

75 FARRINGDON ROAD

Design and Access Statement

12 | 10 | 2016

BuckleyGrayYeoman | 2016



Foreword

This Design and Access Statement is submitted as part of a planning application for the proposed alterations to 75 Farringdon Road located within the London Borough of Camden.

The proposed alterations comprise the addition of a new seventh floor, external alterations to the principle facades and the refurbishment of the street frontages.

The design principles on which the proposal is based have been informed and defined by close consideration of the Camden Development Plan, the local context, the existing architecture and the Client's aspiration to achieve a development of the highest quality.



PIZZA
PAPA JOHN'S

020 7405 0288

TO LET
PEARL & COUTTES

Lynco

ST CROSS STREET

SILVER JEWELLERY

SOS
Street on Site
DUBLIN IRELAND

CC
CAPITAL COMPACTORS
& BALERS
Your Savings

NET-A-POSTER.COM

LK65 YFM

NUG 87N

Table of contents

Section 1	The Site and Context
Section 2	The Existing Building
Section 3	Consultation Process
Section 4	Design Proposals Overview Design Principles Rationalise the Plan Ground Floor Typical Floor Improving the Welfare The Journey Cycle & Shower Provision Add Space Massing: The Seventh Floor Coordination Of Plant The Building Image Refurbish the Facade Existing & Proposed Bay Study Detailed Facade Study The Approach at Seventh Floor Activating The Street Renew the Entrance Materiality
Section 5	Proposed Views
Section 6	Access Statement
Section 7	Servicing / Traffic
Section 8	Energy and sustainability
Section 9	Daylight & Sunlight Report
Section 10	Noise & Vibration
Appendices	
A1	Existing Drawings
A2	Proposed Drawings
A3	Energy Statement

BOROUGH OF FINSBURY

FARRINGDON

ROAD E.C.1

Section 1

The Site & Context



SITE

FARRINGTON ROAD



FARRINGTON
CROSSRAIL
(2018)



FARRINGTON
UNDERGROUND



The site and context

Location

- The Building's principle elevation fronts directly onto Farringdon Road, a primary route connecting Kings Cross to the north with the river and Blackfriars Bridge to the south
- Farringdon Road was built over the River Fleet which still runs beneath it. Its construction, which took almost 20 years, is considered one of the greatest urban engineering achievements of the 19th century
- The site sits opposite Farringdon Crossrail which is scheduled to be completed in 2018, providing connections to London Underground, Crossrail and Thameslink services. The site is also located nearby to the existing Farringdon and Barbican London Underground stations.
- In the 17th century it became a fashionable residential area. Watchmaking and jewellery trades were of great importance
- The immediate area is mixed use in character with a range of retail, restaurant and office uses.



1 - St Andrews Parochial Schools Wren House and attached railings (Grade II)

2 - Nos.10 and 11 Discount Jewels Greville Street (Grade II)

3 - 25 & 27 Farringdon Road (Grade II)

SITE

ST CROSS STREET

FARRINGTON ROAD

CENTRAL LONDON AREA,
ARCHAEOLOGICAL PRIORITY
AREA

&

HATTON GARDEN
CONSERVATION AREA
(CITY OF LONDON)



FARRINGTON
UNDERGROUND

COWCROSS STREET



FARRINGTON
CROSSRAIL
(2018)

1

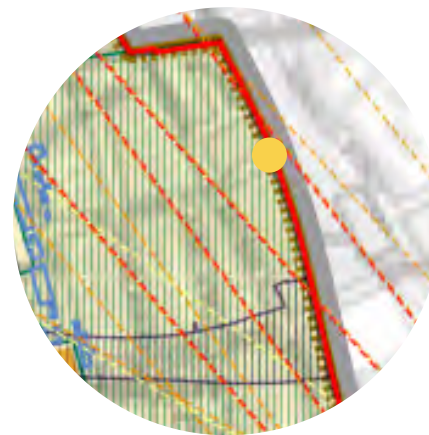
2

3

The site and context

The Planning Context

- Located in the London Borough of Camden
- The site lies within the Central London Area and Hatton Garden Conservation Area, as defined in the London Borough of Camden Core Strategy
 - The building is not listed
- Directly adjacent is 79 Farringdon Road which has heritage value, although is not listed and was refurbished by BGY in 2005
- The Strategic Viewing Corridors of Parliament Hill to St Pauls, Kenwood to St Pauls are relevant to this site





PAPA JOHN'S
BETTER INGREDIENTS. BETTER PIZZA.
PAPAJOHNS.CO.UK 0207 242 2233

PAPA JOHN'S
020 7495 1288

Lynco

TO LET
PEARL & COFFEE

SOUTH
JEWELLERS

V30 C...

50

The site and context

The Planning Context

- An application for planning permission was granted 01/11/1988, which proposed the erection of a new B1 office building on the site by Sheppard Robson Architects
- Historically there has been great change to 75 Farringdon Road. Whilst the facade has altered significantly much of the original structure remains at lower ground floor, ground & basement levels.



• Built 1875,
Architect: John Wimble



• Demolished and rebuilt 1947,
Architect: Erno Goldfinger



• Demolished and rebuilt 1988
Architect: Sheppard Robson



Section 2

The Existing Building



View of Western corner of the building



Eastern corner of the building with Farringdon Road & St Cross St



Main entrance to building from Farringdon Road

The Existing Building

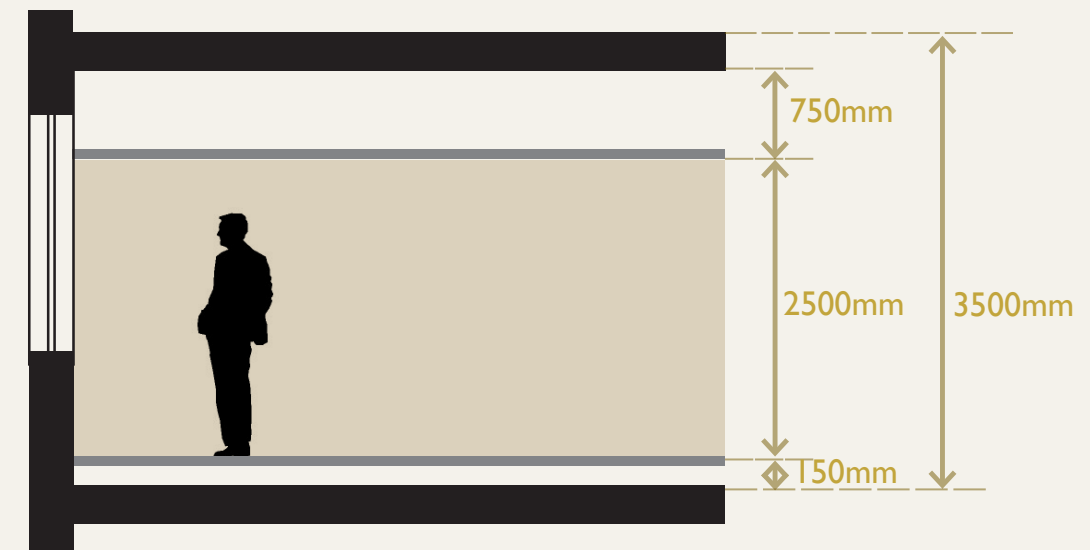
Overview and external appearance

- The site comprises basement, lower ground, ground floor & 6 upper floors, the 6th floor is set back from the street.
- Originally built in 1875 as a brush and sponge warehouse and later rebuilt as the offices and print works of the Daily Worker by Erno Goldfinger. The building was later rebuilt in 1988 by Sheppard Robson.
 - Interior is generally in a dated condition and in need of modernisation
 - Very little relation to the street with poor quality, tinted windows
- Primary entrance on Farringdon Road with secondary entrance to St Cross St



Existing Entrance Reception

Typical Section Diagram



Existing Section Diagram

- Floor to ceiling height approx 2.5m (Slab-US slab: approx 3.2m).
 - Slab to slab approx 3.5m
- Suspended ceiling of approx 750mm drops below window transom.
- Steel frame building with profile metal deck and lightweight concrete floor slabs
 - Raised floor (on some floors) of approx 135mm .

The Existing Building

The interior spaces

- Dated and poor quality internal finishes.
- The existing office space utilises poor-quality suspended ceiling tiles which lower the overall ceiling heights and impact on the quality of the amenity on the office floors.
- Tinted film applied to the windows reduces the outlook from within, and externally creates a highly reflective and 'hard' facade.
- Existing provision of WC's, showers and cycle facilities are below current expected standards and are in need of improving



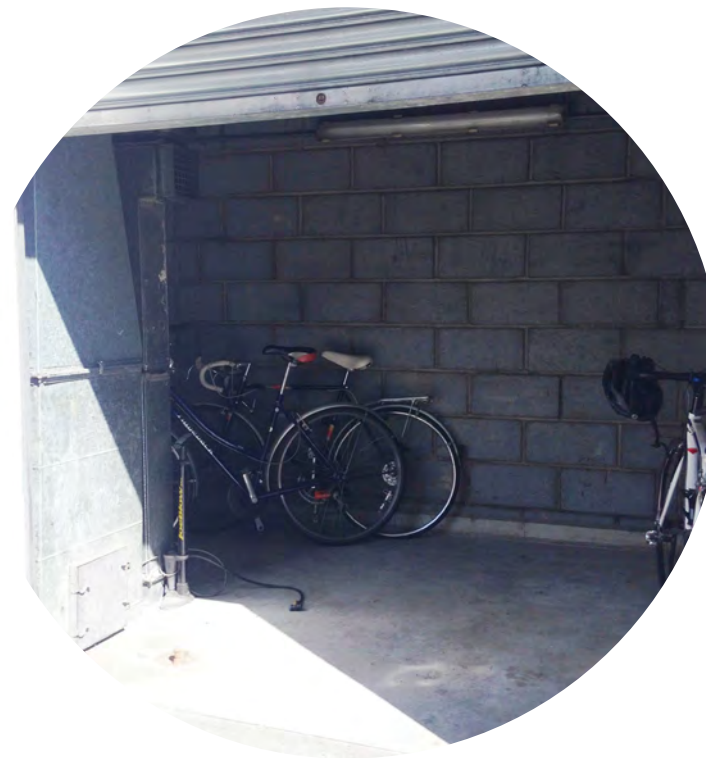
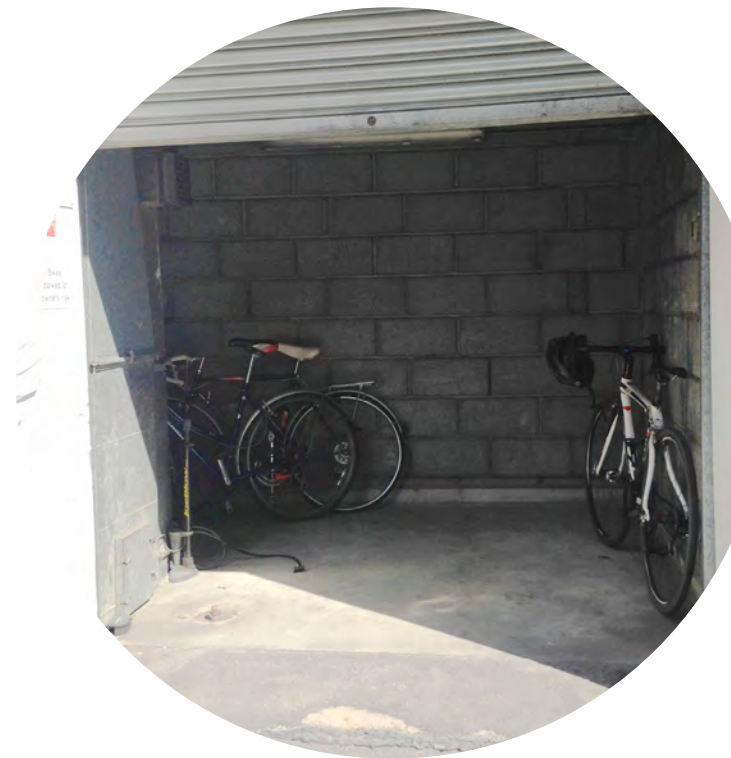


The Existing Building

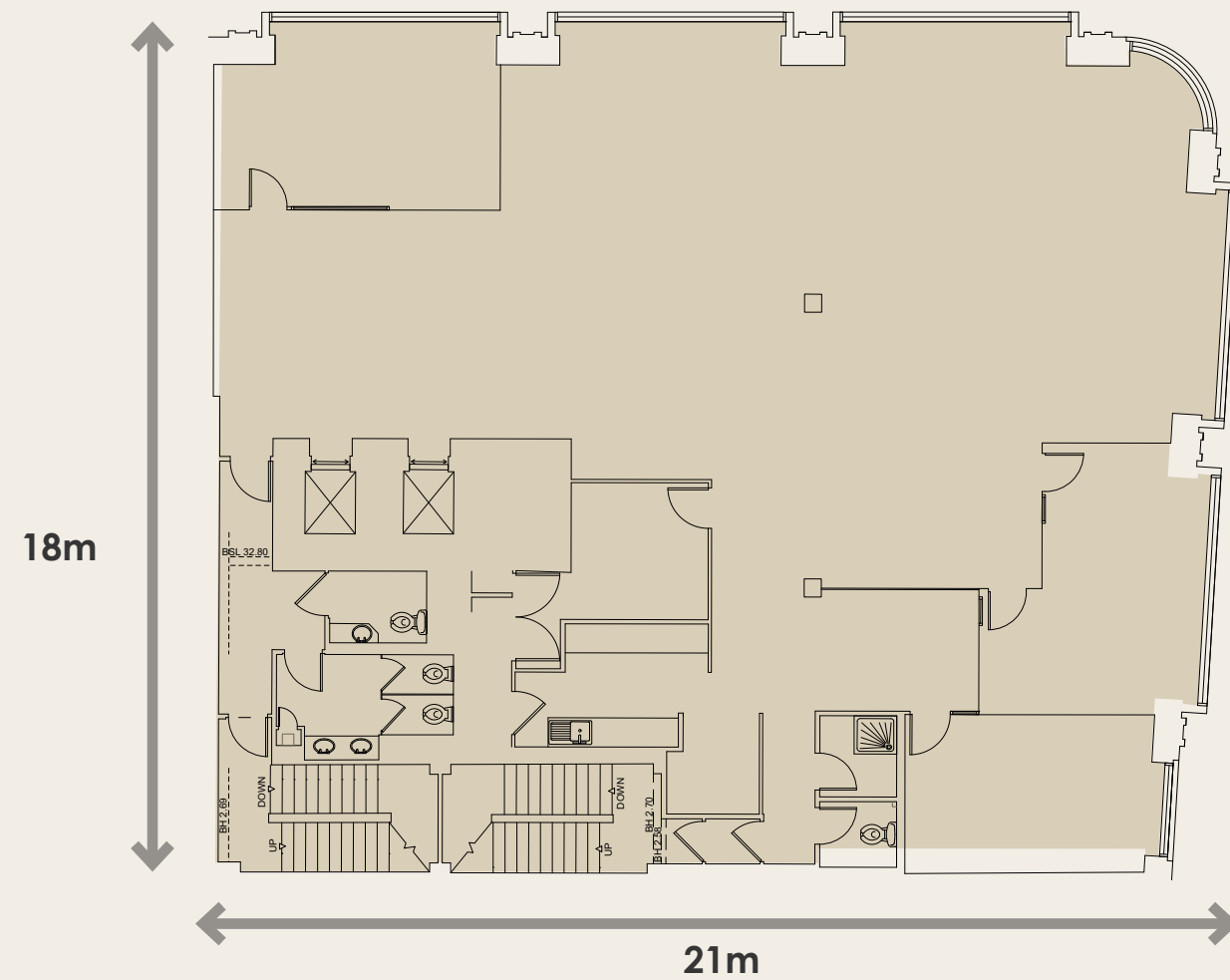
Servicing The Existing Building

Currently the existing building has no designated secure cycle spaces and no shower, changing facilities or locker provision for the building's users.

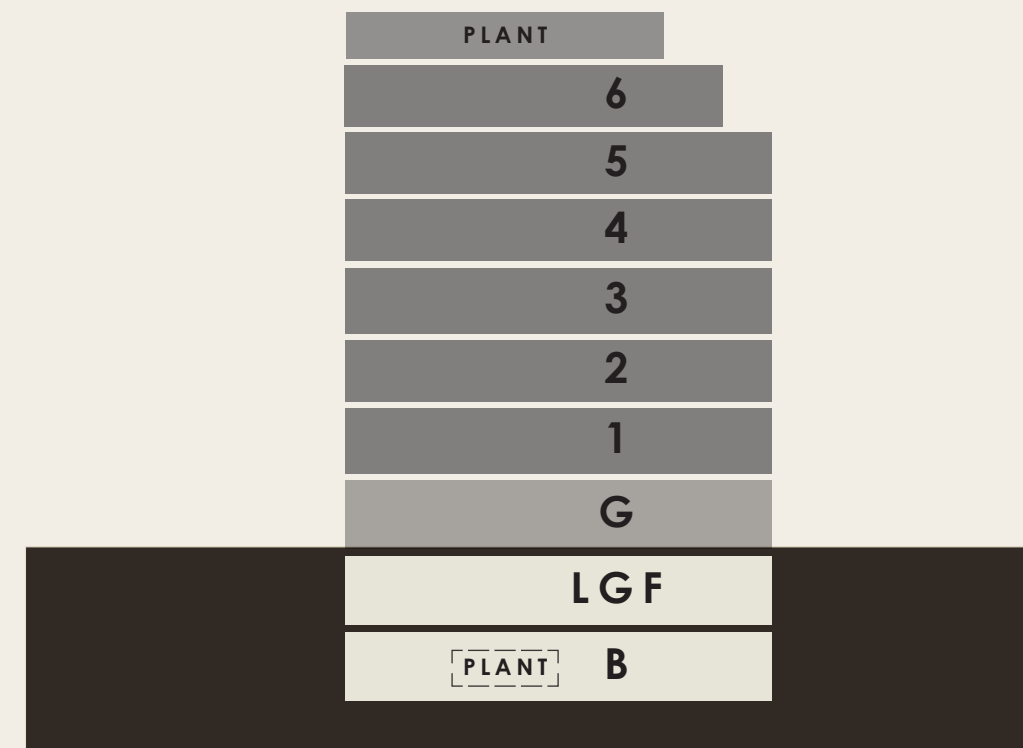
Cyclists currently leave their cycles in the bin store accessed via a shutter door on St Cross St. This space also doubles up as a ventilation point for the substation in the basement and is inadequate for use as a cycle store.



The existing arrangement
Typical Upper Floor



The existing arrangement
Typical Section



The Existing Building

The existing arrangement

- Existing building arranged over basement, lower ground floor, ground and six upper floors.
 - The current building is largely based on the arrangement from 1988.
- Served by two separate stair cores and 2 no. passenger lifts the floor plates are currently inefficient and could be optimised.
 - The lower ground floor houses office space with limited access to the vaults below the pavement.
- The basement is the location for the UKPN substation along with provision for some of the building's plant.
- Roof level houses the lift motor room, and the remainder of the plant which services the building's air handling needs.



Marmara

Section 3

Consultation Process

75 Farringdon Road

Pre-Application Presentation to London Borough of Camden

BuckleyGrayYeoman

29.02.16

**Documents submitted to London Borough of
Islington during pre-application process**

Pre-Application Consultations

Testing the proposals

Prior to the submission of this application the team have engaged in a pre-application meeting with Camden to present our proposals on Tuesday 29th March 2016.

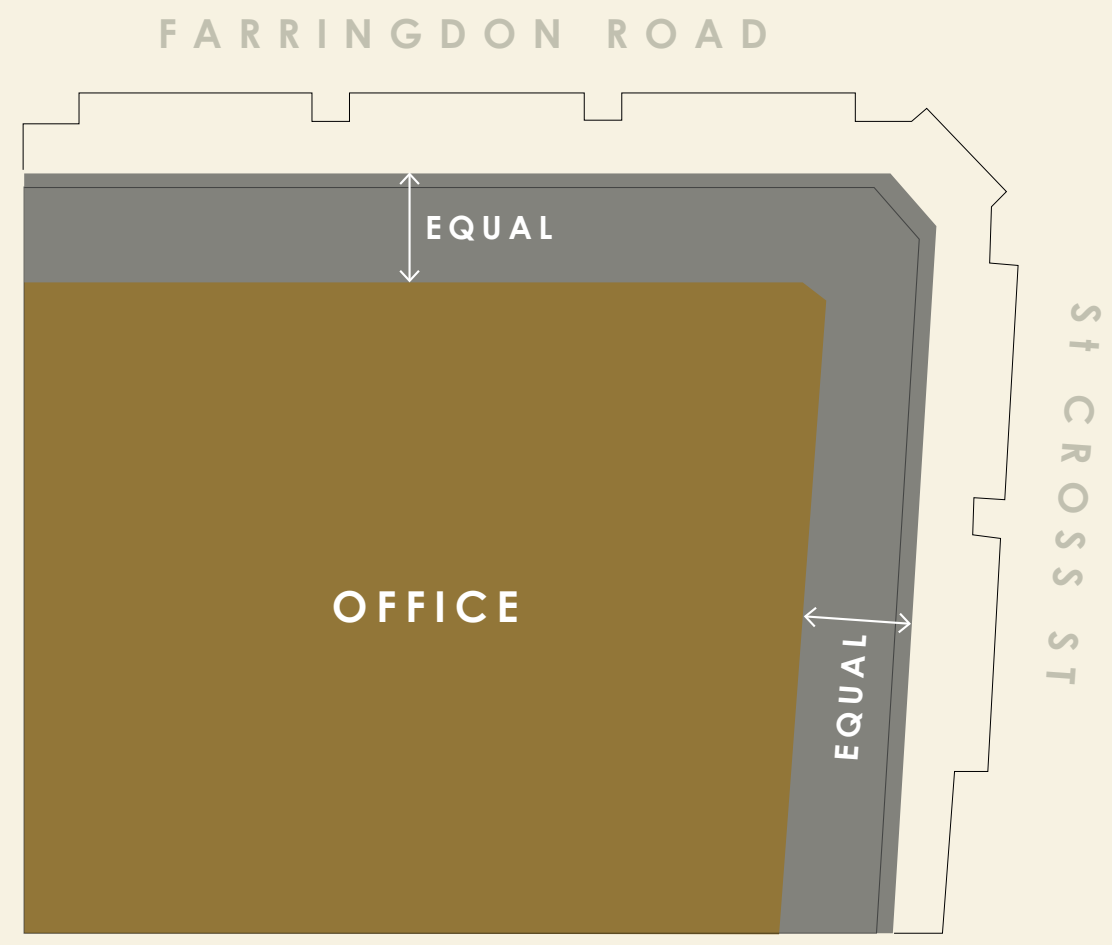
In response to the council's feedback, the design has been reconsidered and adjusted in order to align with the high quality design principles set out in the formal pre-app response.

The principles of our discussions with Camden have focussed primarily on the overall design of the building and fall into the below categories:

01 - Height & Massing

02 - External Appearance

03 - Engagement at Street Level



**Revised
Proposal**

Pre-Application Feedback

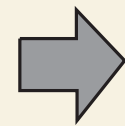
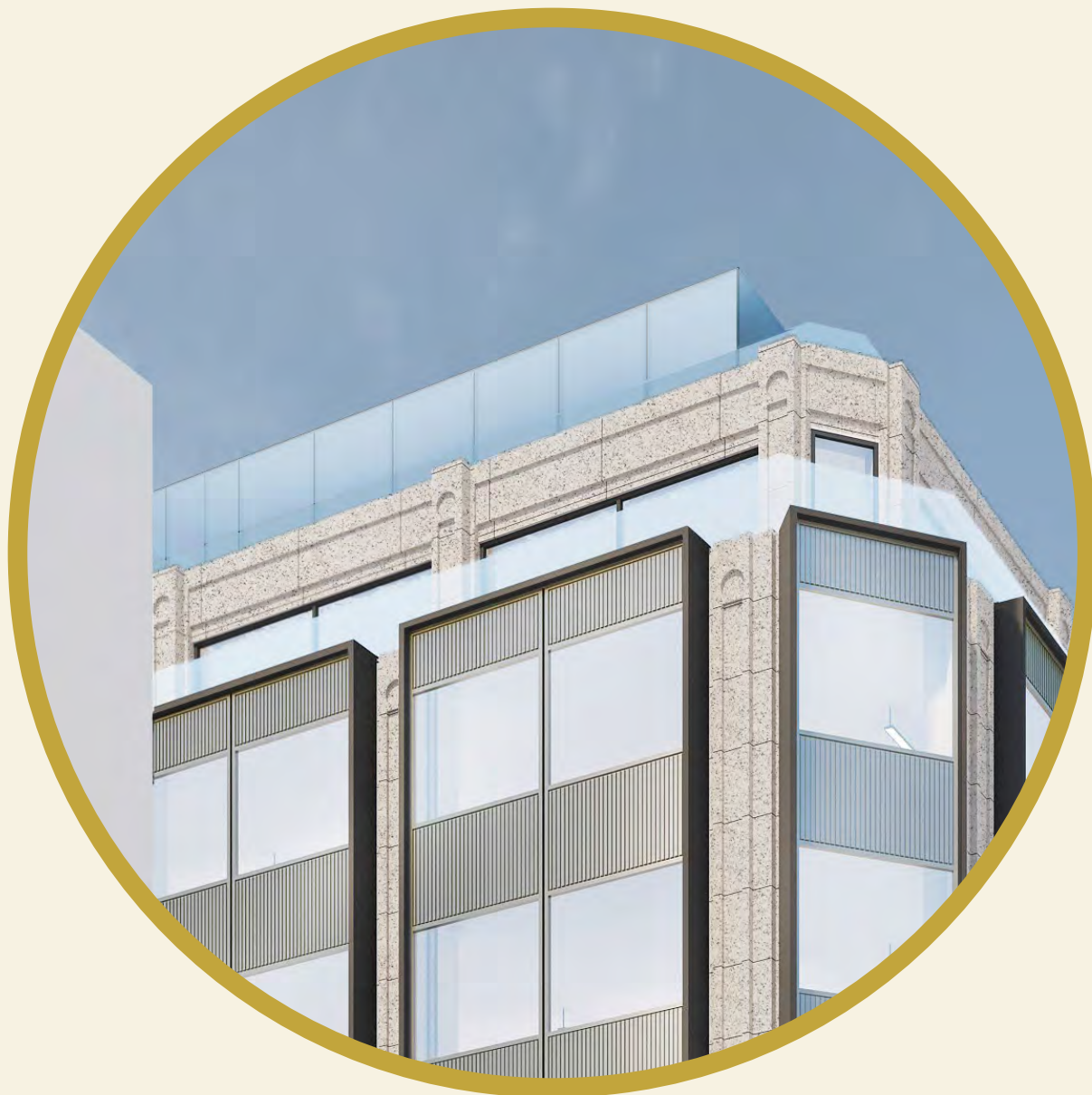
Height and Massing

- At our pre-application meeting, the team presented a ground plus six storey building with a proposed set back seventh floor. The response from Camden was that the addition of one storey was considered acceptable in principle.
- Camden however requested that the rooftop addition be equal in set back to both St Cross St & Farringdon Road
 - In response we have adjusted the mass of the rooftop addition in order to offer a more balanced proposal

Pre-App 01

29/03/16

**Further
Development**



Pre-Application Feedback

External Appearance

The rooftop addition presented at pre-app was designed as a glass box, intending to appear as a lightweight and unobtrusive extension.

Camden noted that the addition should have a more solid appearance and welcomed the changes that were made to the external appearance of the addition.

In place of a glazed box, we have proposed a composite metal panel which lines through with existing facade, maintaining and enhancing the order of the elevation. Well proportioned windows provide views over the city and improve the quality and amenity of the new office space.

Camden also requested that the previously proposed glazed balustrade be changed for a more contemporary metal balustrade, which has now been incorporated.

PRE-APP

THE PROPOSALS

OVERHAUL THE CURTAIN WALLING TO INCREASE THE GLAZED AREA AND INTEGRATE NEW CONTEMPORARY SPANDREL PANELS

NEW DEEPER CAPPING TO FRAME THE GLAZING

DEEP CLEAN TO STONework TO REVITALISE THE EXISTING FACADE



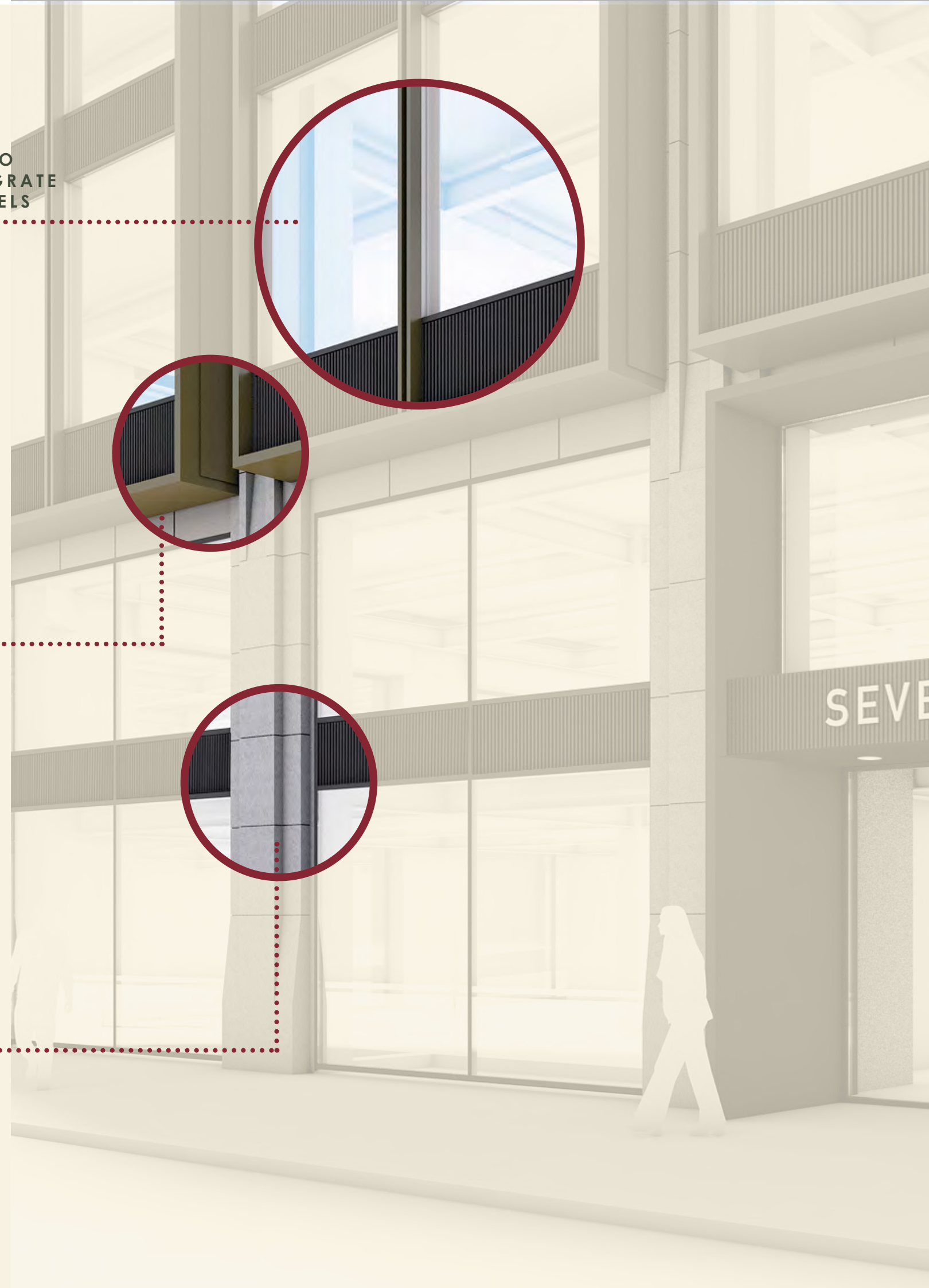
Dated Curtain Walling



'Flat' facade with poor definition



Dirty Stonework



Pre-Application Feedback

External Appearance

The existing facade has a dated appearance with a curtain walling system that is nearing the end of its life-span, and is in need of an overhaul with stonework that requires cleaning to update the building image.

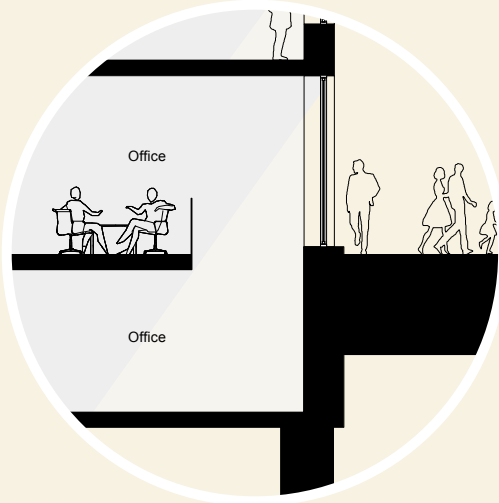
It was agreed that the existing curtain walling to the facade is to receive a full overhaul and the proposals would see the window heads being raised, and cill's lowered in order to bring more daylight into the office space; new spandrel panels would update the look and feel of the facade and a deeper capping frame the windows and add relief.



Lower stall riser to increase glazed opening and soften the edge of the building



Create a new visual link from the street to LGF



Set back ground floor slab in order to activate the lower ground floor plan



Pre-Application Feedback

Engagement with the Street

“The ground floor level should be articulated so that it is an attractive frontage”

- Camden noted that the building should offer an attractive frontage and in turn a stronger relationship with the street.
- At present the existing building does not effectively engage with the street. Farringdon road is an extremely busy thoroughfare and a great opportunity to reinvigorate the building's relationship with the street.
- Existing granite stallrisers, dark tinted windows and full floor plate could be made to work harder and improve the building.
- The proposal removes the stall risers for greater connectivity with pedestrian traffic and cuts the ground floor slab away from the facade providing increased daylight to lower levels & activating the lower ground floor area.