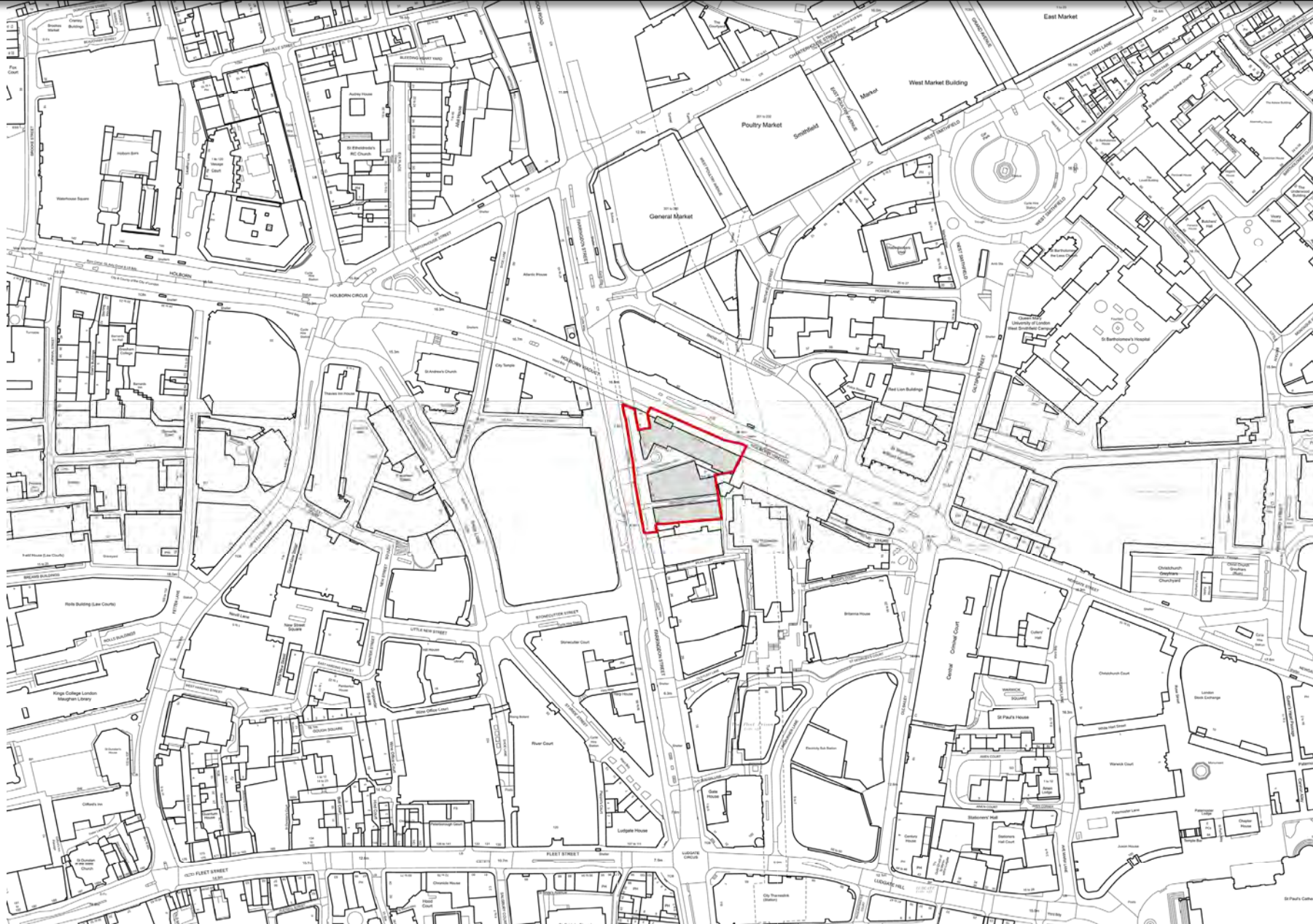




Planning & Transportation Committee

14 December 2021

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

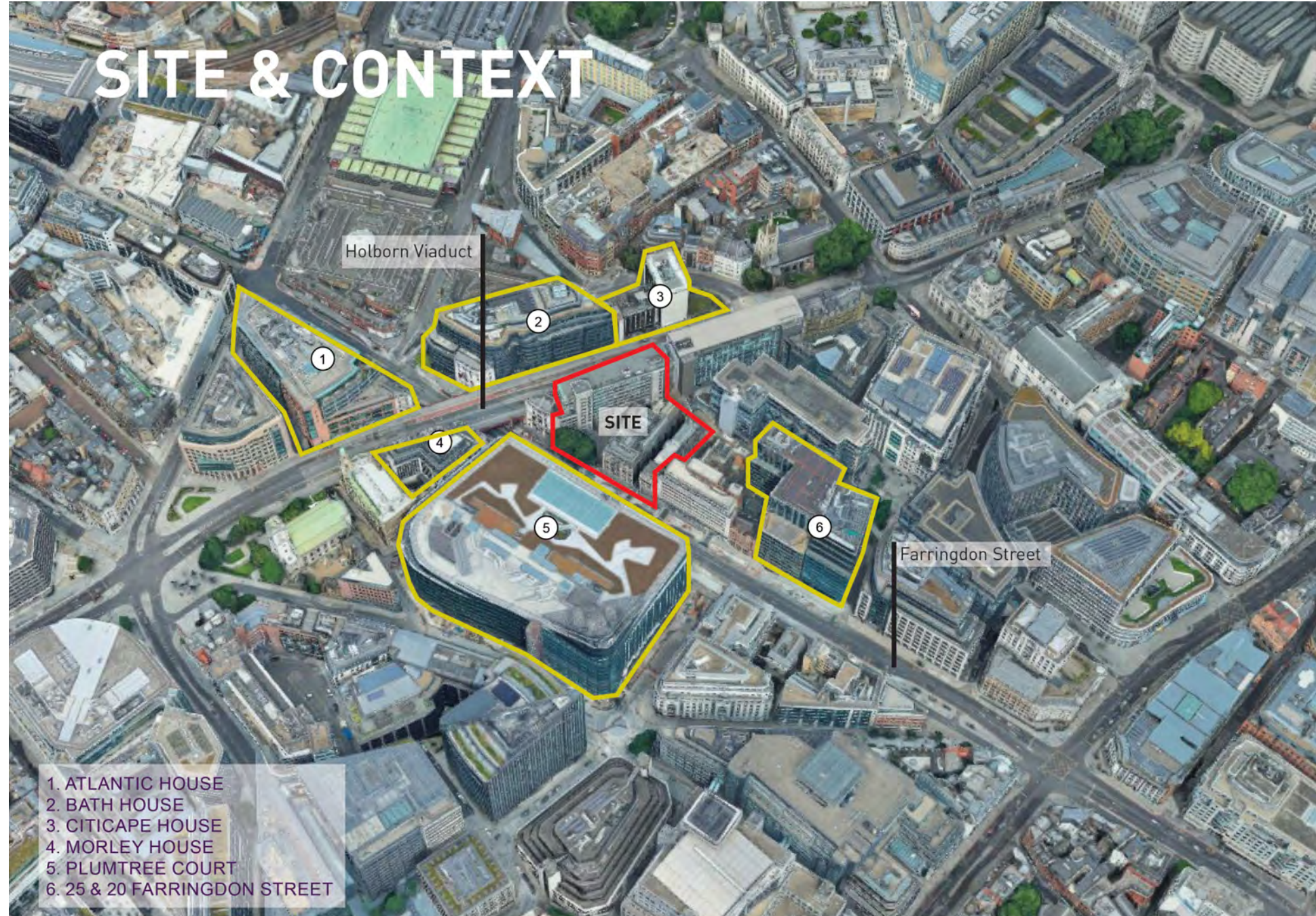


Site plan



Aerial view of site

SITE & CONTEXT



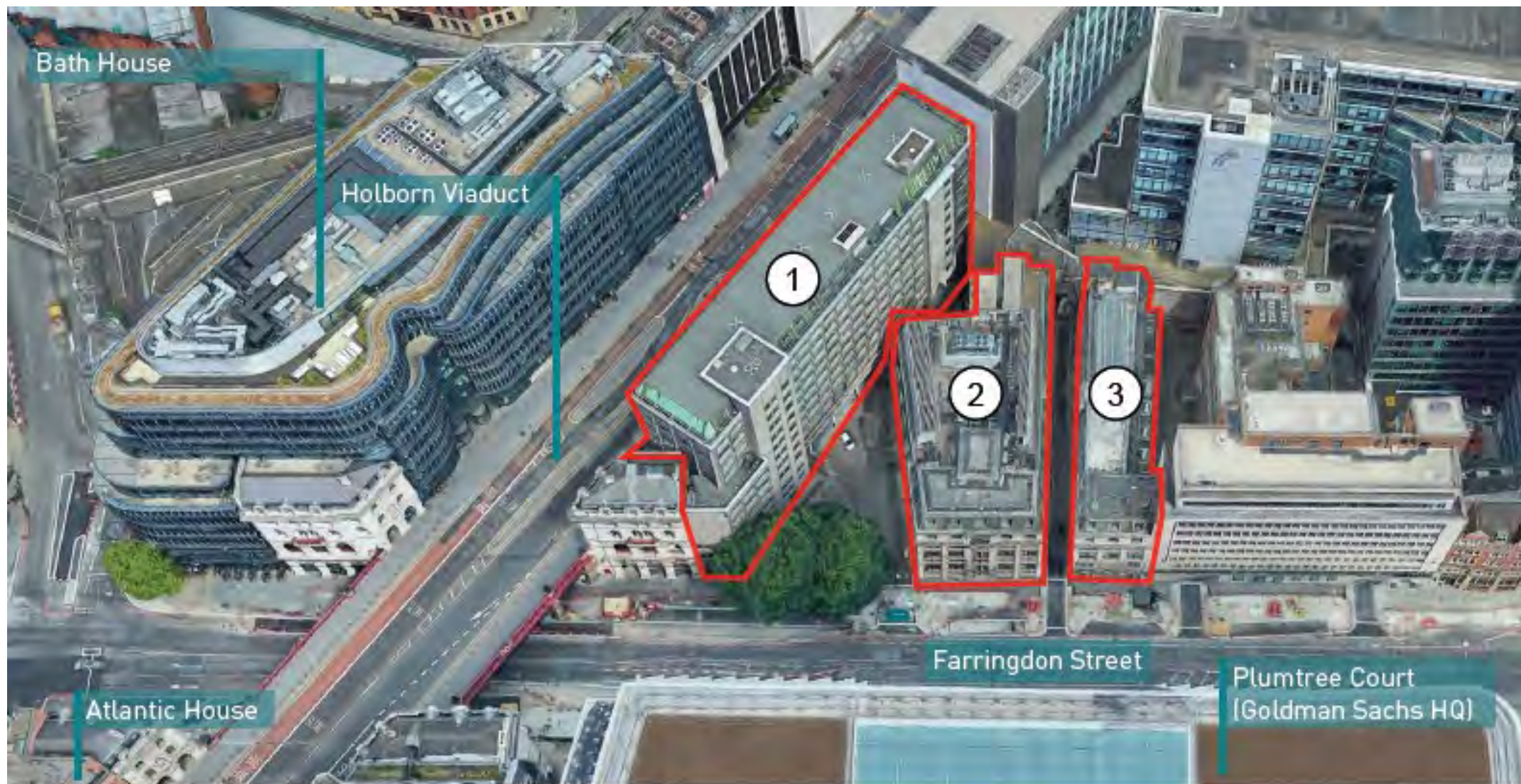
Site context



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 *

Nearby conservation areas and listed buildings

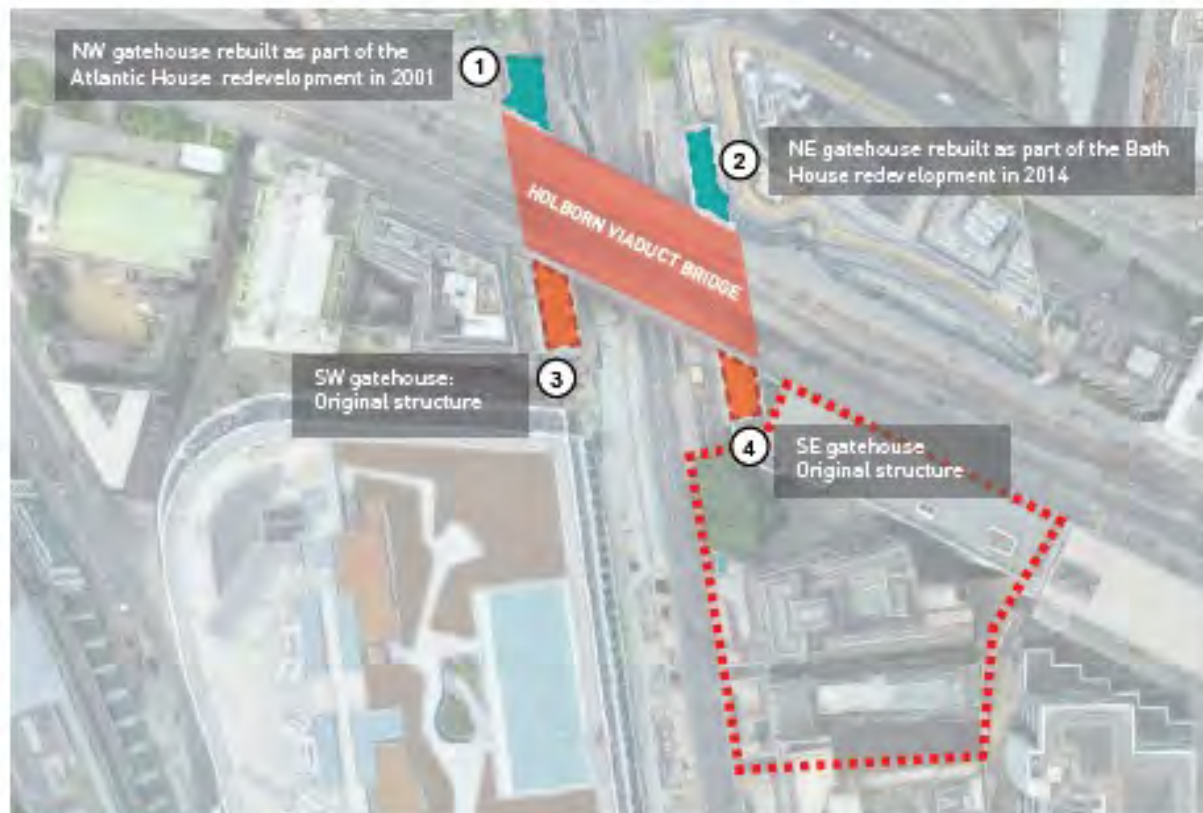


- 1/ KIMBERLEY HOUSE (14-21 HOLBORN VIADUCT)
- 2/ MERIDIAN HOUSE, (34-35 FARRINGDON STREET)
- 3/ 32-33 FARRINGDON STREET

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

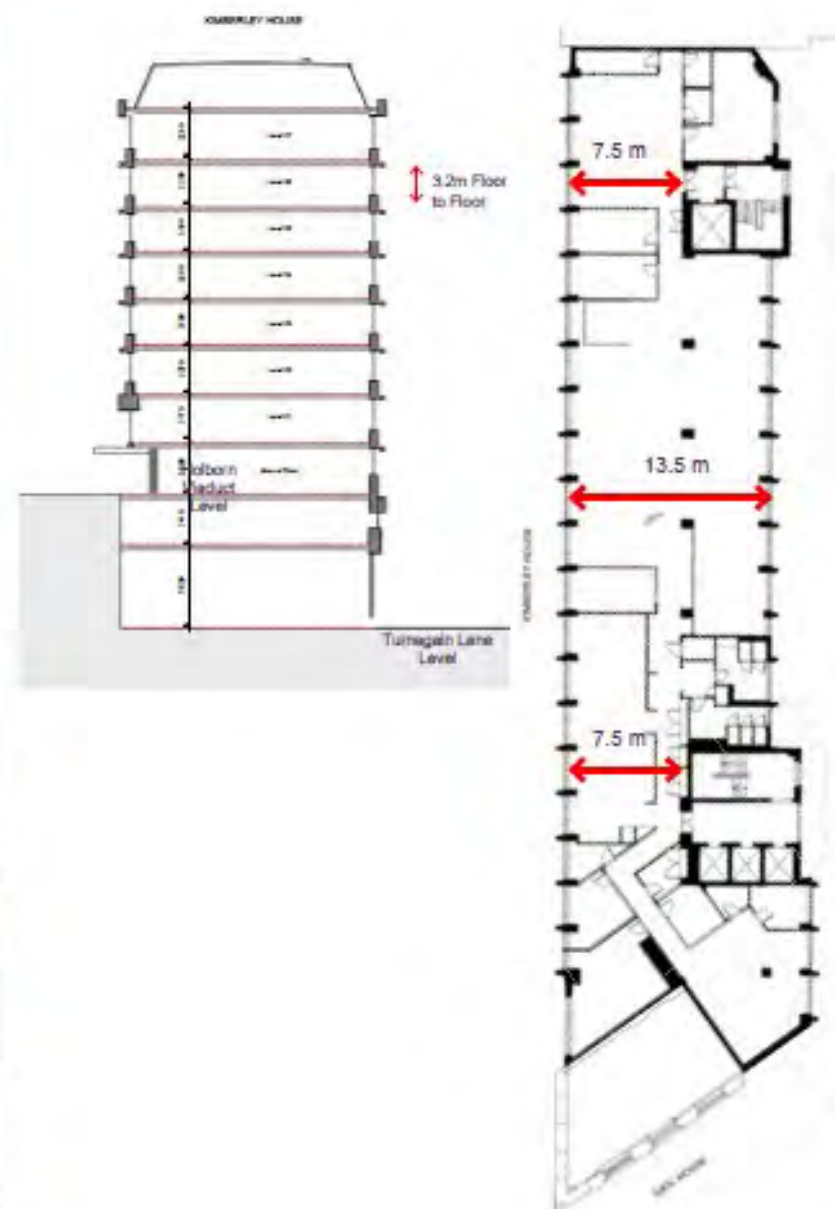
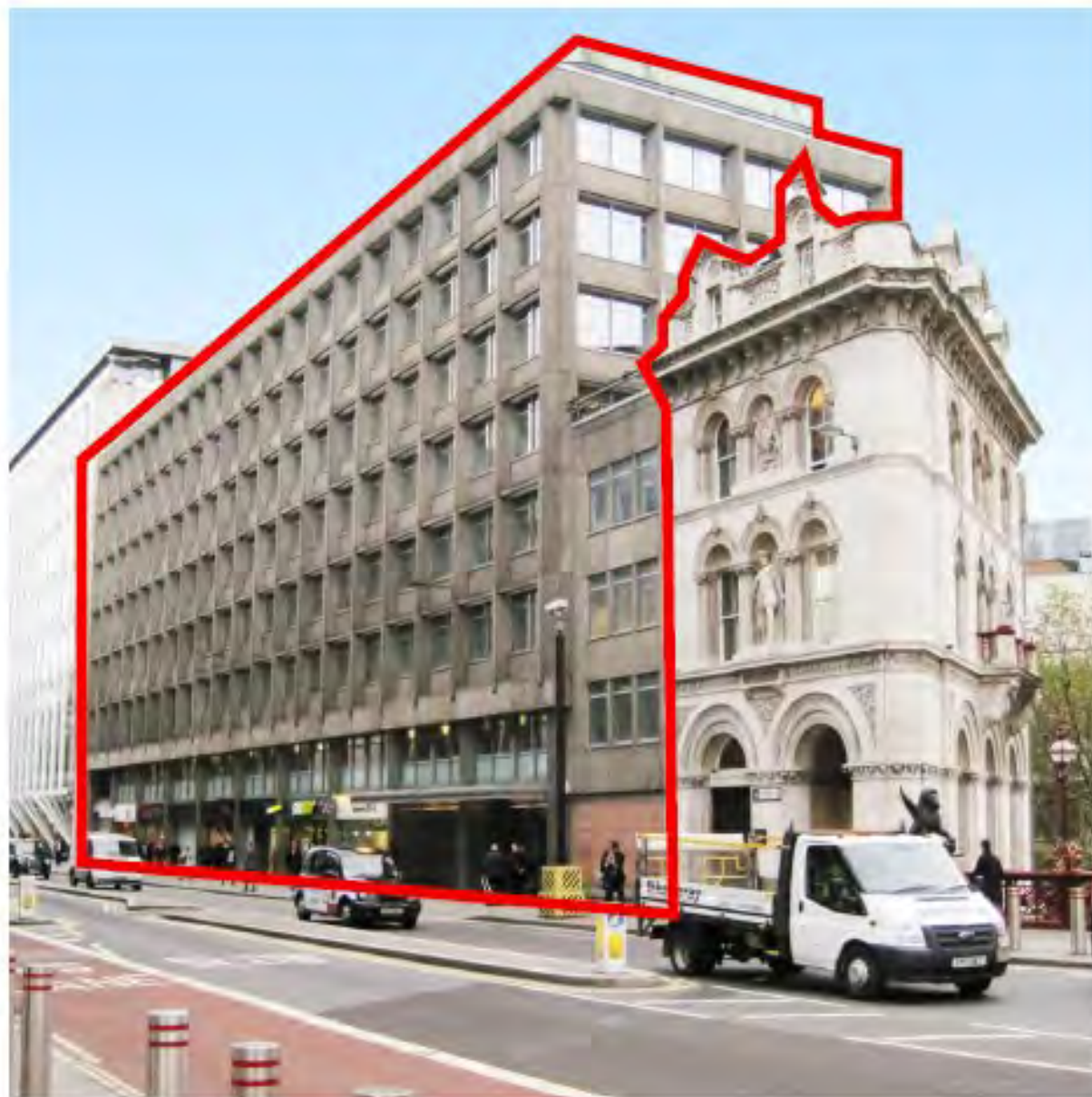


2. Existing north-east gatehouse

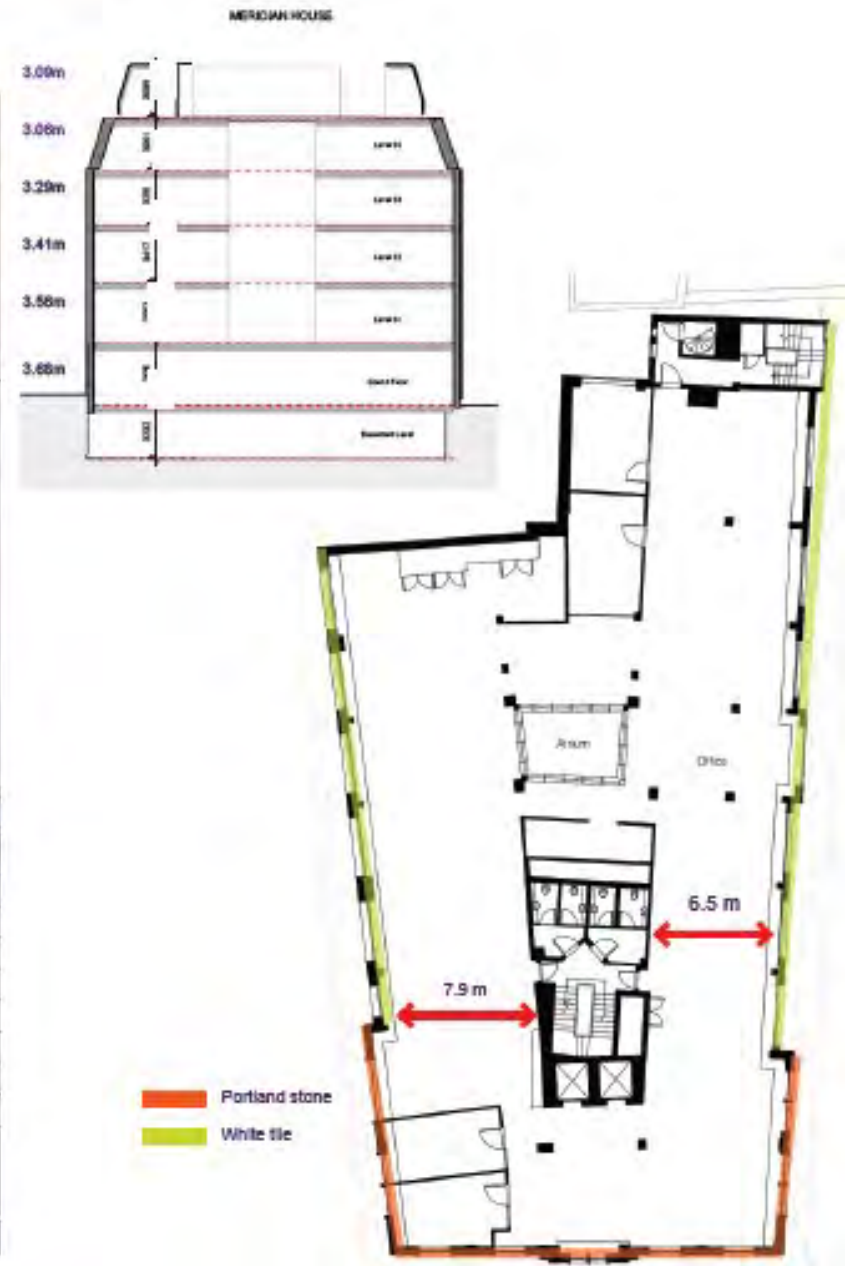


1. Existing north-west gatehouse

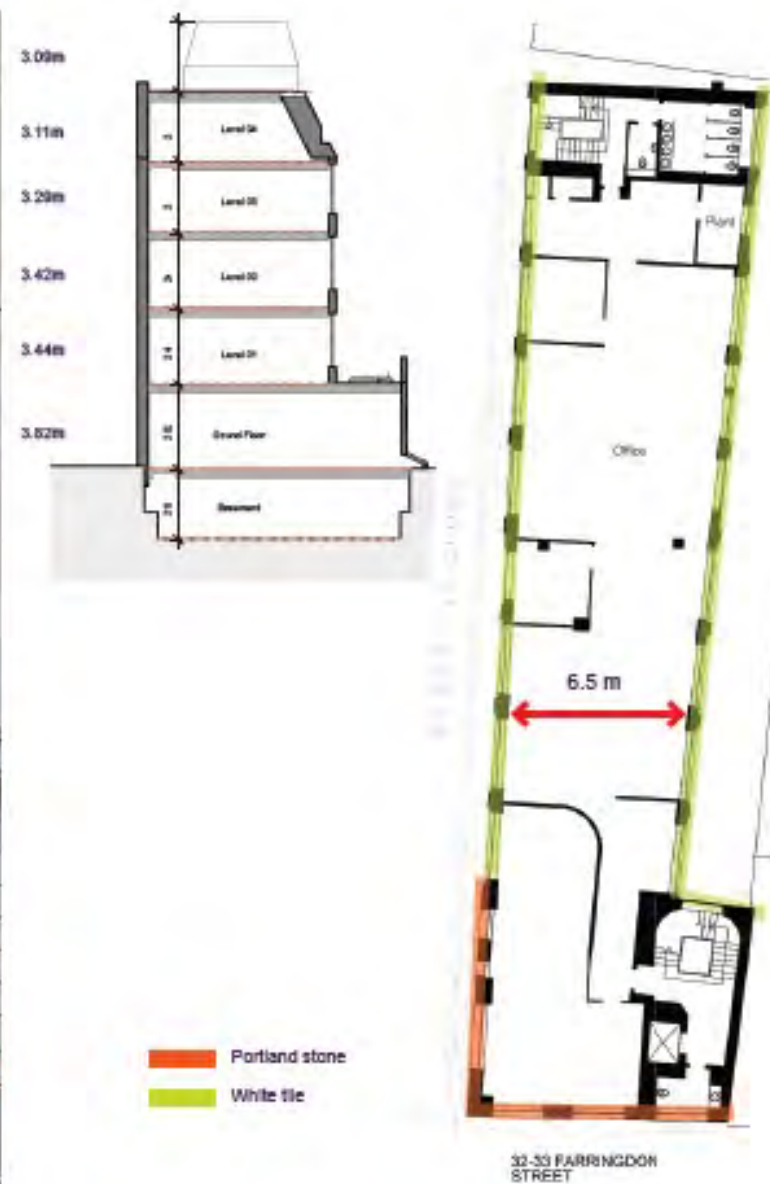
The Gatehouses



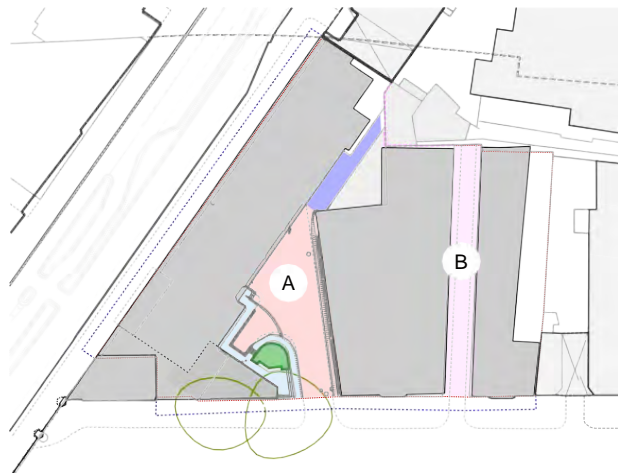
Kimberley House



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

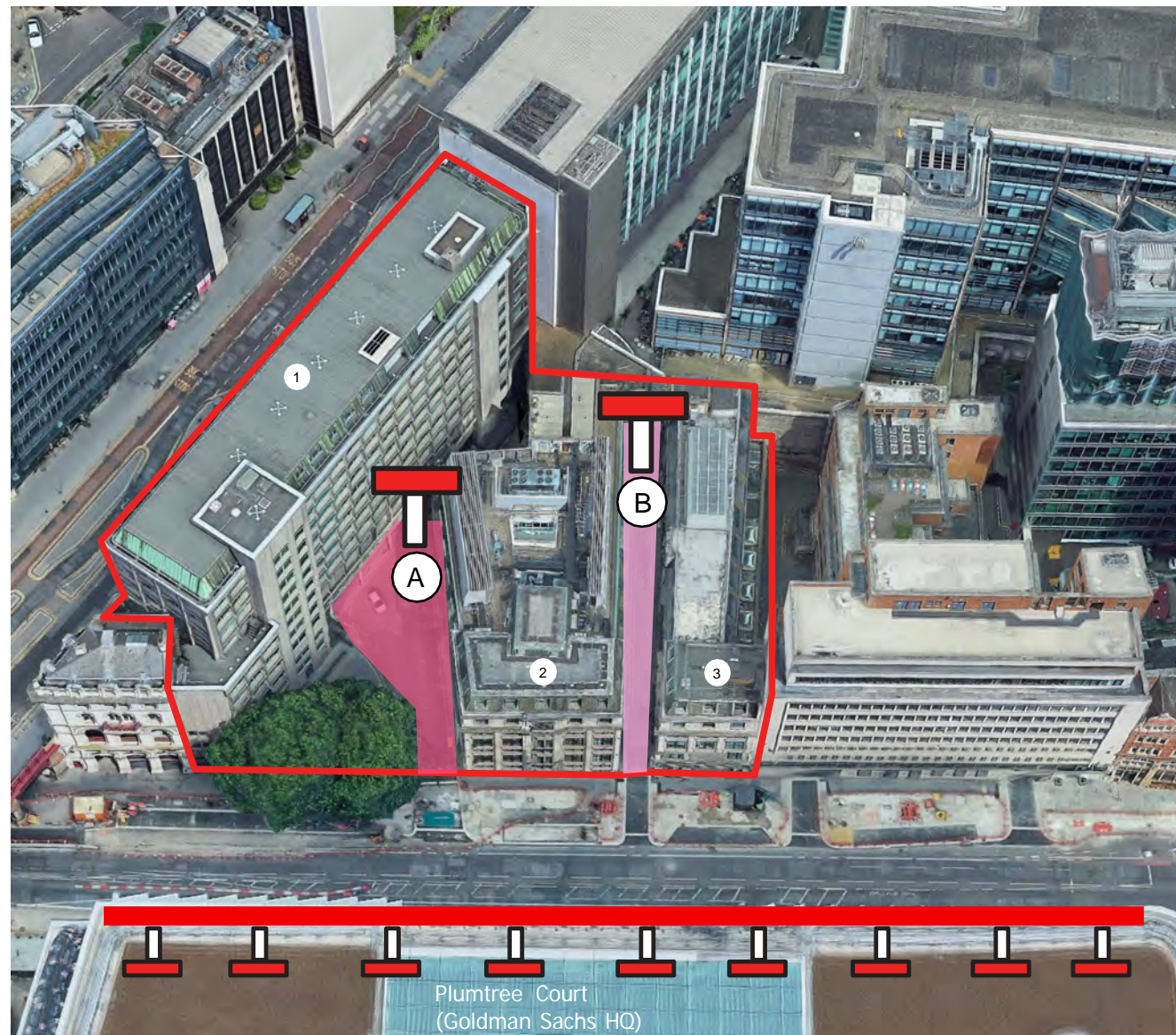


Diagram identifying existing buildings, open spaces and dead-ended roads

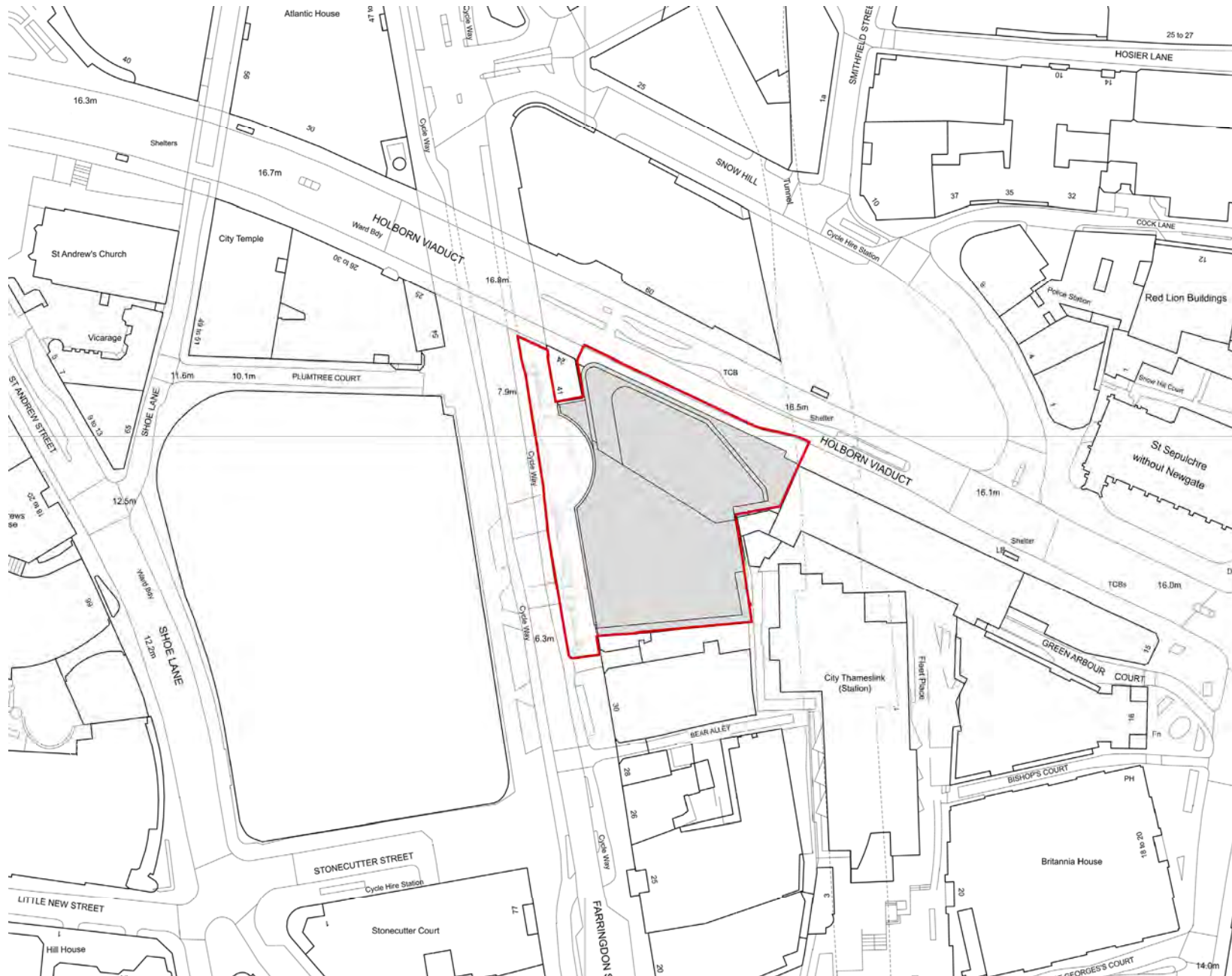
Existing streets on site – Turnagain Lane (A) and Newcastle Close (B)



Existing public realm conditions – Turnagain Lane



Existing public realm conditions – Newcastle Close



Proposed site plan

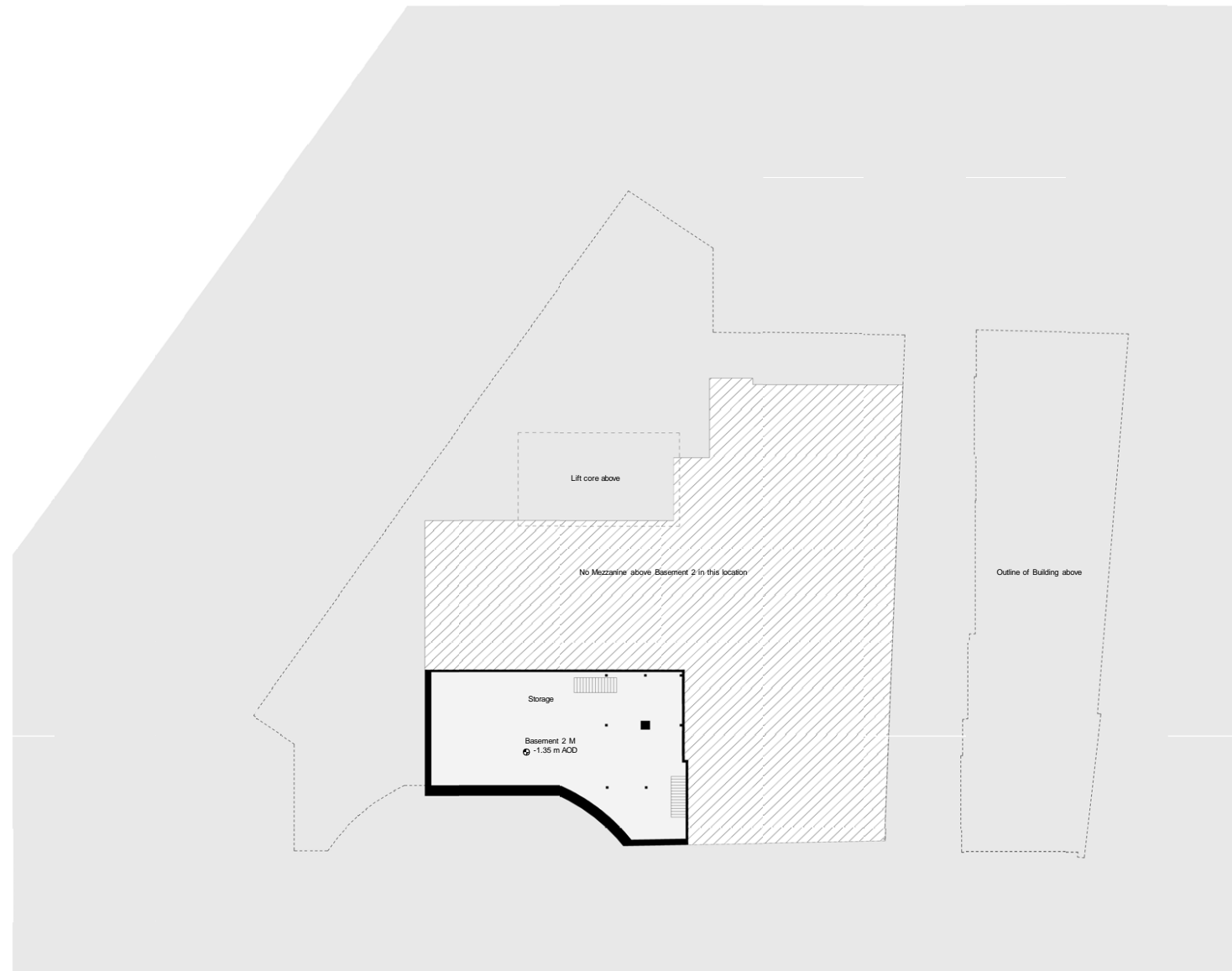


Existing basement floor plan



Proposed Basement 2 Floor Plan

Proposed basement 02 plan



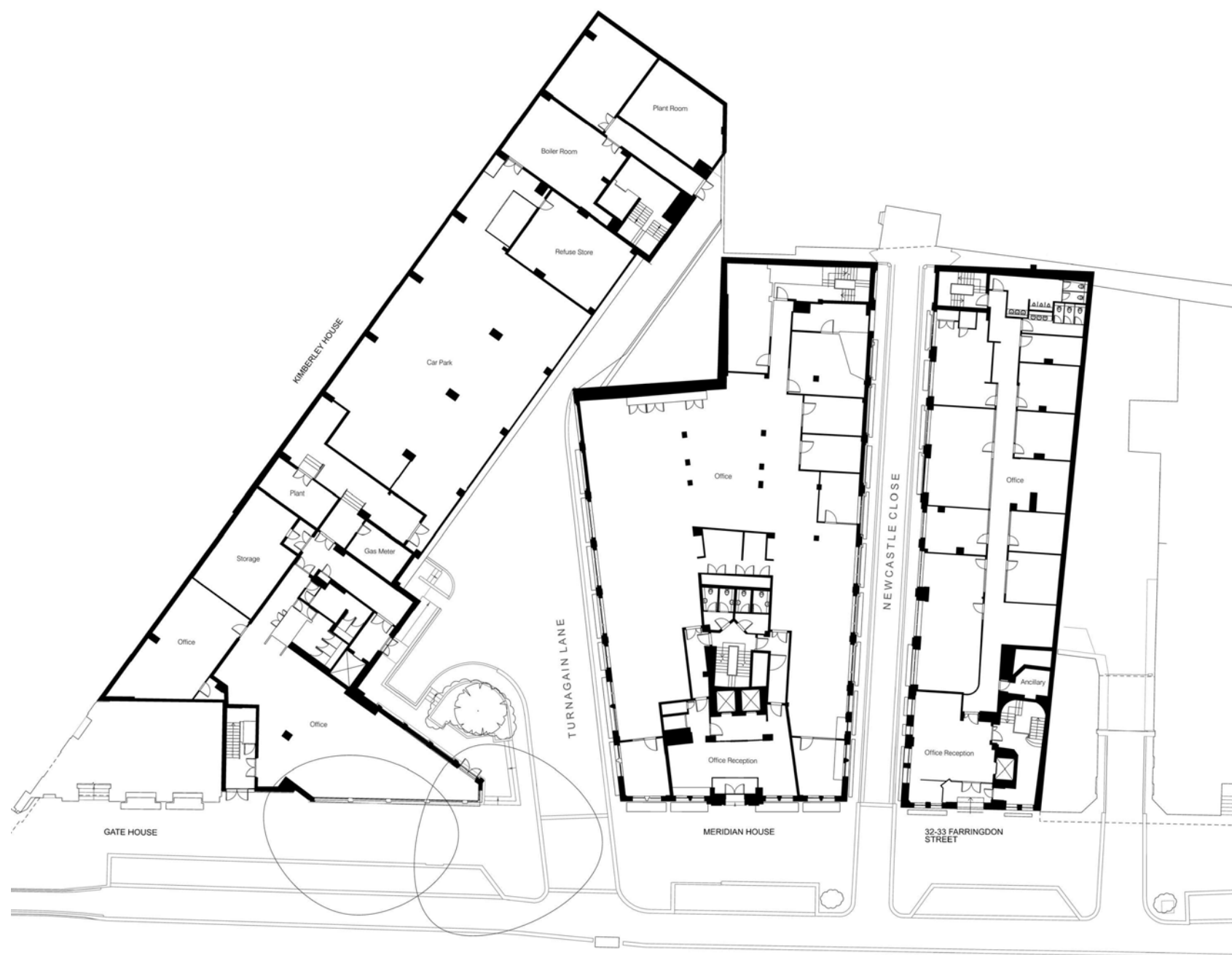
Proposed Basement 2 Mezzanine Floor Plan

Proposed basement 2 mezzanine plan

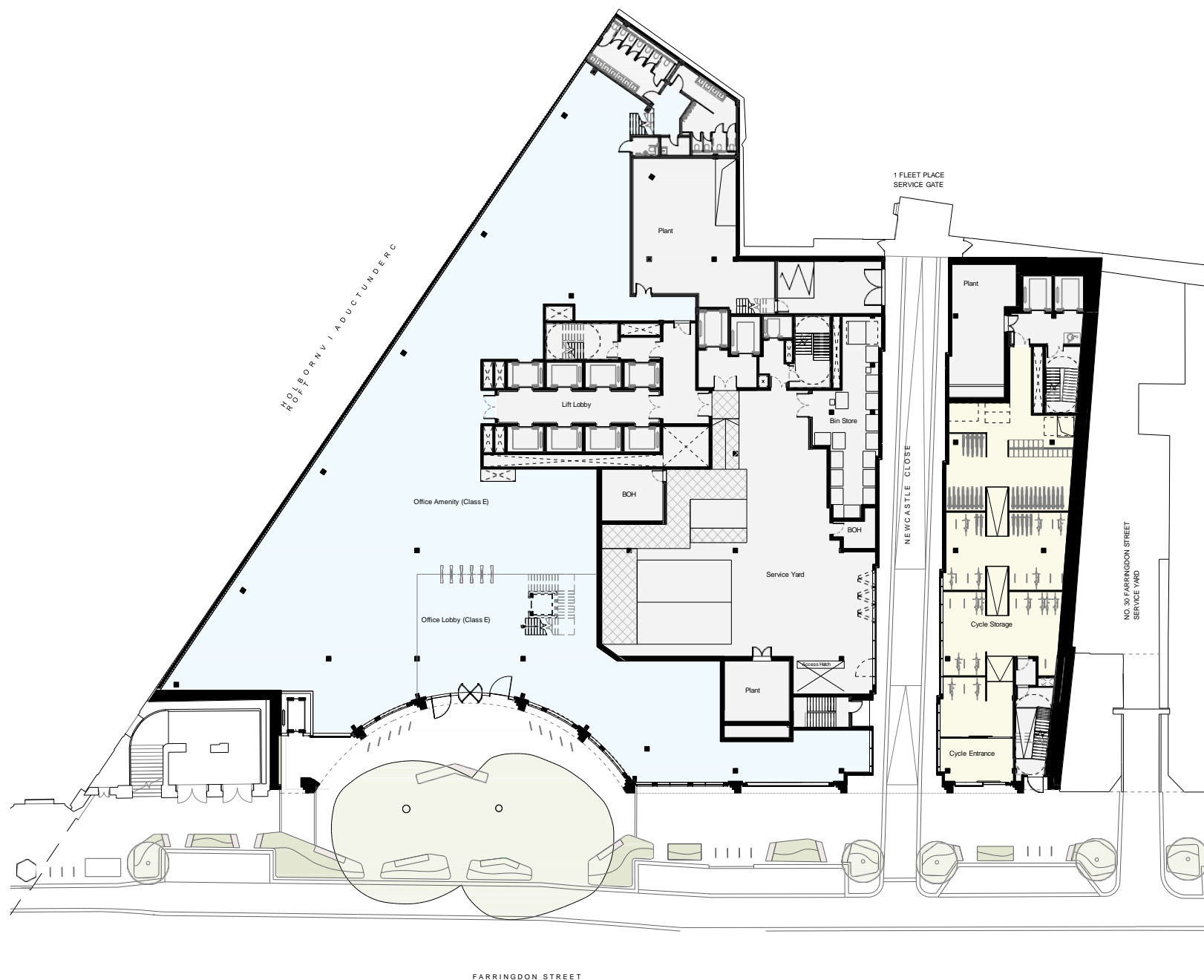


Proposed Basement 1 Floor Plan

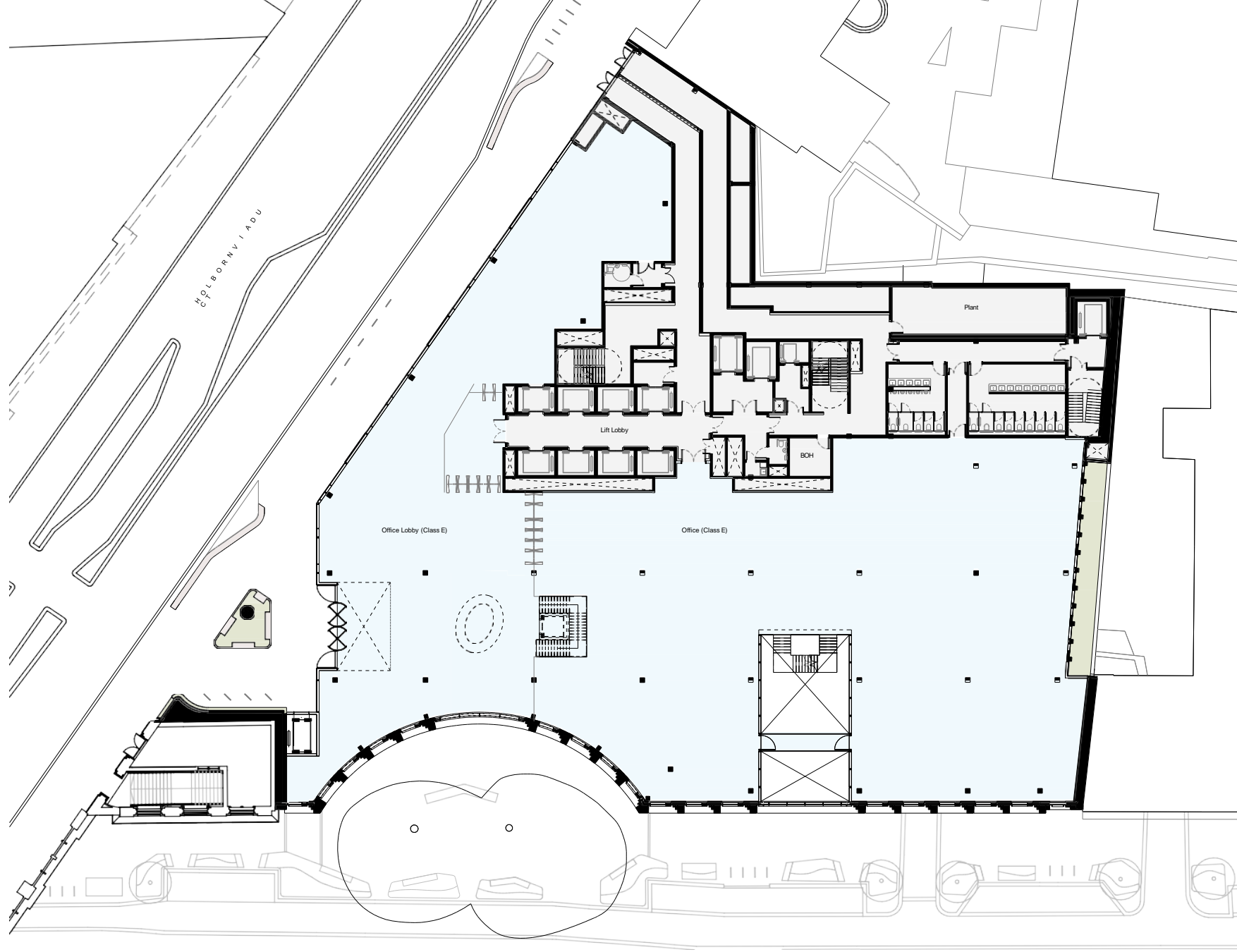
Proposed basement 1 plan



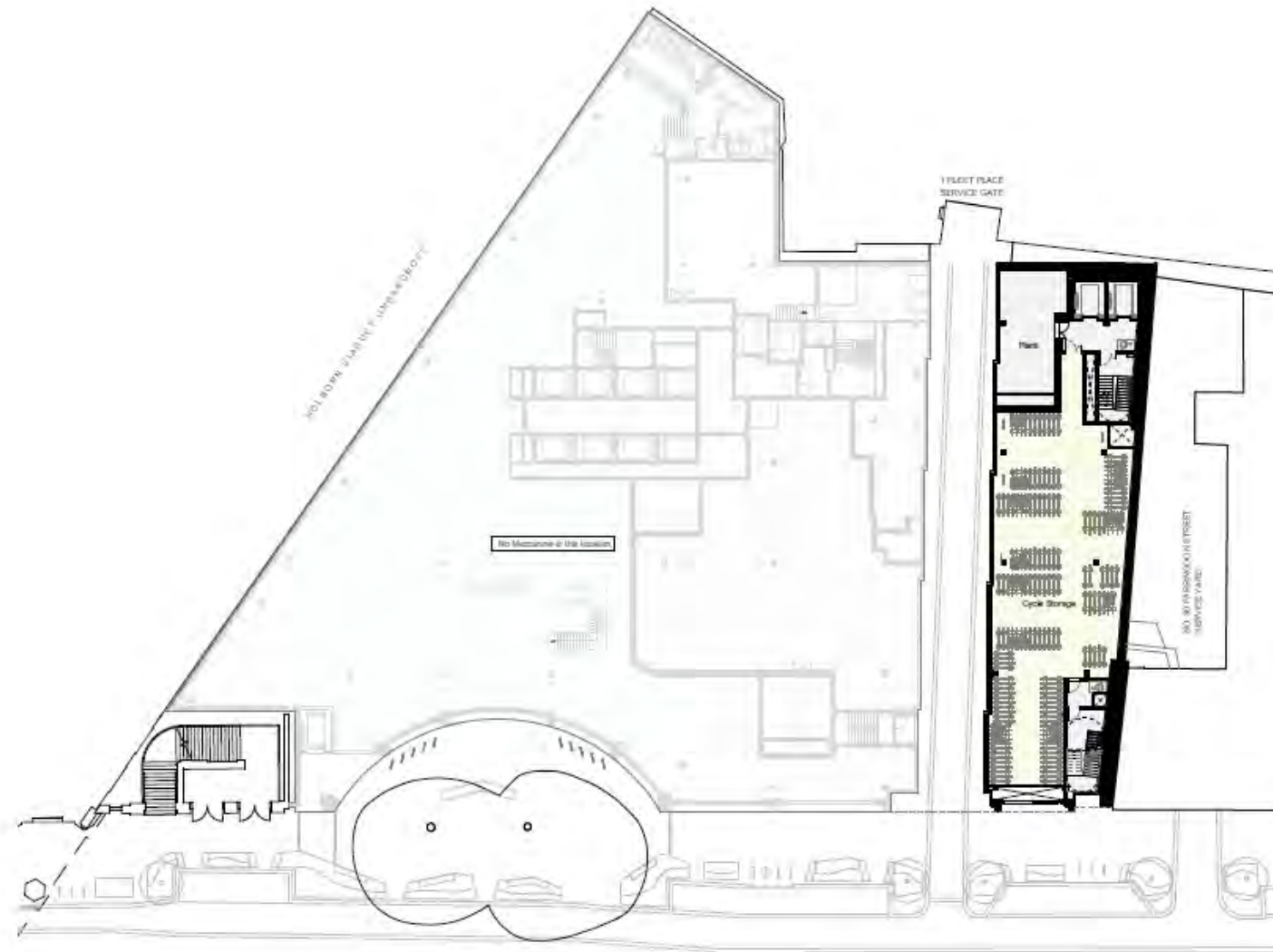
Existing ground floor plan



Proposed ground floor plan (Farrington Street – level 00)

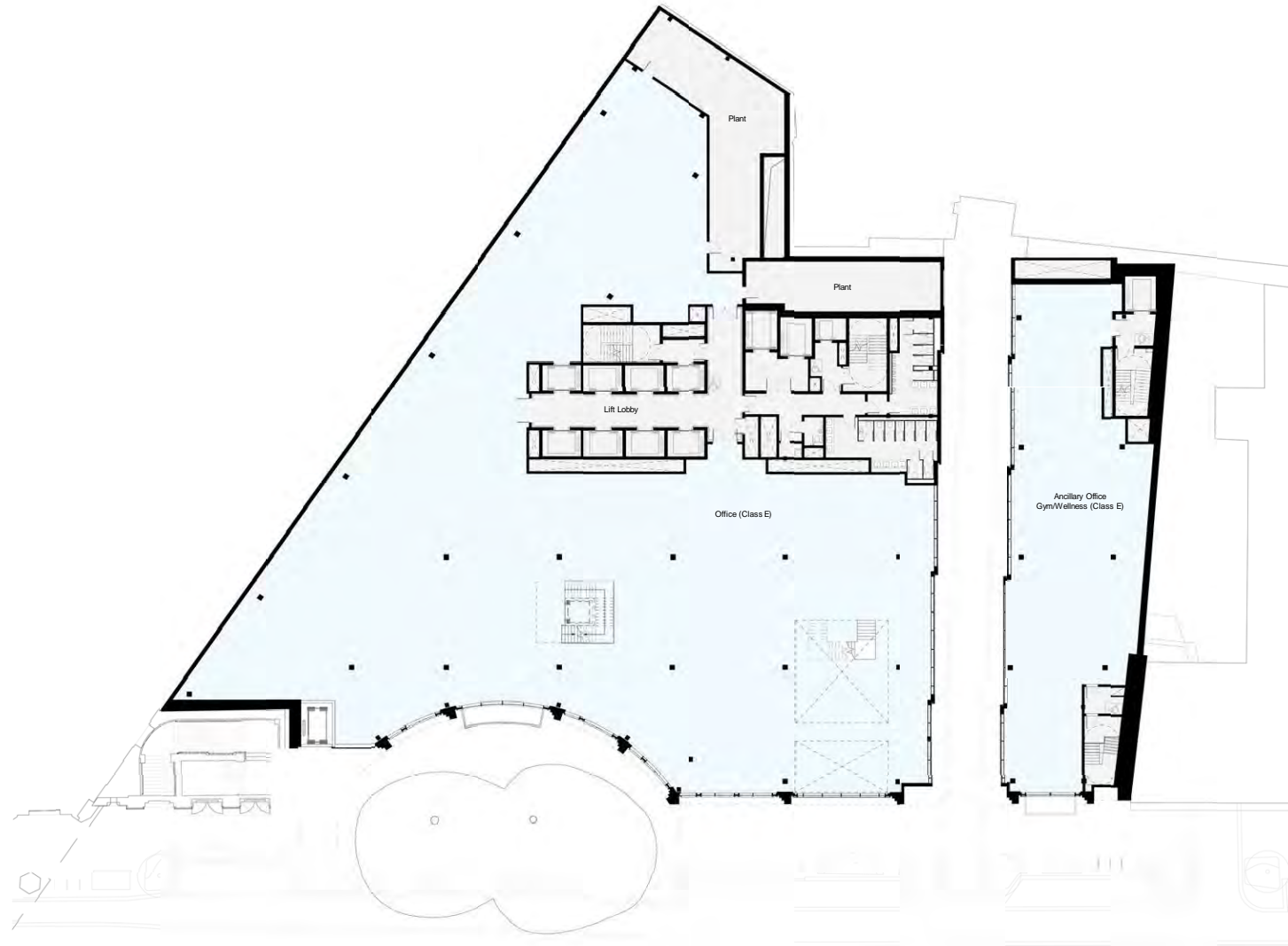


Proposed ground floor plan (Holborn Viaduct – level 02)



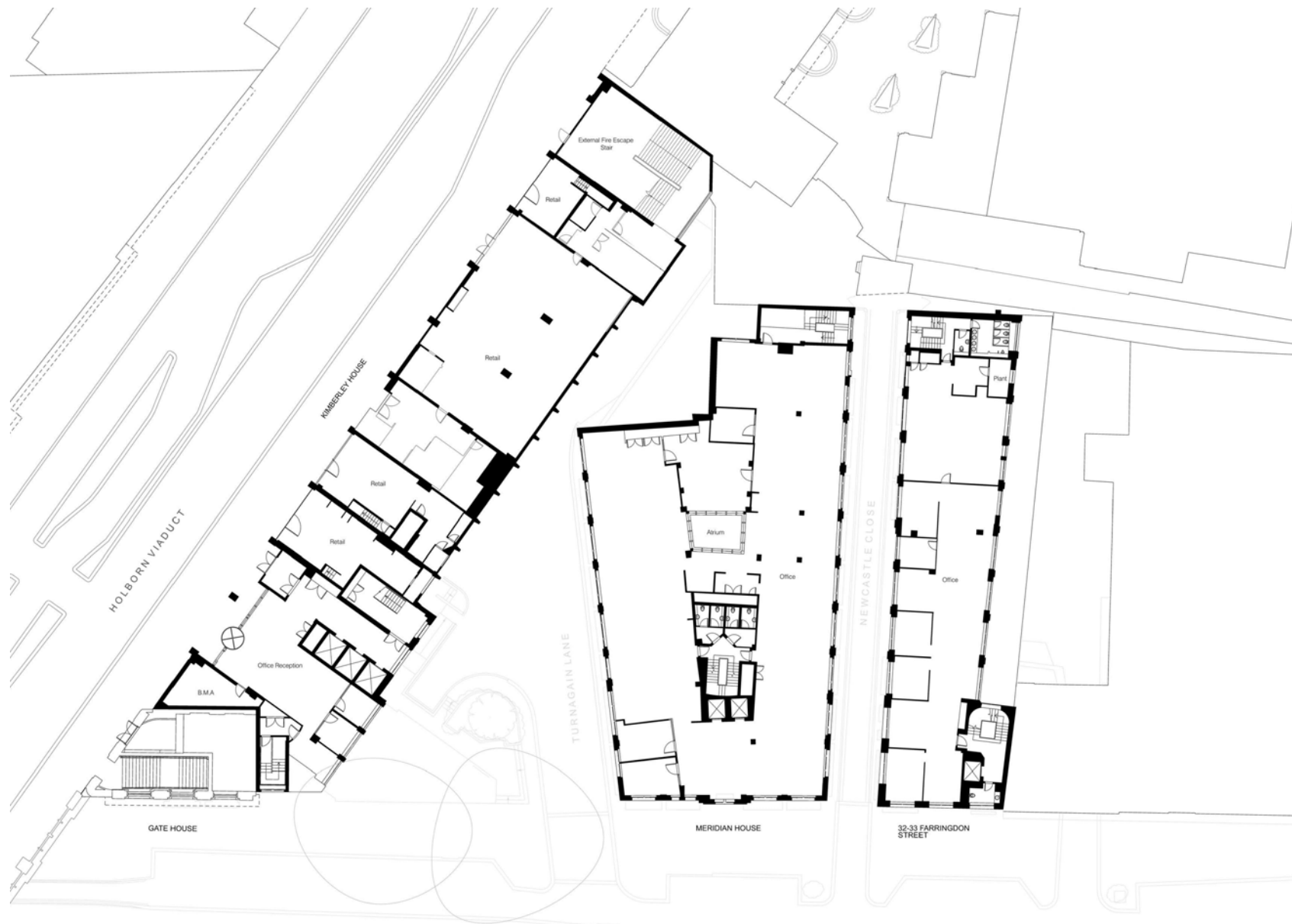
Proposed Mezzanine Floor Plan

Proposed mezzanine (GF – 1st) plan

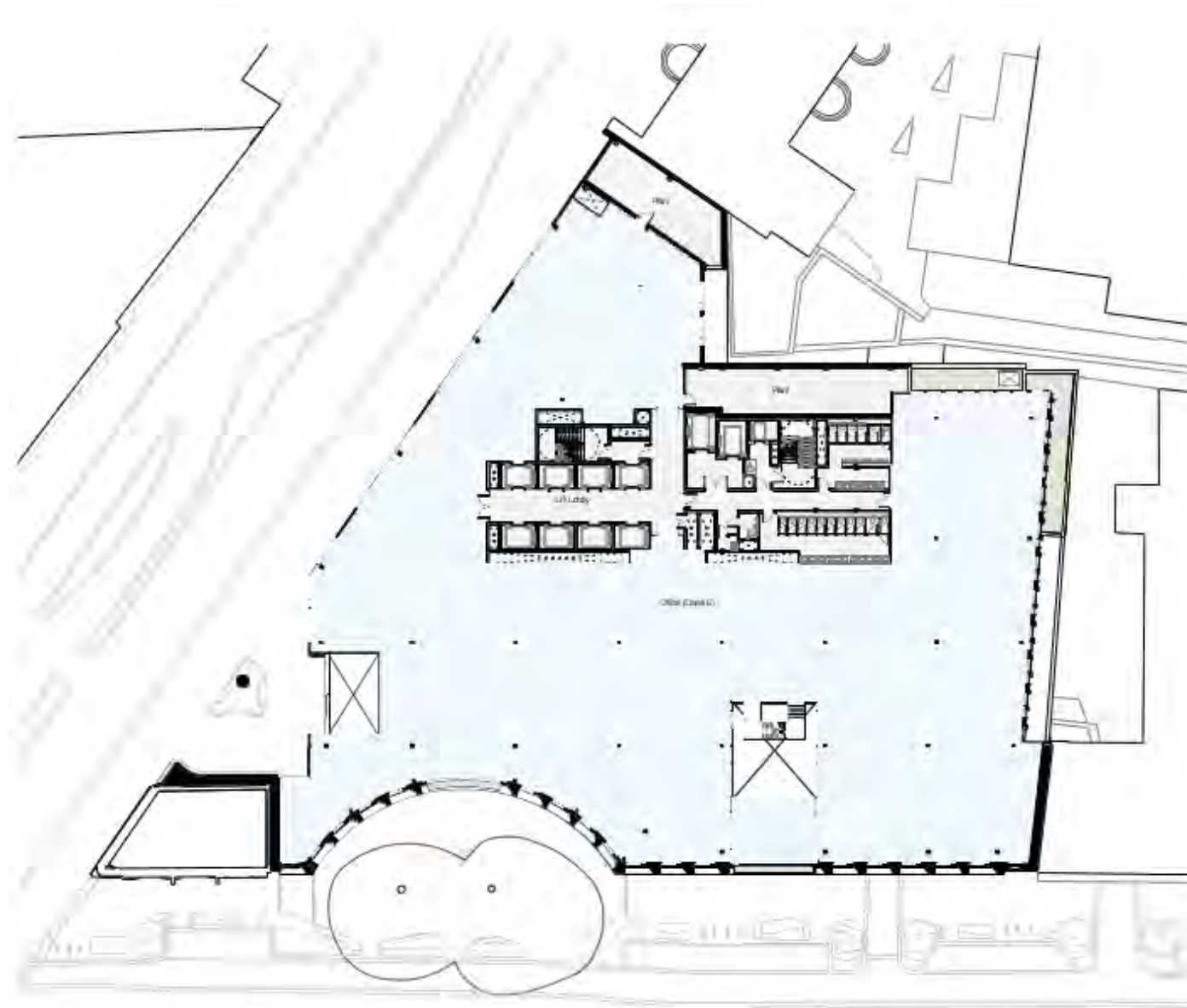


Proposed Level 1 Floor Plan

Proposed level 01 plan



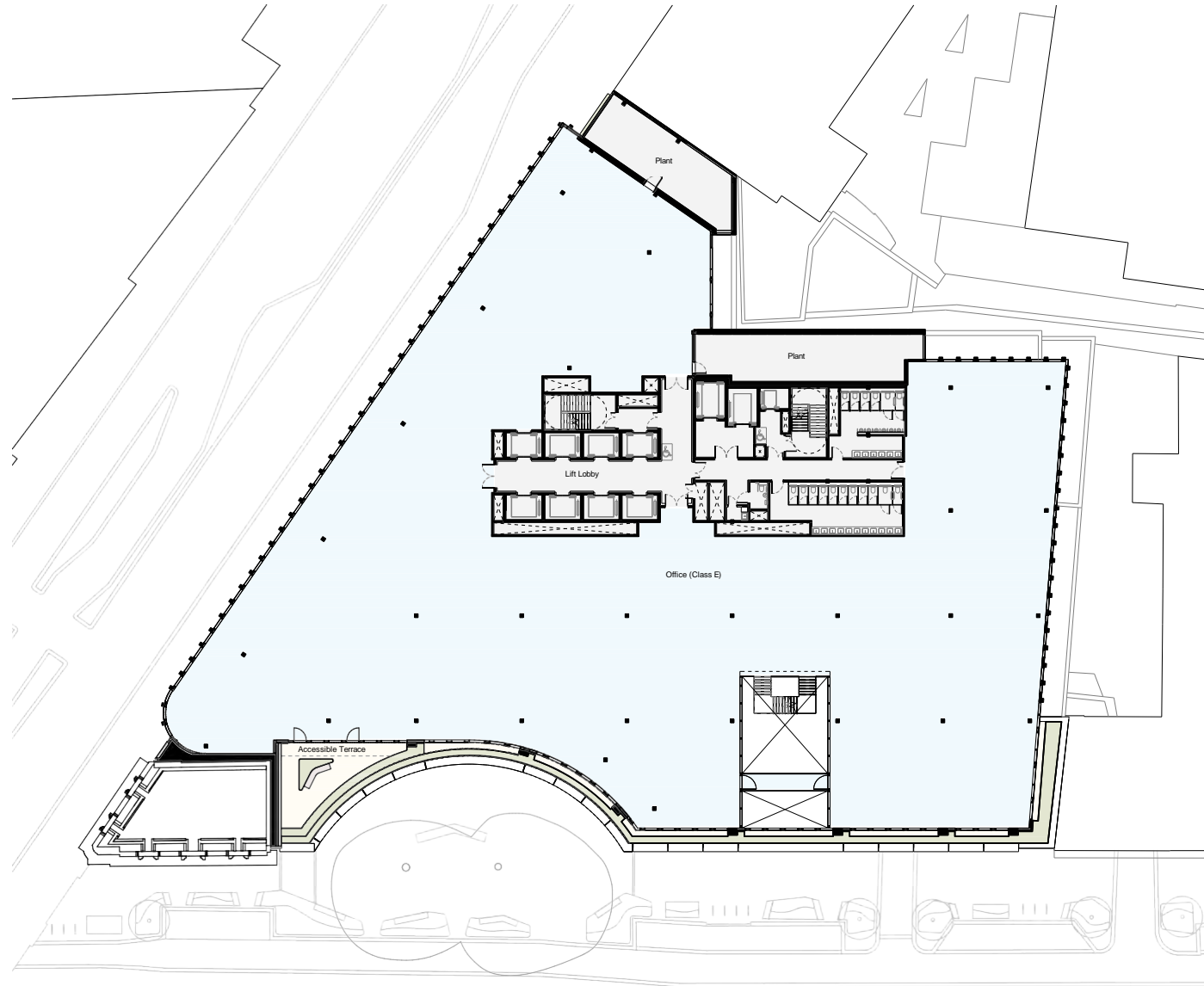
Existing level 03 plan



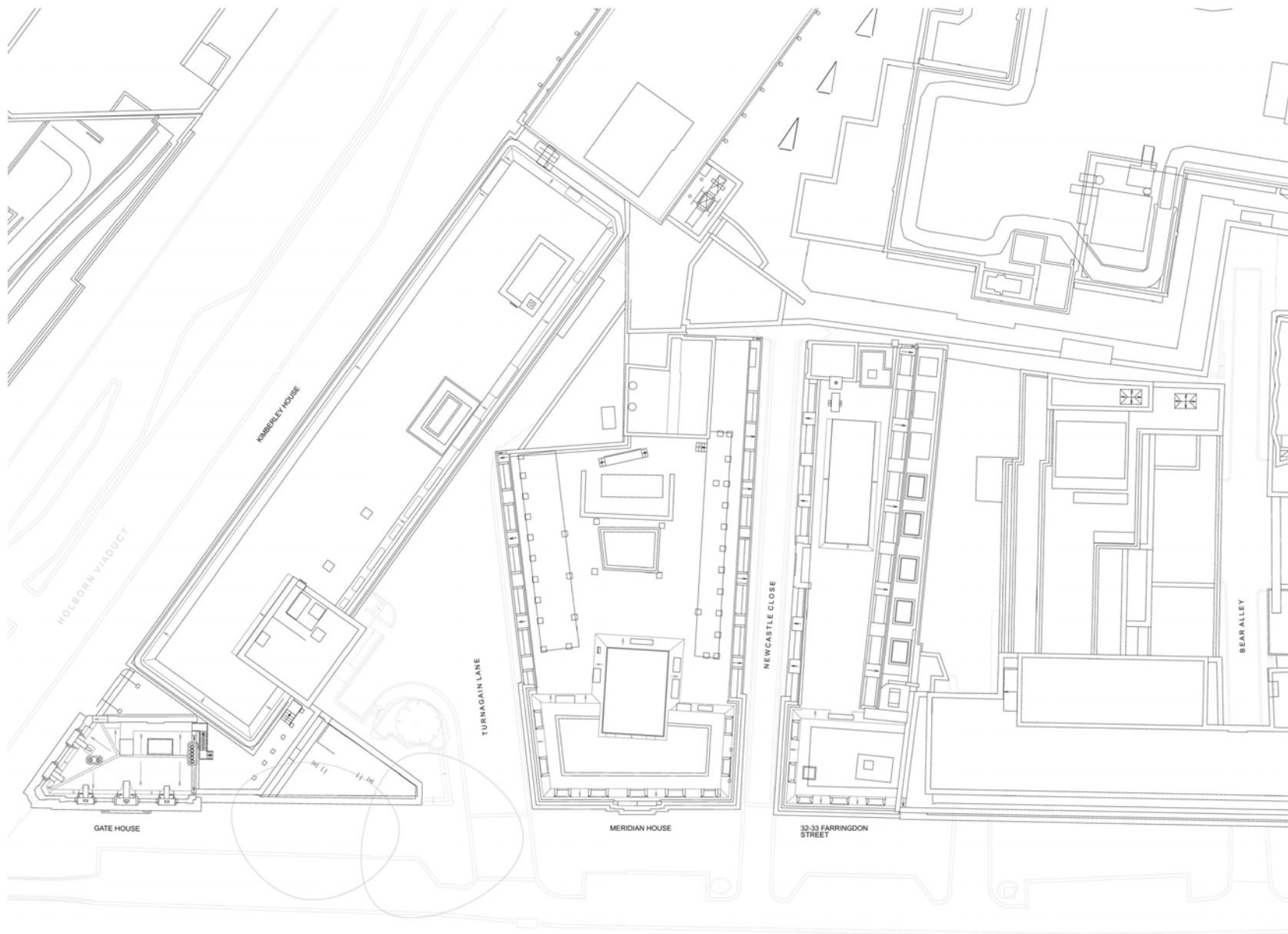
Proposed level 03 plan



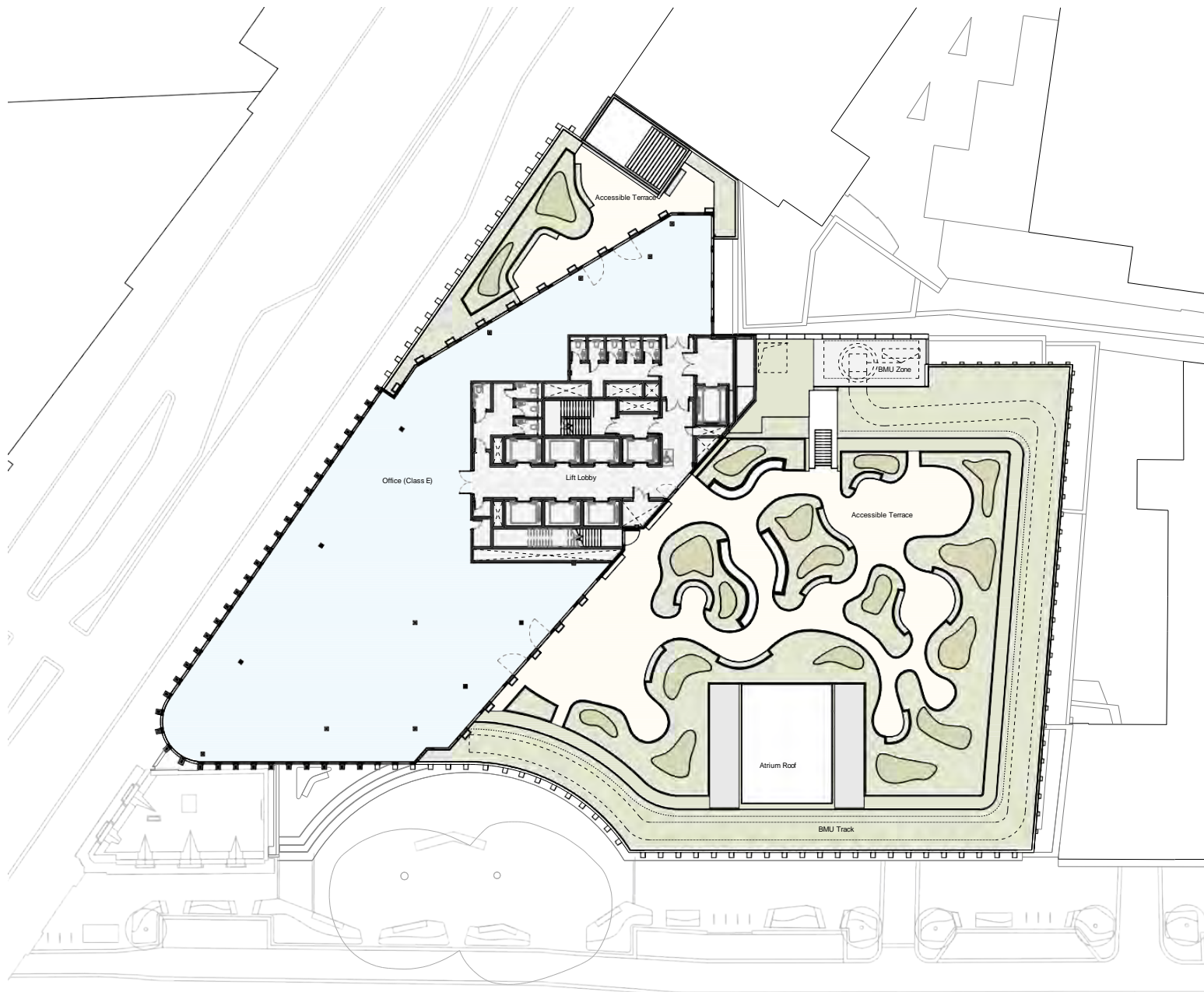
Existing level 06 plan



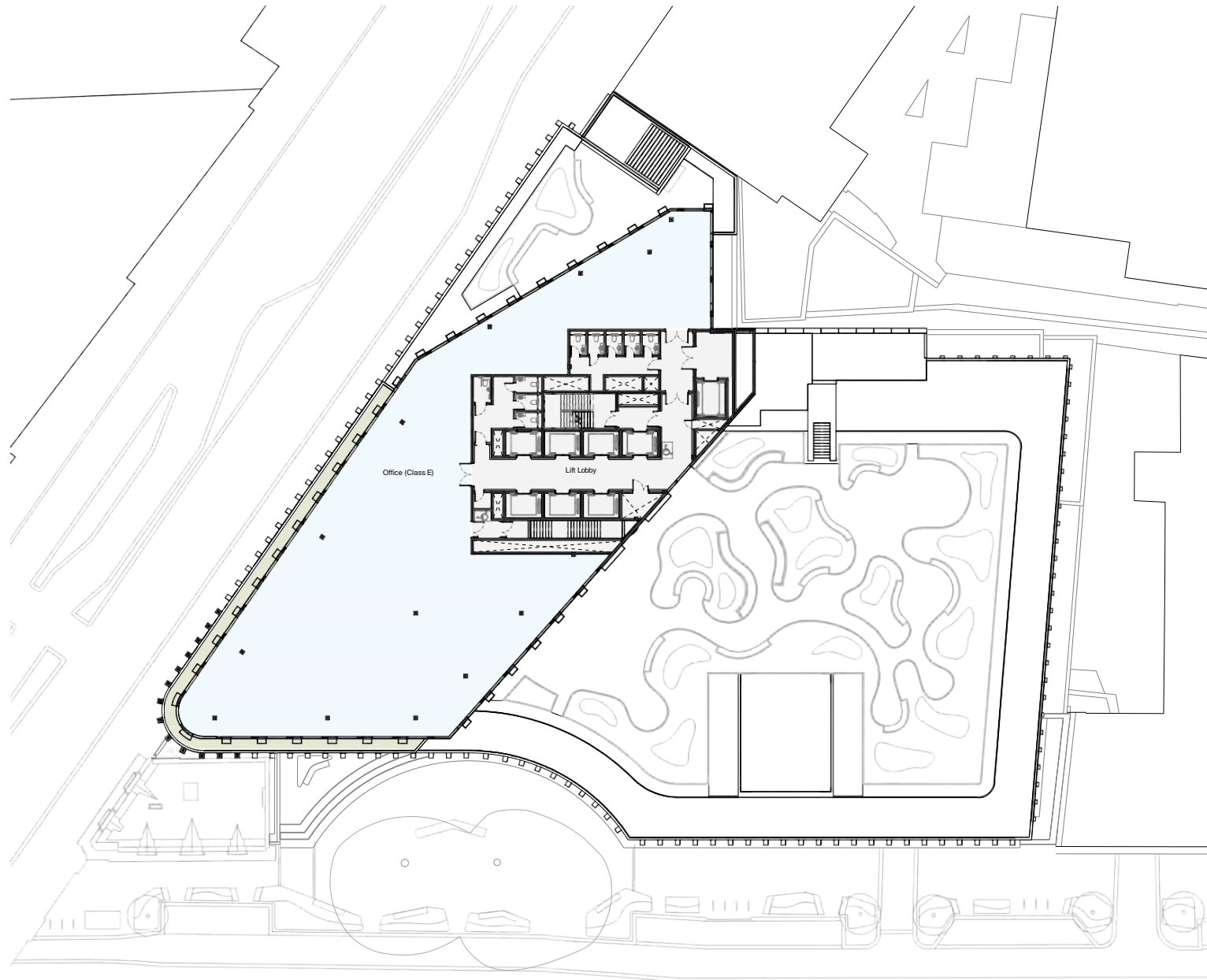
Proposed level 06 plan



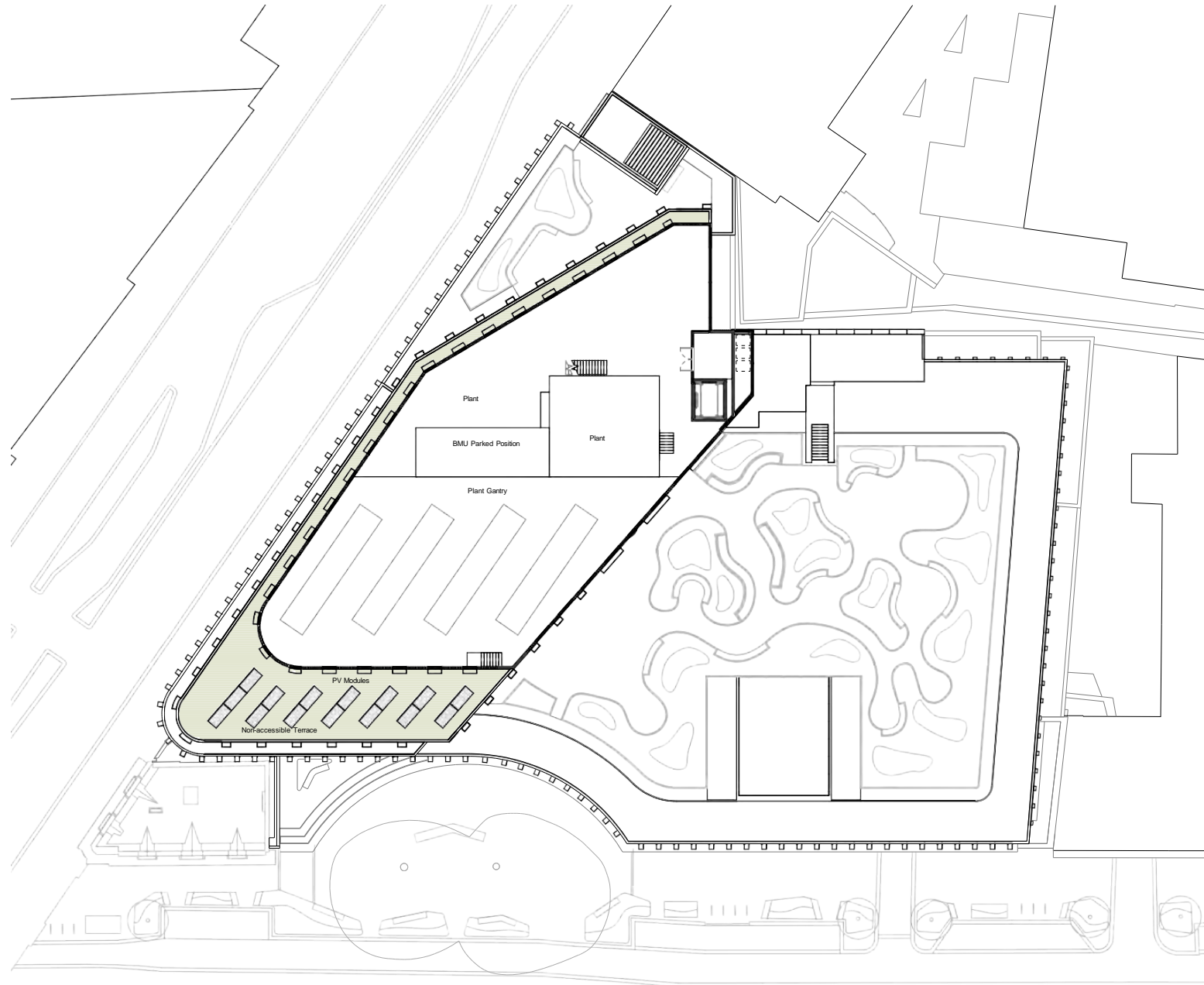
Existing roof plan



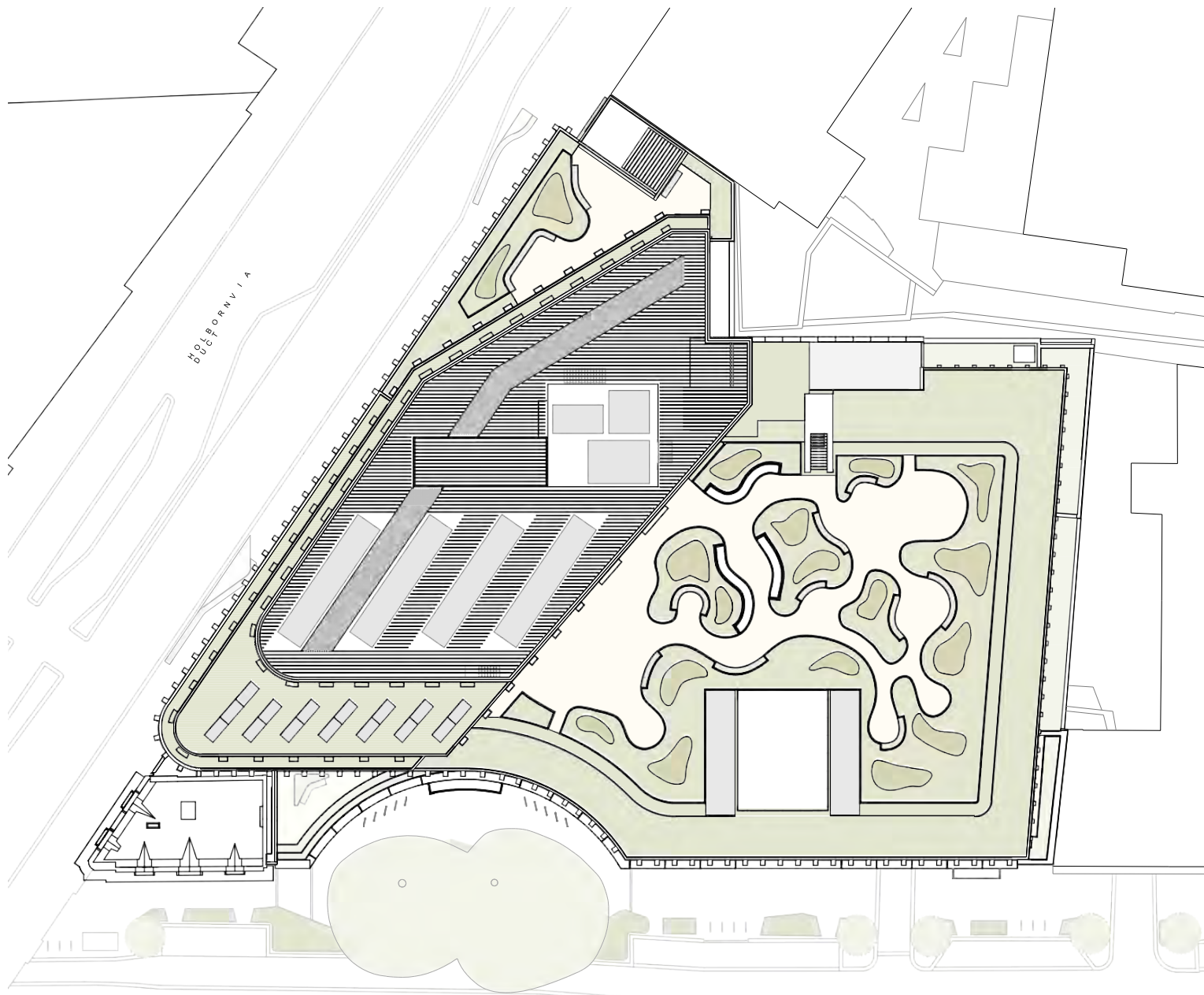
Proposed level 11 plan



Proposed level 12 plan



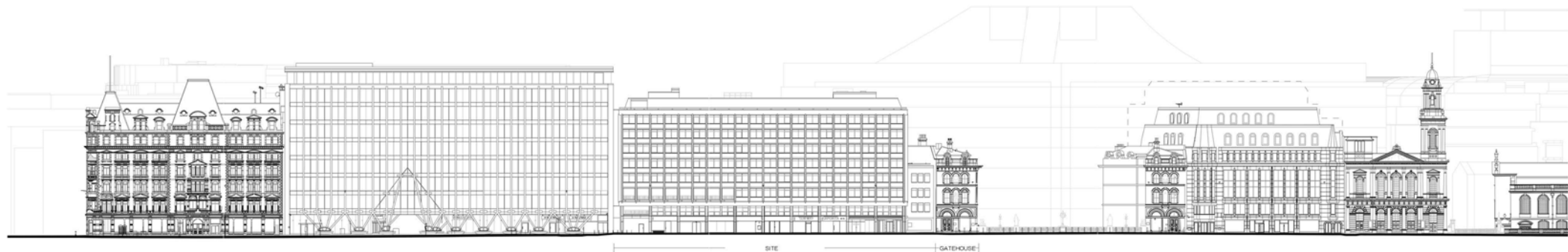
Proposed level 13 plan



Proposed roof plan



1 Existing Context West Elevation - Farringdon Street
1 : 500

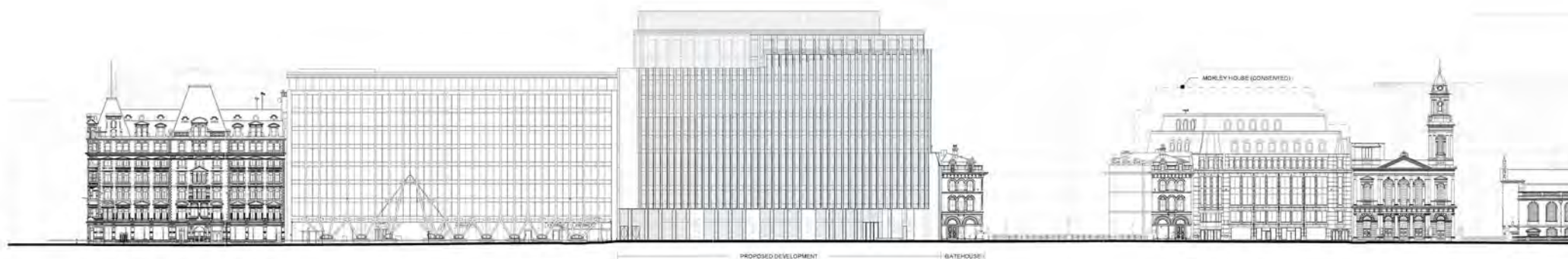


2 Existing Context North Elevation - Holborn Viaduct
1 : 500

Existing context north and west elevations

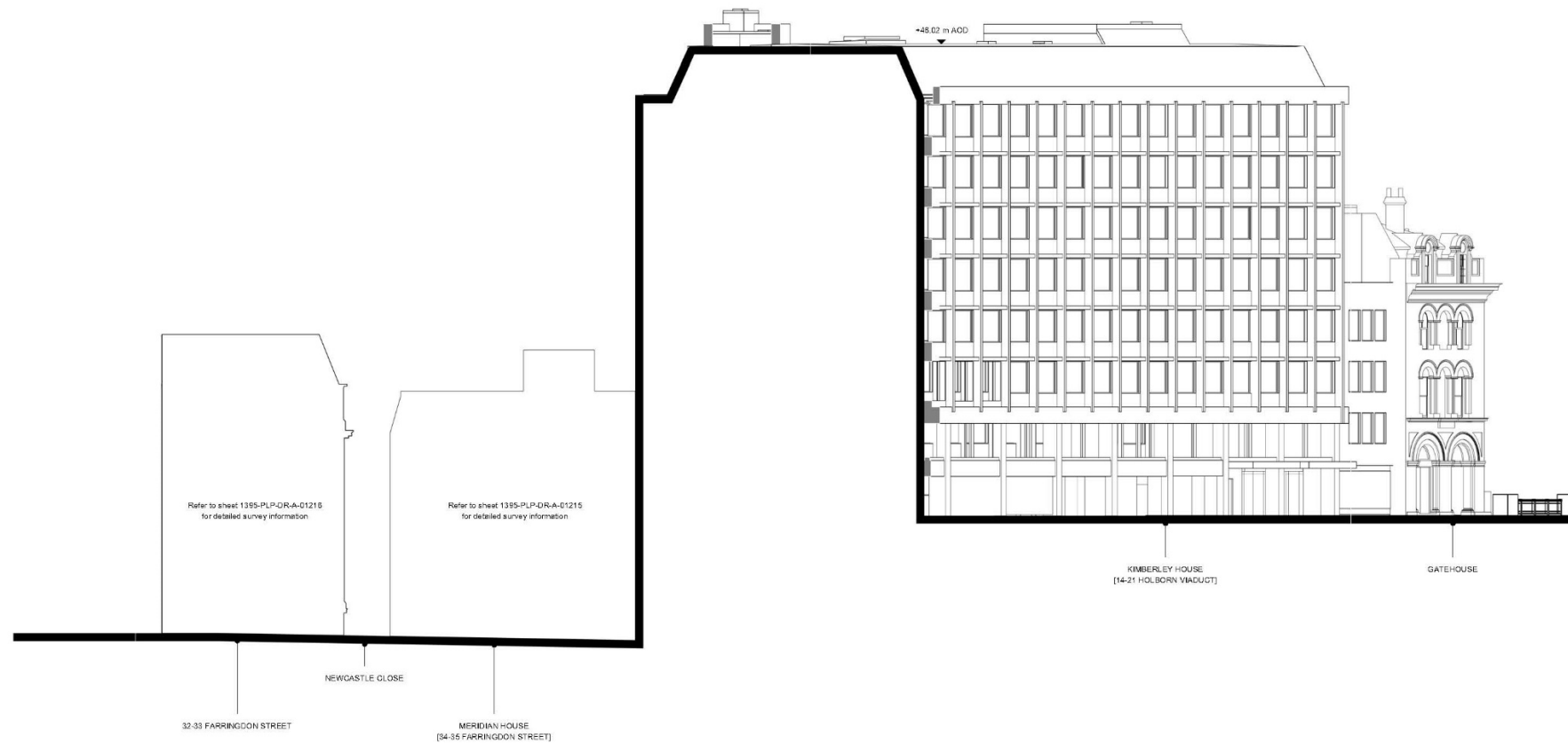


1 Proposed Context West Elevation - Farringdon Street
1:500

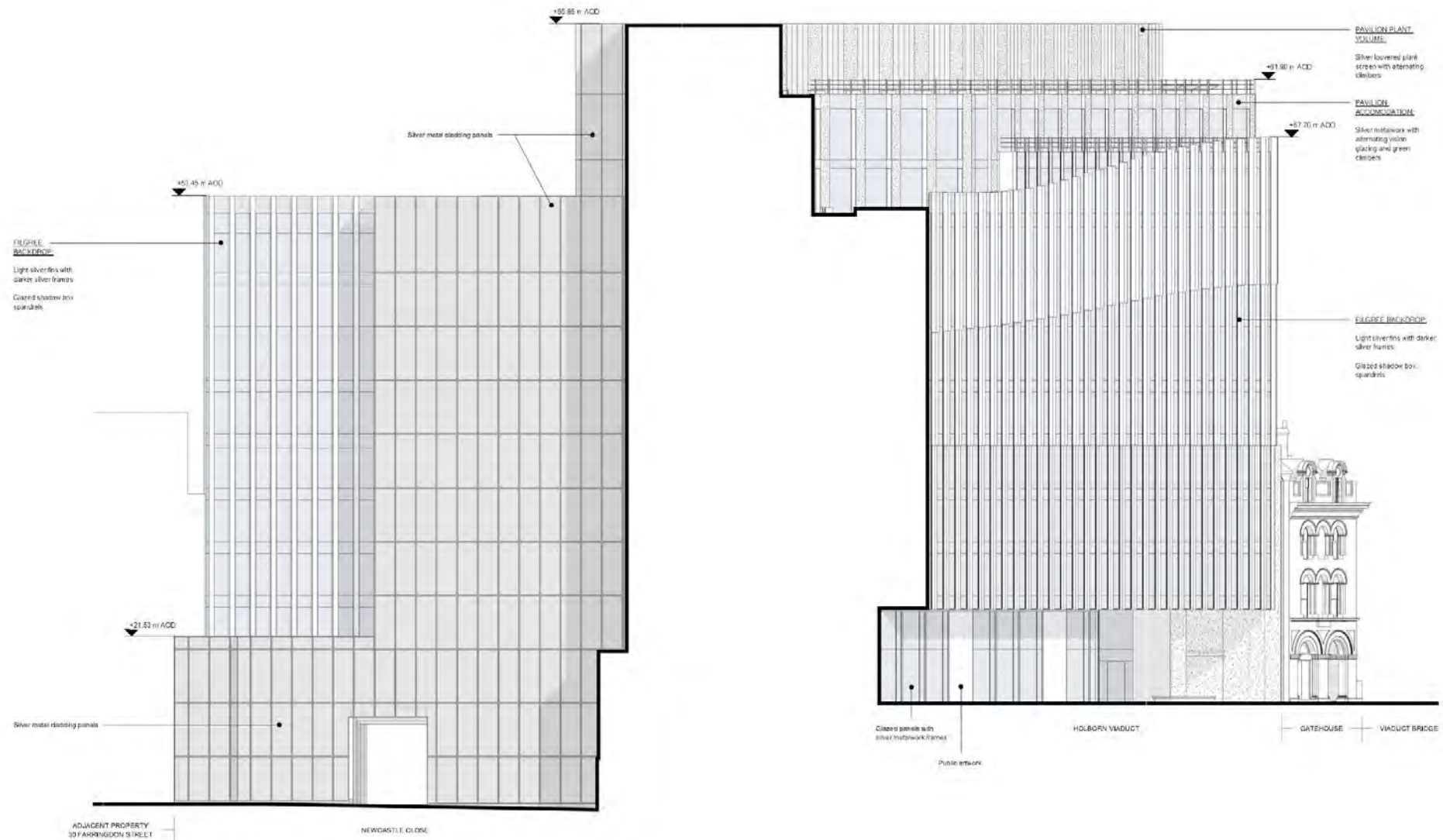


2 Proposed Context North Elevation - Holborn Viaduct
1:500

Proposed context north and west elevations



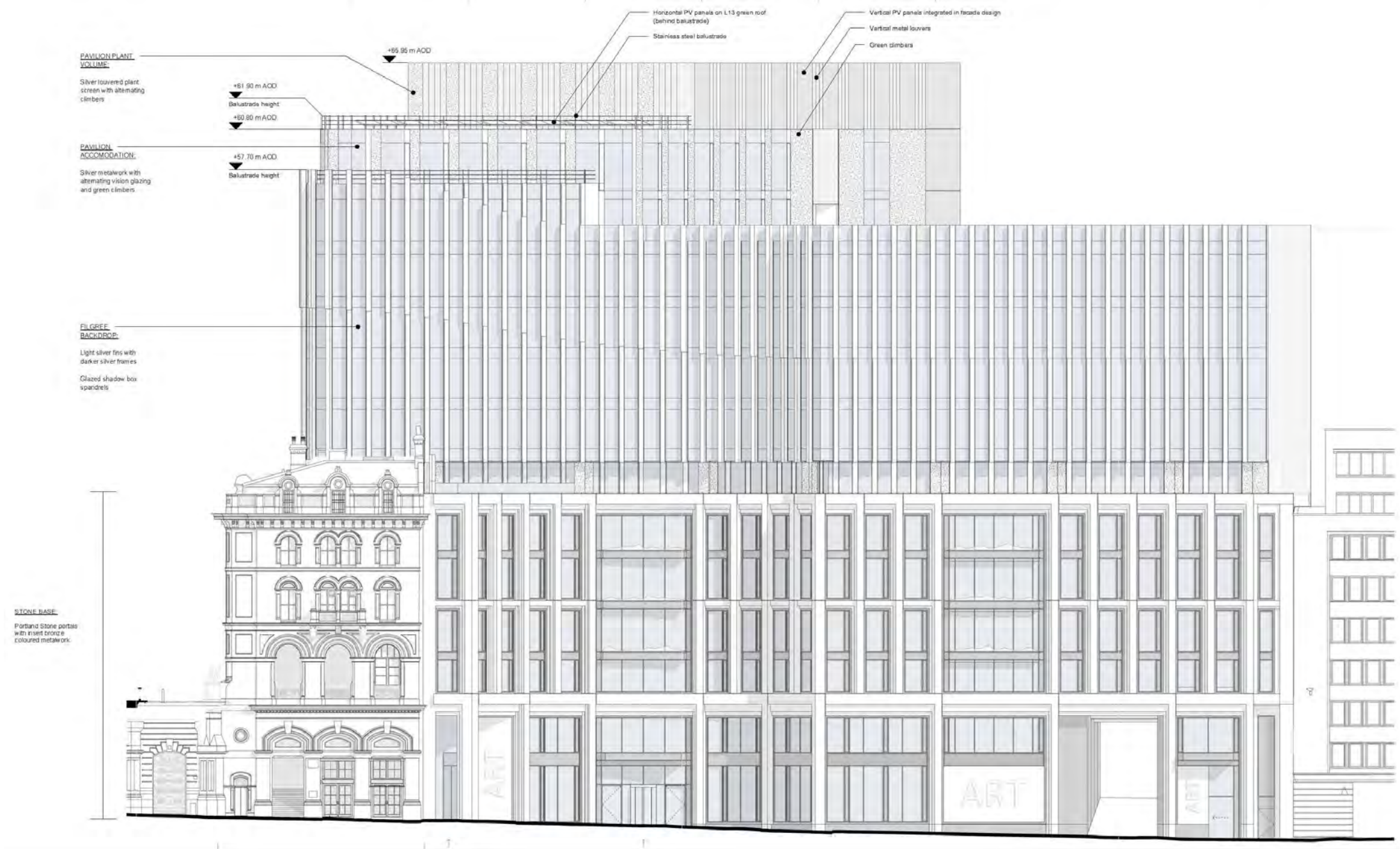
Existing site east elevation



Proposed east elevation



Existing west elevation



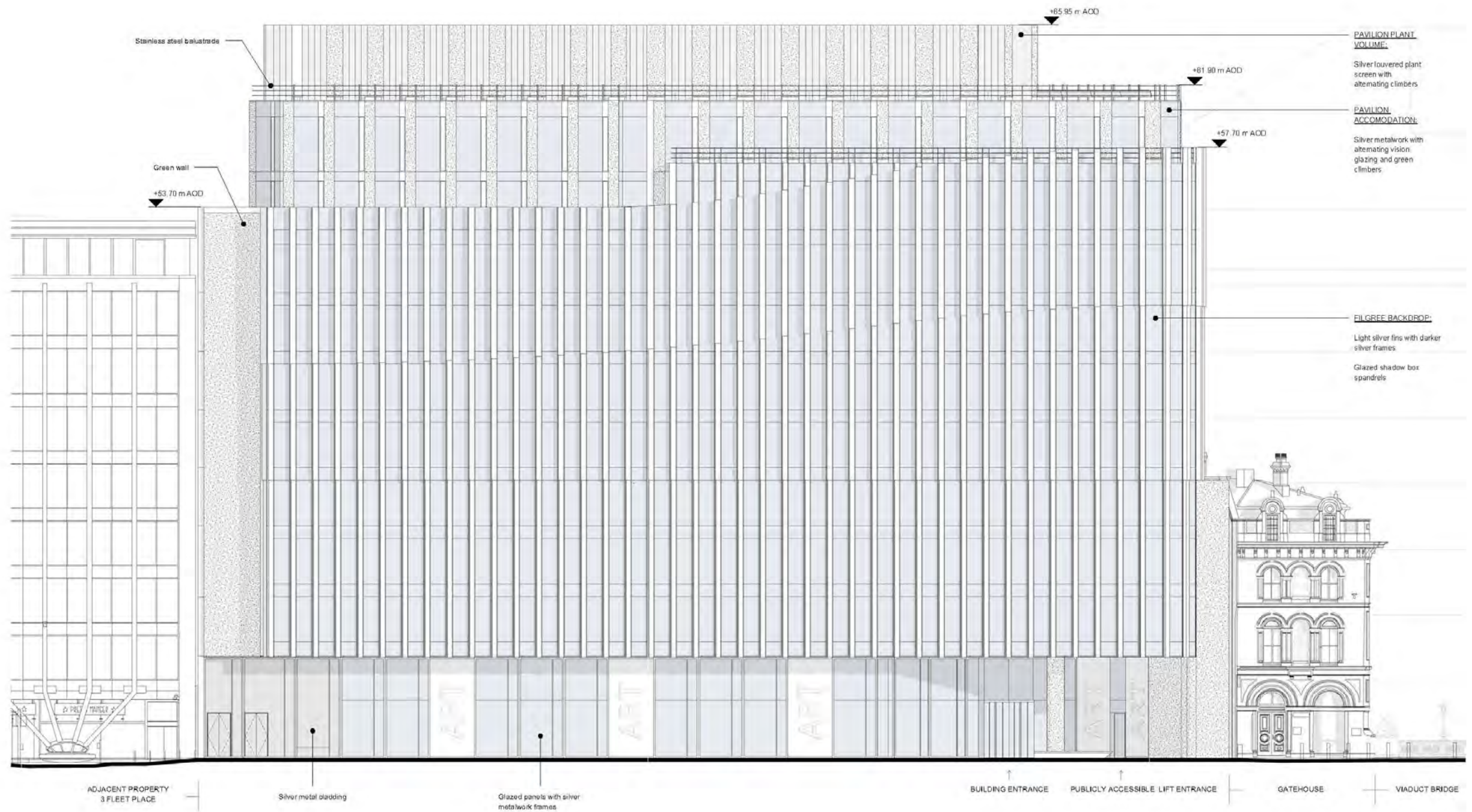
Existing west elevation



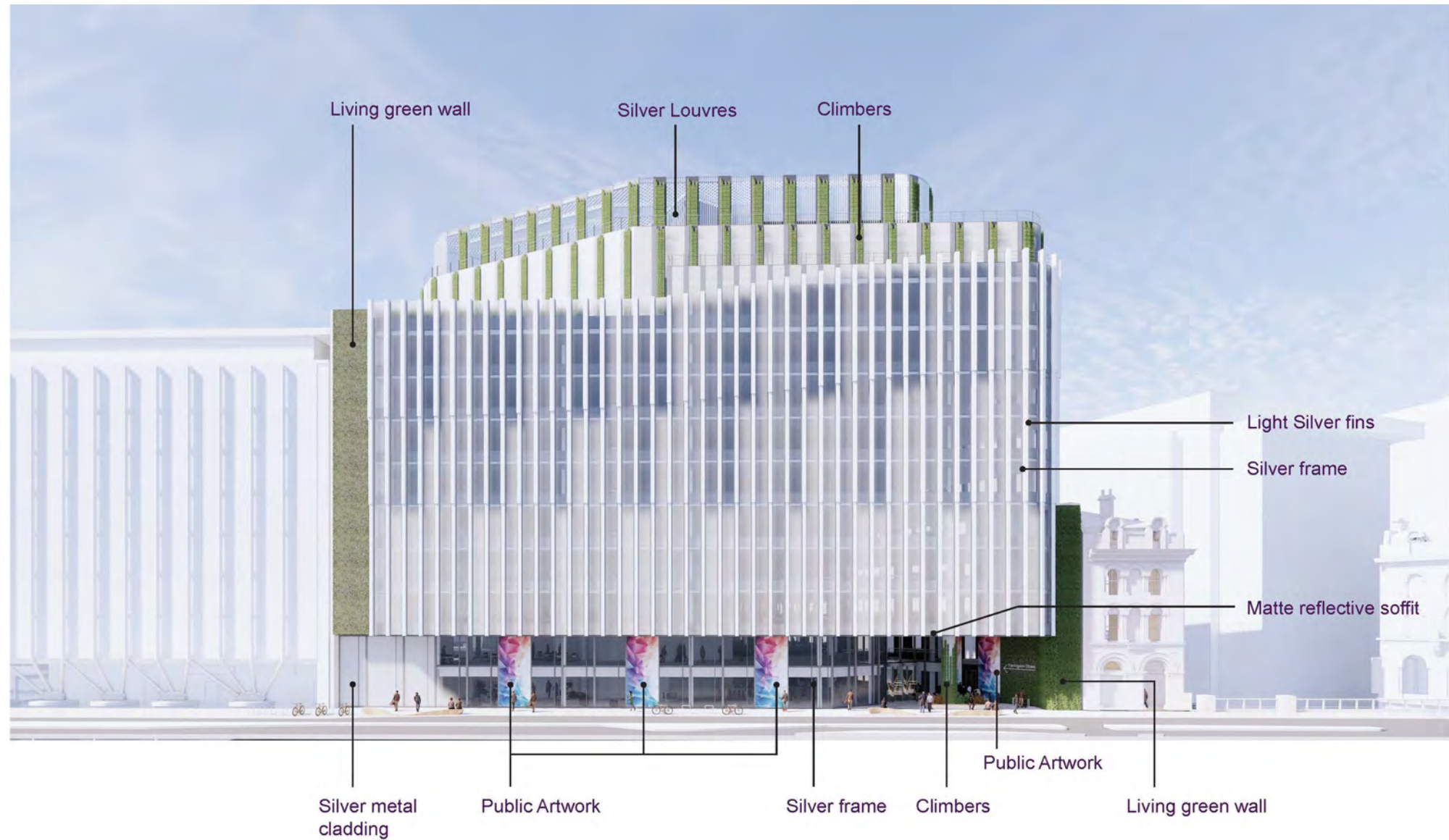
CGI Proposed west elevation



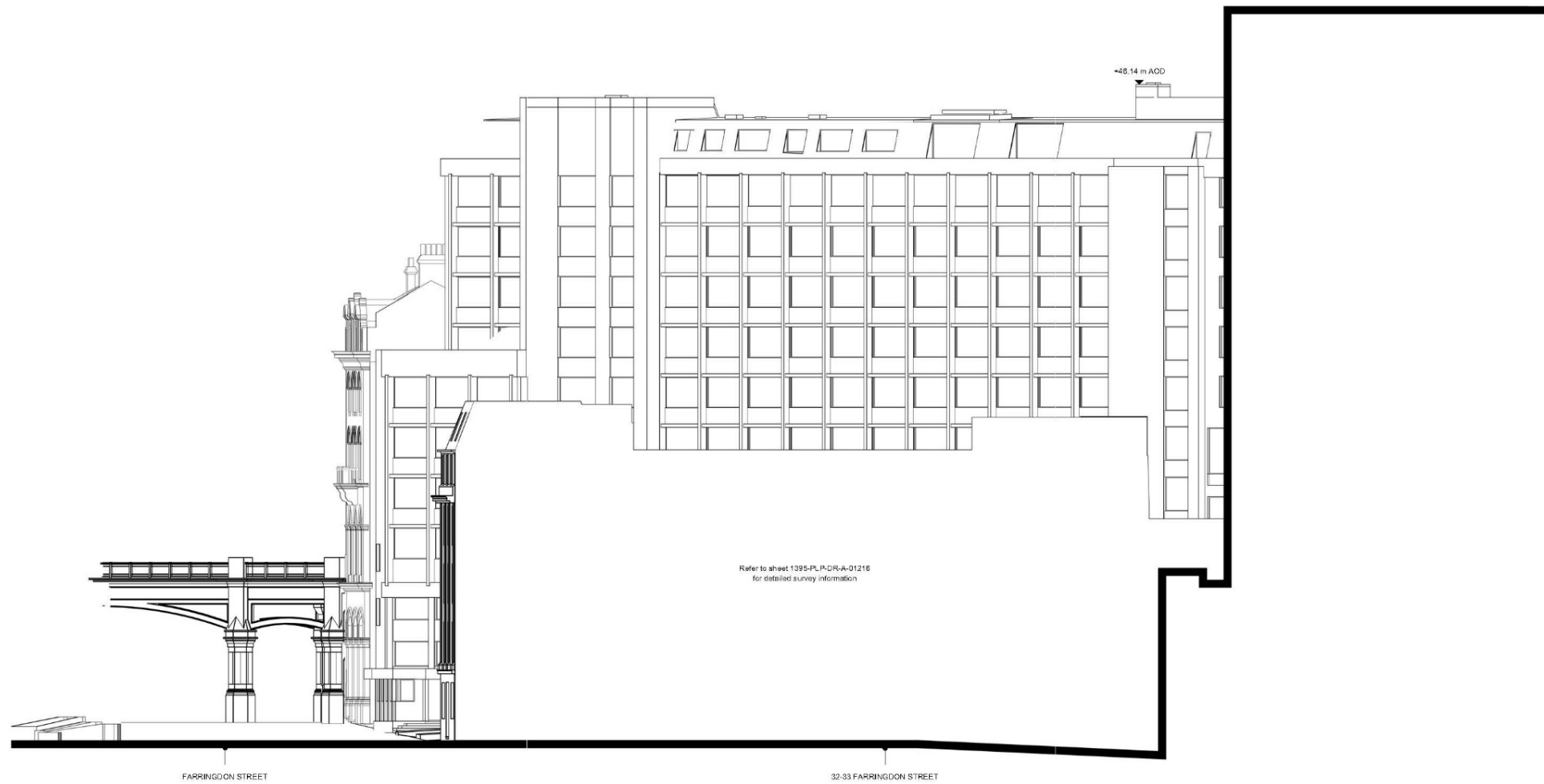
Existing north elevation



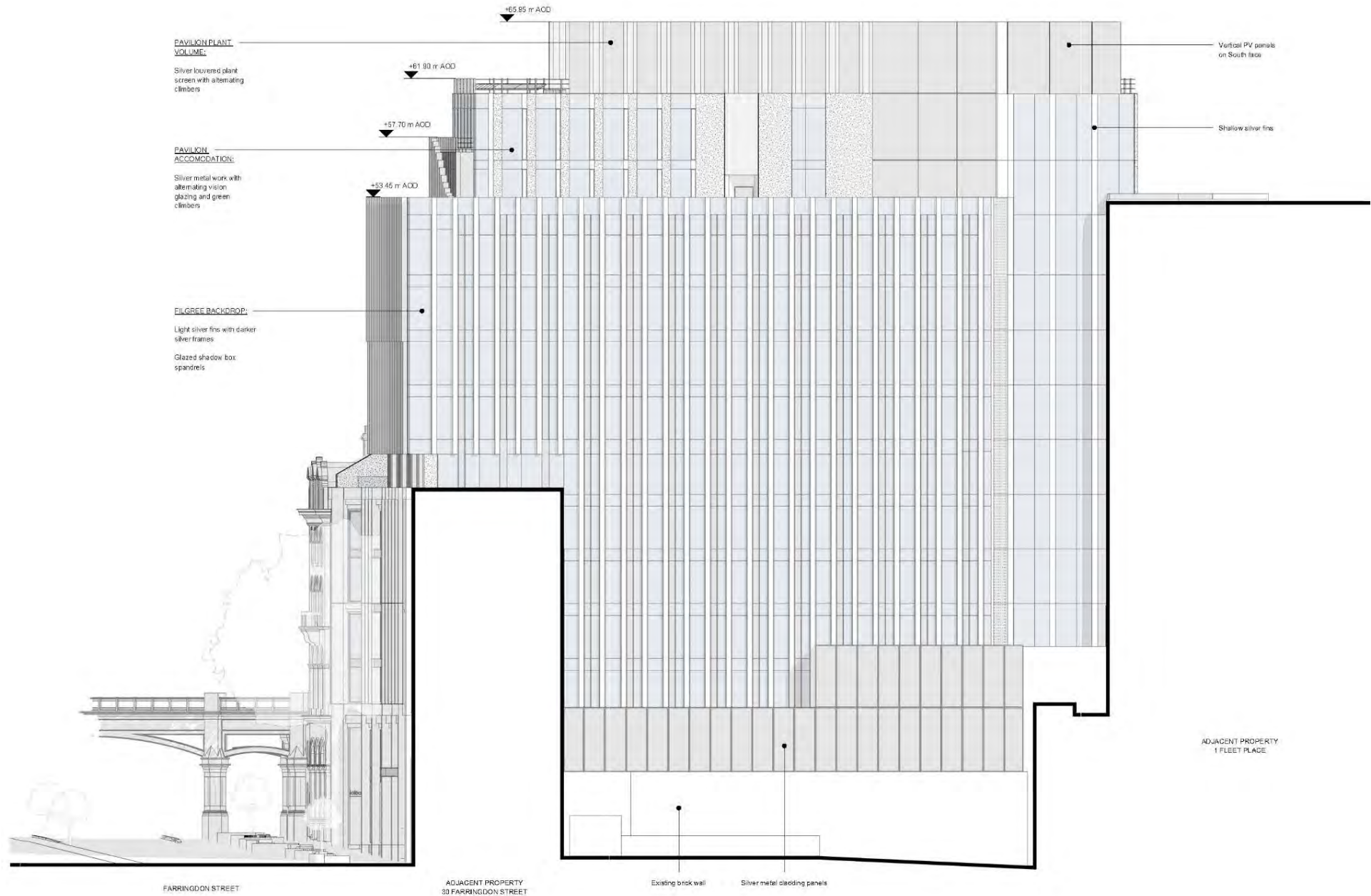
Proposed north elevation



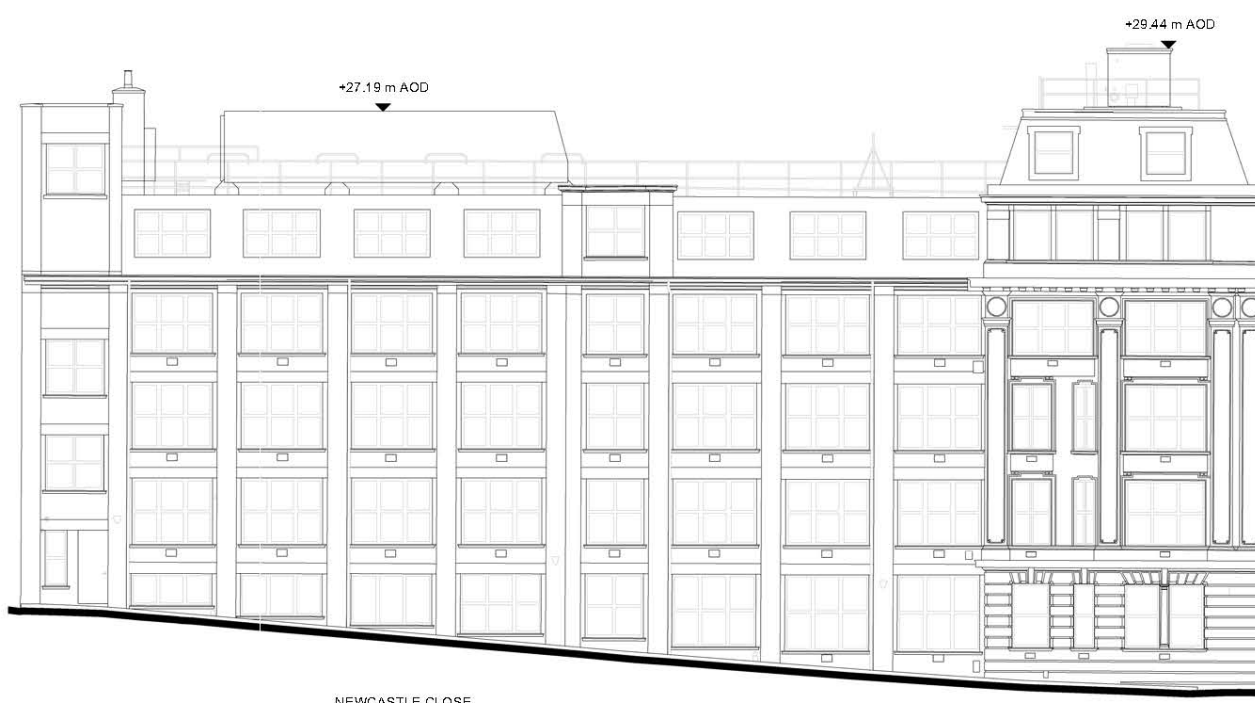
CGI Proposed north elevation



Existing south elevation



Proposed south elevation



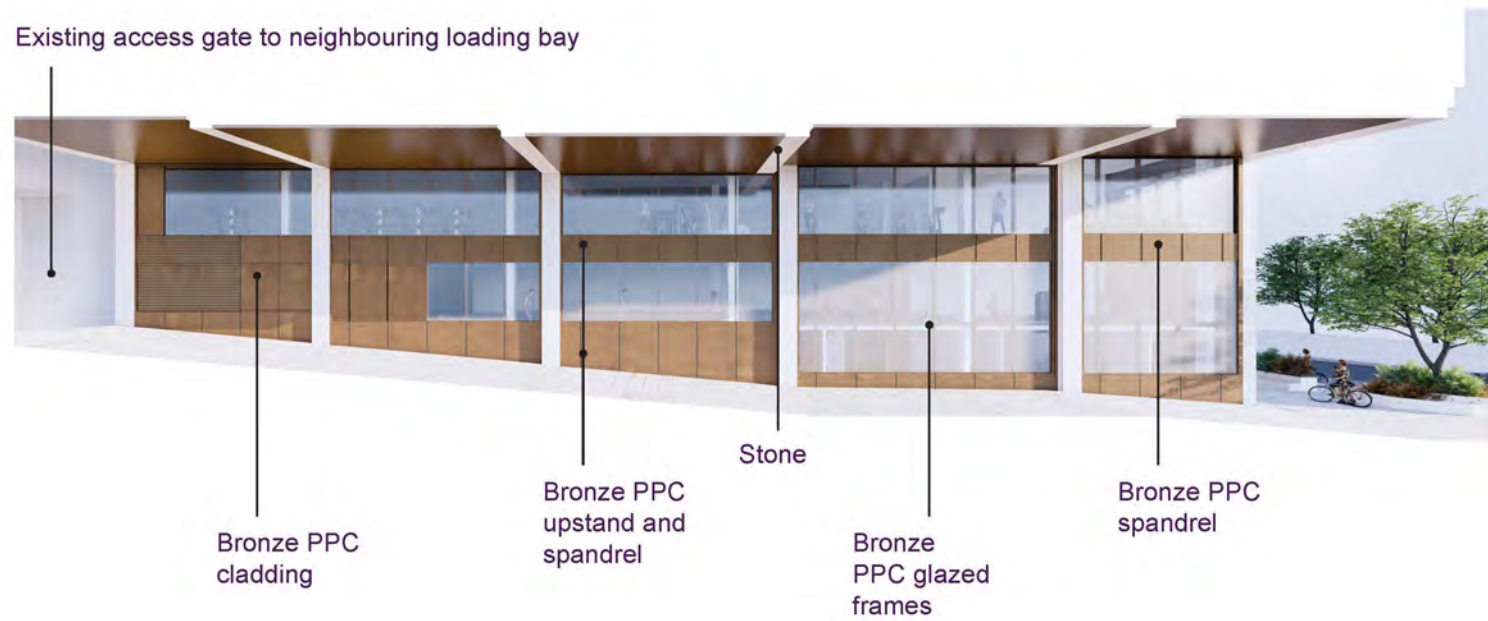
Existing Newcastle Close elevations



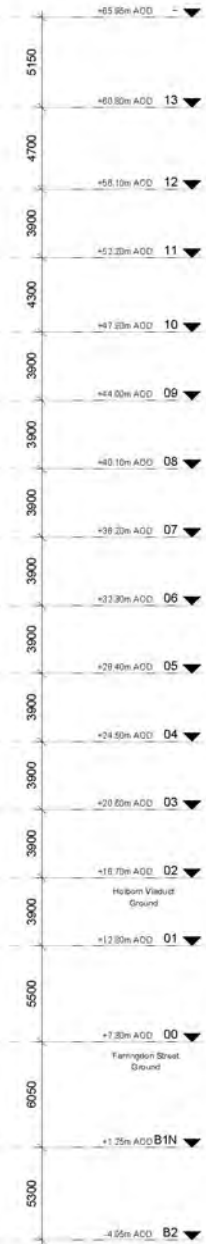
Newcastle Close proposed north and south elevations

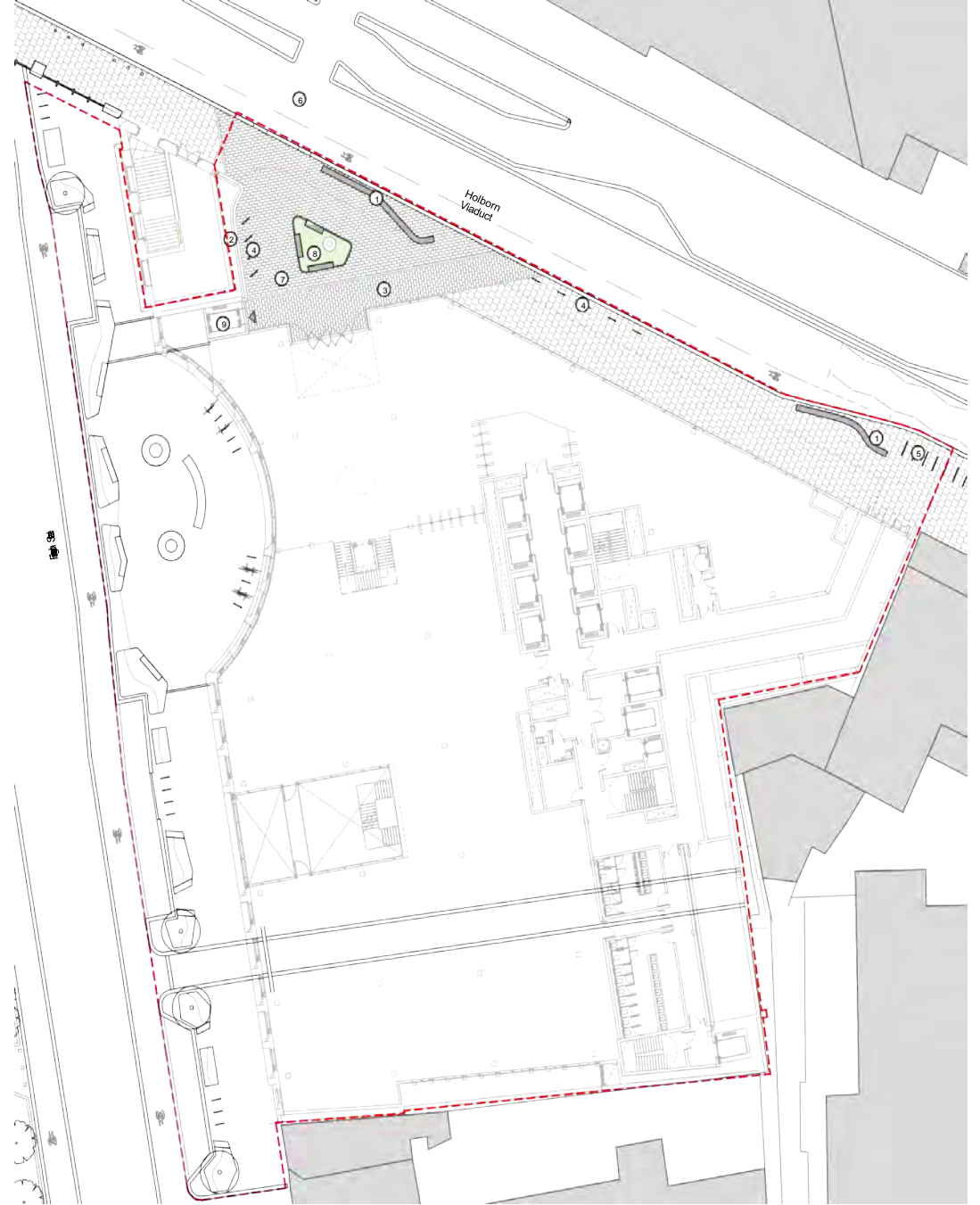
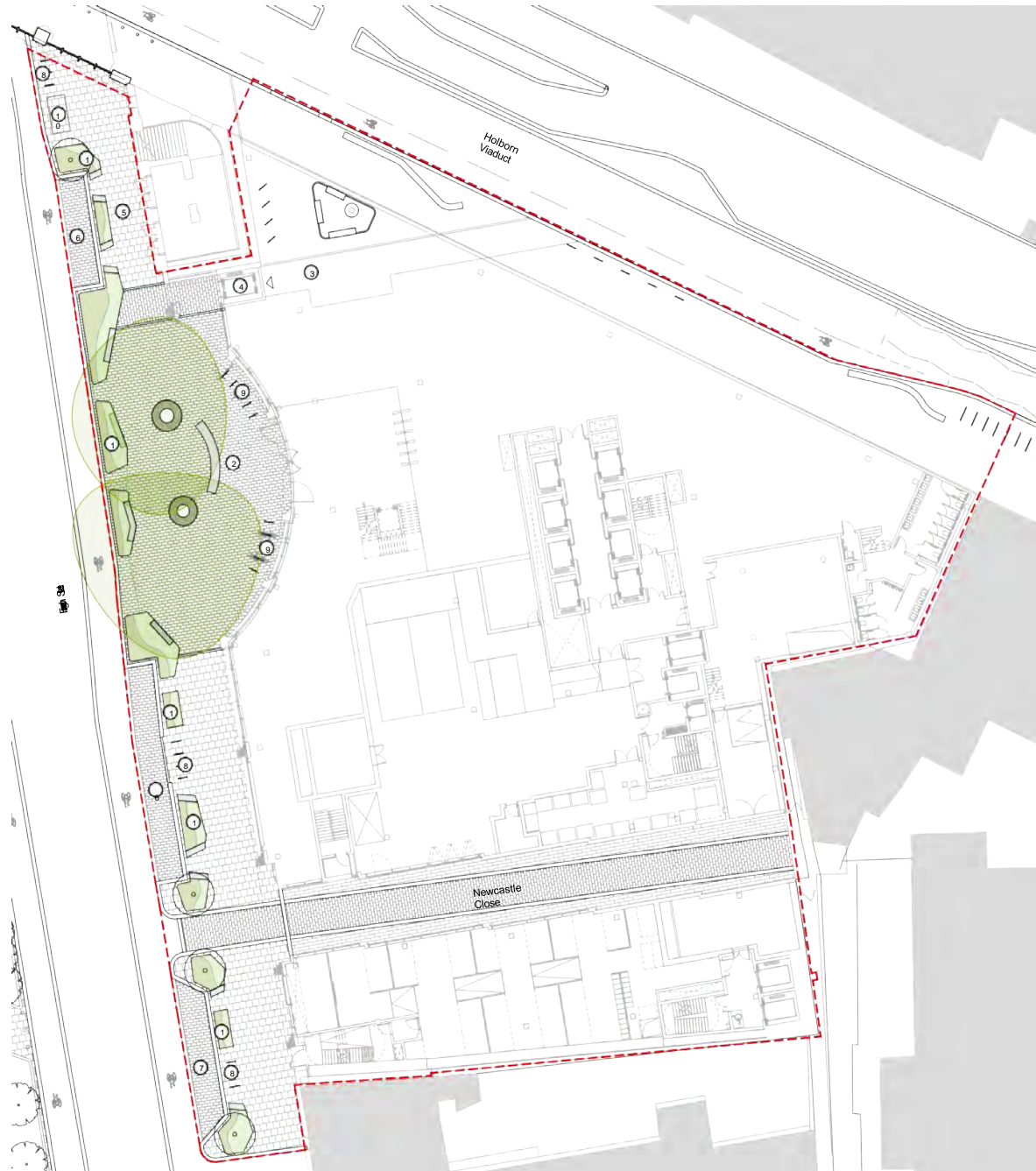


Illustrative elevation of Newcastle Close - north side (NTS)



Indicative Newcastle Close proposed elevations





Proposed 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)



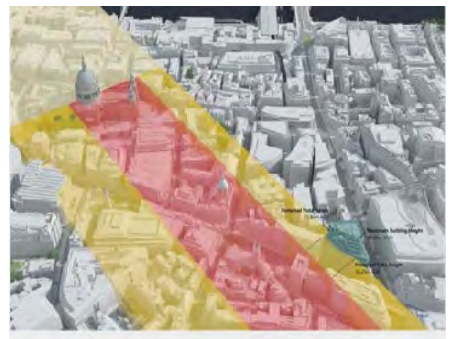
LVMF London Panorama from Greenwich Park to St Paul's (Assessment Point 5A.2)



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



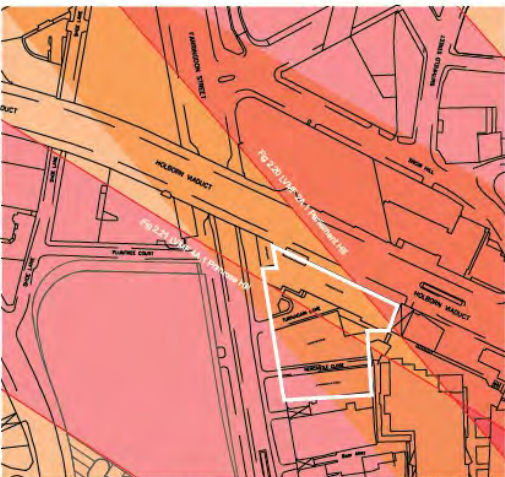
LVMF overview - Overview of LVMF 4A.1



LVMF overview - Overview of LVMF 5A.2

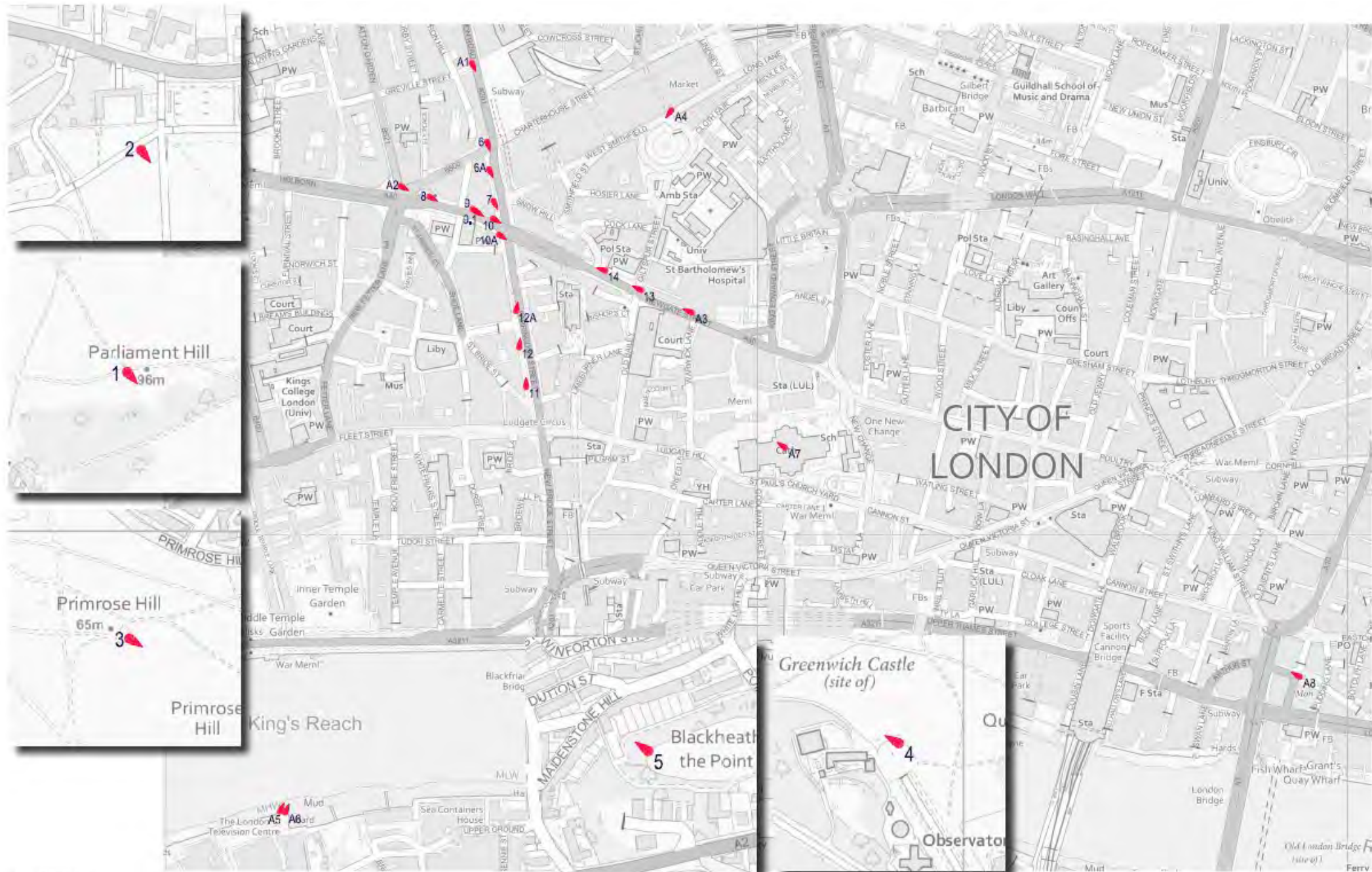


LVMF overview - Overview of LVMF 6A.1



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

Fig 5.17 LVMF plan diagram overlay with existing Site



Candidate Viewpoints



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



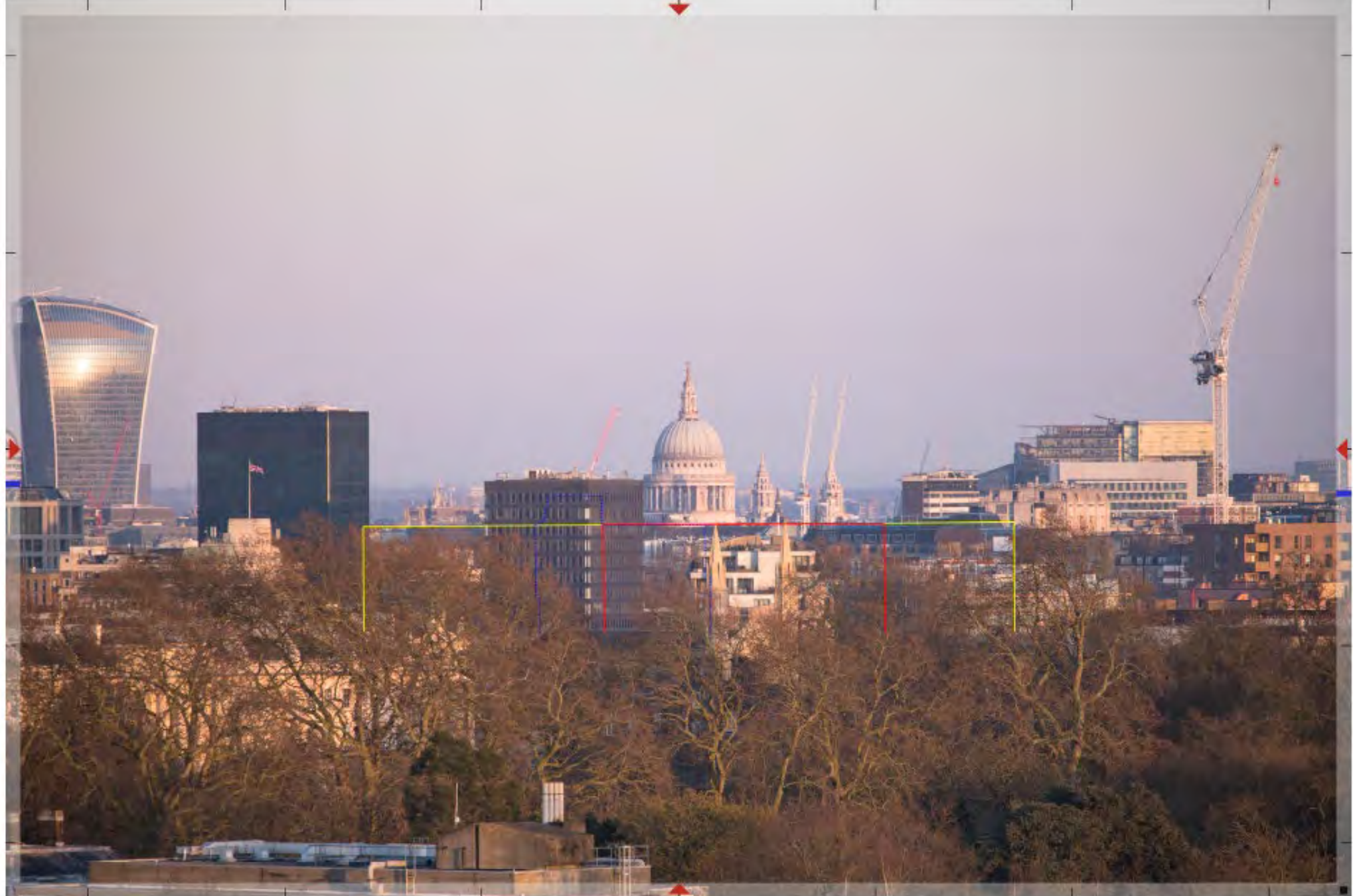
LVMF 3A.1 | Kenwood: the viewing gazebo - in front of the orientation board - EXISTING



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



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



LVMF4A.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 6A.1 | Blackheath Point - near the orientation board - PROPOSED





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



LVMF 16B.2 - The South Bank: Gabriel's Wharf viewing platform - centre of northeast rail - EXISTING





St Paul's Cathedral – The Golden Gallery - EXISTING



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



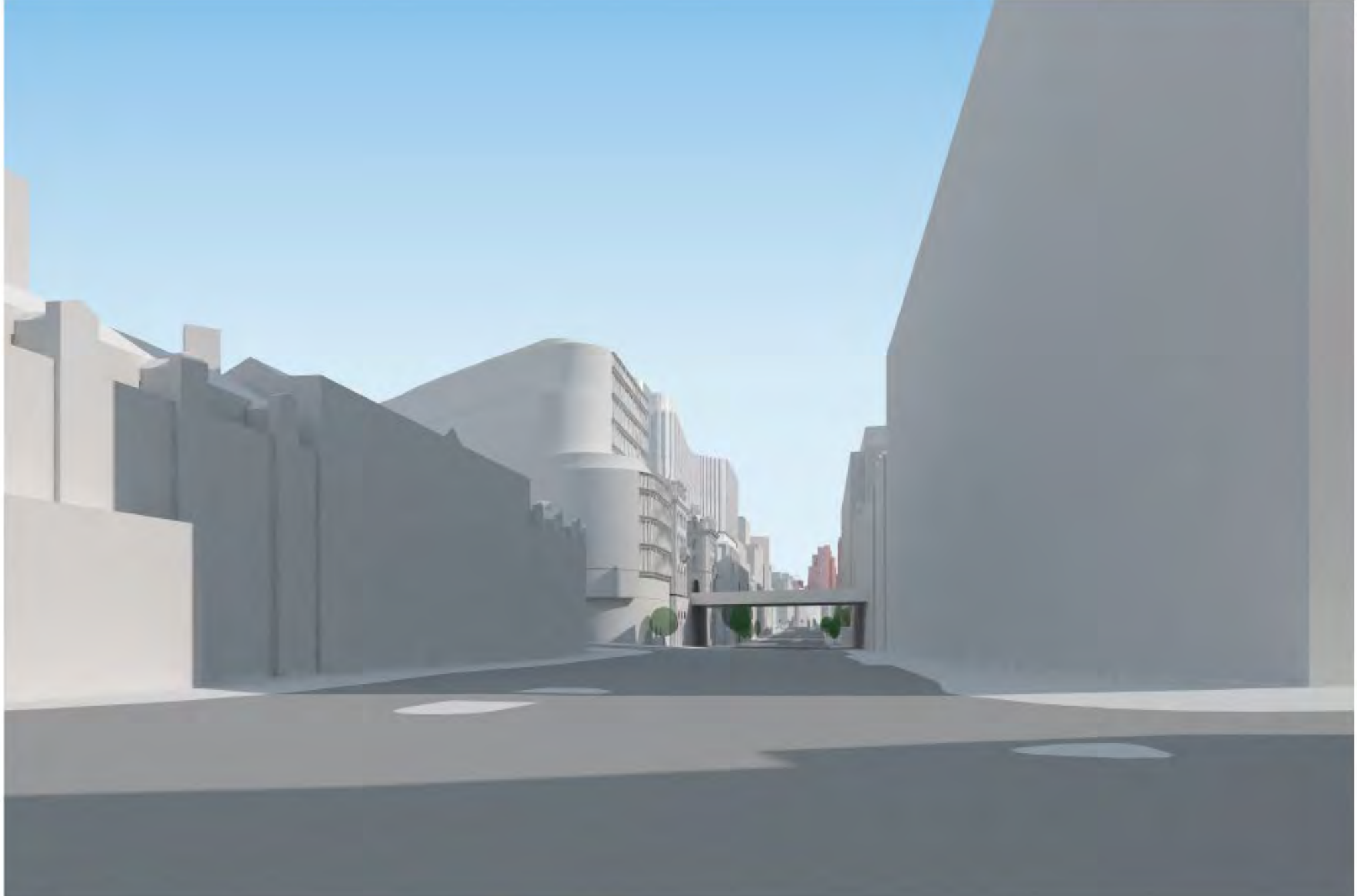
The Monument Viewing Platform - EXISTING



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



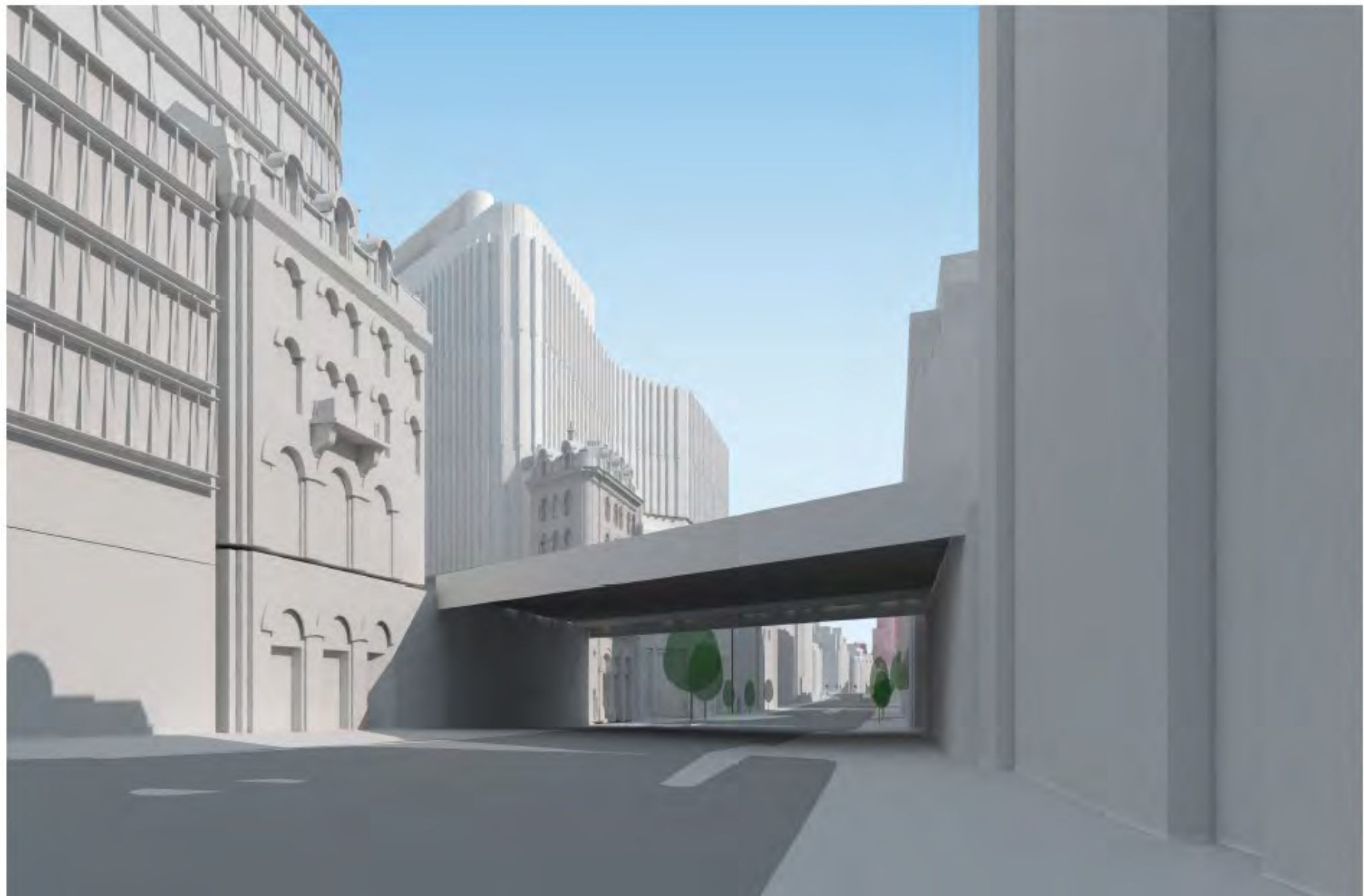
Farringdon Street, south of junction with Charterhouse Street – PROPOSED CUMULATIVE



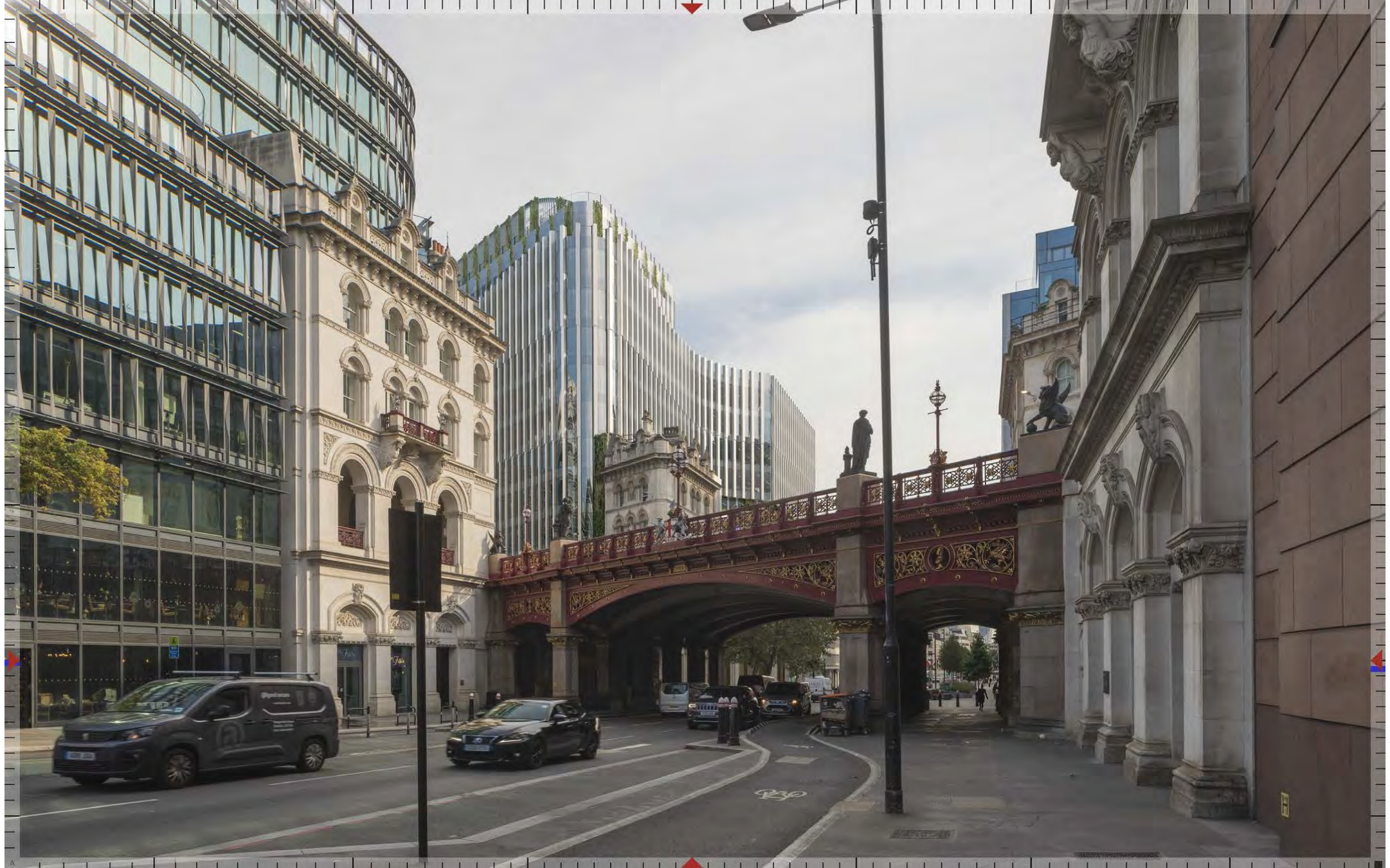
Farringdon Street, south of junction with Charterhouse Street – PROPOSED CGI



Farringdon 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



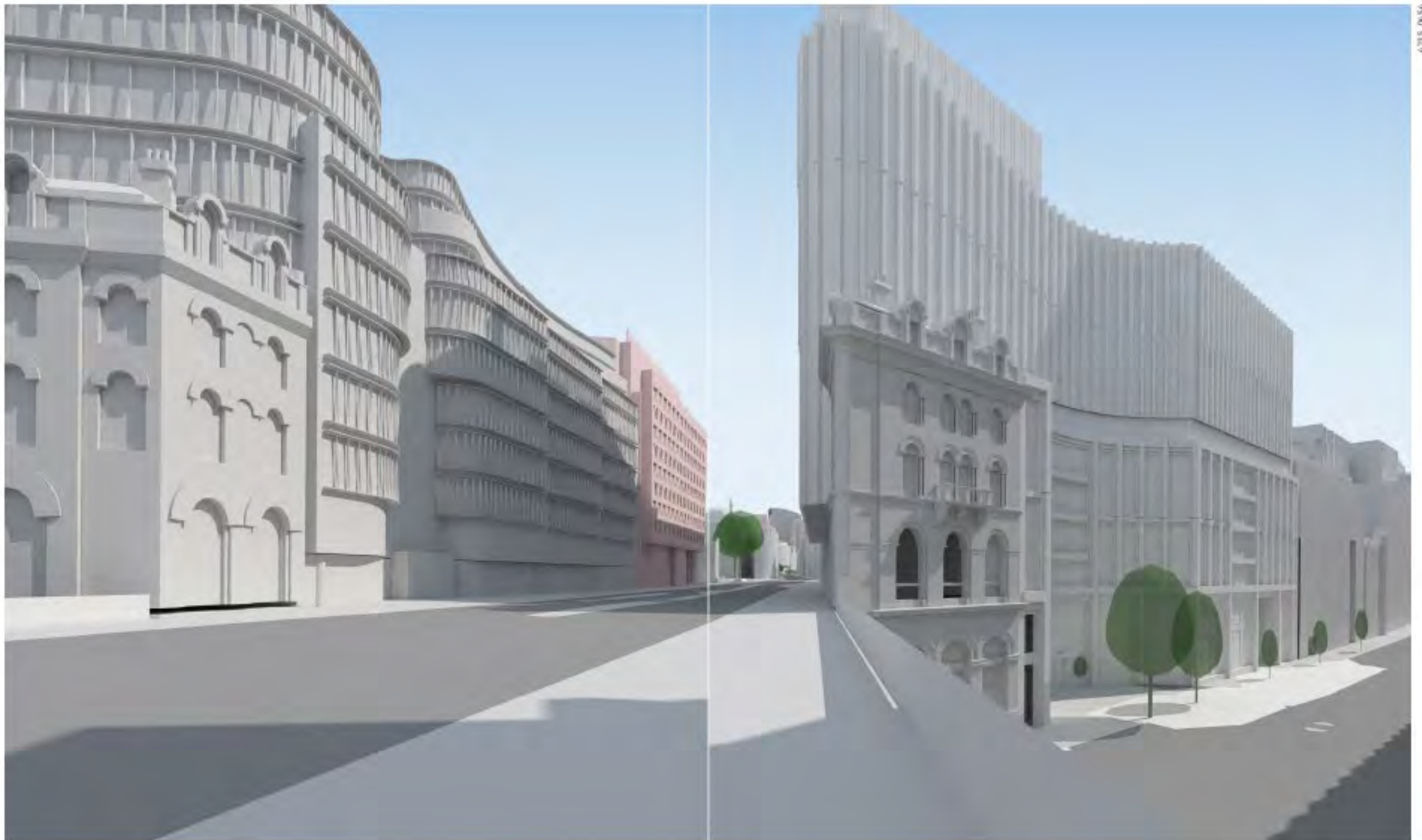
Holborn Viaduct Bridge, NW corner of the bridge over Farringdon Street – PROPOSED CUMULATIVE



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



Farringdon Street, junction with Harp Alley - EXISTING



Farringdon Street, junction with Harp Alley – PROPOSED CUMULATIVE



Farringdon Street, junction with Harp Alley – PROPOSED CGI



Farringdon 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 – Farringdon Street public realm



Illustrative CGI – Farringdon Street



Illustrative CGI – Farringdon 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 - Farringdon Street - Level 6 terrace



Illustrative view - Level 11 roof terrace



Illustrative view - Aerial from south-west



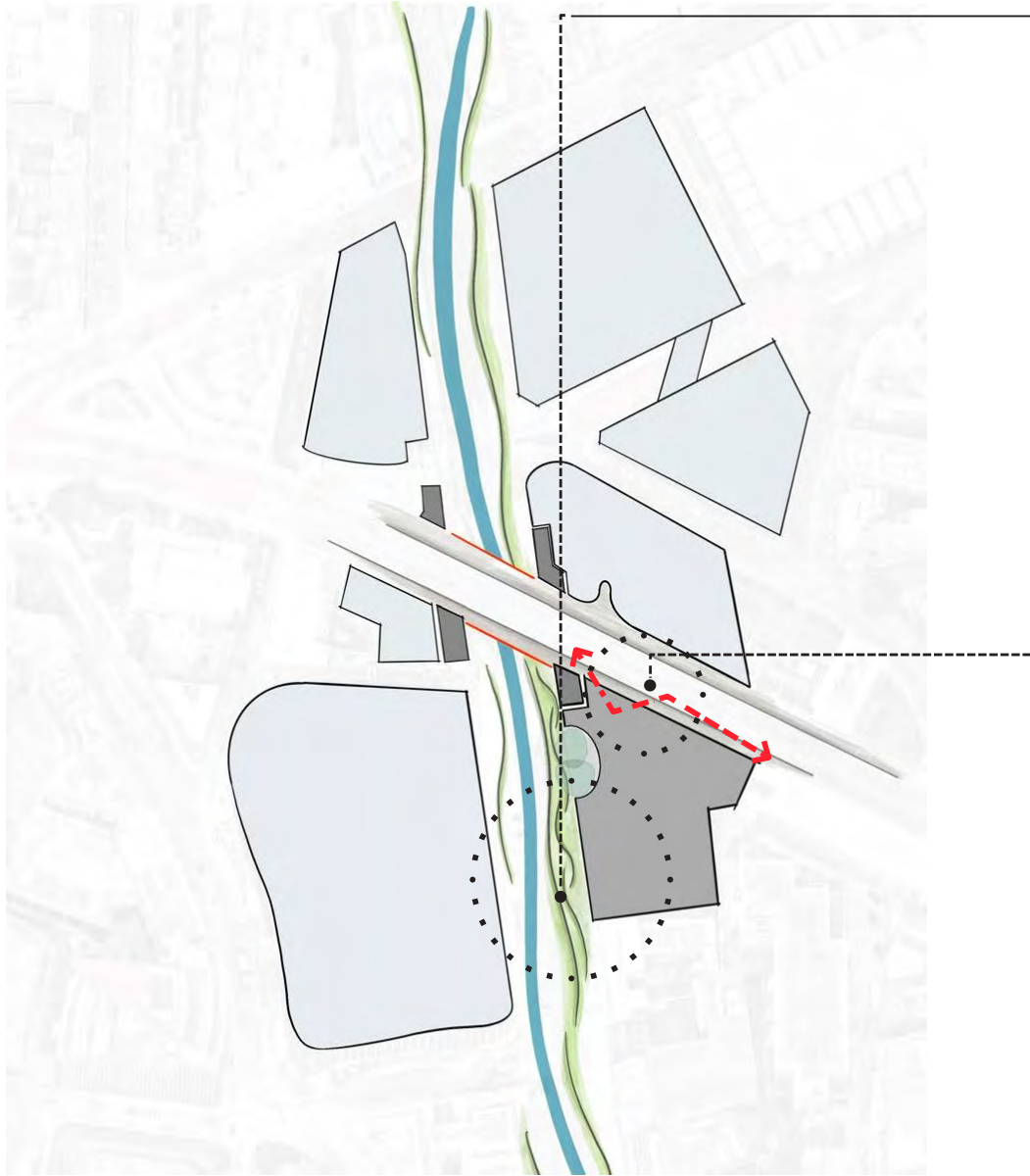
Illustrative view - Aerial from south-east



Illustrative view - Farringdon Street - Atrium section



Illustrative view - Farringdon Street - Atrium internal section



1.

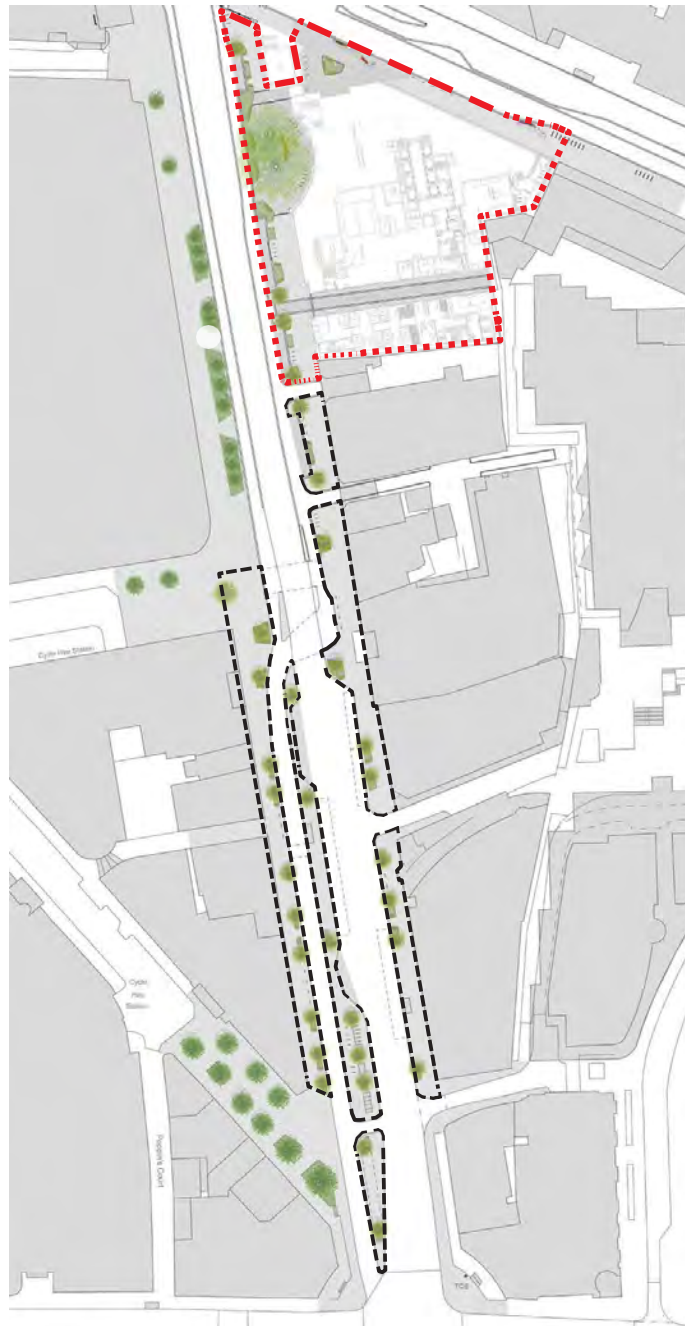
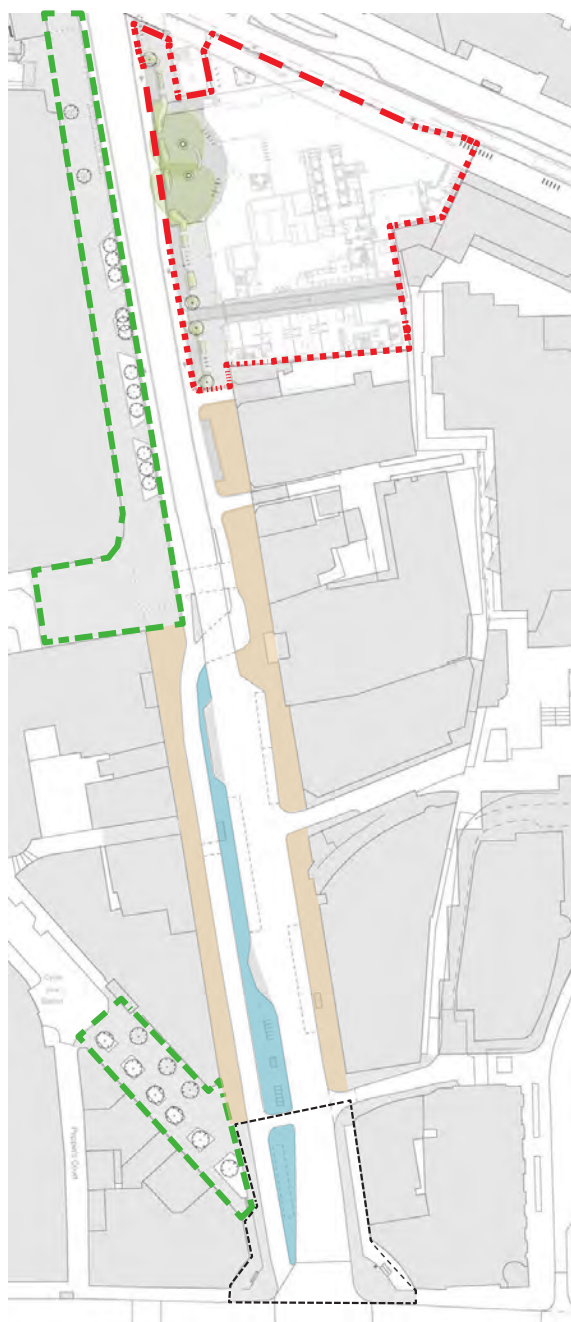
FARRINGTON STREET - GREEN RIVER



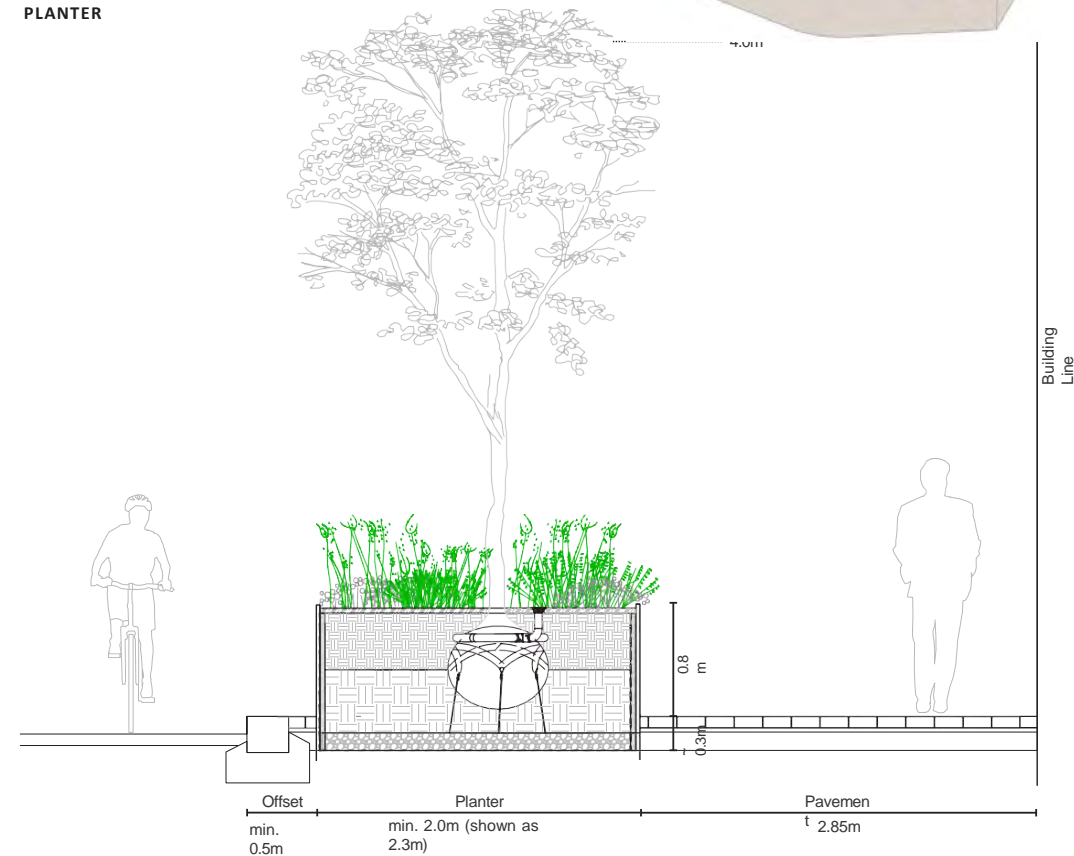
2.

HOLBORN VIADUCT - CULTURE & COLOUR



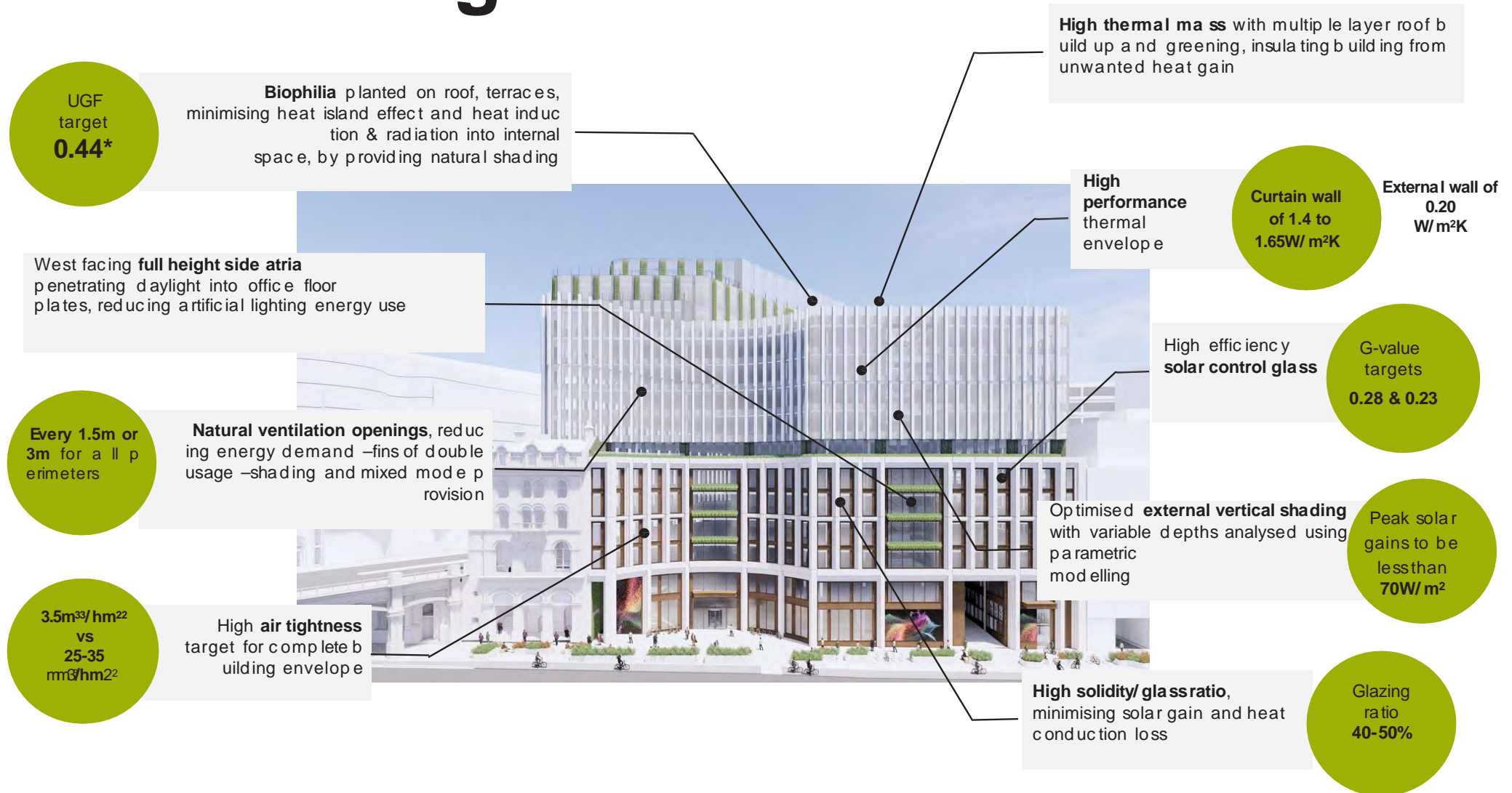


INDICATIVE SECTION OF
PLANTER

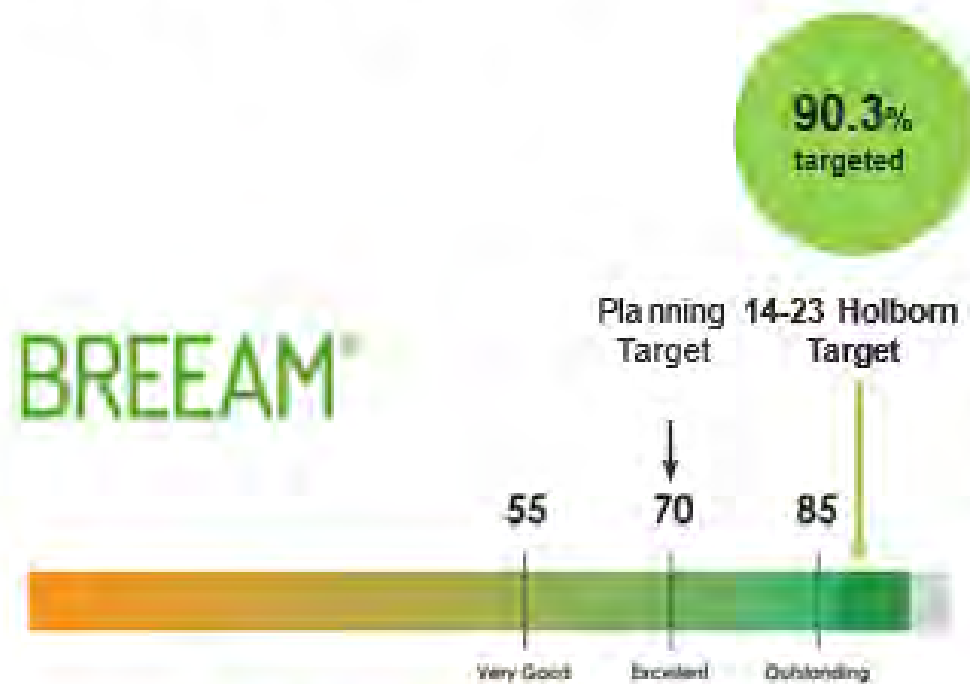


Farringdon Street public realm improvement works - Planters

Passive Design.



BREEAM.



90.3%	96.9%	105.8%
Targeted	Potential	Difficult

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

	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
Total	131	108
Weighted Score		90.3%
Predicted BREEAM Rating		Outstanding

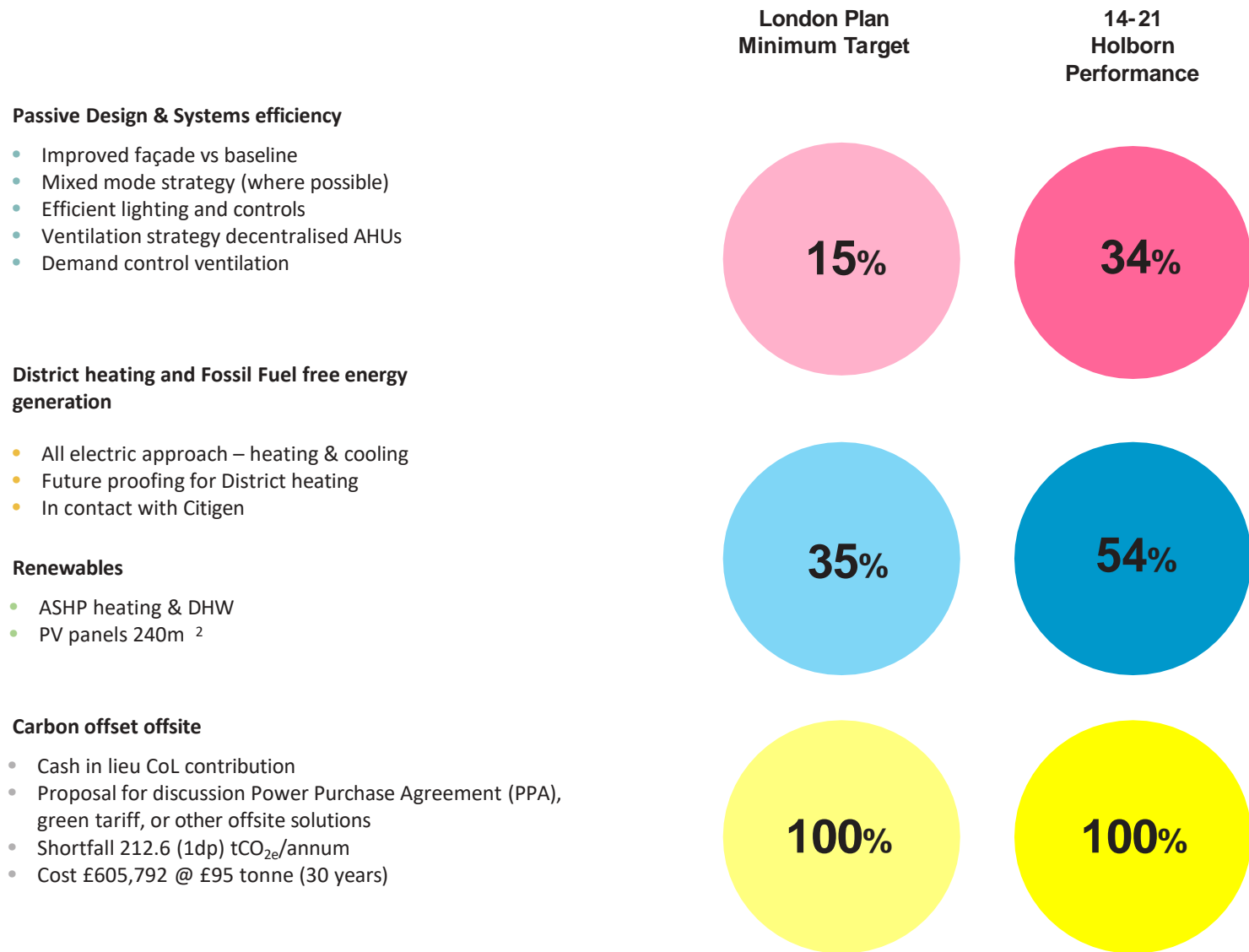




Fig 4.13 Diagrammatic plan and section

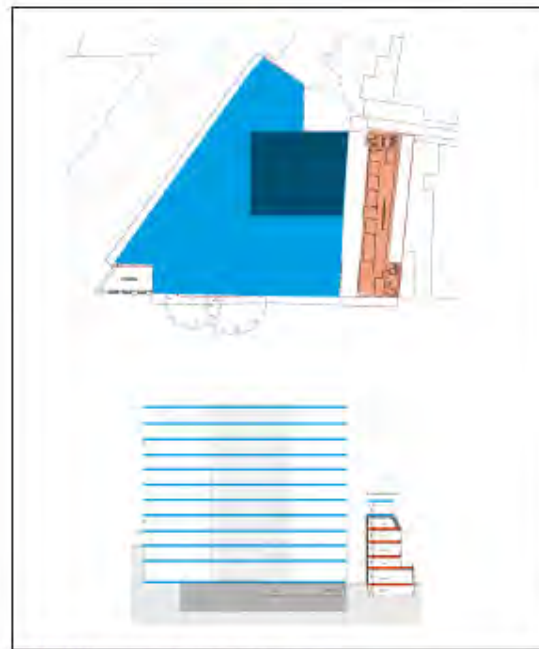


Fig 4.11 Diagrammatic plan and section

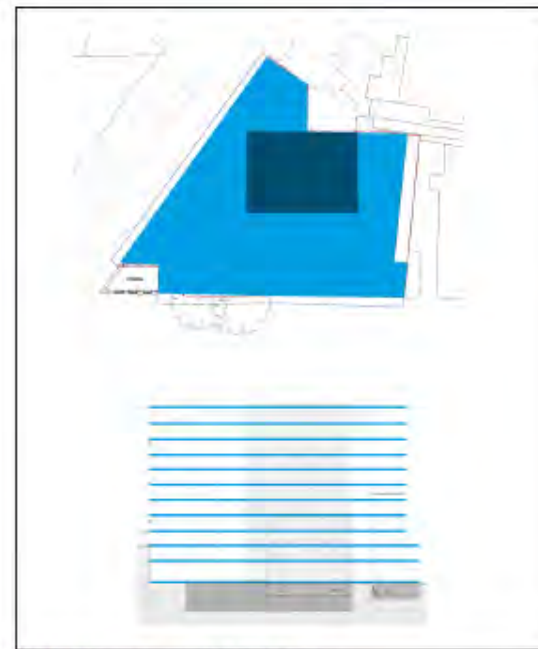


Fig 4.12 Diagrammatic plan and section

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

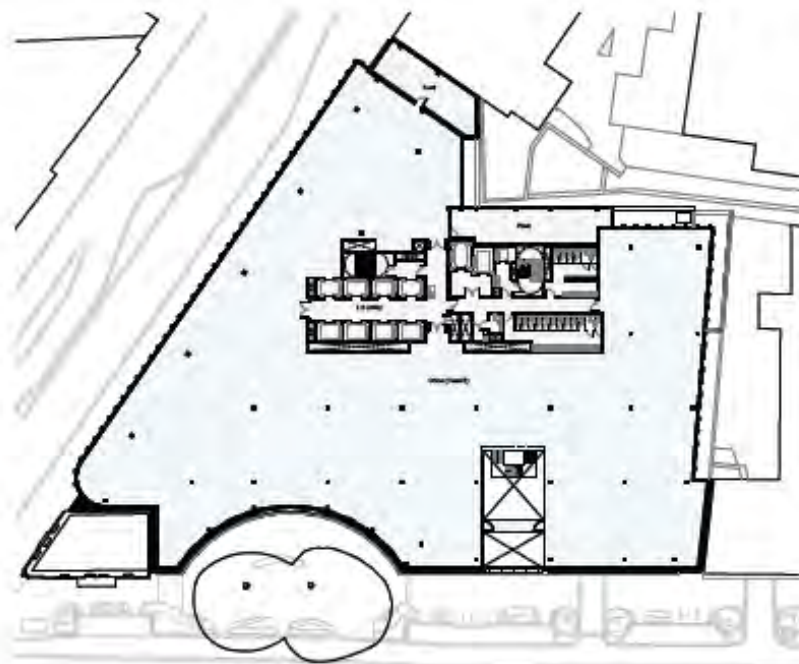


Fig 5.105 Level 4 proposed plan

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

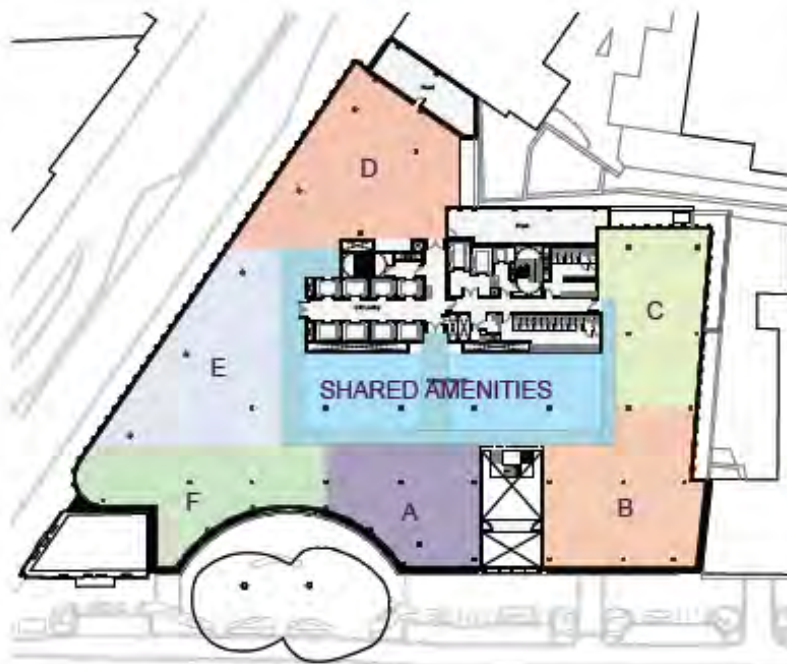


Fig 5.106 Illustrative division of plan to allow for multiple tenancies

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

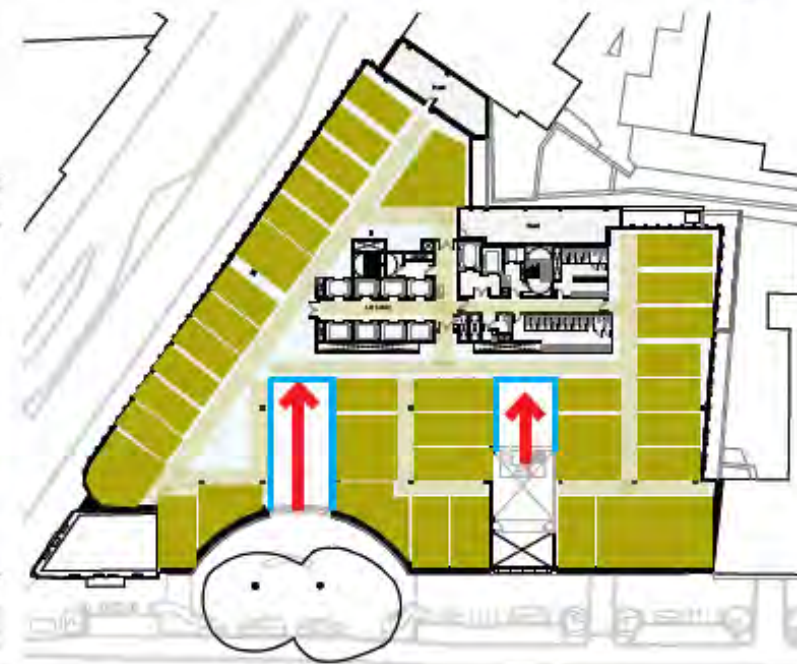
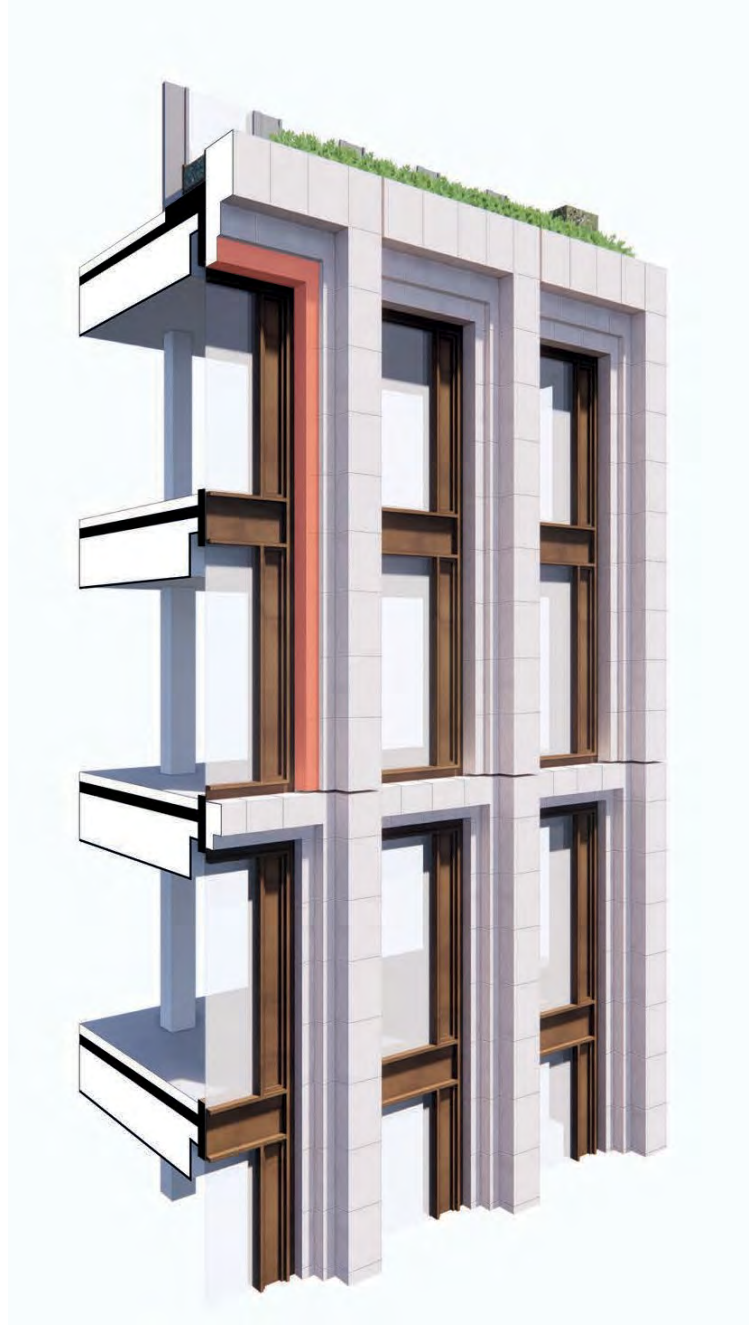
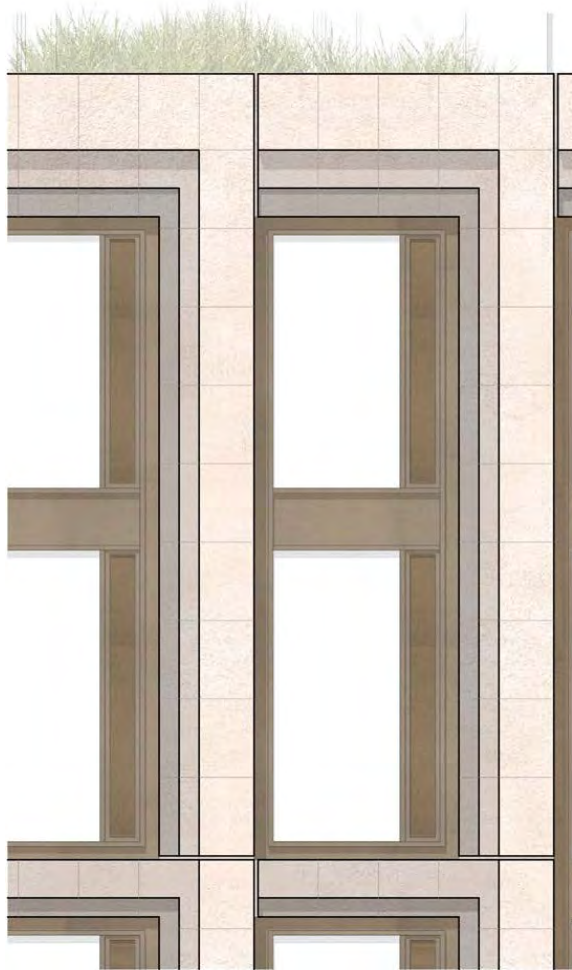


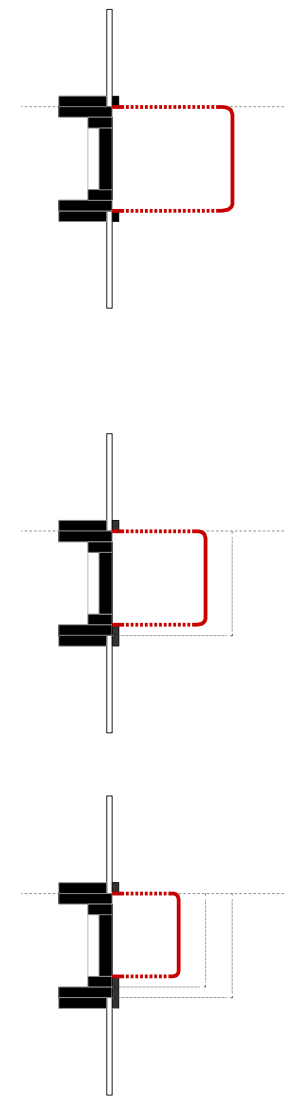
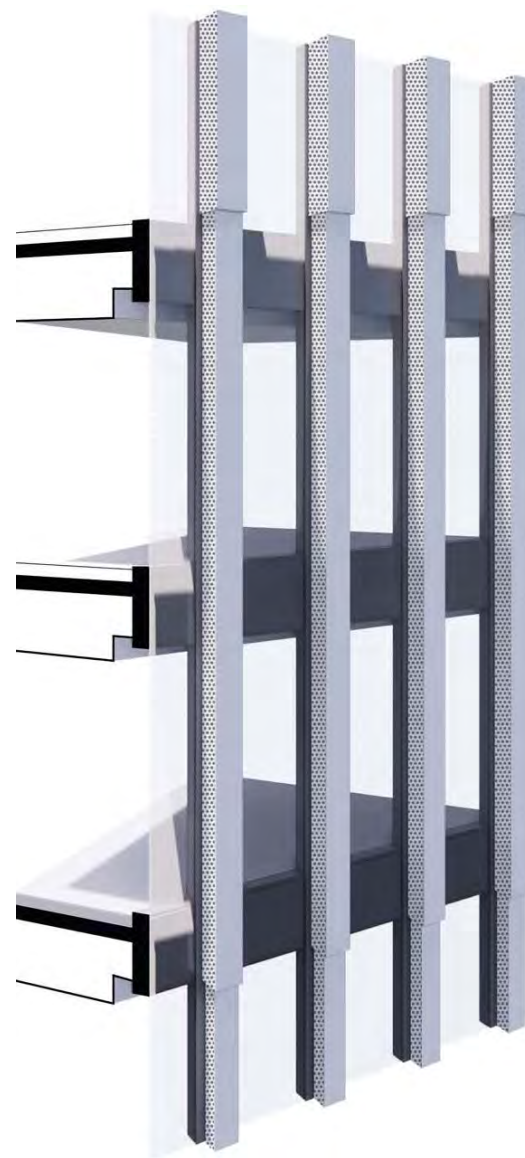
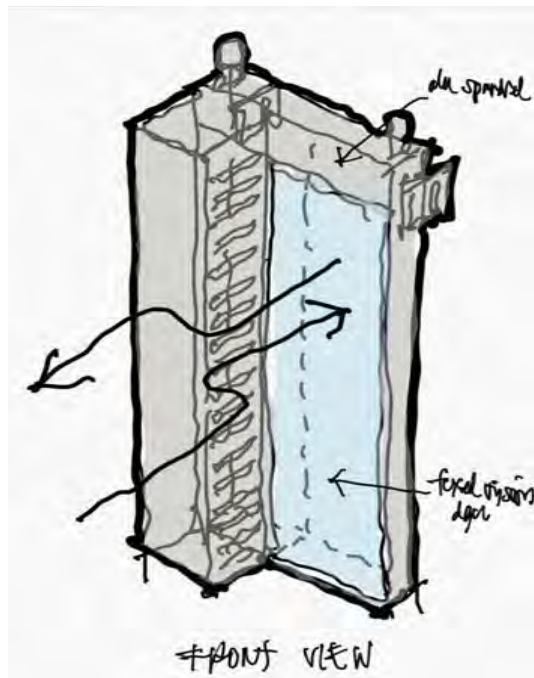
Fig 5.107 Illustrative diagram showing plan can accommodate alternative uses.

ADAPTABLE FUTURE BUILDING USES

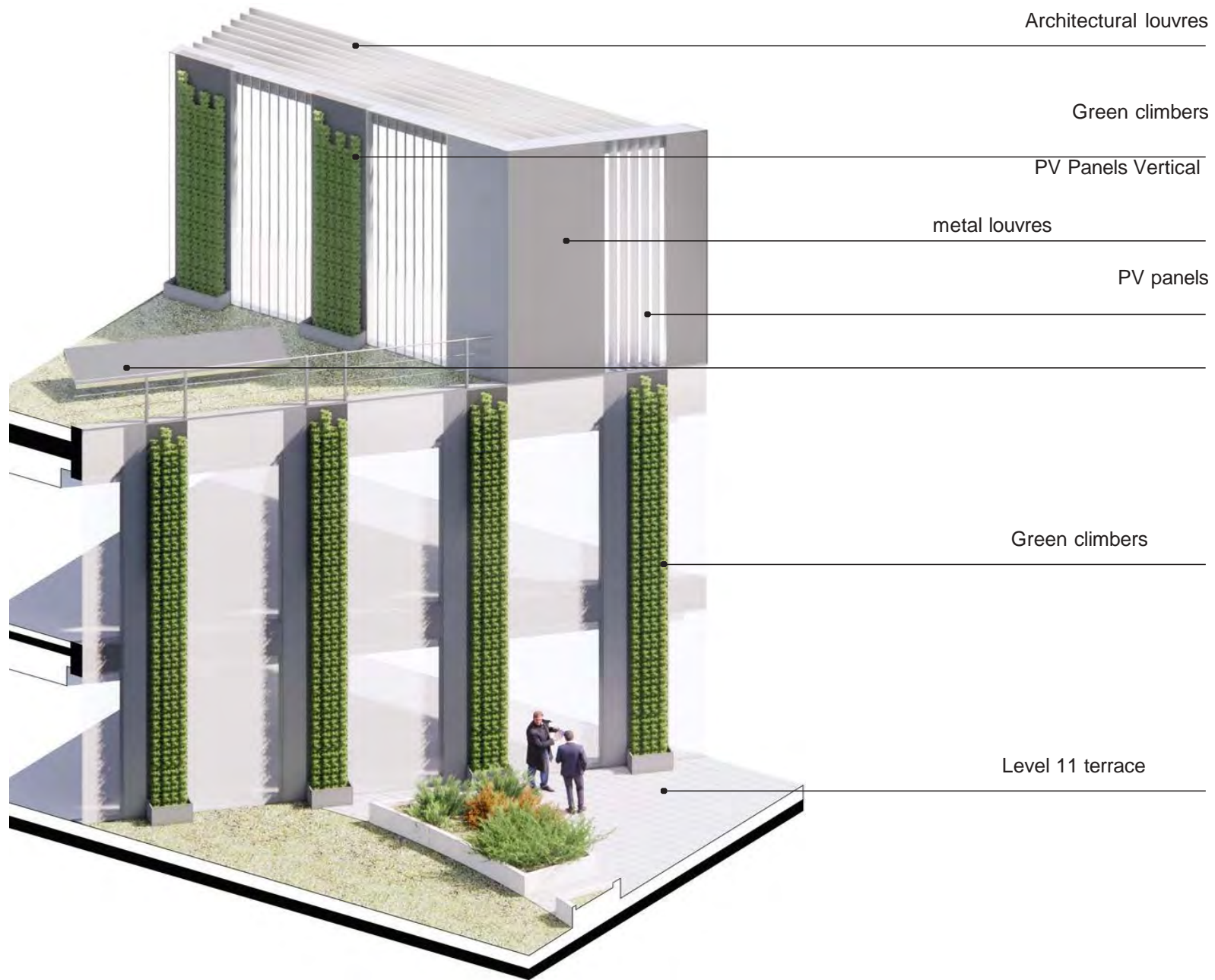
- Floorplate can be adapted to accommodate alternative functions including hotel and residential, subject to future planning applications
- Soft spots in the slab allow for extending/creating atrium to accommodate individual rooms
- On floor AHU - flexible for demand
- Mix mode natural ventilation
-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



Stone base – façade details

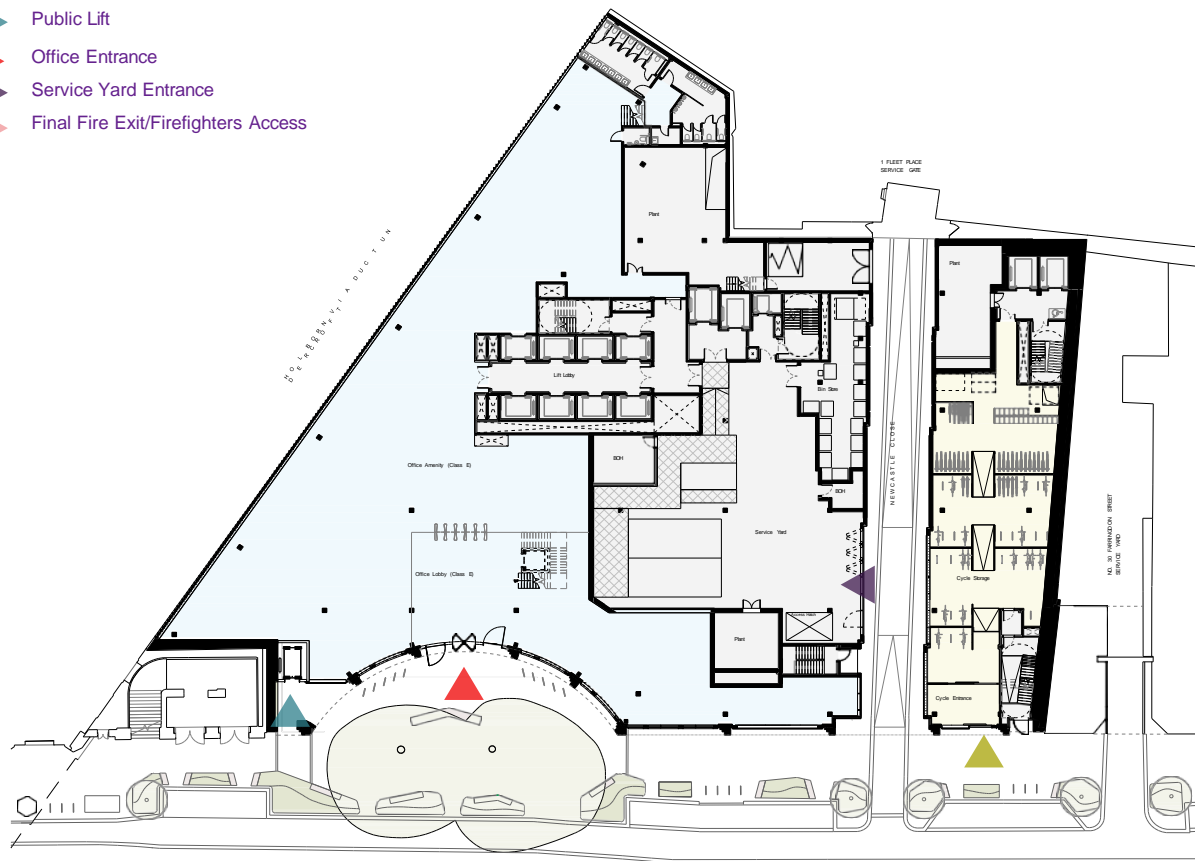


Filigree background facades

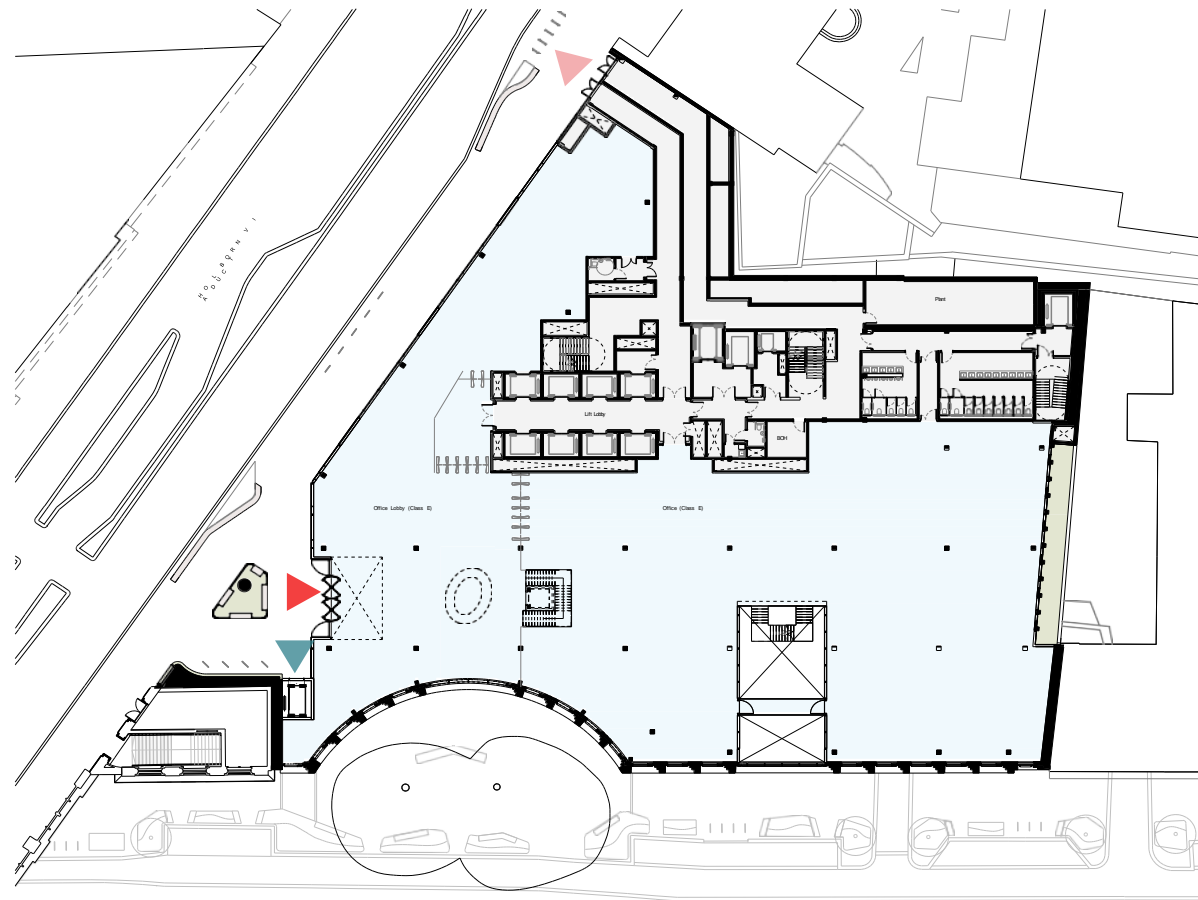


Articulated pavilion facades

- Wellness Wing Cycle Entrance
- Public Lift
- Office Entrance
- Service Yard Entrance
- Final Fire Exit/Firefighters Access



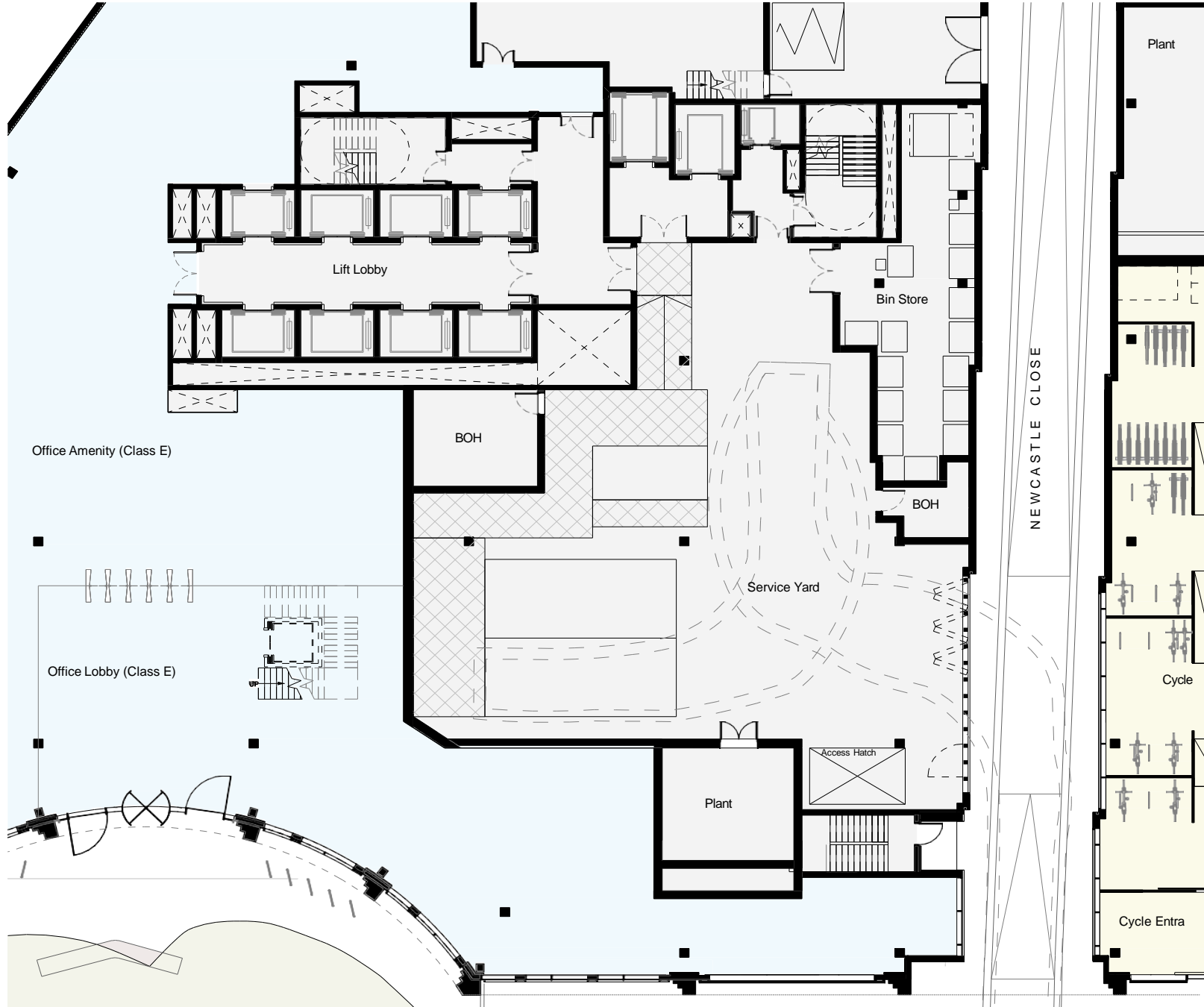
Level 00 proposed plan (Farrington Street Ground). Internal arrangement for illustrative purposes only.



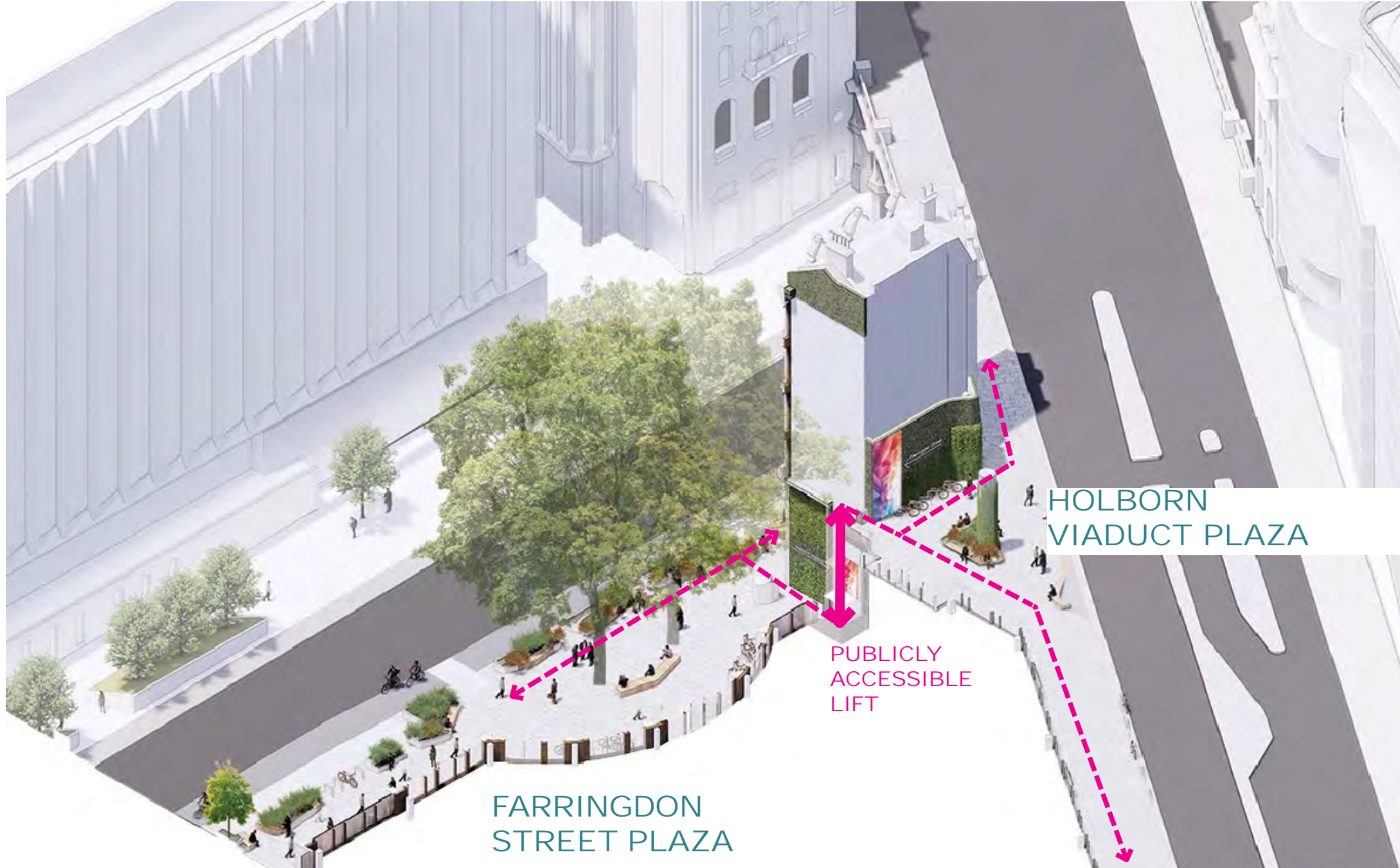
Entrances



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



Servicing bay



HOLBORN
VIADUCT PLAZA

PUBLICLY
ACCESSIBLE
LIFT

FARRINGTON
STREET PLAZA

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.



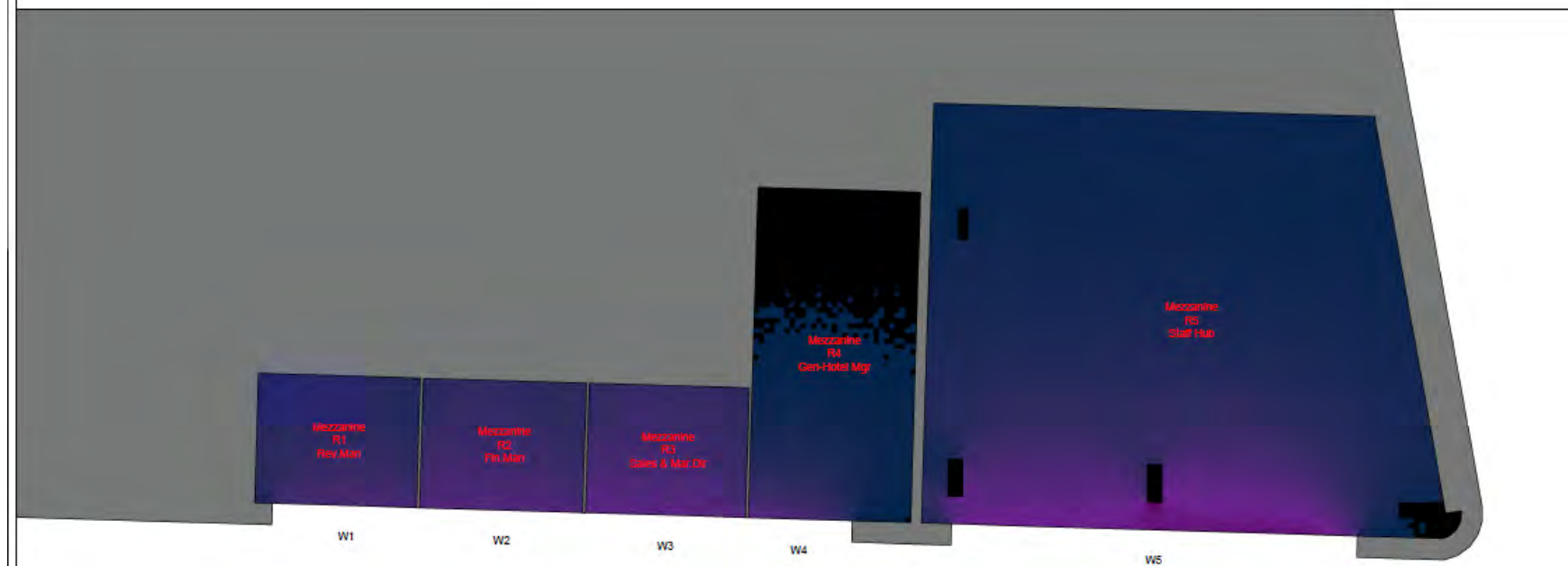
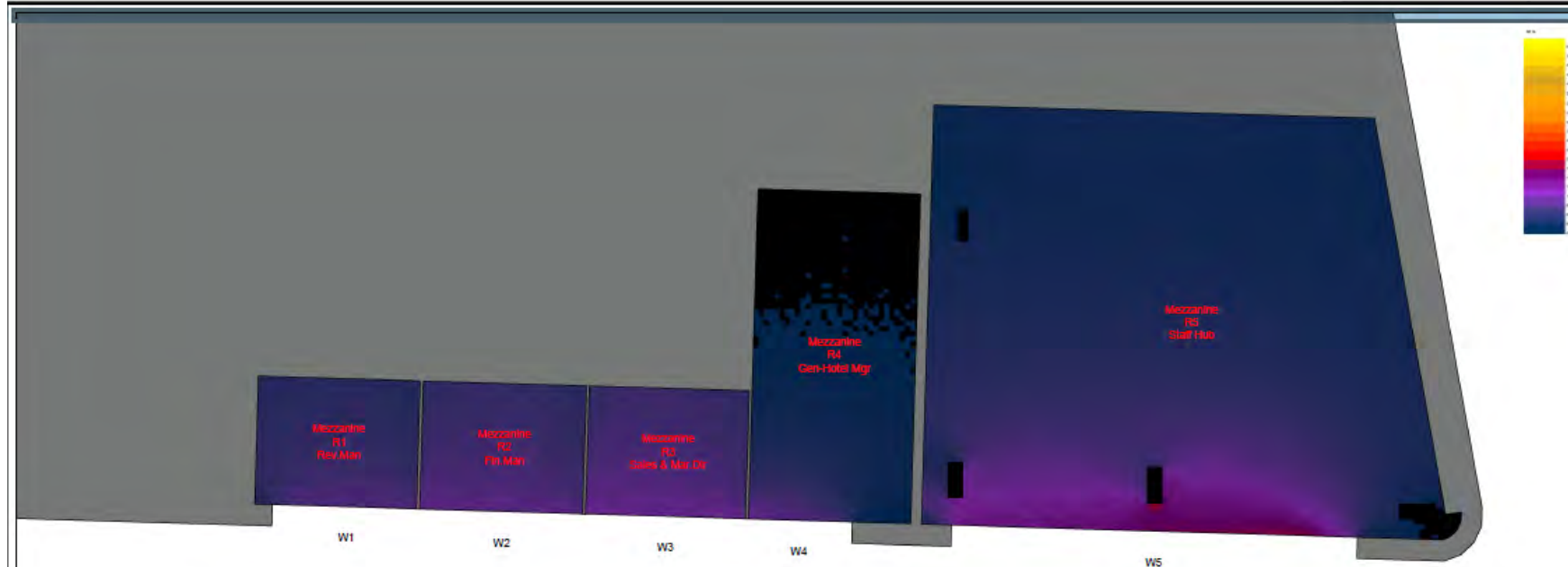
Colour	Comfort category	Threshold	Location examples
	Frequent sitting	< 2.5 m/s	<i>Frequent outdoor sitting use, e.g. restaurant, café.</i>
	Occasional sitting	2.5-4.0 m/s	<i>Occasional outdoor seating, e.g. general public outdoor spaces, balconies and terraces intended for occasional use.</i>
	Standing	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>

Wind and Microclimate Winter Comfort Plot - EXISTING



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>
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	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>

Wind and Microclimate Winter Comfort Plot - PROPOSED



Daylight Factor Contour Plot – City Temple – EXISTING AND PROPOSED







Next Planning & Transportation Committee

11 January 2022