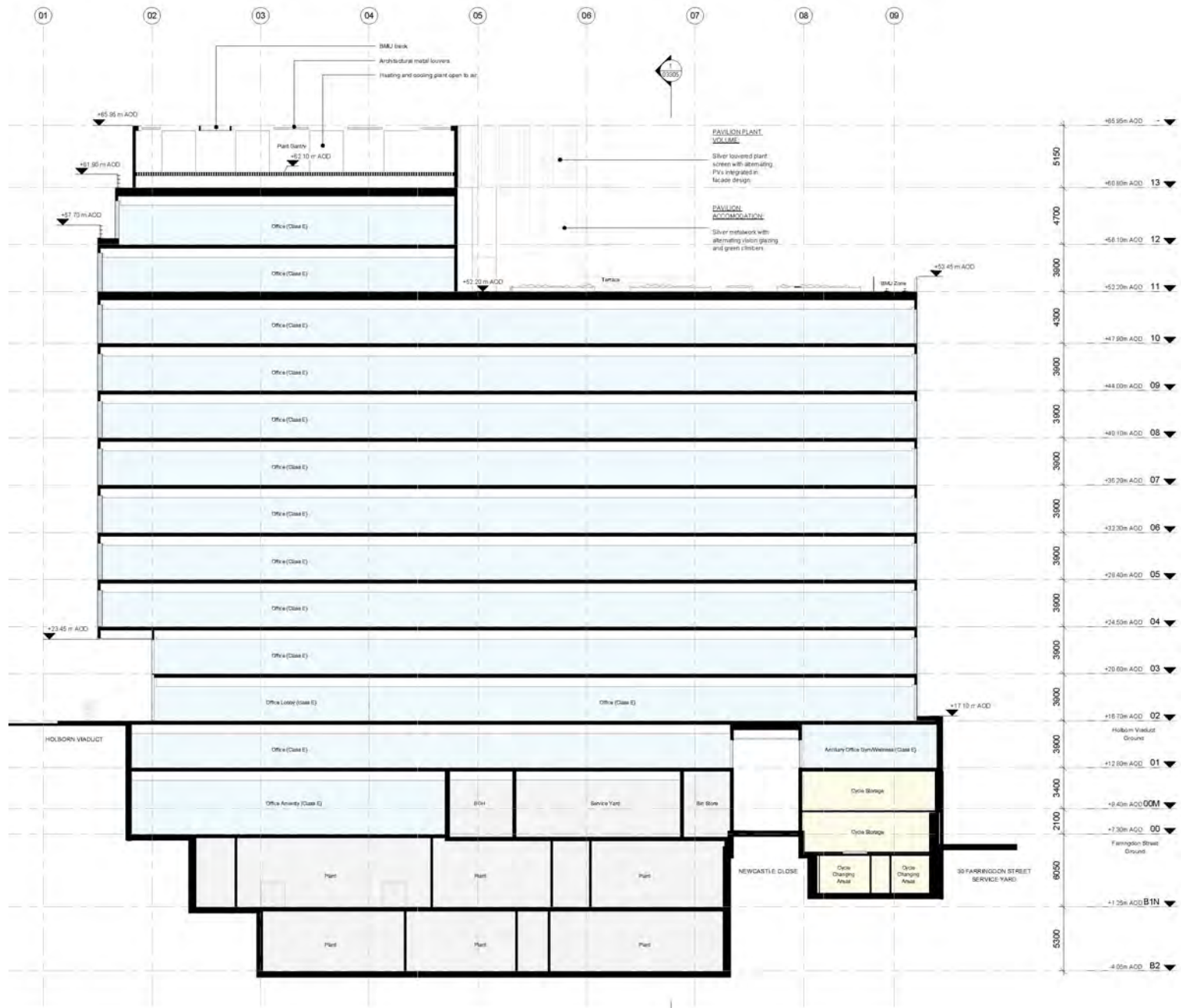
Newcastle Close proposed north and south elevations



Illustrative elevation of Newcastle Close - north side (NTS)

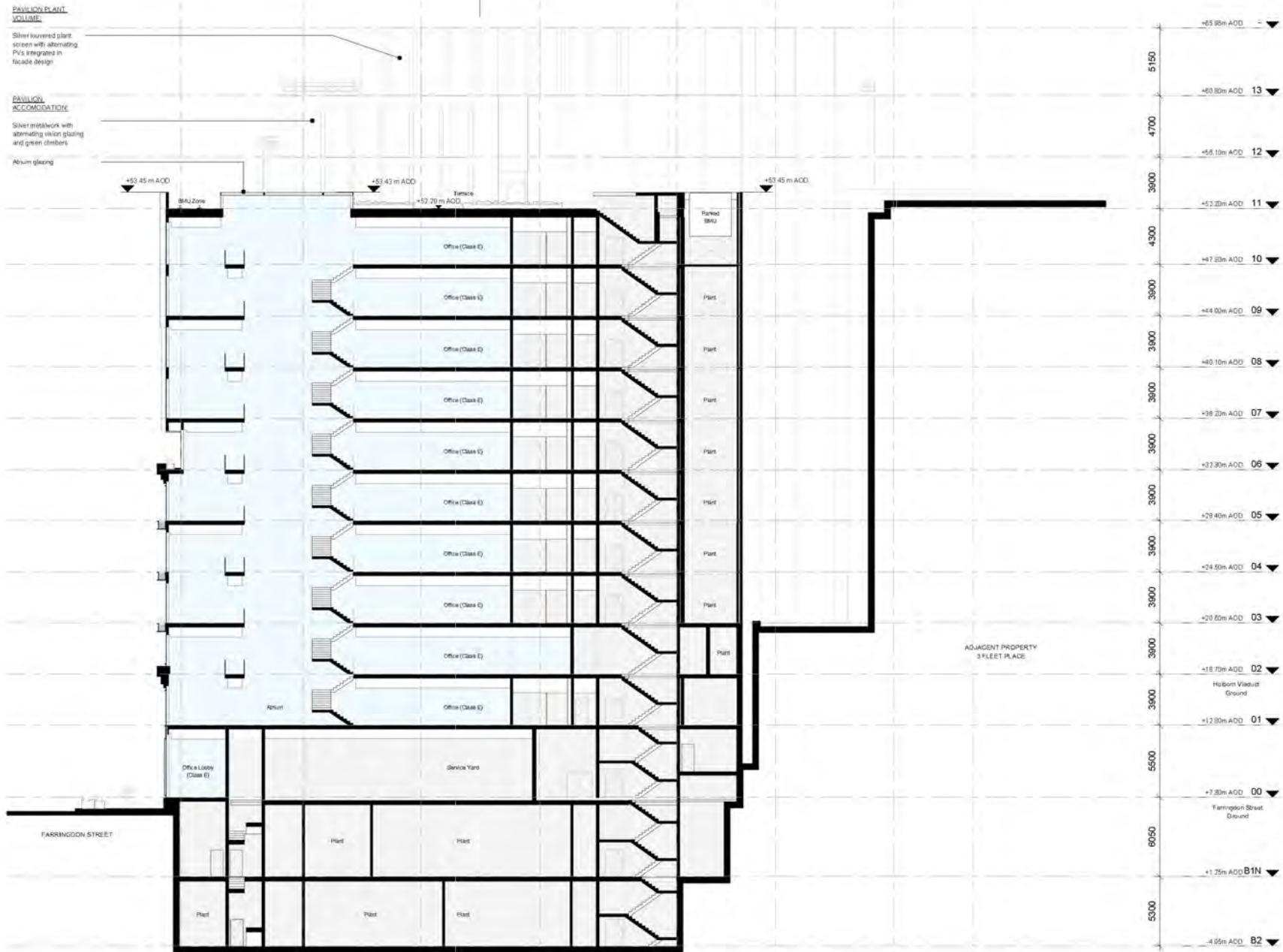


Indicative Newcastle Close proposed elevations

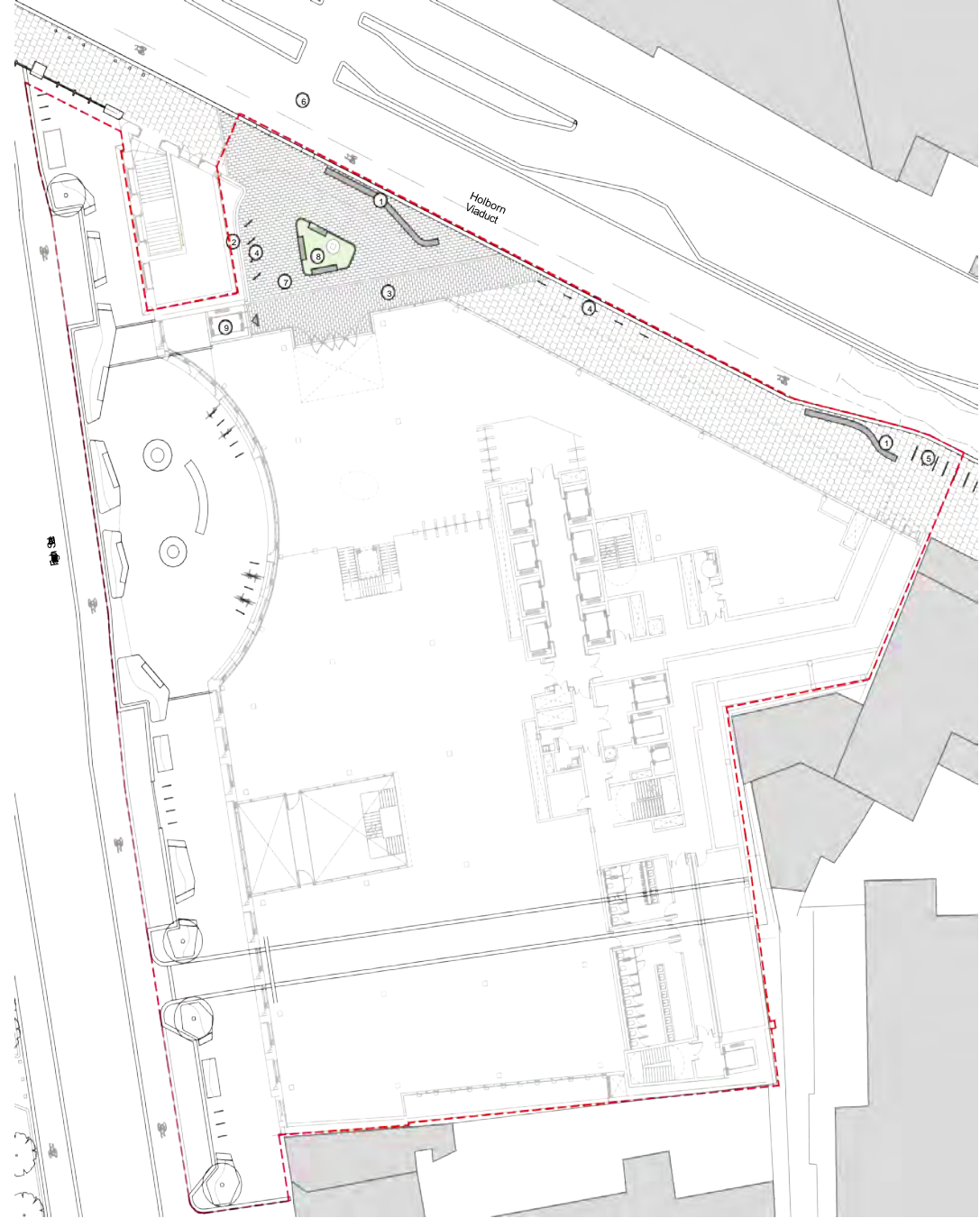
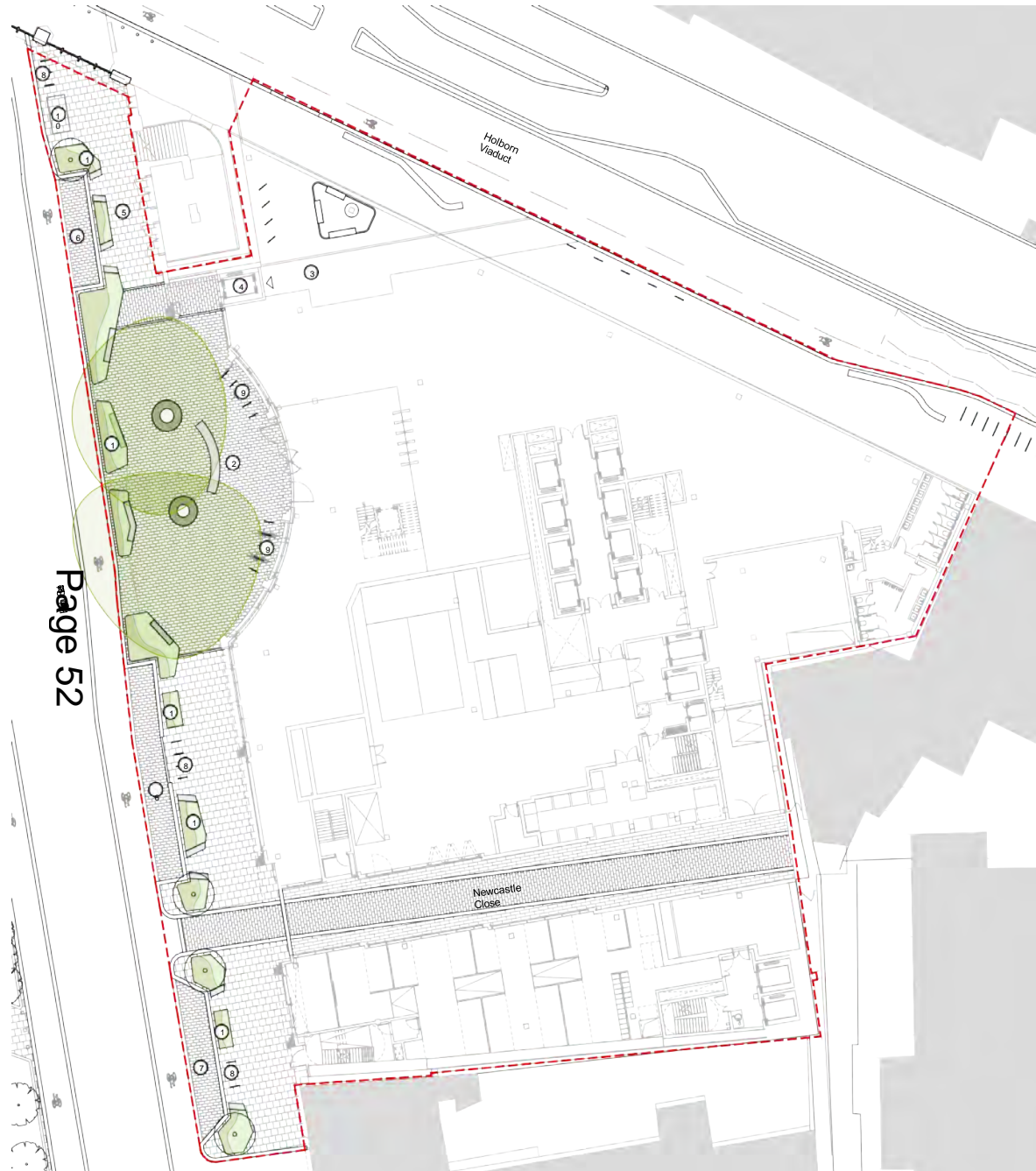


## Proposed Section AA





Proposed Section FF



Proposed Farrington Street and Holborn Viaduct public realm



Massing diagram- Stone Base

STONE BASE



Massing diagram- Filigree Backdrop

FILIGREE BACKDROP



Massing diagram- Articulated Pavilion Core

ARTICULATED PAVILION CORE





LVMF London Panorama from Parliament Hill to St Paul's (Assessment Point 2A.1)



LVMF London panorama from Kenwood to St Paul's (Assessment Point 3A.1)



LVMF London Panorama from Primrose Hill to St Paul's (Assessment Point 4A.1)



LVMF London Panorama from Greenwich Park to St Paul's (Assessment Point 5A.2)



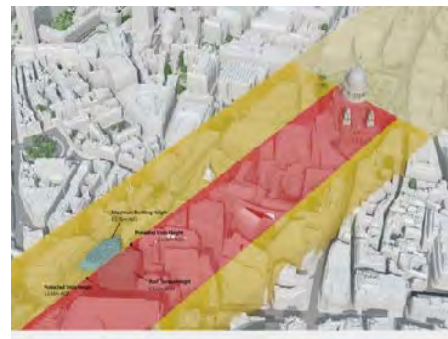
LVMF London Panorama from Blackheath Point to St Paul's (Assessment Point 6A.10)



LVMF overview - Overview of LVMF 2A.1



LVMF overview - Overview of LVMF 3A.1



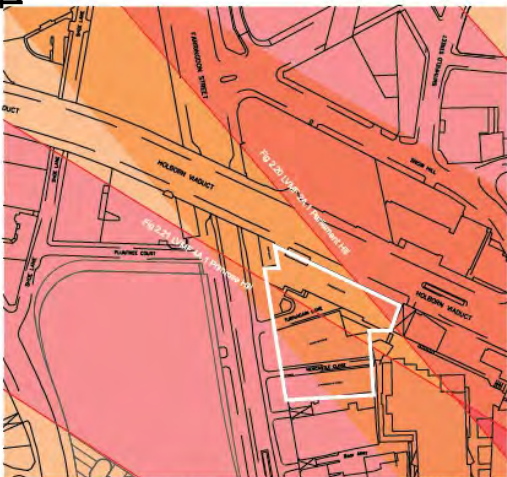
LVMF overview - Overview of LVMF 4A.1



LVMF overview - Overview of LVMF 5A.2



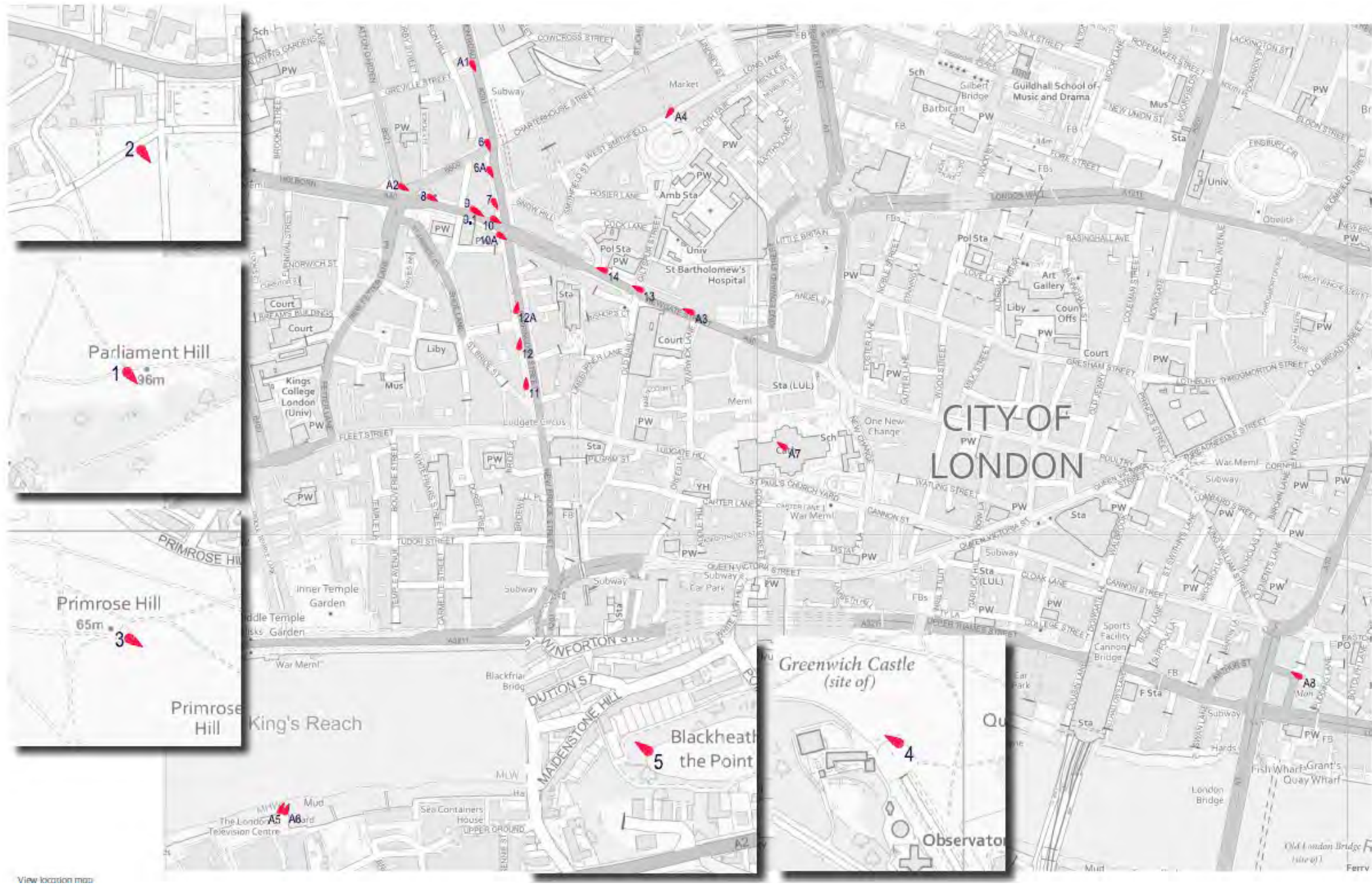
LVMF overview - Overview of LVMF 6A.1



- Landmark Viewing Corridor
- Wider Setting Consultation Area
- Site Boundary

Fig 5.17 LVMF plan diagram overlay with existing Site









LVMF 2A.1 | Parliament Hill: the summit - looking toward St Paul's Cathedral - EXISTING





LVMF 2A.1 | Parliament Hill: the summit - looking toward St Paul's Cathedral - PROPOSED





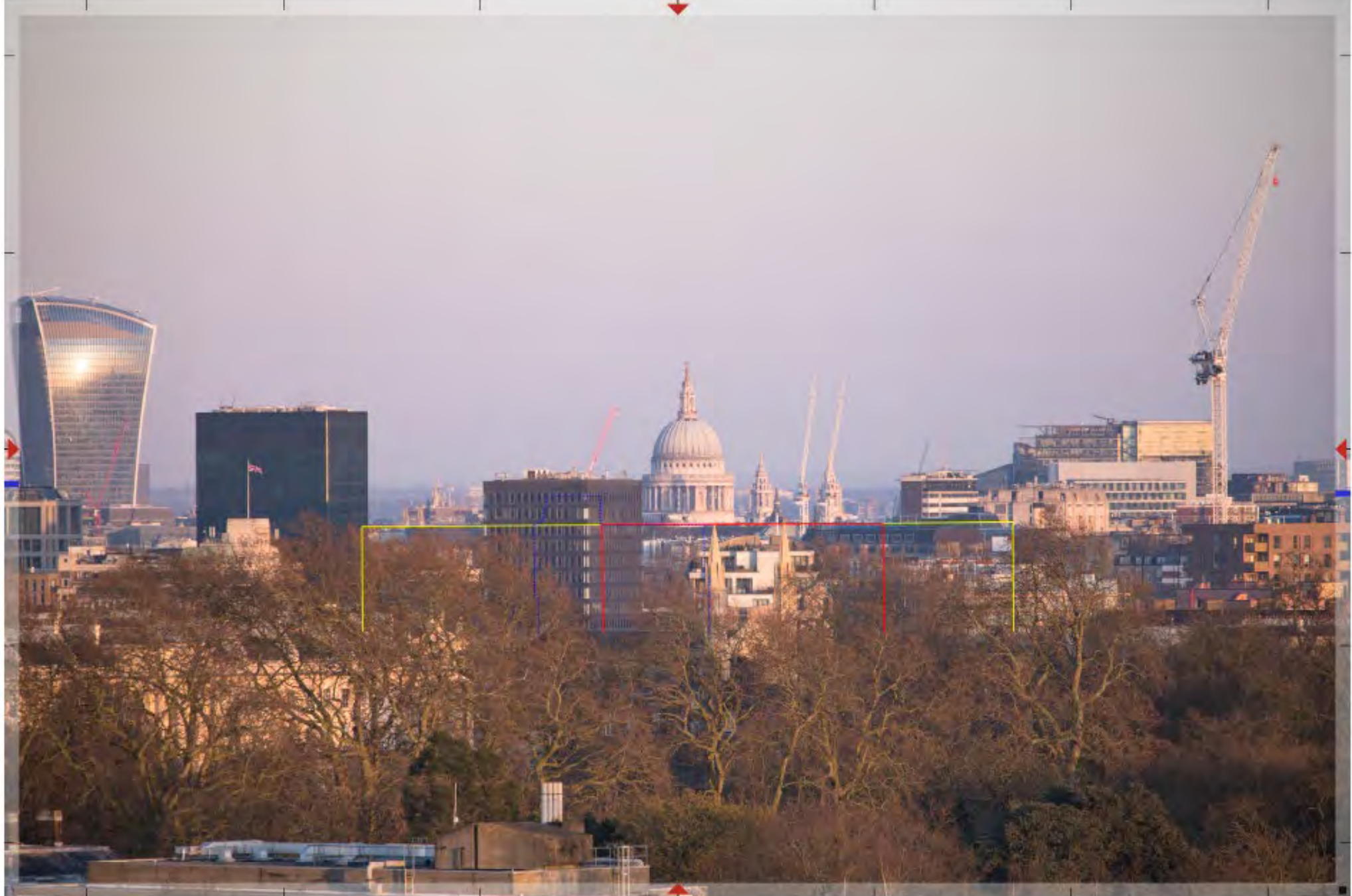
LVMF 3A.1 | Kenwood: the viewing gazebo - in front of the orientation board - EXISTING







LVMF 4A.1 | Primrose Hill: the summit - looking toward St Paul's Cathedral - EXISTING



LVMF 4A.1 | Primrose Hill: the summit - looking toward St Paul's Cathedral - PROPOSED





LVMF 5A.2 | Greenwich Park: the General Wolfe statue - north-east of the statue - EXISTING





LVMF 5A.2 | Greenwich Park: the General Wolfe statue - north-east of the statue - PROPOSED



LVMF 6A.1 | Blackheath Point - near the orientation board - EXISTING









LVMF 16B.1 The South Bank: close to Bernie Spain's Gardens - the viewing platform - EXISTING



LVMF 16B.1 The South Bank: close to Bernie Spain's Gardens - the viewing platform - PROPOSED









St Paul's Cathedral – The Golden Gallery - EXISTING



St Paul's Cathedral – The Golden Gallery – PROPOSED CUMULATIVE





The Monument Viewing Platform - EXISTING

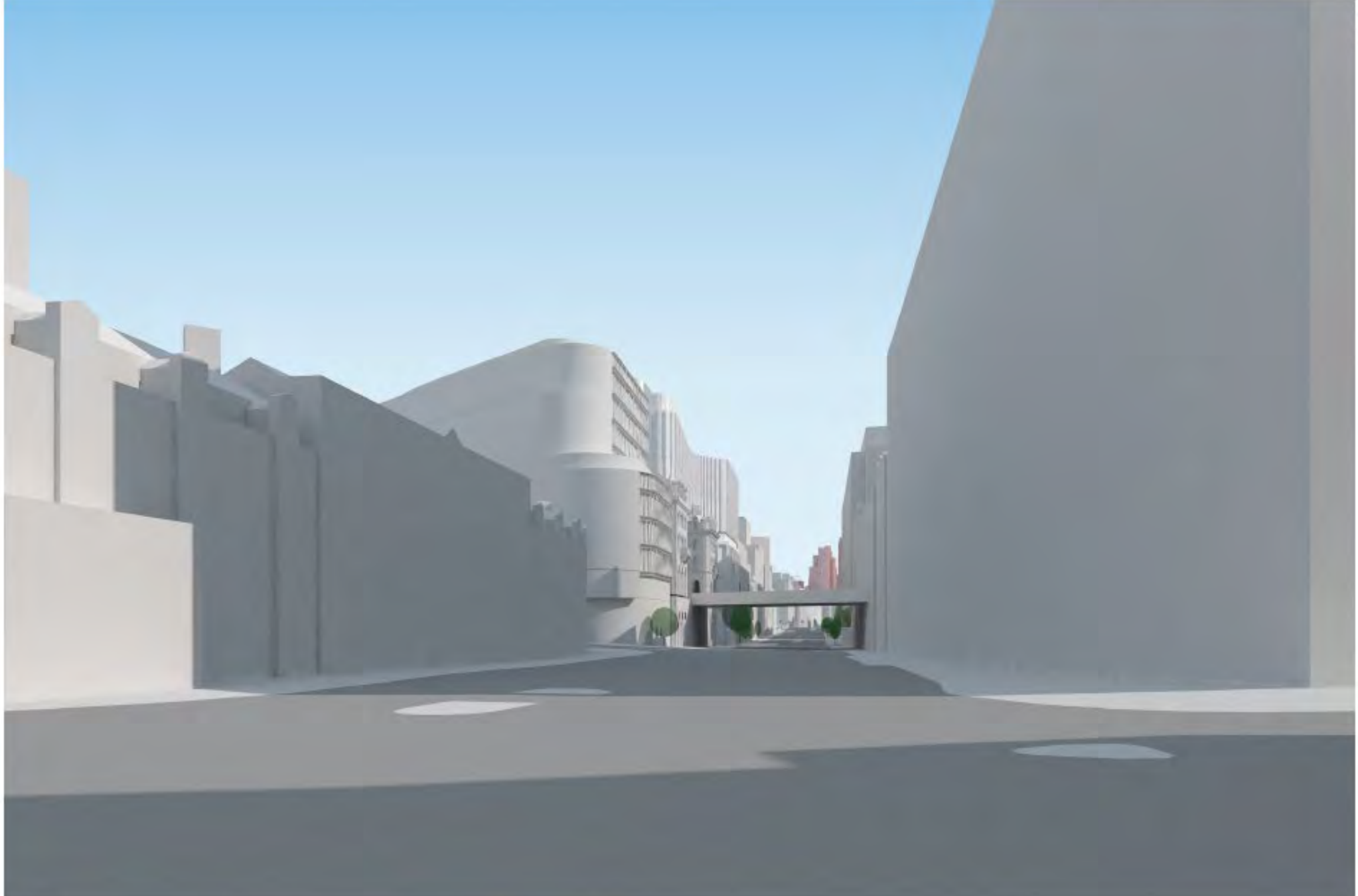


The Monument Viewing Platform – PROPOSED CUMULATIVE



Farringdon Street, junction with Charterhouse Street - EXISTING





Farringdon Street, junction with Charterhouse Street – PROPOSED CUMULATIVE



Farringdon Street, south of junction with Charterhouse Street - EXISTING



Farringdon Street, south of junction with Charterhouse Street – PROPOSED CUMULATIVE



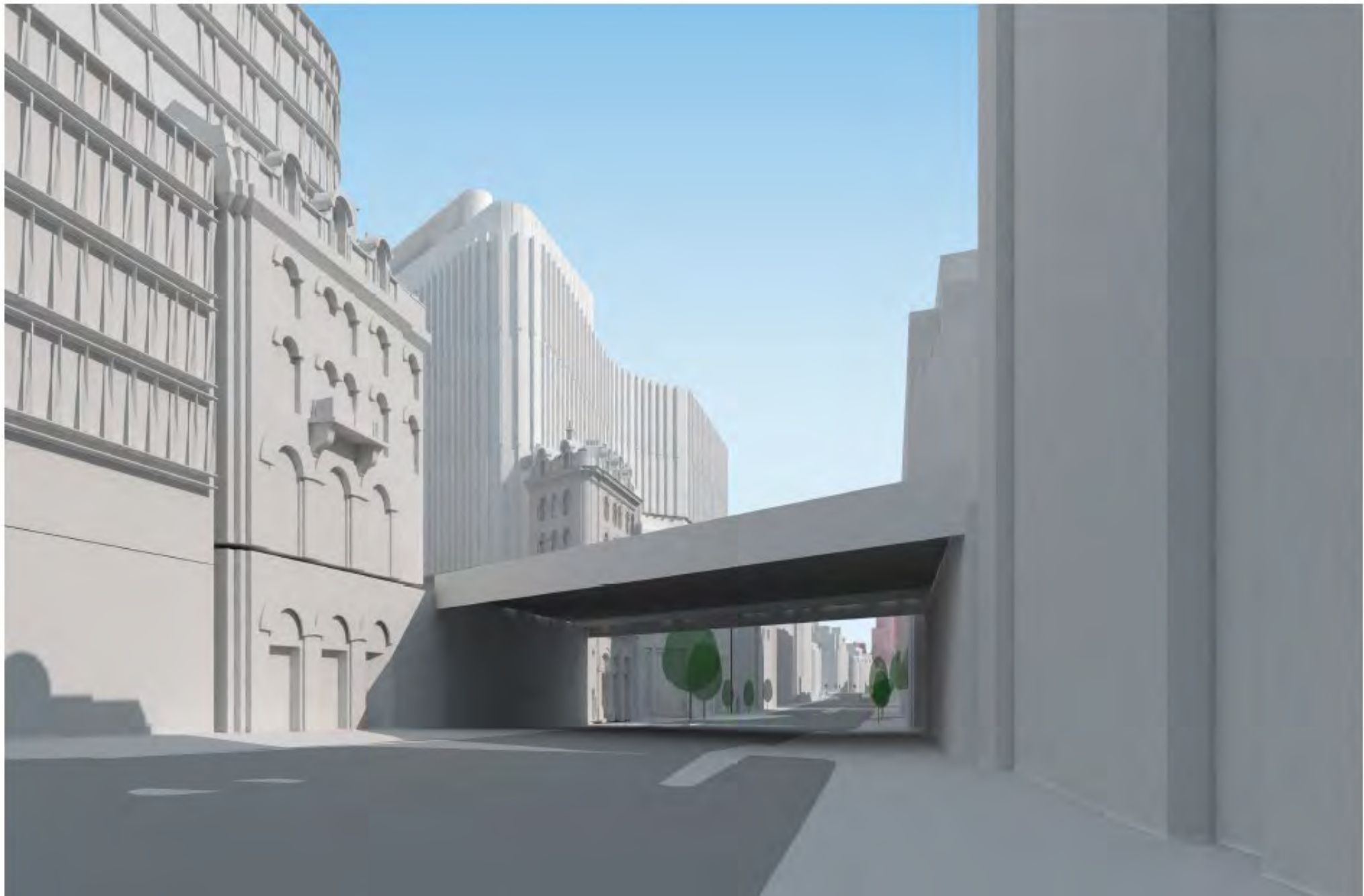


Farringdon Street, south of junction with Charterhouse Street – PROPOSED CGI



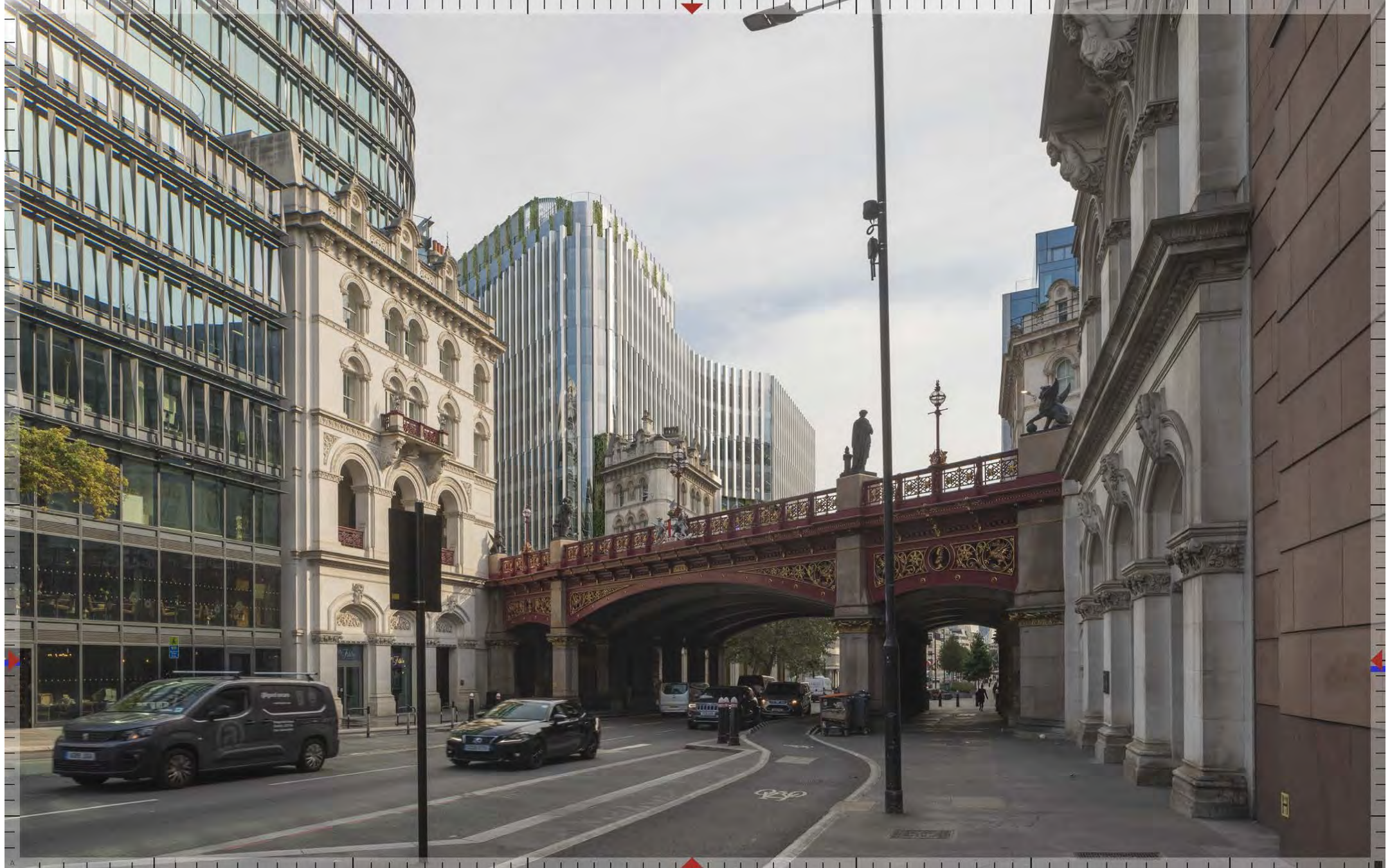


Farrington Street, junction with West Smithfield - EXISTING



Farringdon Street, junction with West Smithfield – PROPOSED CUMULATIVE





Farrington Street, junction with West Smithfield – PROPOSED CGI





Night-time Glare – Farringdon Street junction with West Smithfield - PROPOSED





Holborn Viaduct, opposite Church of St Andrew - EXISTING





Holborn Viaduct, opposite Church of St Andrew - PROPOSED



Holborn Viaduct, opposite City Temple - EXISTING



Holborn Viaduct, opposite City Temple – PROPOSED CUMULATIVE





Holborn Viaduct, opposite City Temple – PROPOSED CGI





Night-time Glare – Holborn Viaduct opposite City Temple - PROPOSED





Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street - EXISTING





Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street – PROPOSED CUMULATIVE





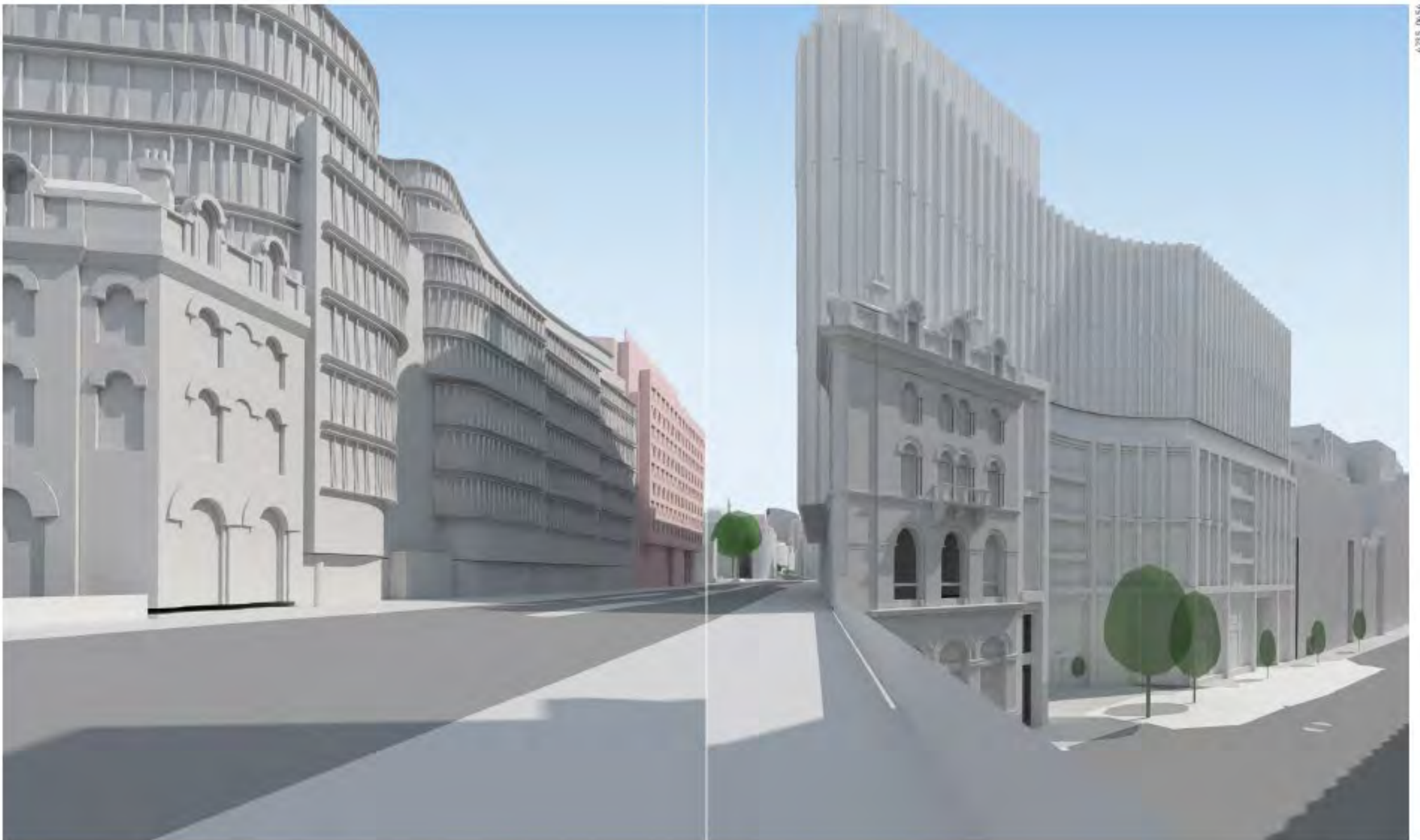
Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street – PROPOSED CGI





Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street - EXISTING





Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street – PROPOSED CUMULATIVE





Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street – PROPOSED CGI





Ludgate Circus, junction with Farringdon Street - EXISTING





Ludgate Circus, junction with Farringdon Street – PROPOSED CUMULATIVE



Farrington Street, junction with Harp Alley - EXISTING





Farringdon Street, junction with Harp Alley – PROPOSED CUMULATIVE



Farringdon Street, junction with Harp Alley – PROPOSED CGI





Farrington Street, junction with Stonecutter Street - EXISTING



Farringdon Street, junction with Stonecutter Street – PROPOSED CUMULATIVE





Farringdon Street, junction with Stonecutter Street – PROPOSED CGI



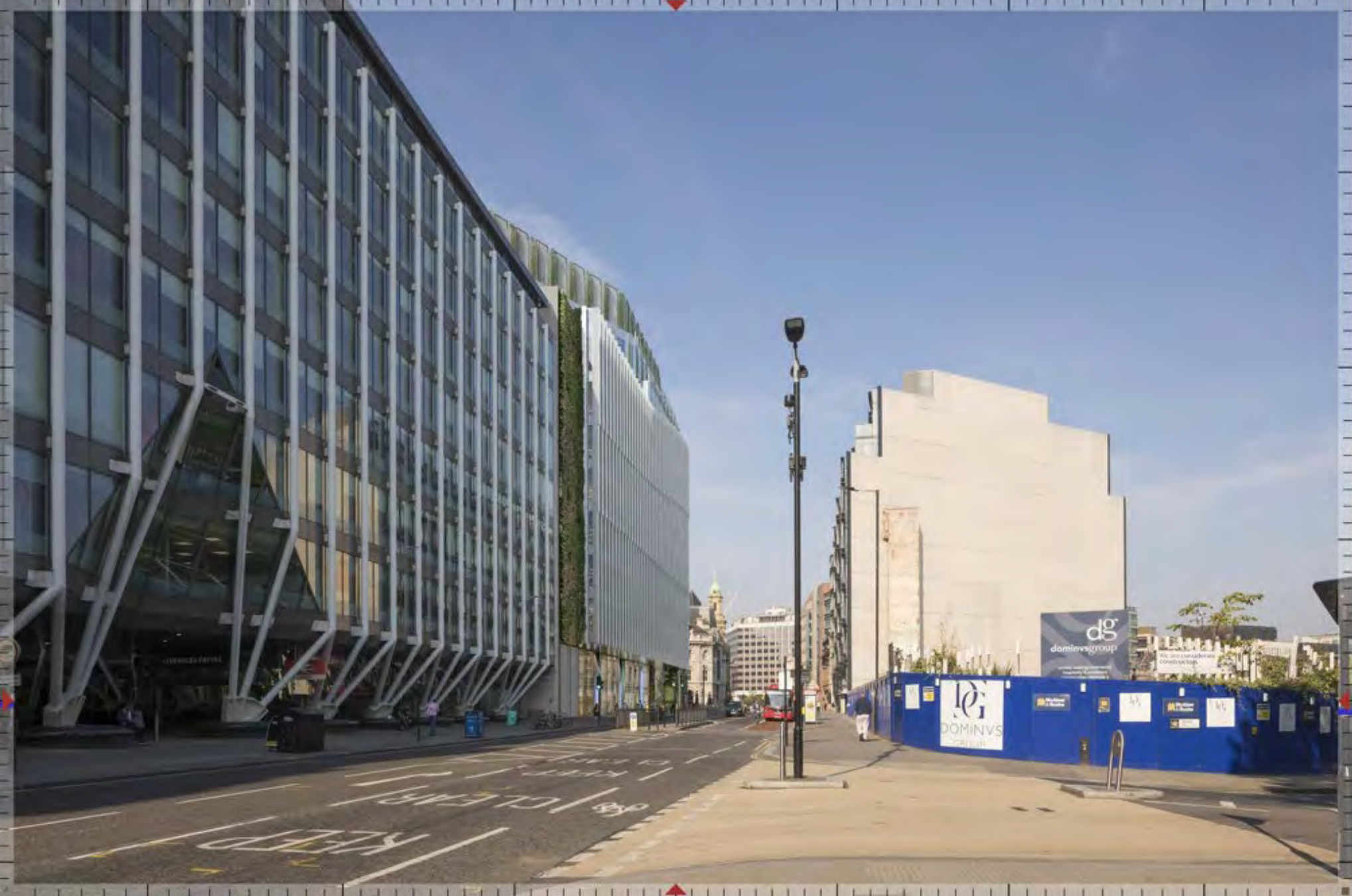


Holborn Viaduct, junction with Snow Hill - EXISTING





Holborn Viaduct, junction with Snow Hill – PROPOSED CUMULATIVE



Holborn Viaduct north pavement, junction with Snow Hill (west side) - PROPOSED





Holborn Viaduct outside No. 60 - PROPOSED





Aerial view from north-west - PROPOSED





Aerial view from west - PROPOSED





Aerial view from east - PROPOSED





Cut away view – Ground levels CGI





Cut-away view – typical office level CGI





Illustrative CGI View – Farringdon Street





Illustrative CGI – Farringdon Street looking from Holborn Viaduct Bridge





Illustrative CGI – Farrington Street public realm





Illustrative CGI – Farringdon Street





Illustrative CGI – Farrington Street public realm





Farringdon Street lift entrance CGI





Illustrative CGI – Farringdon Street stone base





Illustrative CGI – Holborn Viaduct public realm





Illustrative CGI – Holborn Viaduct public realm





Illustrative CGI – Holborn Viaduct public realm





Illustrative view - Farrington Street - Level 6 terrace





Illustrative view - Level 11 roof terrace





Illustrative view - Aerial from south-west





Illustrative view - Aerial from south-east



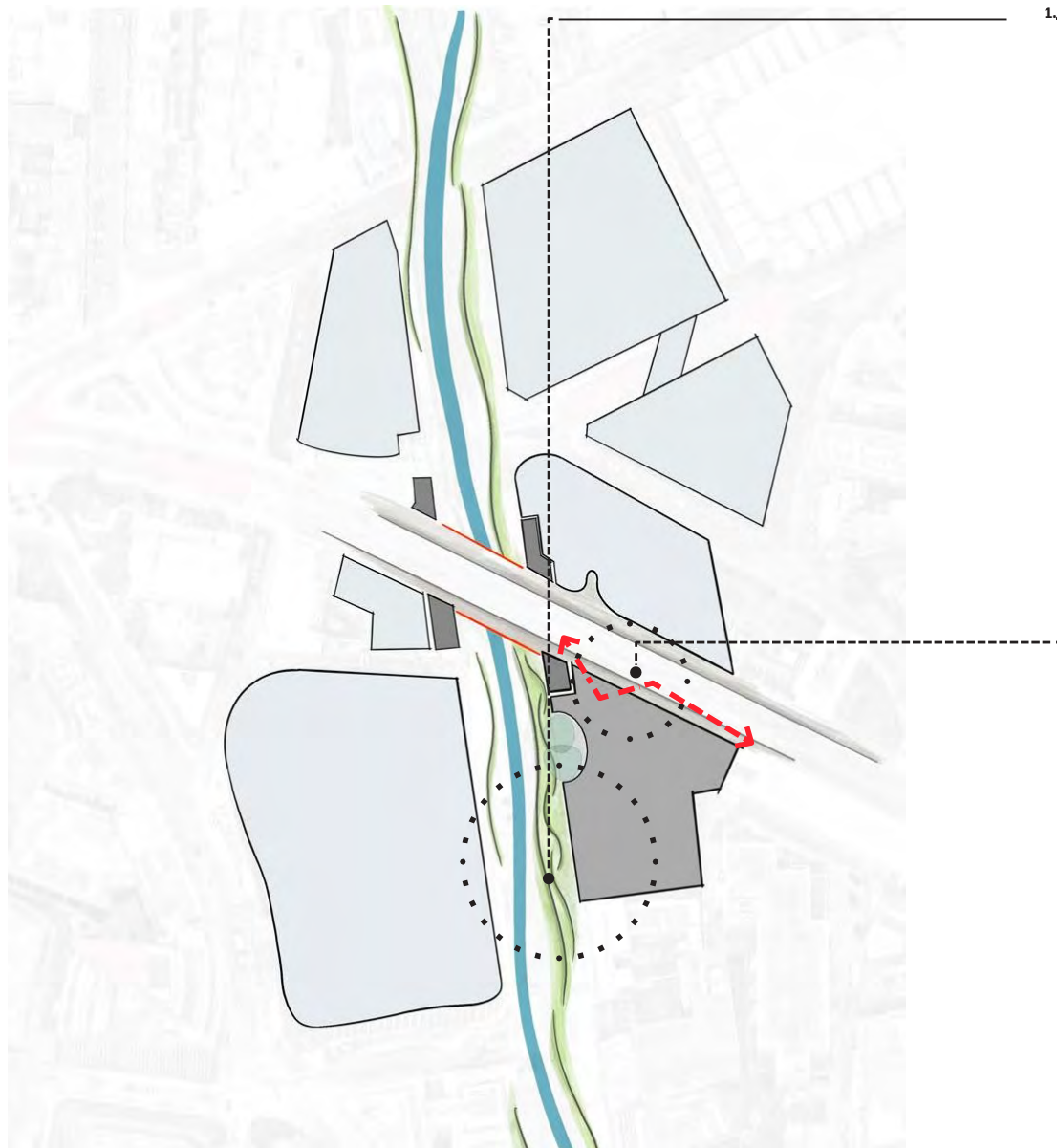


Illustrative view - Farringdon Street - Atrium section



Illustrative view - Farrington Street - Atrium internal section





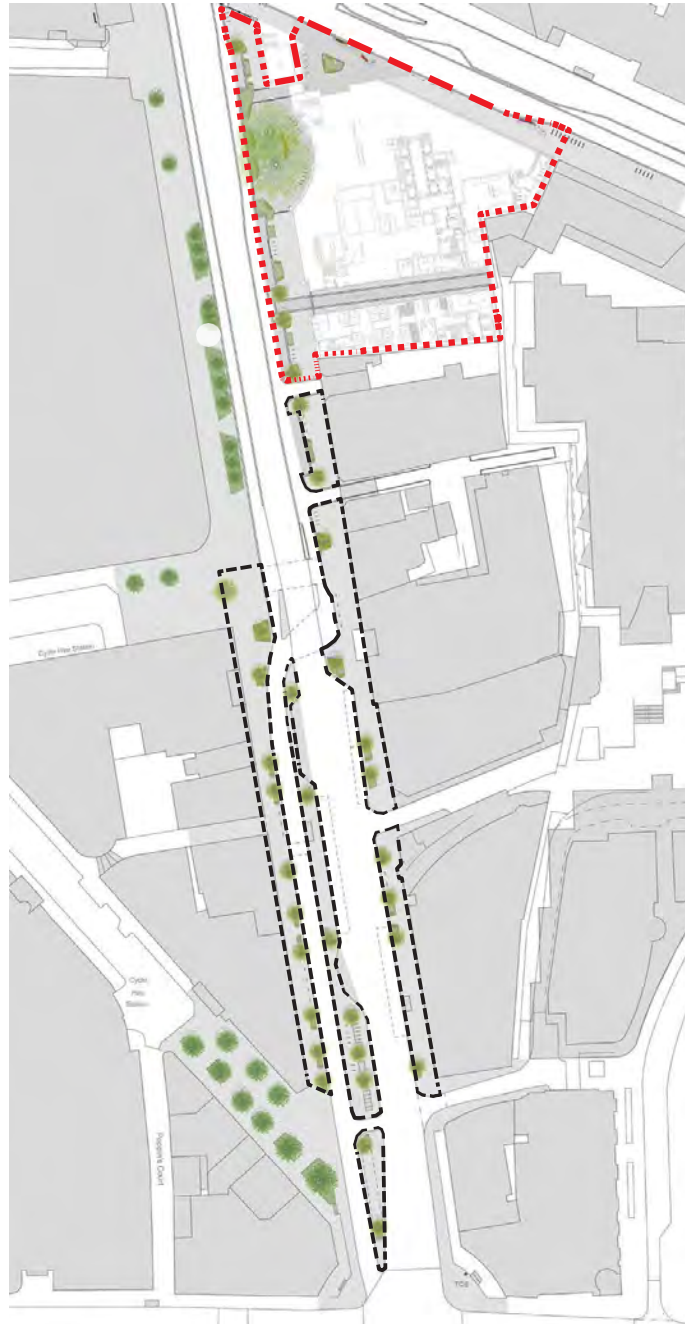
FARRINGTON STREET - GREEN RIVER



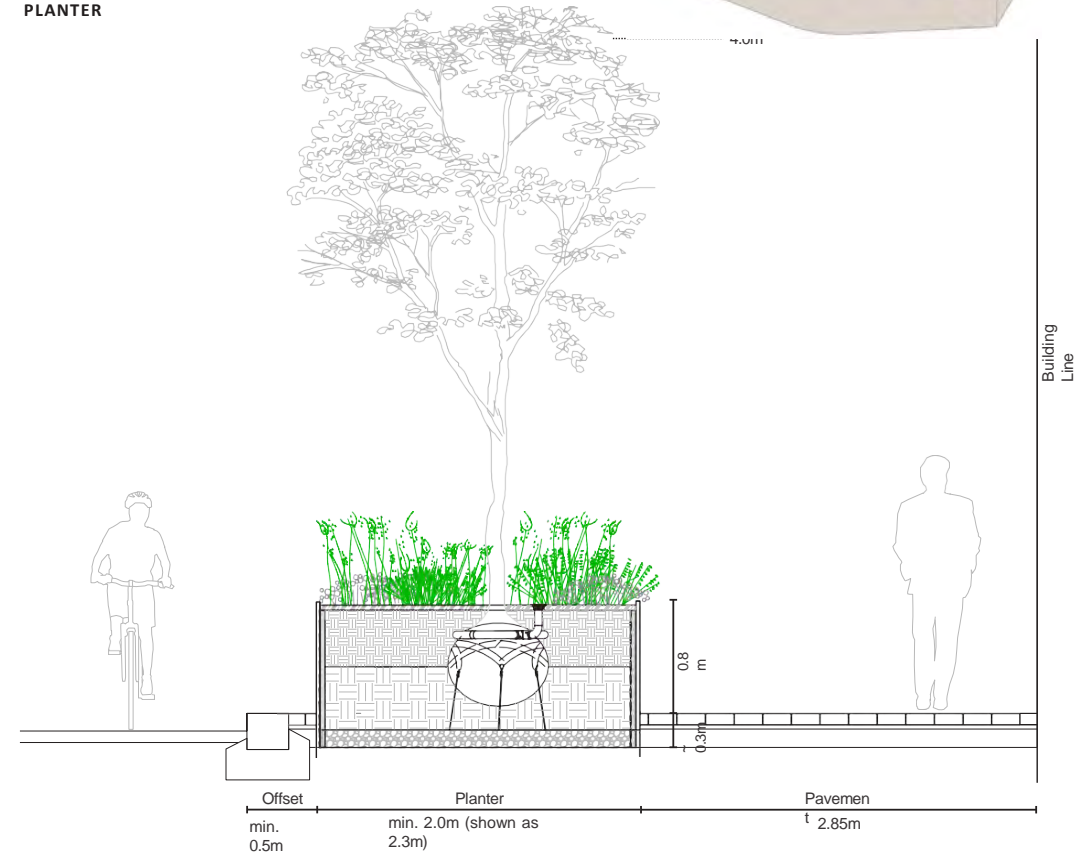
2. HOLBORN VIADUCT - CULTURE & COLOUR







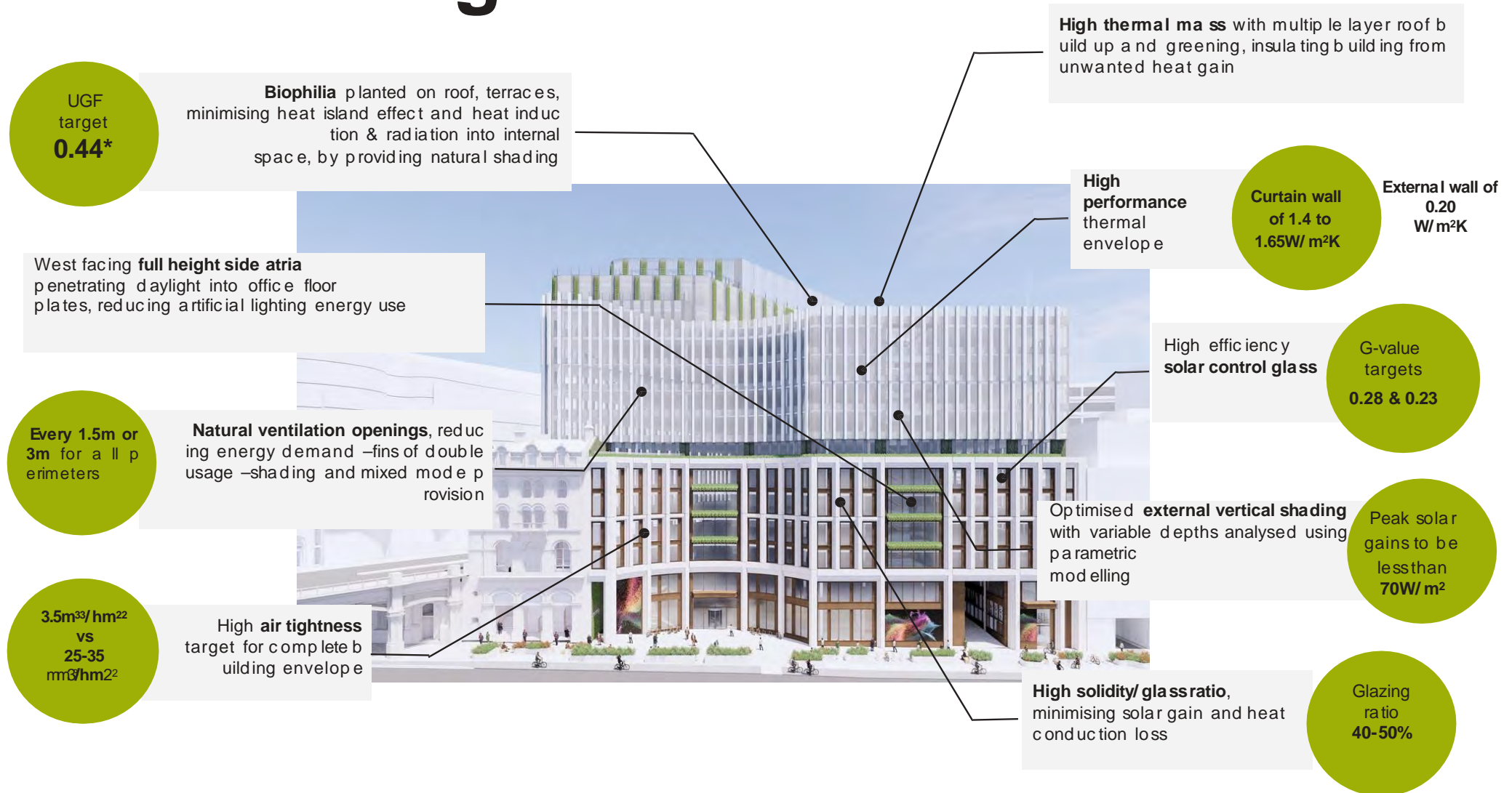
INDICATIVE SECTION OF  
PLANTER



Farringdon Street public realm improvement works - Planters



# Passive Design.



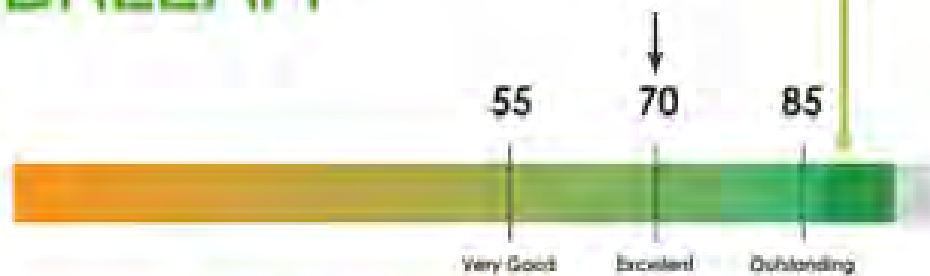
# BREEAM.

90.3%  
targeted

SD5078 BREEAM 2018 New Construction scheme  
for Offices, Shell and Core assessment

## BREEAM

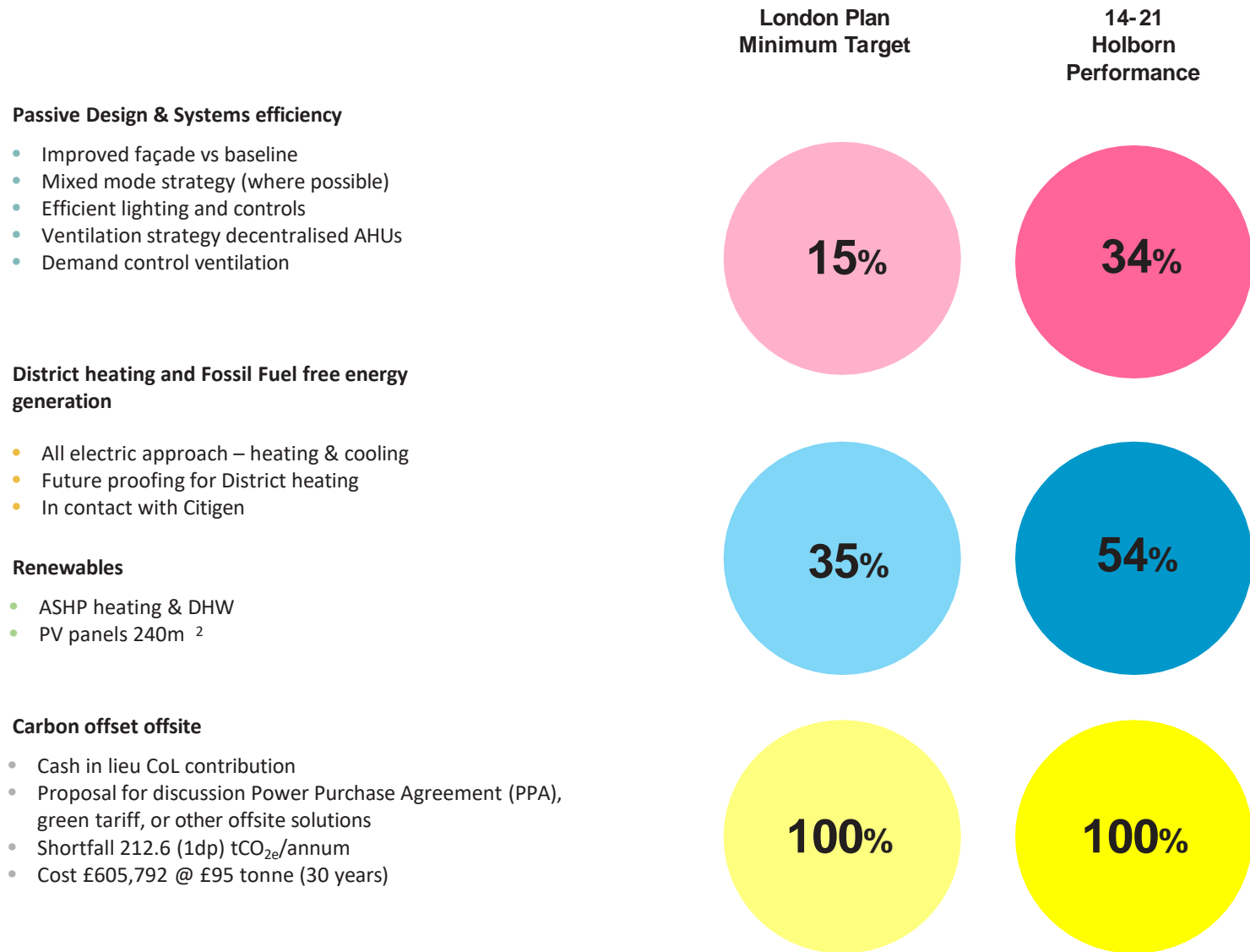
Planning Target 14-23 Holborn Target



90.3%	96.9%	105.8%
Targeted	Potential	Difficult

	Credits Available	Targeted
MANAGEMENT	18	18
HEALTH & WELLBEING	11	8
ENERGY	21	17
TRANSPORT	12	11
WATER	9	9
MATERIALS	14	11
WASTE	11	8
LAND USE AND ECOLOGY	13	12
POLLUTION	12	8
INNOVATION	10	6
<b>Total</b>	<b>131</b>	<b>108</b>
<b>Weighted Score</b>		<b>90.3%</b>
<b>Predicted BREEAM Rating</b>		<b>Outstanding</b>





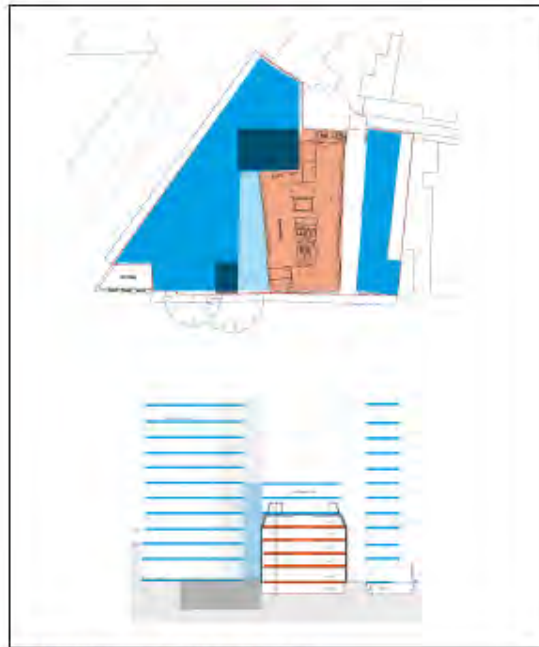


Fig 4.13 Diagrammatic plan and section

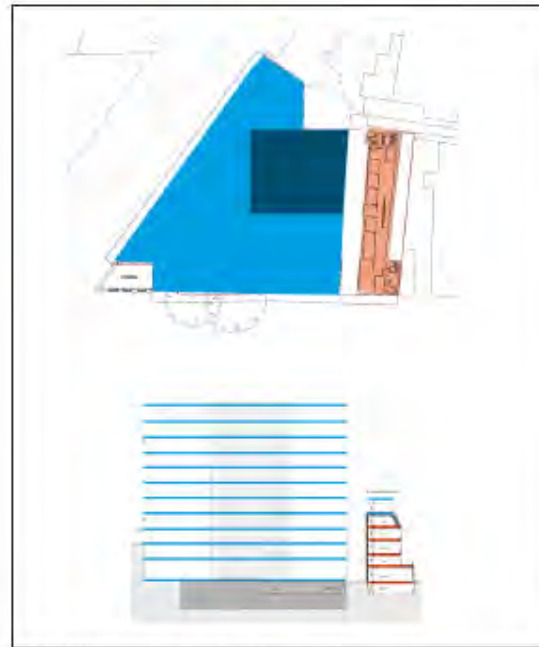


Fig 4.11 Diagrammatic plan and section

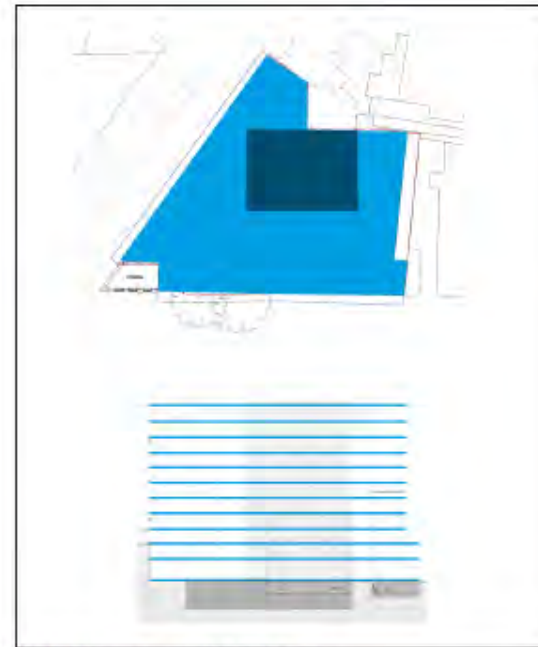


Fig 4.12 Diagrammatic plan and section

Two direction brought forward for further explorations:



#### RETENTION SCHEME OPTION B1

- Partial demolition
- Partial refurbishment



#### COMPREHENSIVE SCHEME OPTION D

- Full Demolition of existing buildings
- Re-use, recycle existing materials where possible

#### C2 OPTION

- Meridian House refurbished, new floors added
- Kimberley House and 32-33 Farringdon Street demolished, replaced with 2 new buildings
- Interconnecting bridges added

#### Not Progressed based on following:

- Limited area gain potential
- Fragmented floorplates
- Poor floor to floor heights
- Structural challenges
- Significant improvements of the existing building fabric required to meeting current standards.
- Misaligned floor levels creating accessibility challenges.
- Services distribution and connections challenging resulting poor area efficiencies

#### OPTION C3

- 32 Farringdon Street refurbished, additional floors added
- Kimberley and Meridian House demolished; replaced with new build

#### Not Progressed based on following:

- Carbon intensive refurbishment to 32-33 FS
- Retaining smallest existing building less carbon efficient than redeveloping entire Site
- 32-33 FS unlikely to meet BCO standards

#### OPTION D

- Full Demolition and redevelopment of Site

#### Selected for further development

- Coherent urban block
- Opportunity to improve public realm and townscape
- Flexible and adaptable floorplates achievable
- Optimises area opportunity
- Efficient, sustainable structure and services design possible



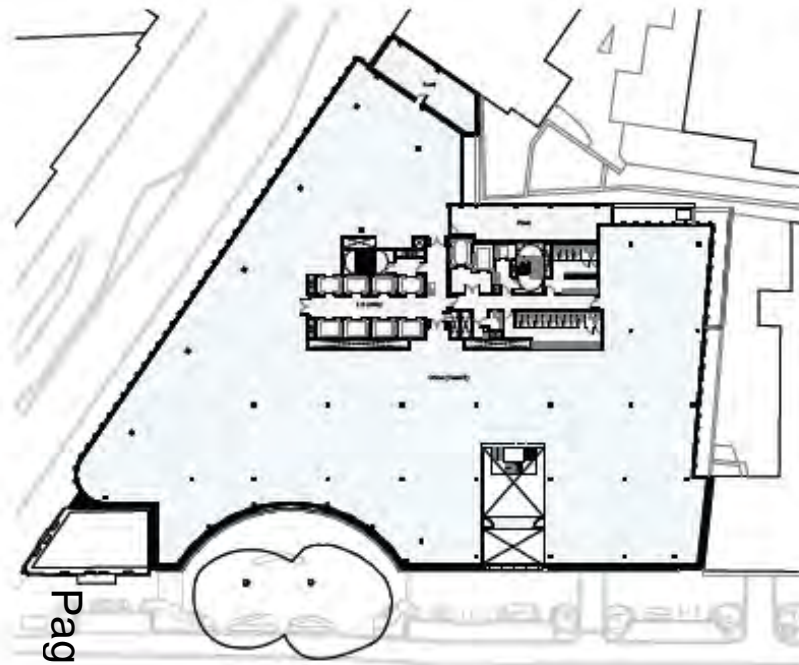


Fig 5.105 Level 4 proposed plan

#### FLEXIBLE FLOORPLATE

- Able to accommodate a mix of cellular and open plan layouts
- Atrium brings daylight and encourages movement/wellbeing
- Resilience - multiple means of access to floorplate
- On floor AHU - flexible for demand
- Mix mode natural ventilation

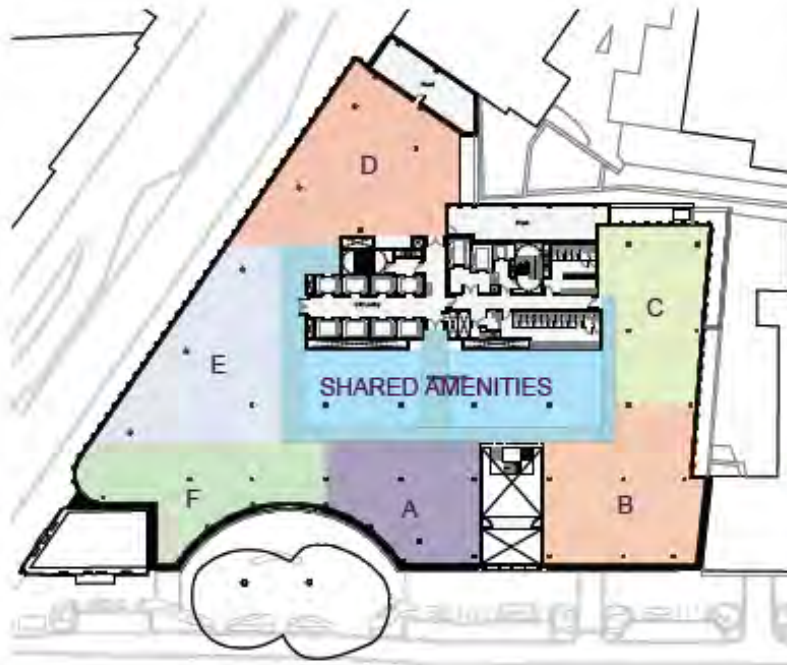


Fig 5.106 Illustrative division of plan to allow for multiple tenancies

#### ADAPTABLE OFFICE PRODUCT

- Floorplate adaptable to allow for small scale tenancies for SME
- With shared central building facilities
- On floor AHU - flexible for demand
- Mix mode natural ventilation

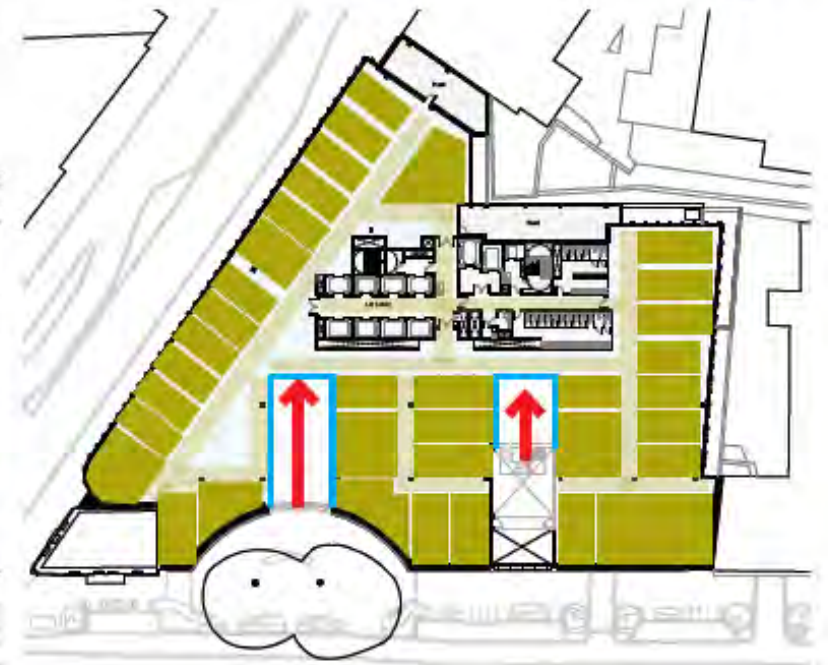
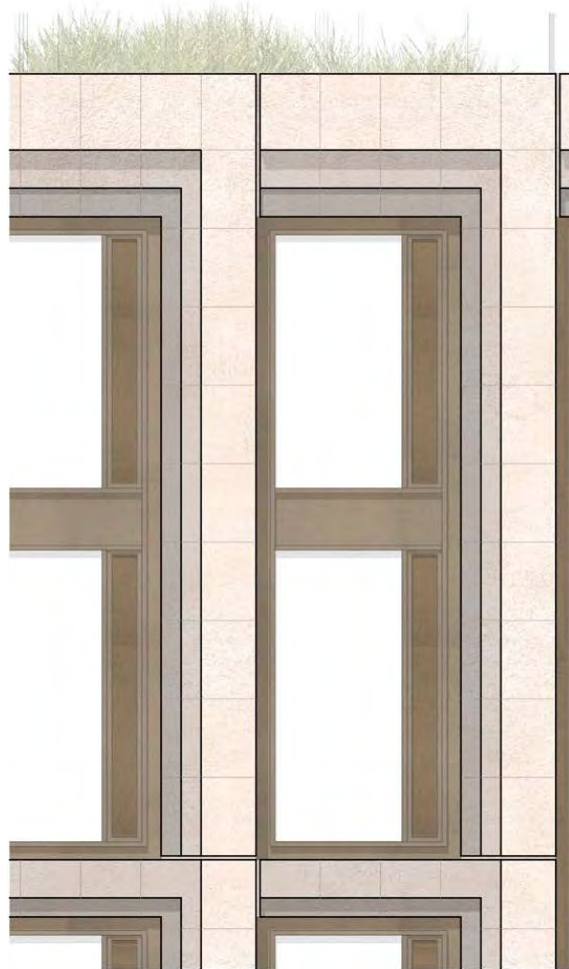


Fig 5.107 Illustrative diagram showing plan can accommodate alternative uses.

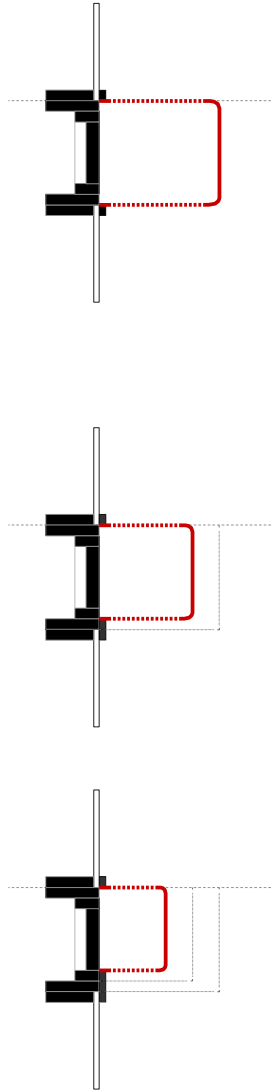
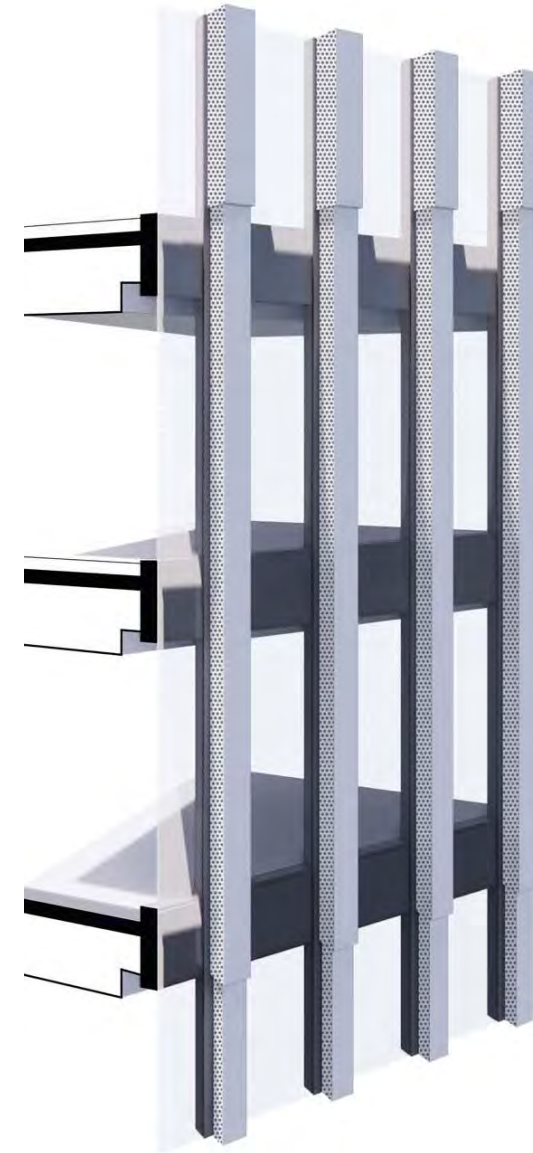
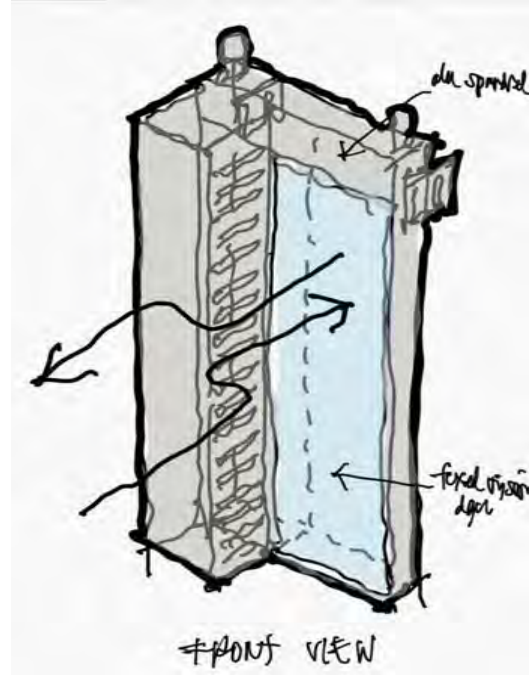
#### ADAPTABLE FUTURE BUILDING USES

- Floorplate can be adapted to accommodate alternative functions including hotel and residential, subject to future planning applications
- Soft spots in the slab allow for extending/creating atrium to accommodate individual rooms
- On floor AHU - flexible for demand
- Mix mode natural ventilation
- Street frontages are adaptable which means retail could come forwards in the future should the market support it

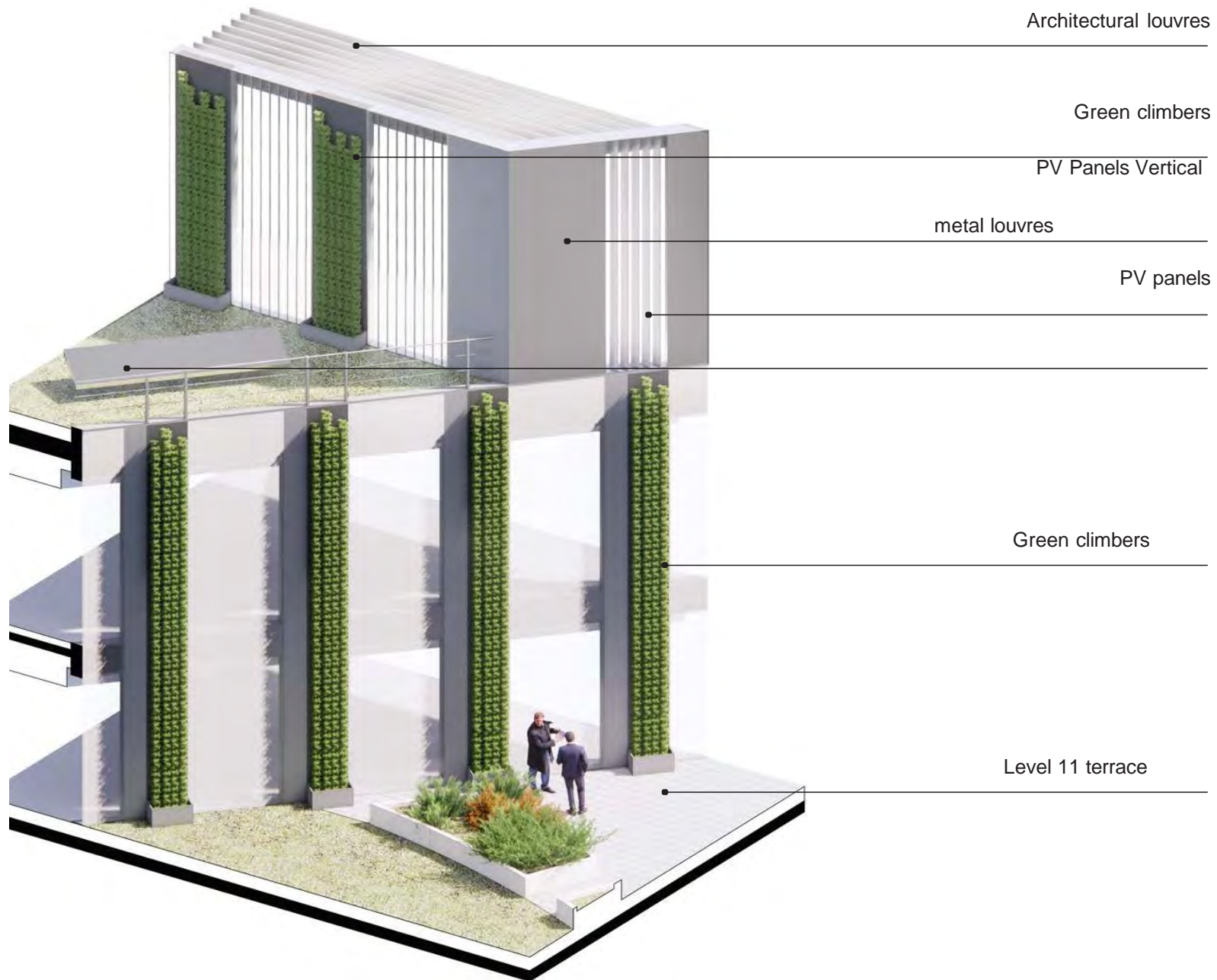


Stone base – façade details



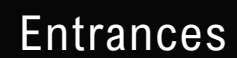


Filigree background facades



Articulated pavilion facades

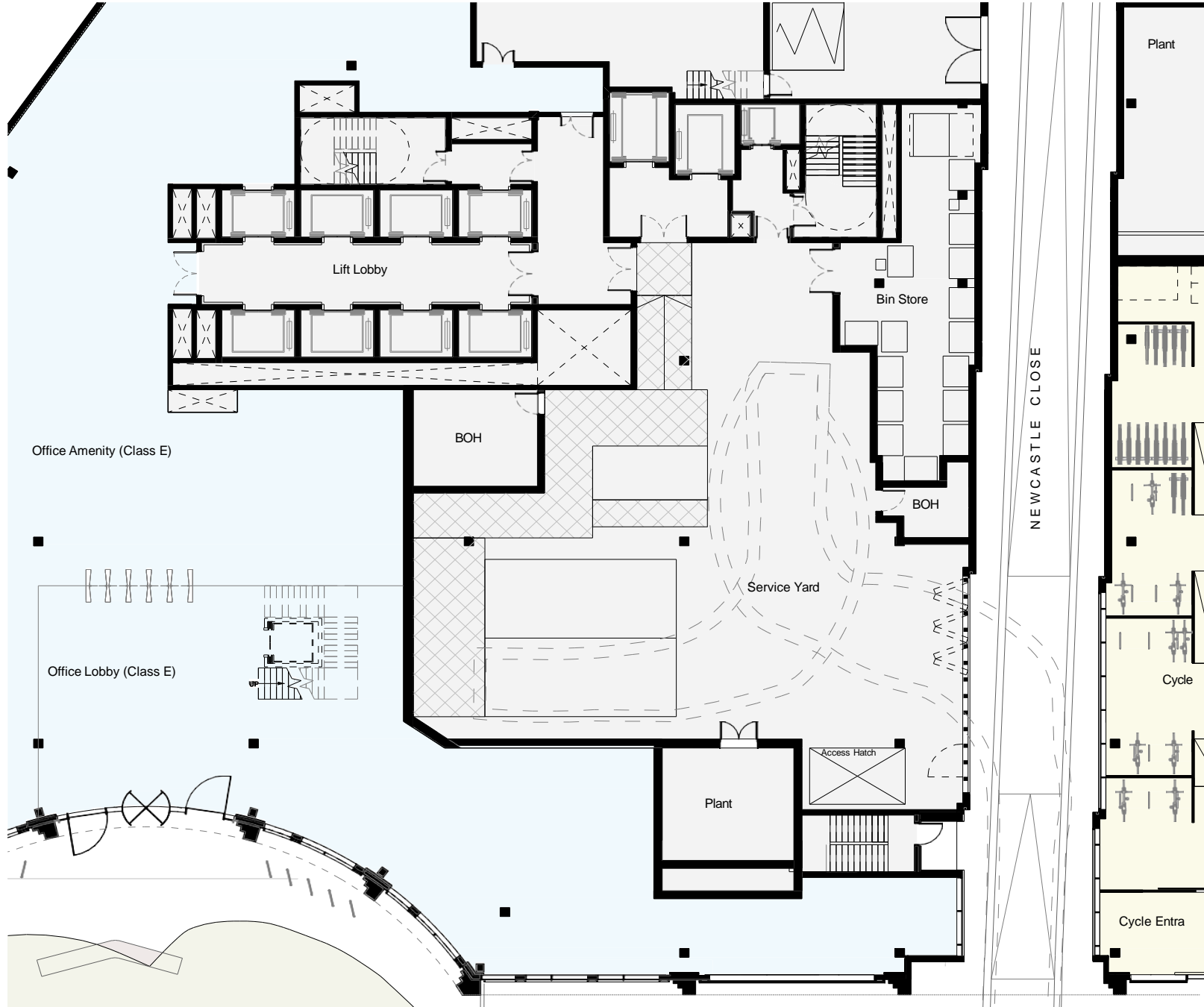




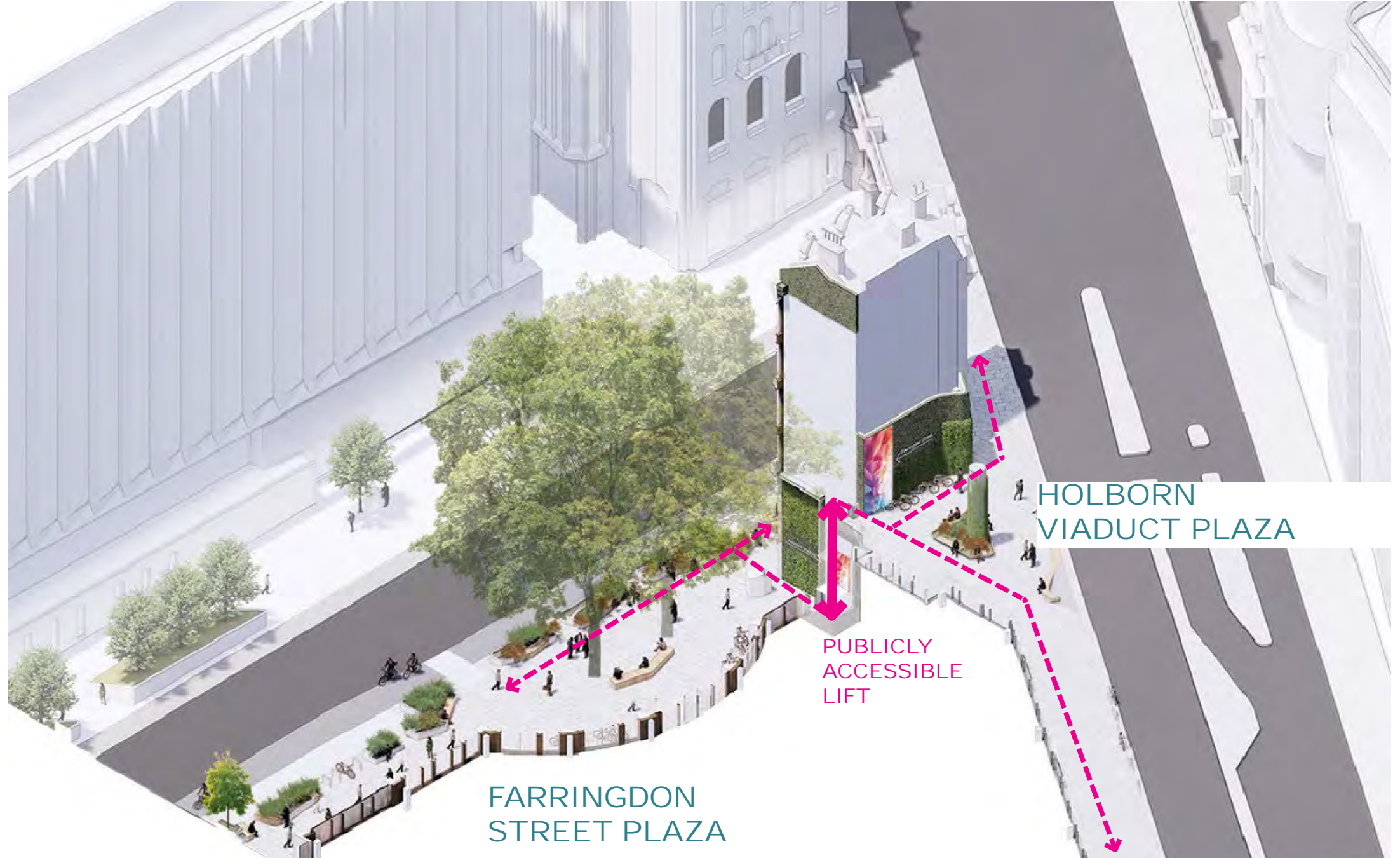


Mezzanine, Level 00 and Basement 1 level – cycle parking / wellness hub





Servicing bay



Inclusive access – new public lift





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.

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

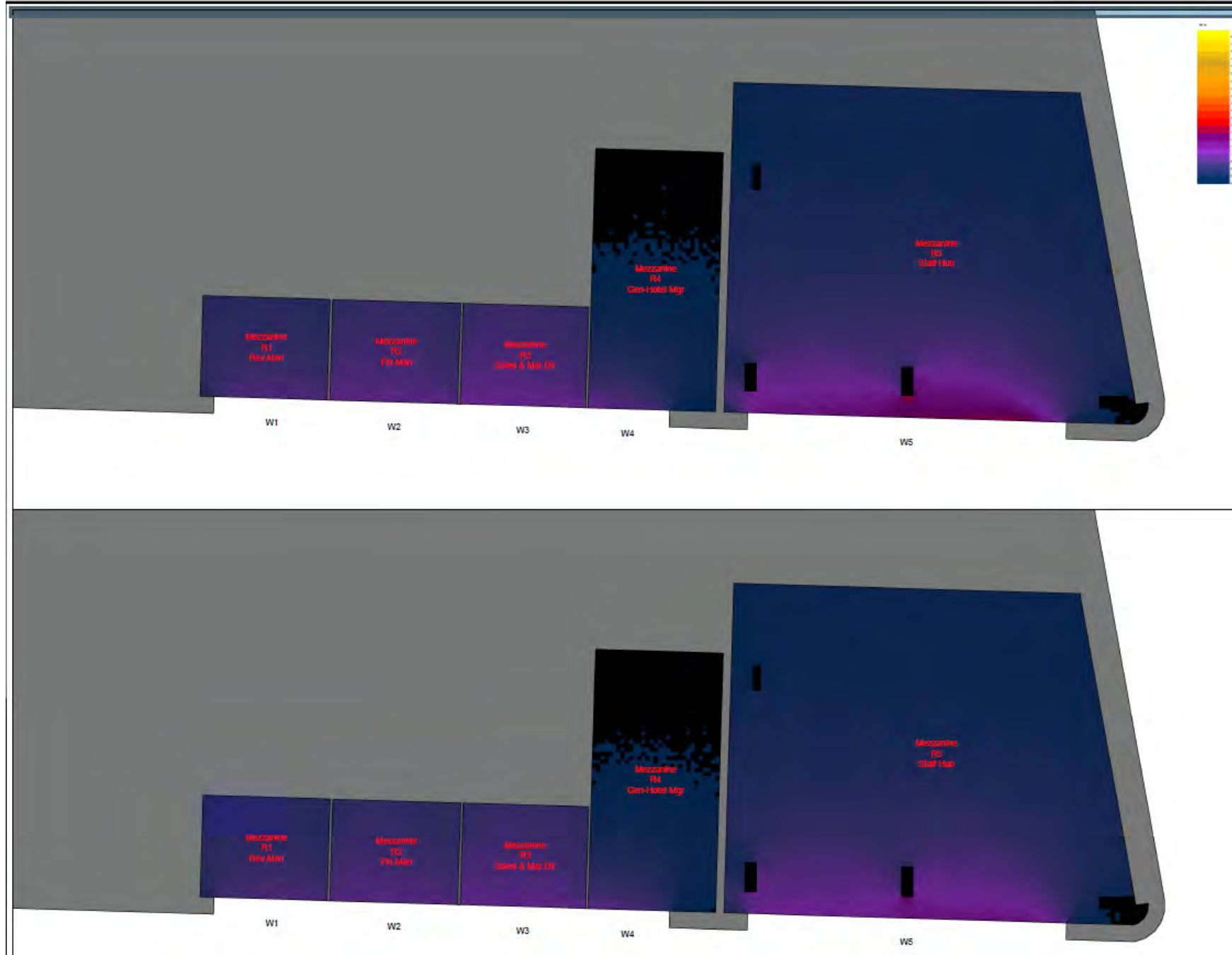


Colour	Comfort category	Threshold	Location examples
	Frequent sitting	< 2.5 m/s	<i>Frequent outdoor sitting use, e.g. restaurant, café.</i>
	Occasional sitting	2.5-4.0 m/s	<i>Occasional outdoor seating, e.g. general public outdoor spaces, balconies and terraces intended for occasional use.</i>
	Standing	4.0-6.0 m/s	<i>Entrances, bus stops, covered walkways or passageways beneath buildings.</i>
	Walking	6.0-8.0 m/s	<i>External pavements, walkways.</i>
	Uncomfortable /Unsafe	> 8.0 m/s	<i>Not comfortable for regular pedestrian access.</i>





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Daylight Factor Contour Plot – City Temple – EXISTING AND PROPOSED













# **Next Planning & Transportation Committee**

## 11 January 2022