



## Planning Applications Sub-Committee PRESENTATION PACK

**Date:** TUESDAY, 11 JUNE 2024  
**Time:** 10.30 am  
**Venue:** LIVERY HALL - GUILDHALL

4. 1-8 LONG LANE, LONDON, EC1A 9HF

**For Decision**  
(Pages 3 - 94)

5. 38 - 41 FURNIVAL STREET LONDON EC4A 1JQ (CITY SITE) & 31 - 33 HIGH  
HOLBORN WC1V 6AX (CAMDEN SITE)

**For Decision**  
(Pages 95 - 198)

**Ian Thomas CBE**  
**Town Clerk and Chief Executive**

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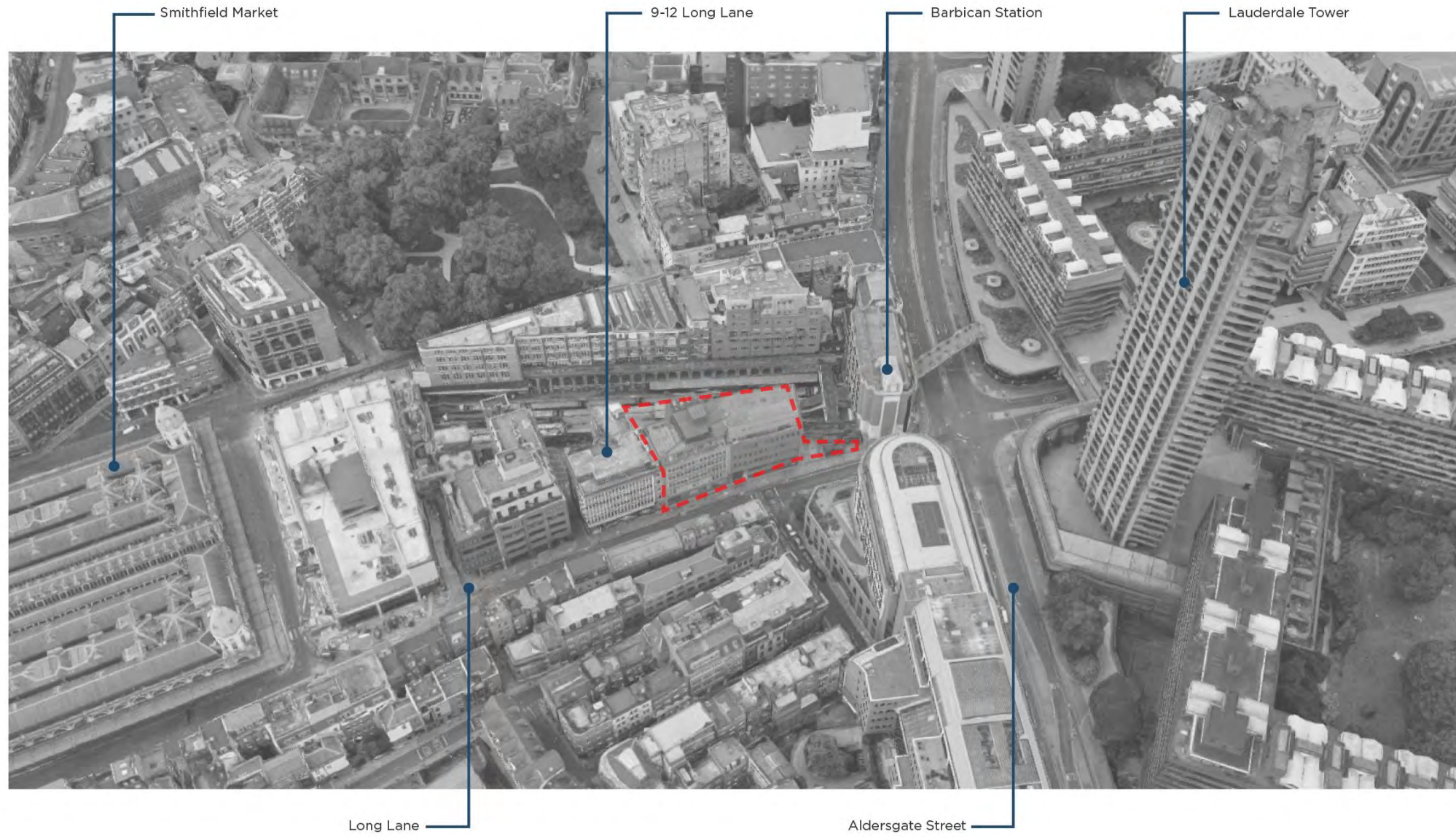
**1 – 8 Long Lane, EC1A**  
**Planning Applications Sub-Committee**  
11<sup>th</sup> June 2024



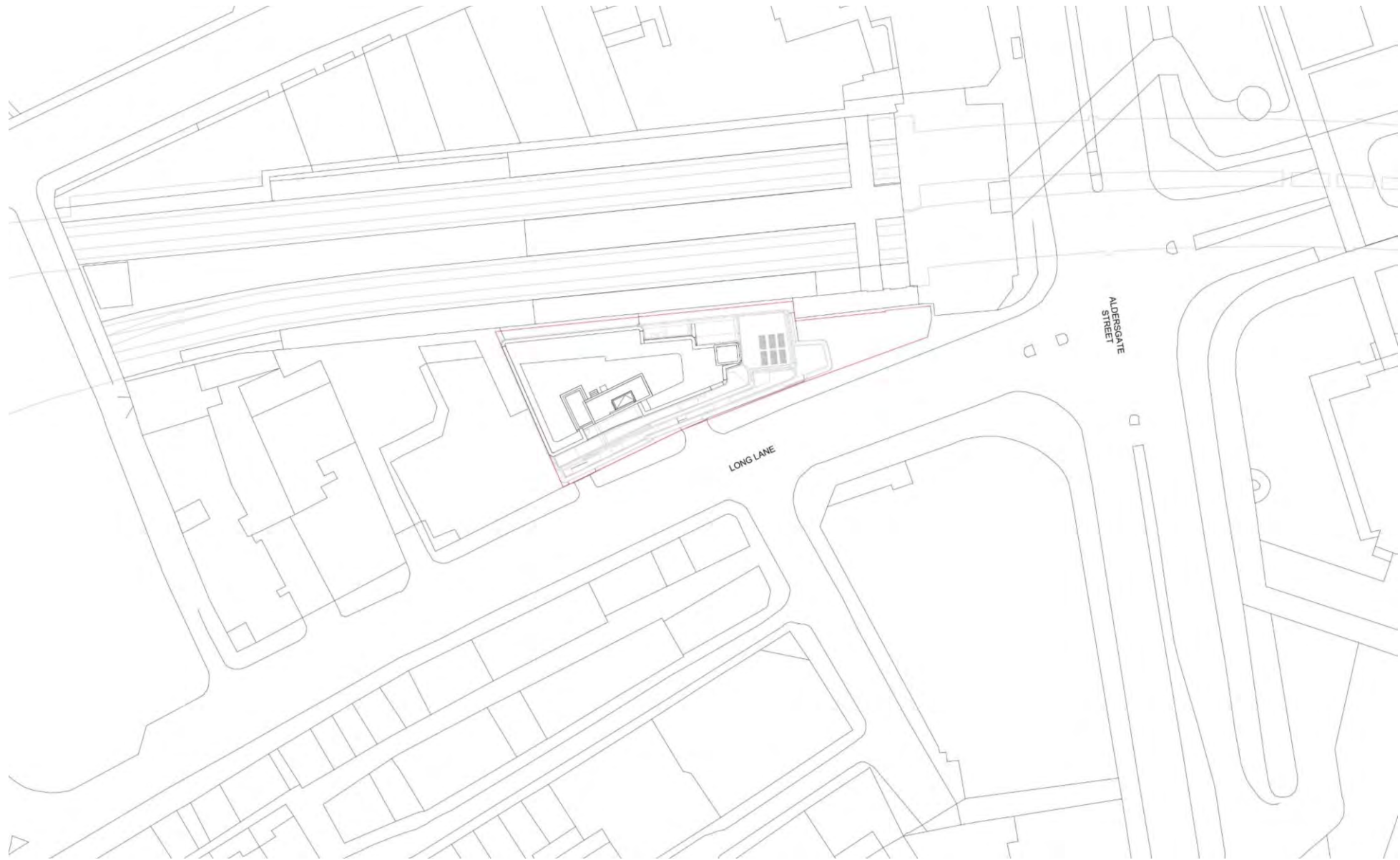
Location Plan with Conservation Area and Listed Buildings



Aerial view of the site



Aerial view of the site



Site Plan



View along Long Lane looking west



View from Aldersgate St looking west

## Existing Site Photos





View along Long Lane looking east



1-8 Long Lane looking east towards Aldersgate St



View of 1-5 Long Lane from Cloth St

# Existing Site Photos

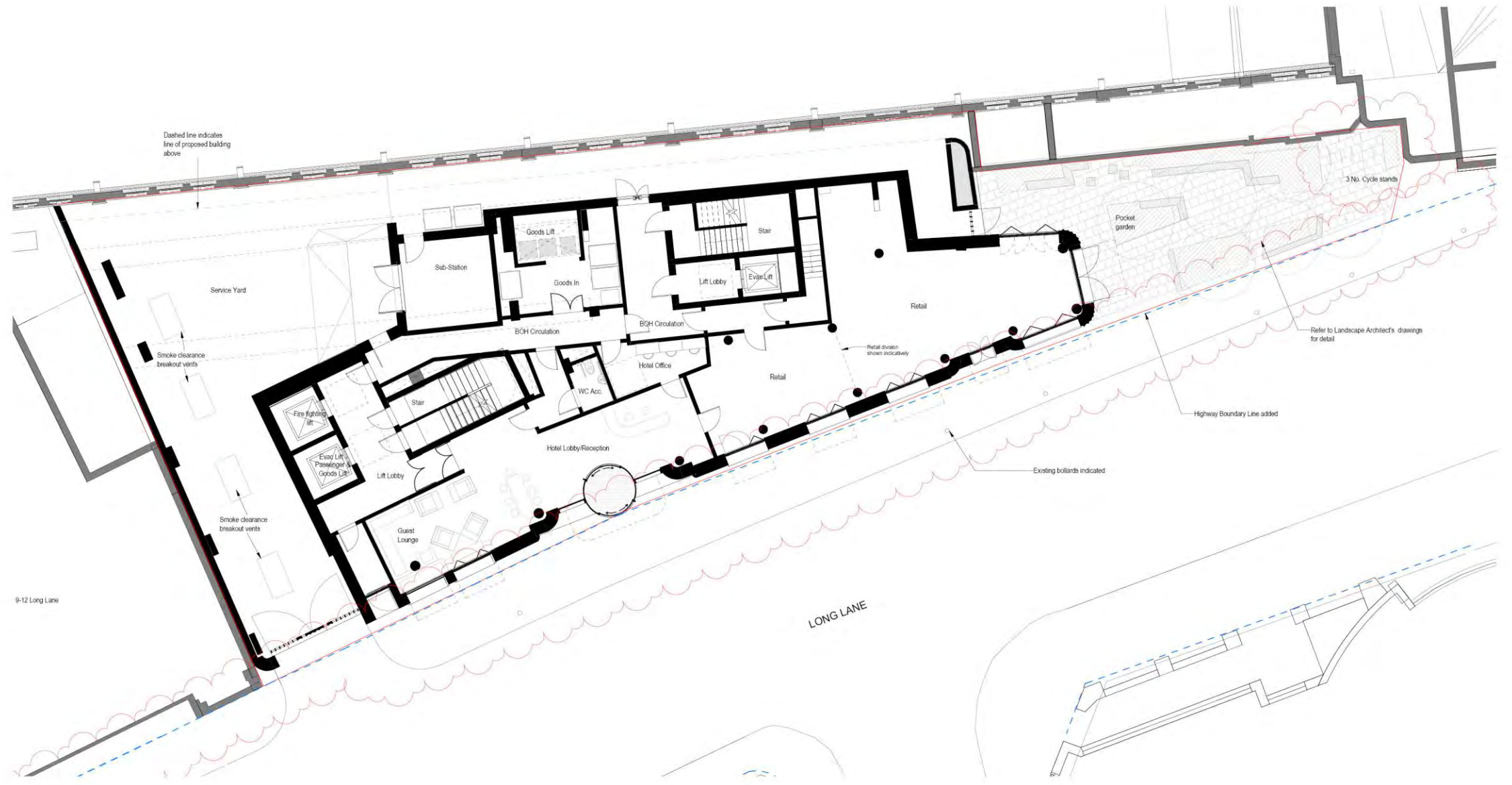


View of land adjacent 1-5 Long Lane and Barbican Station building

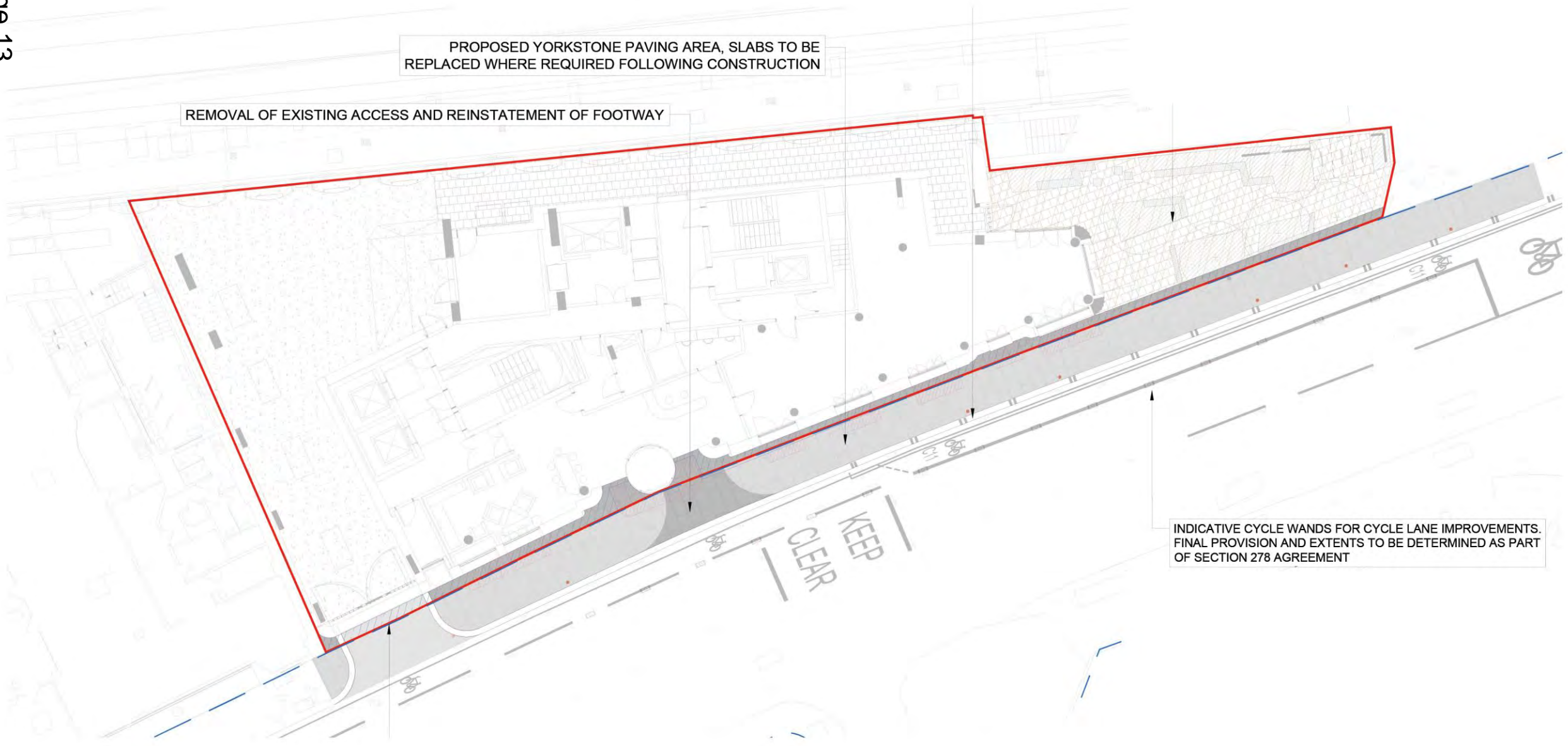
## Existing Site Photos



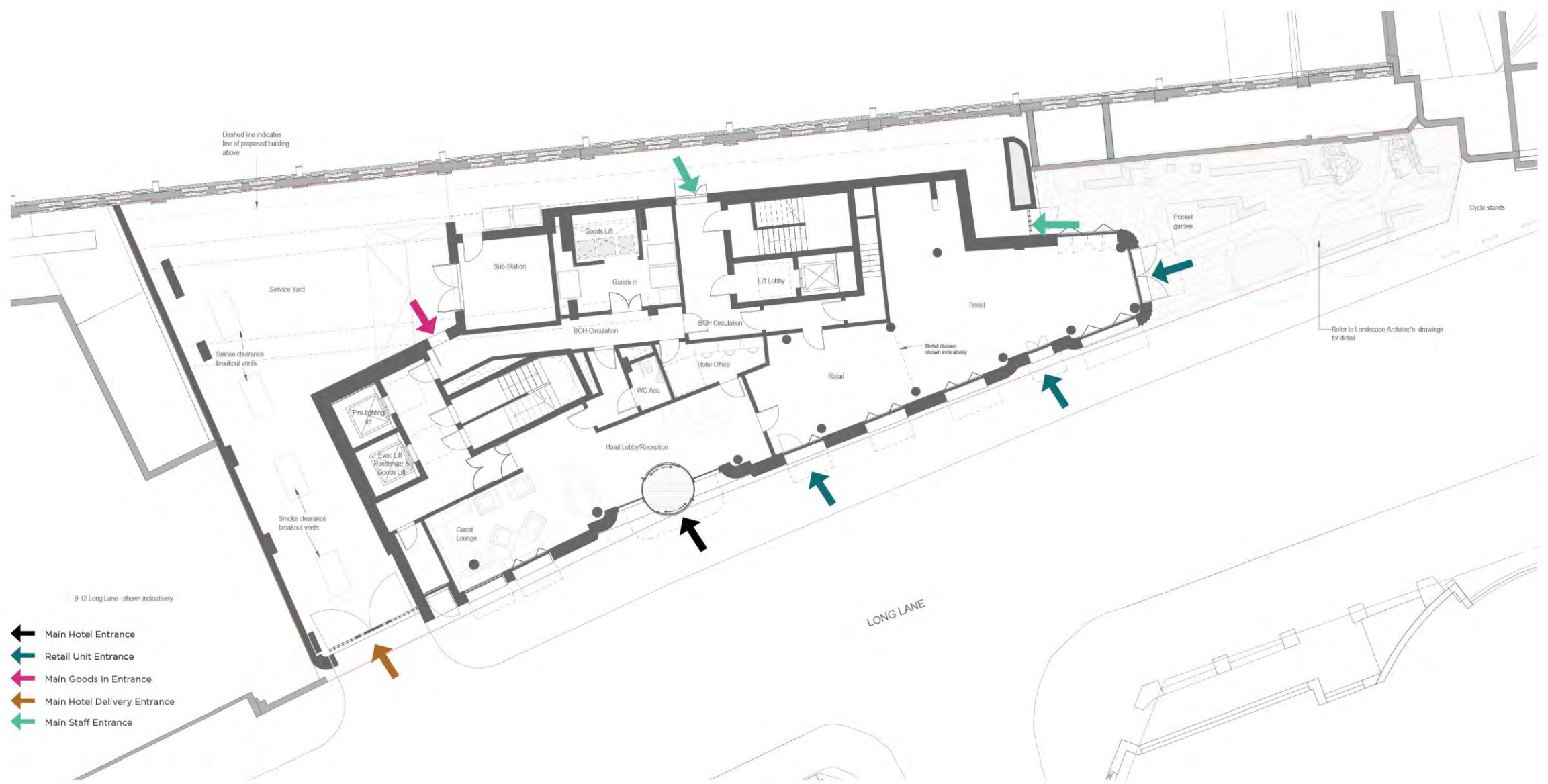
Ground Floor Plan - Existing



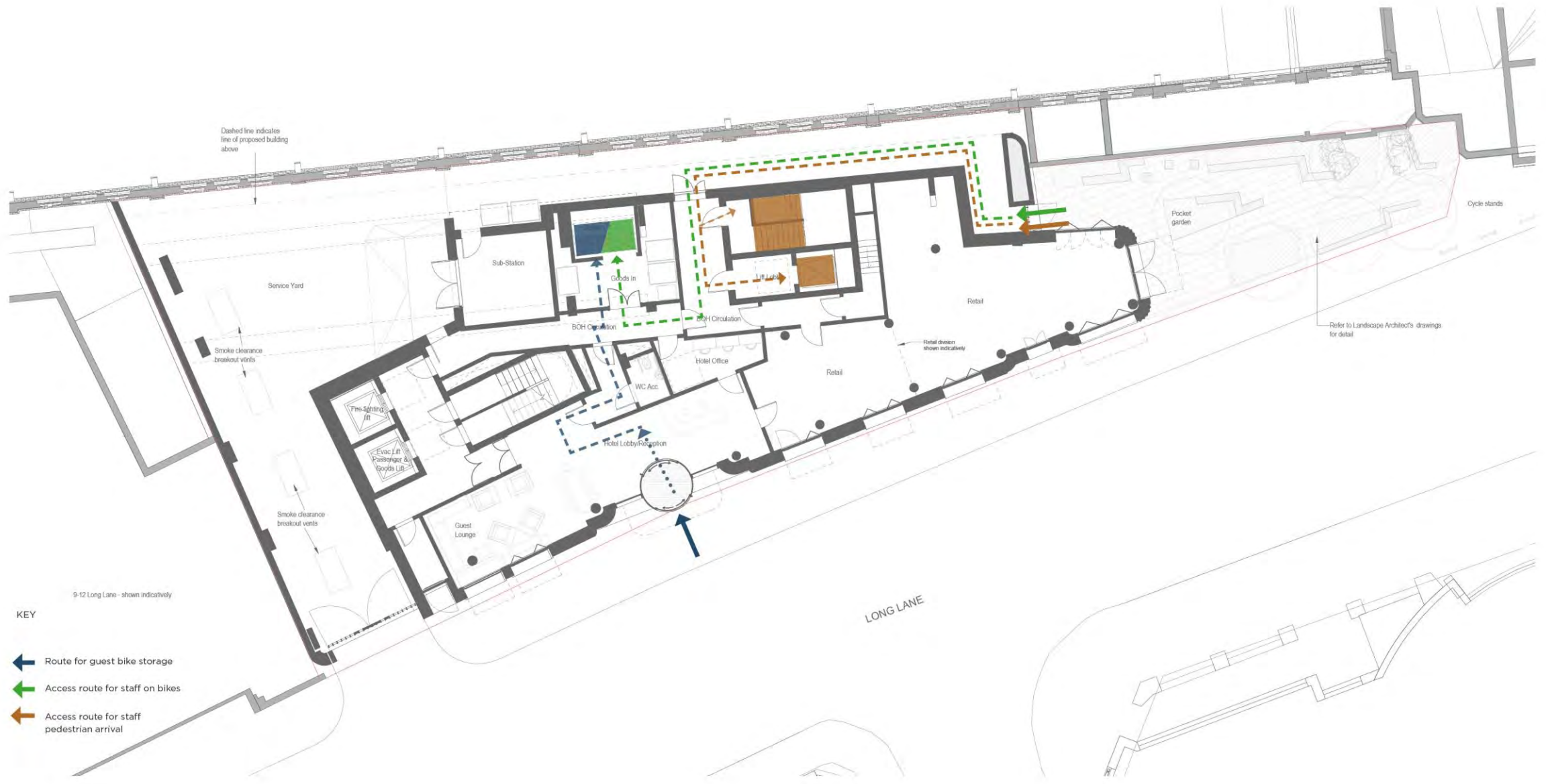
Ground Floor Plan - Proposed



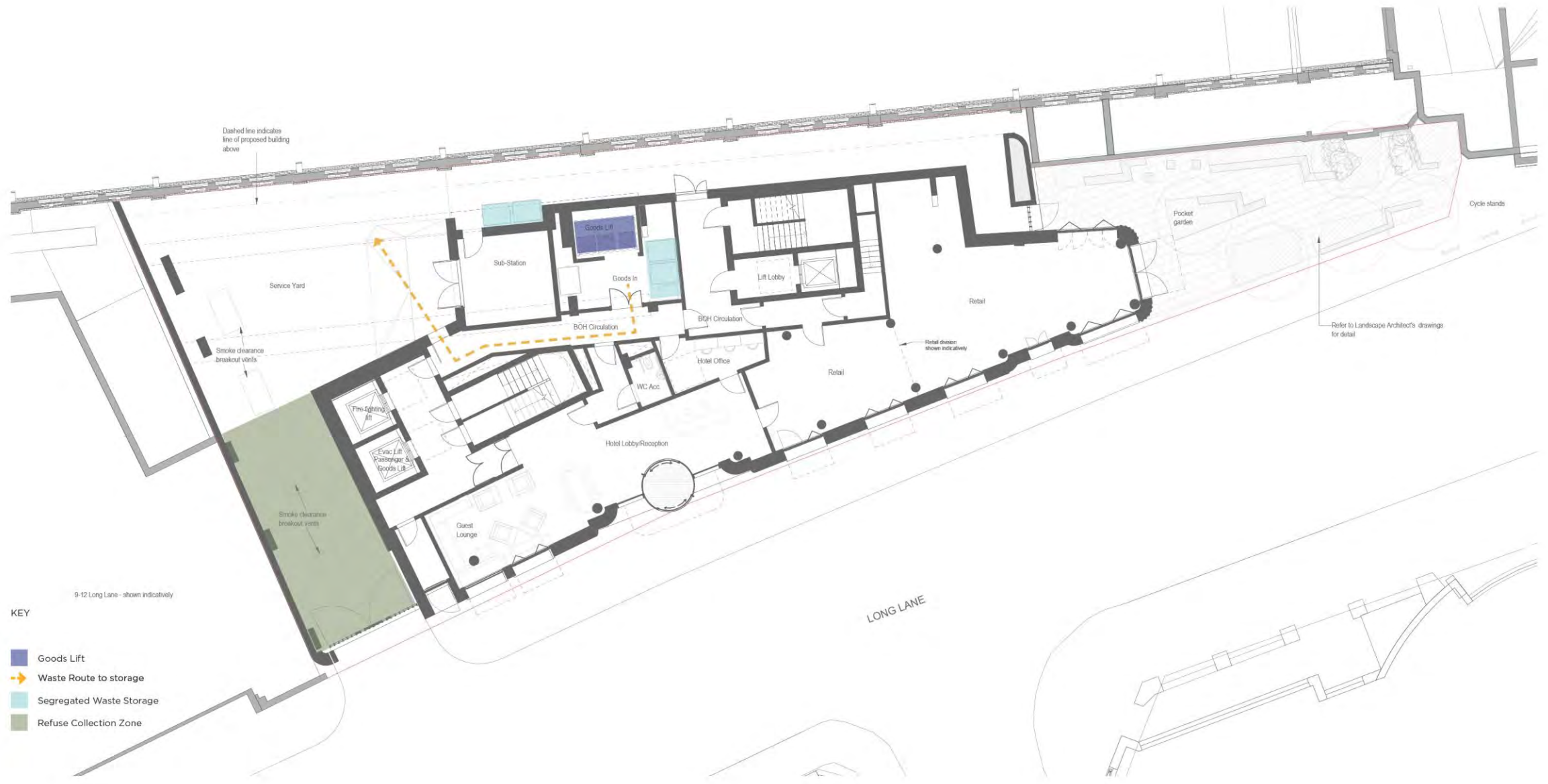
Ground Floor Plan – Proposed Public Realm Improvements



Ground Floor Plan – Proposed Site Entrances

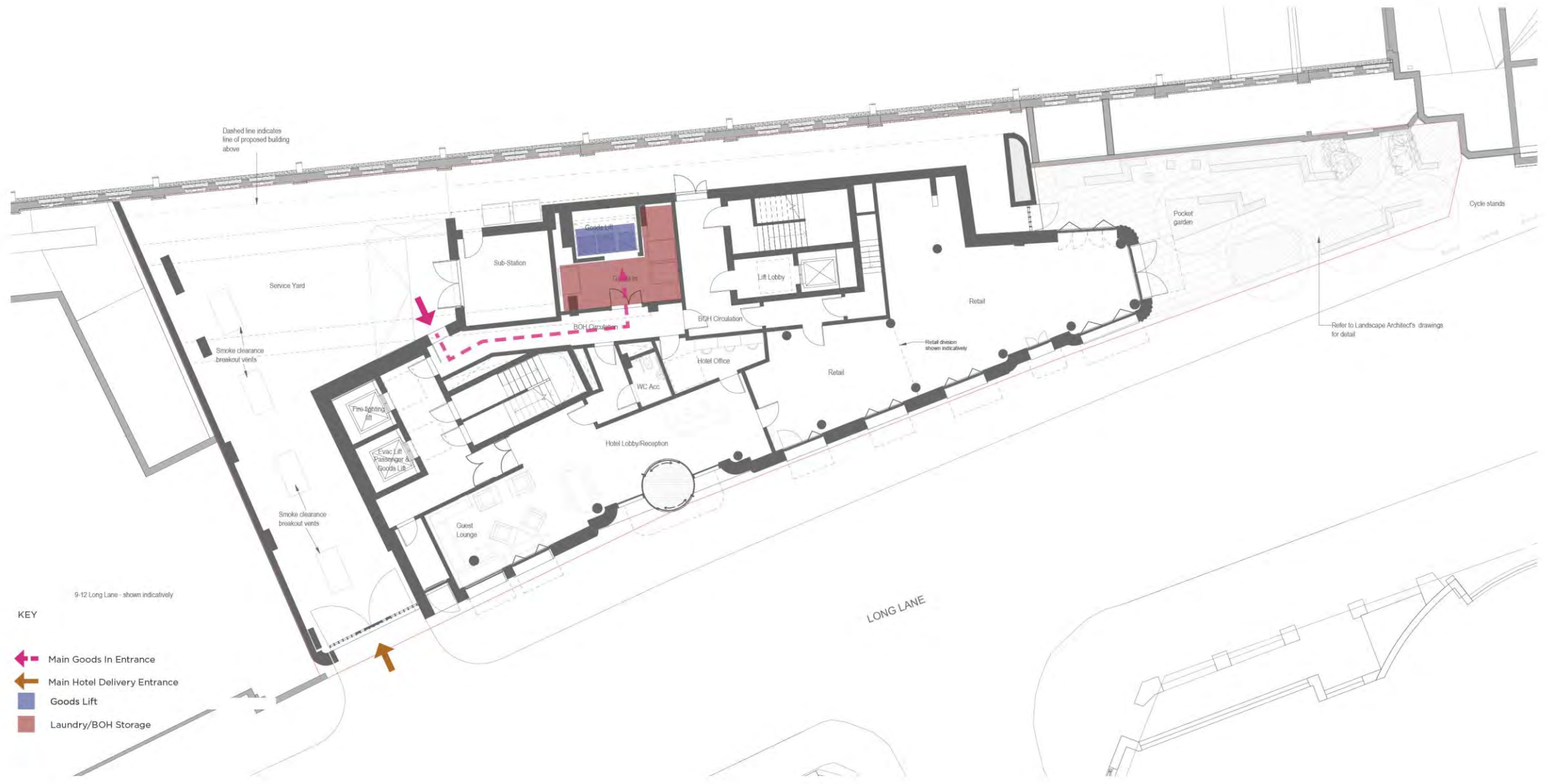


Ground Floor Plan – Proposed Pedestrian / Cycle Access

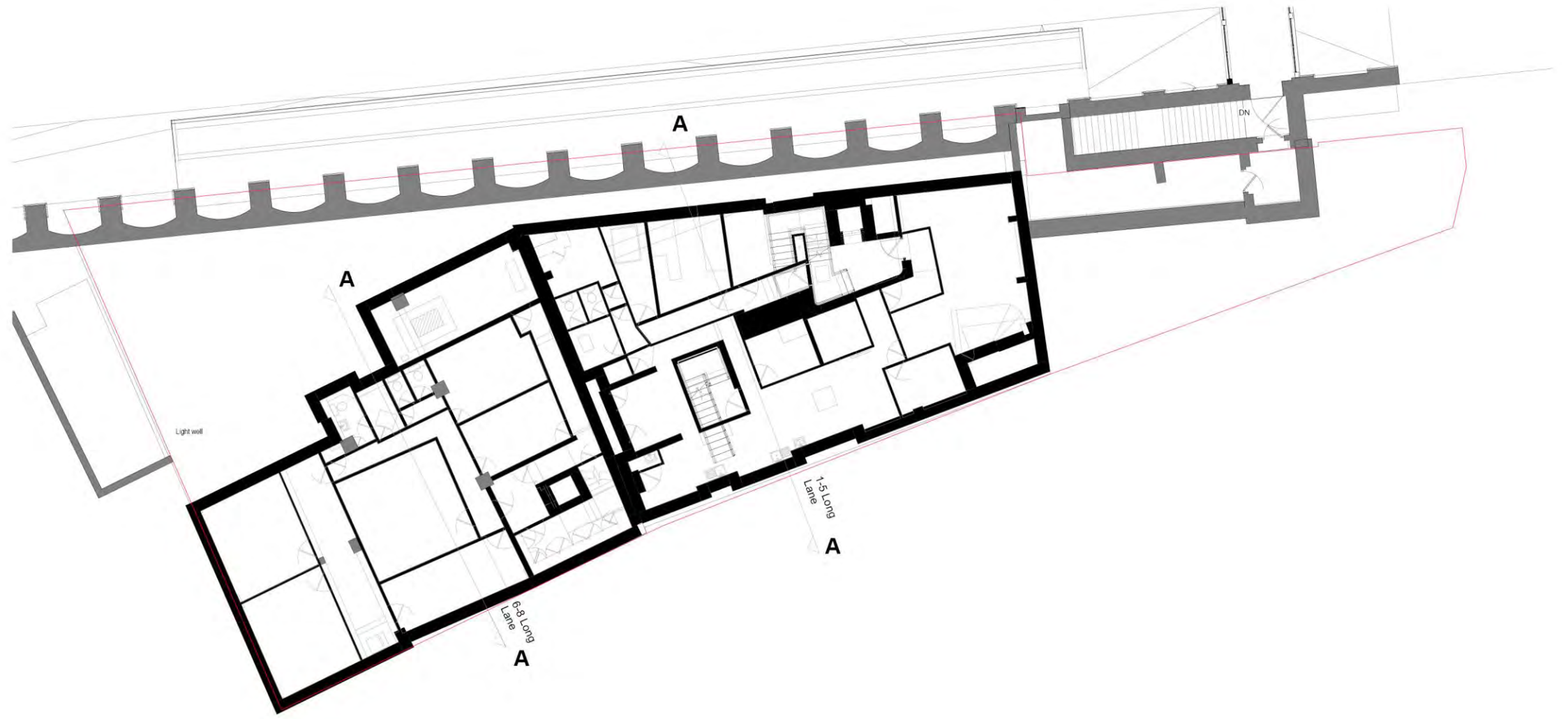


Ground Floor Plan – Proposed Waste Strategy Diagram

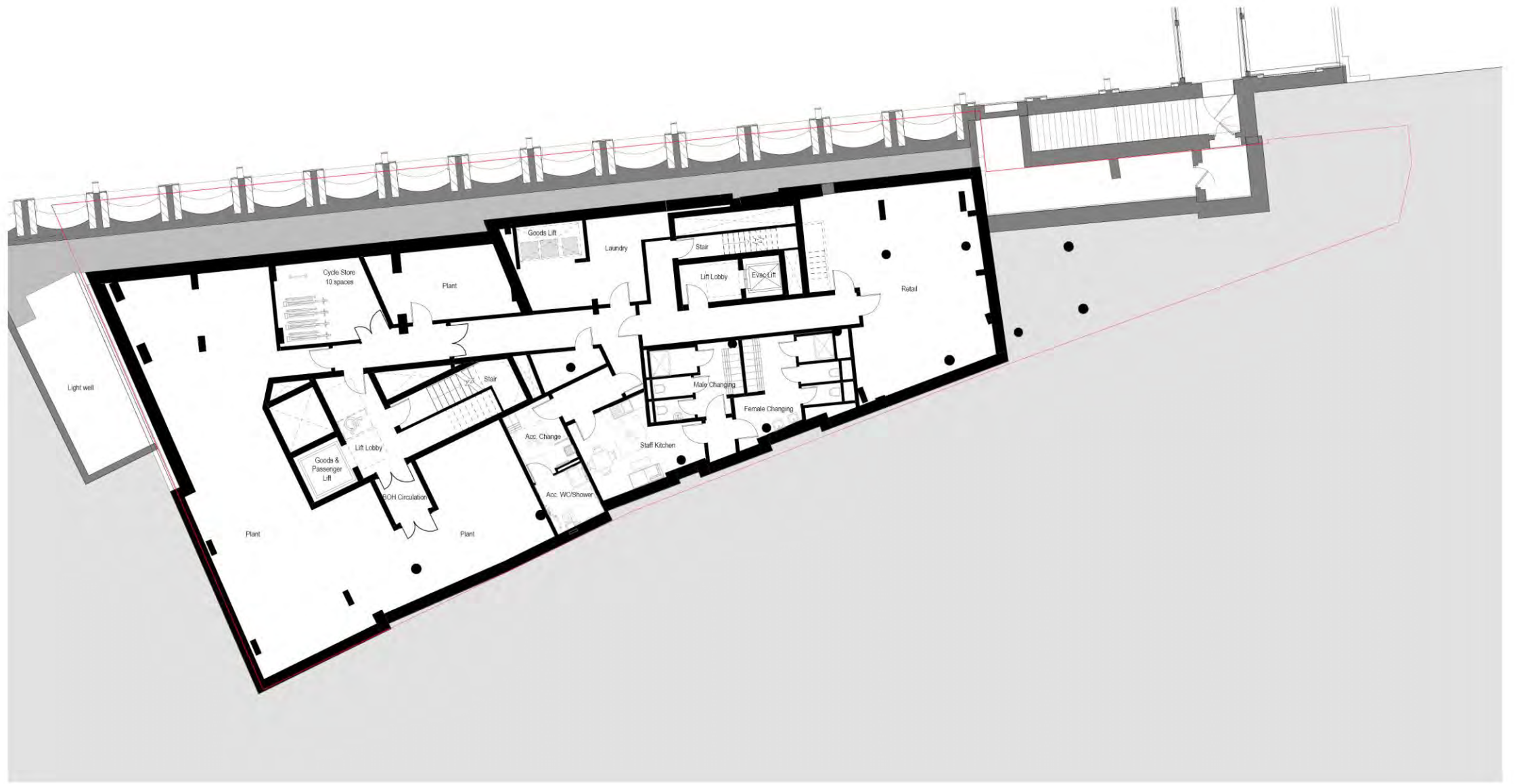




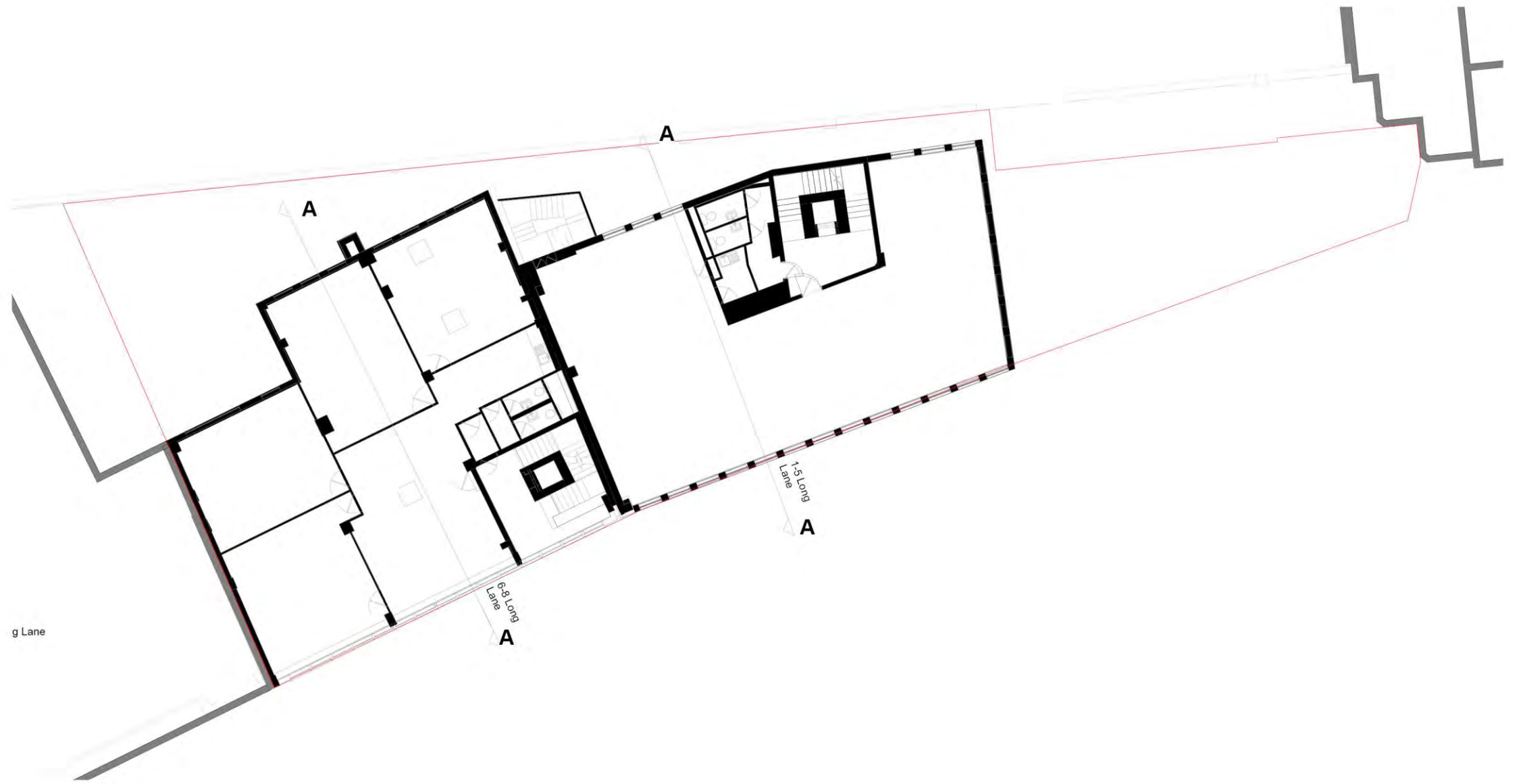
Ground Floor Plan – Proposed Deliveries & Servicing Principles



Basement Floor Plan - Existing



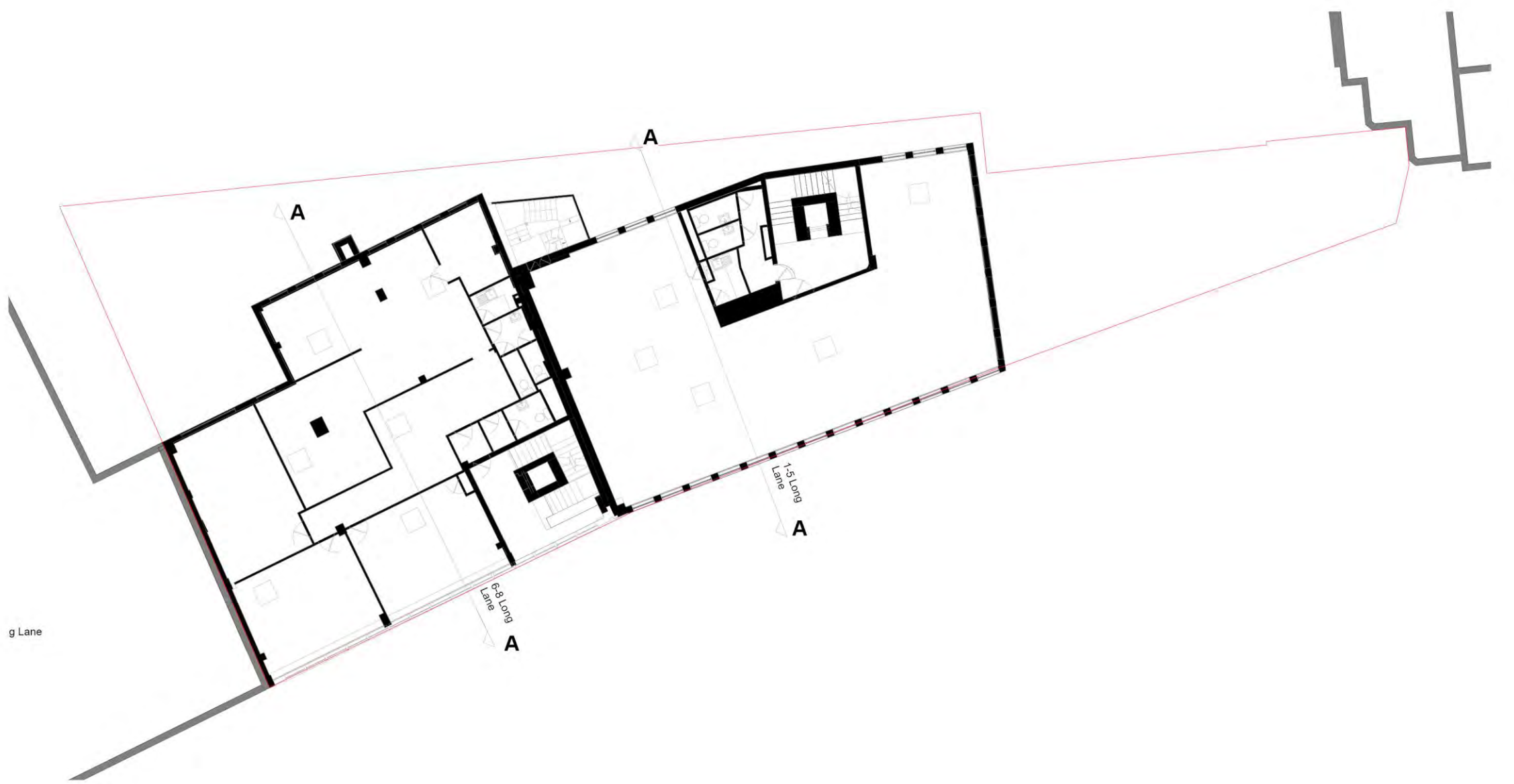
Basement Floor Plan - Proposed



First Floor Plan - Existing



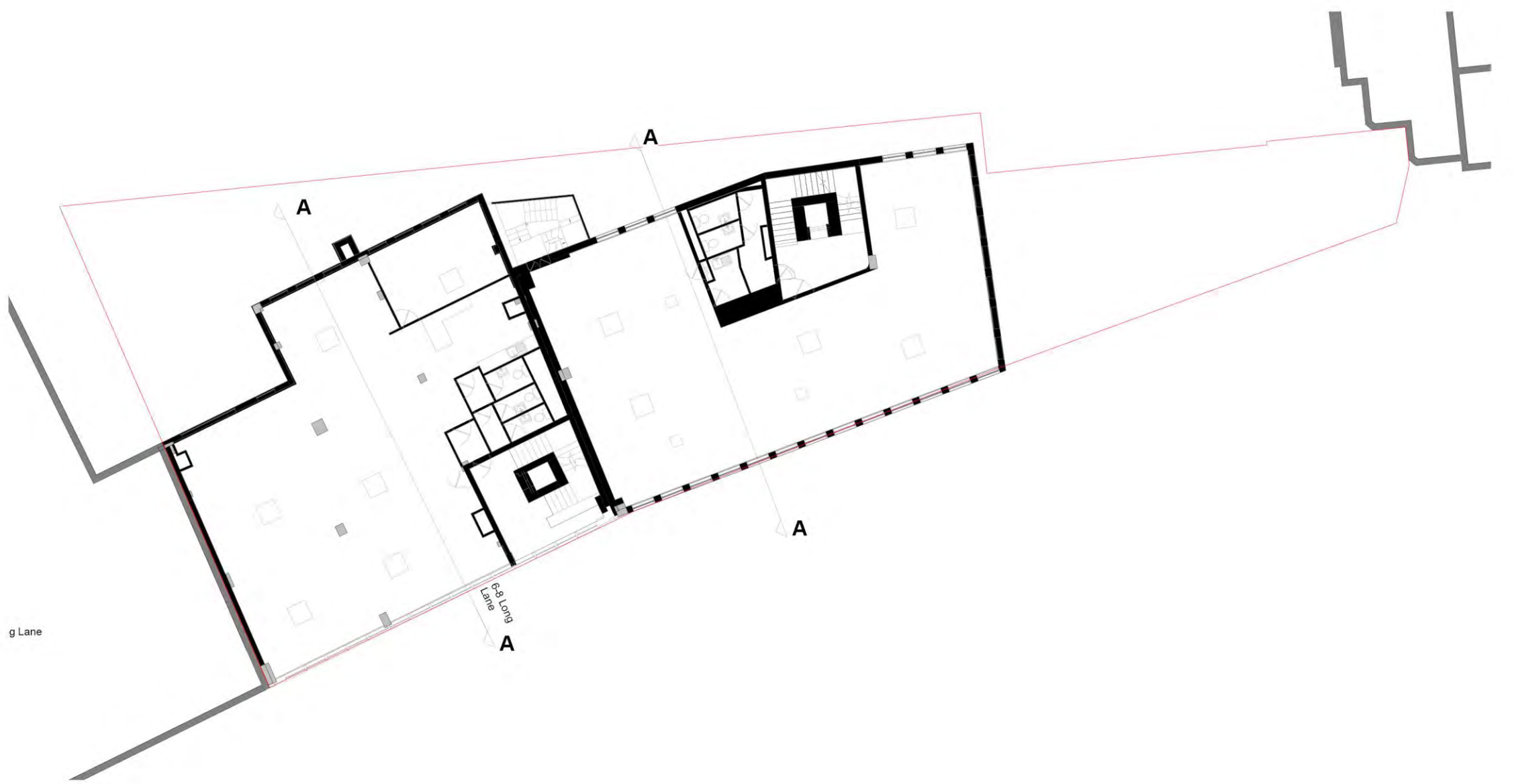
First Floor Plan - Proposed



Second Floor Plan - Existing

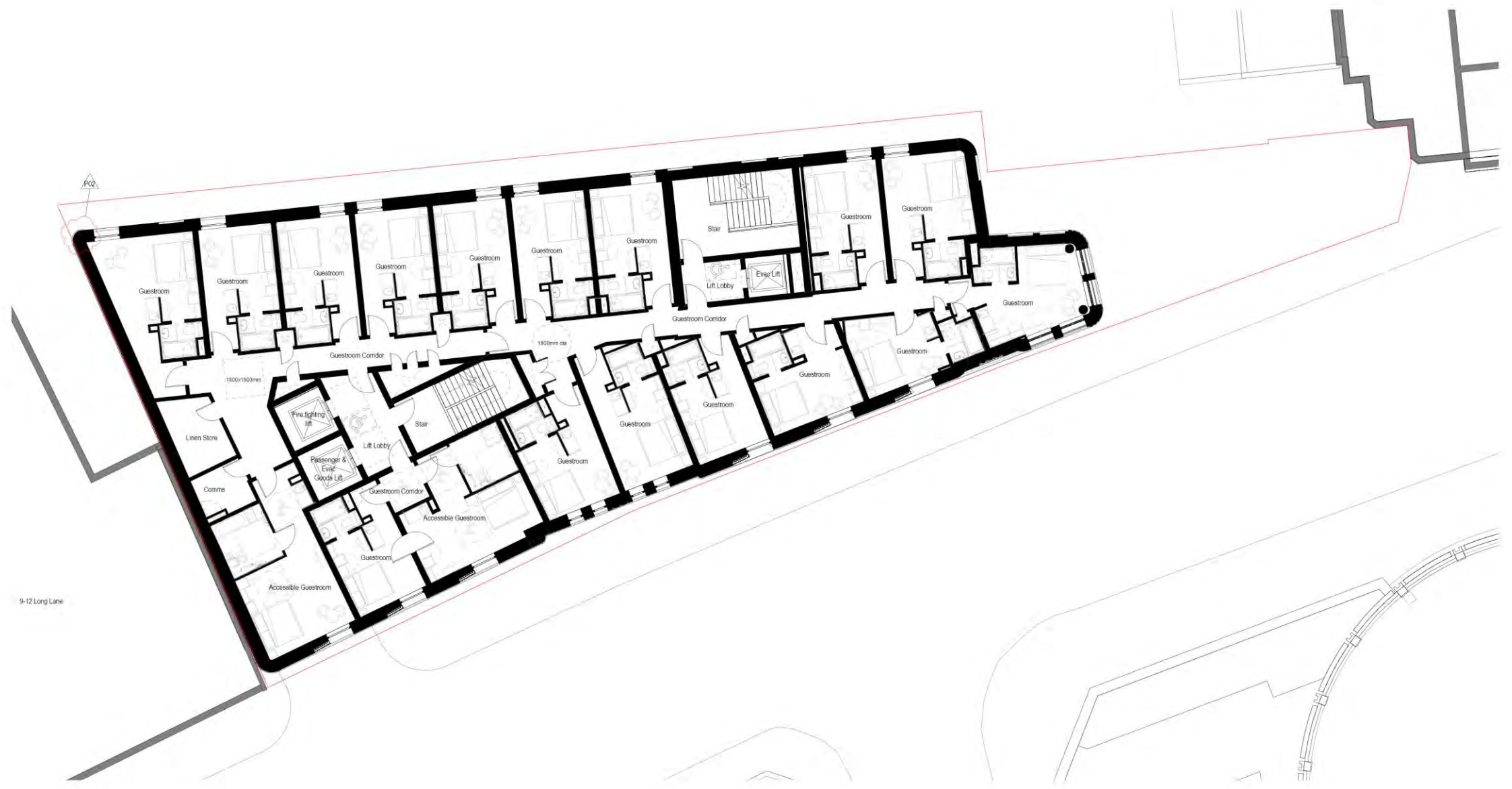


Second Floor Plan - Proposed

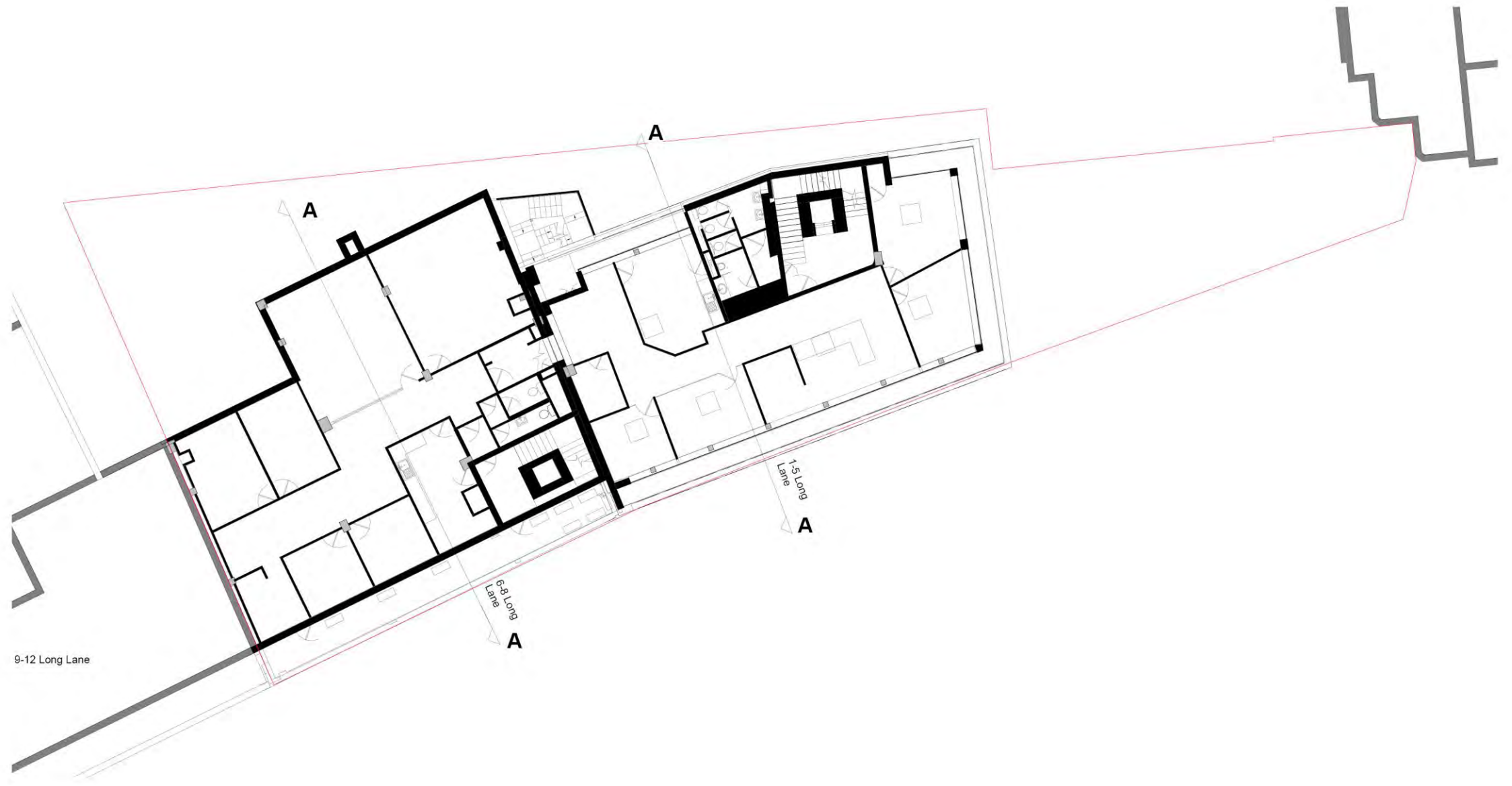


Third Floor Plan - Existing

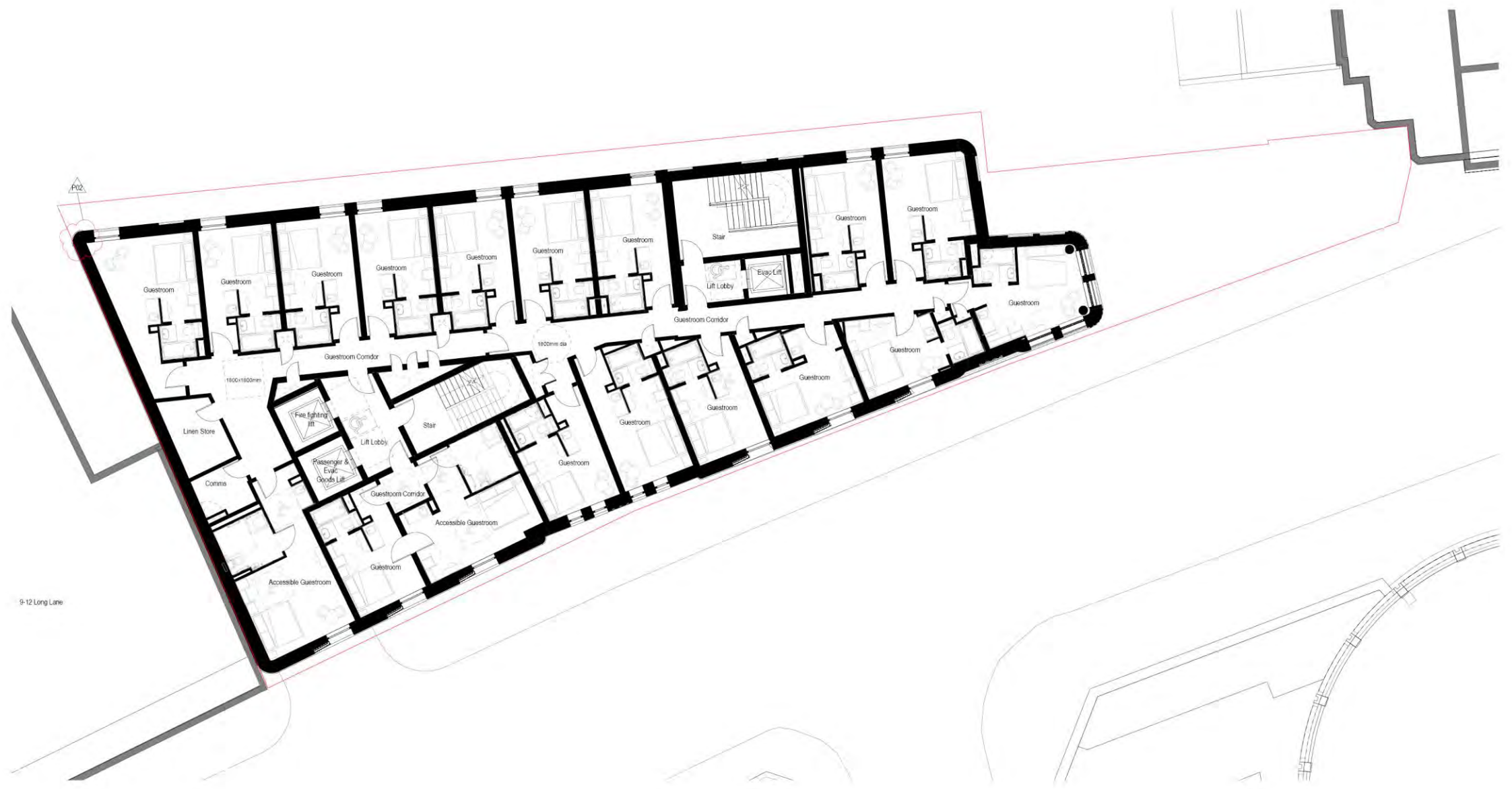




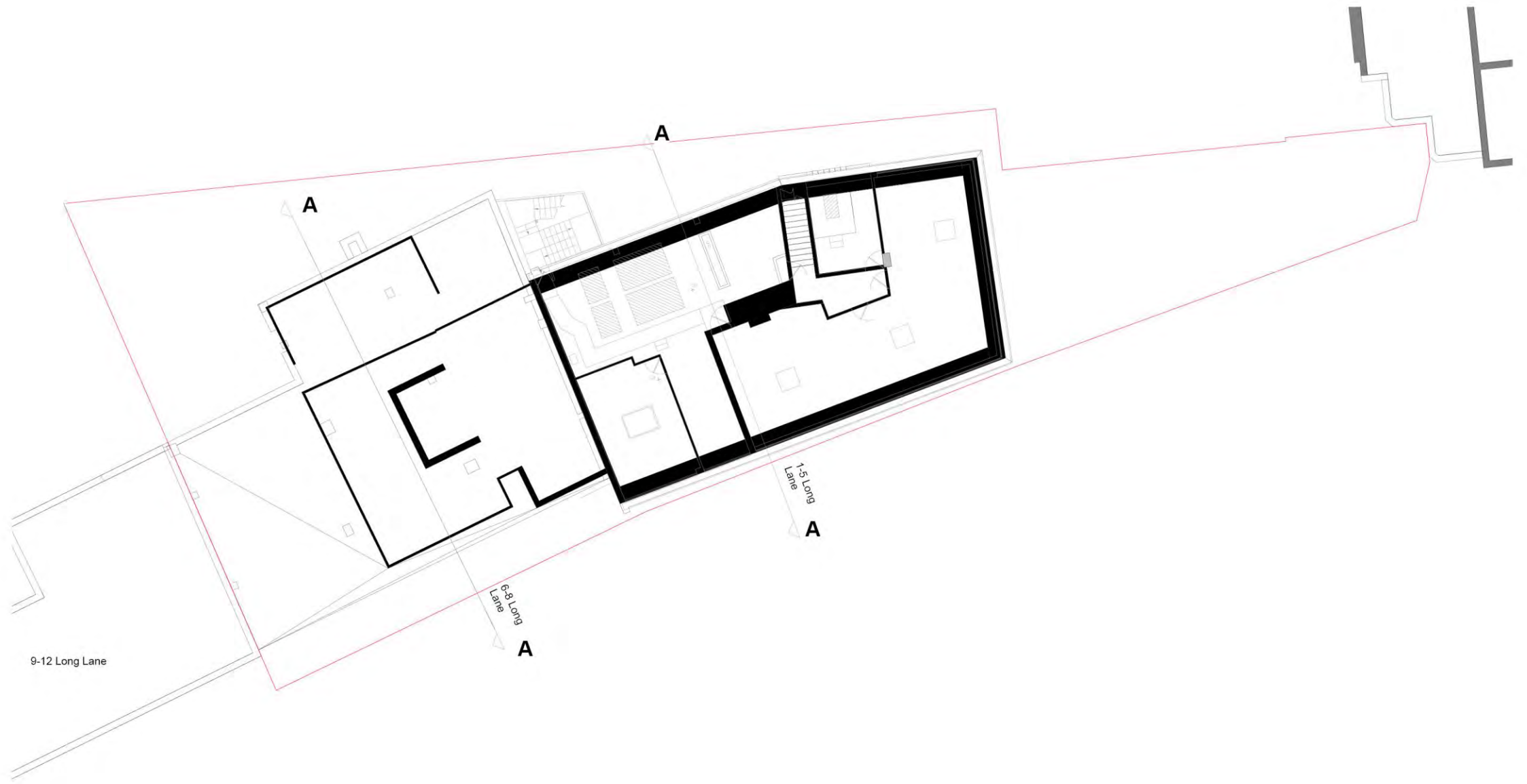
Third Floor Plan - Proposed



Fourth Floor Plan – Existing



Fourth Floor Plan – Proposed



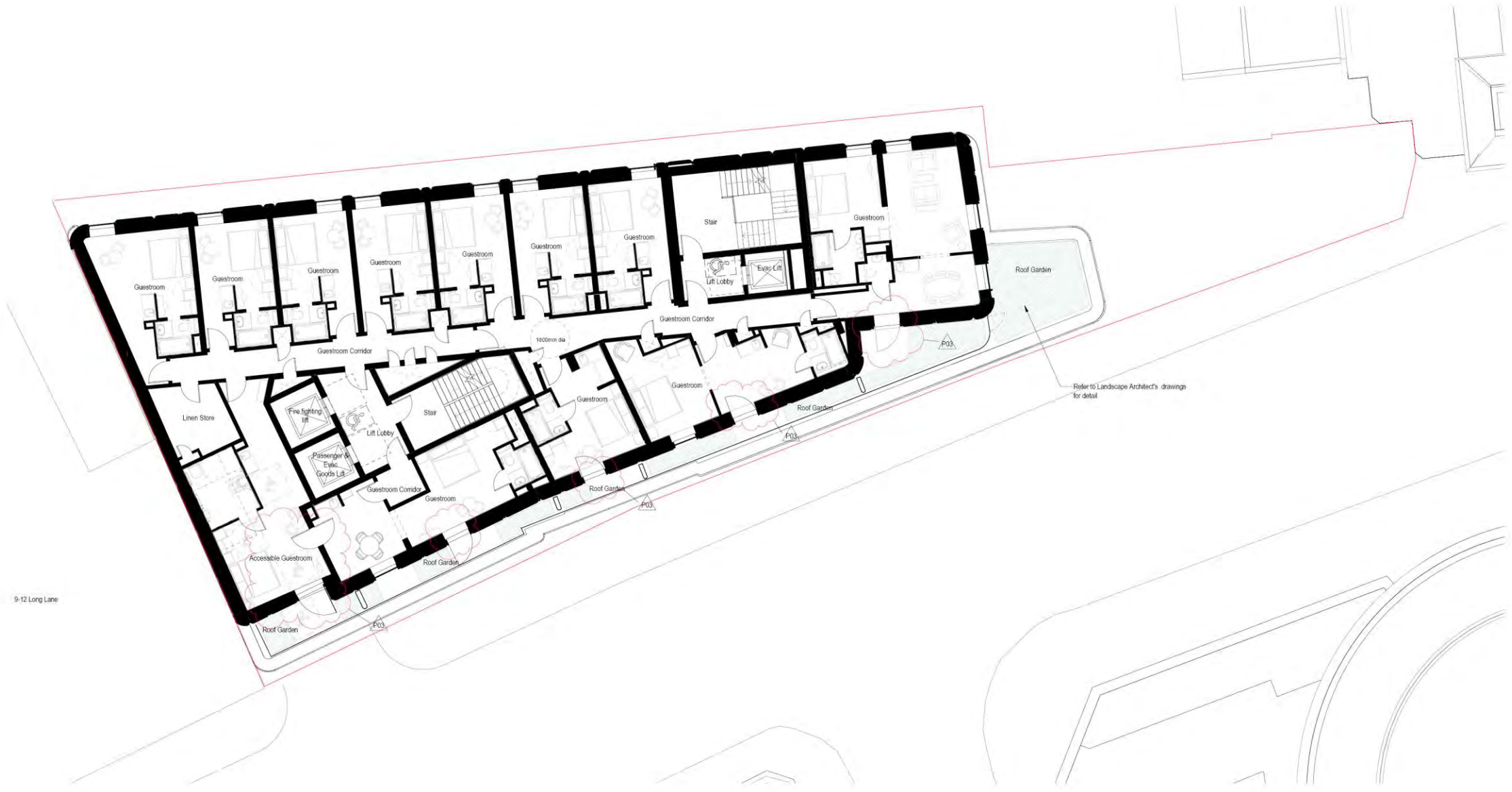
Fifth Floor Plan – Existing



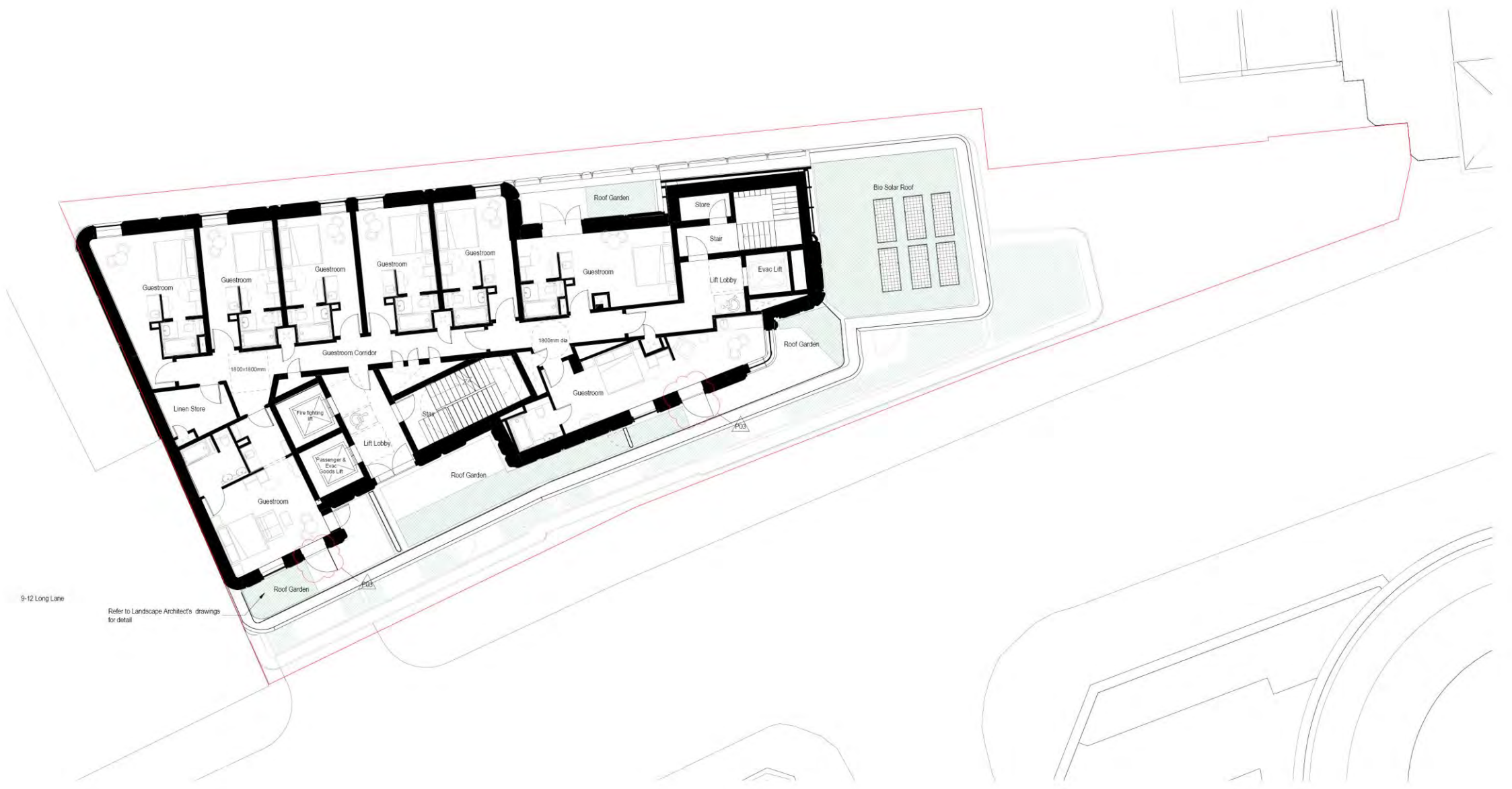
Fifth Floor Plan – Proposed



Sixth Floor Plan – Proposed

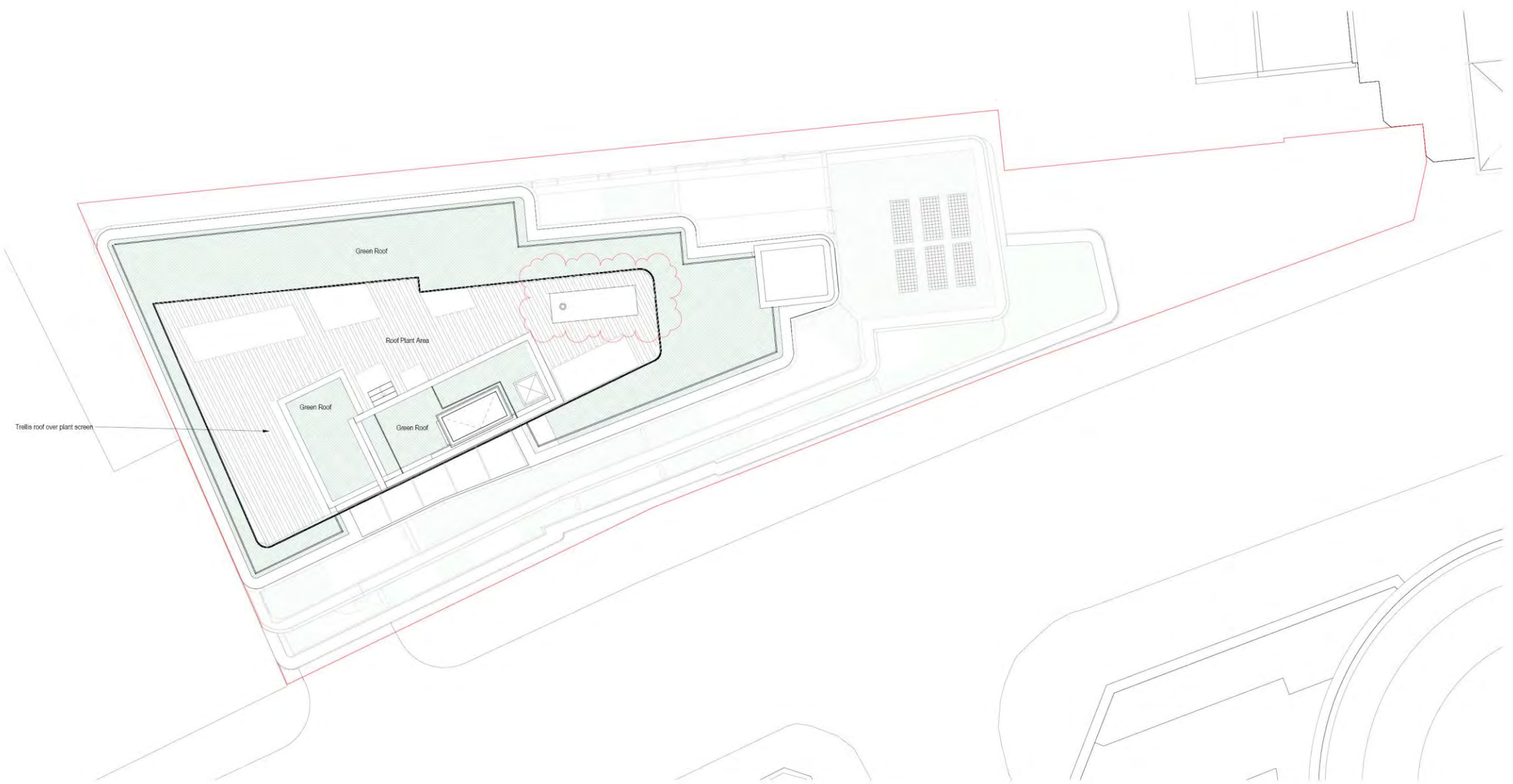


Seventh Floor Plan – Proposed

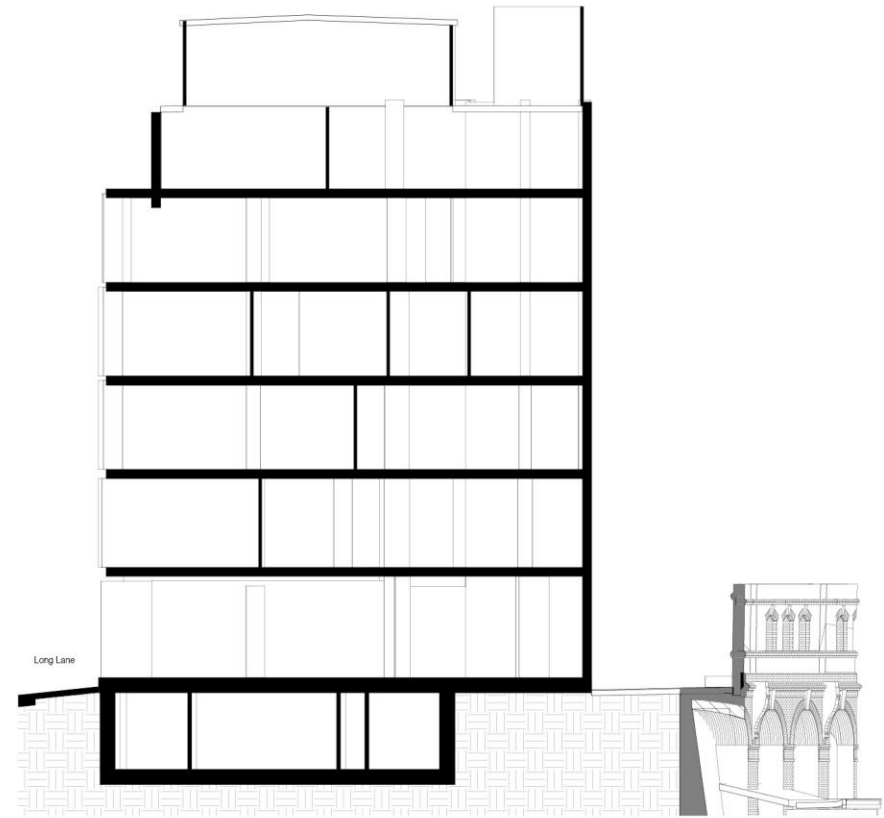
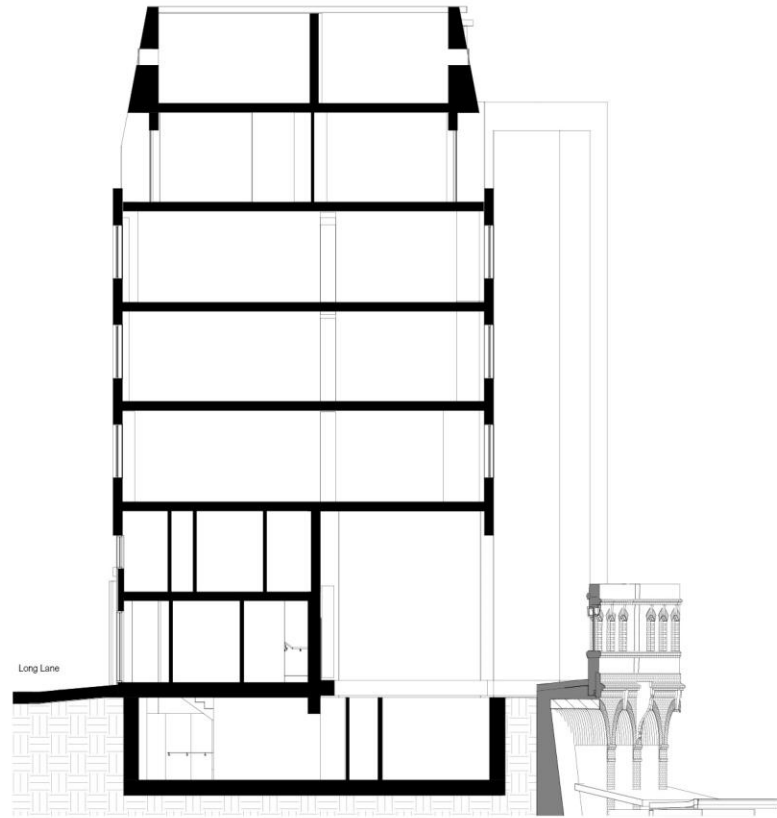
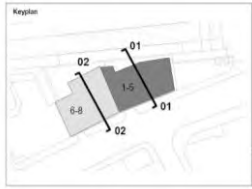


Eighth Floor Plan – Proposed

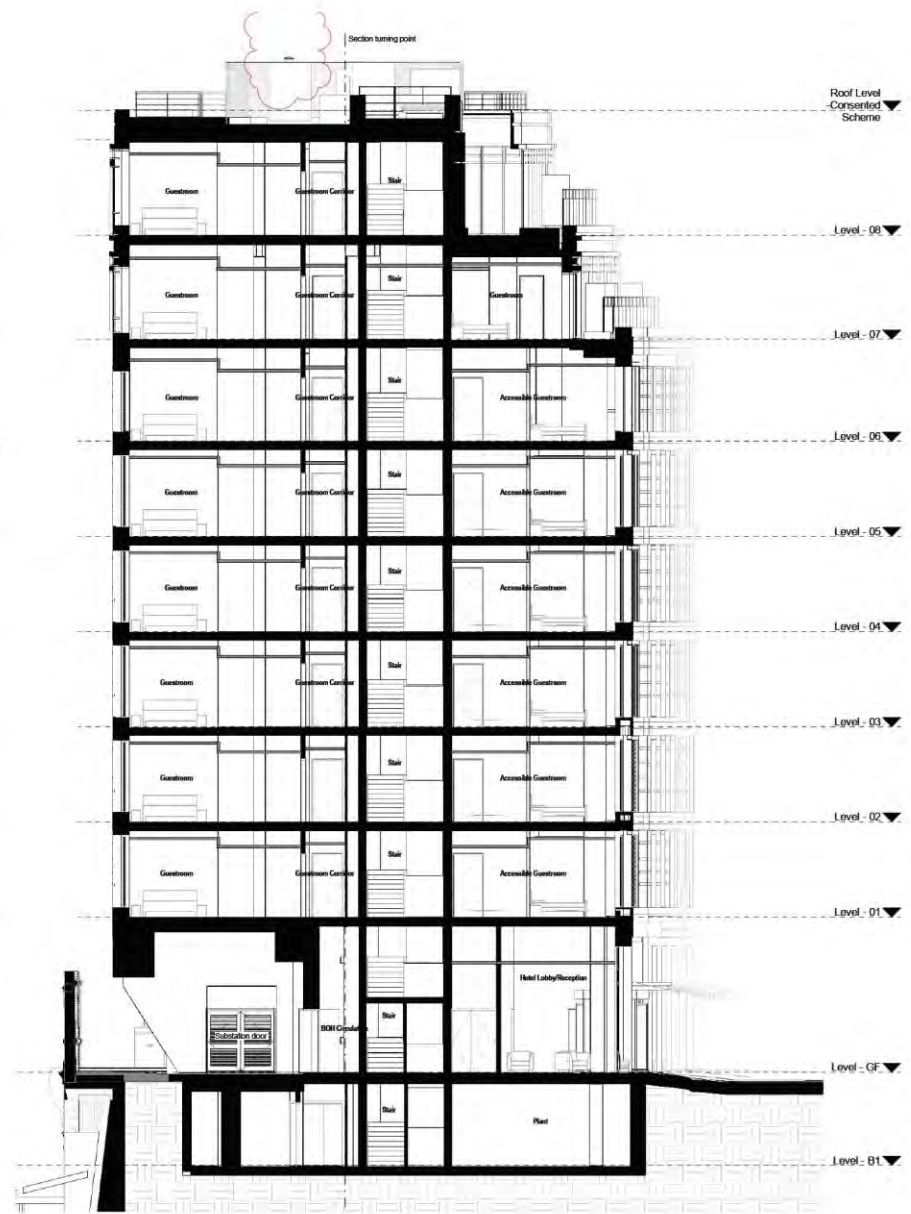
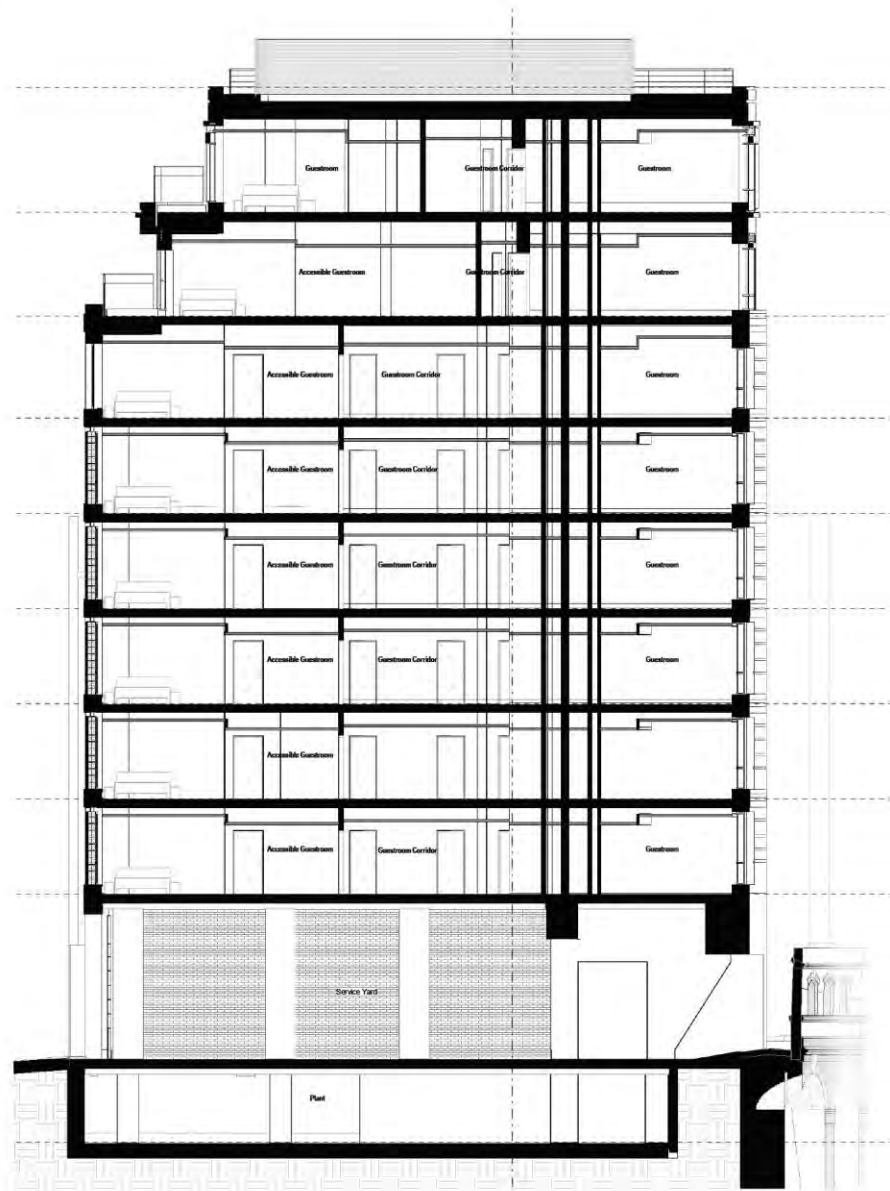
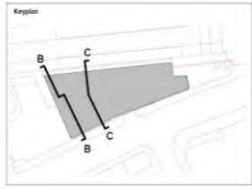




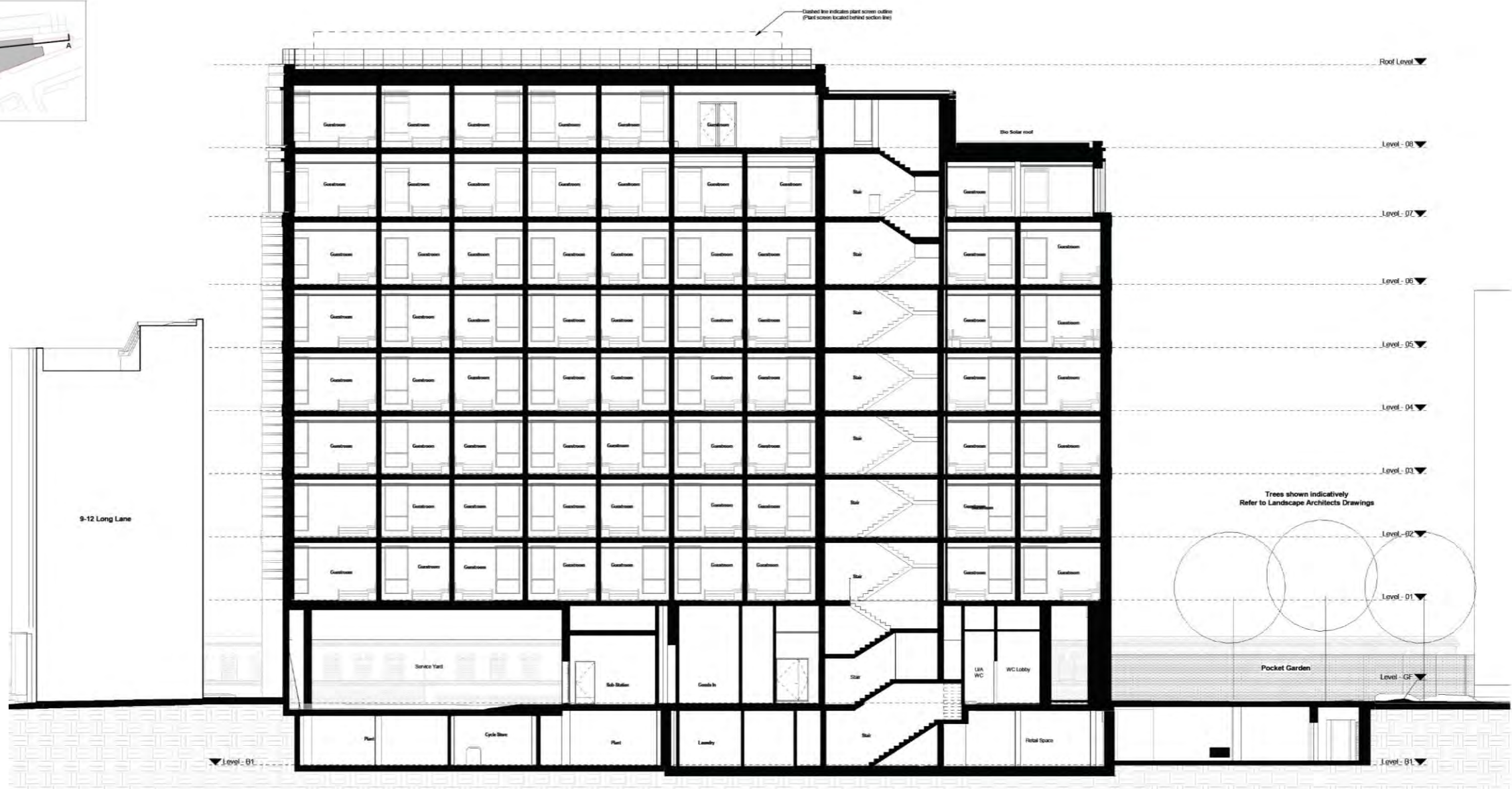
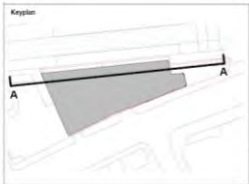
Roof Plan – Proposed



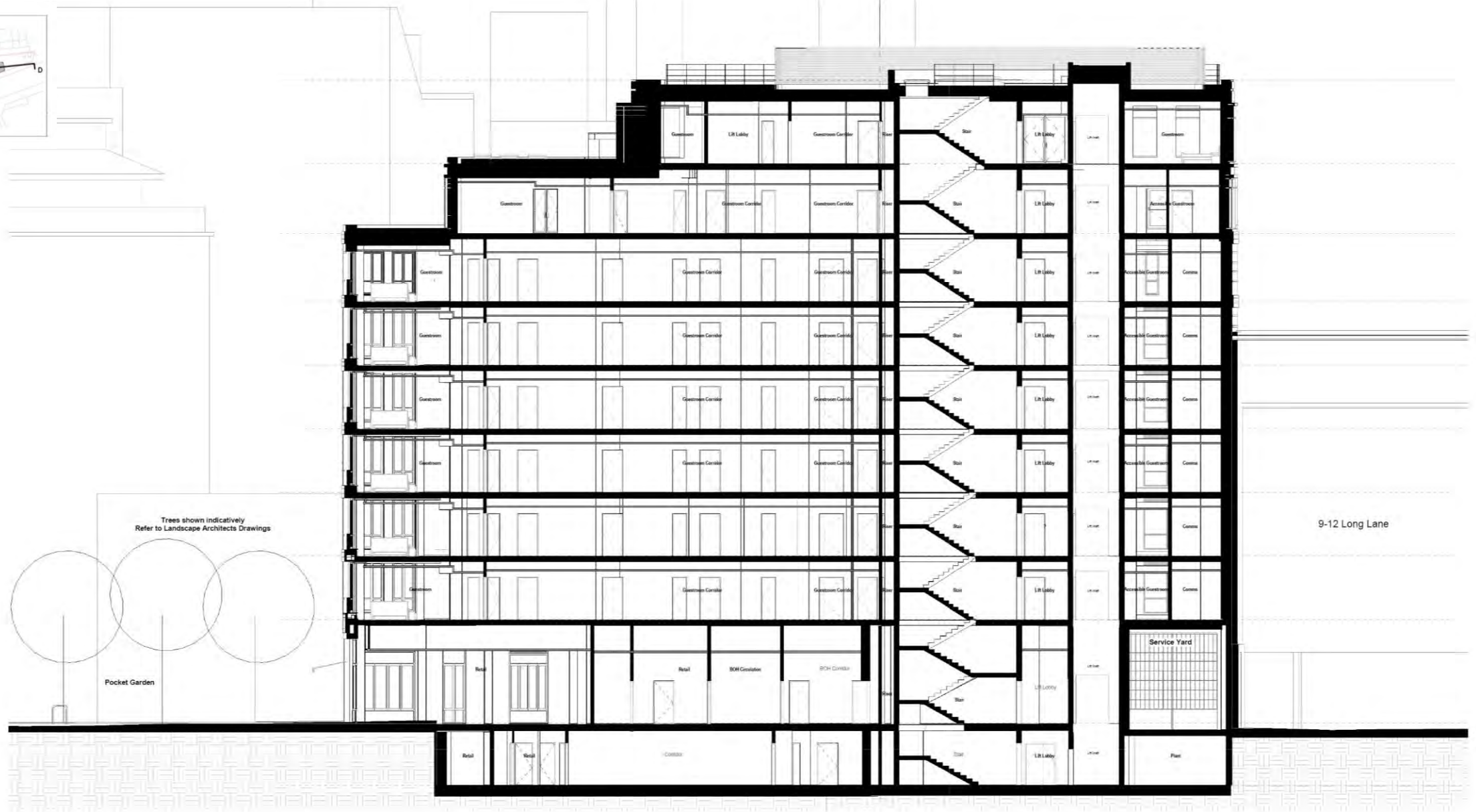
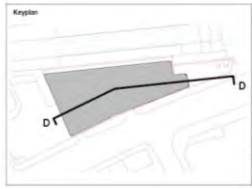
Cross Sections – Existing



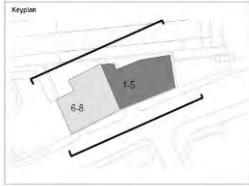
Cross Sections – Proposed



Long Sections – Proposed



Long Sections – Proposed



1 Existing Site Elevation - South  
1:200

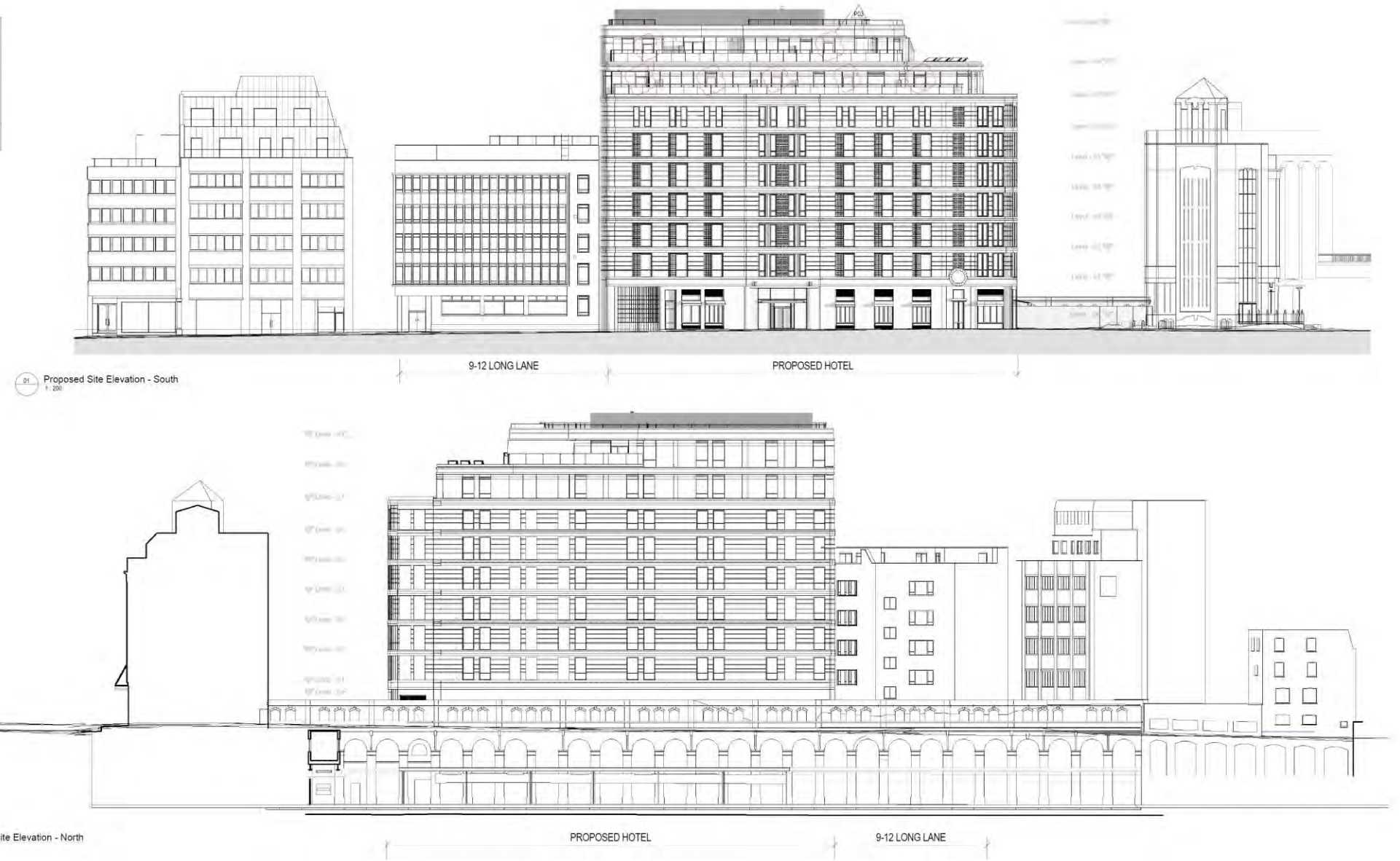
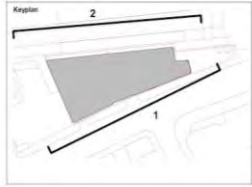
9-12 LONG LANE      6-8 LONG LANE      1-5 LONG LANE



2 Elevation 3 North Full  
1:200

1-5 LONG LANE      6-8 LONG LANE      9-12 LONG LANE

# Site Wide Elevations – Existing



Site Wide Elevations – Proposed

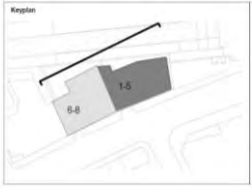


South Elevation – Existing

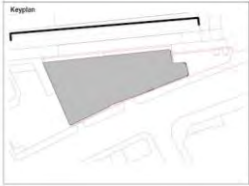




South Elevation – Proposed



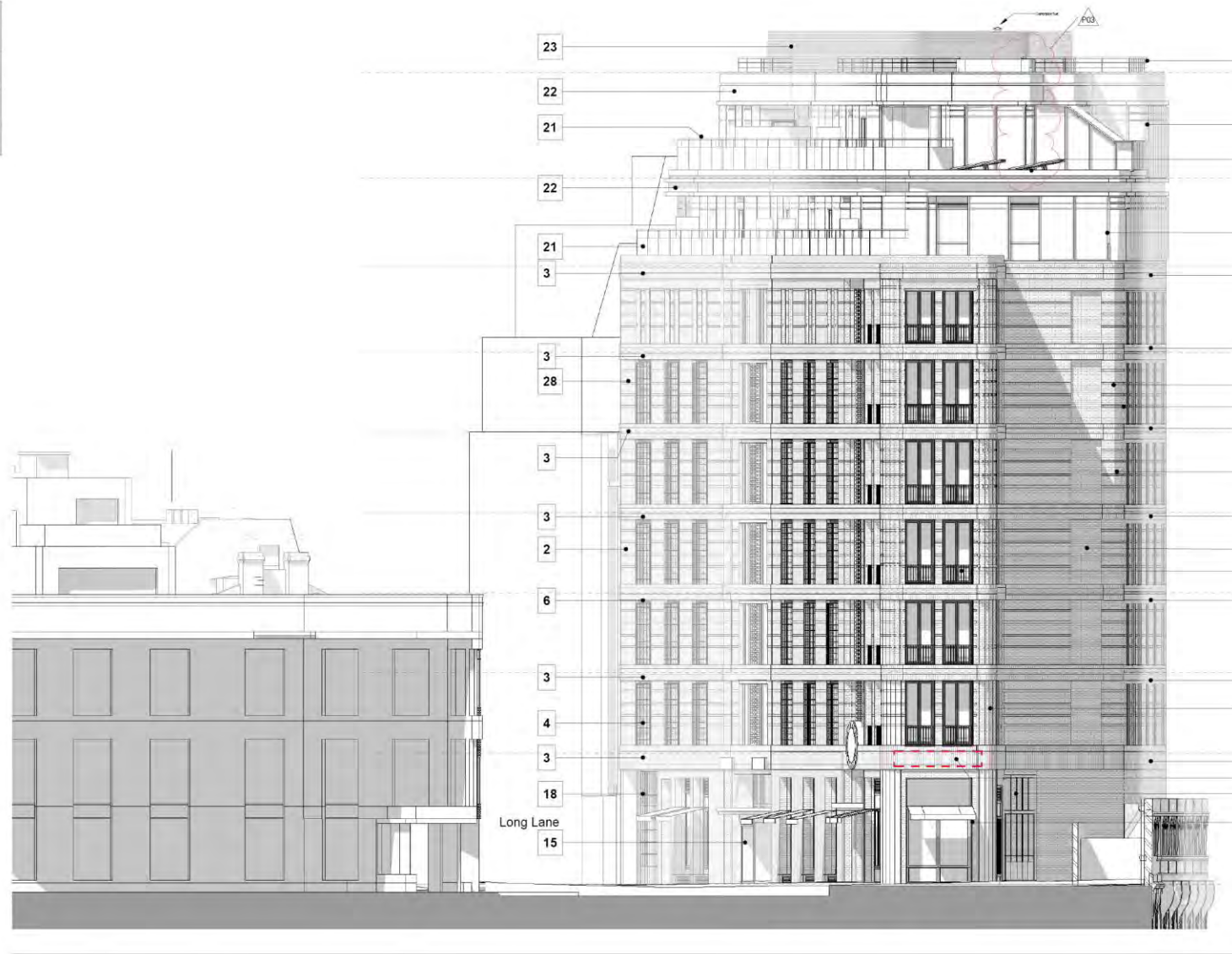
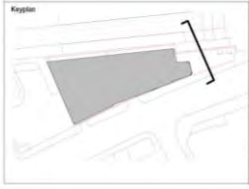
North Elevation – Existing



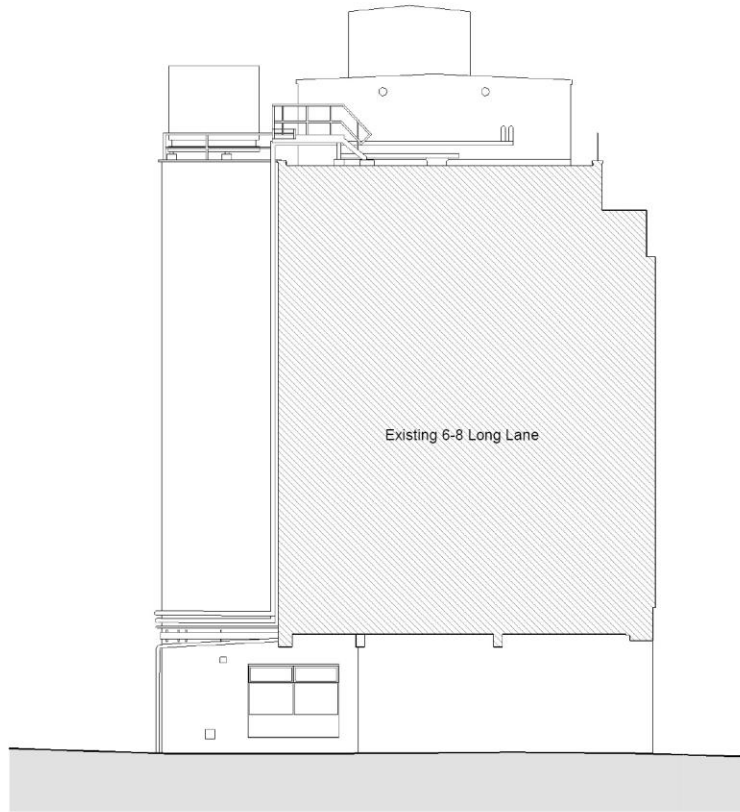
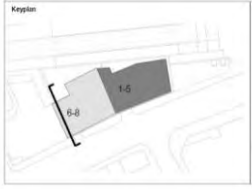
North Elevation – Proposed



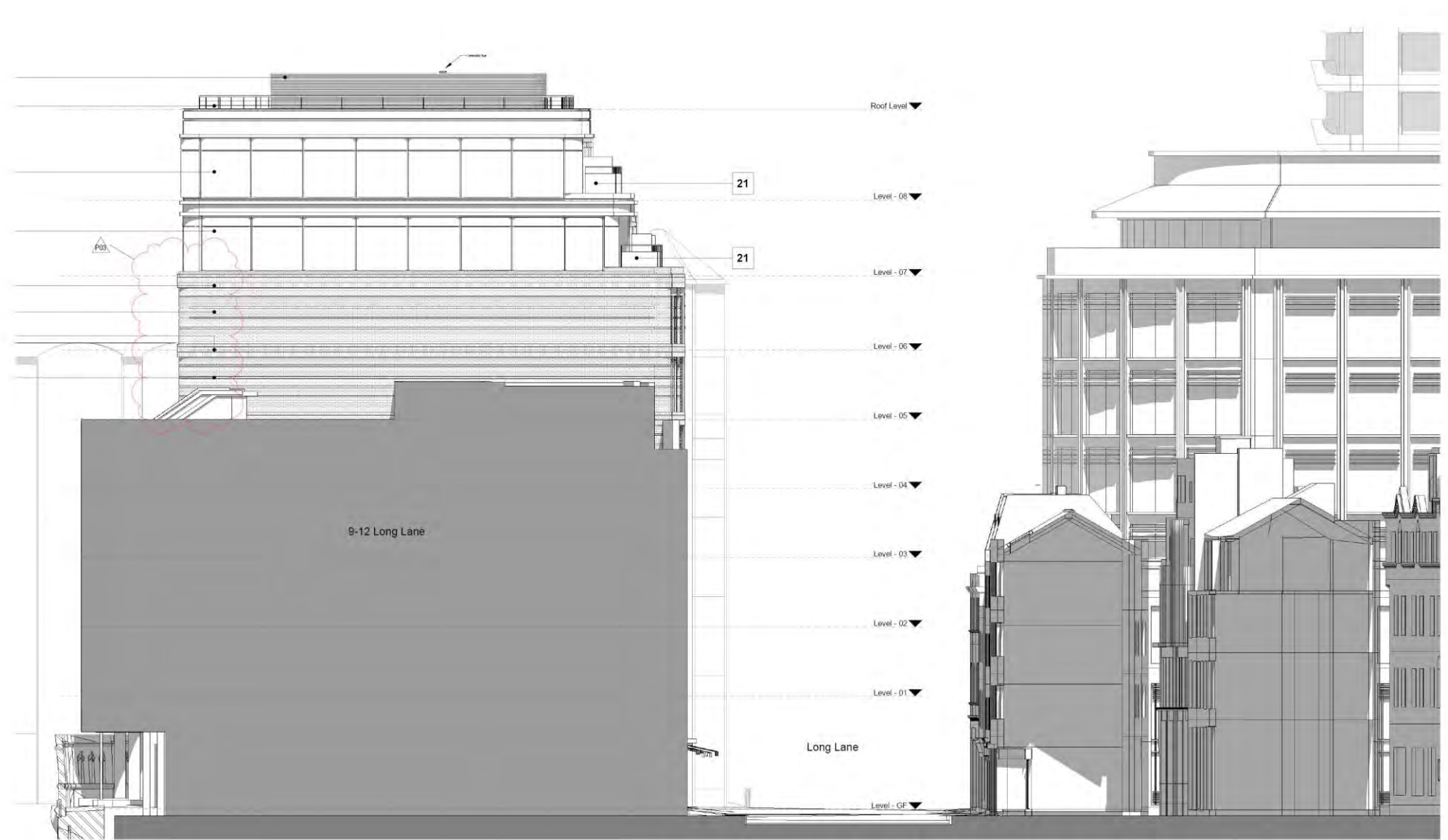
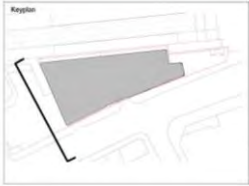
East Elevation – Existing



East Elevation – Proposed



West Elevation – Existing



West Elevation – Proposed



Verified View 01 - Baseline





Verified View 01 - Wireline



Verified View 02 - Baseline



Verified View 02 - Wireline



Verified View 03 - Baseline



Verified View 03 – Proposed View



Verified View 04 - Baseline



Verified View 04 – Wireline



Verified View 05 - Baseline





Verified View 05 – Proposed View



Verified View 06 - Baseline



Verified View 06 – Proposed View



Verified Views 07 & 08 - Baseline



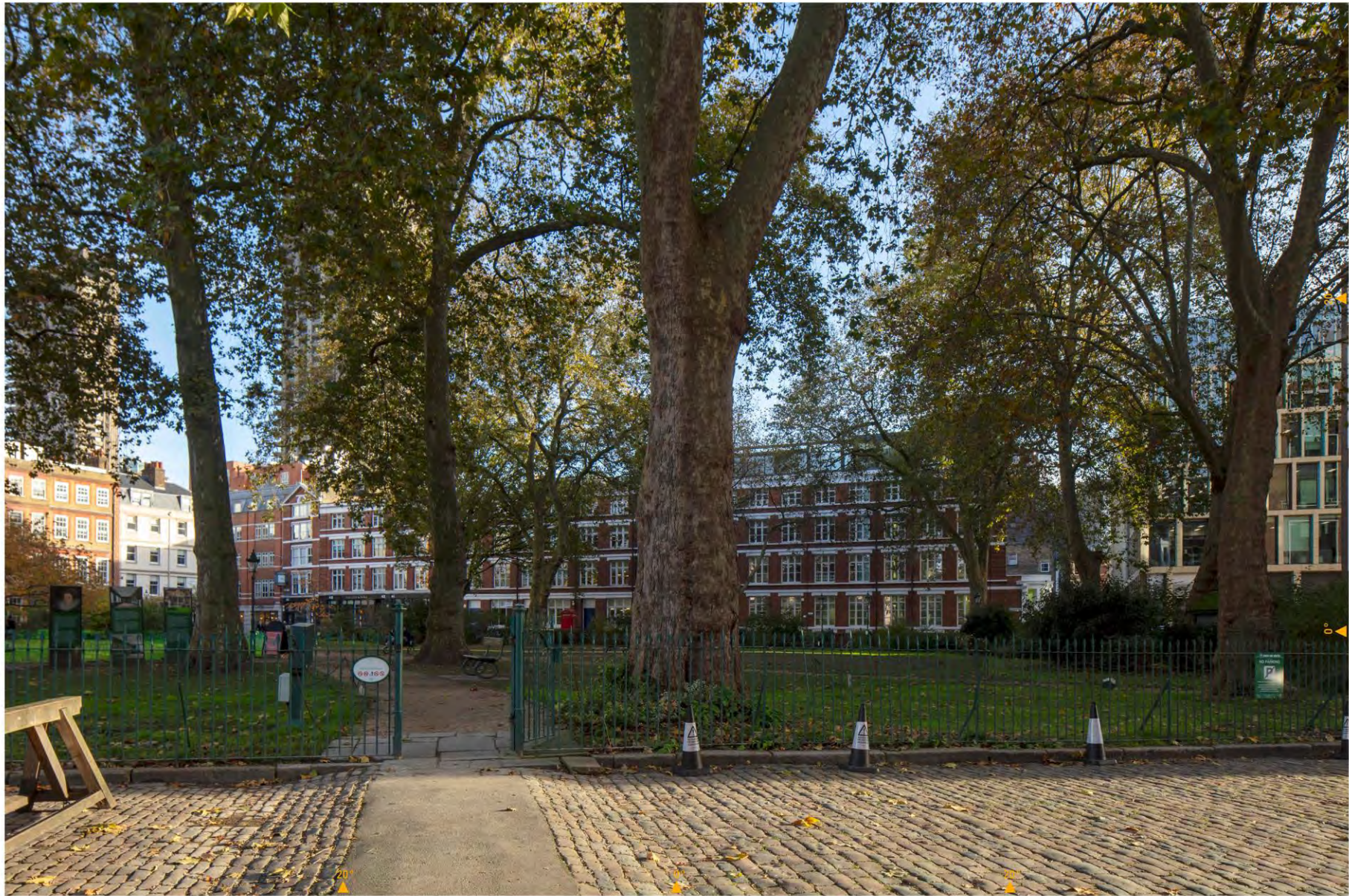
Verified Views 07 & 08 – Proposed Views



Verified View 09 - Baseline



Verified View 09 – Proposed View



Verified View 10 - Baseline





Verified View 10 - Wireline



Verified View 11 - Baseline



Verified View 11 - Wireline



Verified View 12 - Baseline



Verified View 12 - Wireline



Typical Façade Bay Detail



Landscape Plan – Masterplan Concept Image

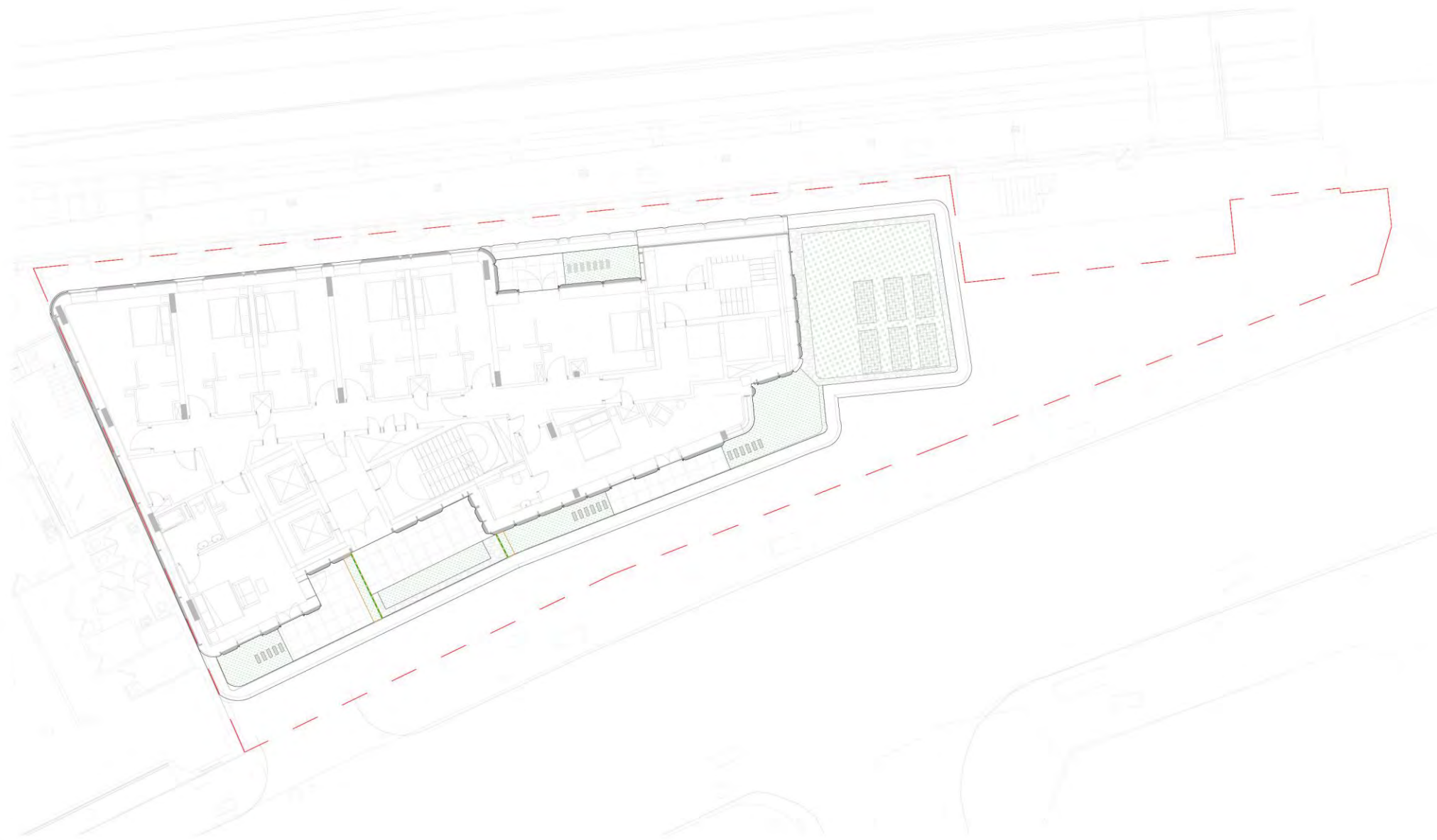


Landscape Plan – Proposed Ground Floor

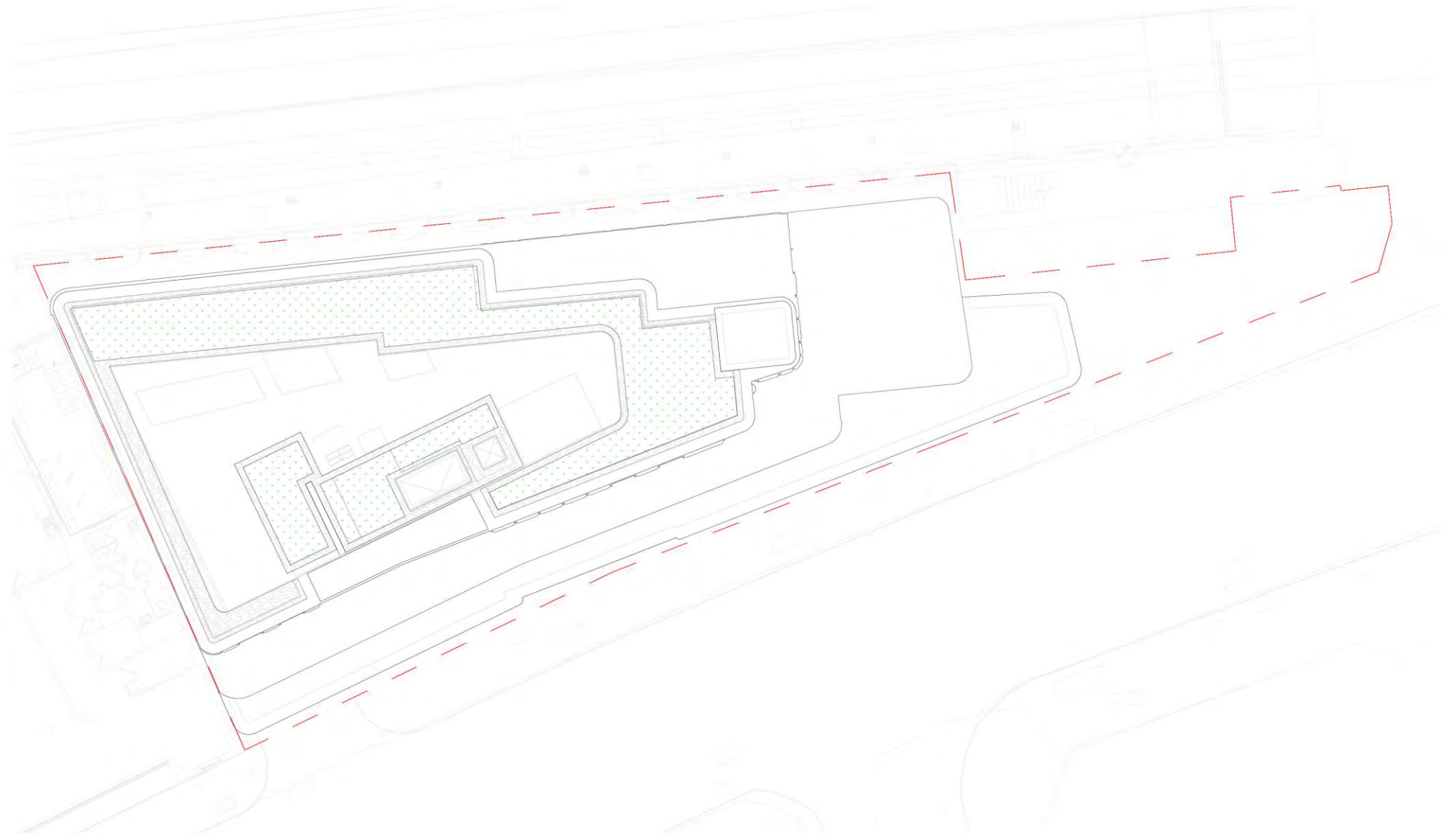




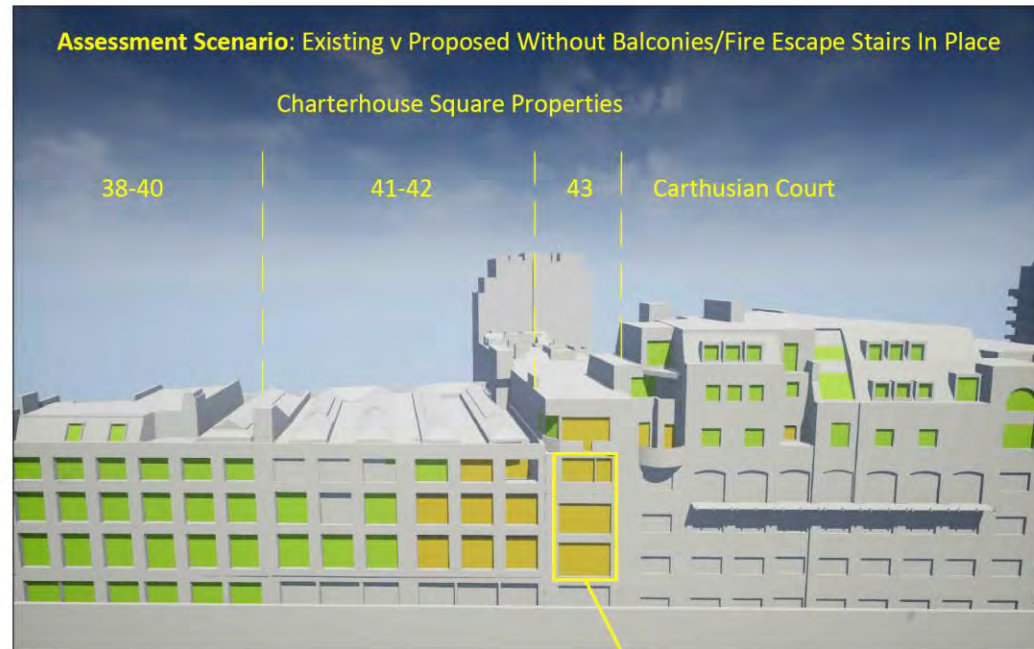
Landscape Plan – Proposed 7<sup>th</sup> Floor



Landscape Plan – Proposed 8<sup>th</sup> Floor



Landscape Plan – Proposed Roof Plan



Site Plan Showing View Location



Window Colour Key

- Percentage Reductions under 20% (in line with the BRE guidelines)
- Percentage Reductions are under 30%
- Percentage Reductions are under 40%
- Percentage Reductions are over 40%
- Non Habitable Window

Window Experiencing Highest Reductions

With the balconies in place, the windows experiences a percentage reduction of up to 47%.

However, without the balconies, this window experiences a percentage reduction of up to only 25% and retain a VSC of at least 18.99%.

This level of retained daylight is considered good for an urban area and exceeds the commensurate target values we have established for the local area.

# Elevations of Surrounding Residential Properties and Sensitive Uses








Notes:  
All windows meet the BRE guideline VSC test

Site Plan Showing View Location



Window Colour Key

-  Percentage Reductions under 20% (in line with the BRE guidelines)
-  Percentage Reductions are under 30%
-  Percentage Reductions are under 40%
-  Percentage Reductions are over 40%
-  Non Habitable Window

## Elevations of Surrounding Residential Properties and Sensitive Uses








Notes:  
All windows meet the BRE guideline VSC test

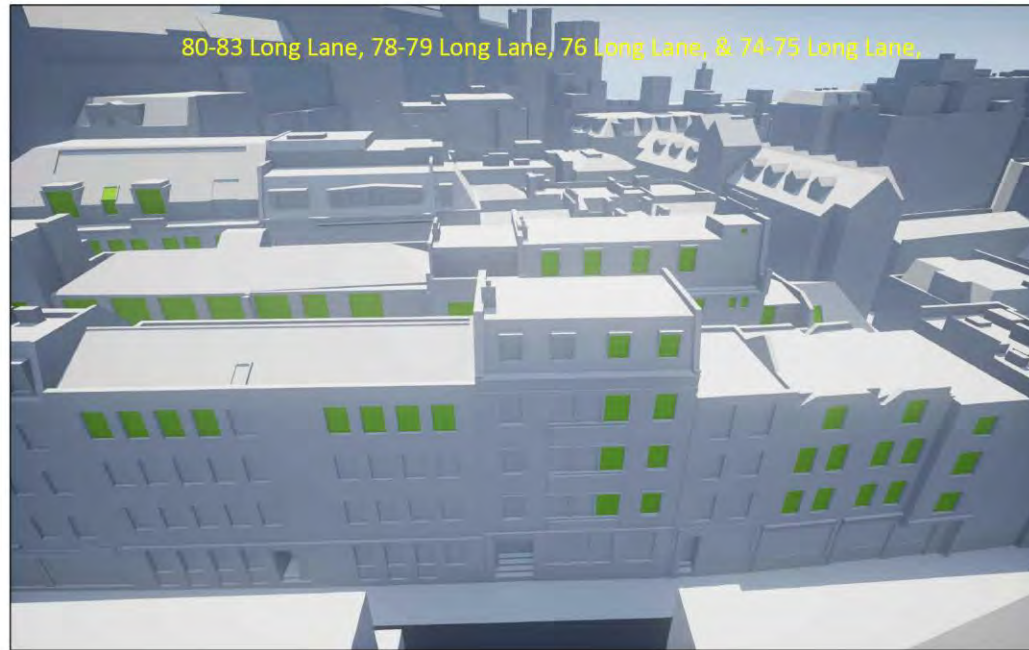
Site Plan Showing View Location



Window Colour Key

-  Percentage Reductions under 20% (in line with the BRE guidelines)
-  Percentage Reductions are under 30%
-  Percentage Reductions are under 40%
-  Percentage Reductions are over 40%
-  Non Habitable Window

## Elevations of Surrounding Residential Properties and Sensitive Uses








Notes:  
All windows meet the BRE guideline VSC test

Site Plan Showing View Location



Window Colour Key

-  Percentage Reductions under 20% (in line with the BRE guidelines)
-  Percentage Reductions are under 30%
-  Percentage Reductions are under 40%
-  Percentage Reductions are over 40%
-  Non Habitable Window

## Elevations of Surrounding Residential Properties and Sensitive Uses



Site Plan Showing View Location



Window Colour Key

- Percentage Reductions under 20% (in line with the BRE guidelines)
- Percentage Reductions are under 30%
- Percentage Reductions are under 40%
- Percentage Reductions are over 40%
- Non Habitable Window

Notes:  
 All but 2 windows meet the BRE guideline VSC test.  
 The remaining 2 windows retain a VSC of at least 20% which is considered good for an urban area.

# Elevations of Surrounding Residential Properties and Sensitive Uses










Site Plan Showing View Location



Window Colour Key

-  Percentage Reductions under 20% (in line with the BRE guidelines)
-  Percentage Reductions are under 30%
-  Percentage Reductions are under 40%
-  Percentage Reductions are over 40%
-  Non Habitable Window

Notes:  
All windows meet the BRE guideline VSC test.

## Elevations of Surrounding Residential Properties and Sensitive Uses

1-8 LONG LANE ---- VSC SUMMARY ---- (NO. OF WINDOWS)				
Address	Total No. of Windows that Meet BRE Guidelines	Below BRE Guidelines		
		20-29% Loss	30-39.9% Loss	>=40% Loss
Griffin Court, 13-17 Long Lane	14	0	0	0
3 Hayne Street	9	0	0	0
Nursery,38 Charterhouse Square	2	0	0	0
39 Charterhouse Square	2	0	0	0
40 Charterhouse Square	8	0	0	0
41 Charterhouse Square	3	3	0	0
42 Charterhouse Square	2	6	2	0
43 Charterhouse Square	5	3	0	3
12 Carthusian Court	32	3	0	0
15 Carthusian Court	38	0	0	0
80-83 Long Lane	8	0	0	0
78-79 Long Lane	16	0	0	0
76 Long Lane	5	0	0	0
74-75 Long Lane	8	0	0	0
24-25 Middle St	2	0	0	0
23 Middle Street	19	0	0	0
22 Middle Street	8	0	0	0
18-21 Middle Street	23	0	0	0
15-17 Middle Street	11	2	0	0
3 Cloth Street	51	0	0	0
4-5 Middle Street	5	0	0	0
Sedon House, Barbican	52	0	0	0
Lauderdale Place	96	0	0	0
John Trundle Court	51	0	0	0
<b>Total</b>	<b>470</b>	<b>17</b>	<b>2</b>	<b>3</b>

Tables Summarising Daylight / Sunlight Impacts

1-8 LONG LANE ---- NSL SUMMARY ---- (NO. OF WINDOWS)				
Address	Total that Meet BRE Guidelines	Below BRE Guidelines		
		20-29% Loss	30-39.9% Loss	>=40% Loss
Griffin Court, 13-17 Long Lane	9	0	0	0
3 Hayne Street	3	0	0	0
Nursery,38 Charterhouse Square	1	0	0	0
39 Charterhouse Square	1	0	0	0
40 Charterhouse Square	4	0	0	0
41 Charterhouse Square	3	0	0	1
42 Charterhouse Square	4	0	2	1
43 Charterhouse Square	3	1	0	0
12 Carthusian Court	21	1	2	0
15 Carthusian Court	16	0	0	0
80-83 Long Lane	3	0	0	0
78-79 Long Lane	4	0	0	0
76 Long Lane	3	0	0	0
74-75 Long Lane	6	0	0	0
24-25 Middle St	2	0	0	0
23 Middle Street	14	0	0	0
22 Middle Street	2	0	0	0
18-21 Middle Street	12	0	0	0
15-17 Middle Street	4	2	0	2
3 Cloth Street	25	0	0	0
4-5 Middle Street	4	0	0	0
Sedon House, Barbican	50	0	0	0
Lauderdale Place	60	0	0	0
John Trundle Court	17	0	0	0
<b>Total</b>	<b>271</b>	<b>4</b>	<b>4</b>	<b>4</b>

Tables Summarising Daylight / Sunlight Impacts

1-8 LONG LANE ---- APSPH SUMMARY ---- (NO. OF ROOMS)				
Address	Meet BRE Guidelines	Below BRE Guidelines		
		20-29% Loss	30-39.9% Loss	>=40% Loss
Griffin Court, 13-17 Long Lane	1	0	0	0
3 Hayne Street	1	0	0	0
Nursery,38 Charterhouse Square	1	0	0	0
39 Charterhouse Square	1	0	0	0
40 Charterhouse Square	4	0	0	0
41 Charterhouse Square	4	0	0	0
42 Charterhouse Square	6	1	0	0
43 Charterhouse Square	1	1	2	0
12 Carthusian Court	24	0	0	0
15 Carthusian Court	16	0	0	0
78-79 Long Lane	4	0	0	0
23 Middle Street	1	0	0	0
22 Middle Street	2	0	0	0
15-17 Middle Street	1	0	0	0
4-5 Middle Street	1	0	0	0
Lauderdale Place	60	0	0	0
John Trundle Court	17	0	0	0
<b>Total</b>	<b>145</b>	<b>2</b>	<b>2</b>	<b>0</b>

Tables Summarising Daylight / Sunlight Impacts

Sustainability – Fact Sheet

**1-8 Long Lane**

### SUSTAINABLE DRAINAGE

Blue roofs being considered to contribute to climate.



### DESIGN FOR DISASSEMBLY

Design for disassembly approach of hand laid brick facade and brick slip systems.



### RECYCLE MATERIALS

Opportunity for glazing recycling in closed loop being pursued.



### DESIGN FOR LONGEVITY

High quality, durable materials and facade design to maximise delight and longevity.



### REUSE SUBSTRUCTURE

Opportunity for substructure and foundation reuse being interrogated.



### MAXIMISE BIODIVERSITY

Opportunities to maximise greening and biodiversity being pursued, including roof gardens, green facade and pocket garden.



### PASSIVE DESIGN

Facade design being optimised to maximise daylight and views whilst minimising overheating and energy consumption.



### CARBON SAVINGS

Opportunity to plug into Citigen district heat network being explored to minimise plant embodied carbon. Citigen decarbonisation strategy an important WLC consideration.



### HEALTHY MATERIALS

Commitment to specify healthy materials (e.g. low VOC) to maximise occupier wellbeing.



### CLIMATE RESILIENCE

Pocket garden and public realm designed to maximise user comfort through microclimate design and attract / accommodate diverse users.



# Whole Life-Cycle Carbon Assessment

## 1-8 Long Lane – A Low Carbon Hotel



### Process undertaken for low carbon design

**Pre-redevelopment audit:** Commitment to ~30-35% basement retention

**Stage 2 Design:** Strategies undertaken

- ↓ Concrete Mix with 50% GGBS
- ↓ Shift from raft foundation with piles to fully piled foundations
- ↓ Shift from steel frame with composite slabs to in situ RC frame
- ↓ Shift from precast concrete façade with mounted bricks to brick-slip facade

Carbon reduction savings achieved by low carbon design: ↓11% (A1-A5)

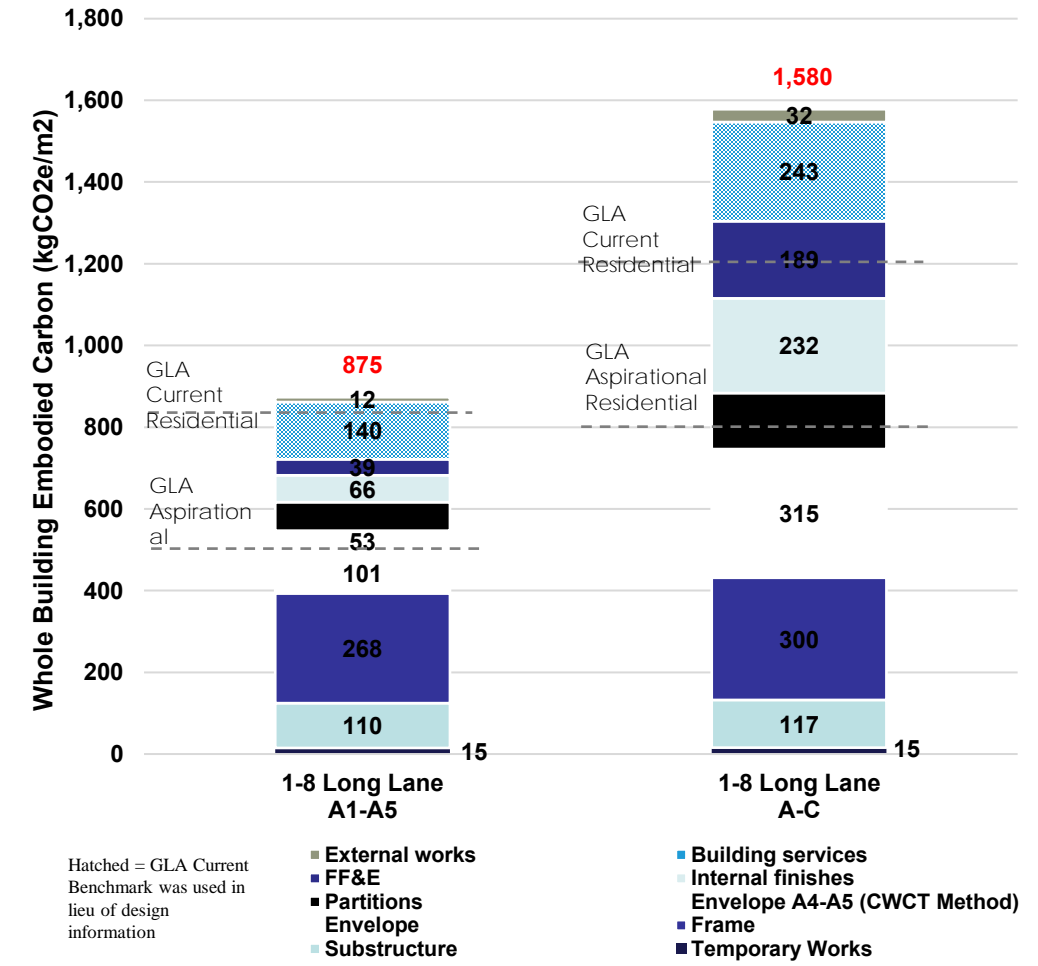
### End of Stage 2 Status: 1-8 Long Lane is a A Low Carbon Hotel

- **Benchmark comparability:** GLA benchmarks are defined for residential buildings. Comparison does not fully capture the proactive measures to minimize carbon emissions.
- **Key differences:** Hotel typologies typically feature more carbon intensive elements notably partitions, finishes and FF&E, compared to residential projects.

### Next: Further carbon reduction opportunities

- **Optimization:** Rationalise number and extent of transfer structures, optimize column, core, substructure assumptions.
- **Optioneering:** Explore low carbon alternatives for façade SFS, aluminium rainscreen, plasterboard, insulation and FR doors

1-8 Long Lane - Stage 2 Embodied Carbon



**Public Art Intention:**

The building and grounds of the proposed development offer opportunities for art work to be displayed. These could be in a variety of artistic mediums, with a programme of display periodically rotated and curated in collaboration with local artists and stakeholder groups.

Some examples of the type of potential art works that could be displayed are illustrated here, but there is broad opportunity for creativity.

All the concepts shown are subject to permission from any relevant authorities, including the City of London Planning Dept. & Transport for London.

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**EXAMPLES OF ARTISTIC MEDIUMS:**

- Sculpture
- Relief Sculpture
- Material Art
- Printed Artworks
- Light Installations



Sculpture



Relief Sculpture



Material Art



Printed Artworks



Light Installations



Architectural Glass / Panel Art

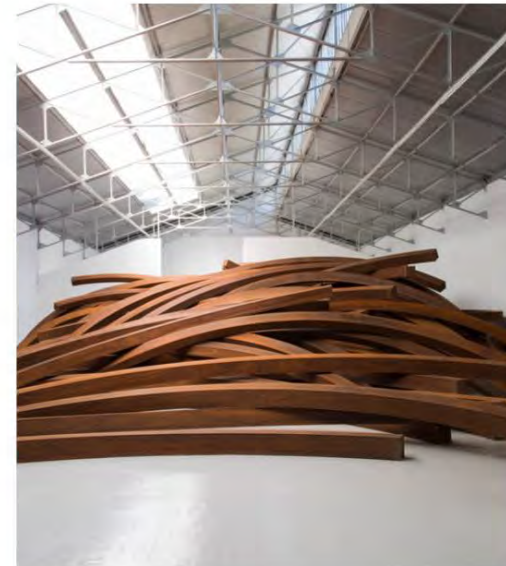
This proposal illustrates a possible solution to add 2D artwork, fixed into the false window reveals. This art work can be done on a variety of mediums, glass, solid panels etc. and can feature artwork inspired by local history, people, and communities.



Precedent images by Martin Donlin

**Metal Sculpture**

This proposal illustrates an idea to add a 3D sculpture to the facade of the building. This artwork can feature designs inspired by local history, infrastructure, people, or places, fixed to the brick facade.



Precedent images by Bernar Venet

**Light Installation:**

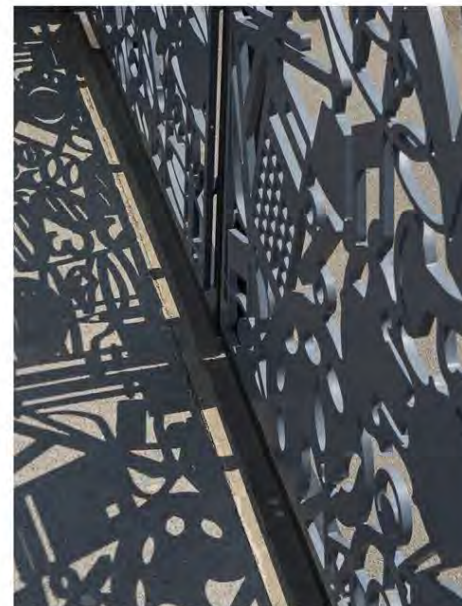
This concept idea shows an option to put fluorescent tube lighting up the facade wall of the building. This could be fixed to the brick work in a similar manner as the sculpture concept, and would offer an opportunity to illuminate the facade and immediate surroundings.



This proposal illustrates an idea to add feature artistic metal work to the vehicular entrance gates to the proposed development. Metalwork artist Lara Sparey works with local communities and stakeholder groups to create bespoke metal work gates for schools and other buildings, based on their designs. A similar approach could be taken on this project.



Gate Design Artwork Concept



Precedent images by Lara Sparey



1-8 Long Lane Proposed Elevation



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38 - 41 Furnival Street London EC4A 1JQ (CoL site)

31 - 33 High Holborn WC1V 6AX (Camden site)

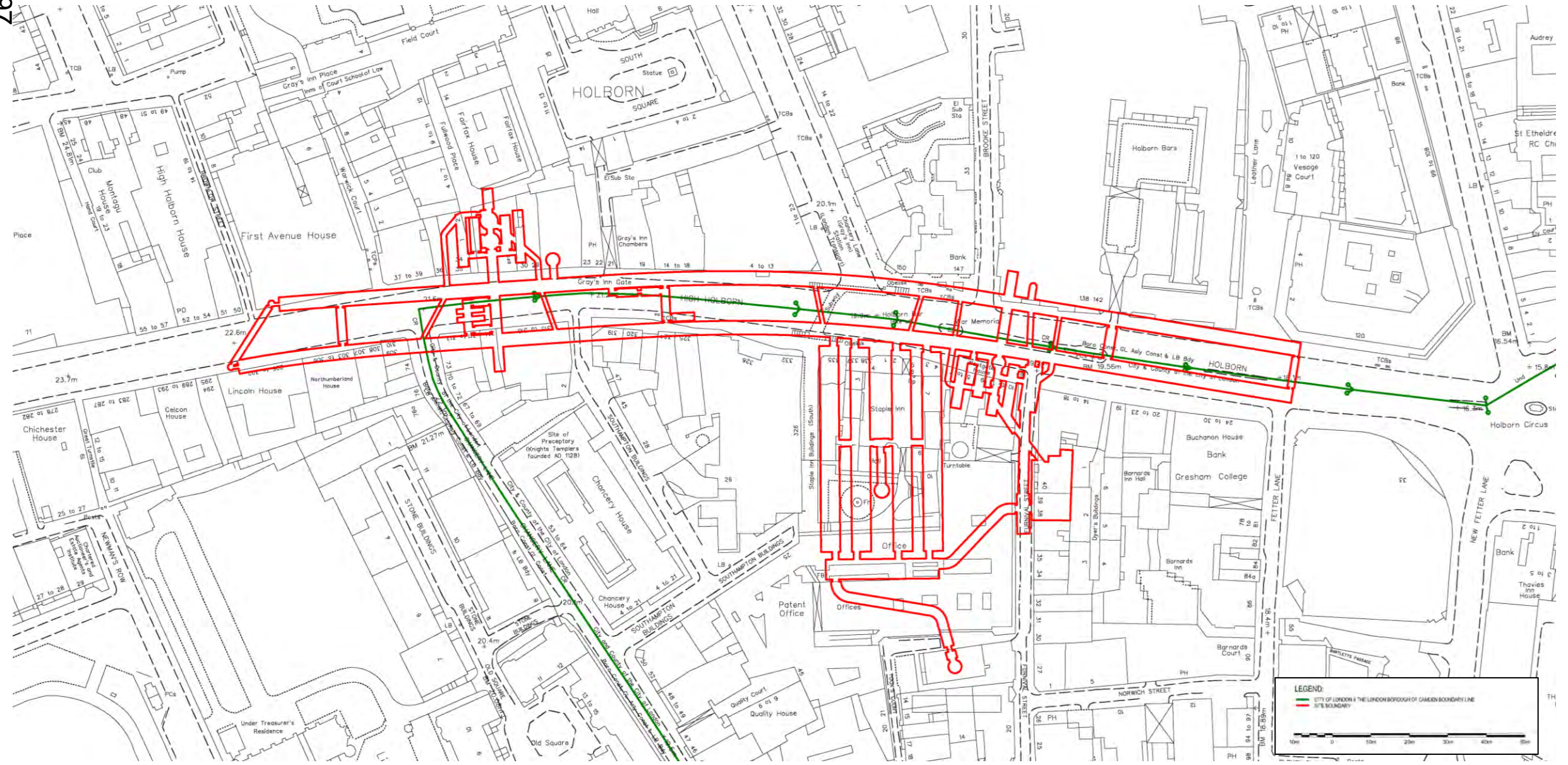
**Planning & Transportation Committee**

11 June 2024

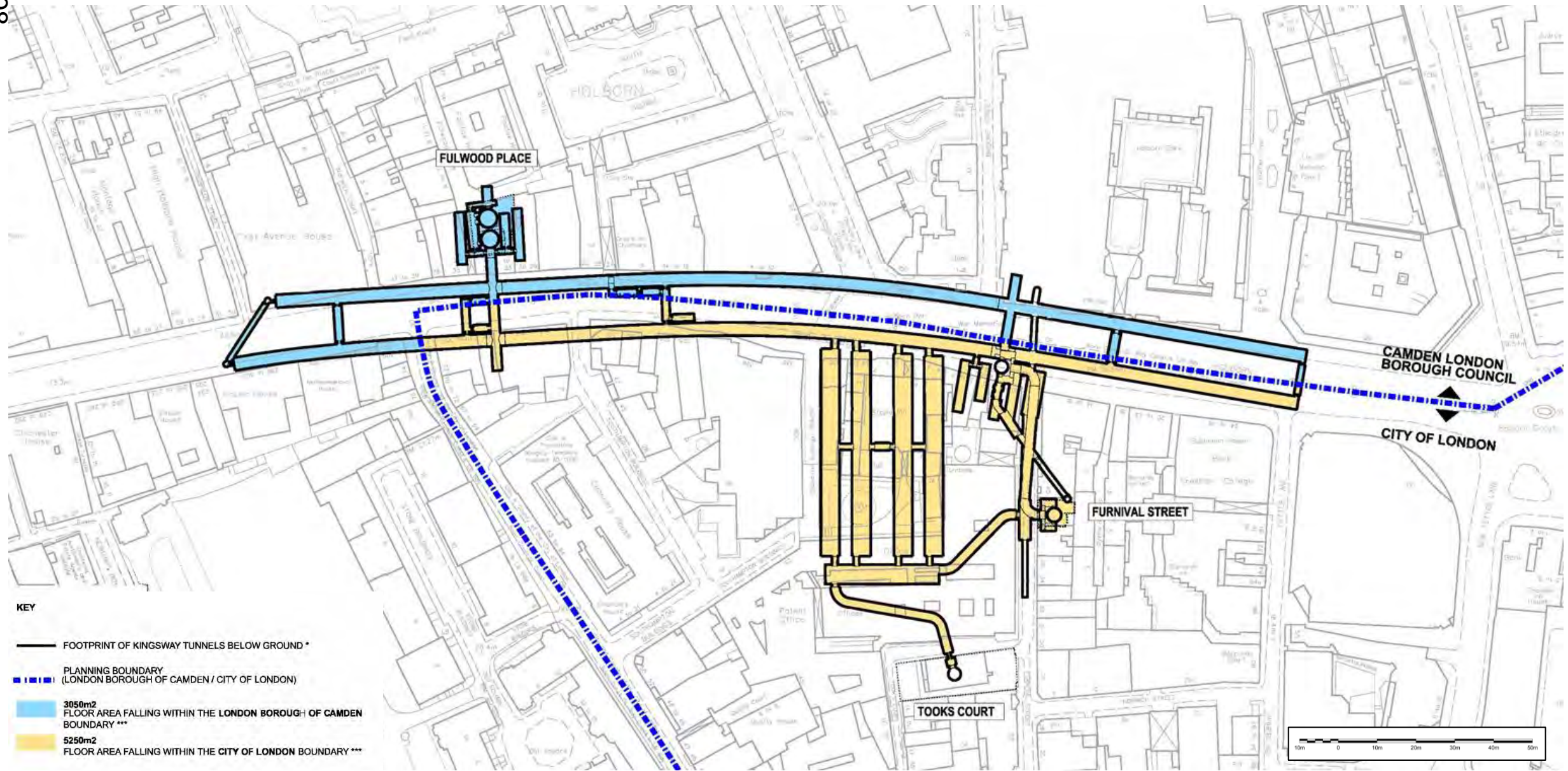


Location Plan





Site Plan Below Ground

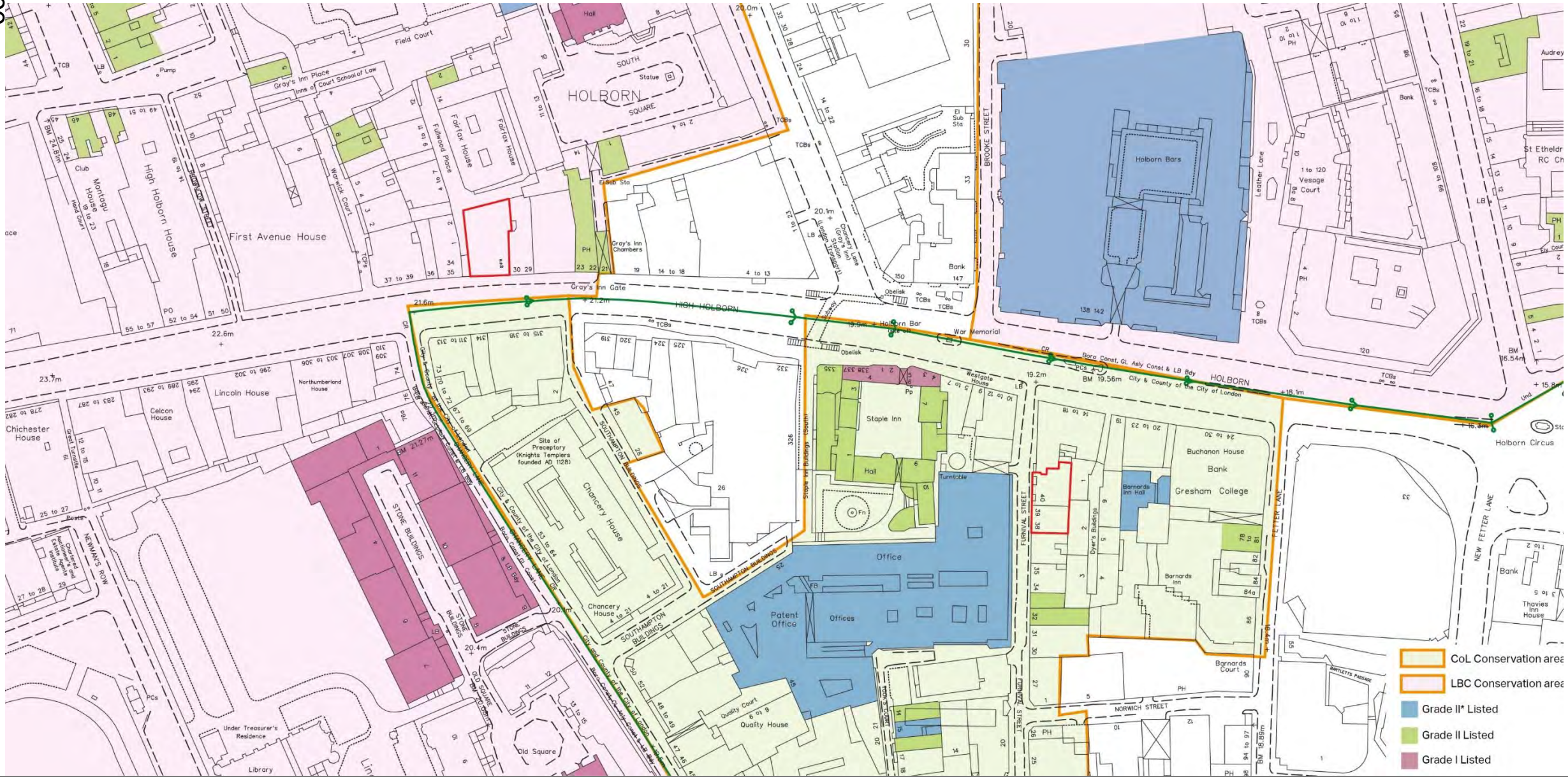


KEY

- FOOTPRINT OF KINGSWAY TUNNELS BELOW GROUND \*
- - - PLANNING BOUNDARY (LONDON BOROUGH OF CAMDEN / CITY OF LONDON)
- 3050m<sup>2</sup> FLOOR AREA FALLING WITHIN THE LONDON BOROUGH OF CAMDEN BOUNDARY \*\*\*
- 5250m<sup>2</sup> FLOOR AREA FALLING WITHIN THE CITY OF LONDON BOUNDARY \*\*\*

Site Plan Below Ground

# 38 - 41 Furnival Street London (EC4A 1JQ) & 31 - 33 High Holborn (WC1V 6AX)



Location Plan – Conservation Areas & Listed Buildings

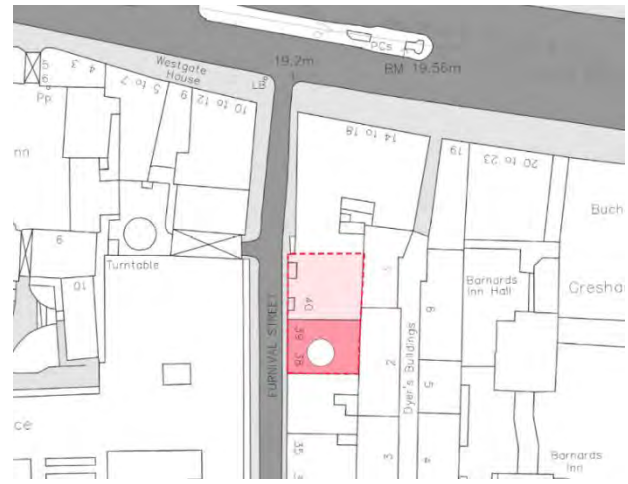
- Col Conservation area
- LBC Conservation area
- Grade II\* Listed
- Grade II Listed
- Grade I Listed



Location Plan – Residential Properties



Aerial View of Site



38-41 Furnival Street - Site Photos

40 – 41 Furnival Street



38-39 Furnival Street



Nos.40-41 and 38-39 Furnival Street - Site Photos

Views facing north at Holborn

Views facing south down to Furnival





View facing north at Holborn



View facing south at Furnival St (site on the left)



Views facing south at Furnival St (site on the right)



Existing Blue Badge parking space on Furnival St

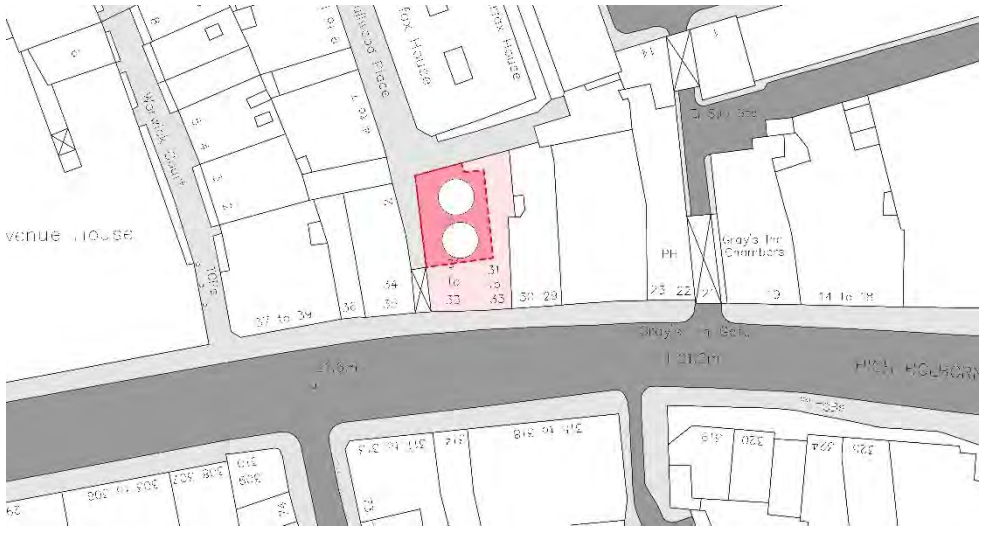


Furnival Street – Existing Highway Arrangements

31 – 33 High Holborn



31 – 33 High Holborn



Fulwood Place



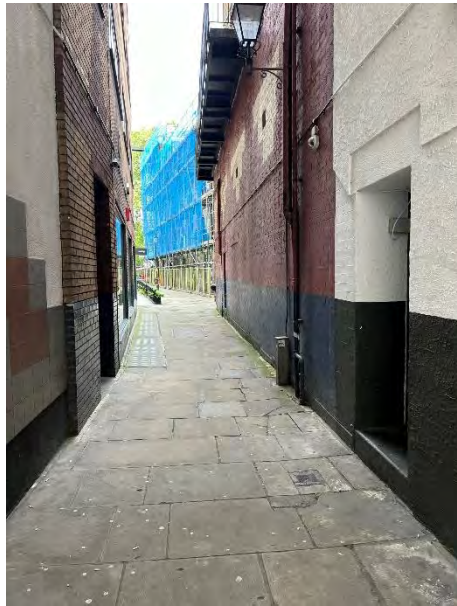
Fulwood Place



31 33 High Holborn (The Camden site) - Site Photos



High Holborn



Fulwood Place



1 Energy Generator



2 Energy Generator



3 Control Panel



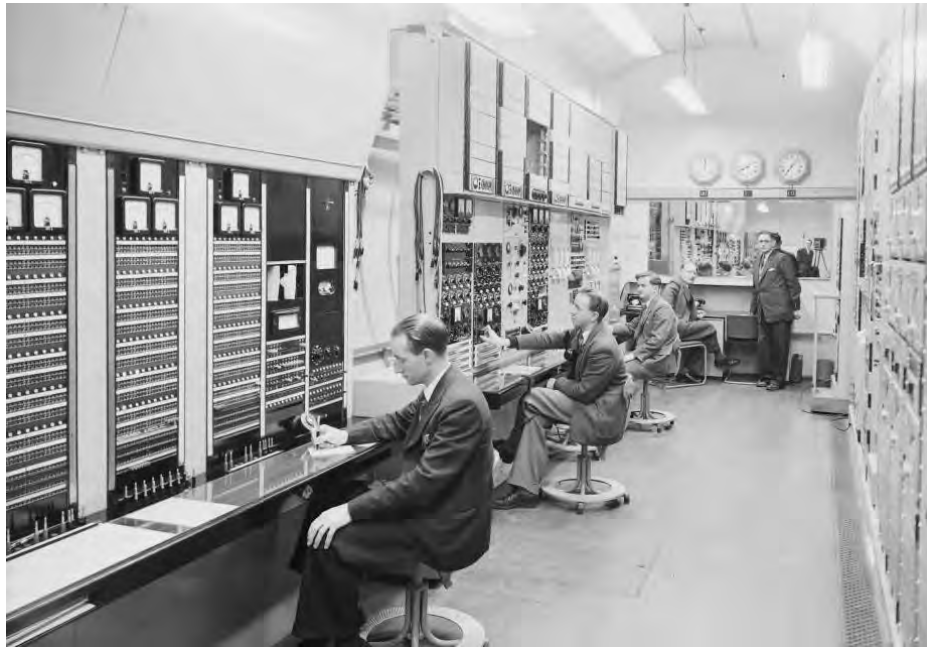
4 Energy Generator



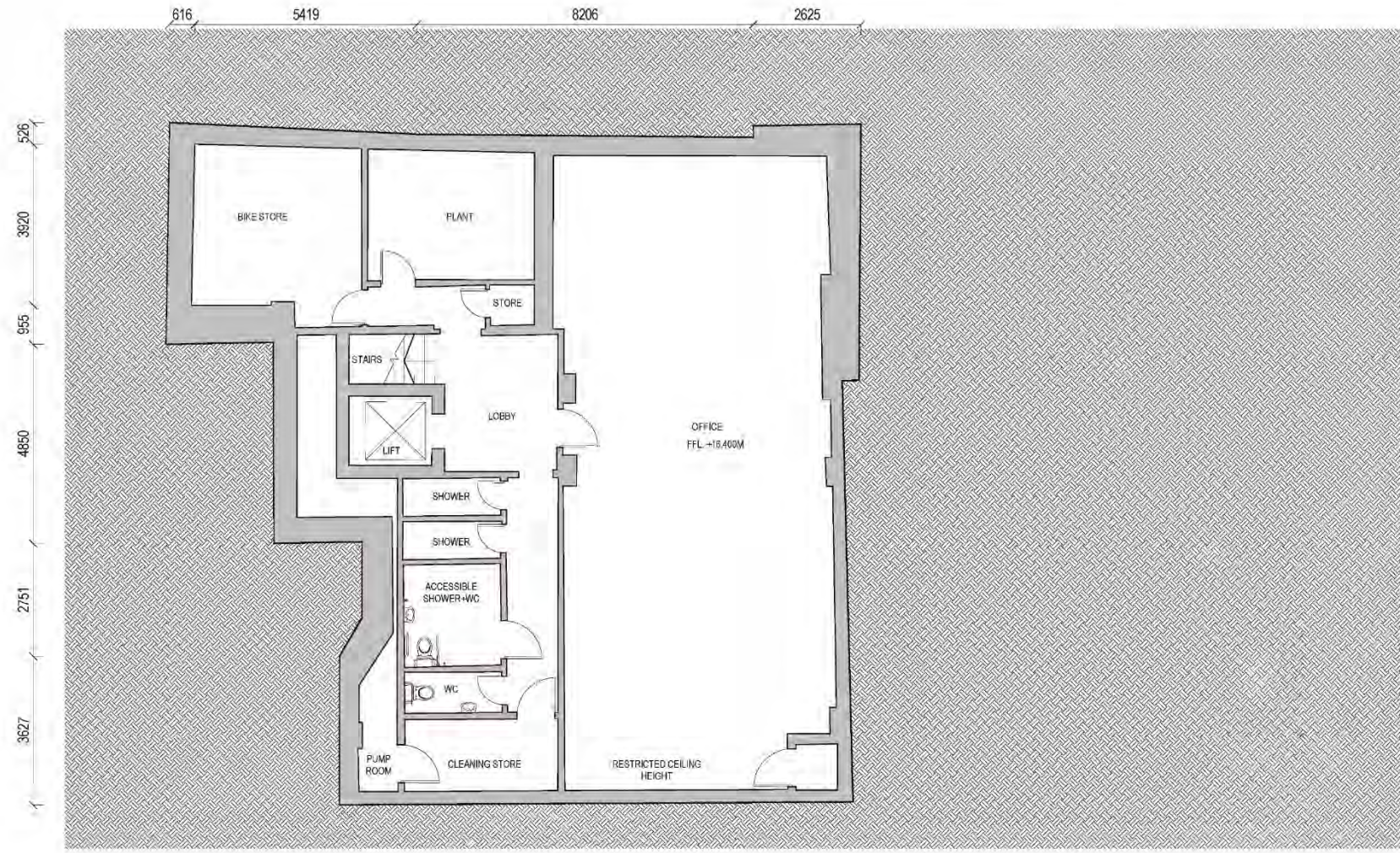
5 Ventilation Plant



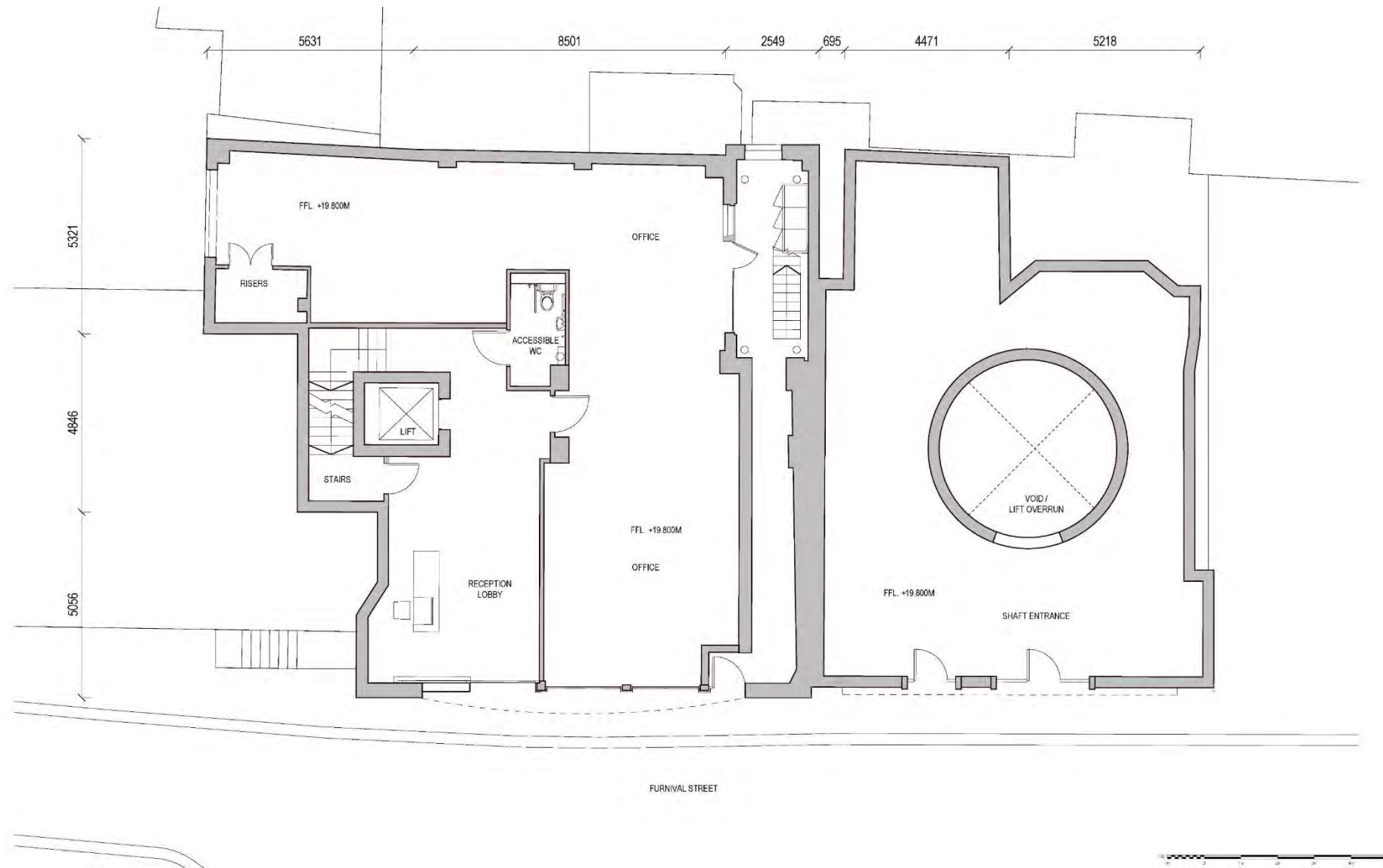
6 Telephone Main Distribution Frame



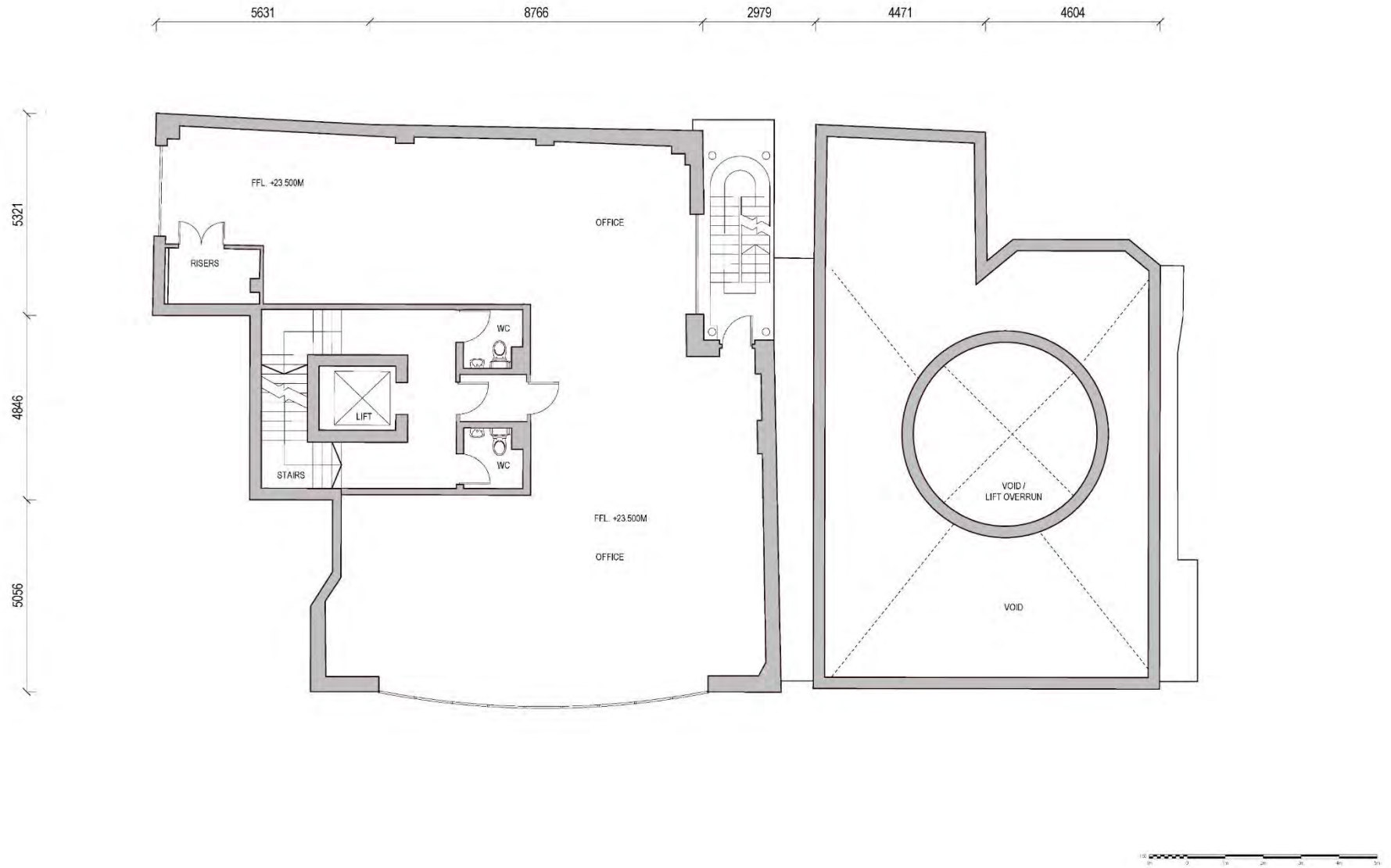
The Tunnels – Archive images of tunnels in operation



38-41 Furnival Street – Basement - Existing

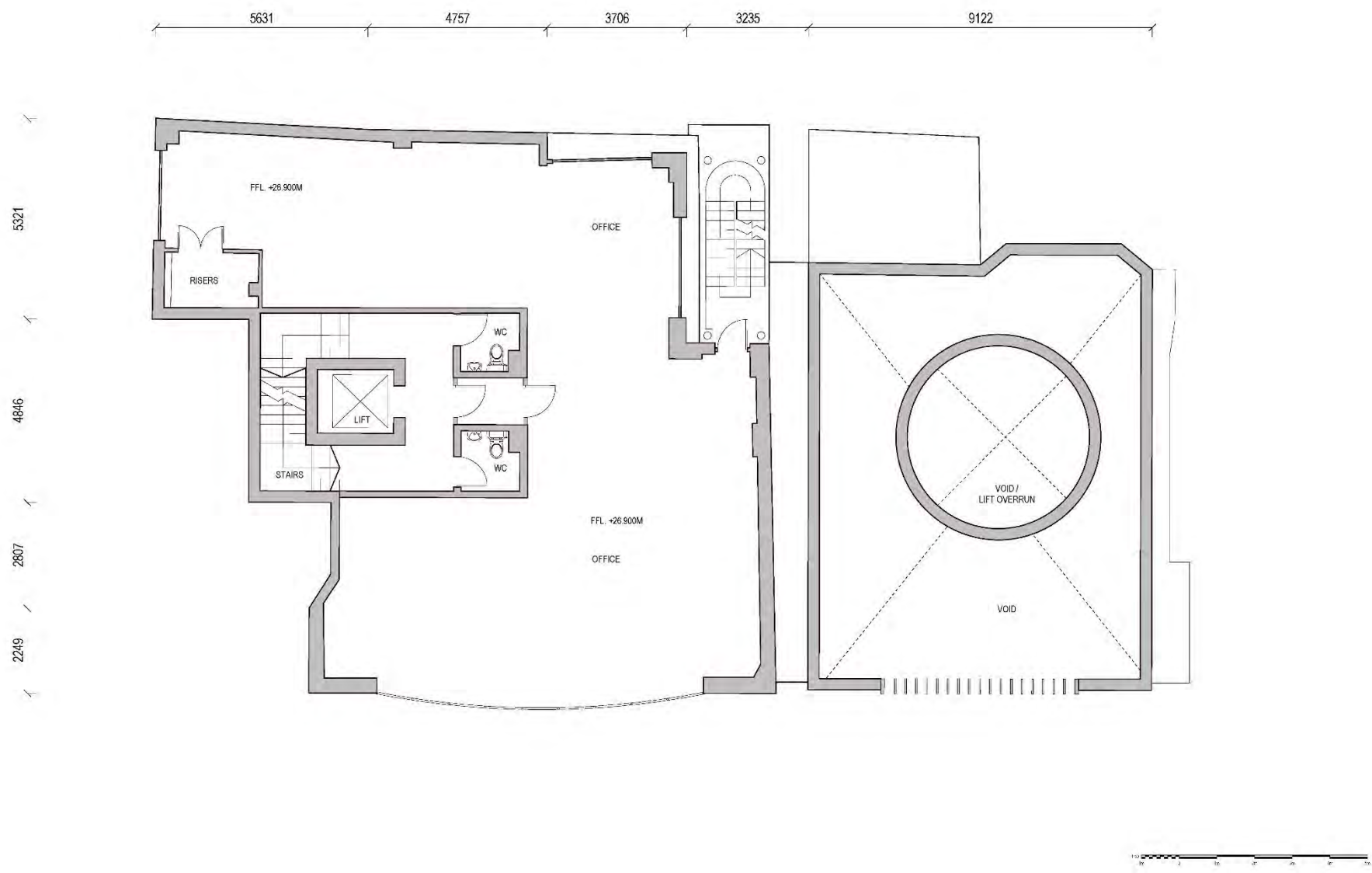


38-41 Furnival Street – Ground Floor - Existing

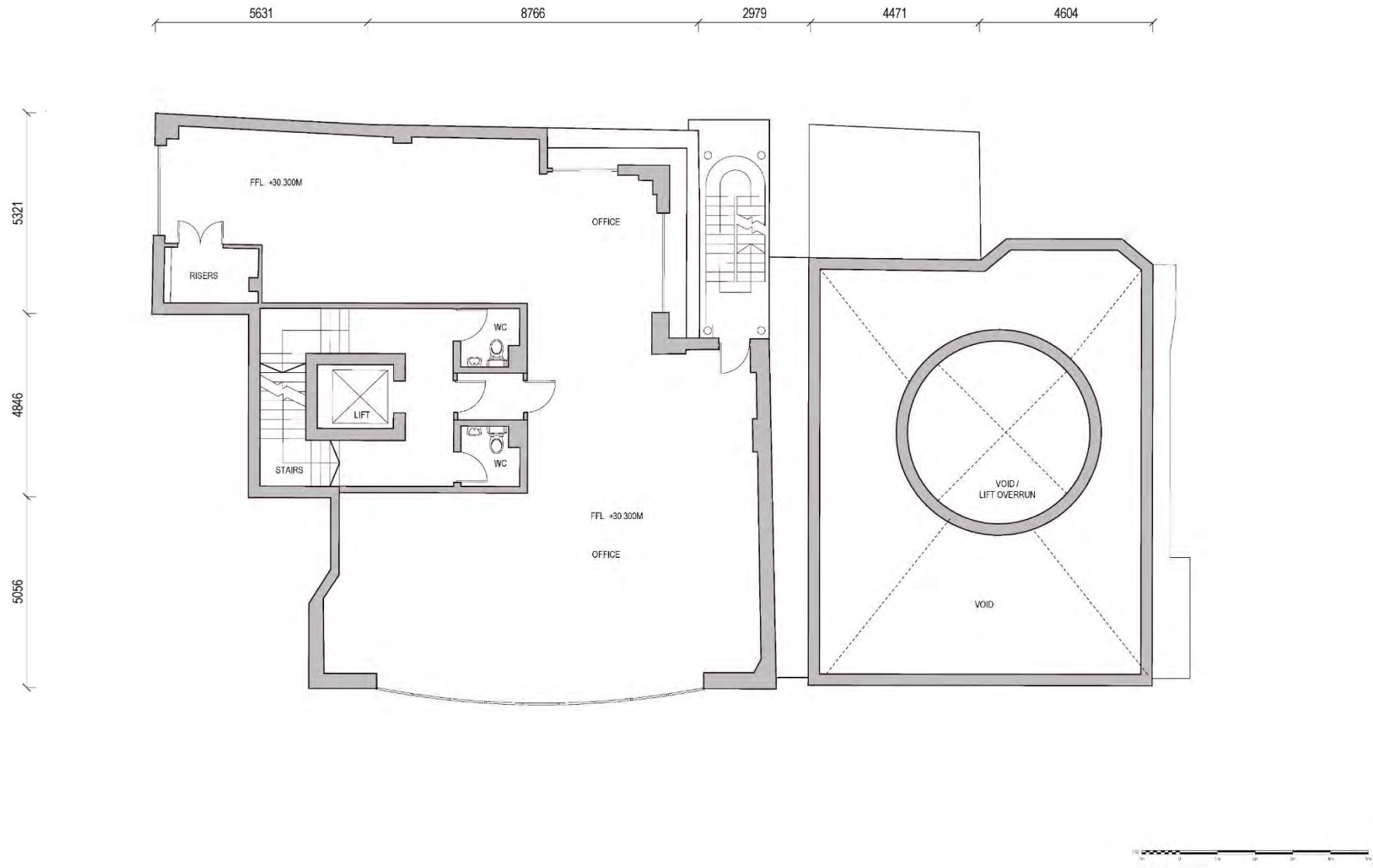


38-41 Furnival Street – Floor 01- Existing

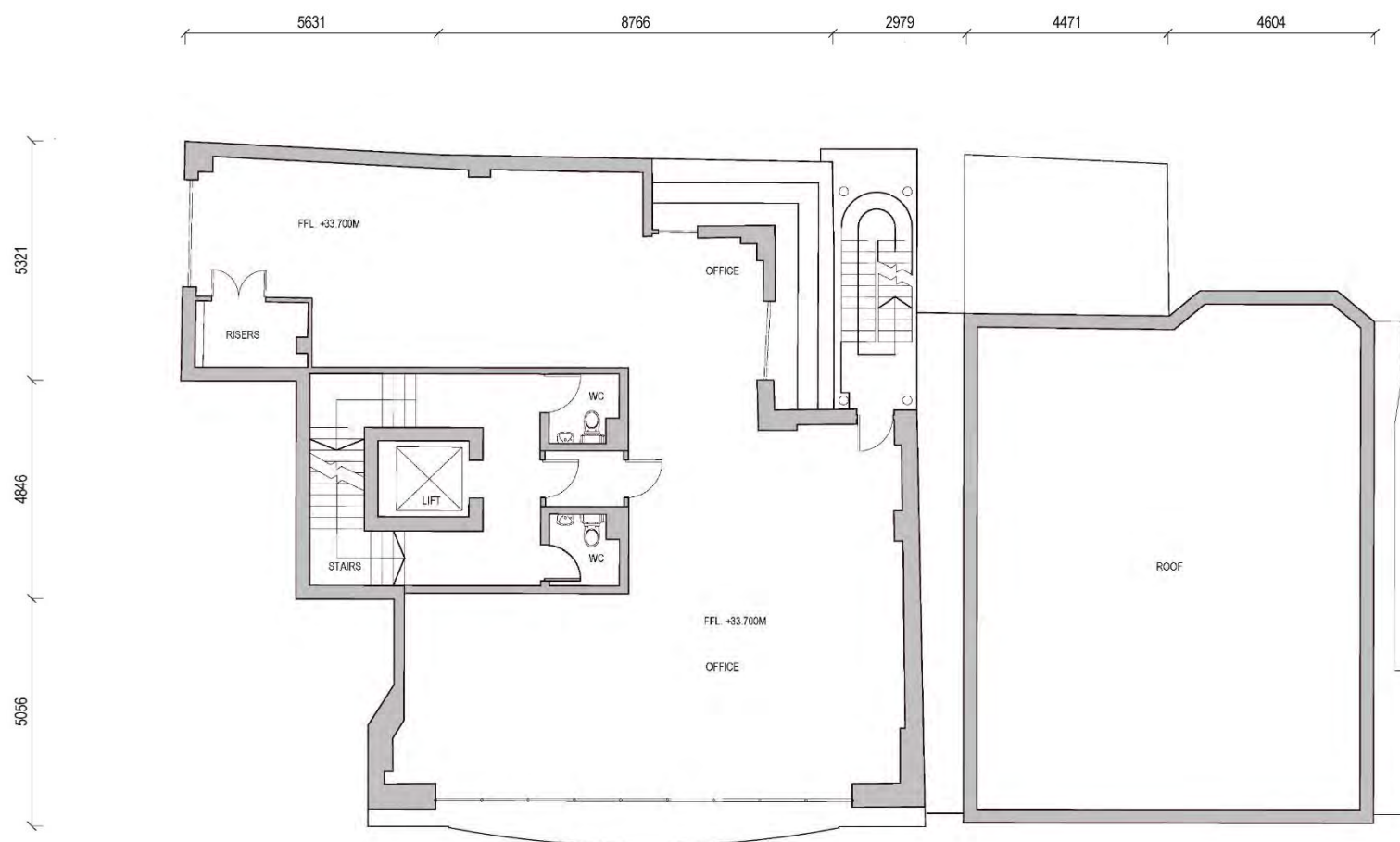




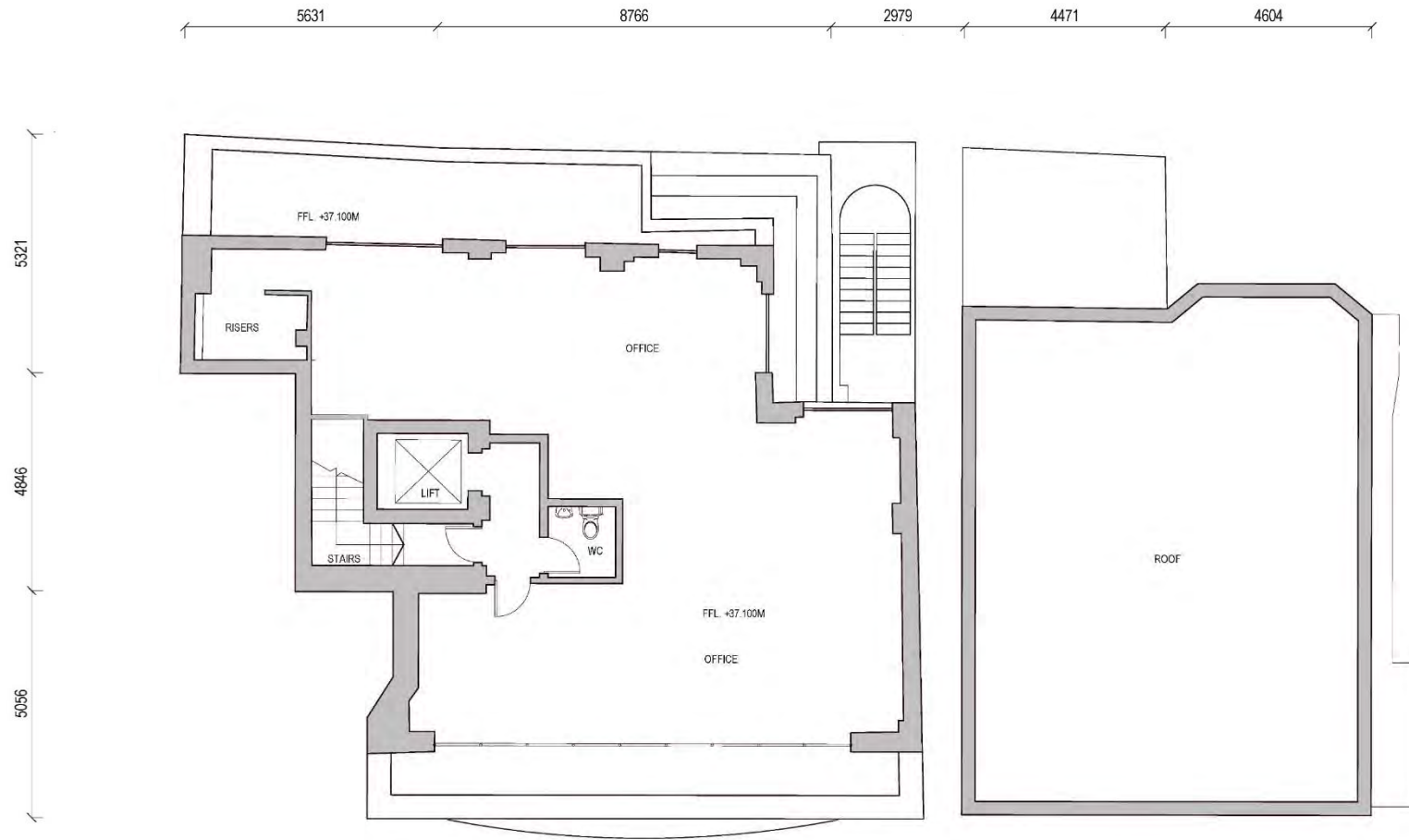
38-41 Furnival Street – Floor 02- Existing



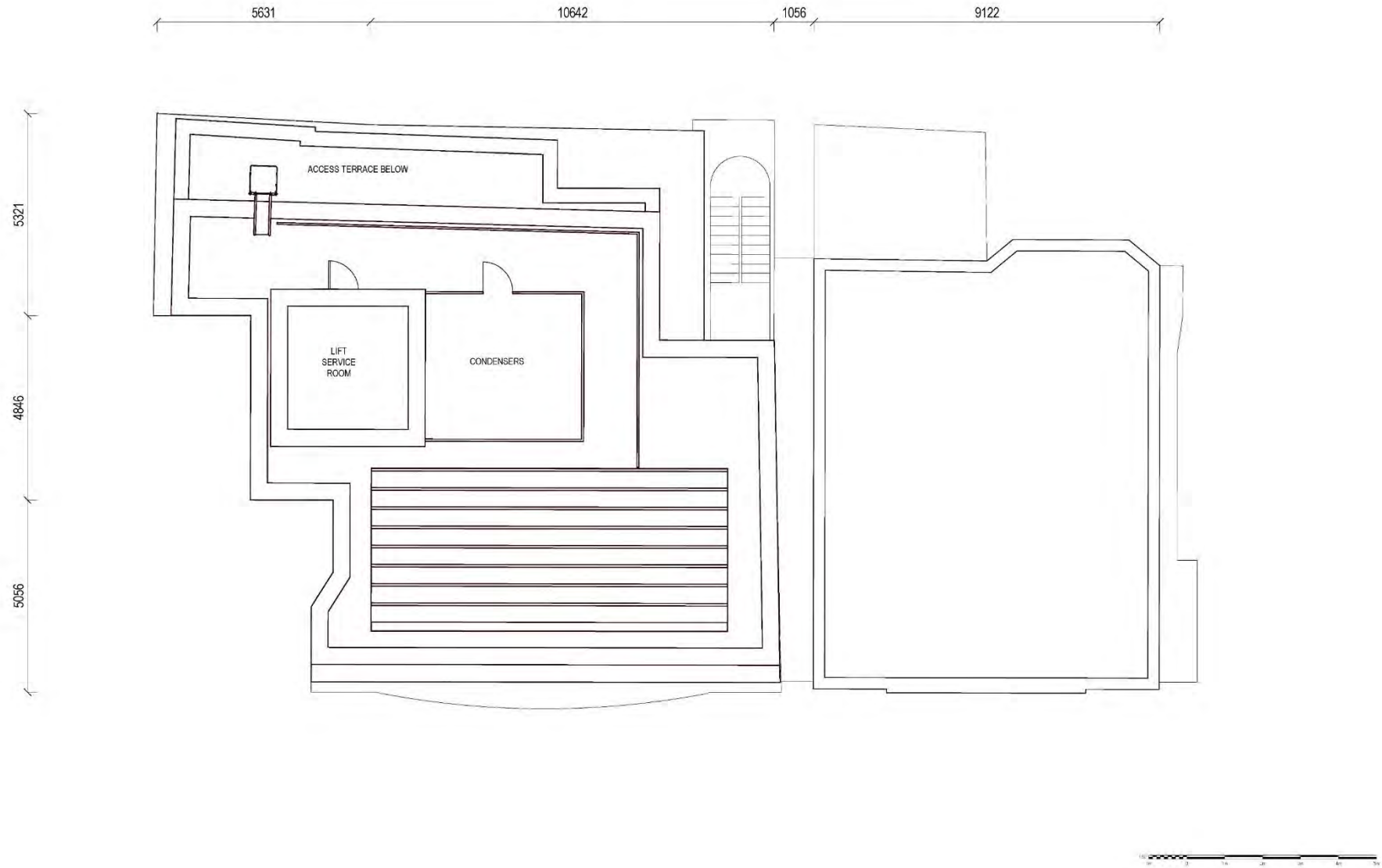
38-41 Furnival Street – Floor 03- Existing



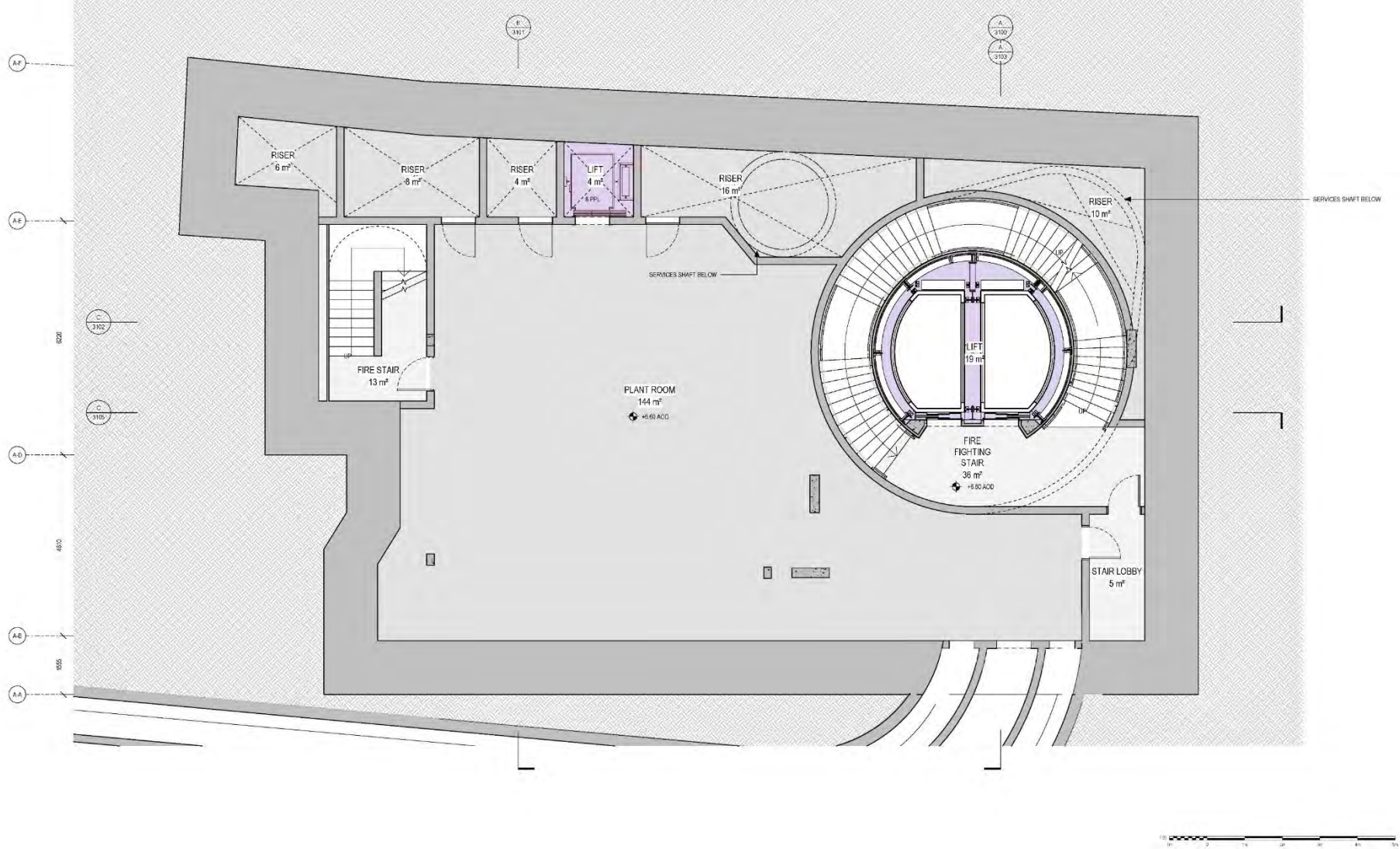
38-41 Furnival Street – Floor 04- Existing



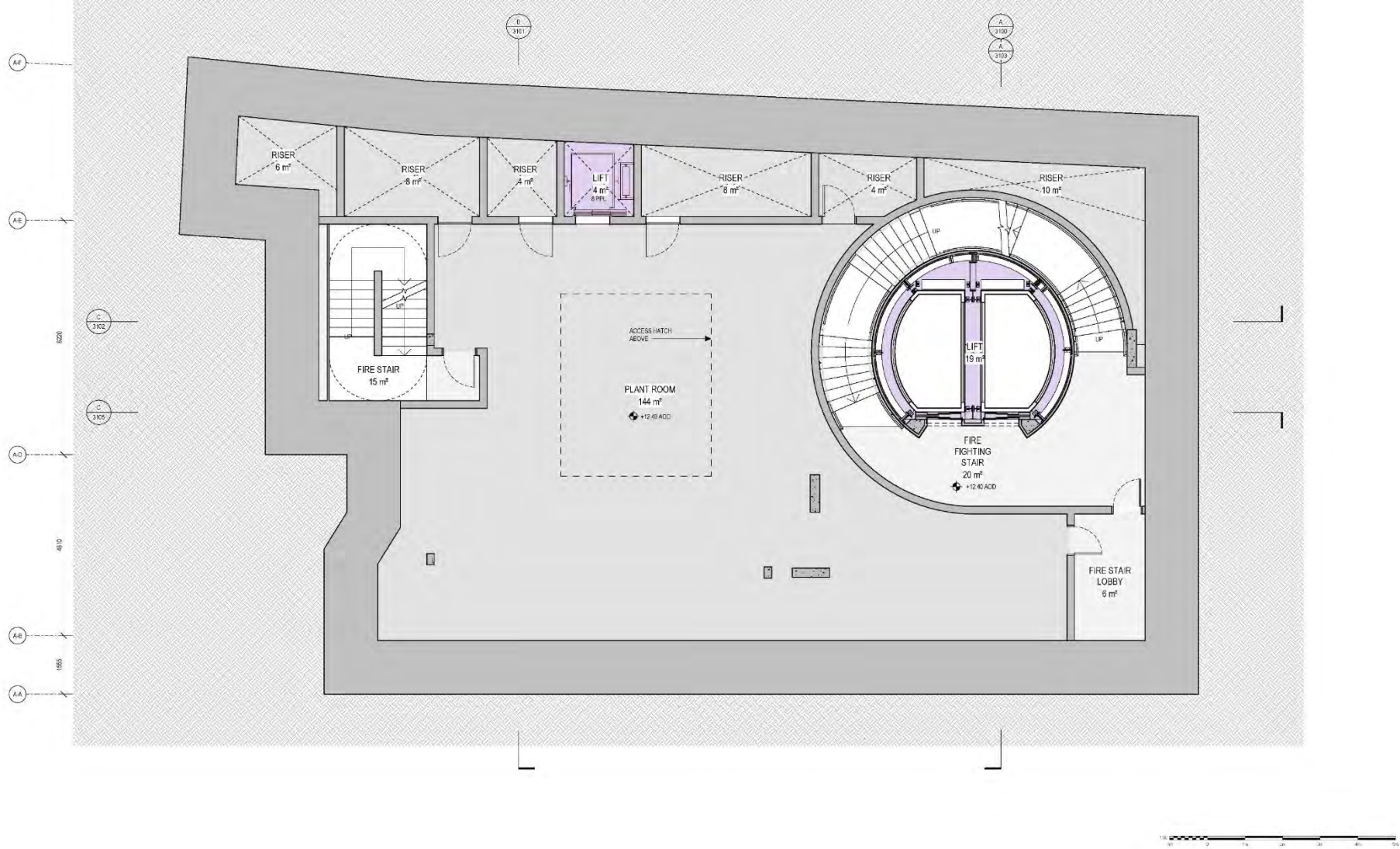
38-41 Furnival Street – Floor 05- Existing



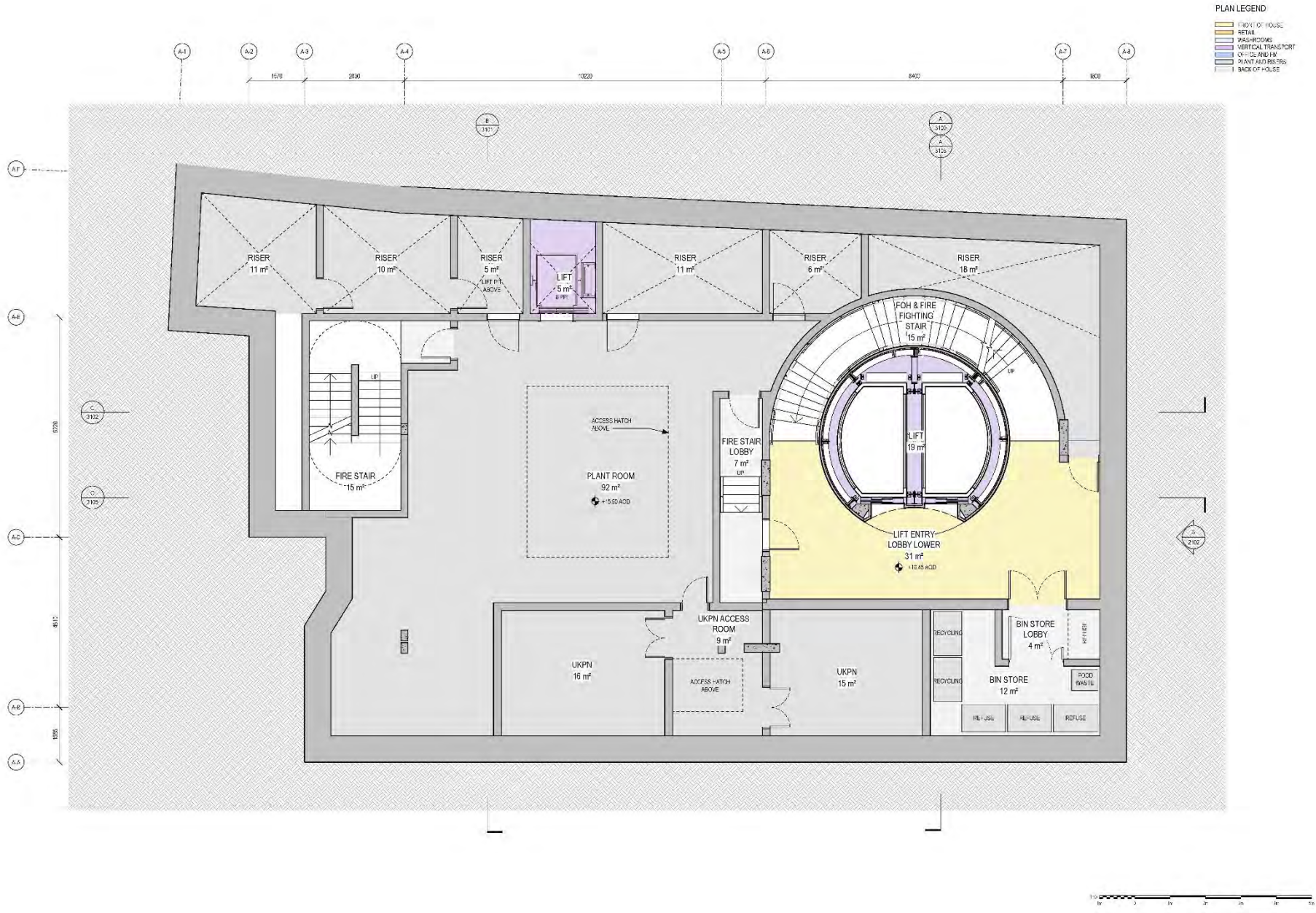
38-41 Furnival Street – Roof - Existing



38-41 Furnival Street – Basement 03 - Proposed

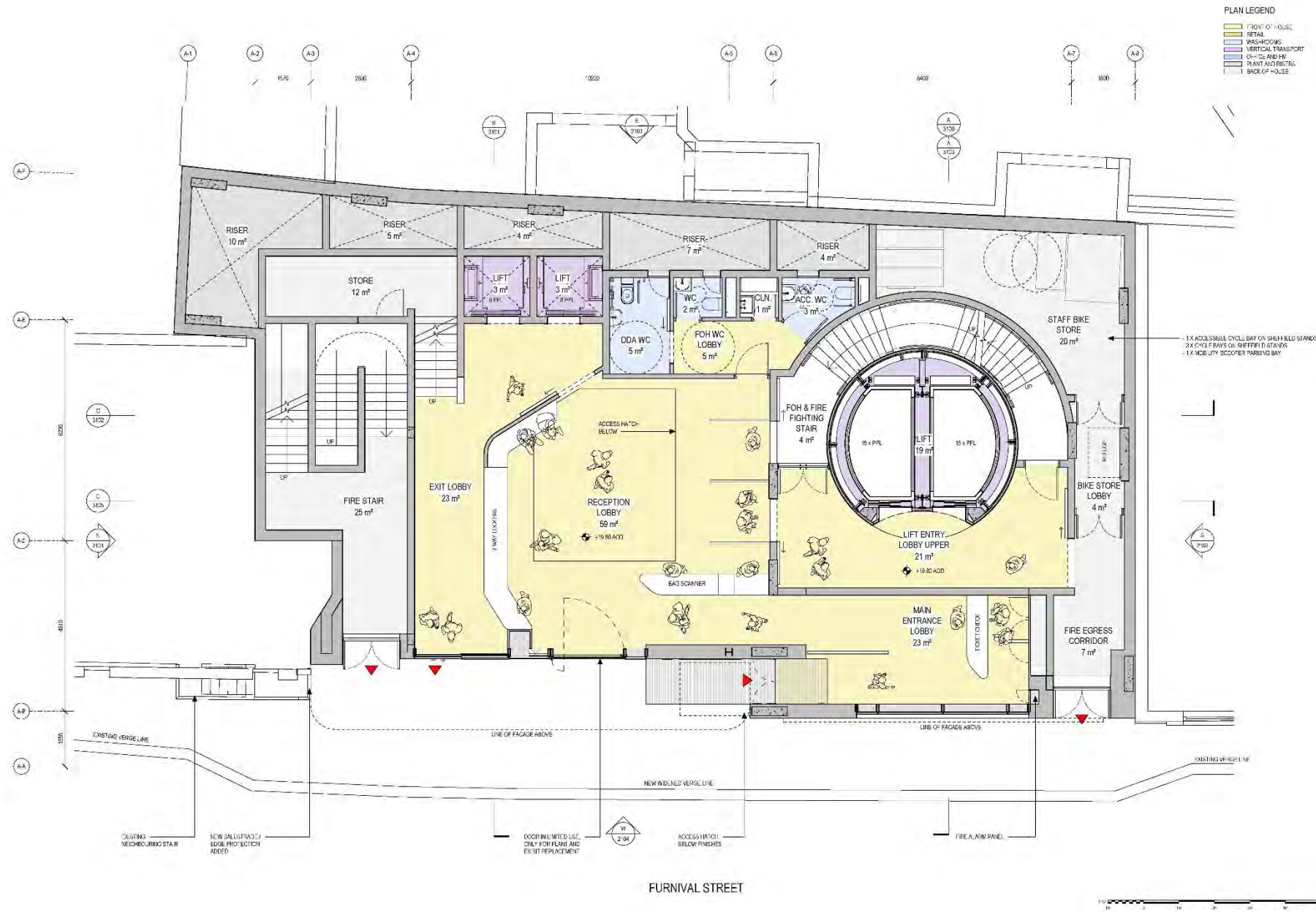


38-41 Furnival Street – Basement 02 - Proposed

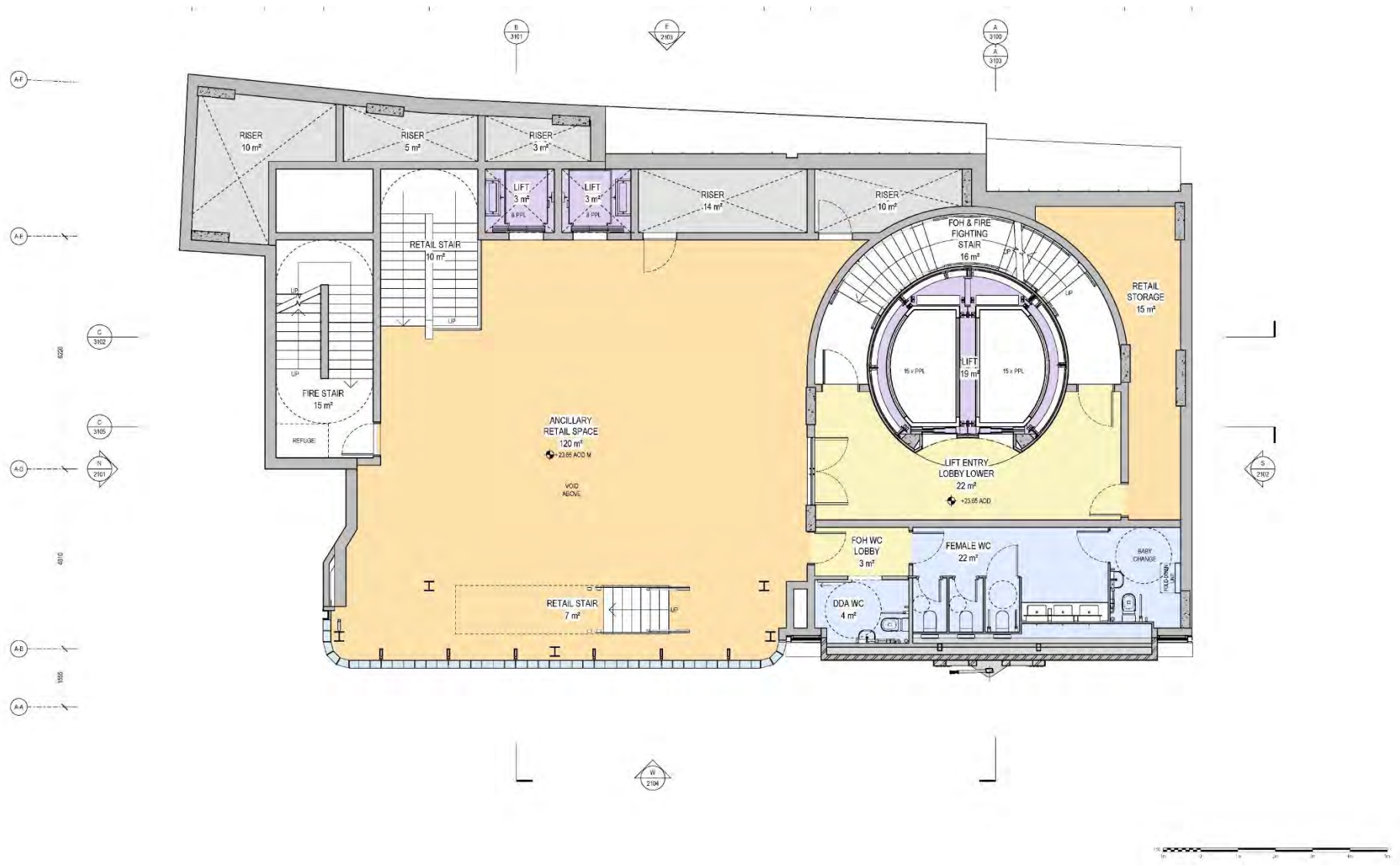


38-41 Furnival Street – Basement 01 - Proposed

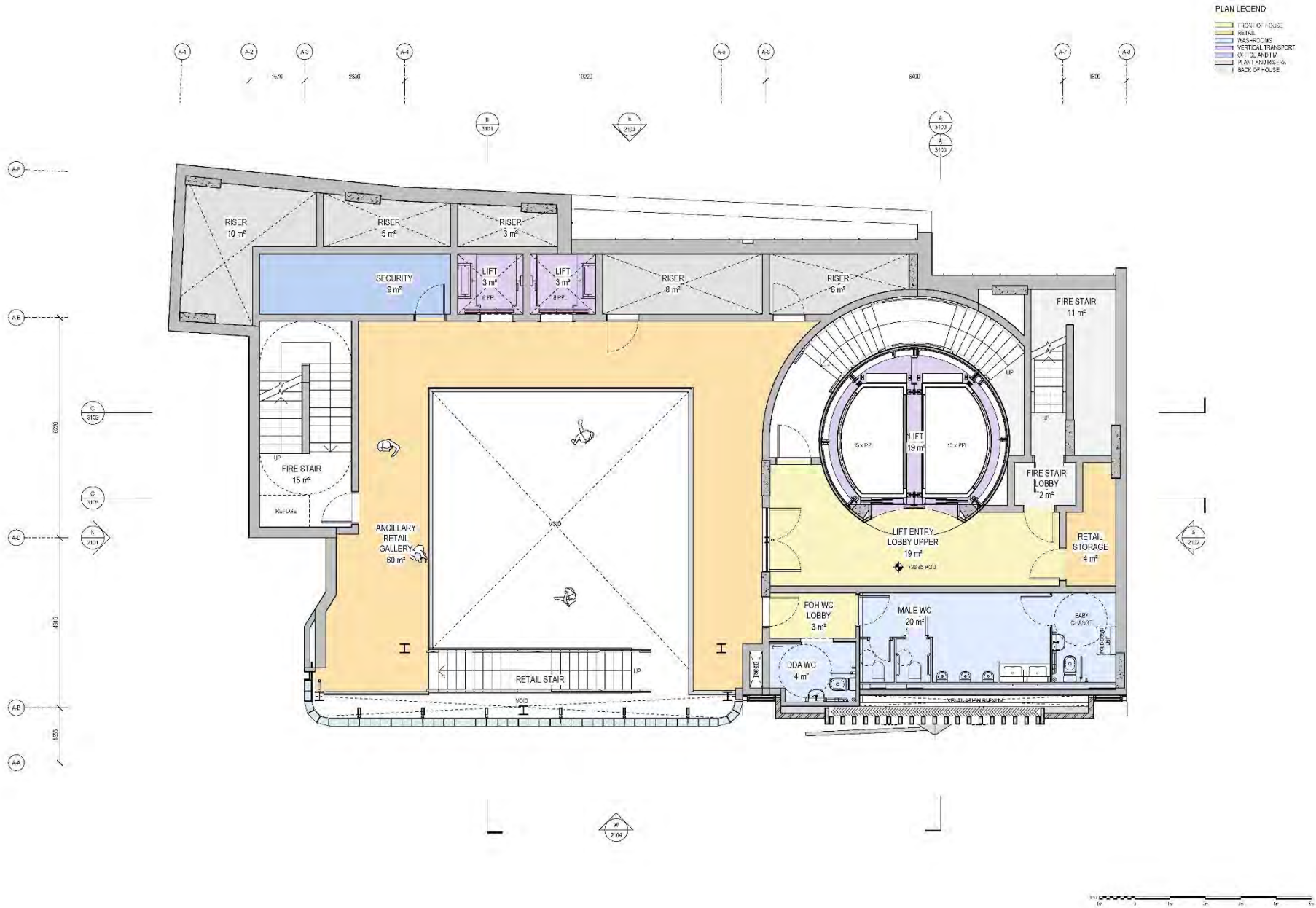




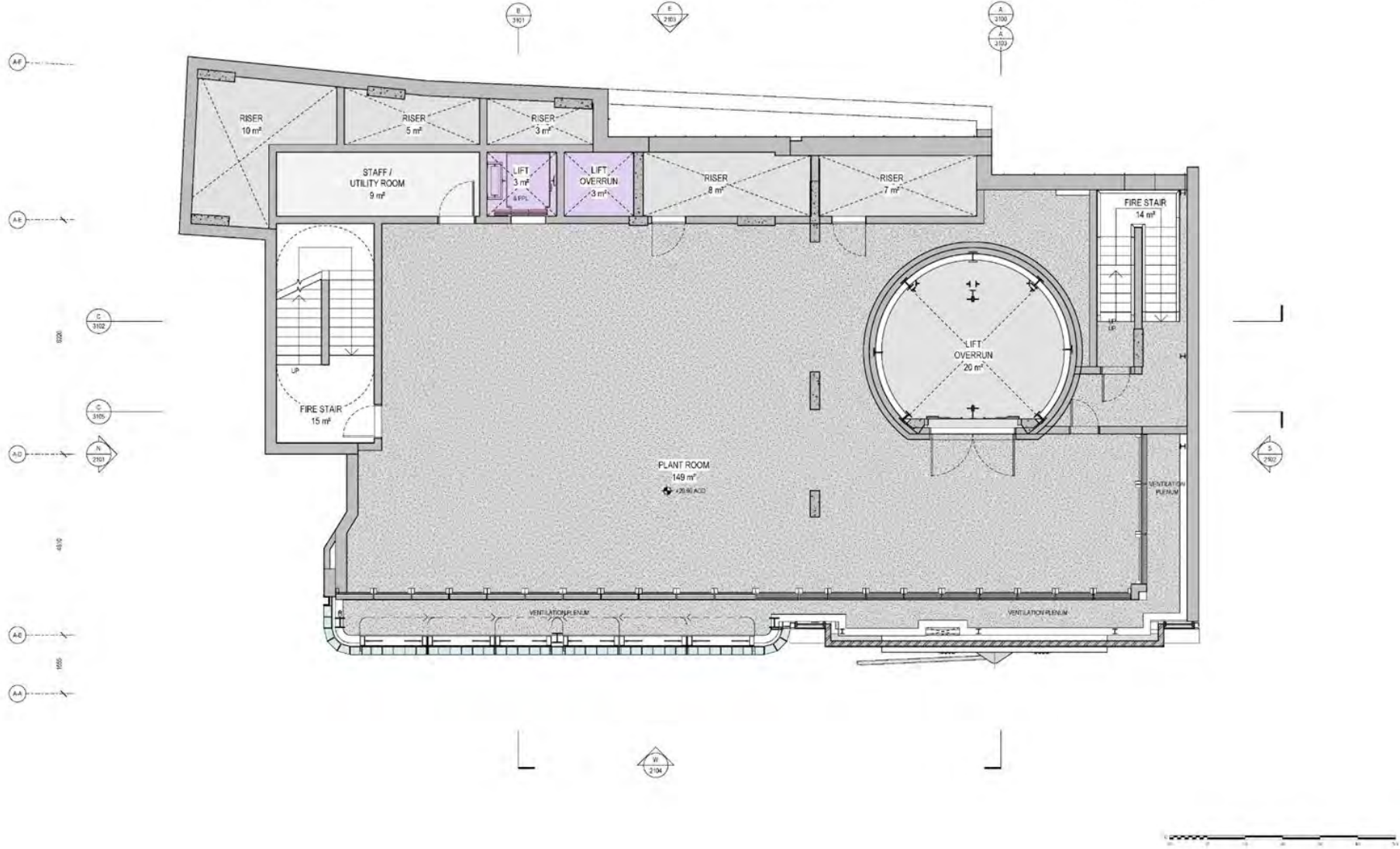
38-41 Furnival Street – Ground Floor - Proposed



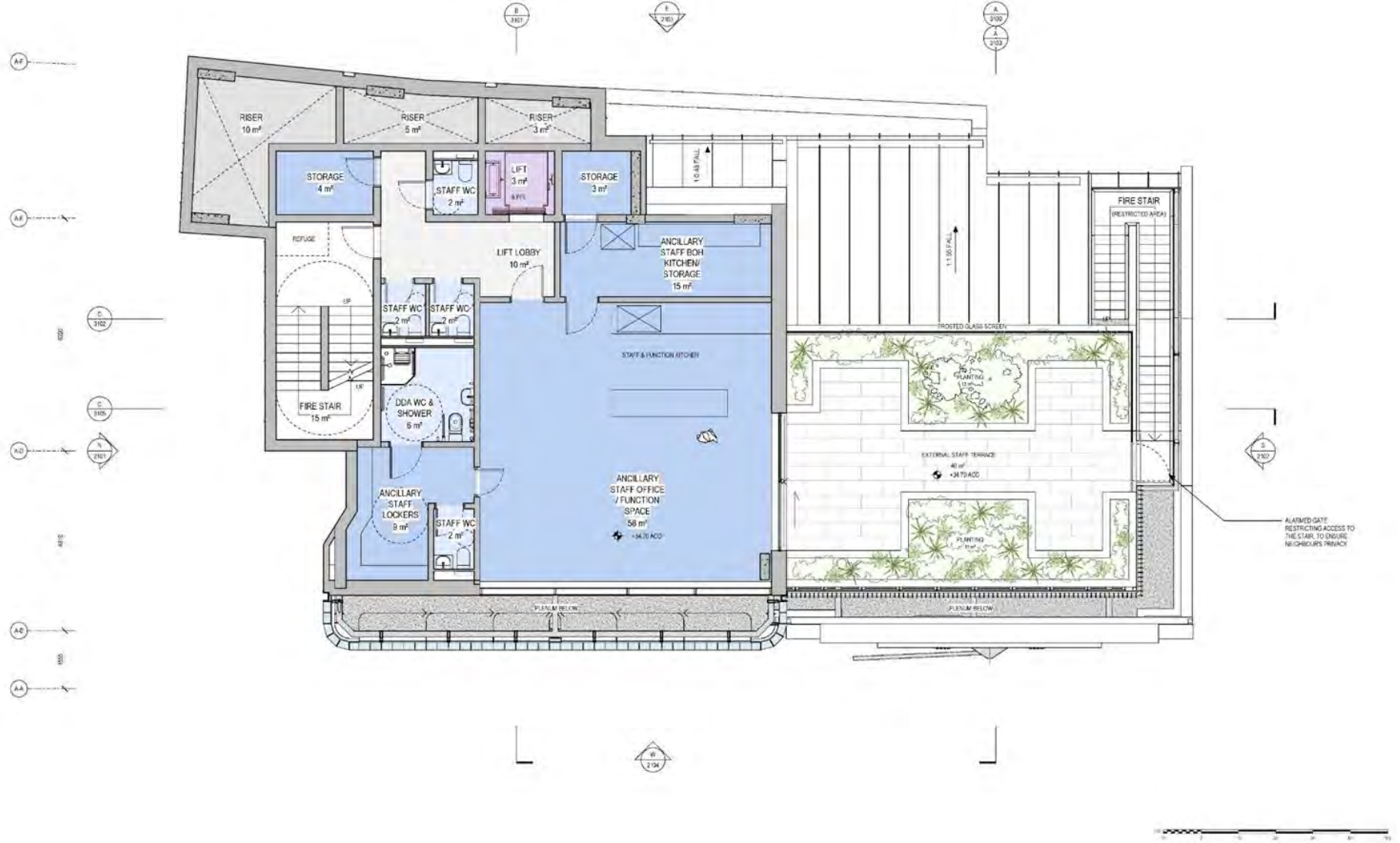
38-41 Furnival Street – Floor 01- Proposed



38-41 Furnival Street – Floor 02- Proposed



38-41 Furnival Street – Floor 03- Proposed



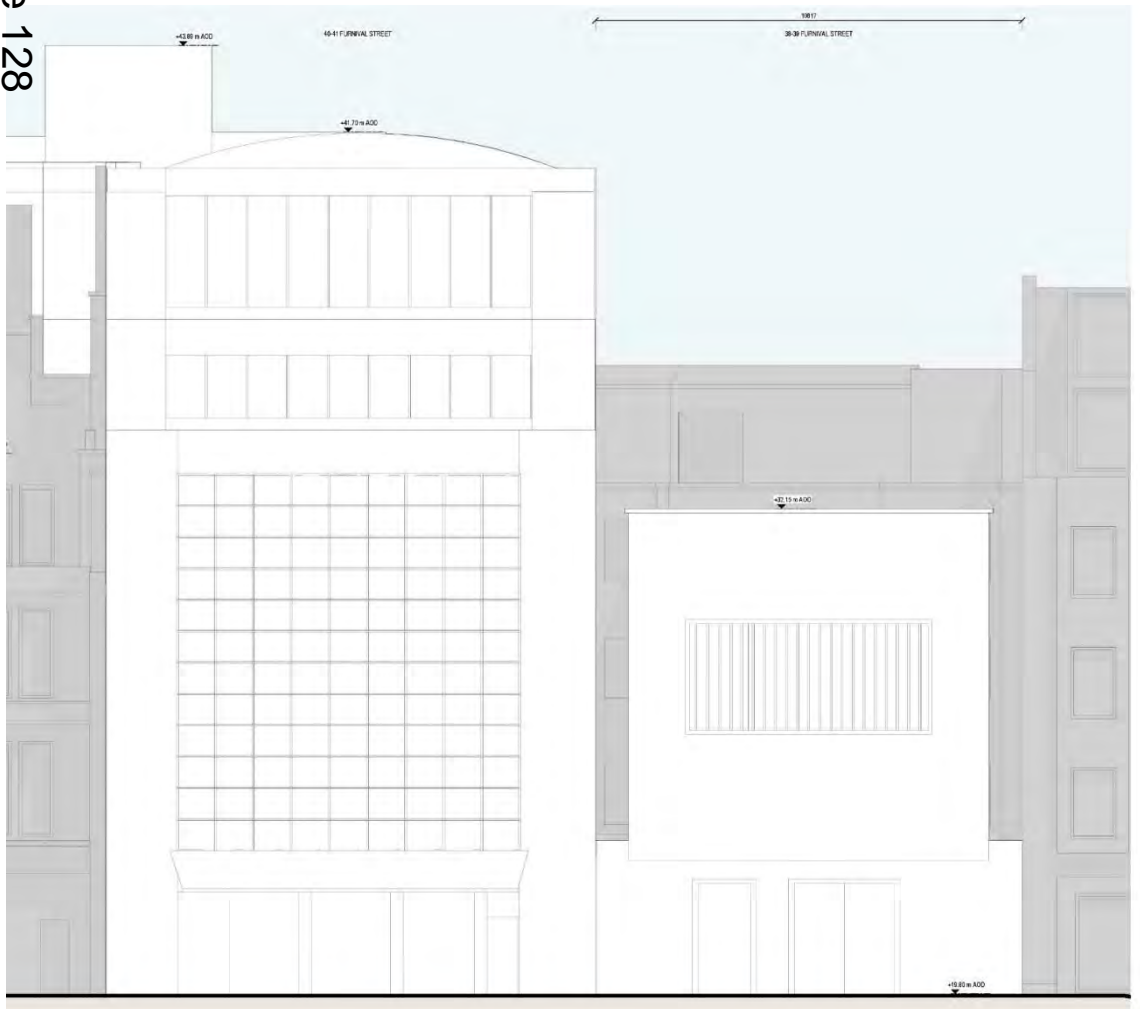
38-41 Furnival Street – Floor 04- Proposed



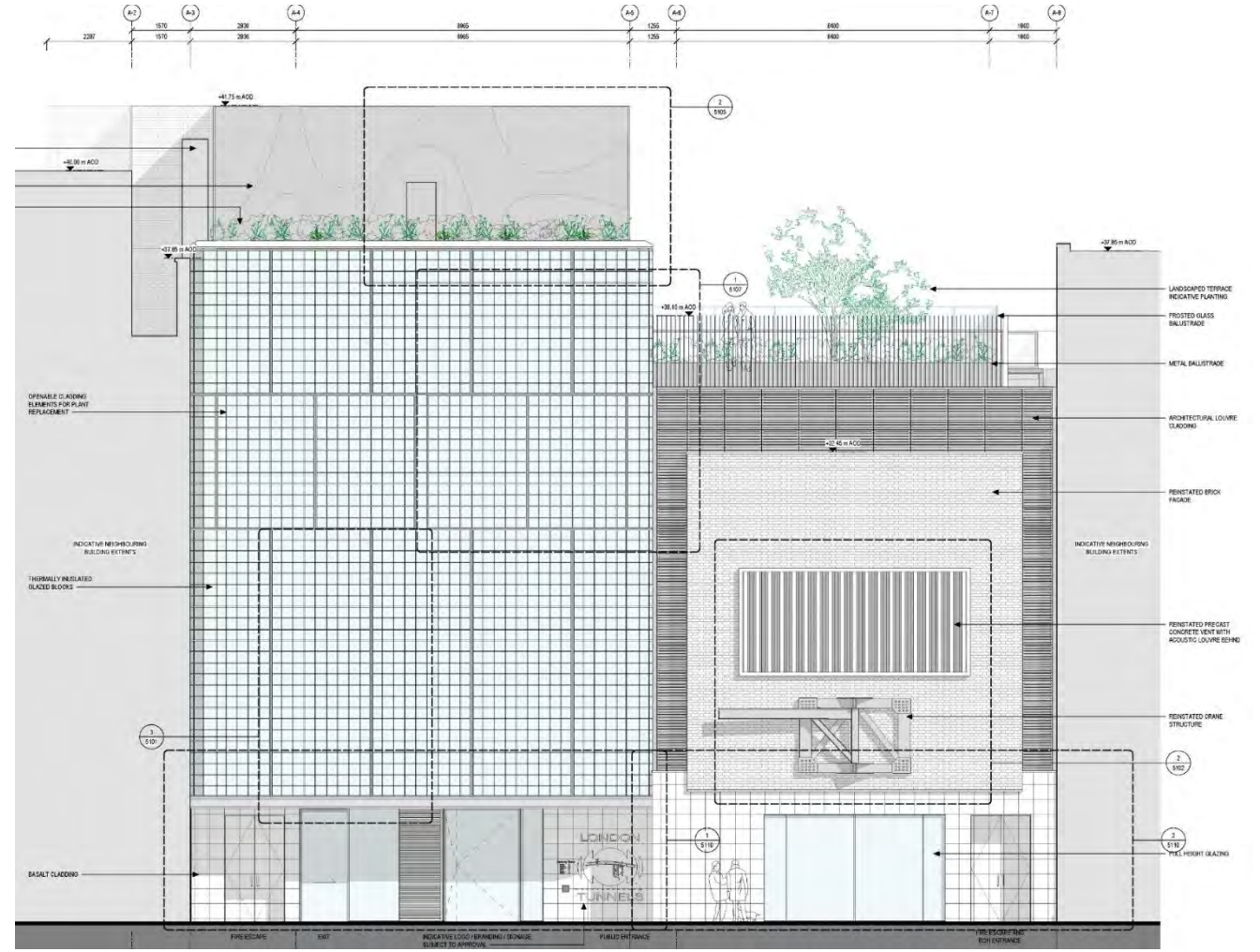
38-41 Furnival Street – Floor 05- Proposed



38-41 Furnival Street – Roof - Proposed

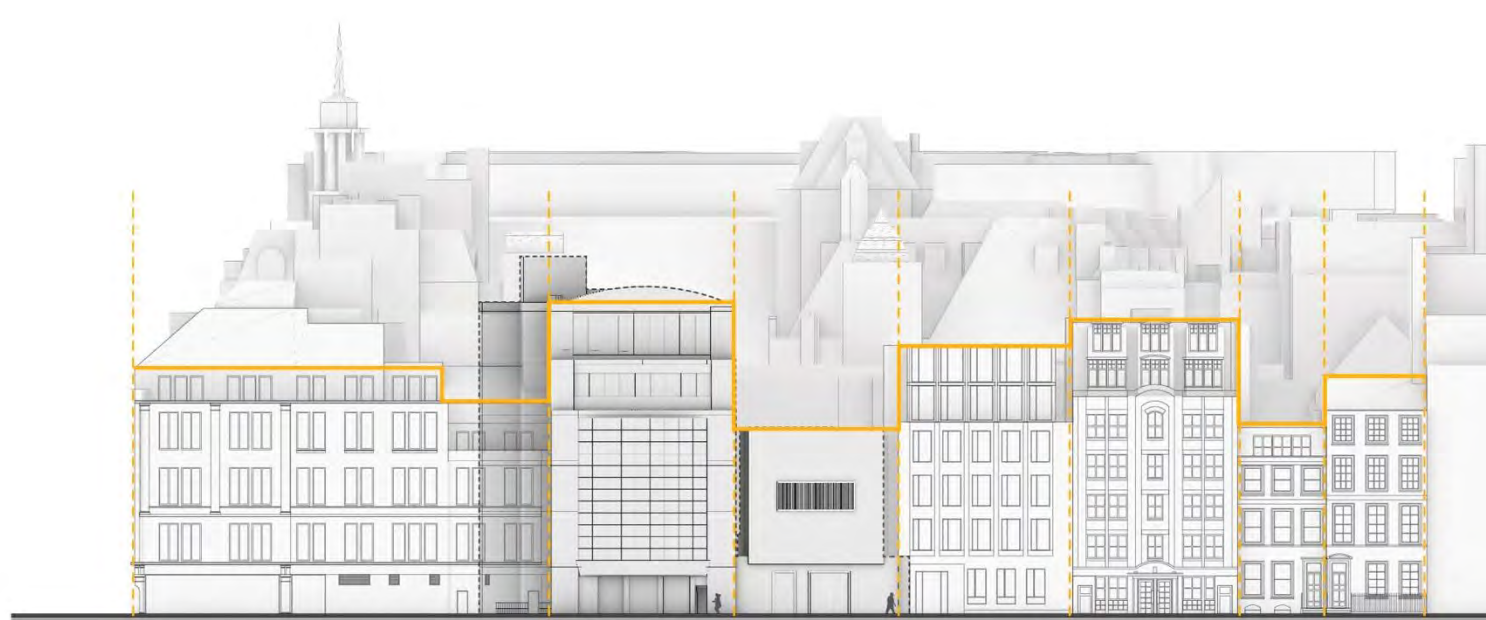


Existing

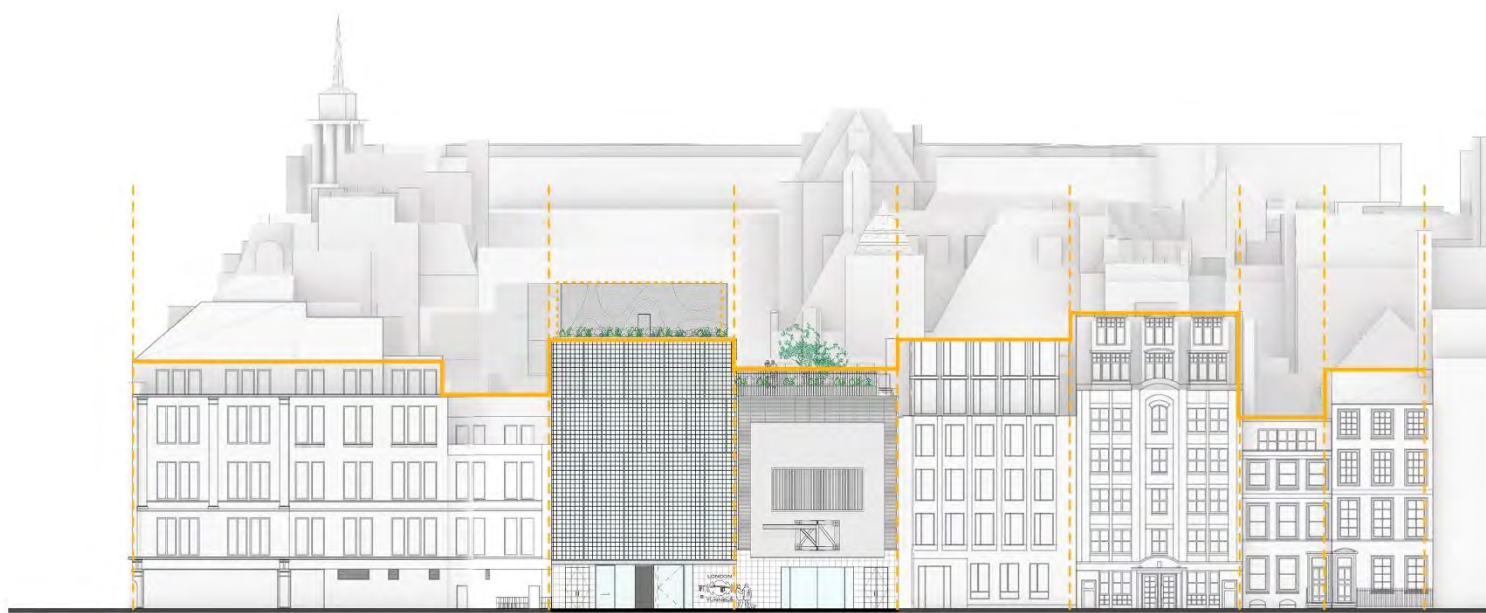


Proposed



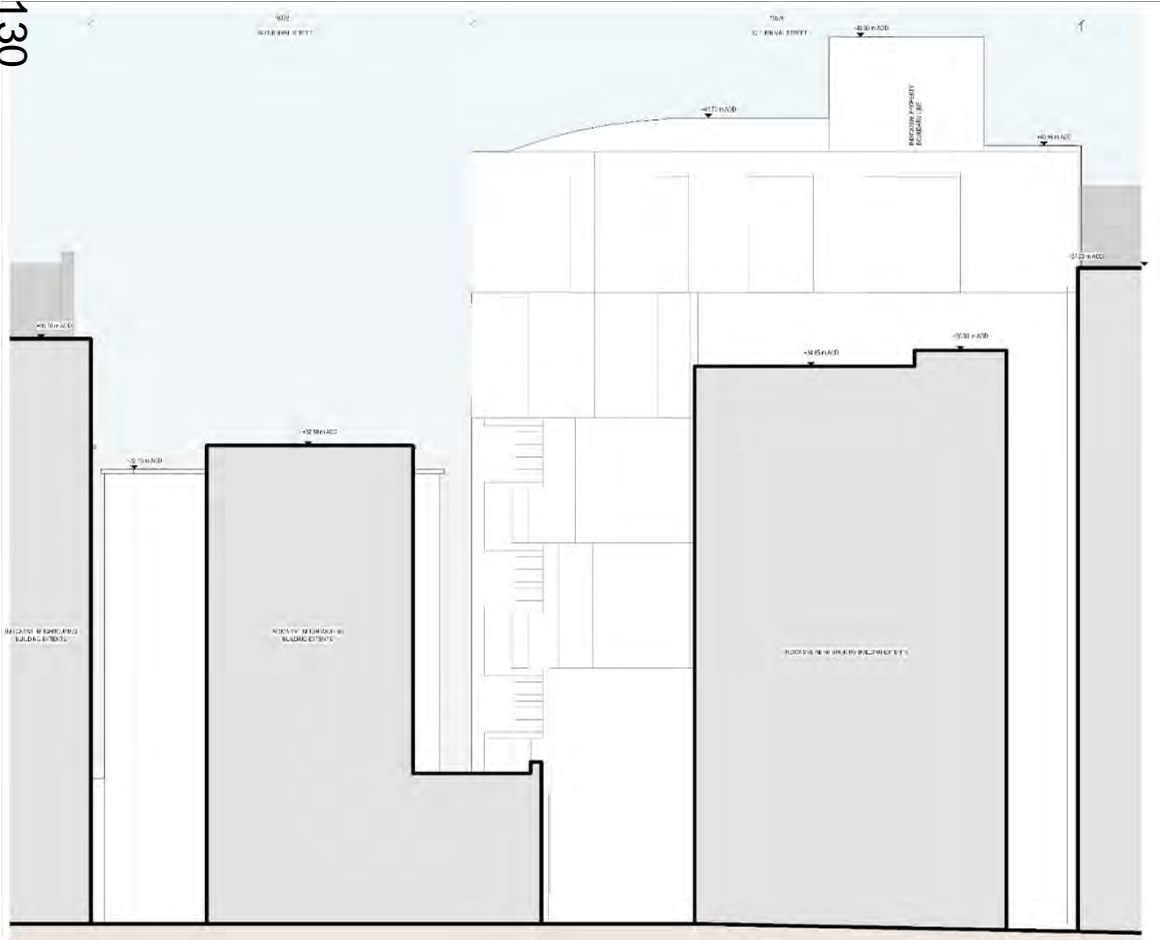


Existing Elevation

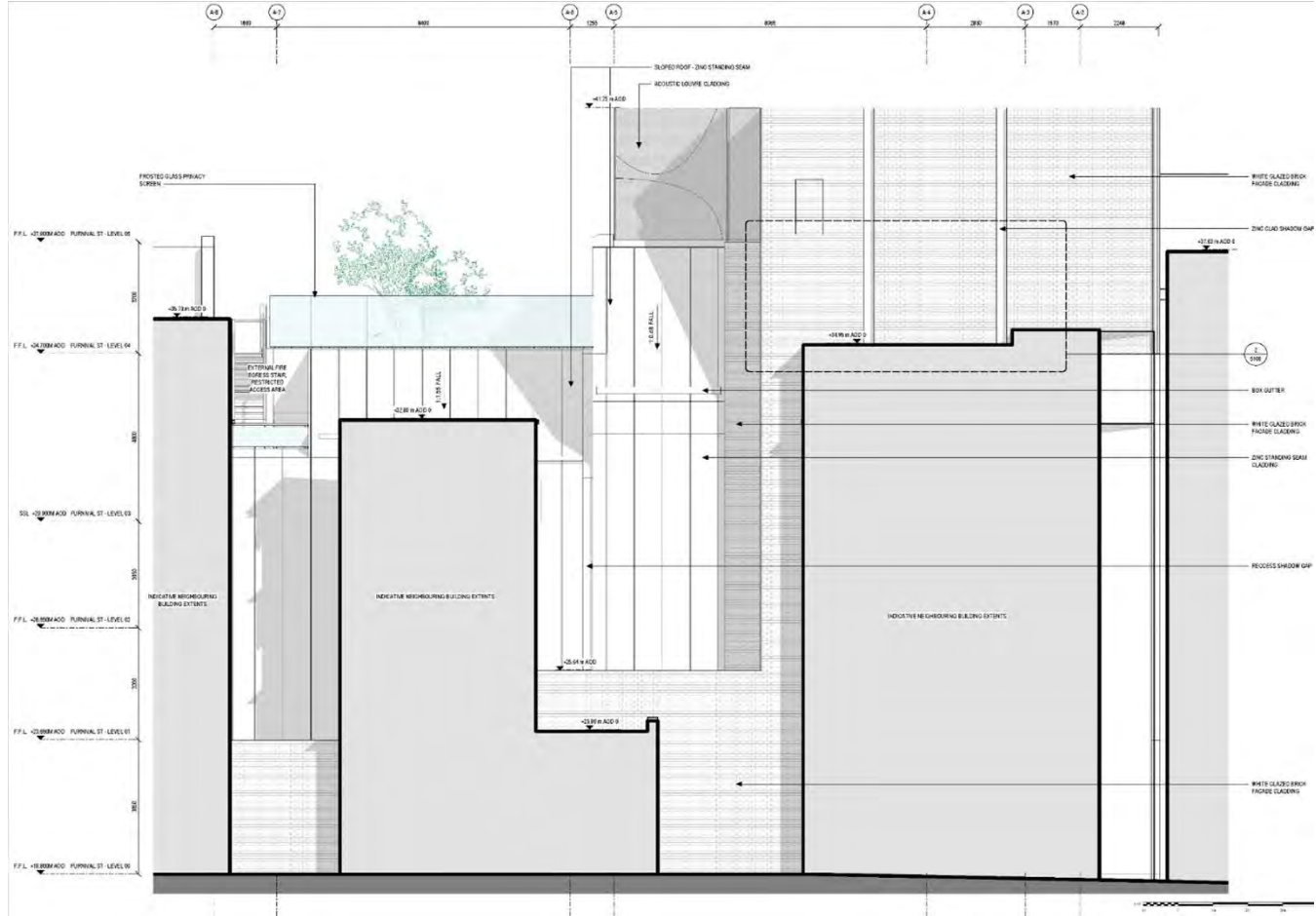


Proposed Elevation

38-41 Furnival Street – Existing and Proposed Long West Elevation

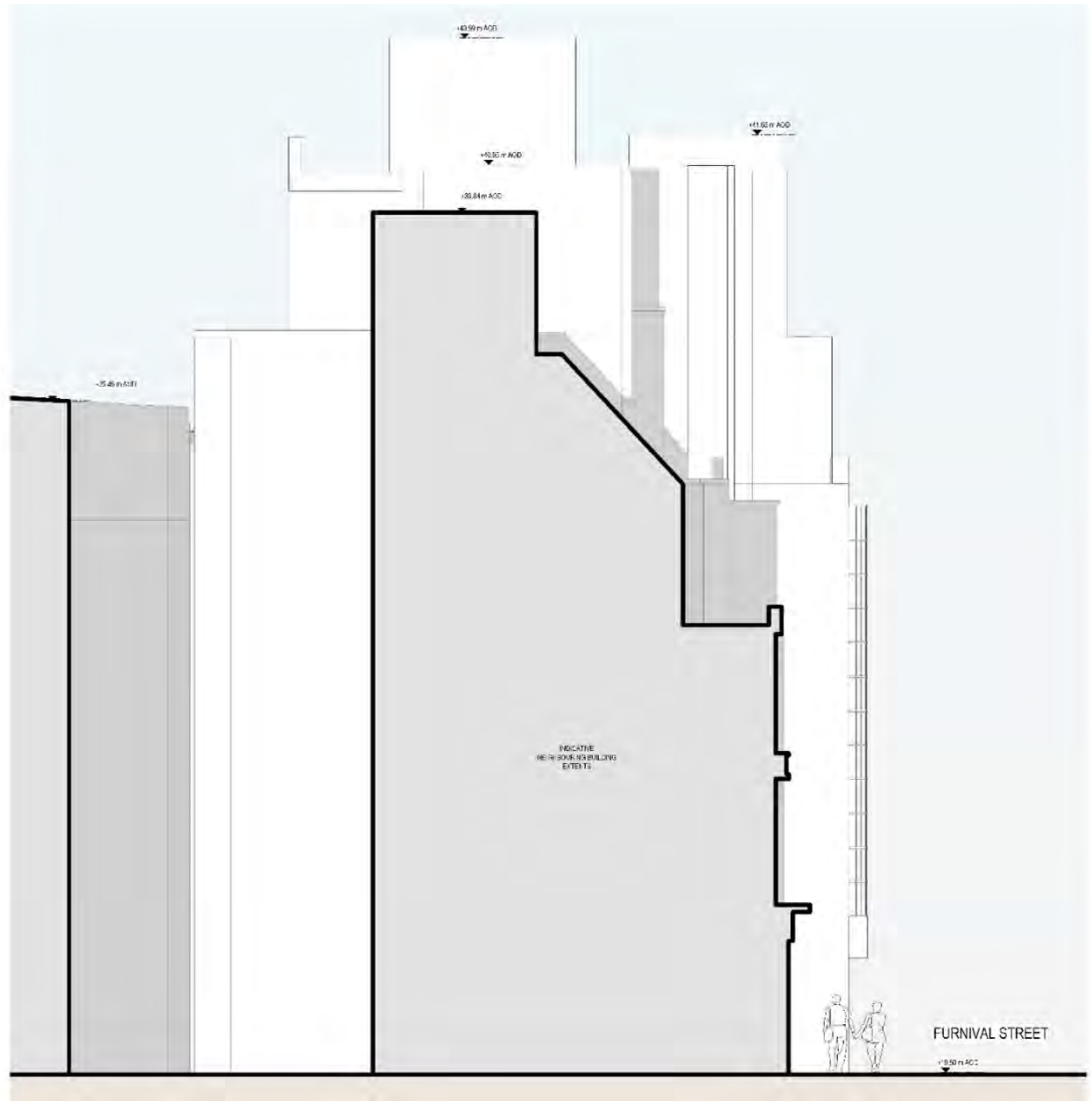


Existing

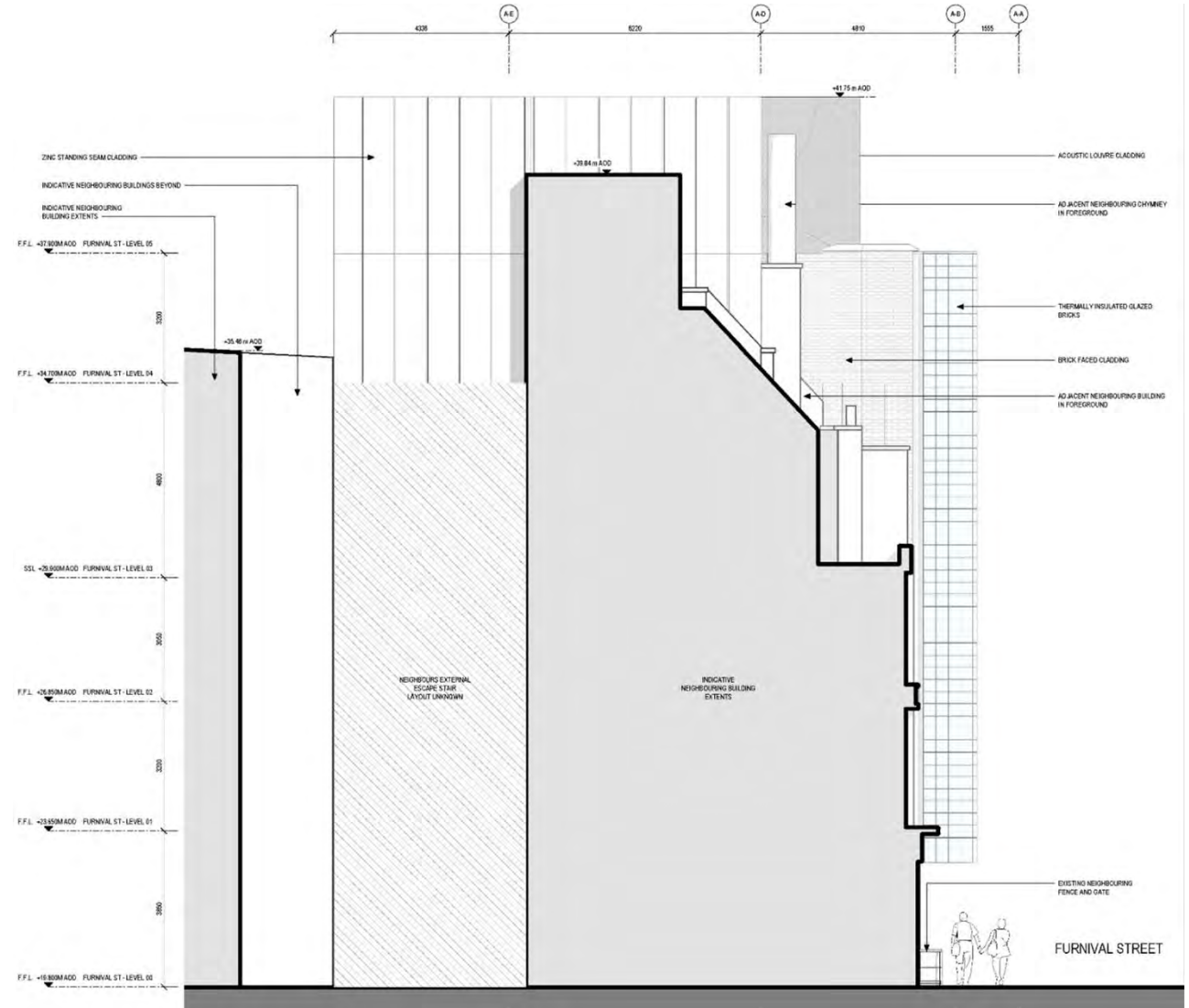


Proposed





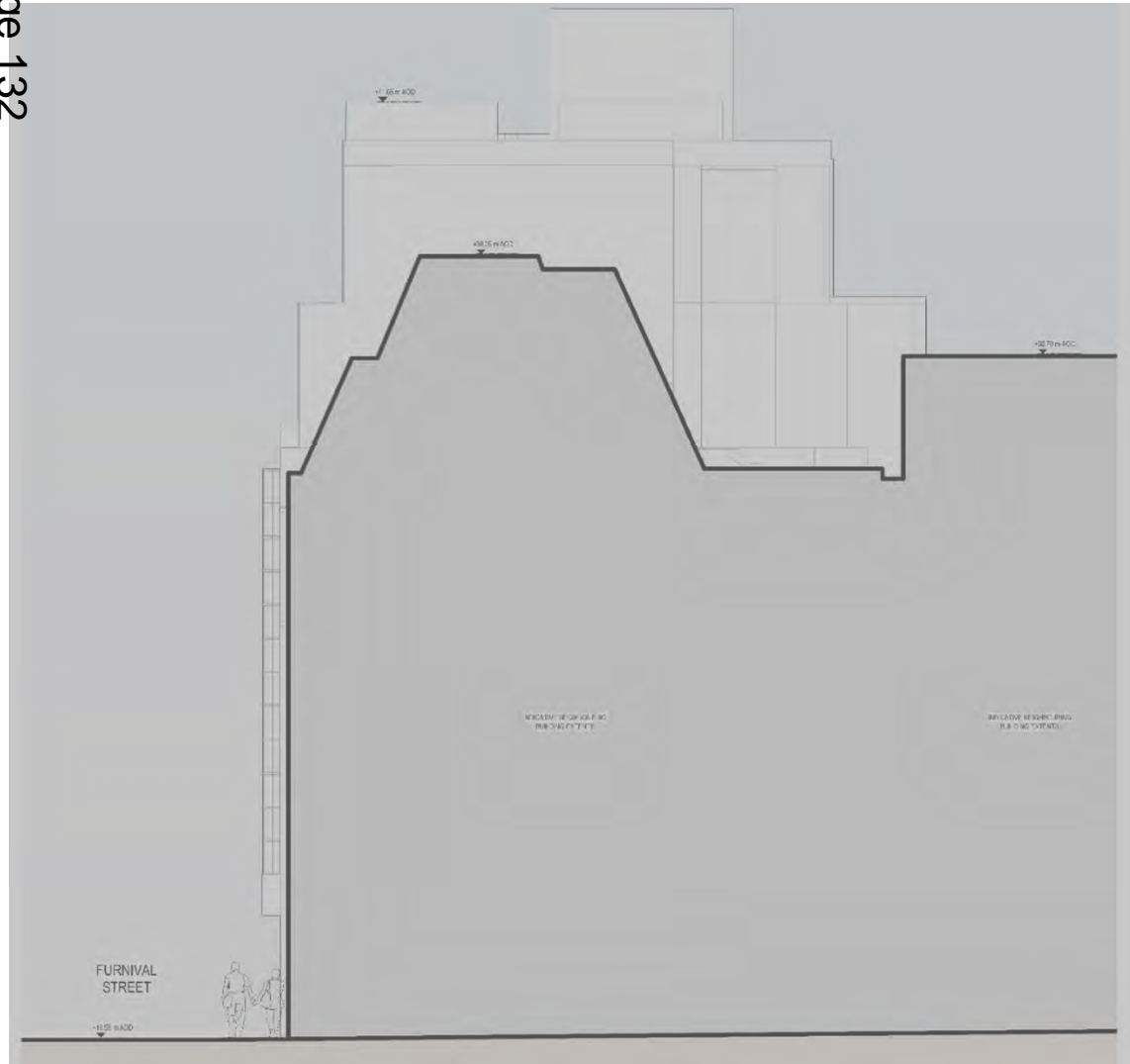
Existing



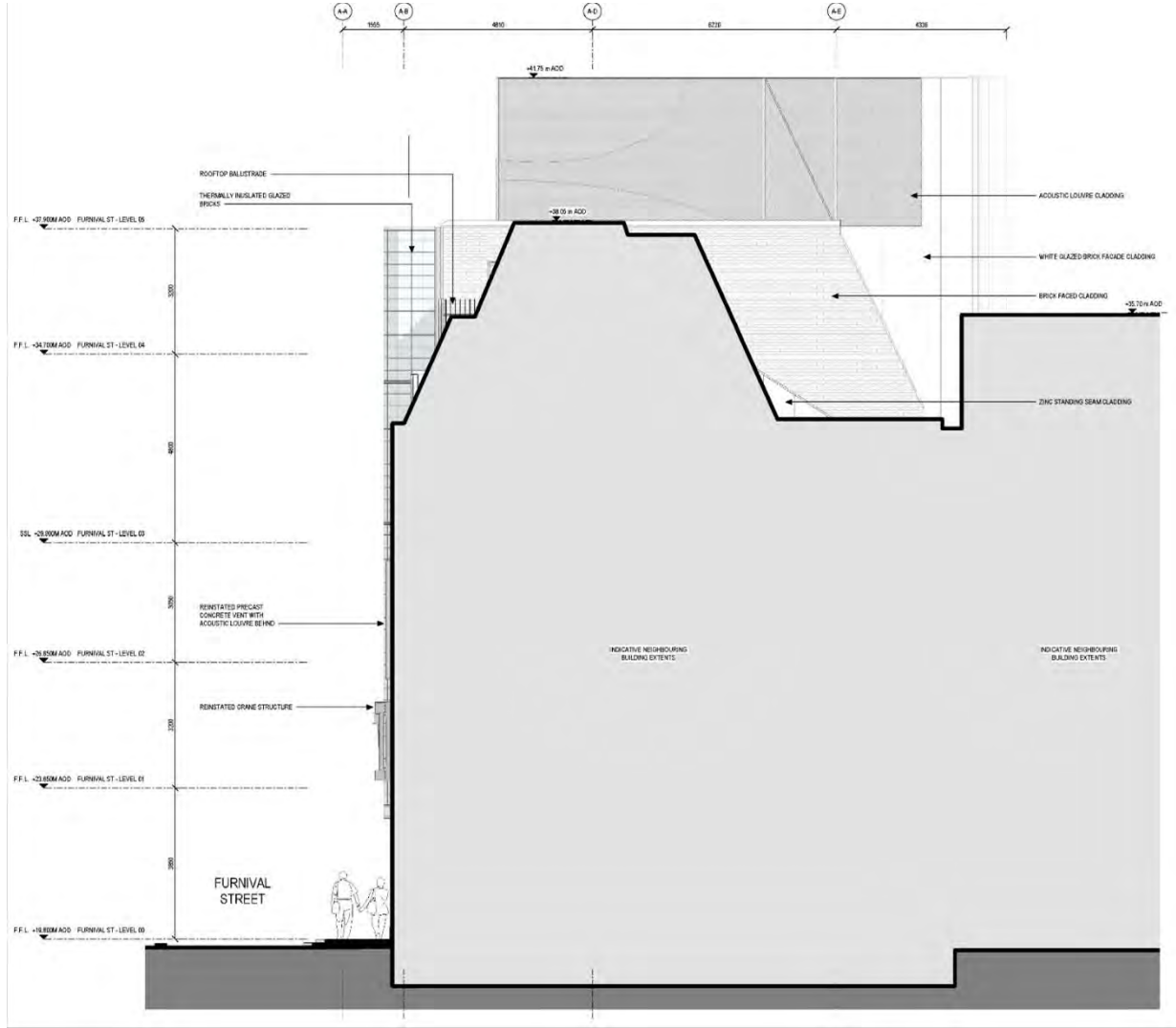
Proposed



38-41 Furnival Street – North Elevation – Existing (left) Proposed (right)



Existing

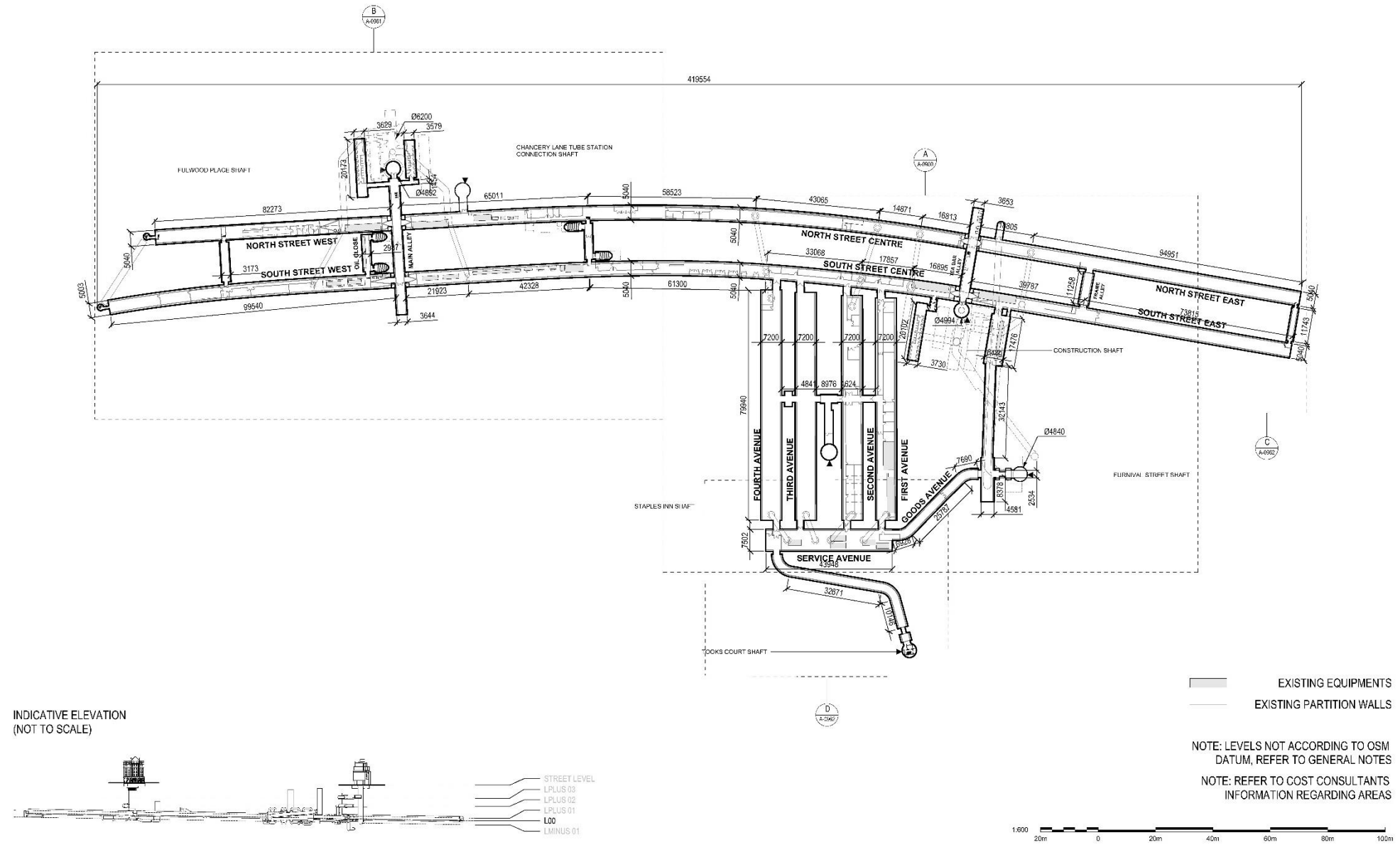


Proposed



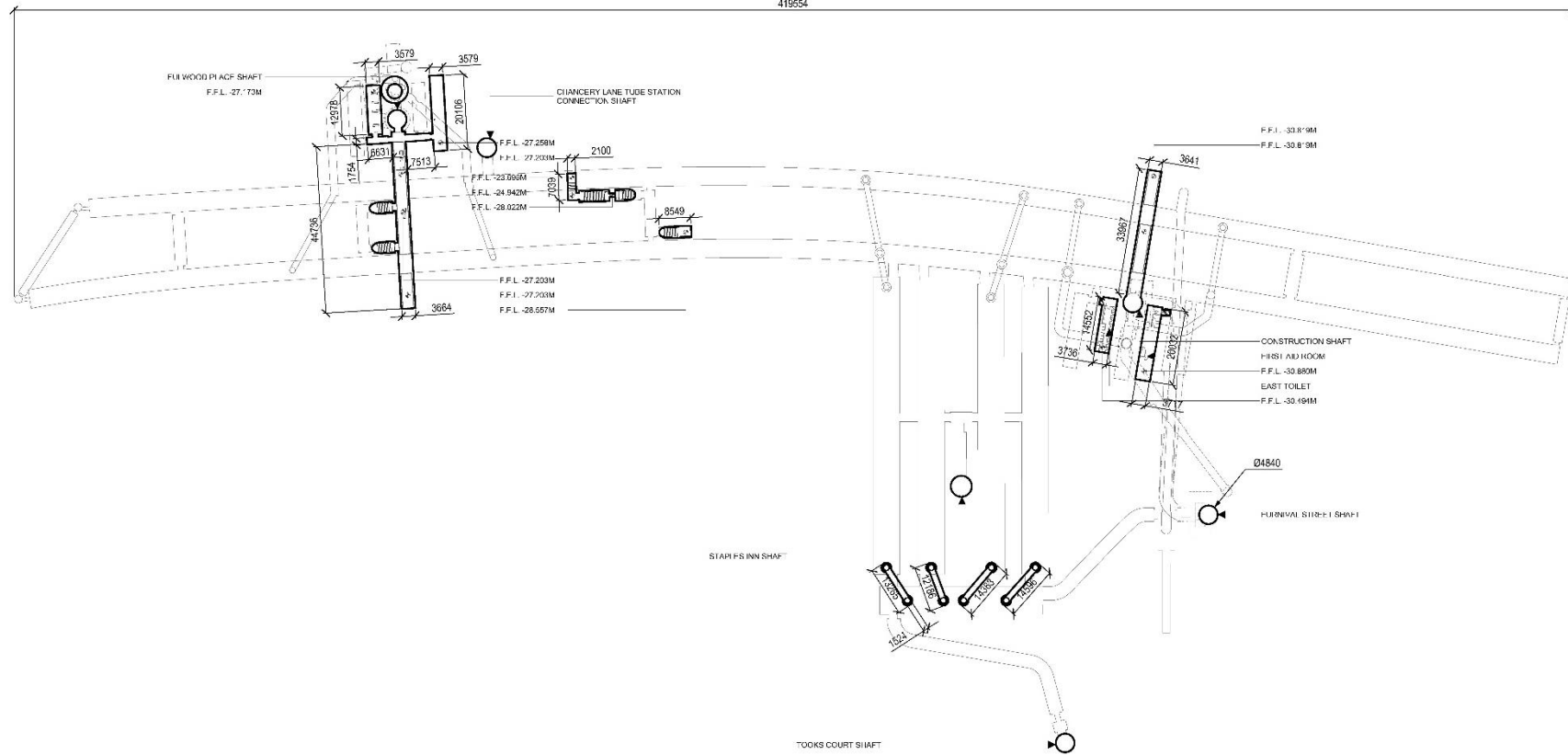




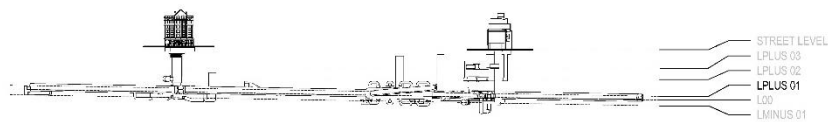


The Tunnels – Existing Plan – Level 0

419554



INDICATIVE ELEVATION  
(NOT TO SCALE)



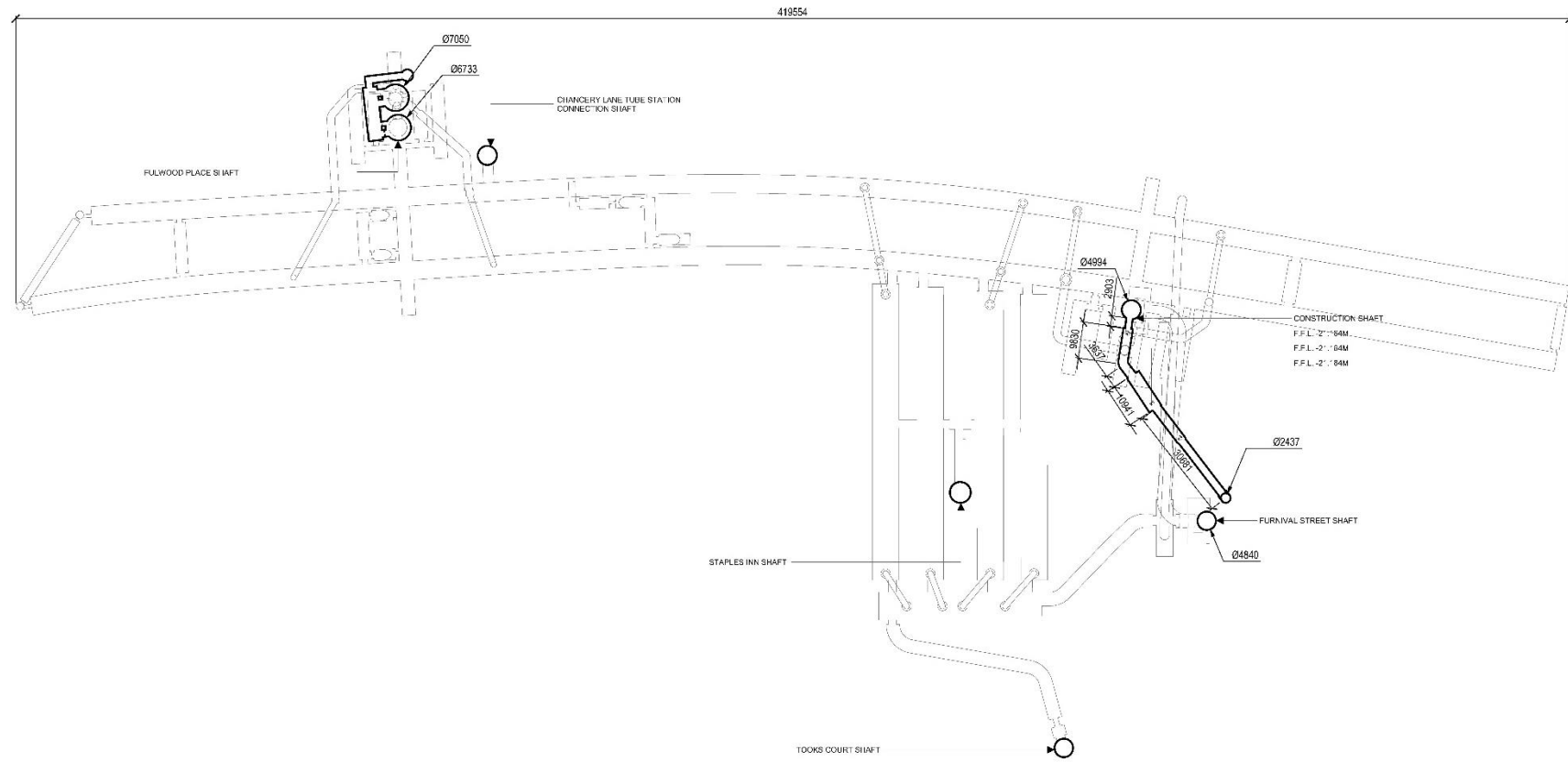
EXISTING EQUIPMENTS  
 EXISTING PARTITION WALLS

NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES  
 NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS

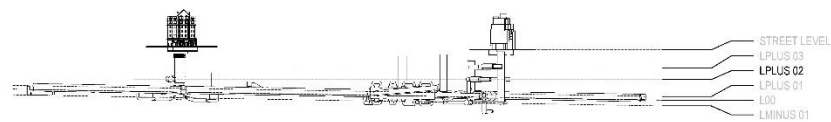


# The Tunnels – Existing Plan – Level 1





INDICATIVE ELEVATION  
(NOT TO SCALE)

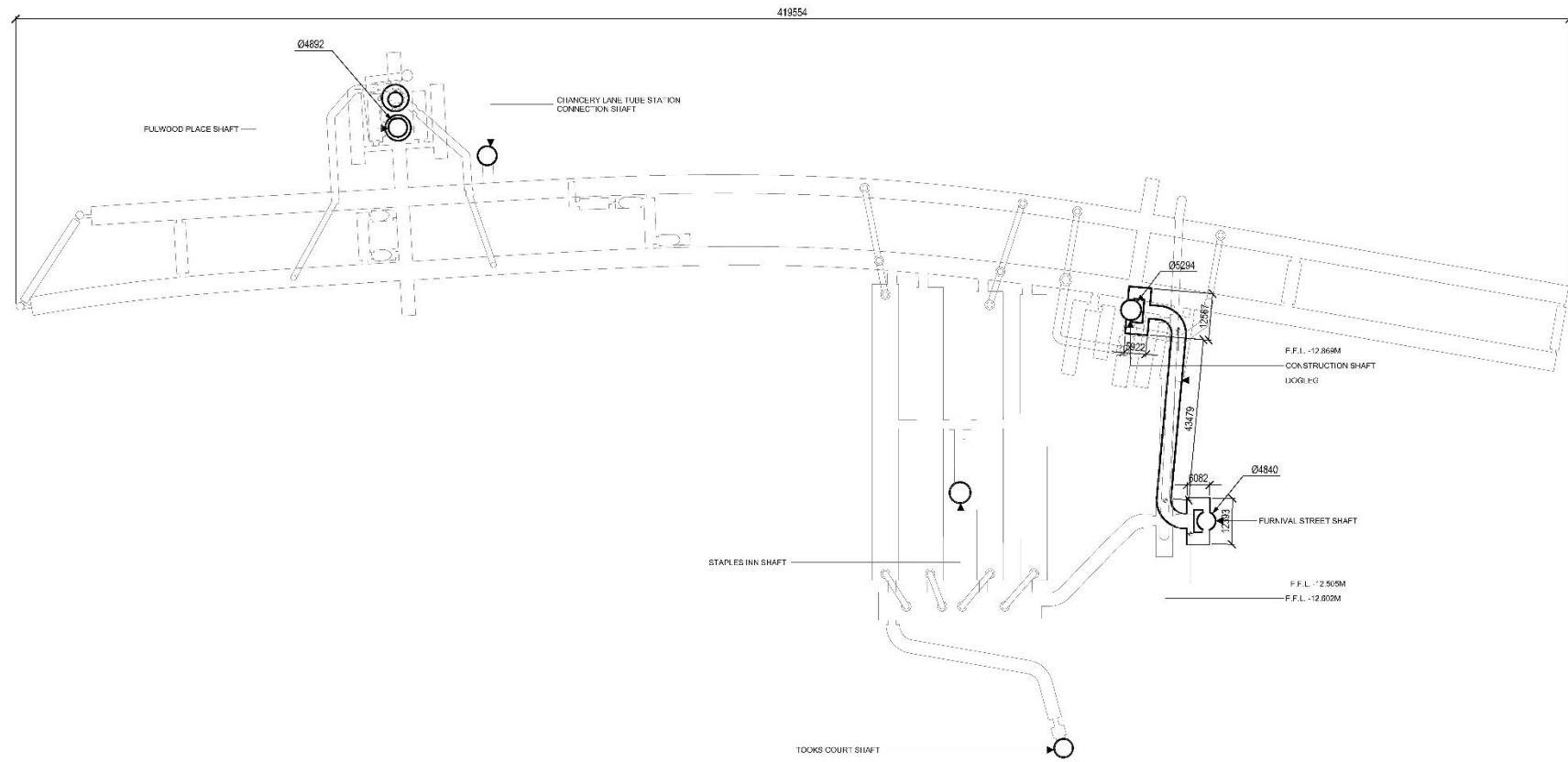


EXISTING EQUIPMENTS  
EXISTING PARTITION WALLS

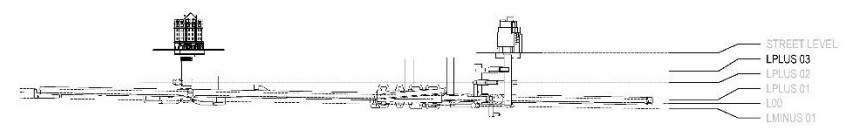
NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES  
NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS



# The Tunnels – Existing Plan – Level 2



INDICATIVE ELEVATION (NOT TO SCALE)



EXISTING EQUIPMENTS

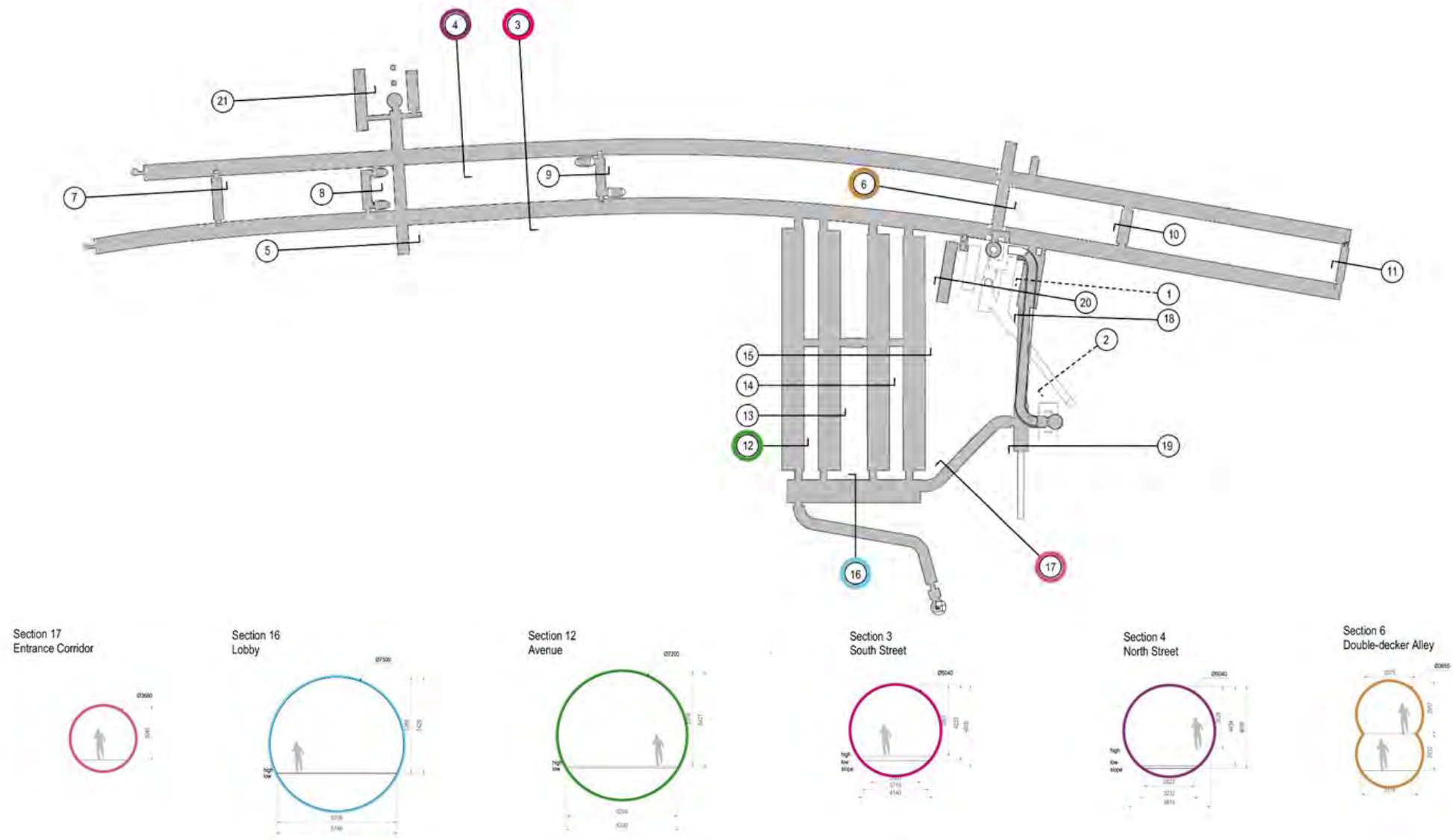
EXISTING PARTITION WALLS

NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES

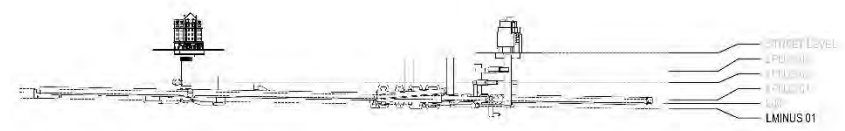
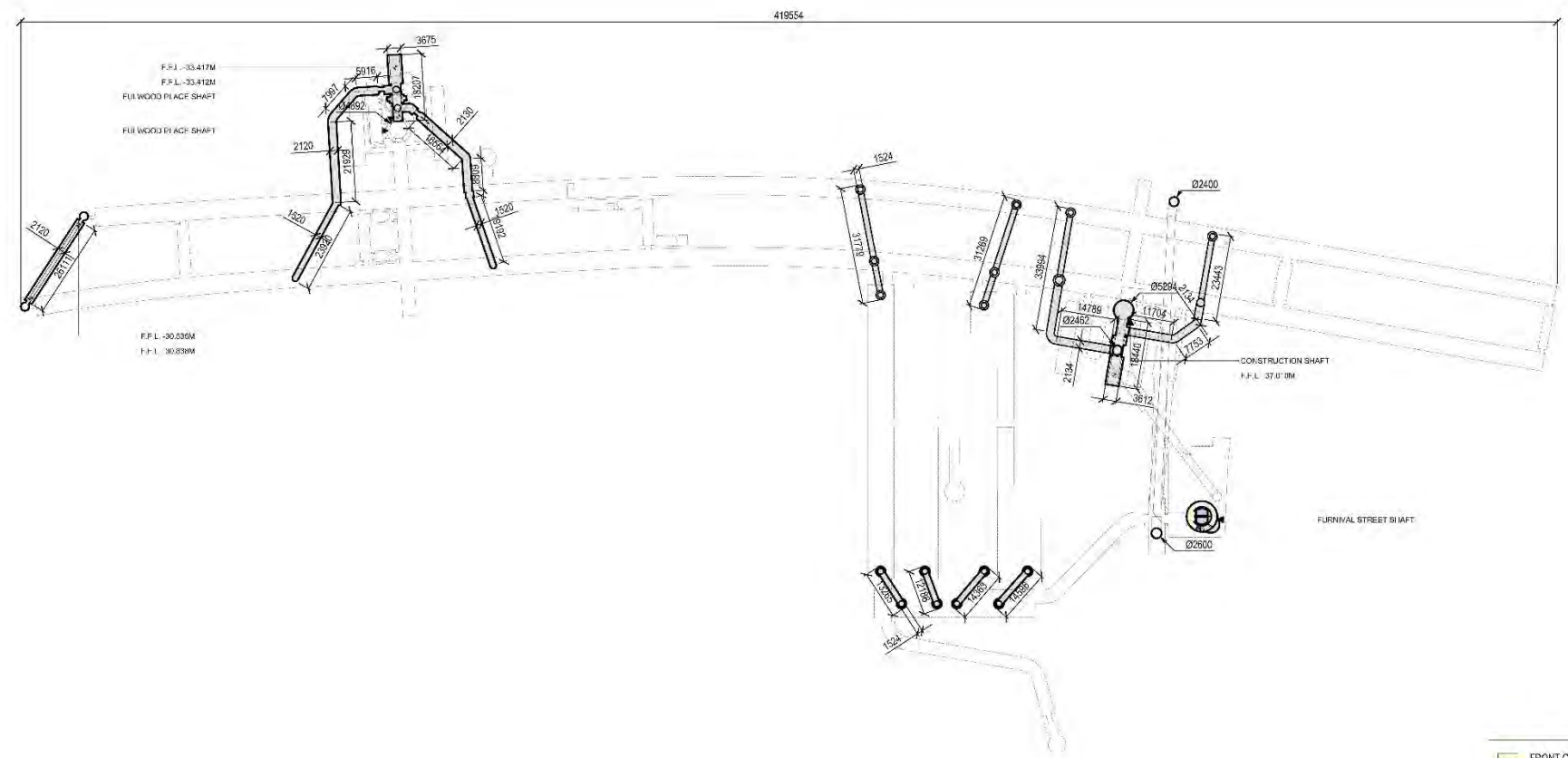
NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS



# The Tunnels – Existing Plan – Level 3



The Tunnels – Existing Tunnels Sections

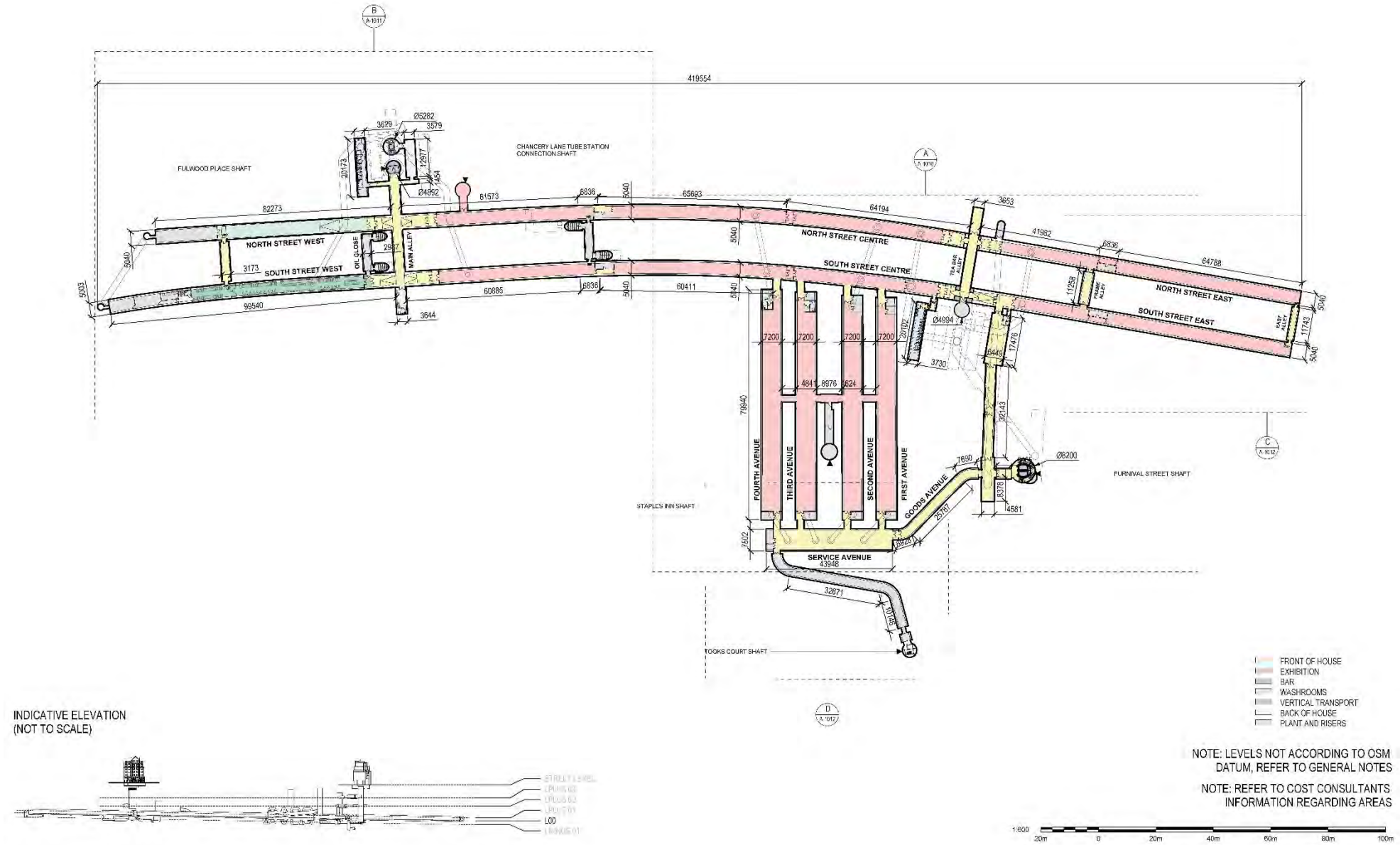


- FRONT OF HOUSE
- EXHIBITION
- BAR
- WASHROOMS
- VERTICAL TRANSPORT
- BACK OF HOUSE
- PLANT AND RISERS

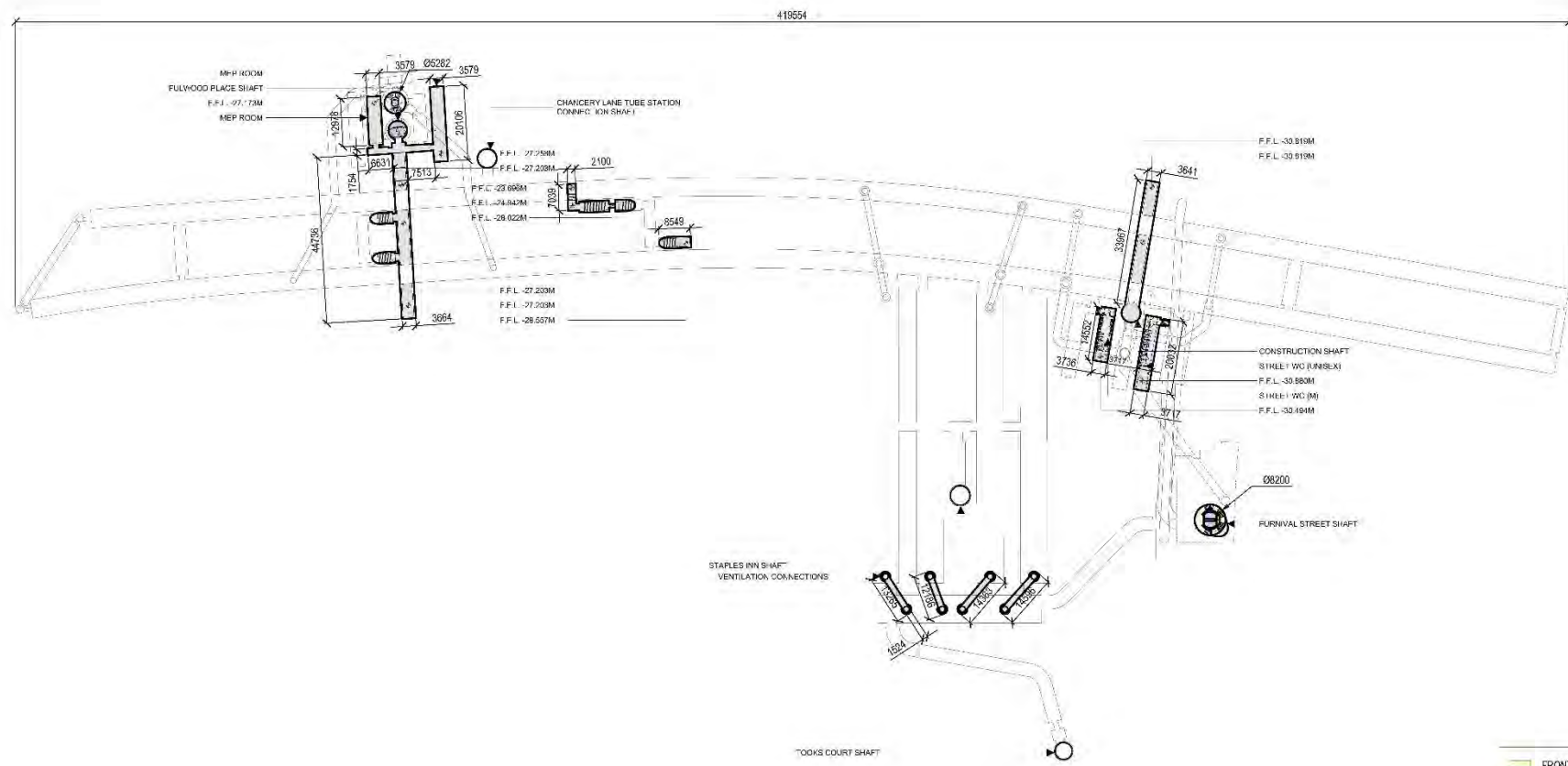
NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES  
NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS



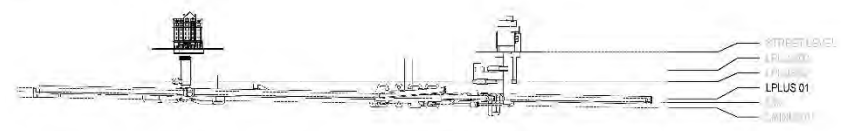
# The Tunnels – Proposed Plan – Level -1



The Tunnels – Proposed Plan – Level 0



INDICATIVE ELEVATION  
(NOT TO SCALE)



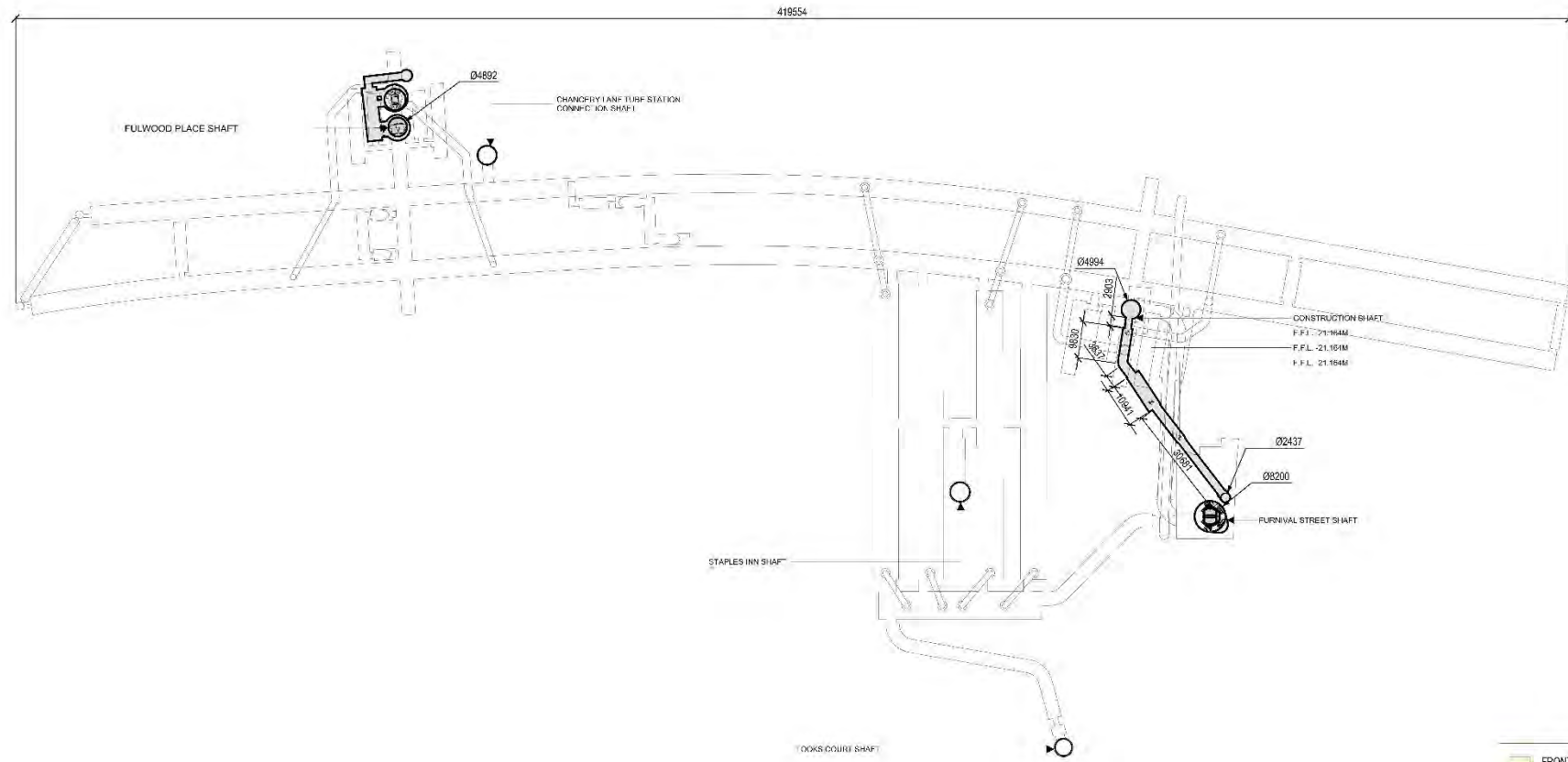
- FRONT OF HOUSE
- EXHIBITION
- BAR
- WASHROOMS
- VERTICAL TRANSPORT
- BACK OF HOUSE
- PLANT AND RISERS

NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES

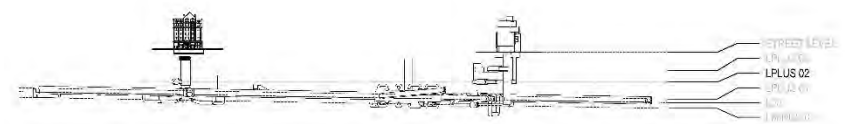
NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS



# The Tunnels – Proposed Plan – Level 1



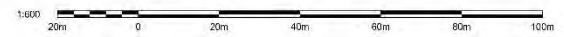
INDICATIVE ELEVATION  
(NOT TO SCALE)



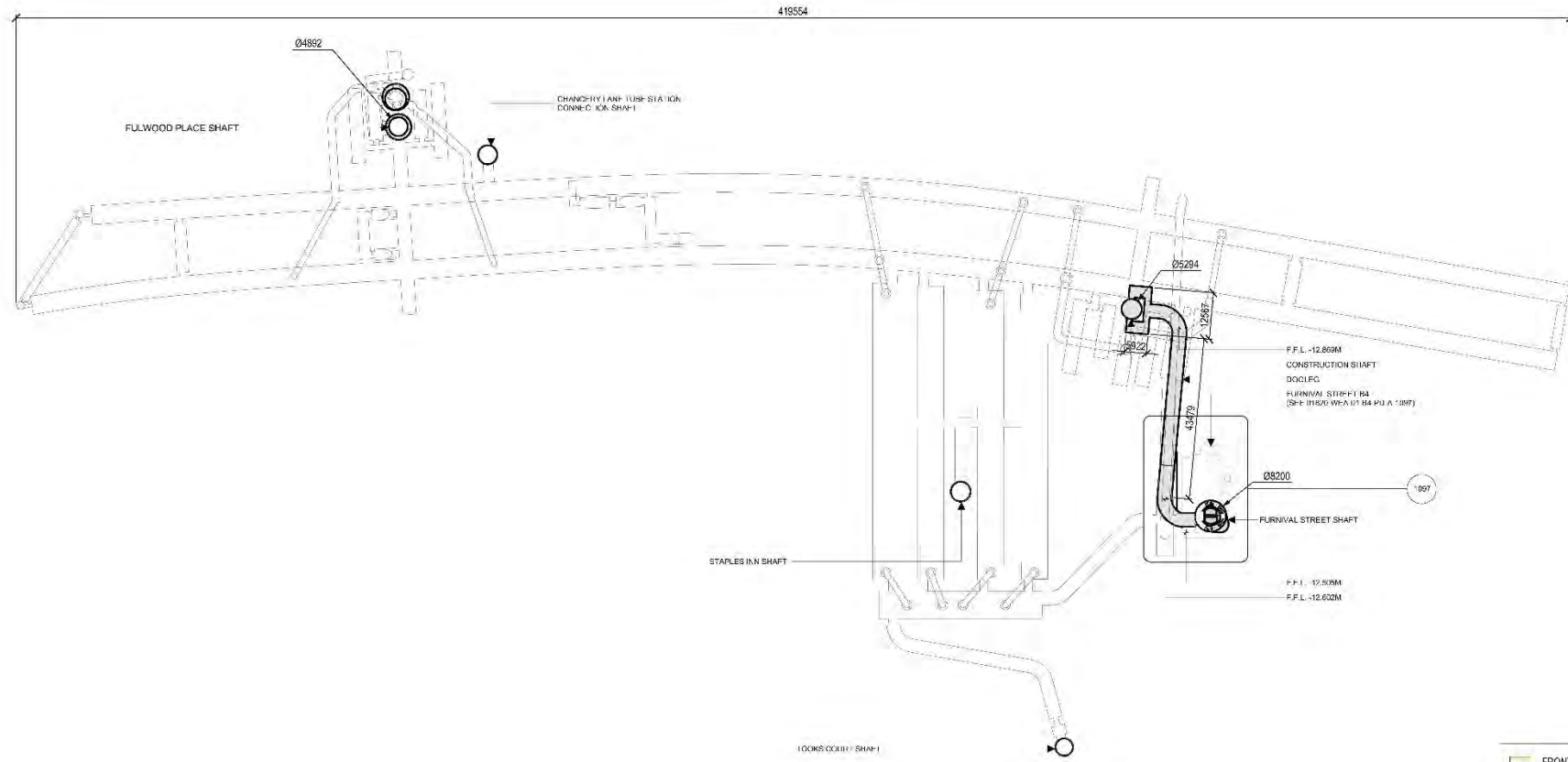
- FRONT OF HOUSE
- EXHIBITION
- BAR
- WASHROOMS
- VERTICAL TRANSPORT
- BACK OF HOUSE
- PLANT AND RISERS

NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES

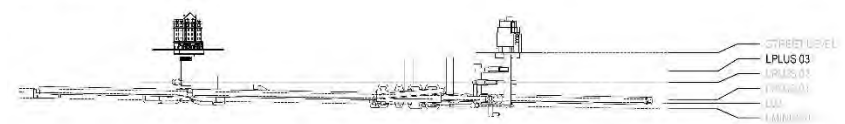
NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS



# The Tunnels – Proposed Plan – Level 2



INDICATIVE ELEVATION  
(NOT TO SCALE)



- FRONT OF HOUSE
- EXHIBITION
- BAR
- WASHROOMS
- VERTICAL TRANSPORT
- BACK OF HOUSE
- PLANT AND RISERS

NOTE: LEVELS NOT ACCORDING TO OSM DATUM, REFER TO GENERAL NOTES

NOTE: REFER TO COST CONSULTANTS INFORMATION REGARDING AREAS



# The Tunnels – Proposed Plan – Level 3

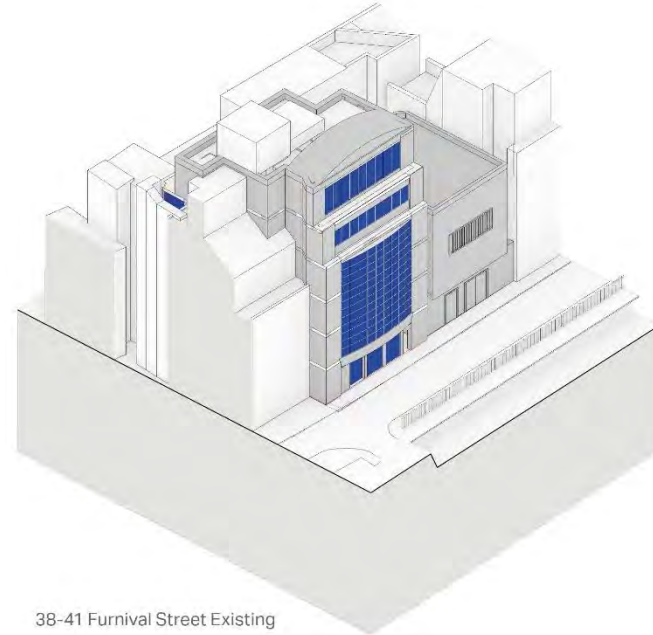


The requirement for the shaft enlargement dictates the need for an open excavation at 38-39 Furnival Street.

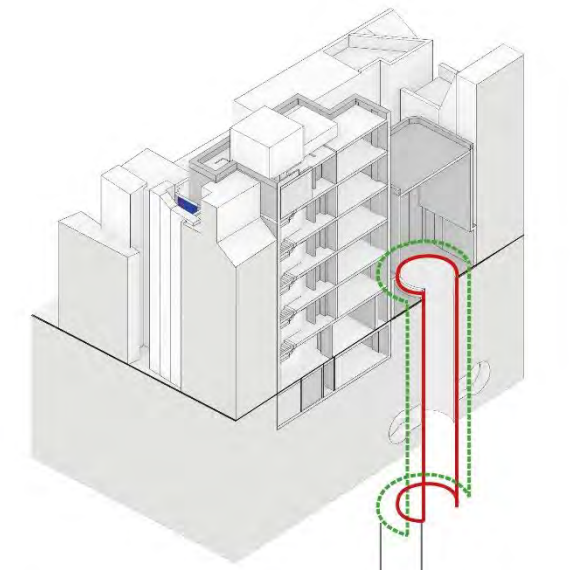
In addition to this, the new building at 38-41 Furnival street is required to host the majority of equipment to serve the tunnels.

The plant space requirement can not be accommodated above ground as it will exceed the permitted massing.

The retention of the buildings at 38-39 Furnival Street and 40-41 Furnival street has been carefully considered and deemed unfeasible, both practically and financially,

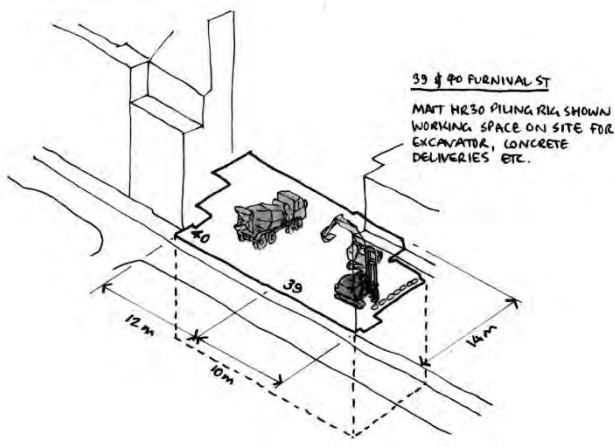


38-41 Furnival Street Existing

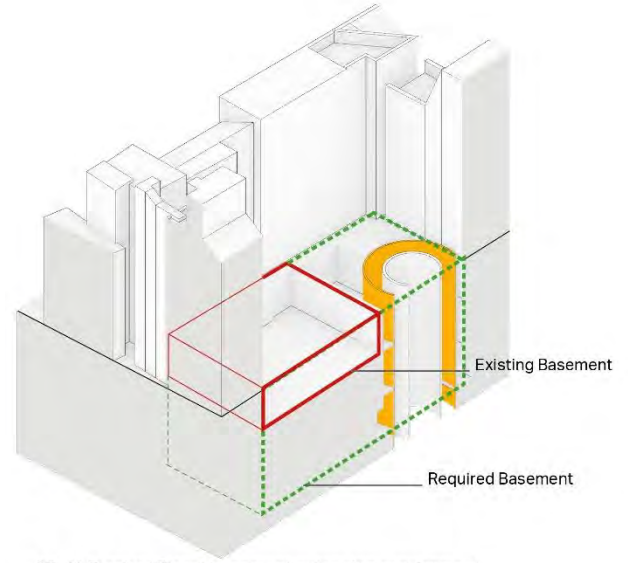


38-41 Furnival Street shaft enlargement requirement

Existing Shaft - Ø 5.2m  
Required Shaft - Ø 8.2m



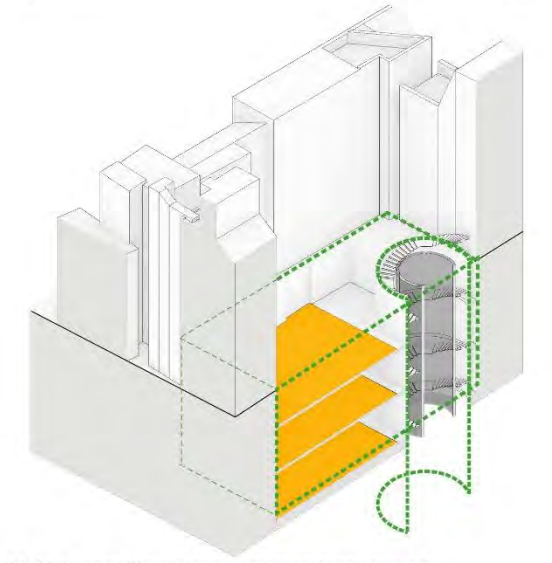
Indicative sketch comparing the size of the required piling rigs and trucks relative to the combined site footprint.



38-41 Furnival Street basement extension requirement

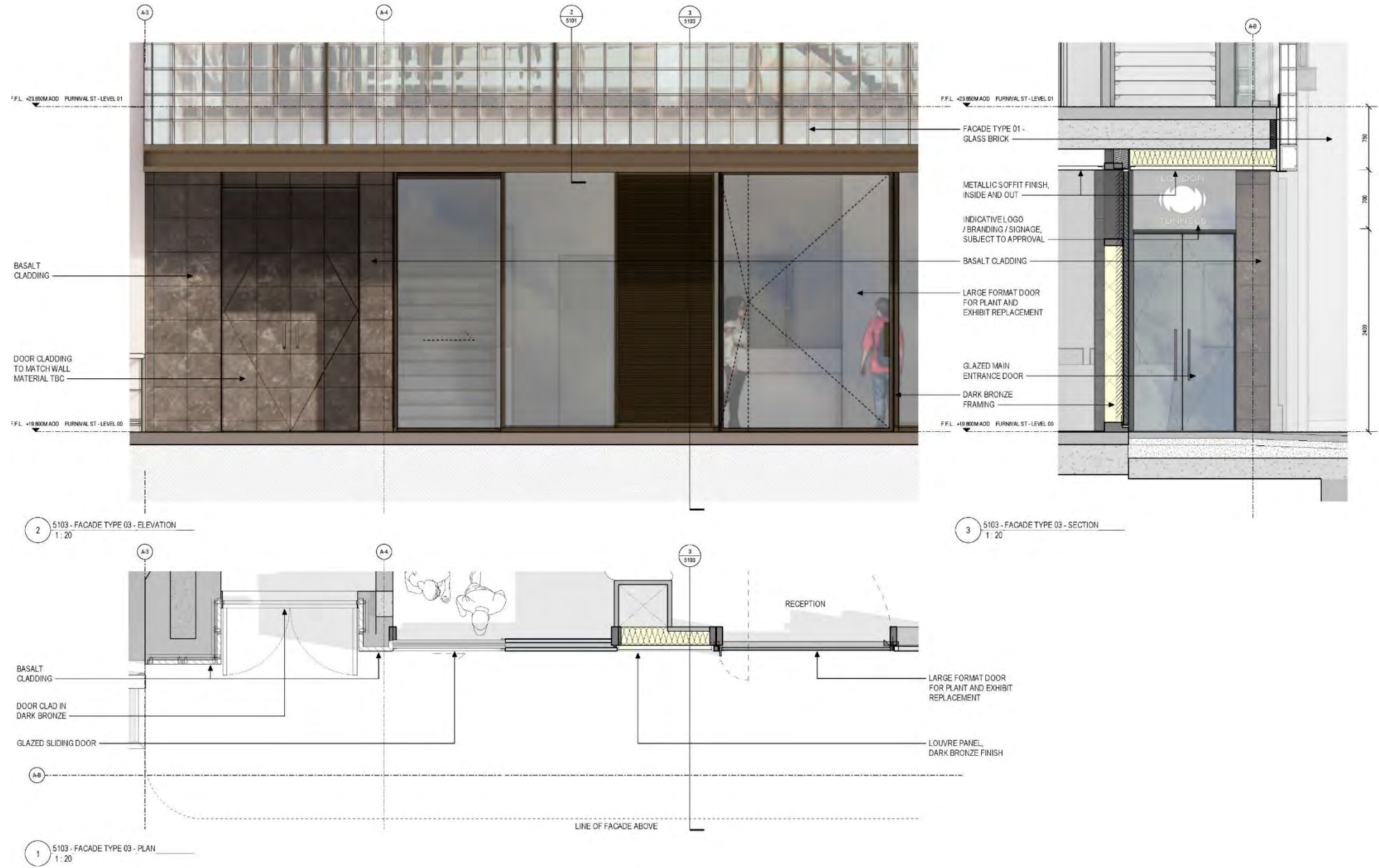
Existing Basement

Required Basement

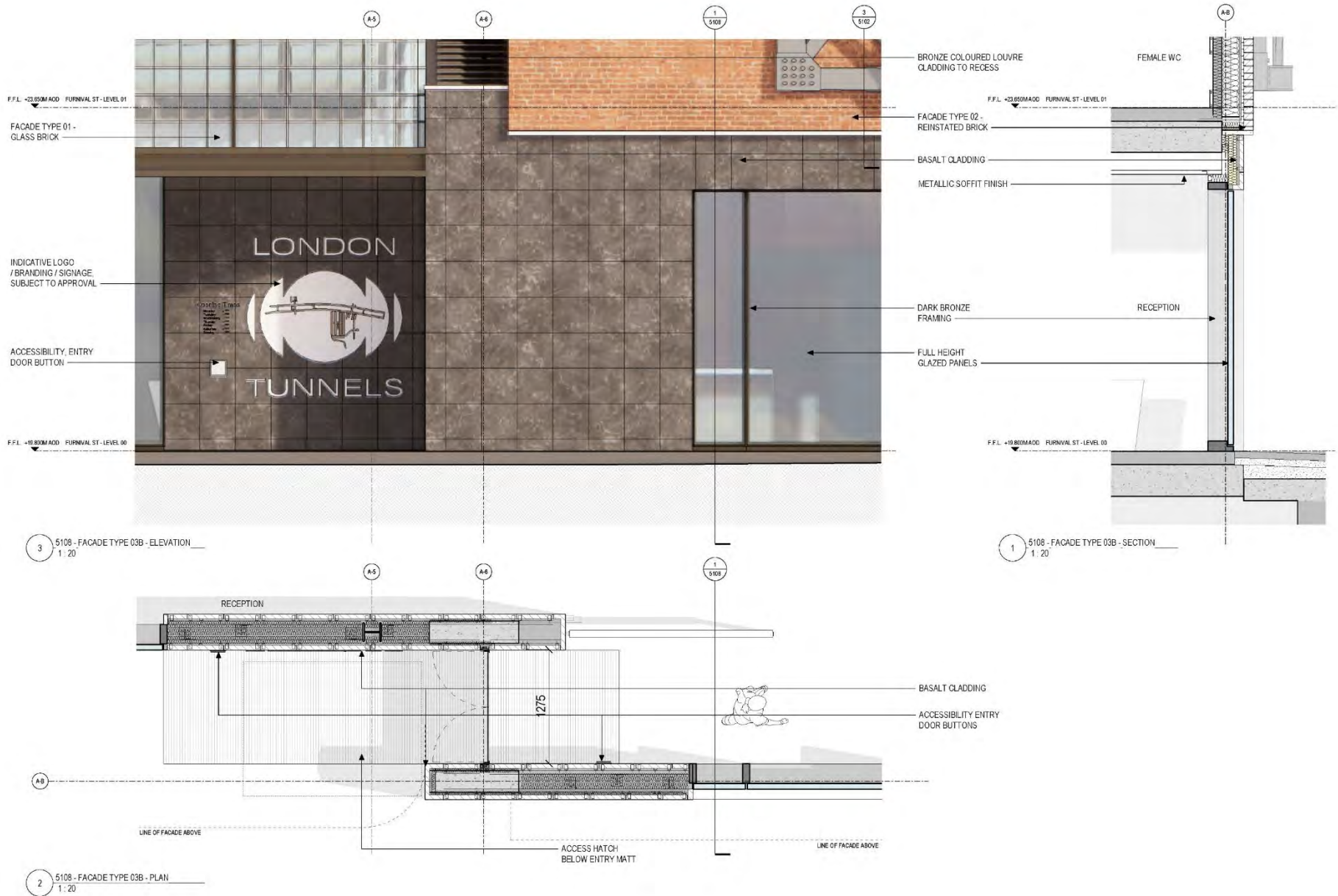


38-41 Furnival Street proposed extent below ground

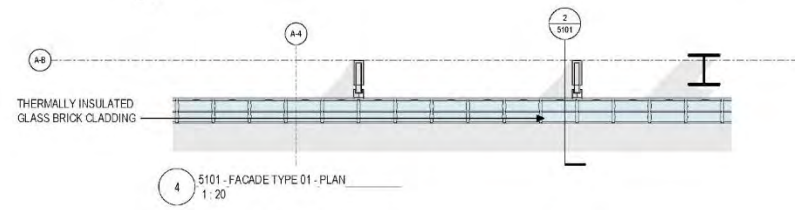
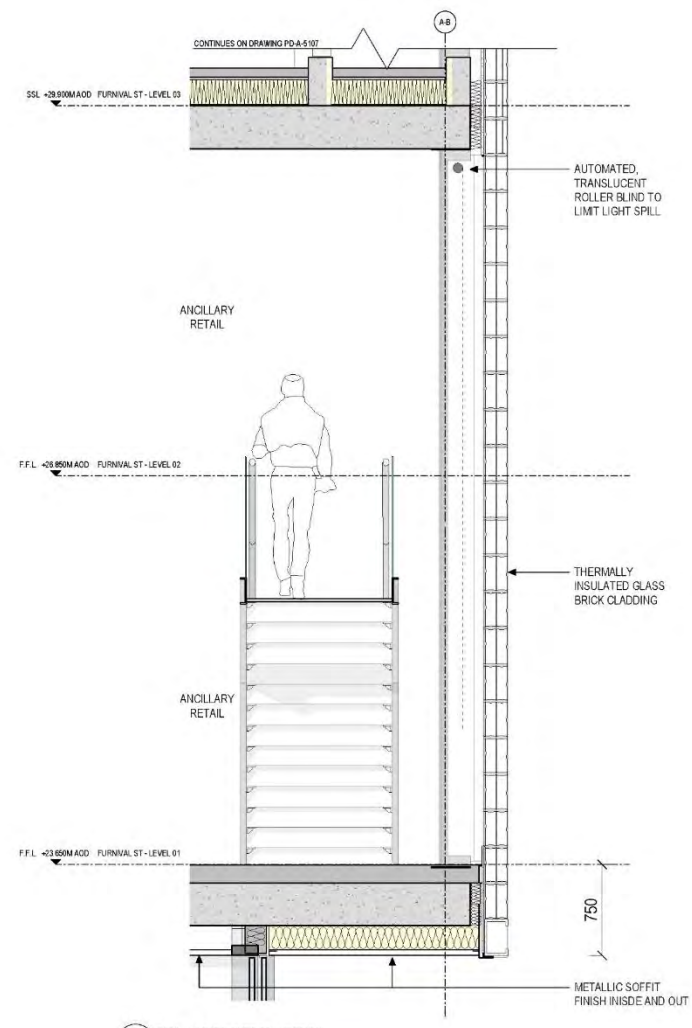
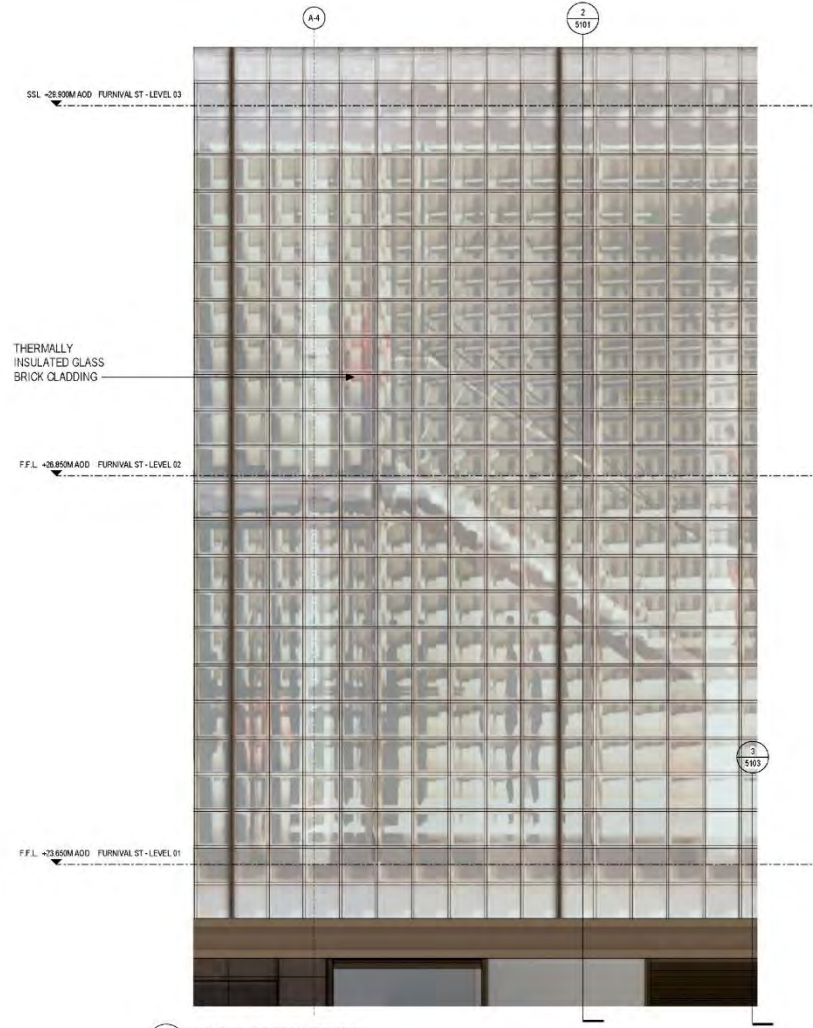
# 38-41 Furnival Street – Reason for Demolition



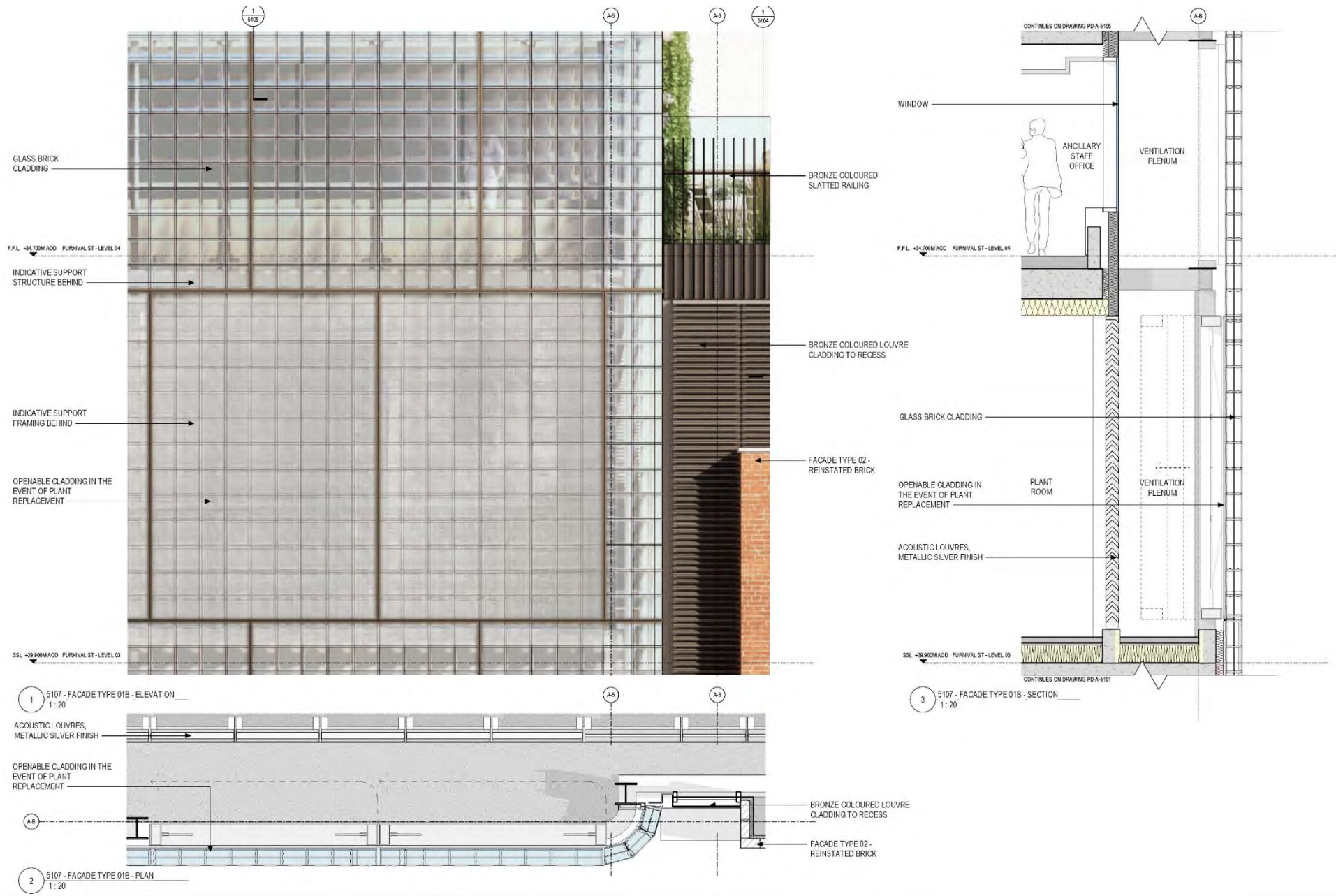
38-41 Furnival Street – Entrance – Ground Floor



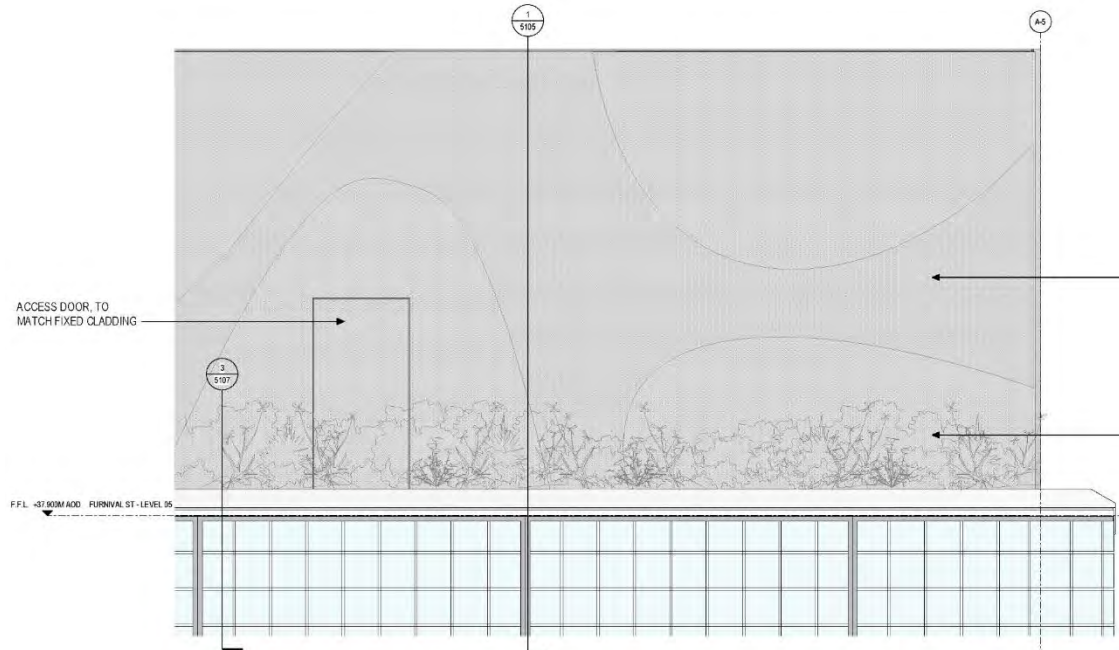
# 38-41 Furnival Street – Entrance – Ground Floor



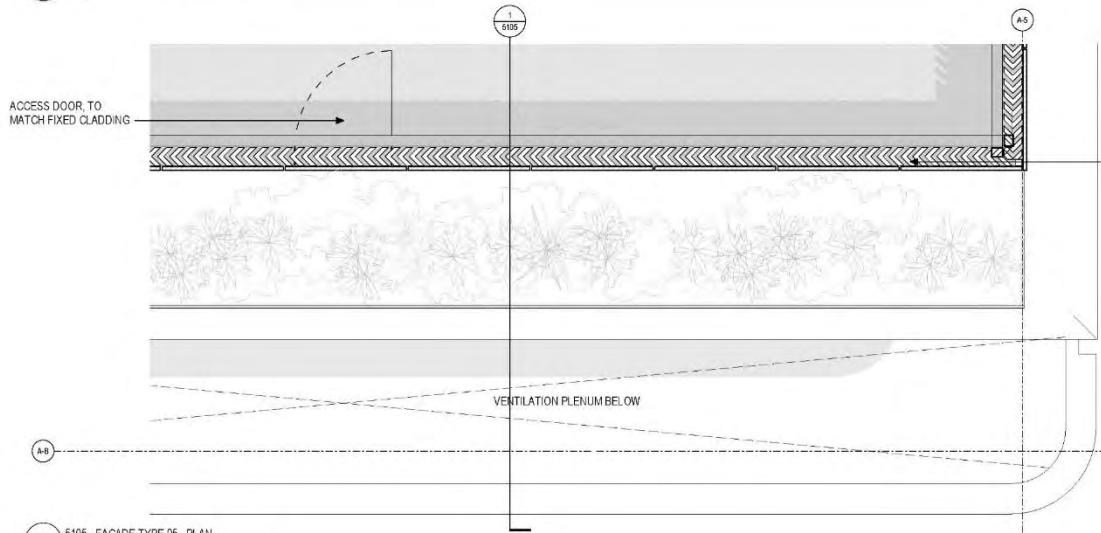
# 38-41 Furnival Street – Typical Facade Bay 01



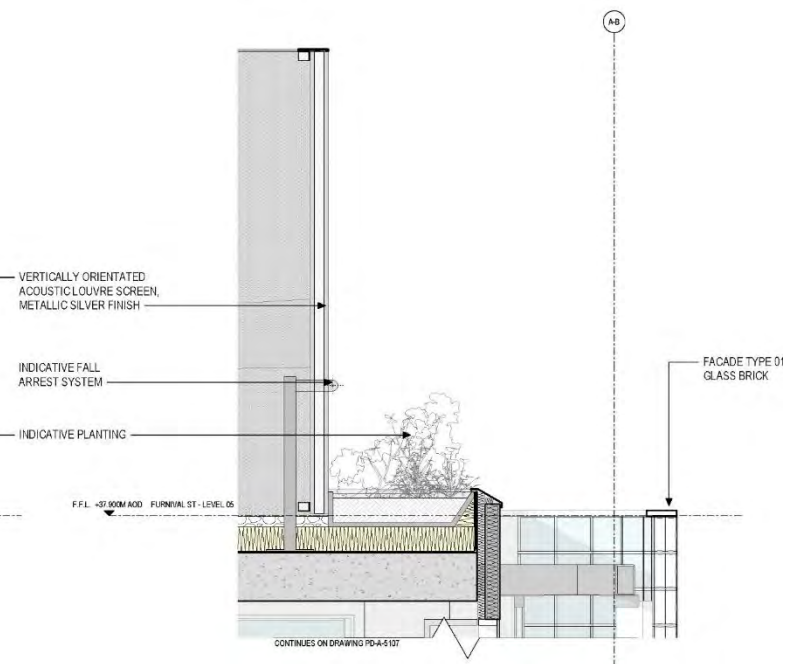
38-41 Furnival Street – Typical Facade Bay 02



2 5105 - FACADE TYPE 05 - ELEVATION  
1:20

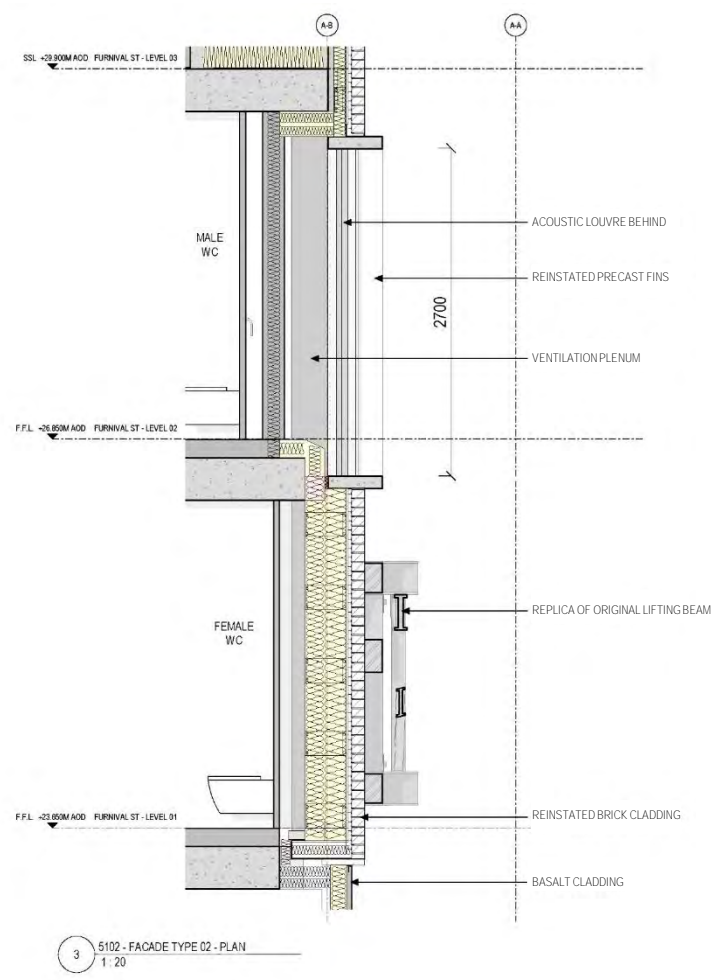
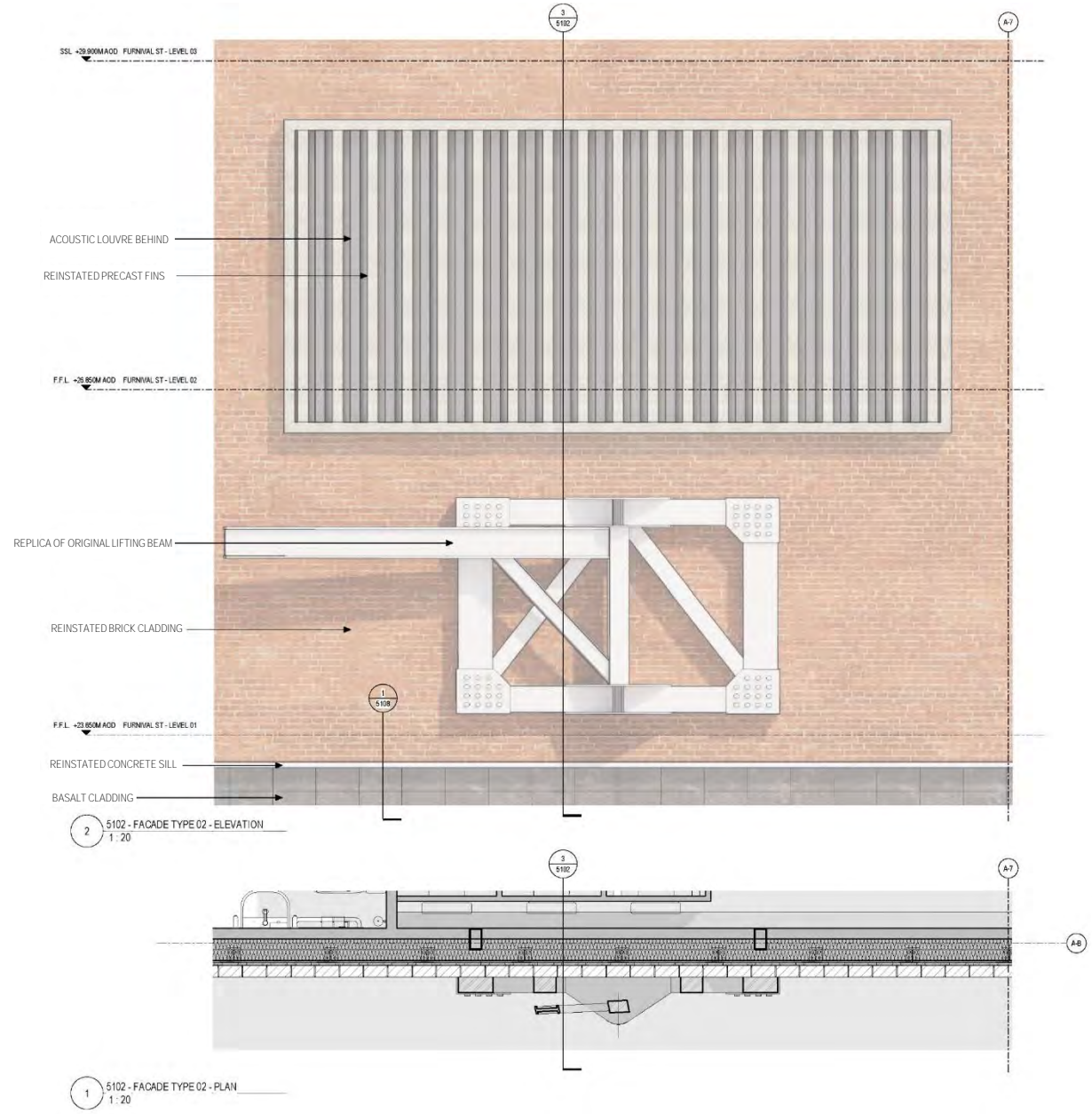


3 5105 - FACADE TYPE 05 - PLAN  
1:20



1 5105 - FACADE TYPE 05 - SECTION  
1:20

# 38-41 Furnival Street – Typical Facade Bay 03



### 38-41 Furnival Street – Typical Facade Bay 04



Furnival Street – Entrance - CGI





The left image is not taken from the same angle, it is used for reference.

### Furnival Street – Existing and CGI



The left image is not taken from the same angle, it is used for reference.

### Furnival Street – Existing and CGI



Furnival Street – CGI

The Ground Floor of the combined Furnival Street building provides the main public entrance to the Proposed Scheme. This is where the public will be greeted and security checked before making their way via the double deck lifts to Tunnel level.

There are some BOH support spaces such as lockers and WC.s located centrally.

The FOH areas are constrained to the north and south by dedicated evacuation corridors and to the east by risers serving the tunnels.

The facade line to 40-41 Furnival is set back 1.6 meters from its original alignment to provide a covered space on entrance and exit.

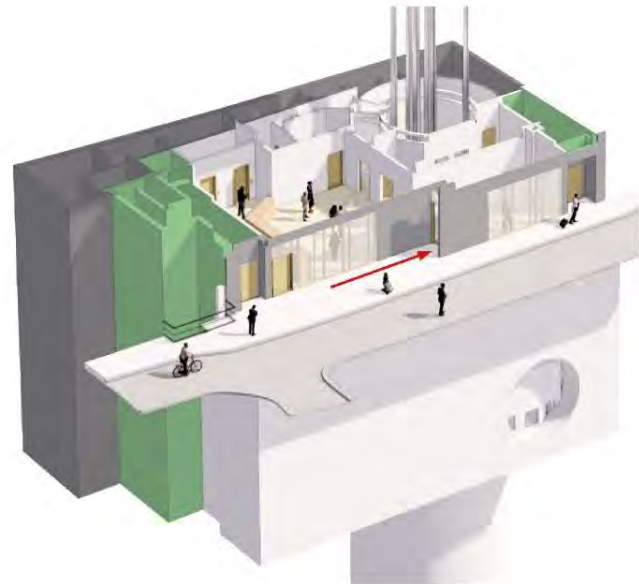
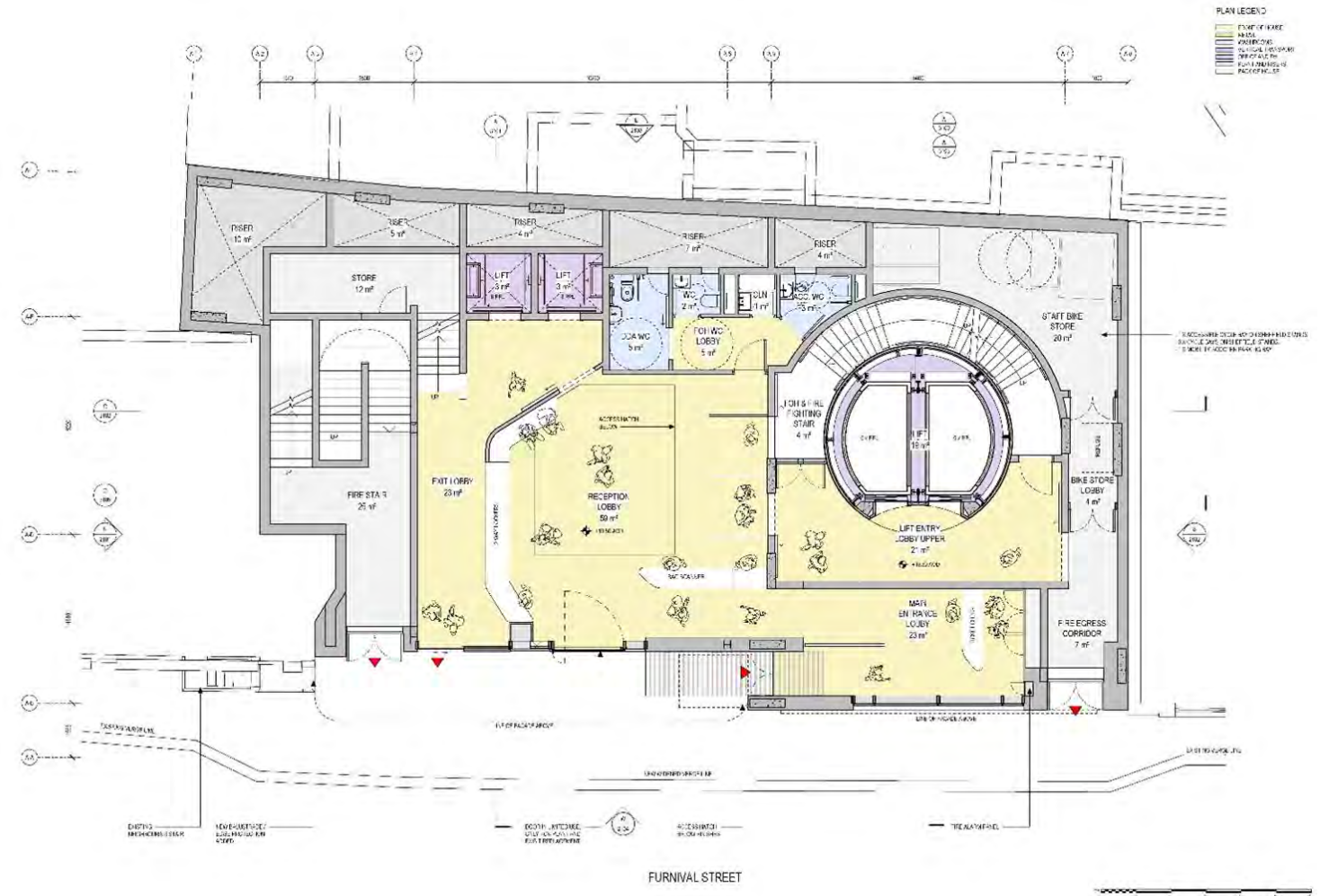
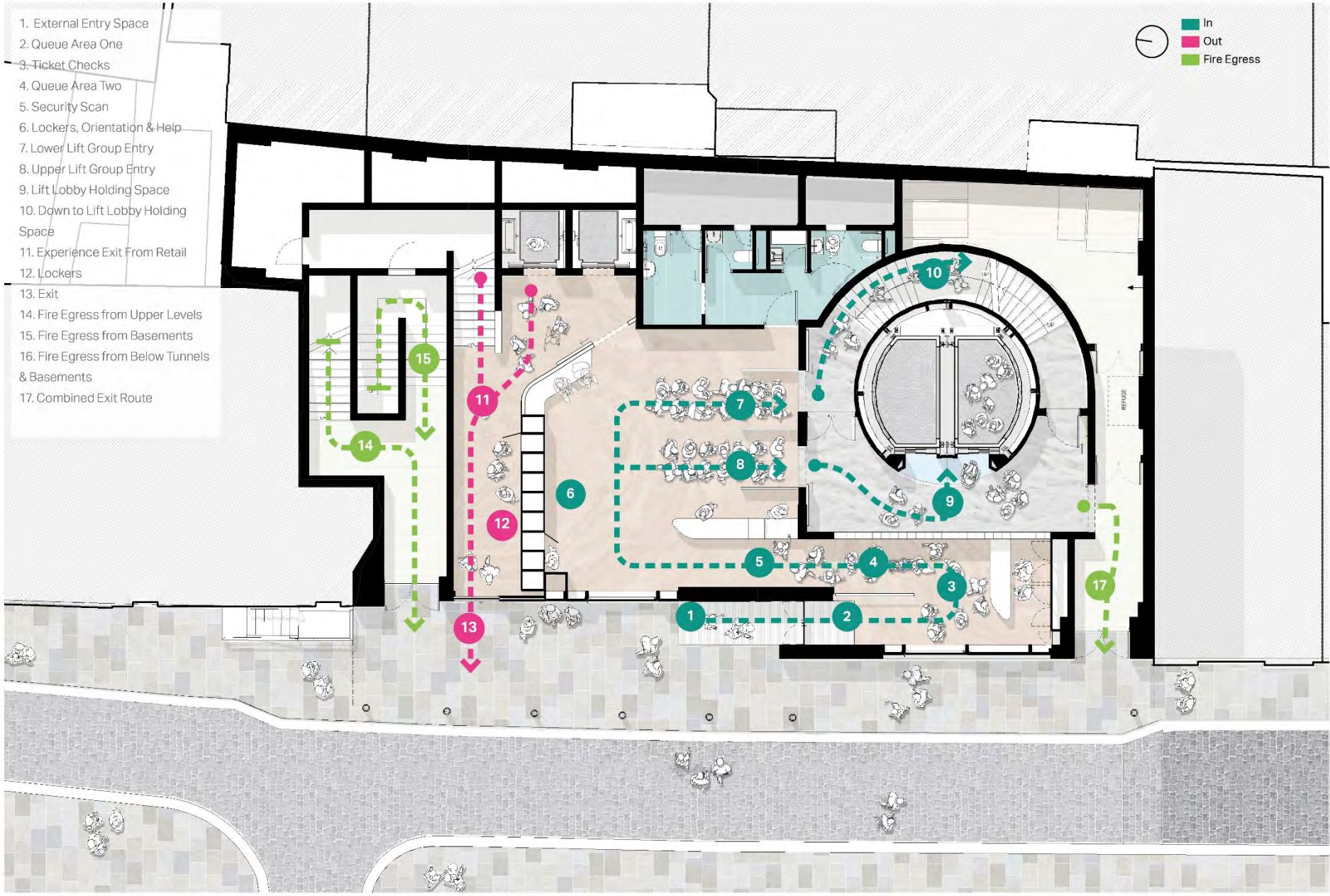


Figure 96. Ground Floor axonometric view





Furnival Street – Visitors Entrance Sequence - Proposed

The Security Strategy looks at protecting the tunnels from an internal attack within the tunnels (a Person Borne IED or a bladed MTA). Therefore mitigations have featured heavily around the management of visitors into the tunnels and their associated luggage.

CTSA and DOCO engagement has been carried out with both City of London and Metropolitan Police, to inform design and to advise on threat levels.

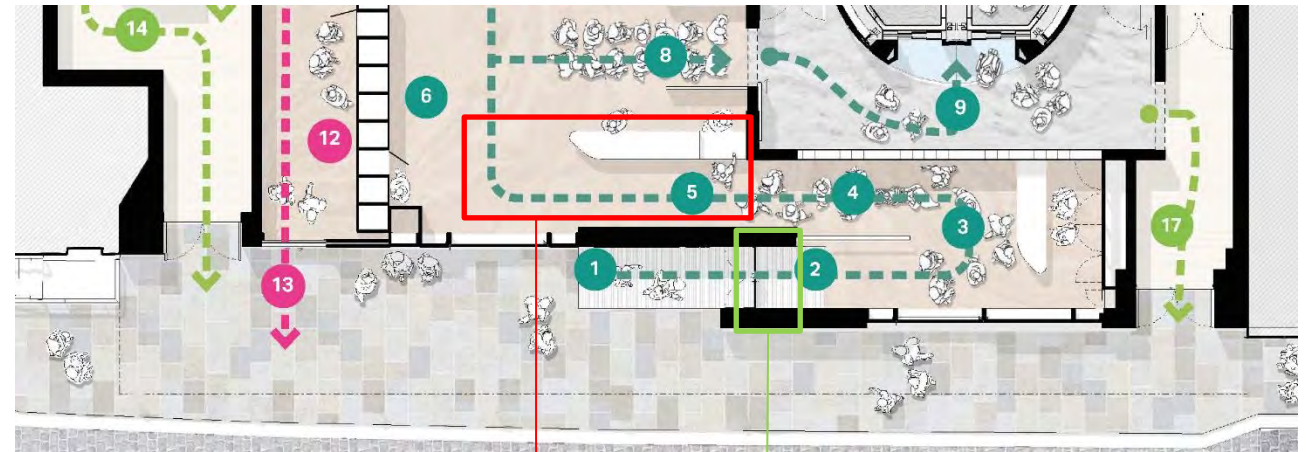
Robust search and screening will be carried out at both building entrances, a scanner for individuals, supplemented by bag scanning and searching. Security personnel will manage the screening within the reception areas.

All visitors will be required to pre-book, at this point recommendations on luggage and a list of prohibitive items will be provided to help reduce the amount of luggage being brought into the exhibition. Lockers will be available within the Furnival Street reception to secure items that do not need to be taken down into the tunnels.

Visitors will be split into smaller groups who will be escorted at all times and access control will be in place to prevent unauthorised access into back of house areas. The site will benefit from Video Surveillance Systems (VSS) which will be monitored by an on-site Security Control room (SCR).

For visitors just using the bar, Fulwood Place entrance will be used, pre booking will be required and search and bag checks are to be carried out. As the bar will be open outside of exhibition hours, access control will be designed to ensure there is no access from the car to any other areas within the tunnels.

As there will be no queuing on the street (at either entrances) HVM will not be required for this project.



**Bag Scanner**

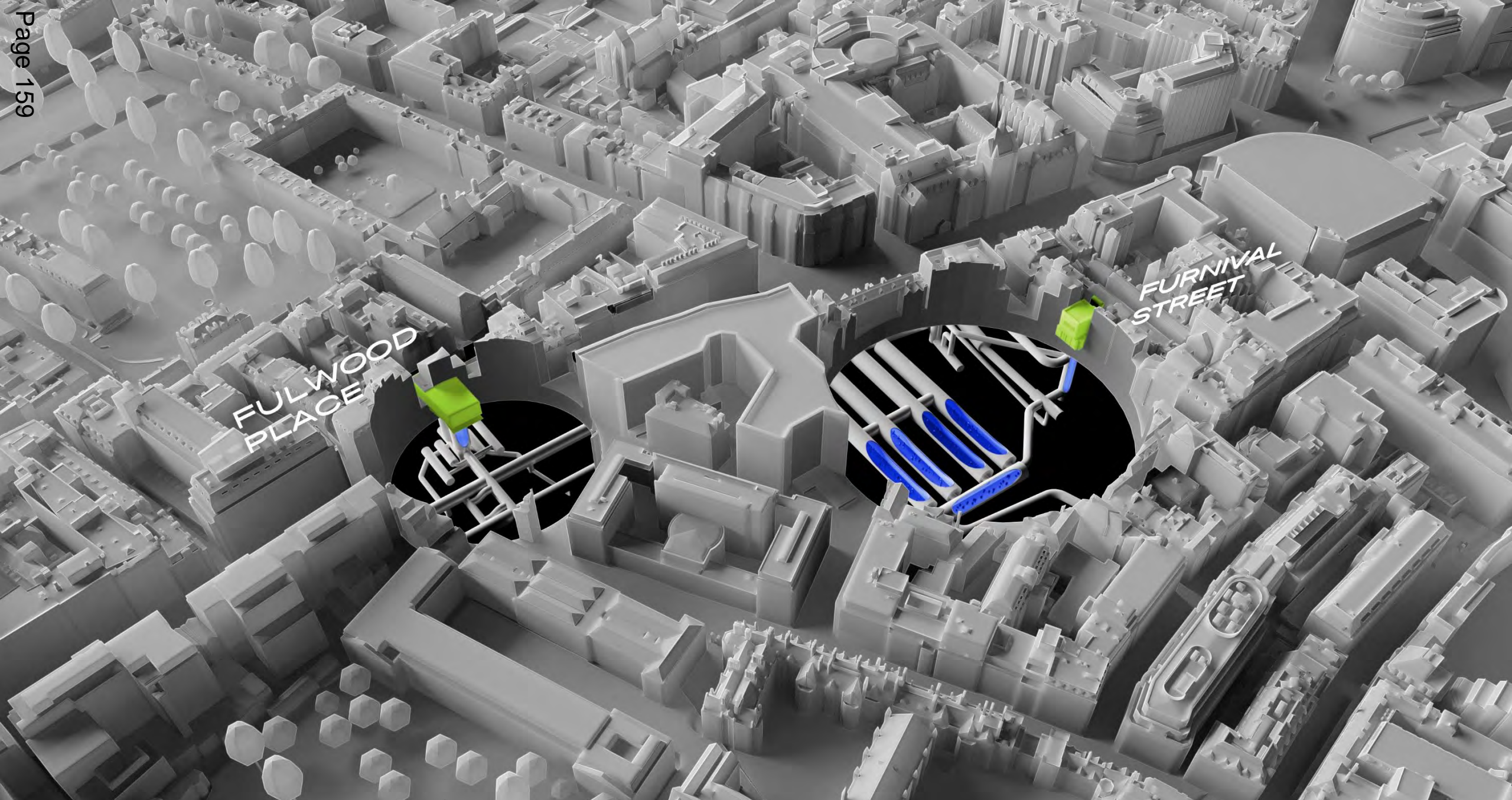
Detection:

- Bladed weapons
- Explosive materials
- Protest Materials
- Metal Items



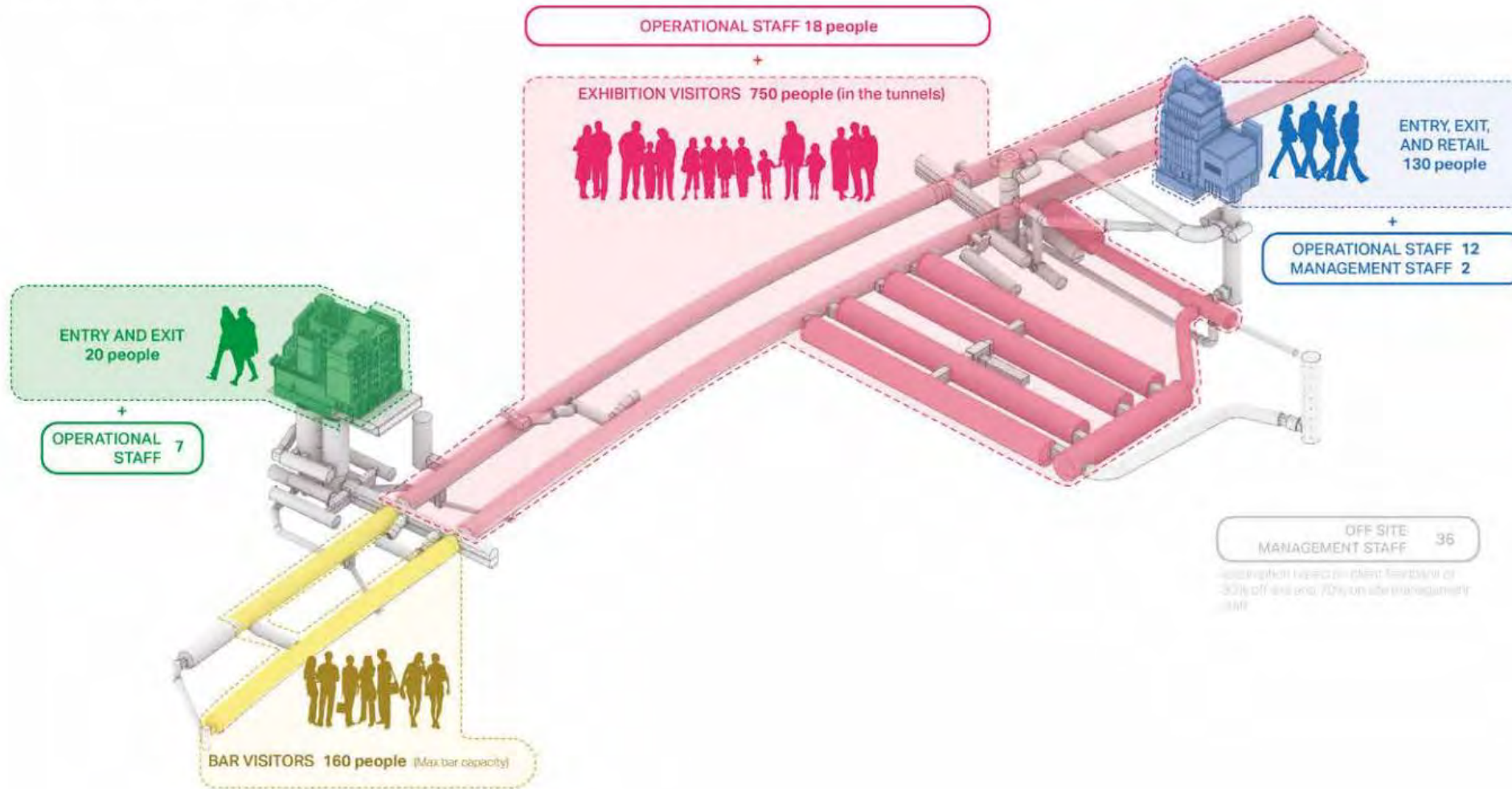
**Walk Through Scanners**





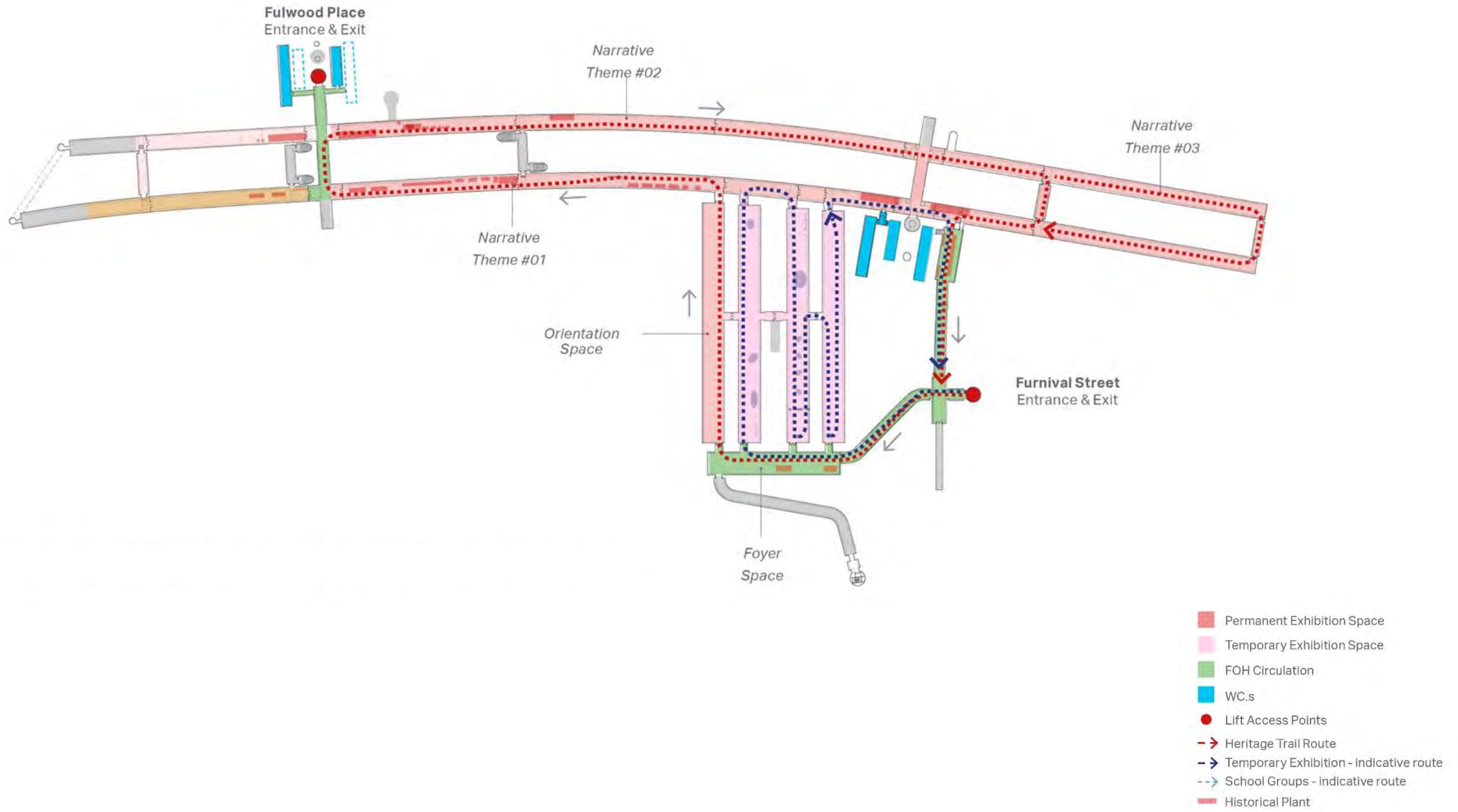
Tunnels Access from Surface

Simultaneous Maximum Occupancy

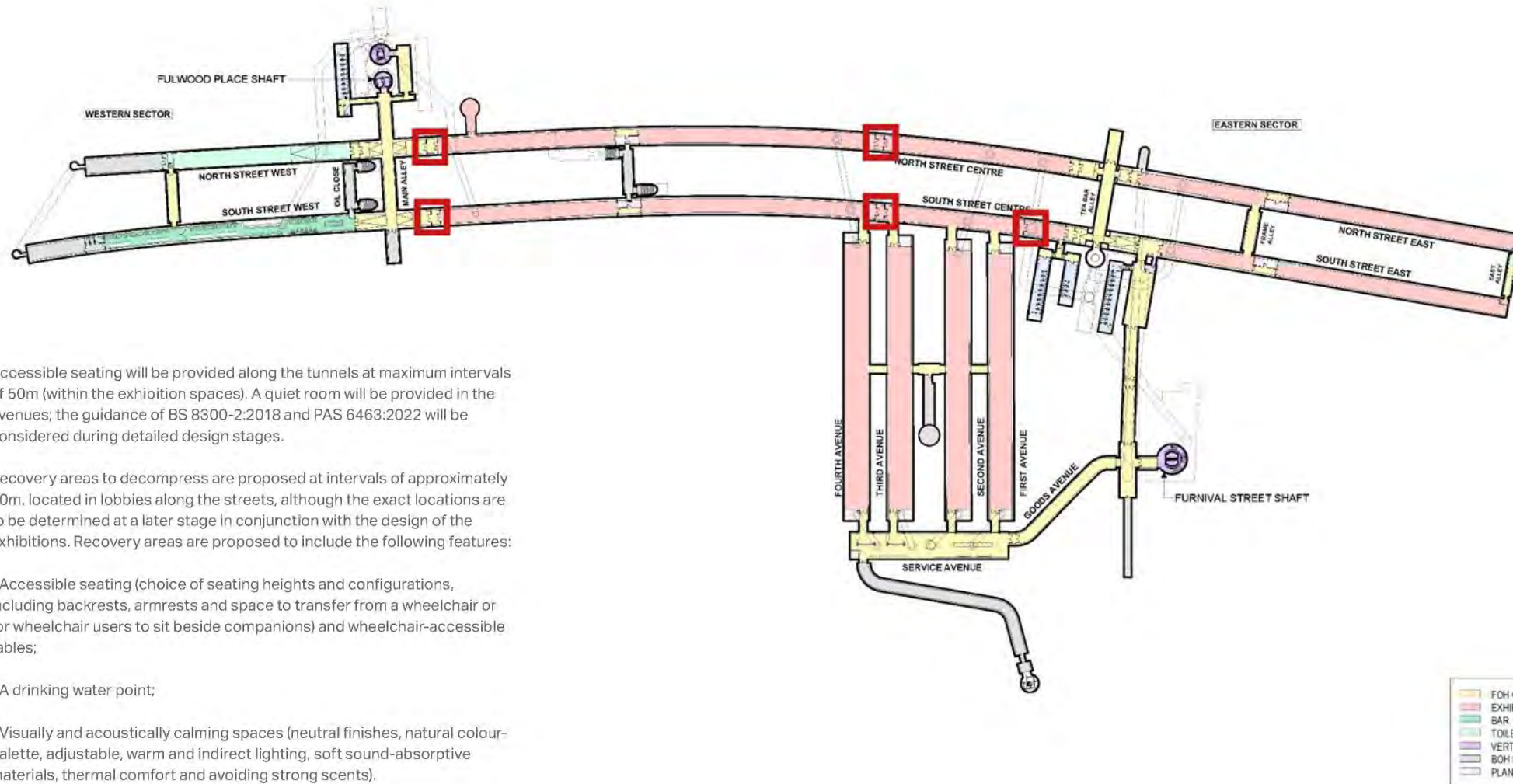


The Tunnels – Zoning Diagram





The Tunnels – Circulation Diagram



Accessible seating will be provided along the tunnels at maximum intervals of 50m (within the exhibition spaces). A quiet room will be provided in the avenues; the guidance of BS 8300-2:2018 and PAS 6463:2022 will be considered during detailed design stages.

Recovery areas to decompress are proposed at intervals of approximately 60m, located in lobbies along the streets, although the exact locations are to be determined at a later stage in conjunction with the design of the exhibitions. Recovery areas are proposed to include the following features:

- Accessible seating (choice of seating heights and configurations, including backrests, armrests and space to transfer from a wheelchair or for wheelchair users to sit beside companions) and wheelchair-accessible tables;
- A drinking water point;
- Visually and acoustically calming spaces (neutral finishes, natural colour-palette, adjustable, warm and indirect lighting, soft sound-absorptive materials, thermal comfort and avoiding strong scents).
- Physical segregation from visitors circulation

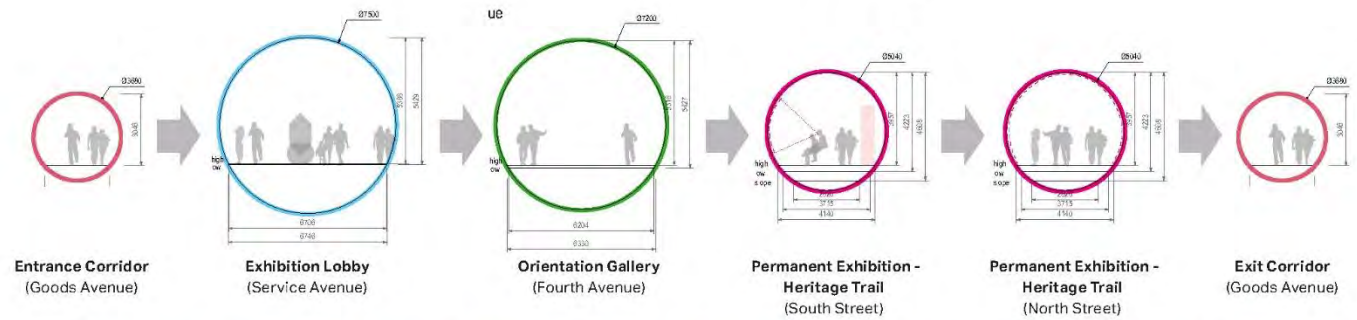
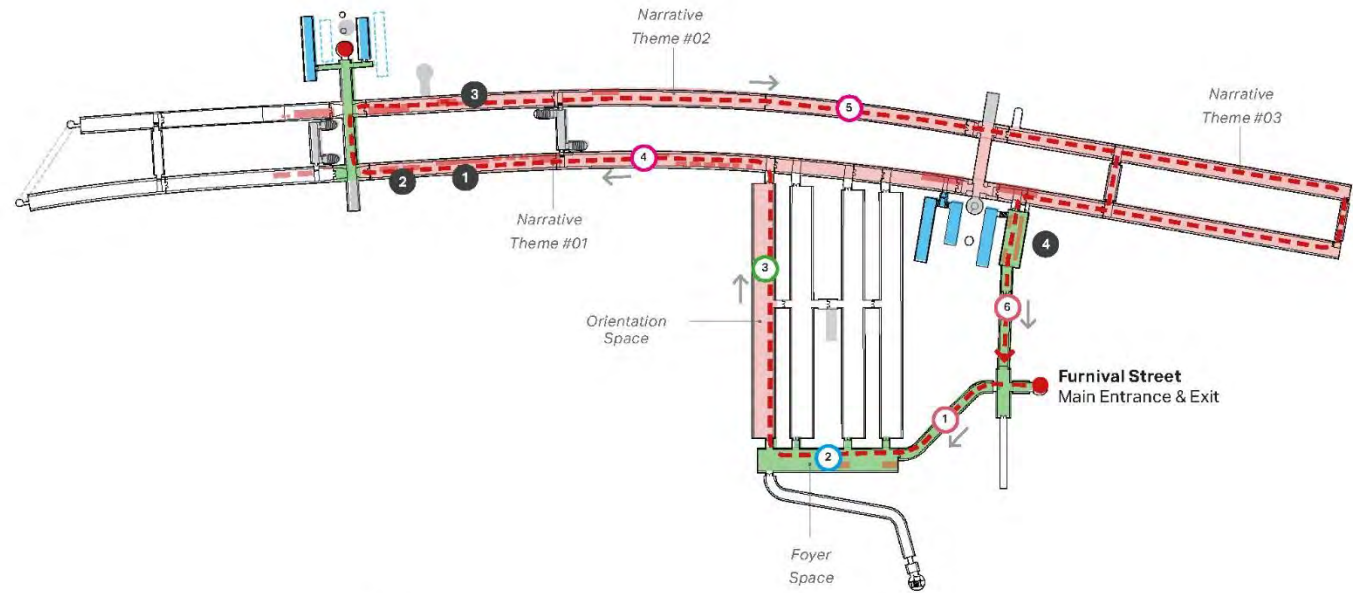
The permanent heritage exhibition will bring to life the fascinating history of the tunnels and the people that used them.

The thematic arrangement will focus on three key narrative themes;

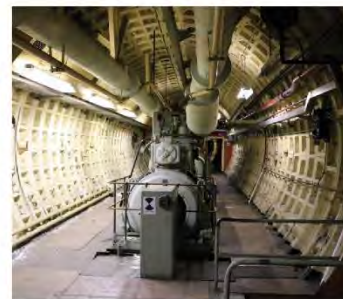
- The London Blitz and the building of the Deep Level Shelters.
- The Use of The Tunnels by the Special Operations Executive (SOE) formed in 1940 as a secret service under the aegis of the Minister of Economic Warfare.
- The Cold War and the Tunnels secret life as the TZK or Trunk Zone Exchange Kingsway and the London terminal of the first Transatlantic telephone cable TAT 1.

It is intended that these narratives will be brought to life through the immersive use of large scale AV and digital interactivities.

It is anticipated that the key elements of the heritage infrastructure that can be incorporated in the heritage trail and narrative whilst delivering a safe and accessible circulation route will remain.



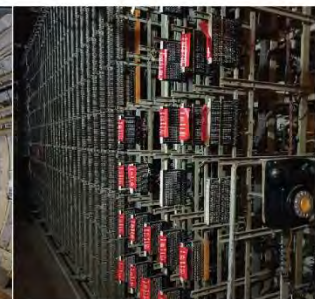
1 Trunk Exchange



2 Generator



3 Generator



4 Main Distribution Frame

# The Tunnels – Heritage Exhibition Route



The Tunnels – Heritage Exhibition - CGI



The Tunnels – Heritage Exhibition - CGI

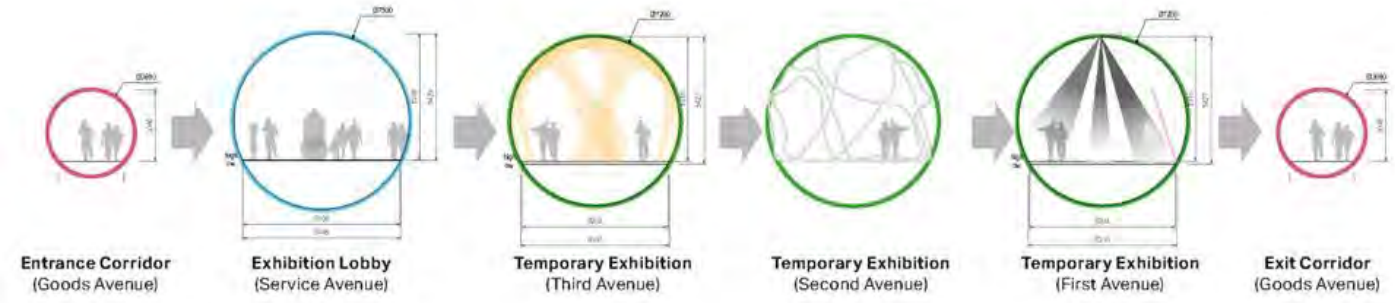
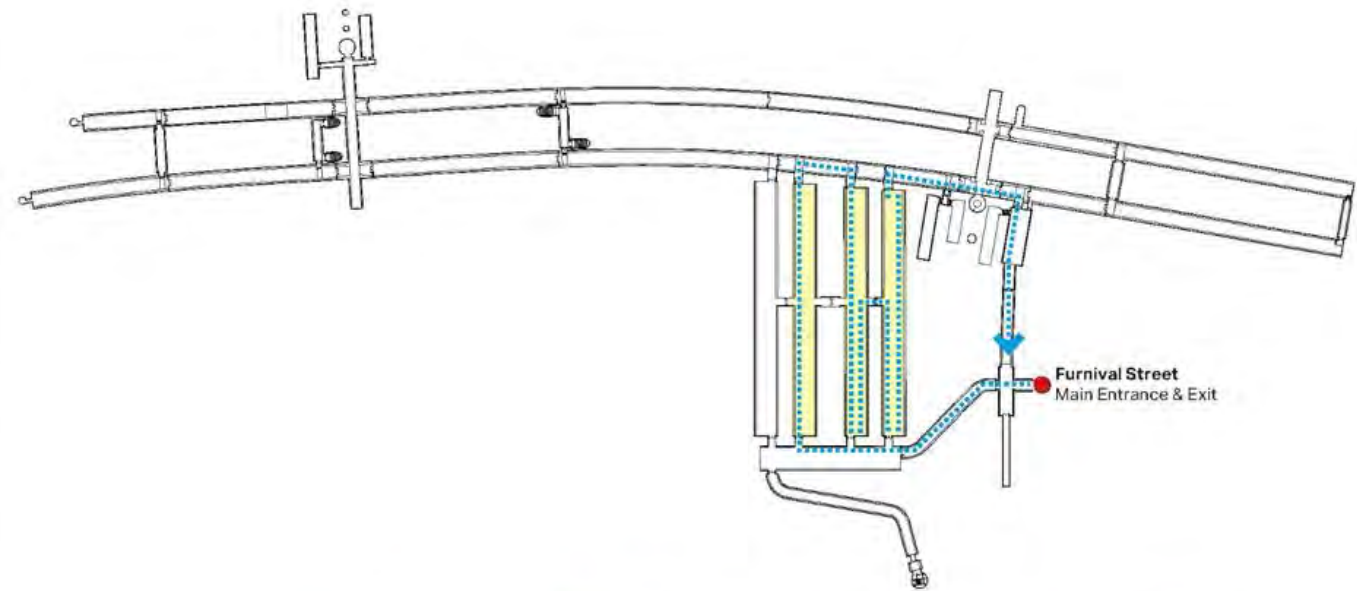
Alongside the heritage aspects of the tunnels, their unique environment provides a perfect background for a wide range of multi-sensorial cultural experiences, where sounds, smell, light levels and temperature can be carefully curated.

The Avenue tunnels offer the greatest volume (at over 7m diameter) and therefore flexibility to suit a wide range of events.

The Avenues surfaces will be used to showcase different digital environments, either with the use of cutting edge digital screens or with high resolution projectors. The setting will allow these spaces to create fully immersive environments that will transport visitors to unique real or imaginary spaces.

The digital nature of the content will provide the opportunity to collaborate with digital artists and alike to showcase the latest trends in digital art.

These spaces can also be adapted for a multitude of cultural events, expanding the use of the asset for other creative disciplines.



# The Tunnels – Cultural Exhibition Route

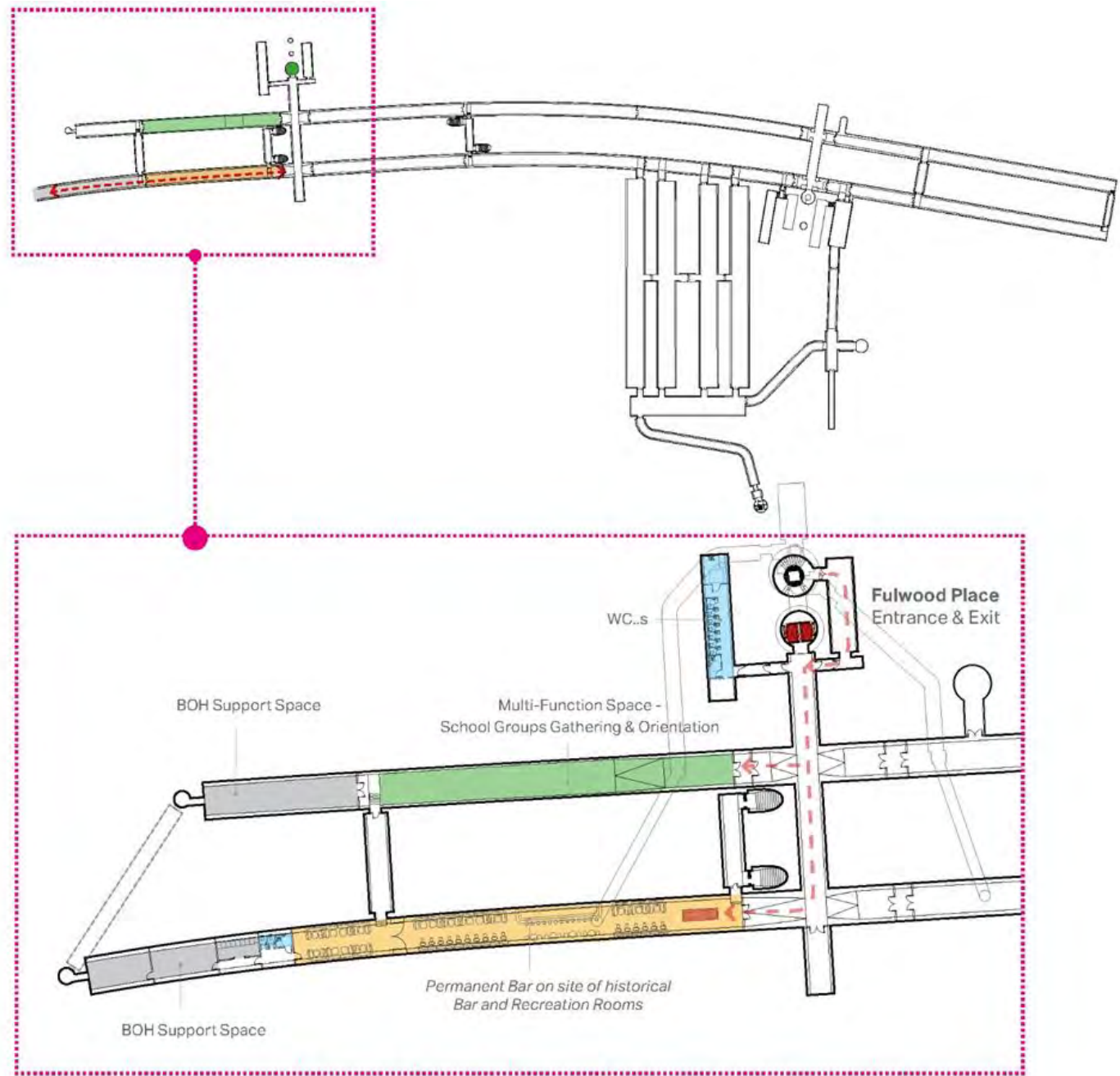


The Tunnels – Cultural Exhibition – CGI

The Bar will sit on the site of the historical Bar and Recreation Rooms.

It is intended that this will provide a timely and atmospheric amenity break along the Heritage route. The Bar area will also be available for after hours events.

The Multi-function space within the North Street West will support these functions and can act as a Orientation/Class Room Space during the period of School Visits.



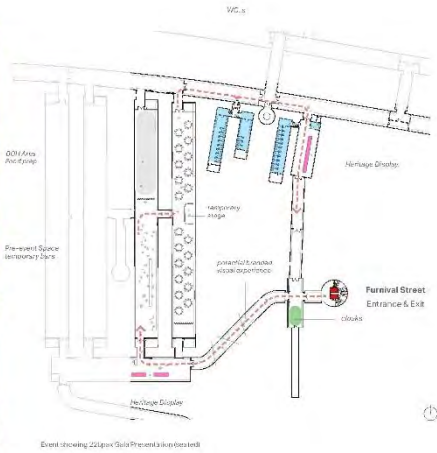
The Tunnels – The Bar and School Groups Orientation area



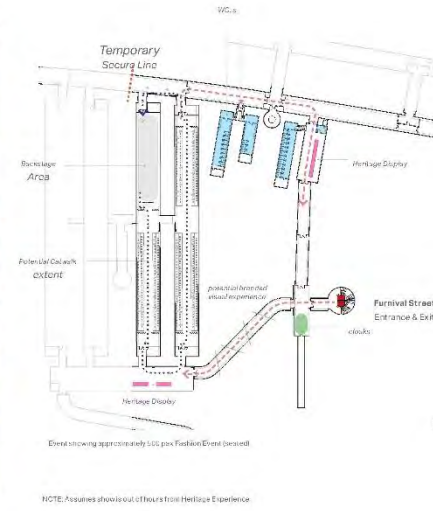


The Tunnels – The Bar – CGI

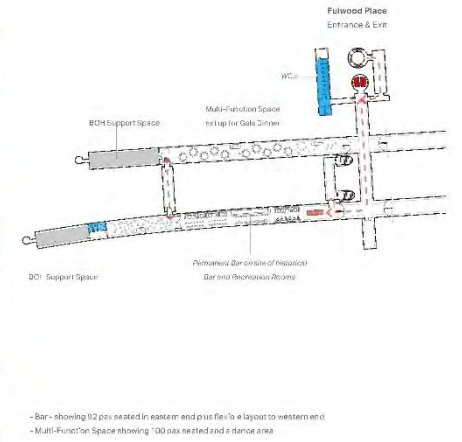
### Gala Event



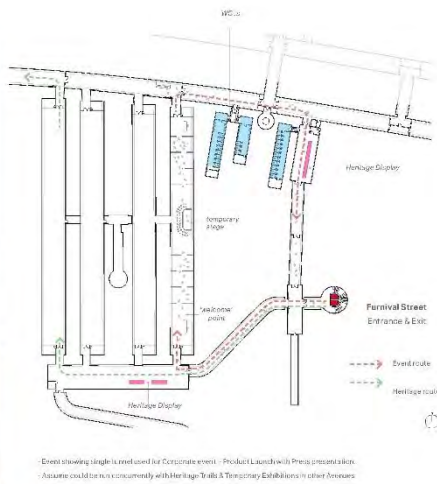
### Fashion Show



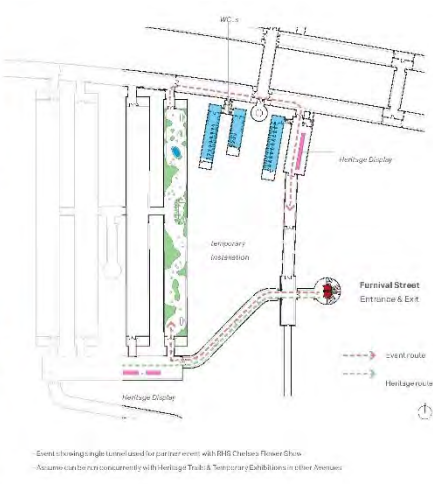
### Bar – Corporate Event



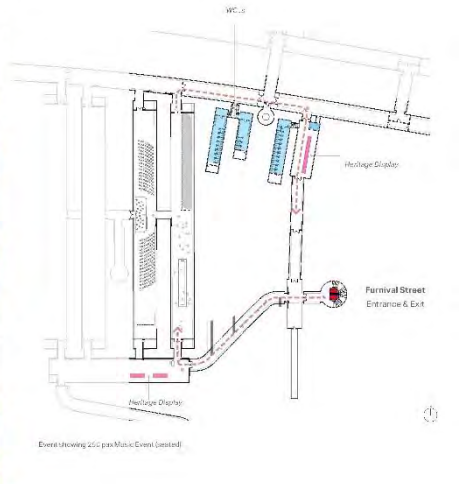
### Product Launch

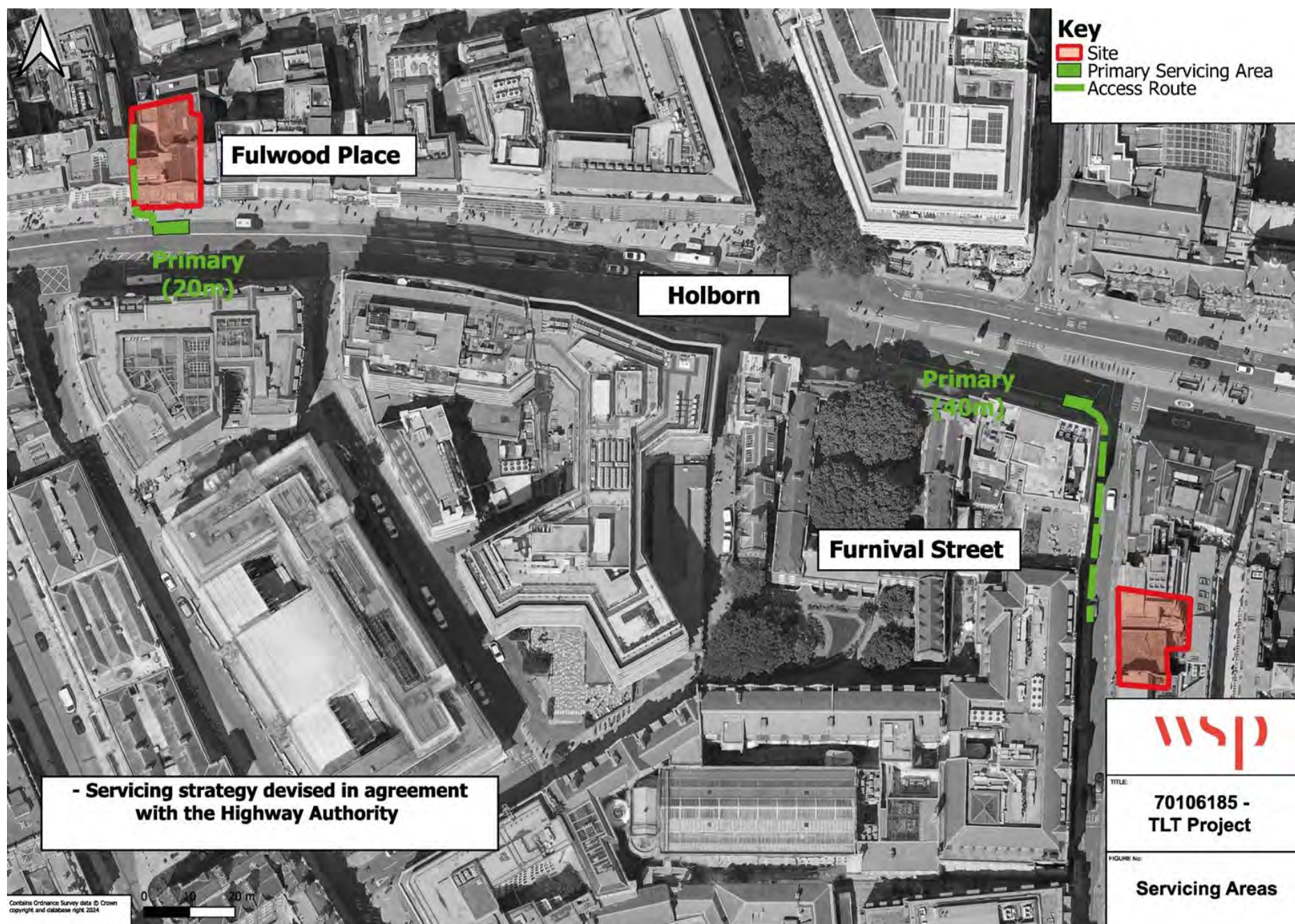


### Flower Show

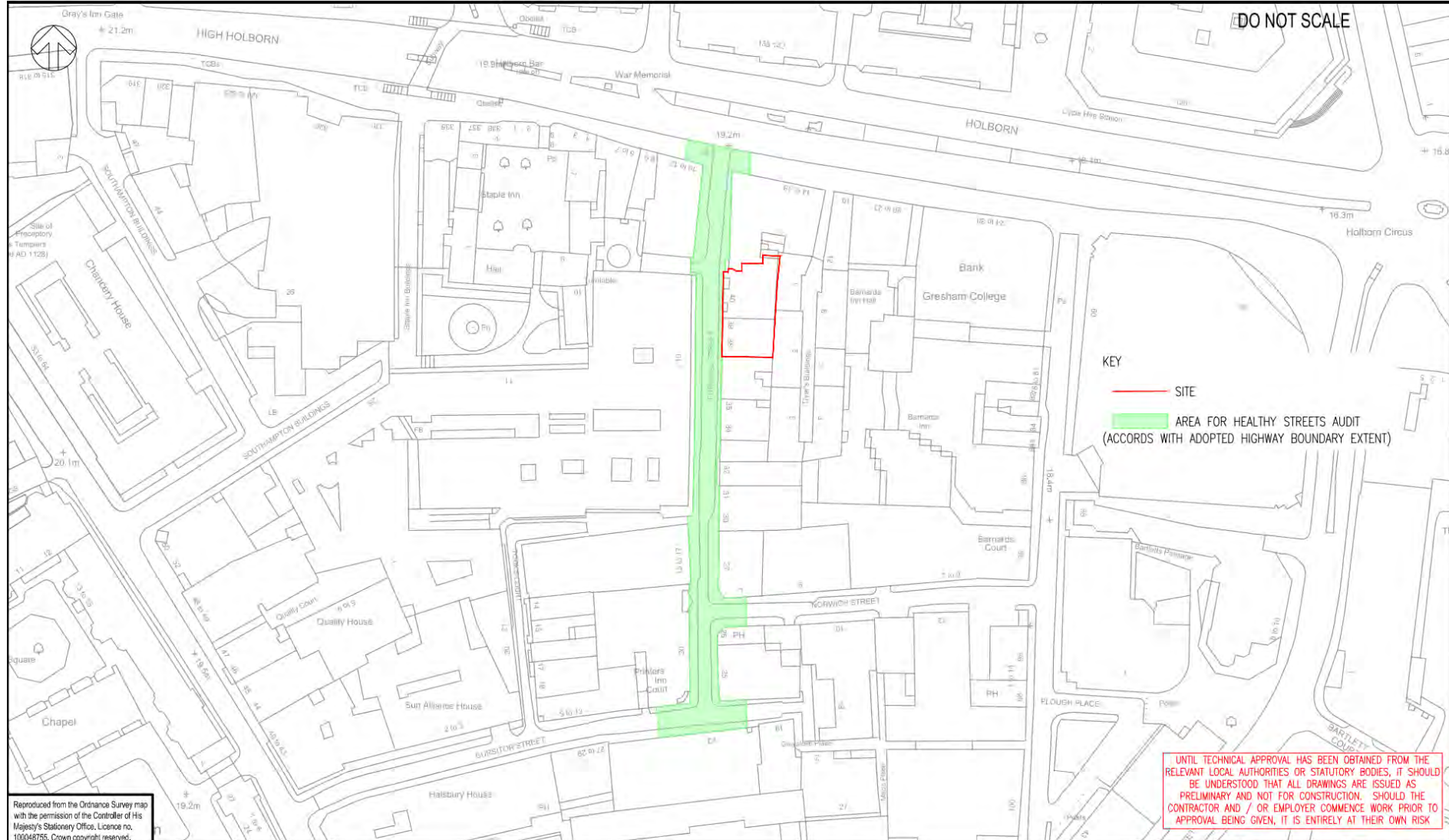


### Music Event





Loading and Unloading Areas for Deliveries – Primary from Holborn



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REV	DATE	BY	DESCRIPTION	CHK	APP
P02	16/05/2024	CRJB	TEXT IN THE KEY UPDATED	RA	JJ
P01	16/05/2024	CRJB	FIRST ISSUE	RA	JJ

DRAWING STATUS: **S2 - FOR INFORMATION**



WSP House  
70 Chancery Lane  
London  
WC2A 1AF, UK

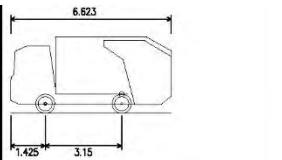
T+ 44 (0) 207 314 5000  
F+ 44 (0) 207 314 5111  
wsp.com

CLIENT:	THE LONDON TUNNELS PLC
ARCHITECT:	WILKINSON EYRE

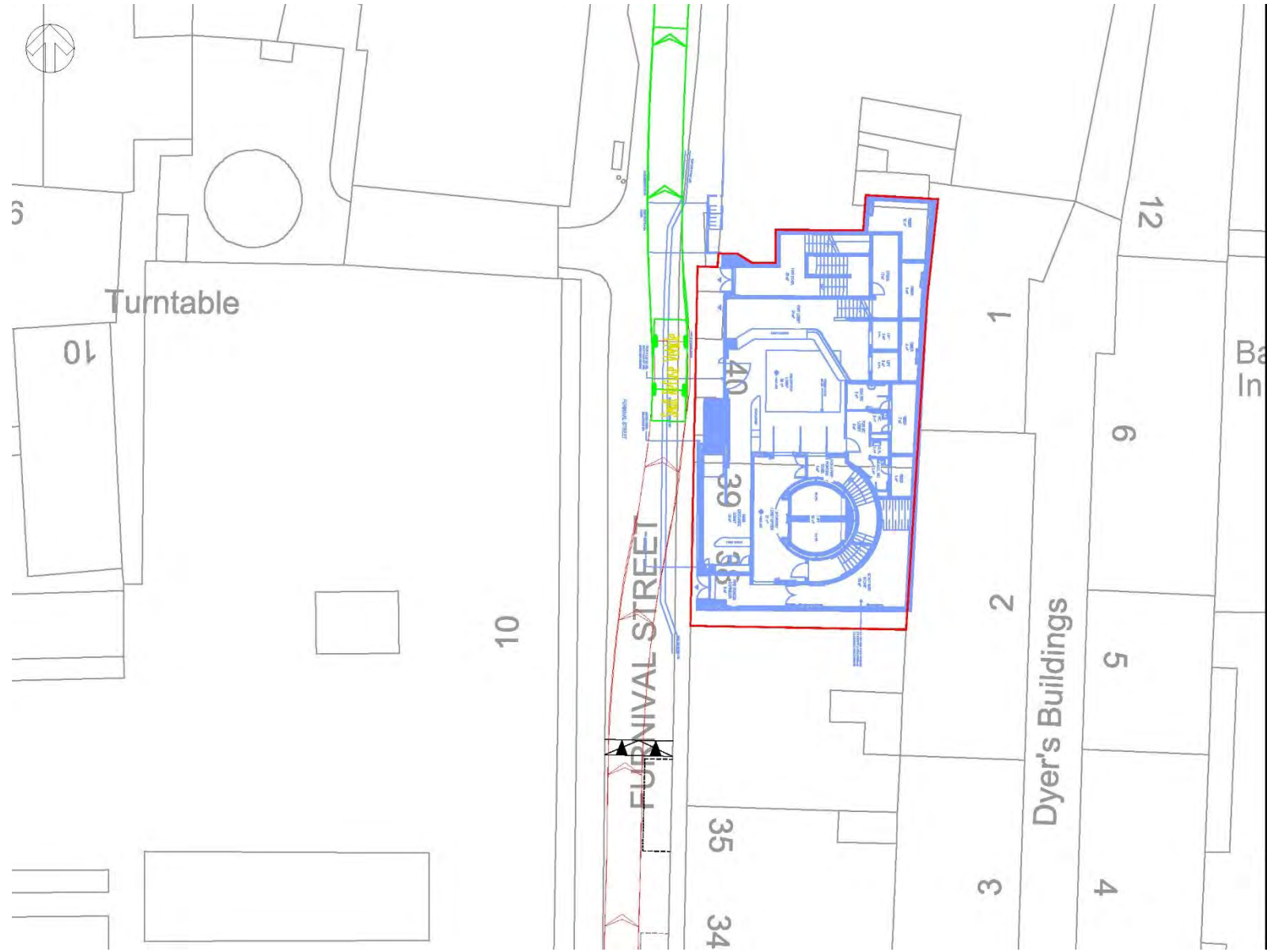
PROJECT:	TLT PROJECT
TITLE:	VISION ZERO / HEALTHY STREETS PLAN

SCALE @ A3:	1:1000	CHECKED:	RA	APPROVED:	JJ
PROJECT No:	70106185	DESIGNED:	CRJB	DATE:	May 24
DRAWING No:	70106185-TP-SK-18	REV:	P02		
© WSP UK Ltd					

Furnival Street – Extent of Section 278 works in line with Healthy Street Plan

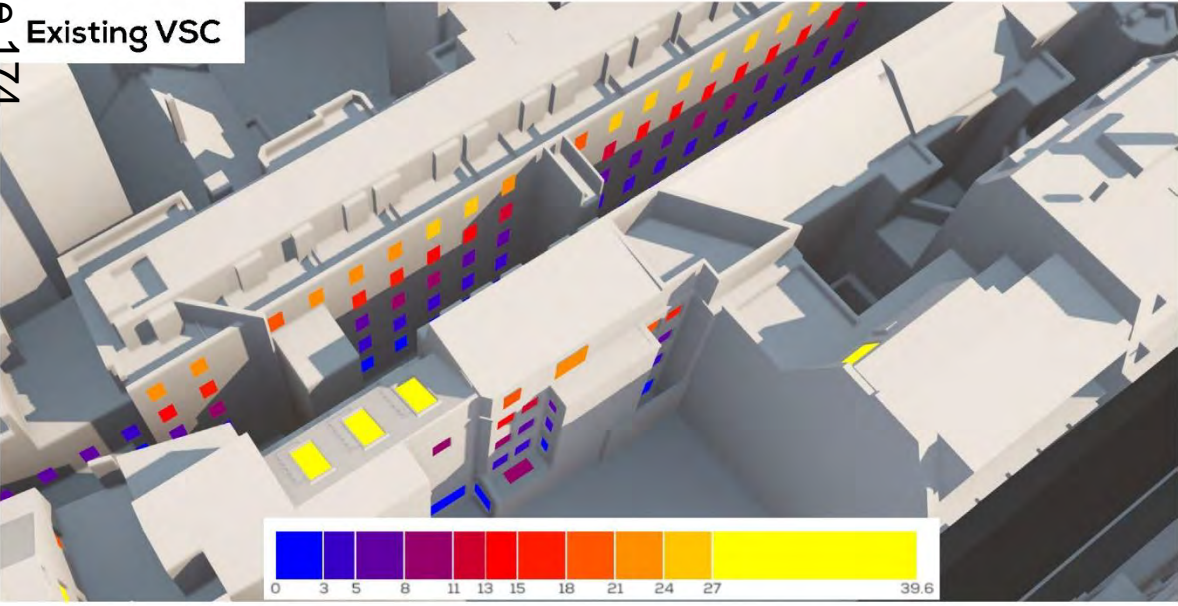


Small Refuse Vehicle  
 Overall Length 6.623m  
 Overall Width 2.200m  
 Overall Body Height 3.153m  
 Min Body Ground Clearance 0.358m  
 Track Width 2.200m  
 Lock to Lock Time 4.00s  
 Kerb to Kerb Turning Radius 6.750m

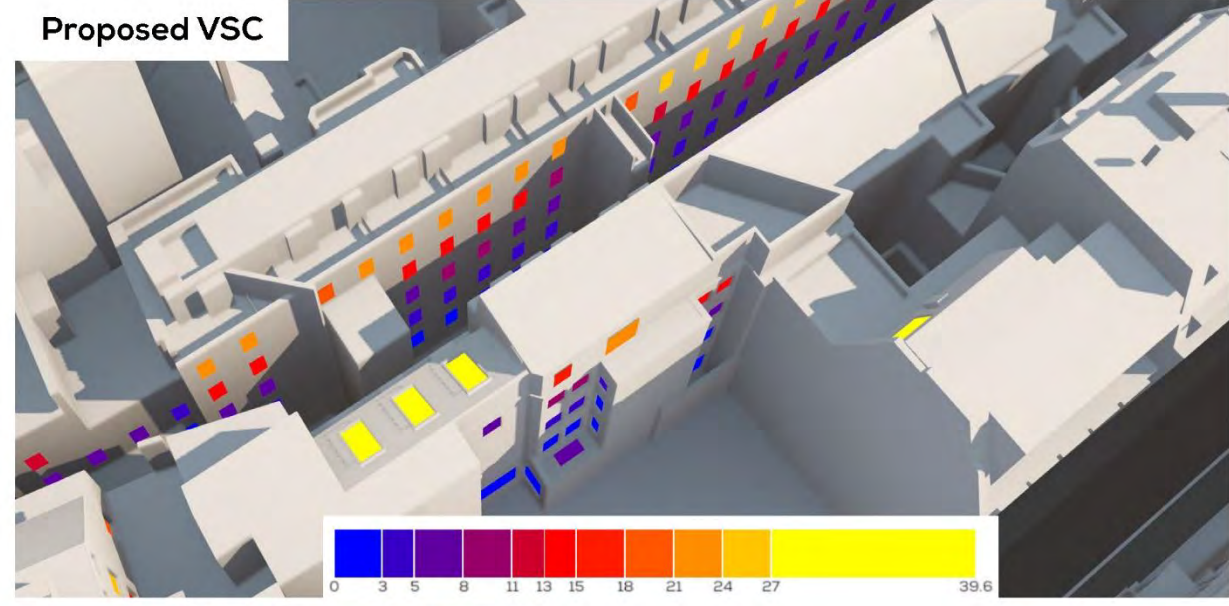


Furnival Street – (Private) Waste Collection Vehicle Swept path analysis

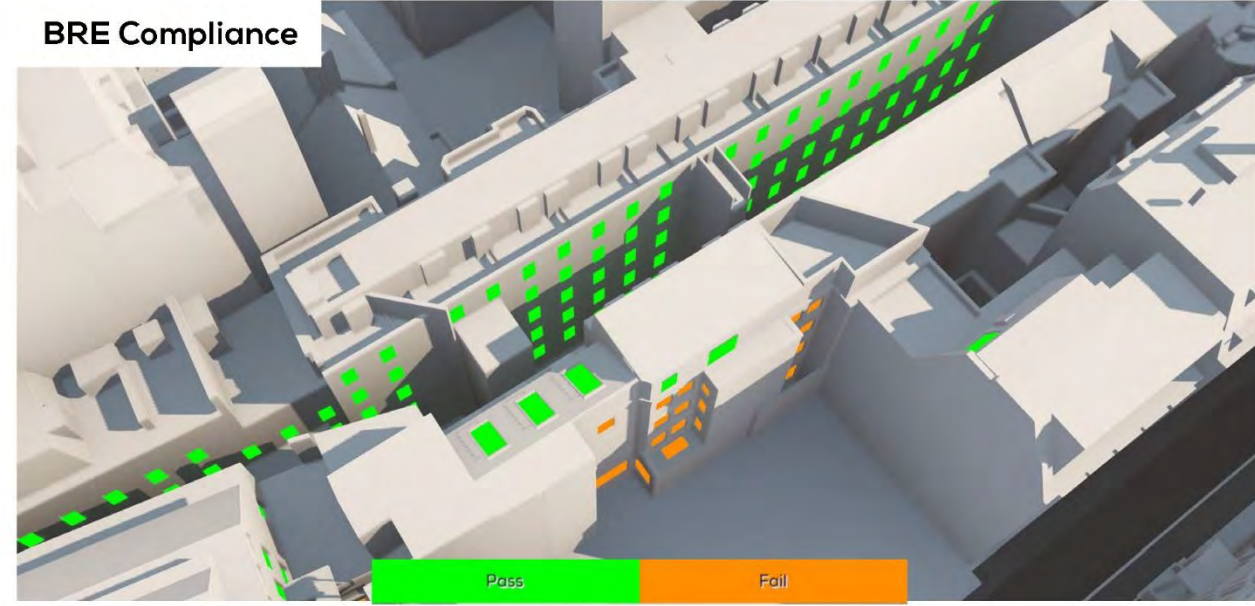
Existing VSC



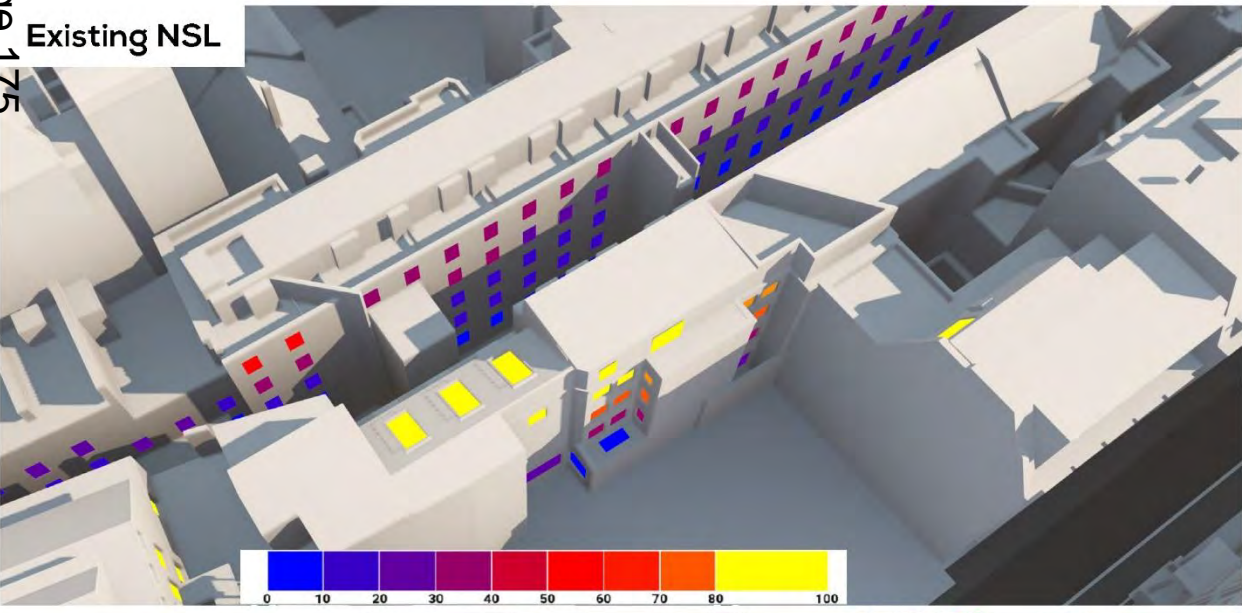
Proposed VSC



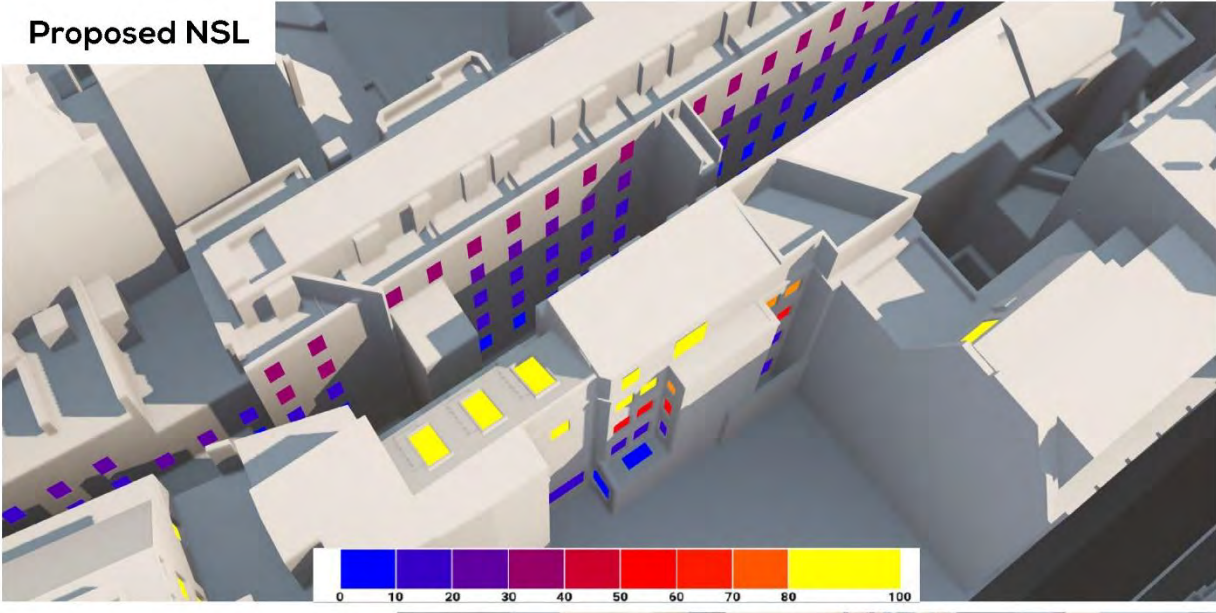
BRE Compliance



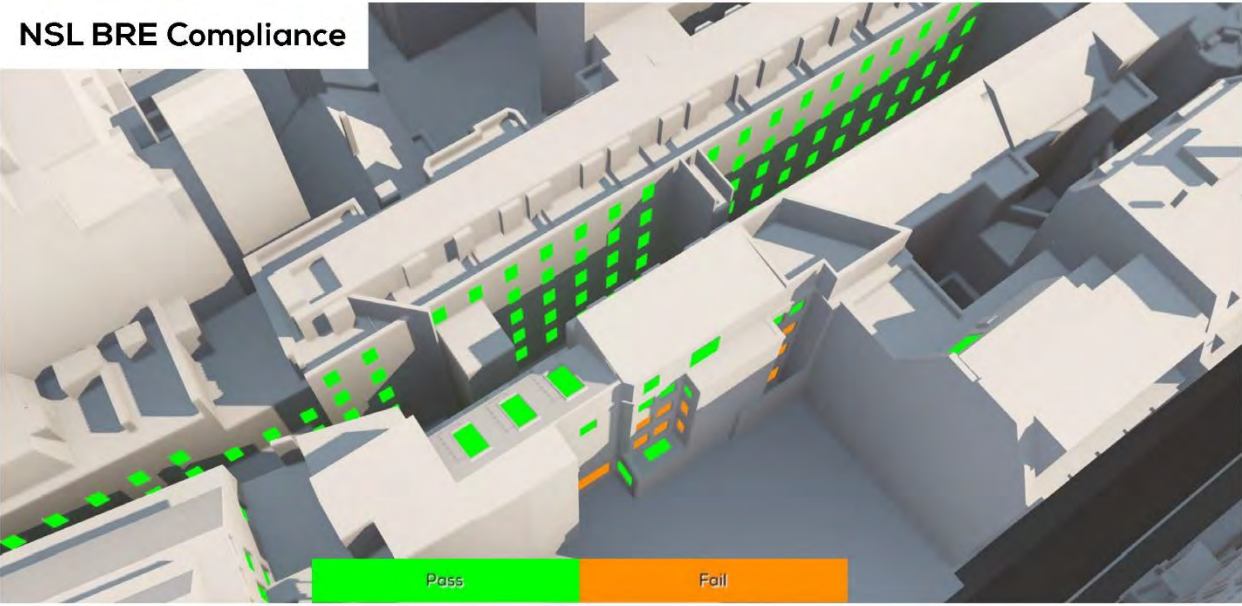
Existing NSL



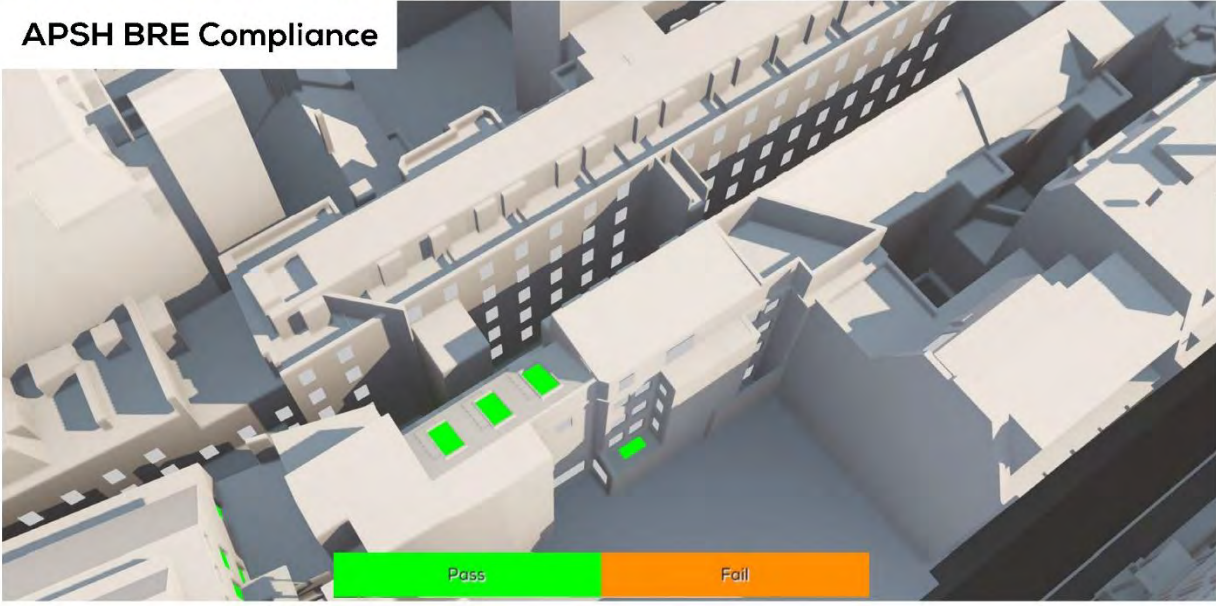
Proposed NSL



NSL BRE Compliance



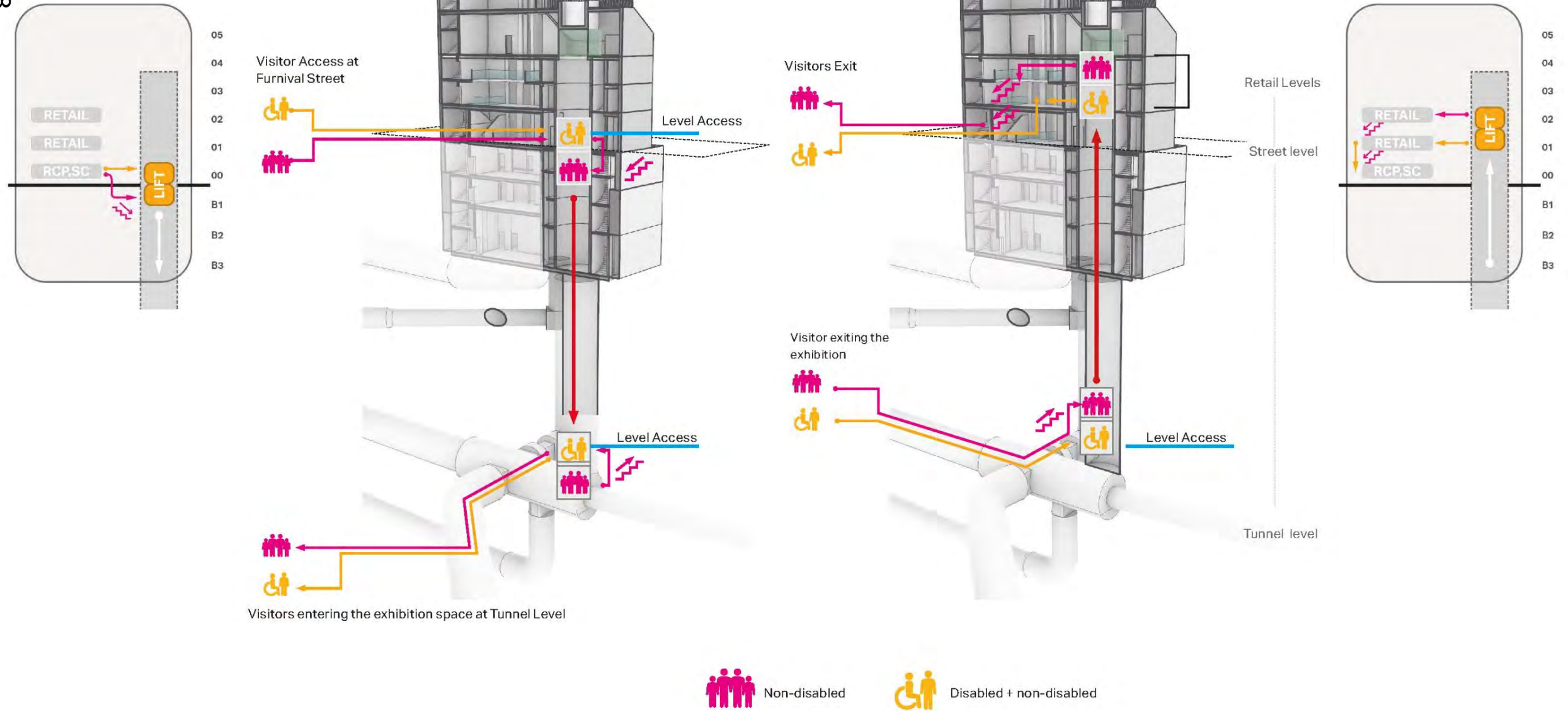
APSH BRE Compliance



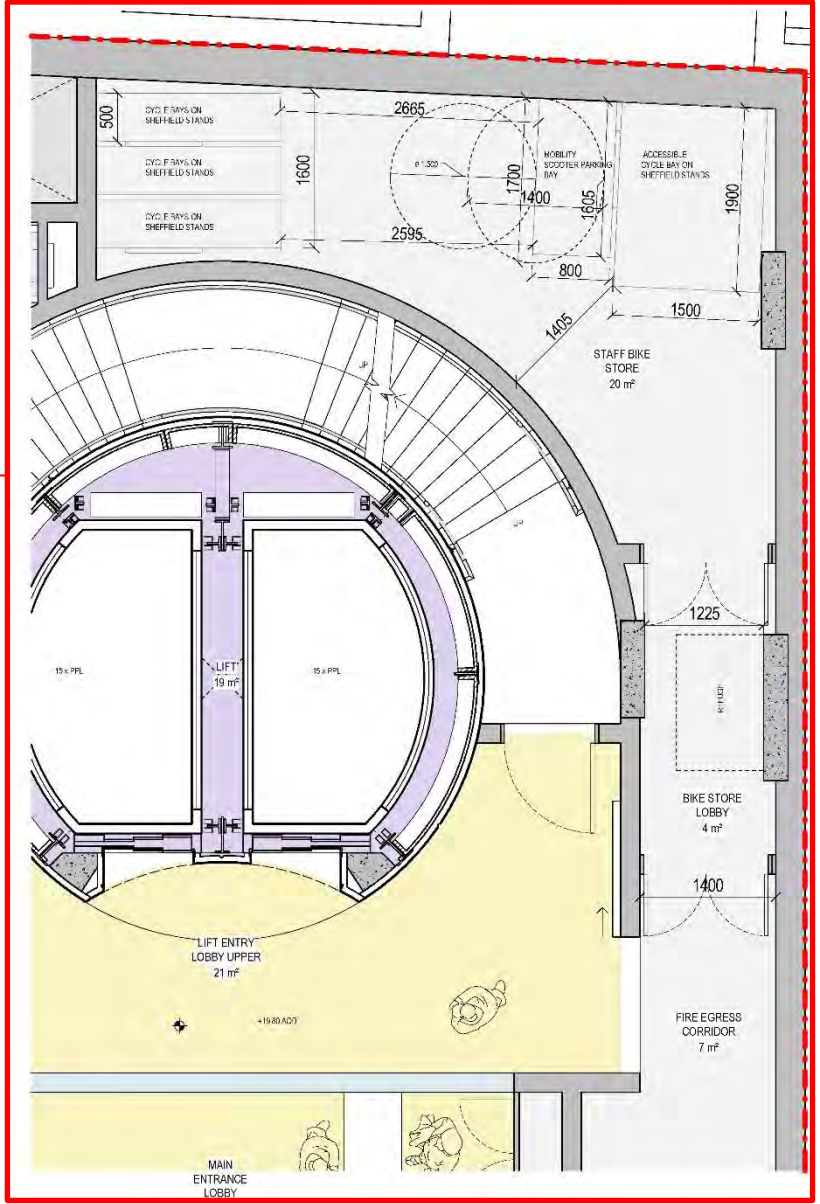
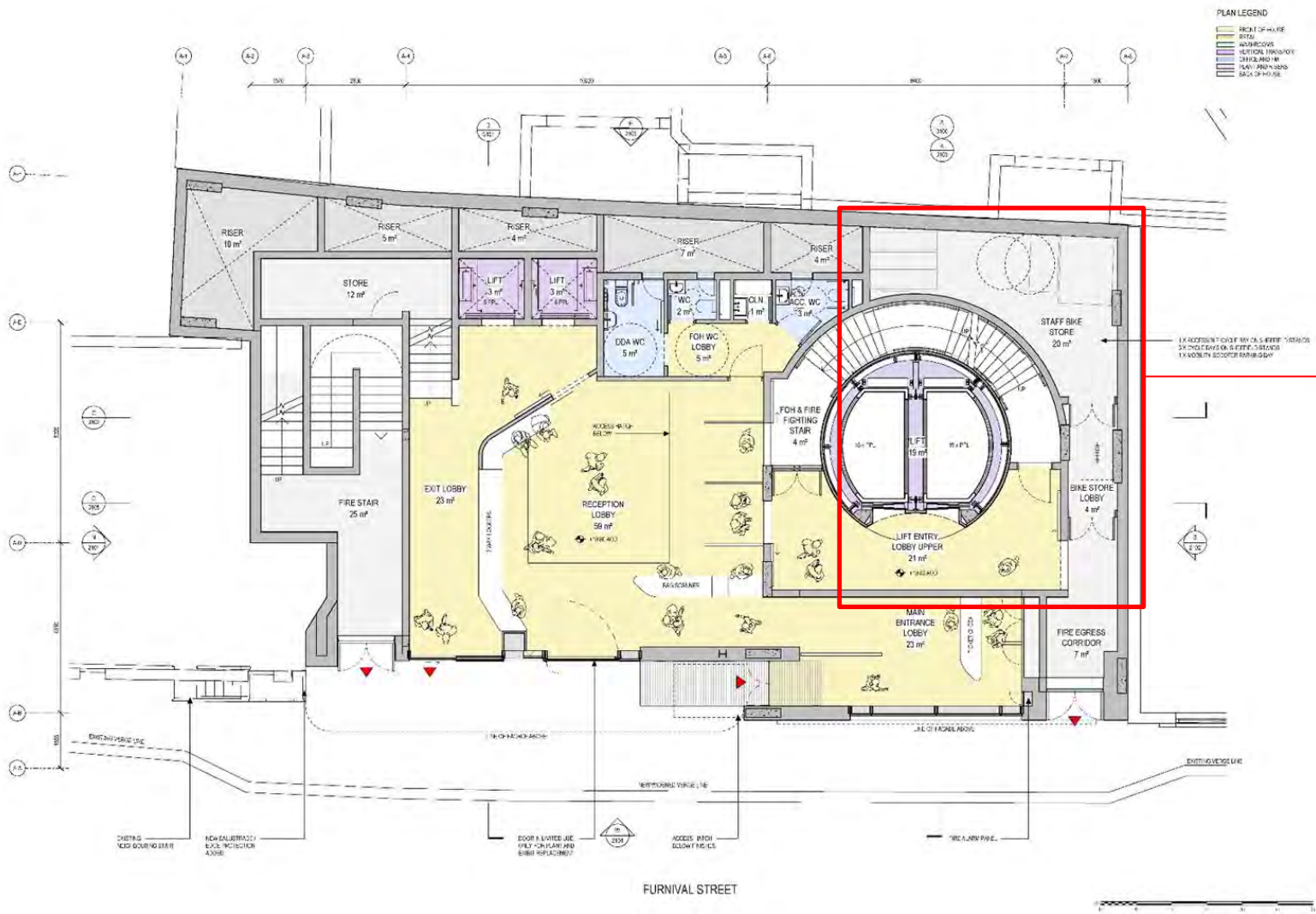
FLOOR	ROOM	PROPERTY TYPE	ROOM USE	ROOM NOTES	WINDOW	VSC (WINDOW)				NSL				APSH (WINDOW)							
						EX	IRR	LOSS	LOSS	EX	IRR	LOSS	LOSS	EX		IRR		LOSS%			
						%	%	%	%	%	%	SCM	%	ANNUAL	WINTER	ANNUAL	WINTER	ANNUAL	WINTER		
1-6 DYERS BUILDINGS																					
B01	R1	RESIDENTIAL	LKD	FLOORPLANS	W1/B01	0.4	0.3	0.1	25.0%	23.6	23.1	0.3	22%								
			LKD		W//B01 / HZ (2)	12.2	12.2	0	0.0%					5	0	5	0	0.0%	0.0%		
			LKD		W8/B01 / HZ (2)	8.7	8.7	0	0.0%					10	2	10	2	0.0%	0.0%		
	R2	RESIDENTIAL	BEDROOM	FLOORPLANS	W2/B01	0.3	0.2	0.1	33.3%	0.8	0.8	0.0	2.5%								
			BEDROOM	FLOORPLANS	W3/B01	0.2	0.2	0	0.0%	1	1	0.0	0.0%	0	0	0	0	0.0%	0.0%		
			LKD	FLOORPLANS	W4/B01	0.3	0.3	0	0.0%	14.9	14.5	0.2	2.9%								
			LKD		W8/B01 / HZ (2)	8.5	8.5	0	0.0%					0	0	0	0	0.0%	0.0%		
			I 00	R1	RESIDENTIAL	LOBBY	FLOORPLANS	W1/I 00	1.2	0.7	0.5	41.7%	15.4	8.5	1.4	44.8%					
						LOBBY		W8/I 00	1.8	1.8	0	0.0%					3	0	3	0	0.0%
LOBBY		W//I 00				1.8	1.8	0	0.0%					4	0	4	0	0.0%	0.0%		
	R2	RESIDENTIAL	BEDROOM	FLOORPLANS	W2/I 00	0.4	0.3	0.1	25.0%	62.5	42.4	2.0	32.1%								
			BEDROOM		W3/I 01 / HZ (2)	10.4	8.3	4.1	39.4%					5	0	0	0	100.0%	0.0%		
			BEDROOM	FLOORPLANS	W3/I 00	0.5	0.4	0.1	20.0%	2.2	2.1	0.0	0.8%	0	0	0	0	0.0%	0.0%		
	R3	RESIDENTIAL	BEDROOM	FLOORPLANS	W3/I 00	0.5	0.4	0.1	20.0%	2.2	2.1	0.0	0.8%	0	0	0	0	0.0%	0.0%		
			HOME OFFICE	FLOORPLANS	W4/I 00	1.2	0.6	0.6	50.0%	21.7	/	1.2	61.7%								
			LKD																		
I 01	R2	RESIDENTIAL	LKD	FLOORPLANS	W2/I 01	4.3	1.2	3.1	72.1%	30.6	13.5	8.5	55.8%								
			LKD		W4/I 01	3.2	1	2.2	68.8%												
			LKD		W5/I 01	2	1.4	0.6	30.0%												
			LKD		W8/I 01	1.6	1.1	0.5	31.2%					0	0	0	0	0.0%	0.0%		
			LKD		W//I 01	2.8	1.6	1.2	42.9%												
			LKD		W8/I 01	3.3	1.8	1.5	45.5%												
			LKD		W10/I 01	4	4	0	0.0%					4	2	4	2	0.0%	0.0%		
			LKD		W11/I 01	4.2	4.2	0	0.0%					2	0	2	0	0.0%	0.0%		
			LKD		W12/I 01	4.3	4.3	0	0.0%					5	1	5	1	0.0%	0.0%		
			LKD		W13/I 01	4.2	4.2	0	0.0%					/	1	/	1	0.0%	0.0%		
I 02	R2	RESIDENTIAL	LKD	FLOORPLANS	W2/I 02	8.3	4.2	4.1	49.4%	51.1	35.4	7.8	30.9%								
			LKD		W3/I 02	6.5	3.4	3.1	47.7%												
			LKD		W4/I 02	3.6	2.7	0.9	25.0%												
			LKD		W5/I 02	4.1	3.3	0.8	19.5%					6	0	4	0	33.3%	0.0%		
			LKD		W8/I 02	7.5	5.1	2.4	32.0%												
			LKD		W//I 02	7.6	5	2.6	34.2%												



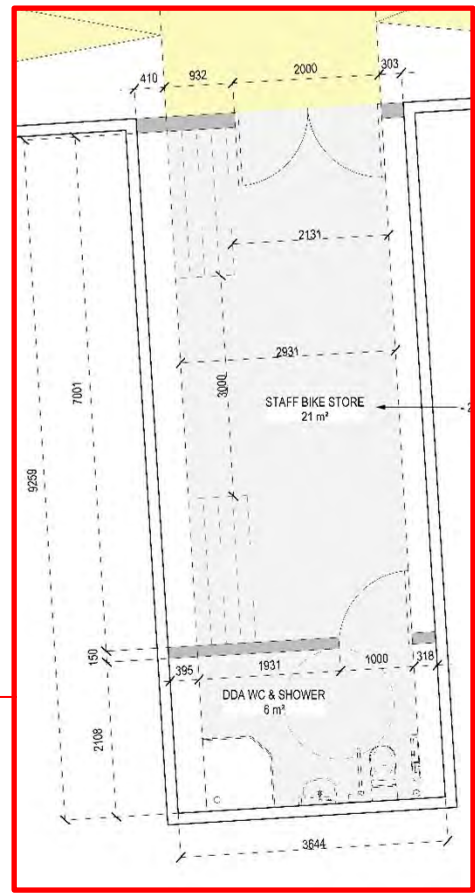
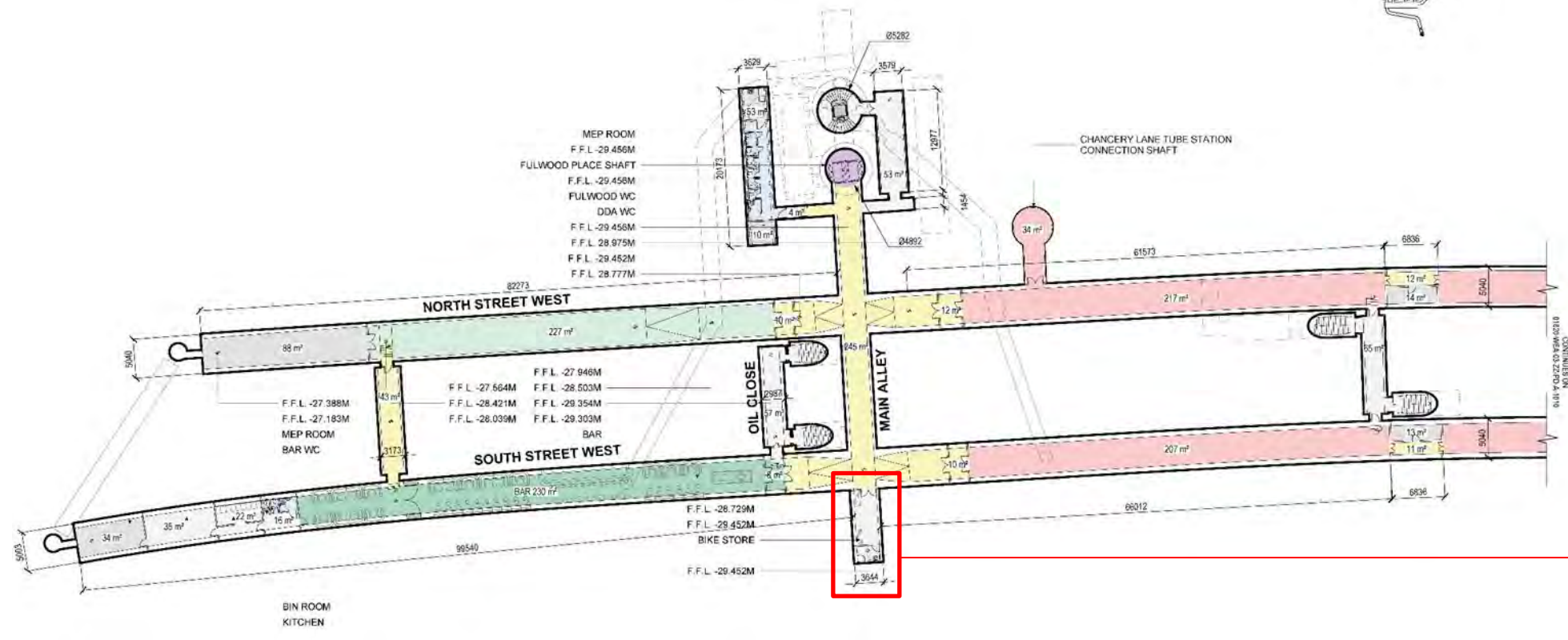
FLOOR	ROOM	PROPERTY TYPE	RSDM USE	ROOM NOTES	WINDOW	VSC (WINDOW)				NSL				APSH (WINDOW)					
						EX %	FR %	LOGS	LOGS %	EX %	FR %	LOGS	LOGS %	EX		FR		LOGS %	
														ANNUAL	WINTER	ANNUAL	WINTER	ANNUAL	WINTER
1 - DYERS BUILDINGS (CONTINUED)																			
			LKD		W9/1 02	8	8	0	0.0%					6	3	6	3	0.0%	0.0%
			LKD		W10/1 02	9	9	0	0.0%					8	0	8	0	0.0%	0.0%
			LKD		W11/1 02	9.3	9.3	0	0.0%					11	1	11	1	0.0%	0.0%
			LKD		W12/1 02	9.2	9.2	0	0.0%					12	1	12	1	0.0%	0.0%
I 03	R2	RESIDENTIAL	LIVING ROOM	FLOORPLANS	W2/1 03 (dup.)	8.9	5.9	3	33.7%	95	92.5	0.4	2.6%						
			LIVING ROOM		W3/1 03	13.9	9.6	4.3	30.9%										
			LIVING ROOM		W5/1 03	12.2	8.7	3.5	28.7%										
			LIVING ROOM		W14/1 03	18.2	18.2	0	0.0%					24	5	24	5	0.0%	0.0%
			LIVING ROOM		W15/1 03	18.2	18.2	0	0.0%					24	6	24	6	0.0%	0.0%
	R3	RESIDENTIAL	UNKNOWN	FLOORPLANS	W2/1 03	8.9	5.9	3	33.7%	100	100	0.0	0.0%						
			UNKNOWN		W16/1 03	18.6	18.6	0	0.0%					23	2	23	2	0.0%	0.0%
			UNKNOWN		W17/1 03	18.5	18.5	0	0.0%					27	5	27	5	0.0%	0.0%
			UNKNOWN		W18/1 03	15.7	15.7	0	0.0%					22	5	22	5	0.0%	0.0%
			UNKNOWN		W1/1 04 / INC (2)	77.9	74.7	3.2	41%					66	17	67	17	-15%	0.0%
			UNKNOWN		W2/1 04 / INC (2)	76.1	74	2.1	2.8%					59	5	58	5	17%	0.0%
			UNKNOWN		W10/1 04 / INC (2) (dup.)	73.8	69.8	4	5.4%					63	17	60	17	48%	0.0%
	R4	RESIDENTIAL	LKD	FLOORPLANS	W4/1 03	6.2	4.8	1.4	22.6%	57.8	57.4	0.2	0.8%						
			LKD		W7/1 03	18	14.1	3.9	21.7%										
			LKD		W8/1 03	16.8	13.1	3.7	22.0%										
			LKD		W10/1 03	12.1	12.1	0	0.0%					21	5	21	5	0.0%	0.0%
			LKD		W11/1 03	14.2	14.2	0	0.0%					12	4	12	4	0.0%	0.0%
			LKD		W12/1 03	16.3	16.3	0	0.0%					18	4	18	4	0.0%	0.0%
			LKD		W13/1 03	17.9	17.9	0	0.0%					23	4	23	4	0.0%	0.0%
I 04	R2	RESIDENTIAL	BEDROOM	FLOORPLANS	W3/1 04	19.6	17.3	2.3	11.7%	98.2	98.2	0.0	0.0%						
			BEDROOM		W8/1 04	26.3	26.3	0	0.0%					37	7	37	7	0.0%	0.0%
			BEDROOM		W9/1 04	26.3	26.3	0	0.0%					38	7	38	7	0.0%	0.0%
	R3	RESIDENTIAL	BEDROOM	FLOORPLANS	W4/1 04	24	22.3	1.7	7.1%	98.8	98.9	0.0	-0.1%						
			BEDROOM		W5/1 04	25.6	25.6	0	0.0%					33	6	33	6	0.0%	0.0%
			BEDROOM		W6/1 04	25.8	25.8	0	0.0%					36	7	36	7	0.0%	0.0%
			BEDROOM		W7/1 04	26.2	26.2	0	0.0%					37	8	37	8	0.0%	0.0%
	R4	RESIDENTIAL	BEDROOM	FLOORPLANS	W10/F01 / INC (2)	73.9	69.9	4	5.4%	85.1	85.1	0.0	0.1%	63	17	60	17	43%	0.0%



Vertical Transportation – Visitors Access and Exit from tunnels

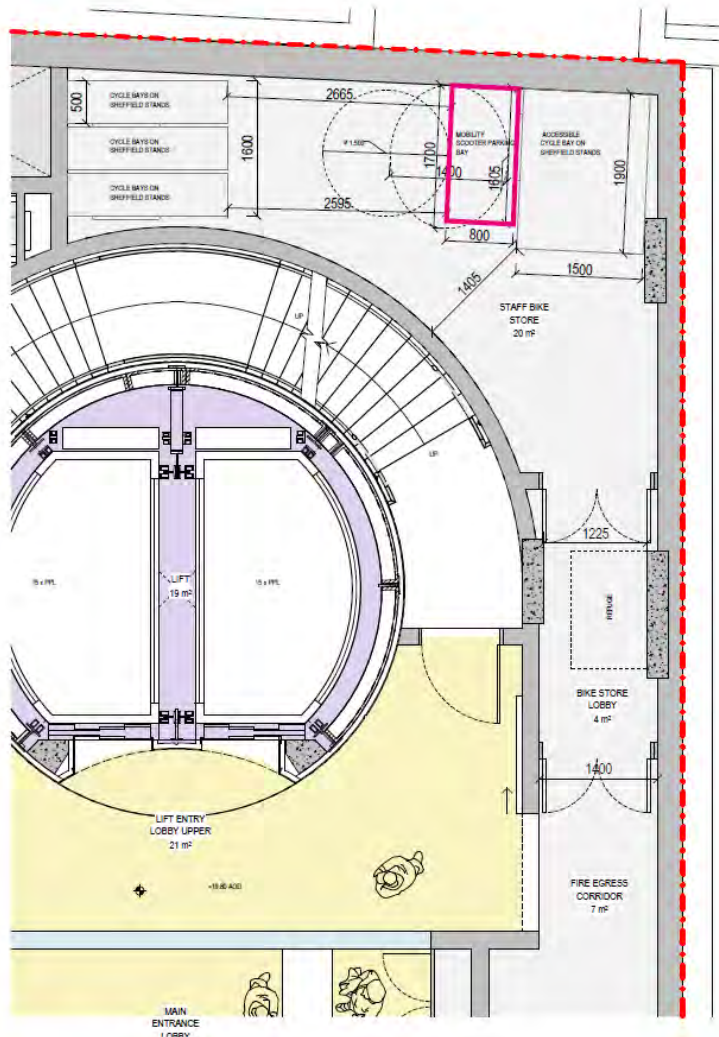


Furnival Street – Staff Cycle Parking Space

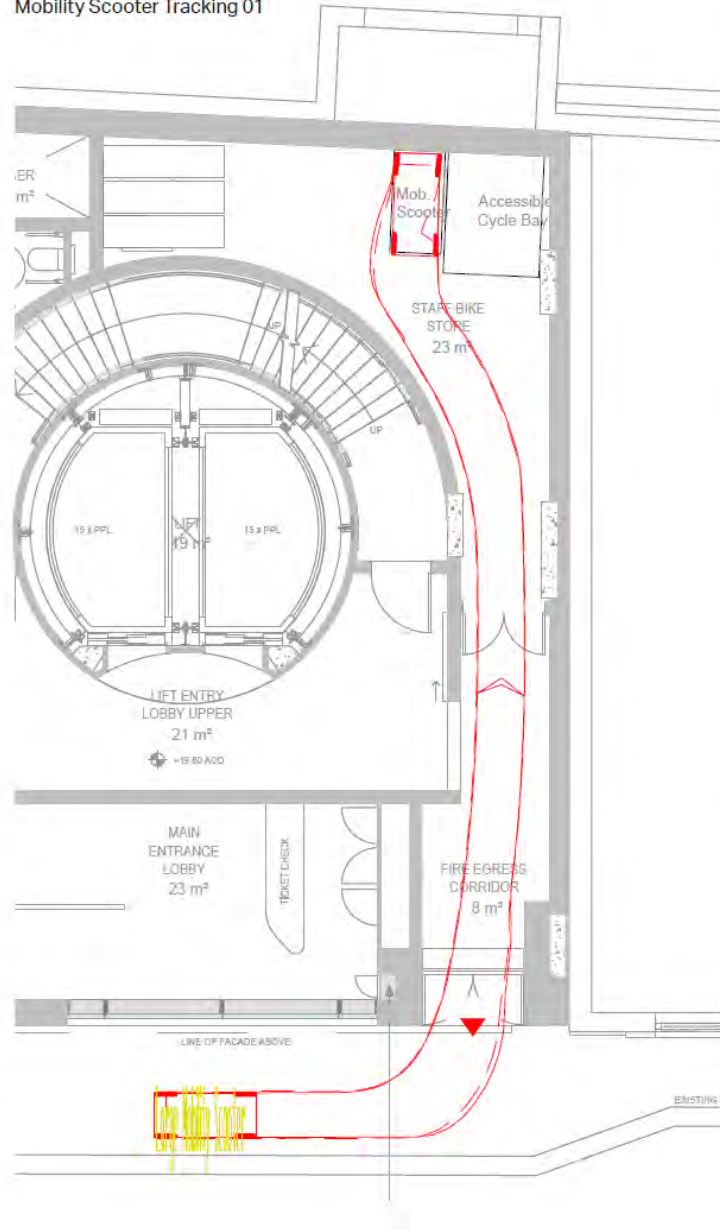


Tunnels – Staff Cycle Parking Space

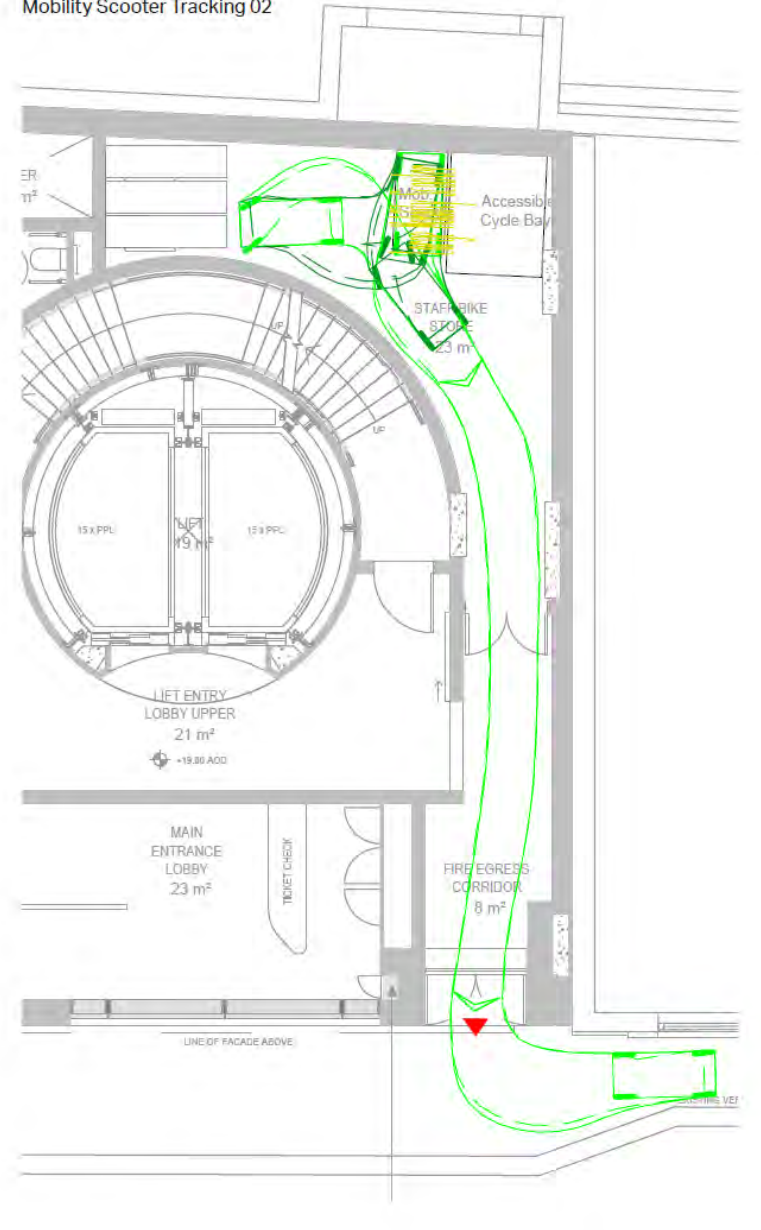
Allocation of Mobility Scooter Parking Space



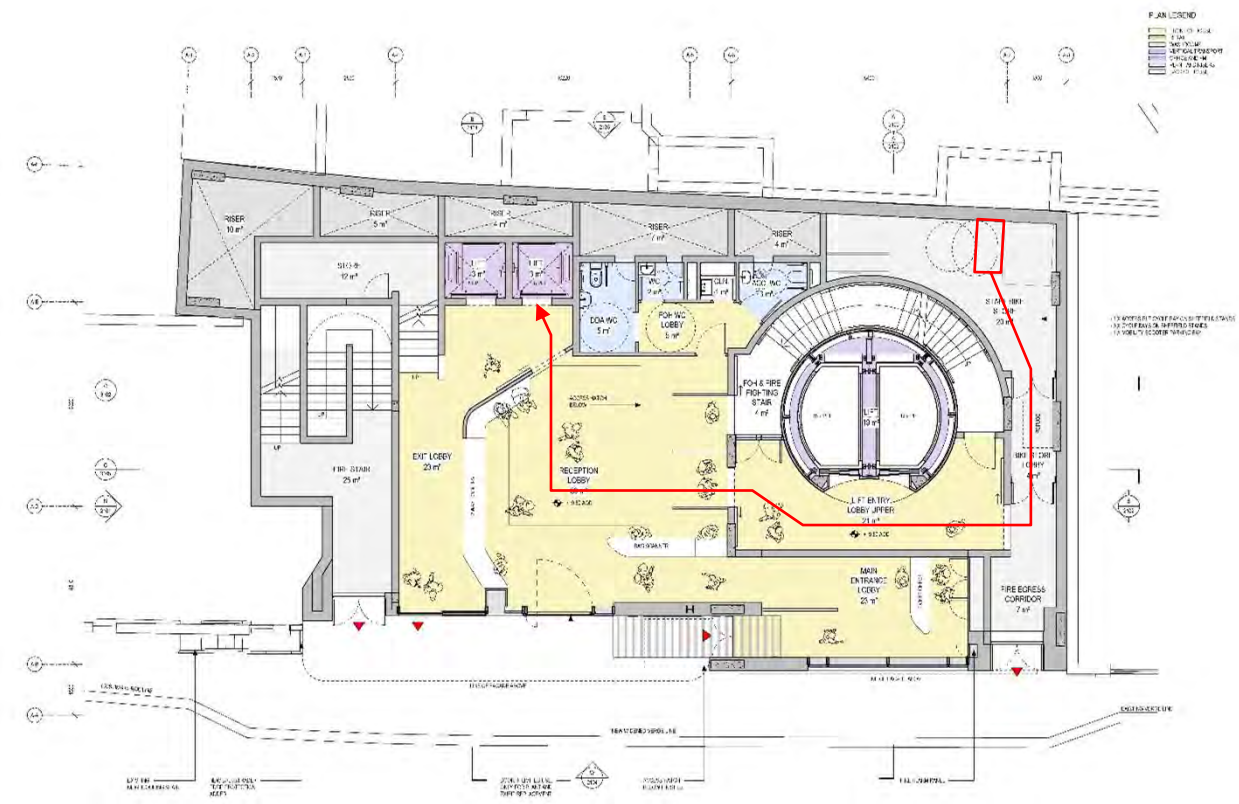
Mobility Scooter Tracking 01



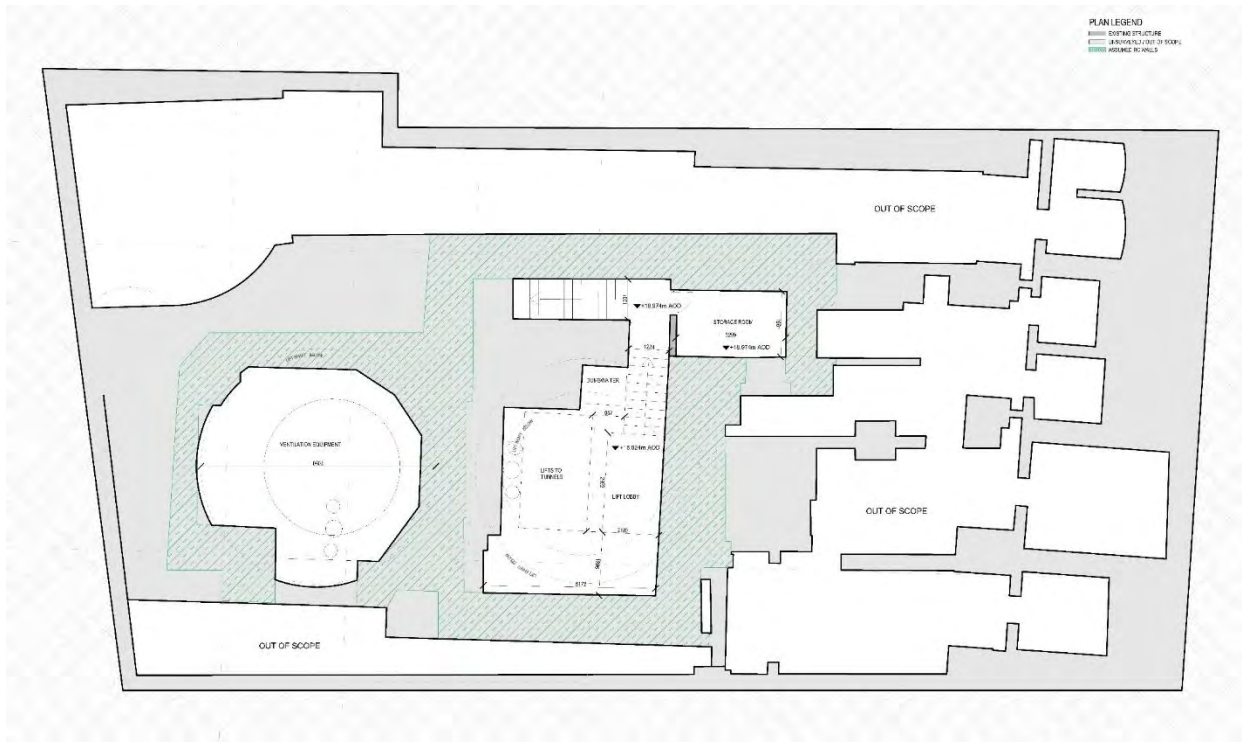
Mobility Scooter Tracking 02



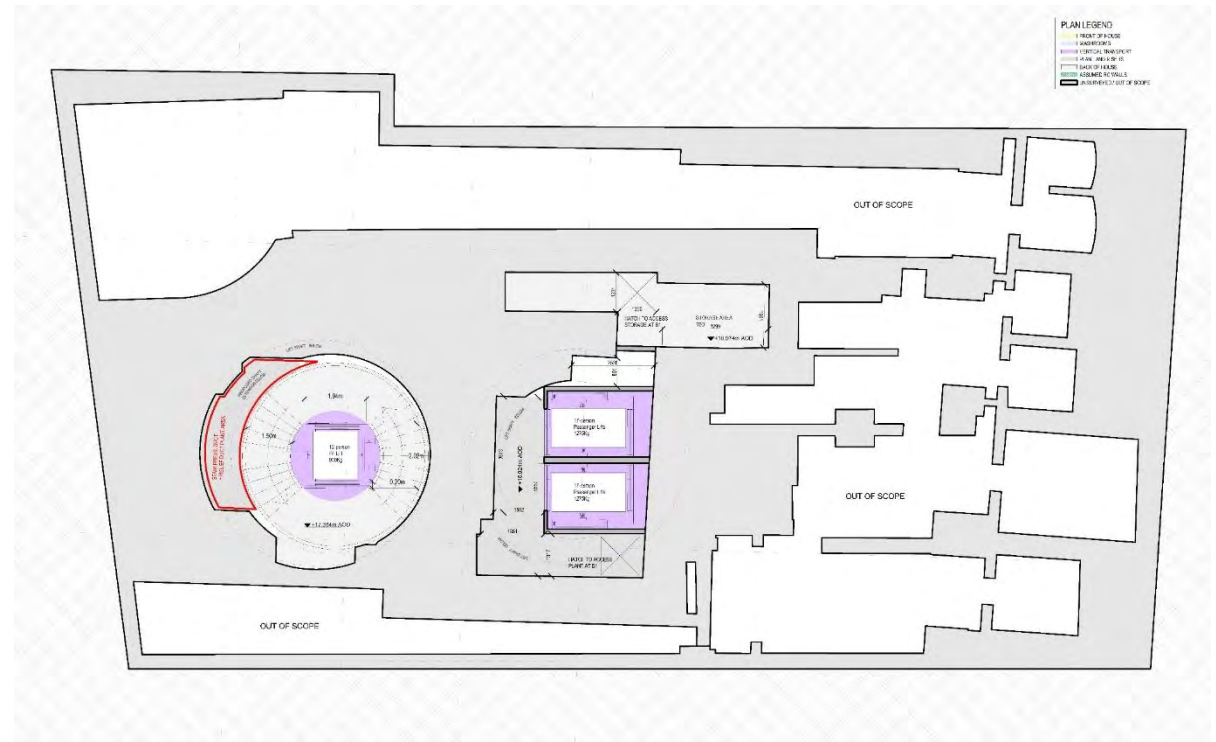
Furnival Street – Mobility Scooter Parking Space



Furnival Street – Mobility Scooter Staff user – Access to office level

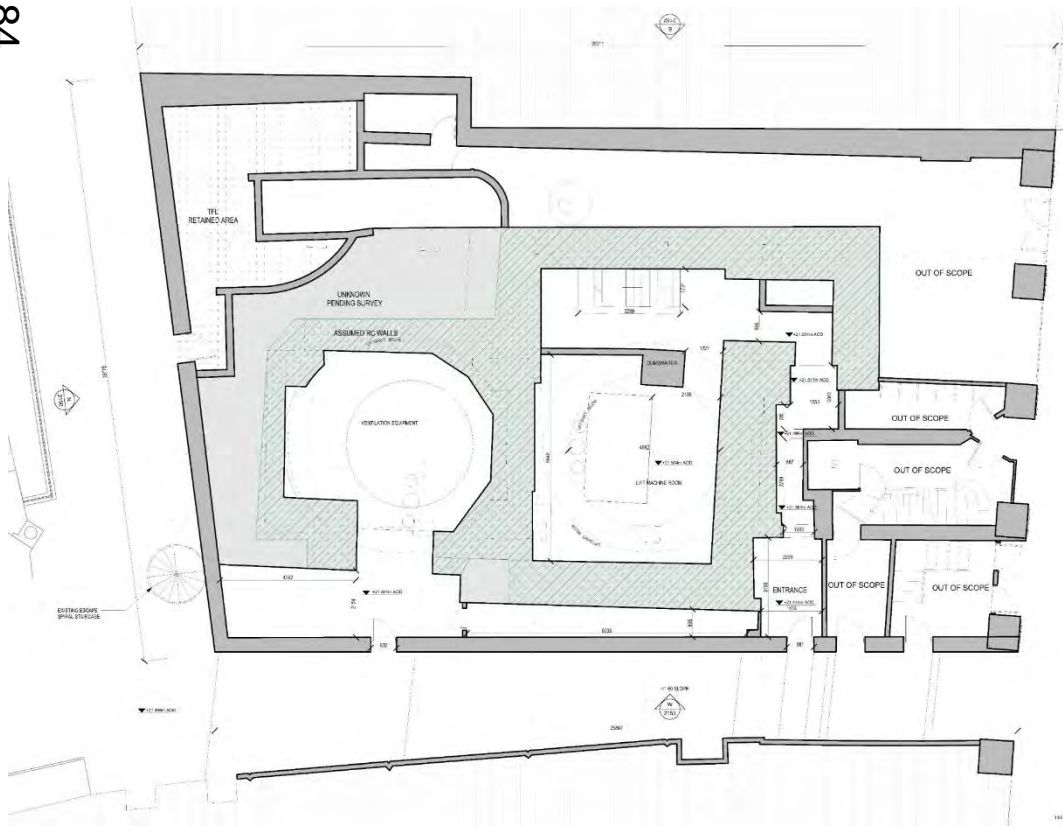


Existing

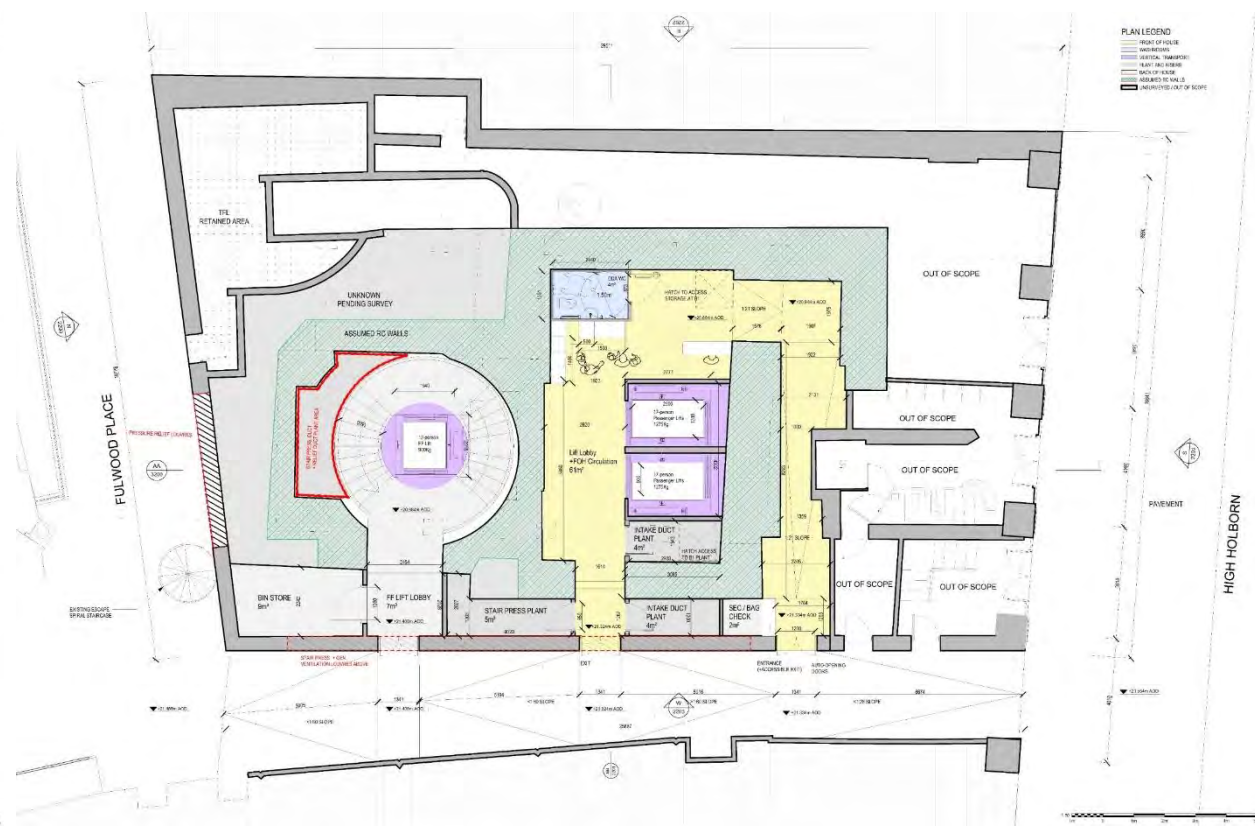


Proposed

(The Camden site) 31-33 High Holborn – Existing (left) and Proposed (right)



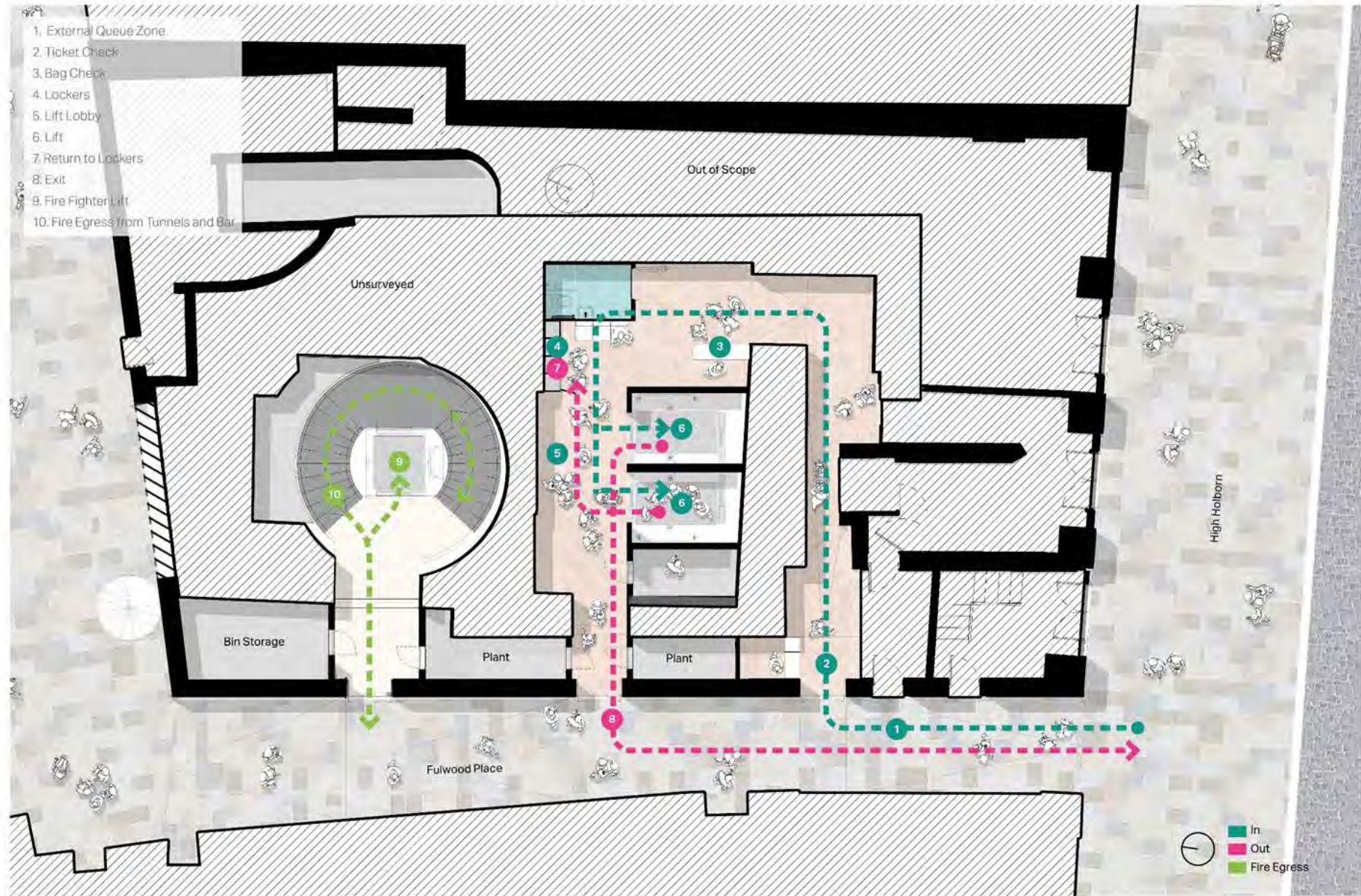
Existing



Proposed

(The Camden site) 31-33 High Holborn – Existing (left) and Proposed (right)





(The Camden site) 31-33 High Holborn – Proposed Visitors Circulation



Existing Elevation

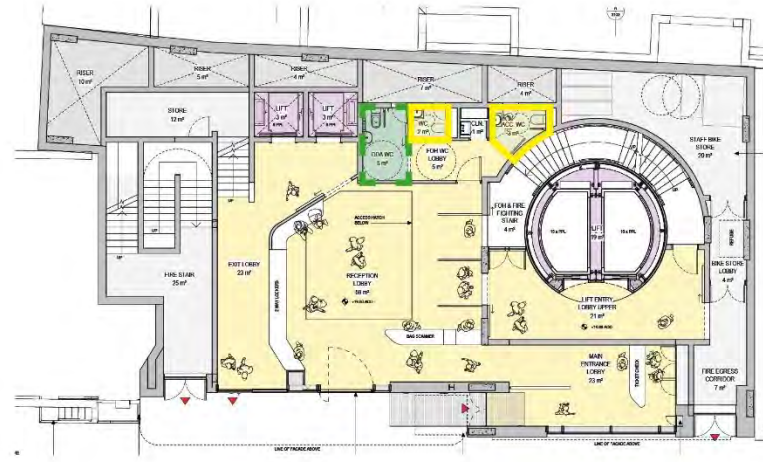


Proposed Elevation

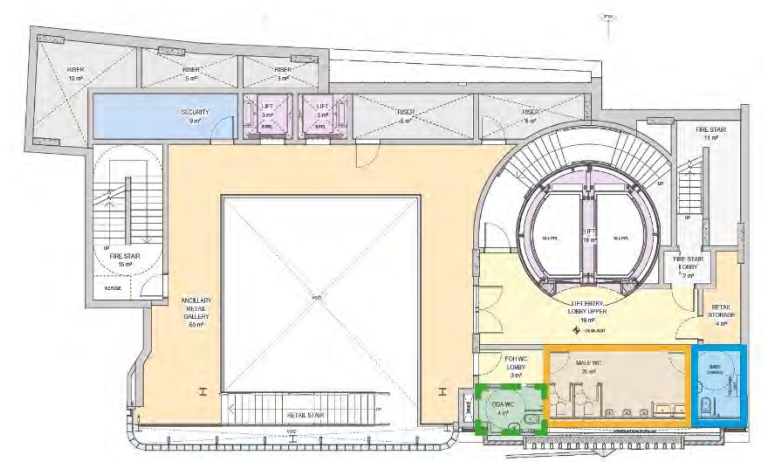
(The Camden site) 31-33 High Holborn – Existing and Proposed South Elevation

### Sanitary accommodation

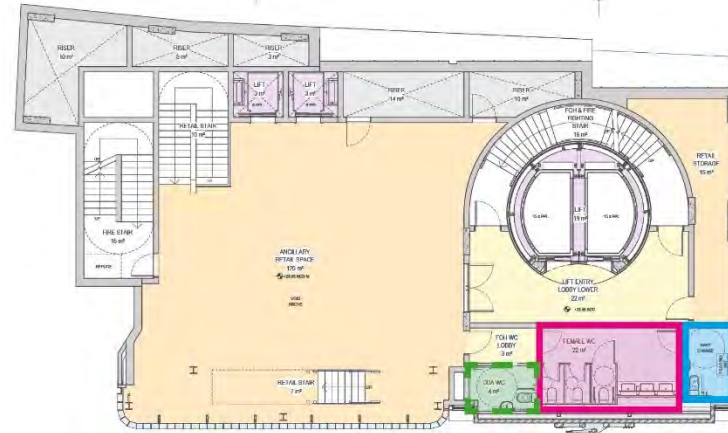
- Bathroom facilities are detailed in section 7 of the DAS.
- Gender Neutral Toilets are available on all floors and in the tunnels.
- Female-exclusive toilets are located at Level 2 and in the tunnels.
- Male-exclusive toilets are located at Level 1 and in the tunnels.
- Accessible toilets are provided on all floors.
- All accessible toilets are gender neutral
- Baby changing areas are available at L01 + L02 and in all tunnels.



39-40 Furnival Street - Level 0 Floor Plan



39-40 Furnival Street - Level 2 Floor Plan

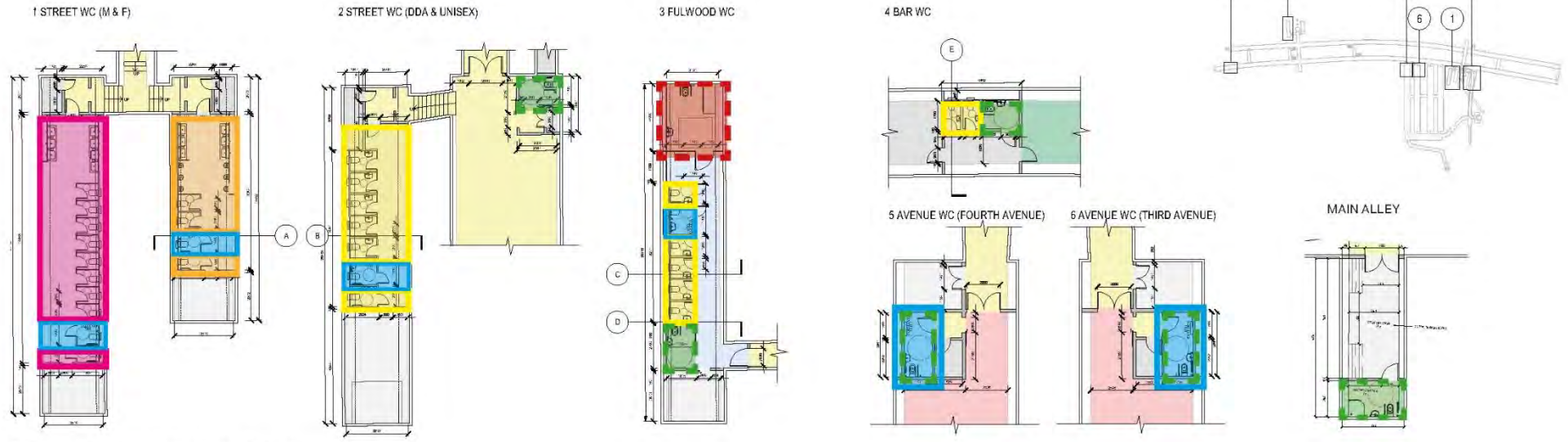


39-40 Furnival Street - Level 1 Floor Plan

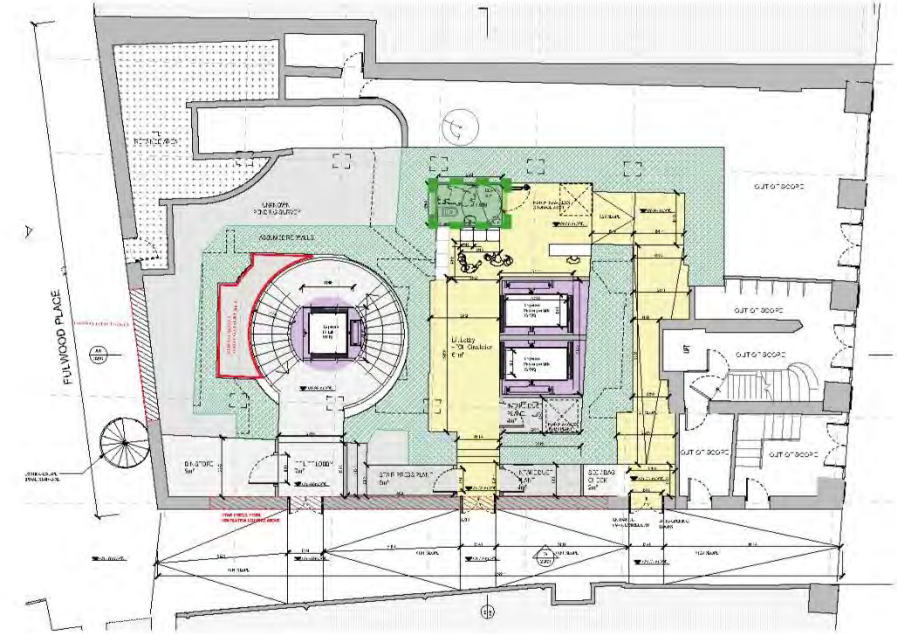


39-40 Furnival Street - Level 4 Floor Plan






-  Male WC
-  Female WC
-  Gender Neutral WC
-  Accessible WC
-  Baby Changing
-  Changing Place



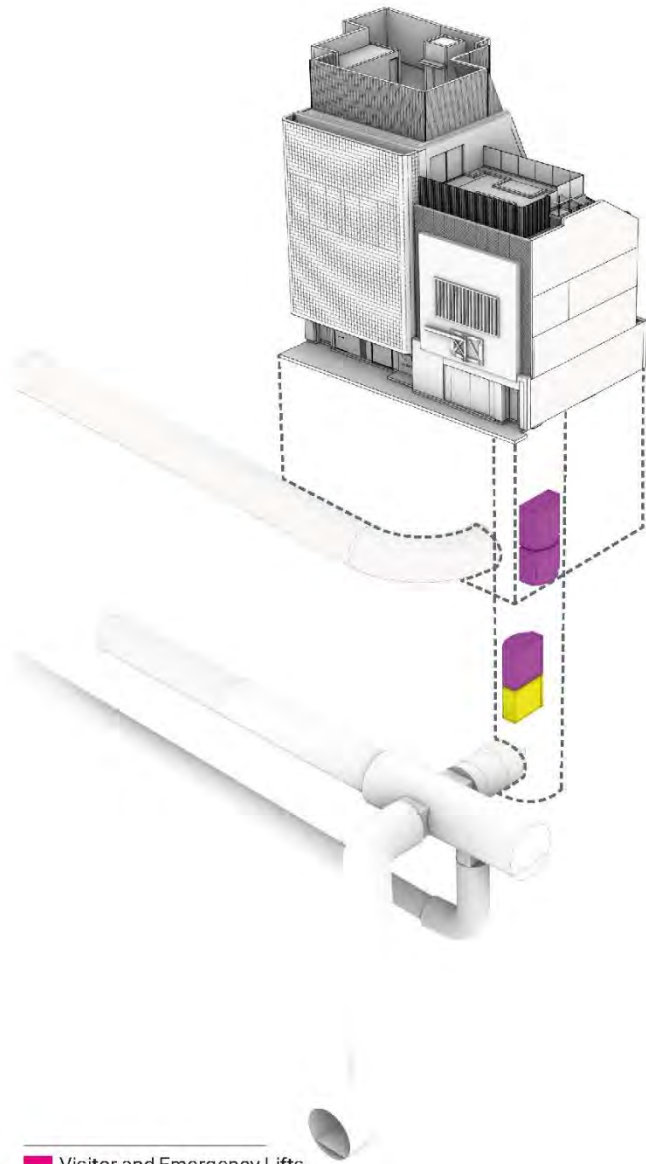
Sanitary accommodation in the Tunnels



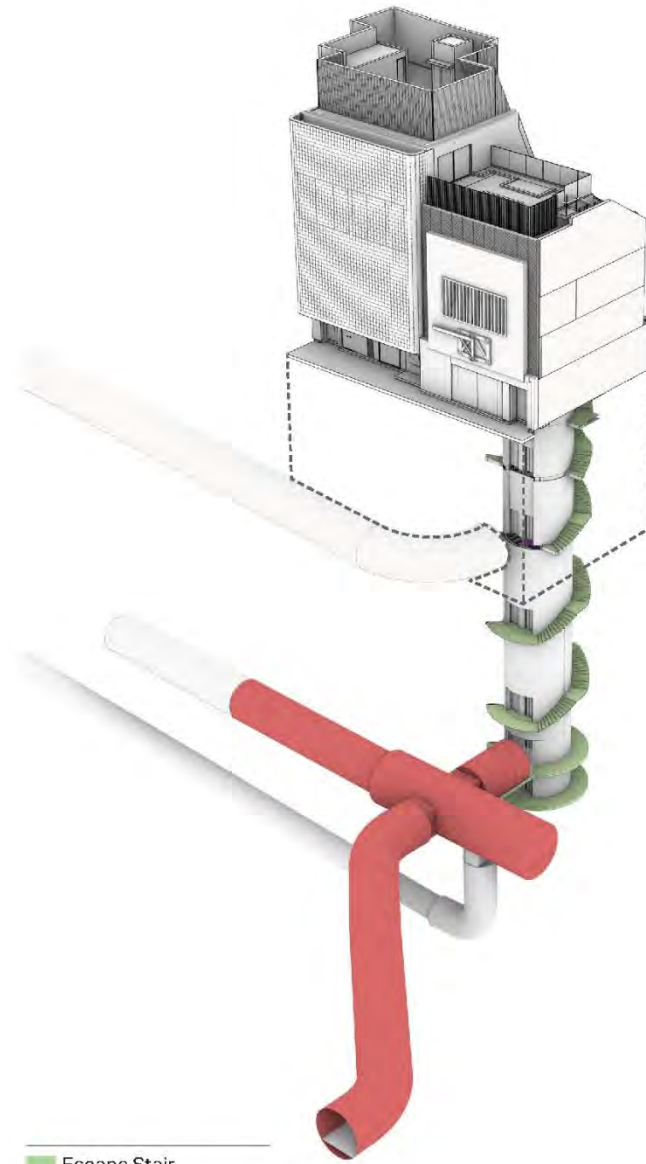
Sanitary accommodation in 31 - 33 High Holborn

-  Male WC
-  Female WC
-  Gender Neutral WC
-  Accessible WC
-  Baby Changing
-  Changing Place

# Proposed Scheme Toilets Mix – Tunnels & 31-33 High Holborn (The Camden site)



█ Visitor and Emergency Lifts  
█ FF Lift



█ Escape Stair  
█ Fire Protected Lobby

## Furnival Street Shaft

38-41 Furnival Street and its associated shaft will function as the main entrance to the tunnels.

The shaft is also required to provide firefighters access to the tunnels and evacuation. For this, the shaft will be pressurised and connected to a fire protected lobby at tunnels level.

## Requirements

The tunnel access requirements at this location are summarised below:

- 1 Fire Fighter lift - Pressurized.
- 1 Emergency lift - Pressurized.
- 1 spiral Escape stair - Pressurized.
- Escape stair and lift must share protected lobby.
- Set of lifts must be provided for resilience - rescue if needed.

In order to accommodate these requirements spatially, the strategy for Furnival Street proposes the construction of a new wider shaft, from grade, down to the level of the tunnels.

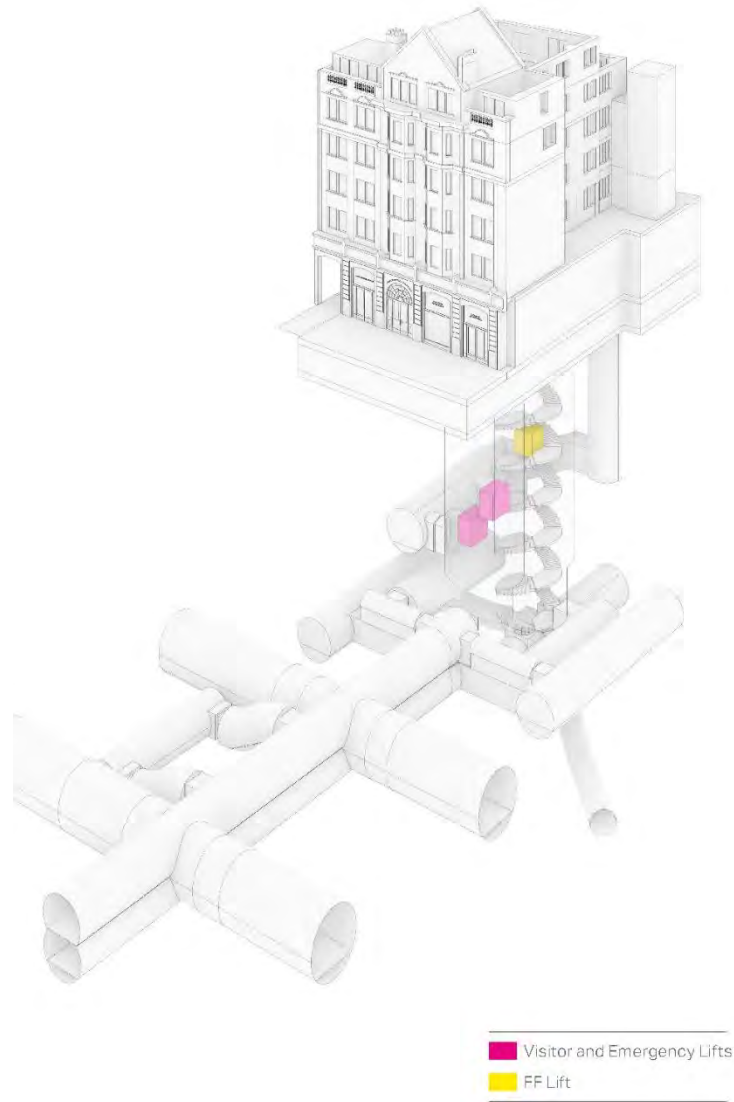


Figure 144. Fire Fighter and Visitor Lifts

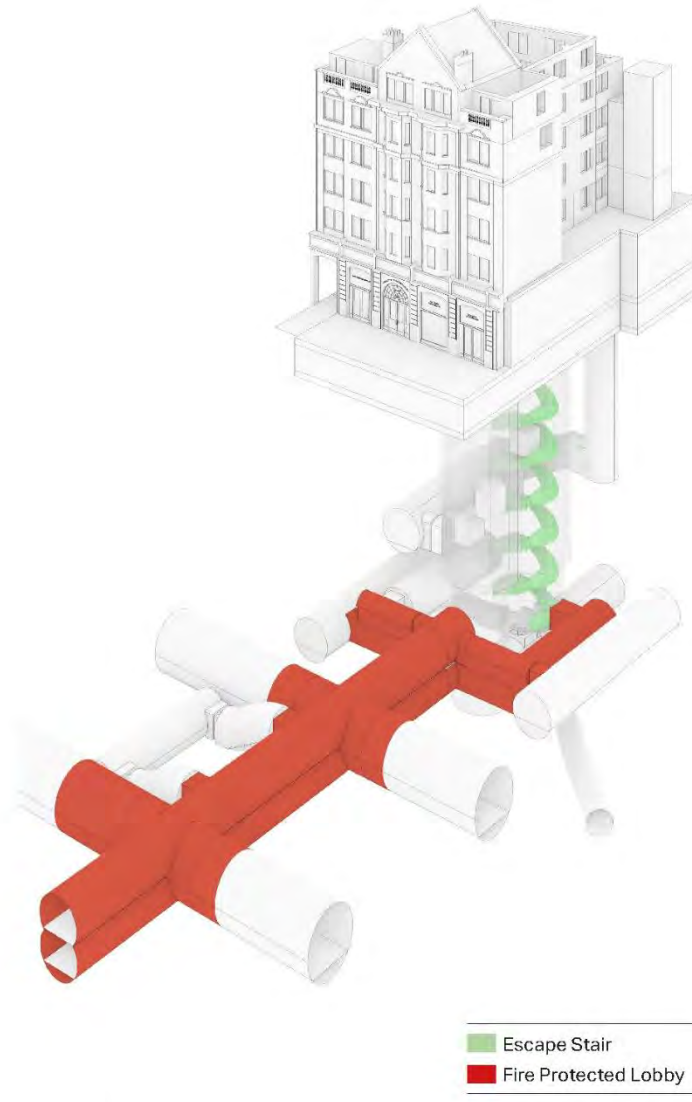


Figure 145. Escape Stairs and Fire Protected Lobby

The southern shaft at 31-33 High Holborn is designated for visitor access and emergency escape, while the northern shaft houses the firefighting lift alongside fire escape stairs.

The imperative for extending the northern shaft to tunnel level arises from compliance with the mandated minimum of 250 square meters for fire-sterile pressurized tunnels, ensuring optimal safety standards throughout.

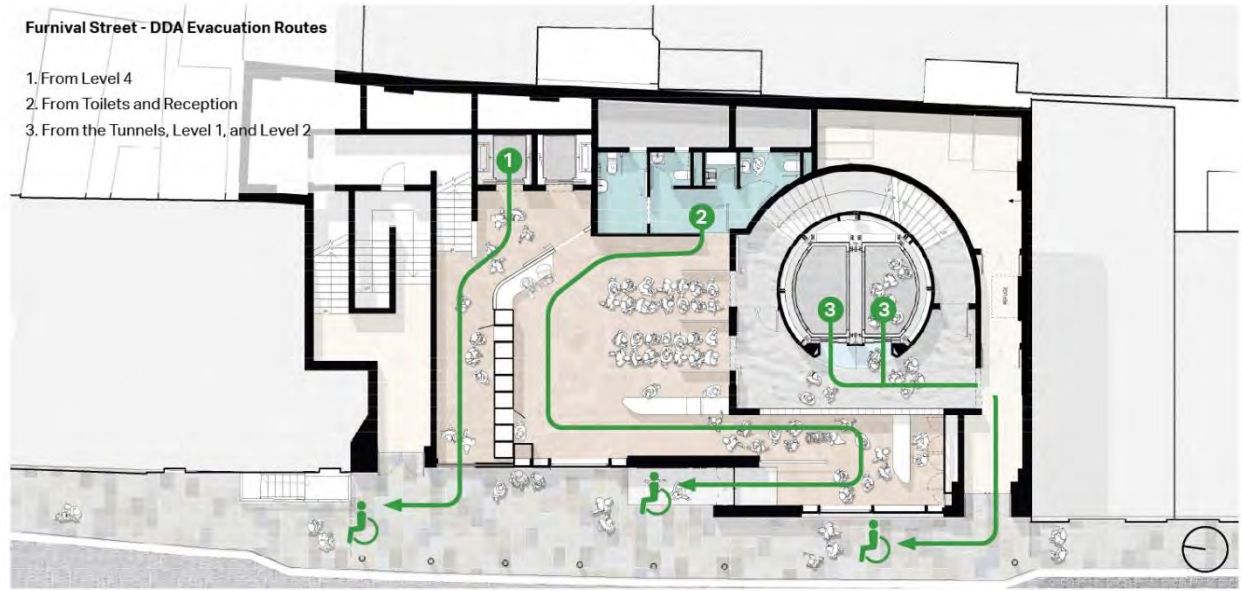


Figure 1. DDA Evacuation routes at 38-41 Furnival Street

The City site

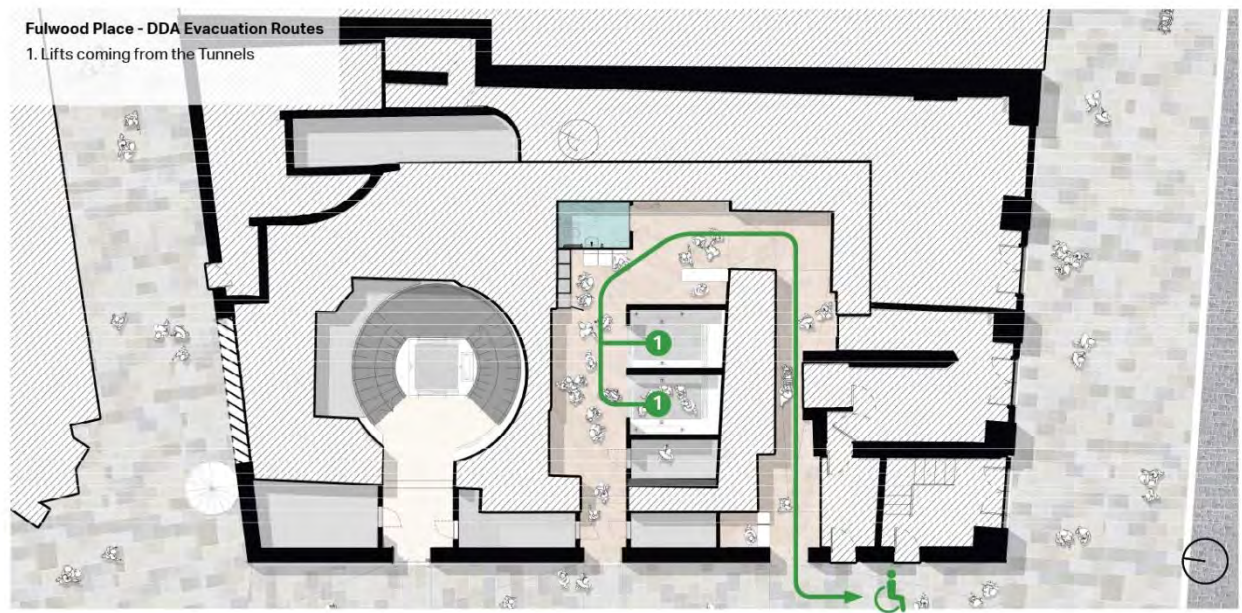


Figure 2. DDA evacuation routes at Fulwood Place (31-33 High Holborn)

The Camden site

Accessible Evacuation Routes

## Tunnels Evacuation and Firefighting

Public occupants within the tunnels are to have at least two means of escape from each fire compartment. Compartmentalisation is proposed as schematically shown to limit the design of the fire and smoked logged space, enable progressive evacuation, and facilitate effective firefighting.

Pressurized refuge/holding zones and shafts are to be considered at Furnival St and Fulwood Place shafts as places of relative safety. Occupants can queue in the protected refuge areas to evacuate via the evacuation stairs or lifts. The protected refuge areas are to have no fire load and non-combustible linings.

Smart signage and wayfinding are proposed to be installed in the tunnels to assist wayfinding, inclusive of "Exit" and "No Exit" signs that would activate on a cause-and-effect basis and depending on the location the fire is detected. An addressable fire detection system and voice alarm system are also proposed to be installed.

### Firefighting Shafts

Furnival St and Fulwood Place shafts are pressurised firefighting shafts with firefighting stairs and lifts. Firefighting outlet connections will be provided in the protected lobby at the tunnel level as well as strategic locations within the tunnels. The water supply for manual firefighting would be the town's main water network, boosted in pressure by the fire engine.

### Rendezvous Point

RVP (rendezvous point) in this building will be the Furnival St building (Euston Fire Brigade Zone).

Output Sequence of the detection system is proposed to be as follows (Per BS 9992):

- Single detector or MCP alarm leads to alert condition through the PA system to staff;
- No further manual intervention for a specific time interval (e.g., 2 minutes), an evacuation message shall be given;
- Staff intervention, a second timed interval for investigation or reset of the system if false alarm is allowed at panel;
- Failure to acknowledge leads to simultaneous Evacuation message;
- Activation of a sprinkler system or two separate detection devices initiates an alarm condition within the timer sequence;

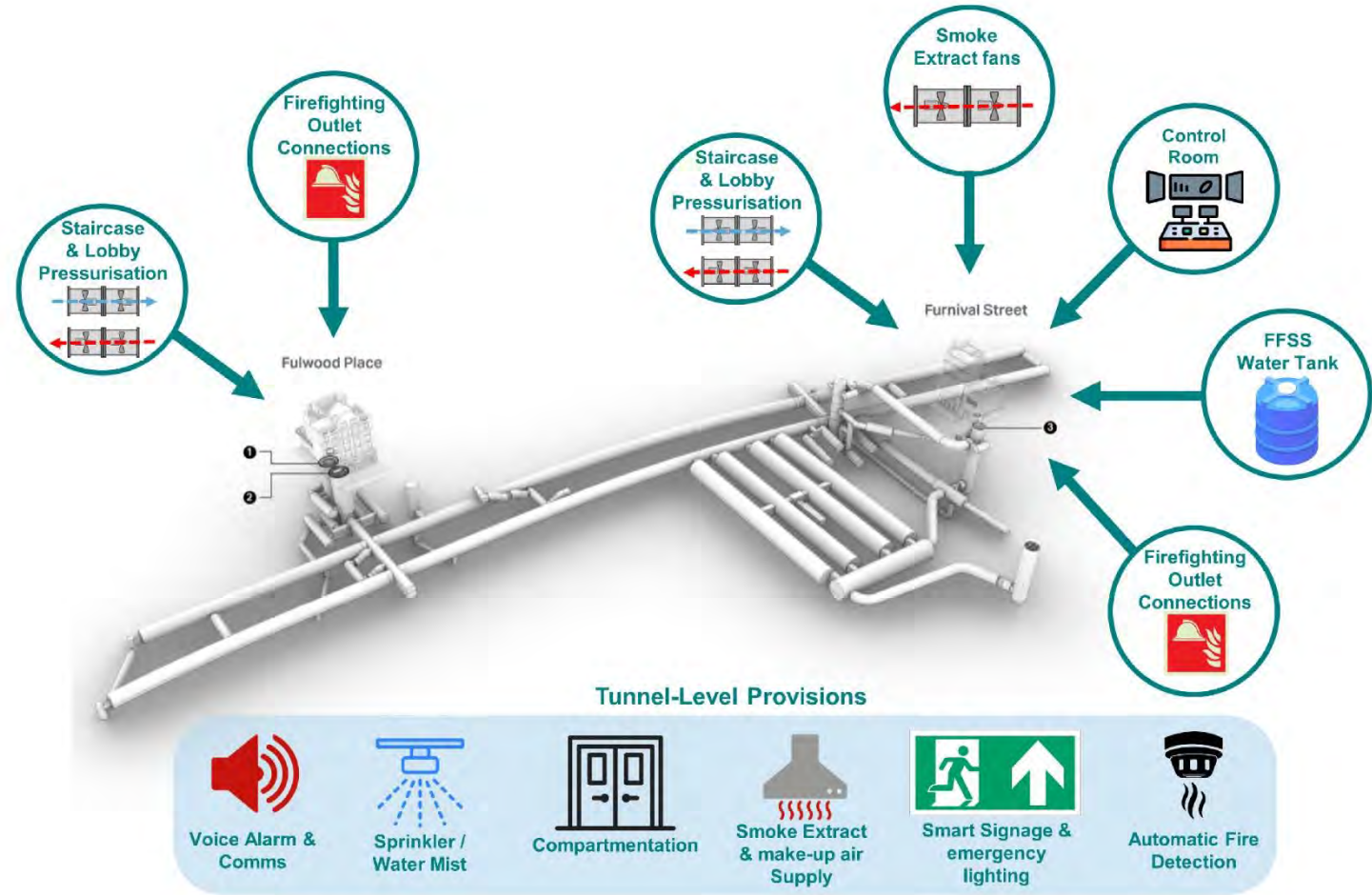
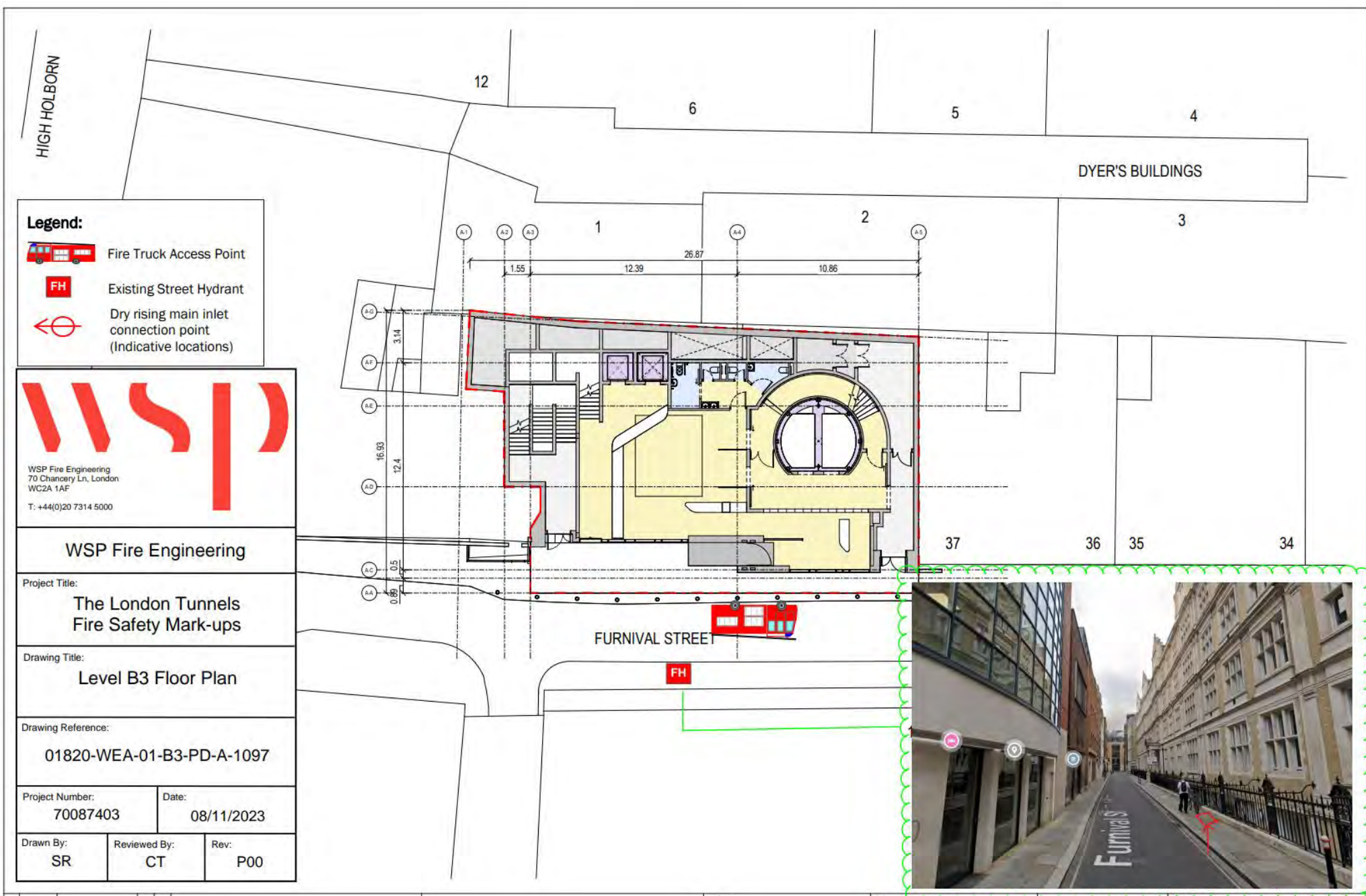
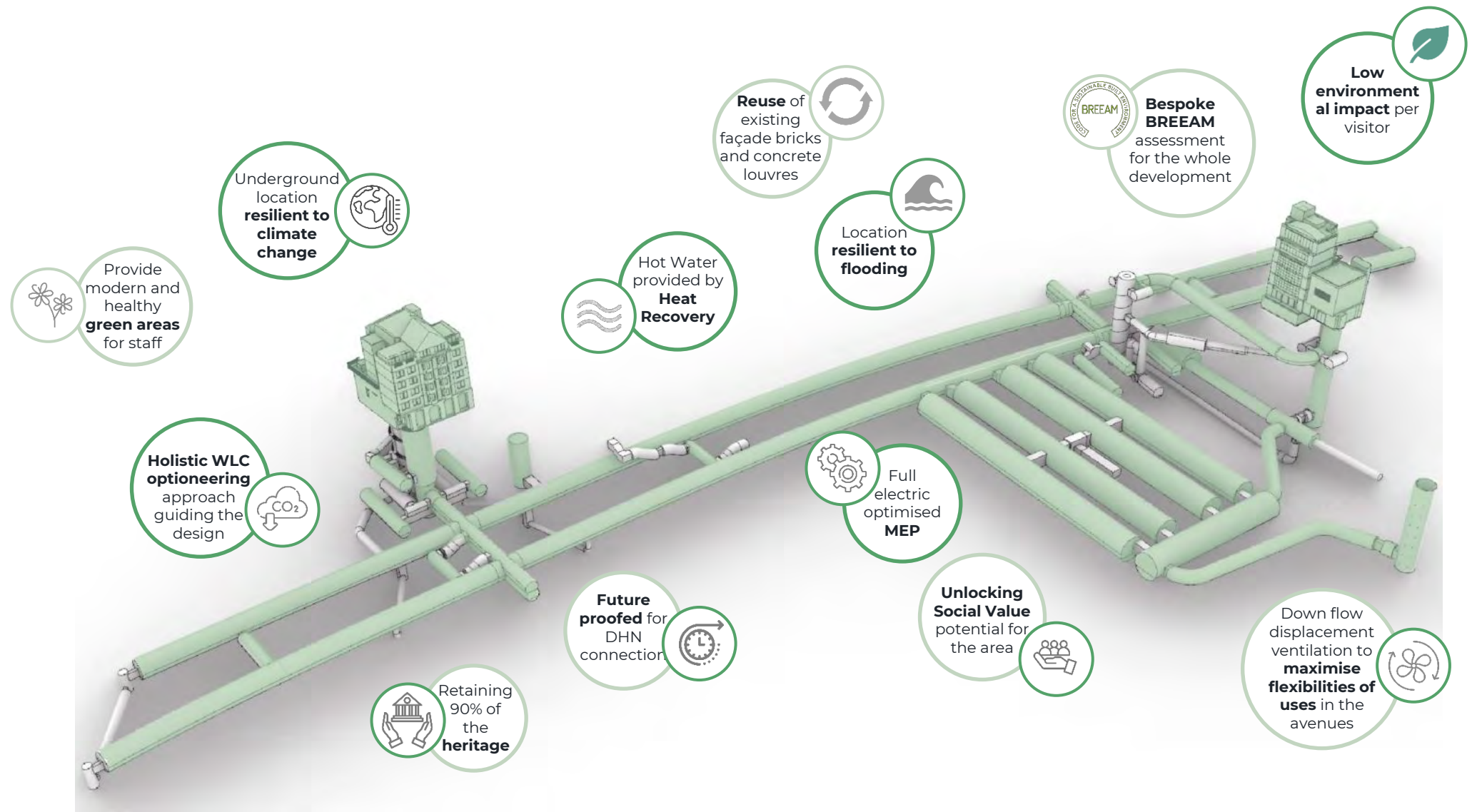


Figure 162. Fire Safety Measures





Fire Strategy – Fire Truck Access – 38-41 Furnival Street



# Sustainability Fact Sheet

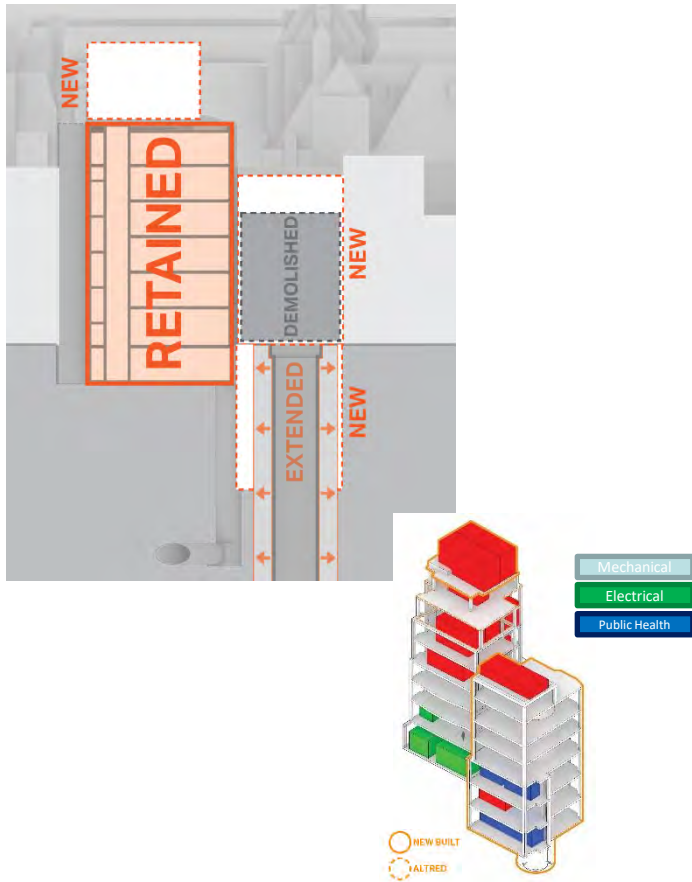
### ASSESSED OPTIONS

Various levels of retention for 40-41 Furnival Street have been considered.

**Retention of 38-39 Furnival Street has been investigated and shown to be infeasible. The building's demolition is necessary for safe construction and access to enable the London Tunnels project. Retention/reclamation of historic features are considered.**

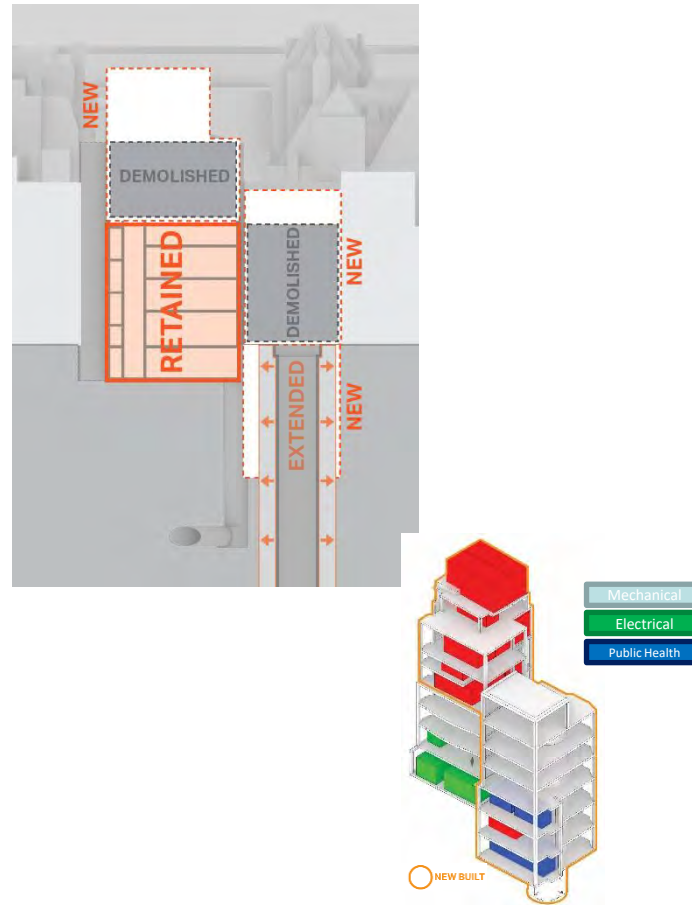
#### OPTION 01

Maximum building retention + extension



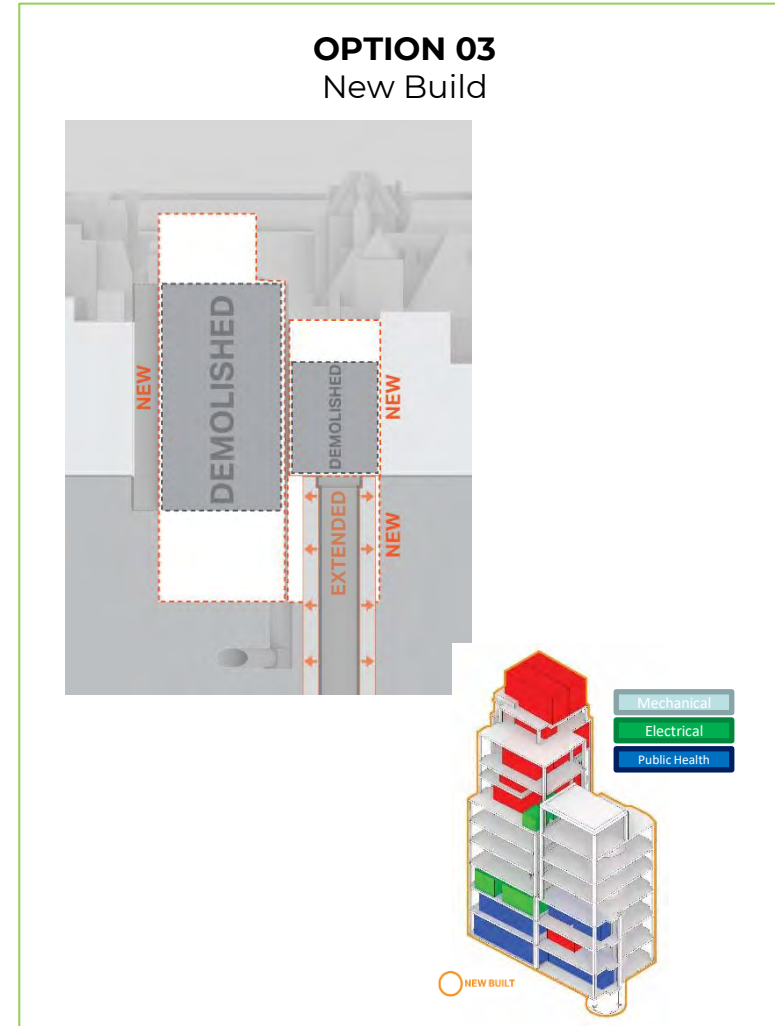
#### OPTION 02

Major Refurbishment + Extension

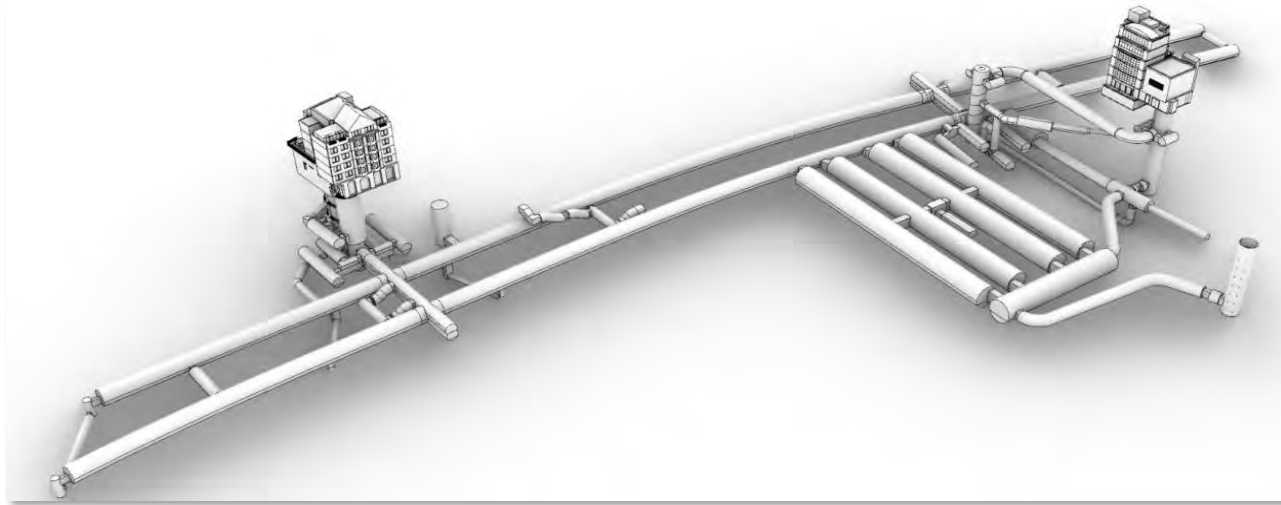


#### OPTION 03

New Build



Selected option



### LONDON TUNNELS MUSEUM

- **Year:** 2029
- **Size:** 10,037 sqm
- **Visitors/year:** 2,000,000
- **WLC total** ~ 17,555 tCO<sub>2</sub>e
- **WLC/sqm** ~1,650 kg CO<sub>2</sub>e/m<sup>2</sup>
- **WLC/visitor** ~ 150 gCO<sub>2</sub>e/ visitor (60 years)



### A NEW MUSUEM BUILD LIVERPOOL EVERYMAN THEATRE

- **Year:** 2013
- **Size:** 4,690sqm
- **Visitors/year:** ~120,000 (400 capacity)
- **WLC total** 4,845 tCO<sub>2</sub>e
- **WLC/sqm** 1,033 kg CO<sub>2</sub>e/m<sup>2</sup>
- **WLC/visitor** ~ 670 gCO<sub>2</sub>e/ visitor (60 years)



### RETENTION FOCUS MUSEUM IN THE COL MUSEUM OF LONDON WEST SMITHFIELD

- **Year:** 2026
- **Size:** 49,996 sqm
- **Visitors/year:** 2,000,000 (~5000 capacity)
- **WLC total** ~ 29,997t CO<sub>2</sub>e
- **WLC/sqm** ~ 600 kg/co<sub>2</sub>e/m<sup>2</sup> +(~ 300 for MEP TM65)
- **WLC/visitor** ~ 250 gCO<sub>2</sub>e/ visitor (60 years)



The Tunnels – Heritage Exhibition – CGI



## Next Planning & Transportation Committee

2<sup>nd</sup> July 2024