



# **Planning and Transportation Committee**

## **PRESENTATION**

**Date:** TUESDAY, 26 JANUARY 2021  
**Time:** 10.30 am  
**Venue:** VIRTUAL PUBLIC MEETING, ACCESSIBLE REMOTELY

4. **55 GRACECHURCH STREET LONDON EC3V 0EE**  
Report of the Interim Chief Planning Officer and Development Director.

**For Decision**  
(Pages 1 - 154)

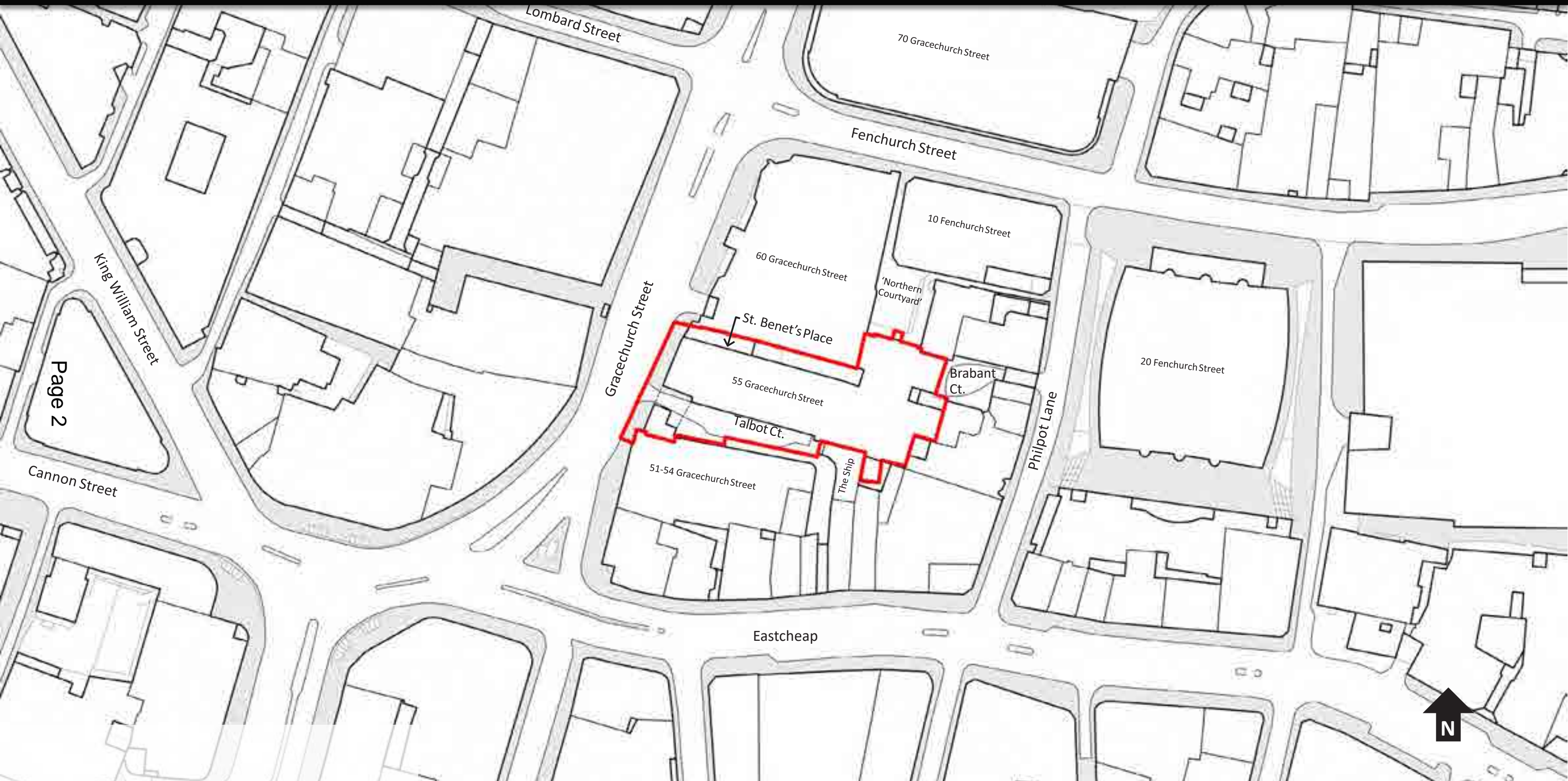
**John Barradell**  
**Town Clerk and Chief Executive**

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**55 Gracechurch Street**  
**Planning & Transportation Committee**  
26 January 2021

# 55 Gracechurch Street









55 Gracechurch Street



Talbot Court











# 55 Gracechurch Street







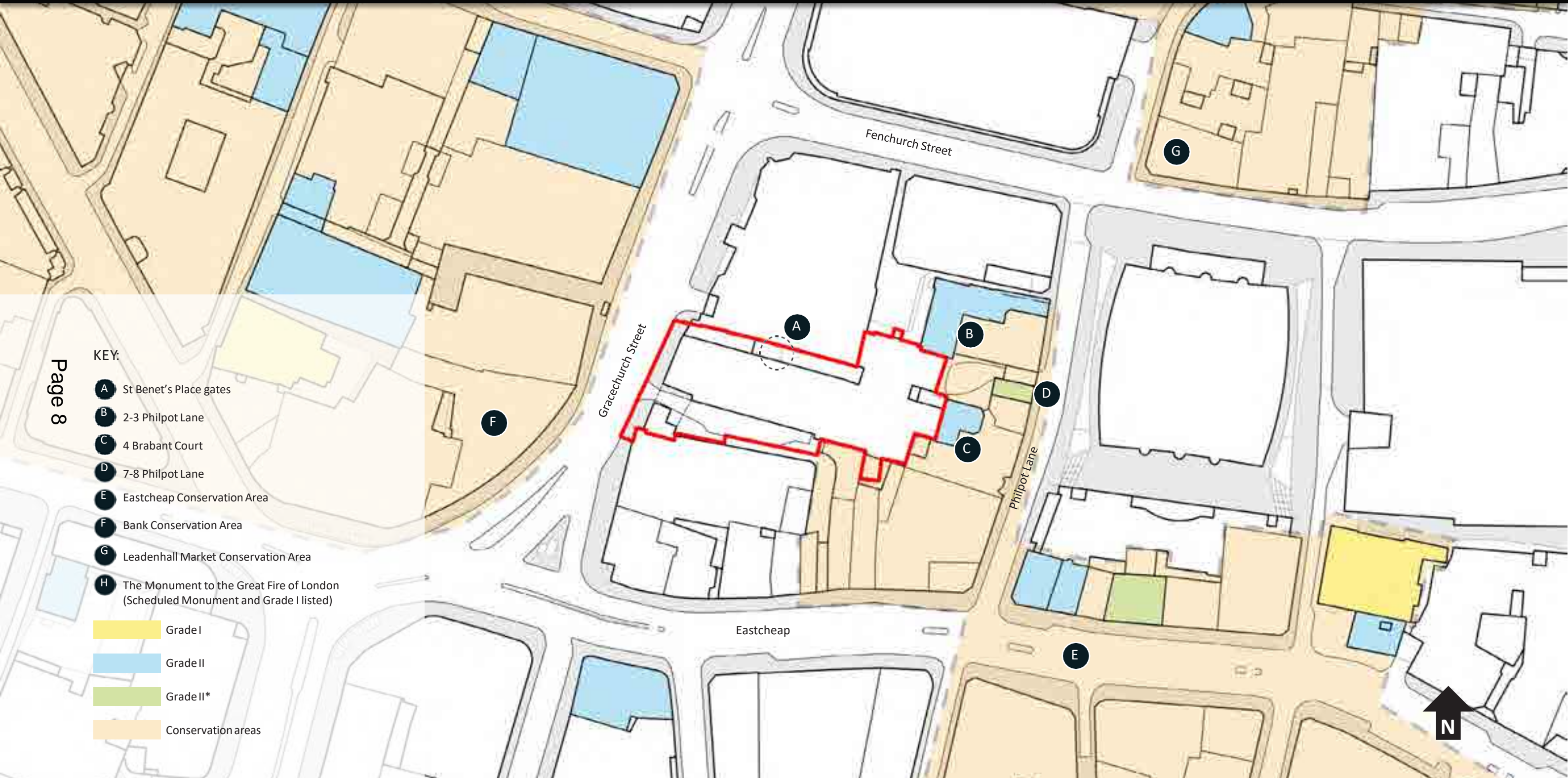


# 55 Gracechurch Street

Page 8

## KEY:

- A** St Benet's Place gates
  - B** 2-3 Philpot Lane
  - C** 4 Brabant Court
  - D** 7-8 Philpot Lane
  - E** Eastcheap Conservation Area
  - F** Bank Conservation Area
  - G** Leadenhall Market Conservation Area
  - H** The Monument to the Great Fire of London (Scheduled Monument and Grade I listed)
- 
-  Grade I
  -  Grade II
  -  Grade II\*
  -  Conservation areas




Heritage assets



# 55 Gracechurch Street

Page 9

- 01 1 Leadenhall St. - Make Architects 02  
6-8 Bishopsgate - WilkinsonEyre  
3. 22 Bishopsgate - PLP  
4. Leadenhall Building - RSH+P  
5.1 Undershaft - Eric Parry Architects 06 20  
St Mary Axe - Foster + Partners 07 100  
Leadenhall St. -SOM  
8. 52 Lime St. - KPF  
9. 40 Leadenhall St. - Make Architects  
10 20 Fenchurch St. - Rafael Viñoly Architects  
11 100 Bishopsgate - Allies and Morrison  
12 50 Fenchurch St. - Eric Parry Architects

 Under construction

 Consented


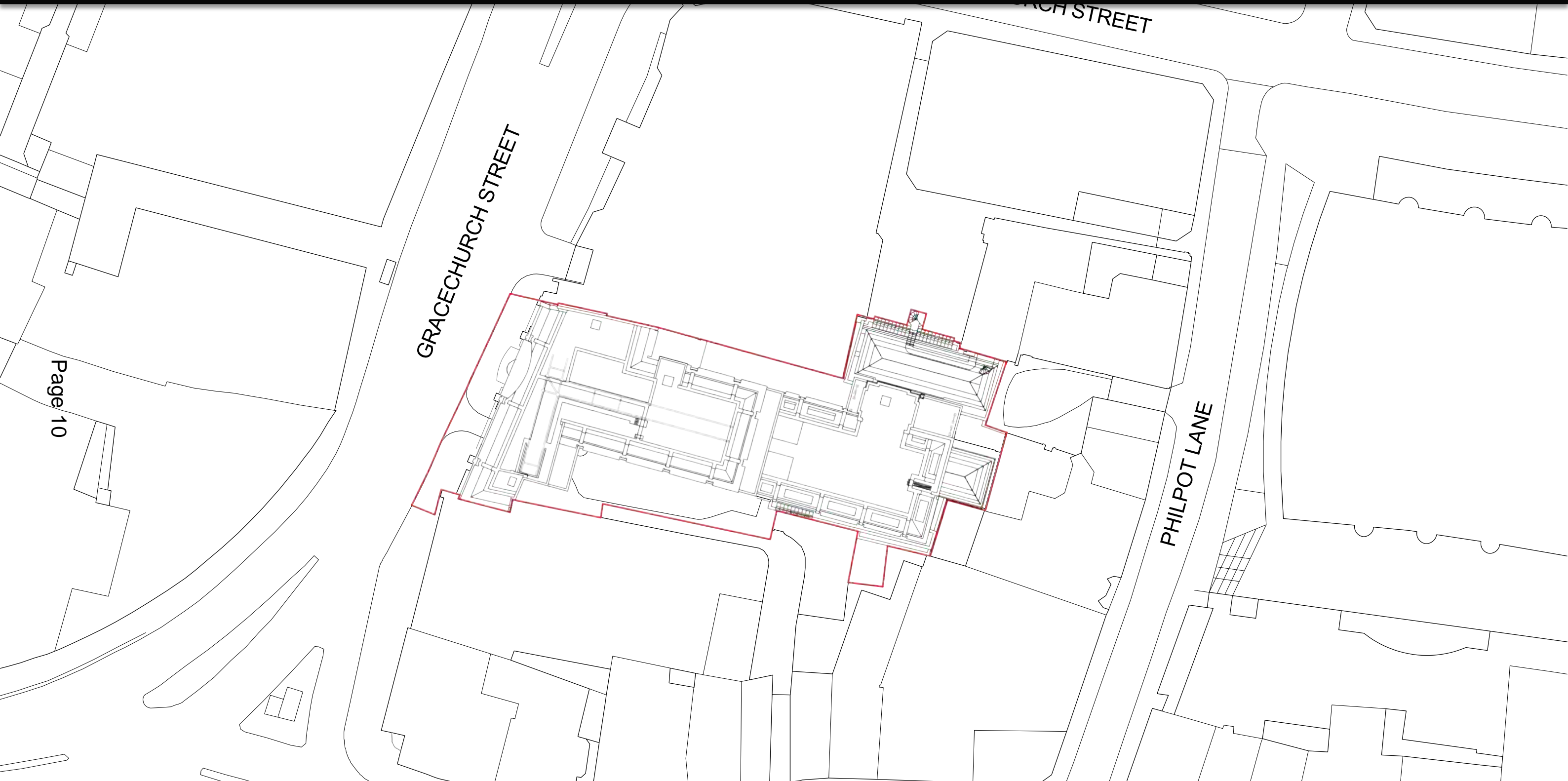
 55 Gracechurch Street

Image source: VU.CITY

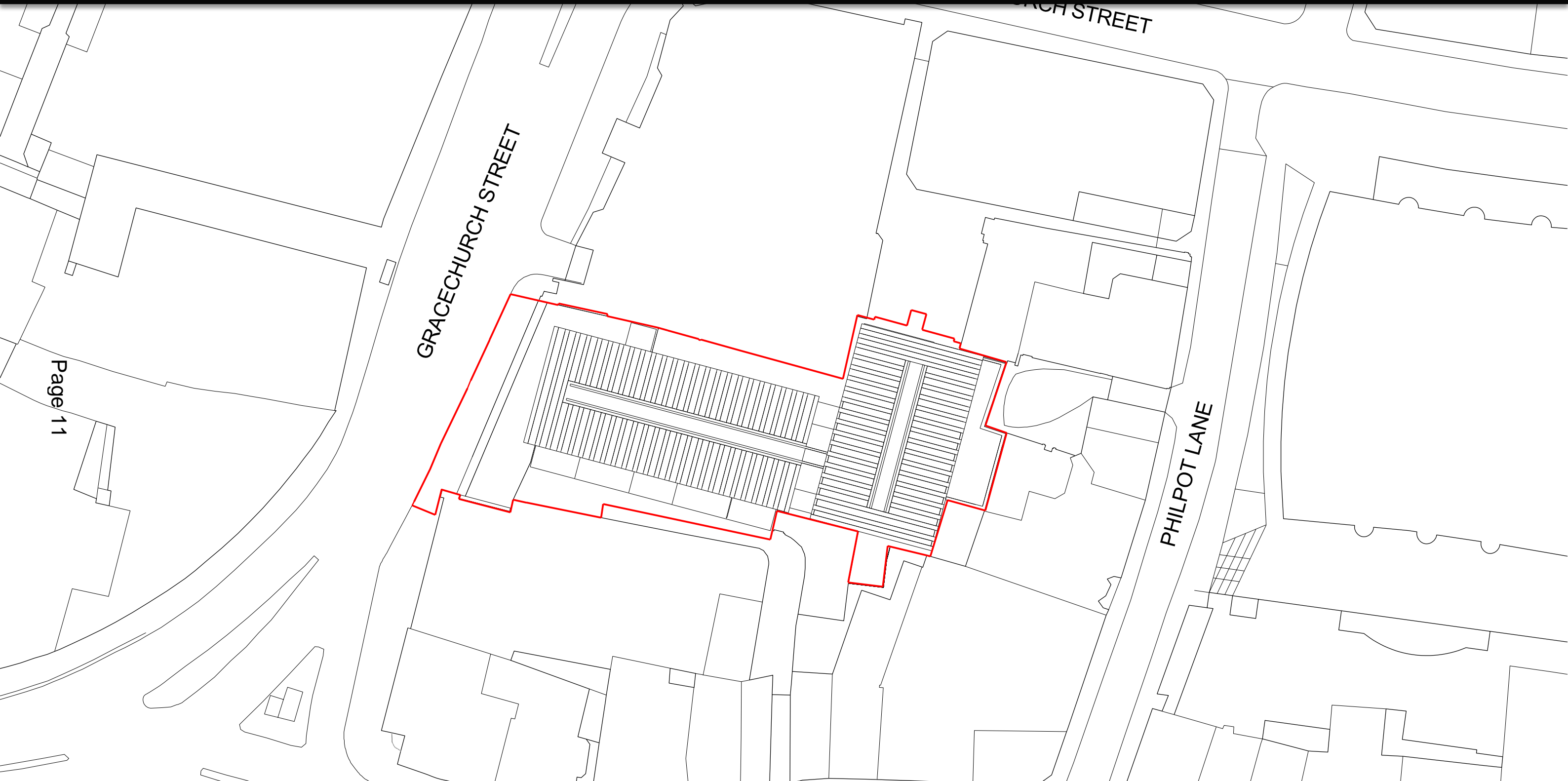


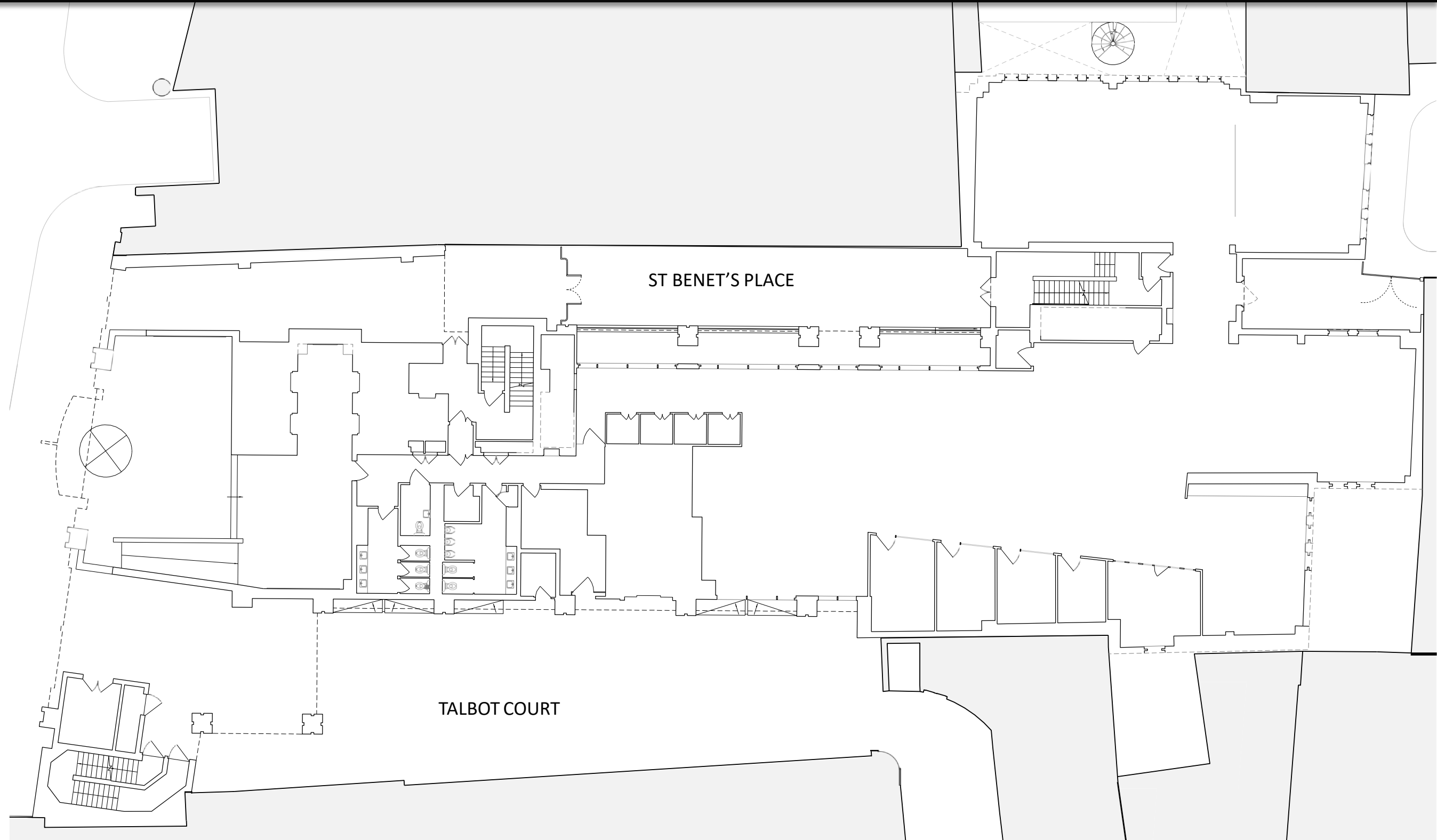
Emerging building context

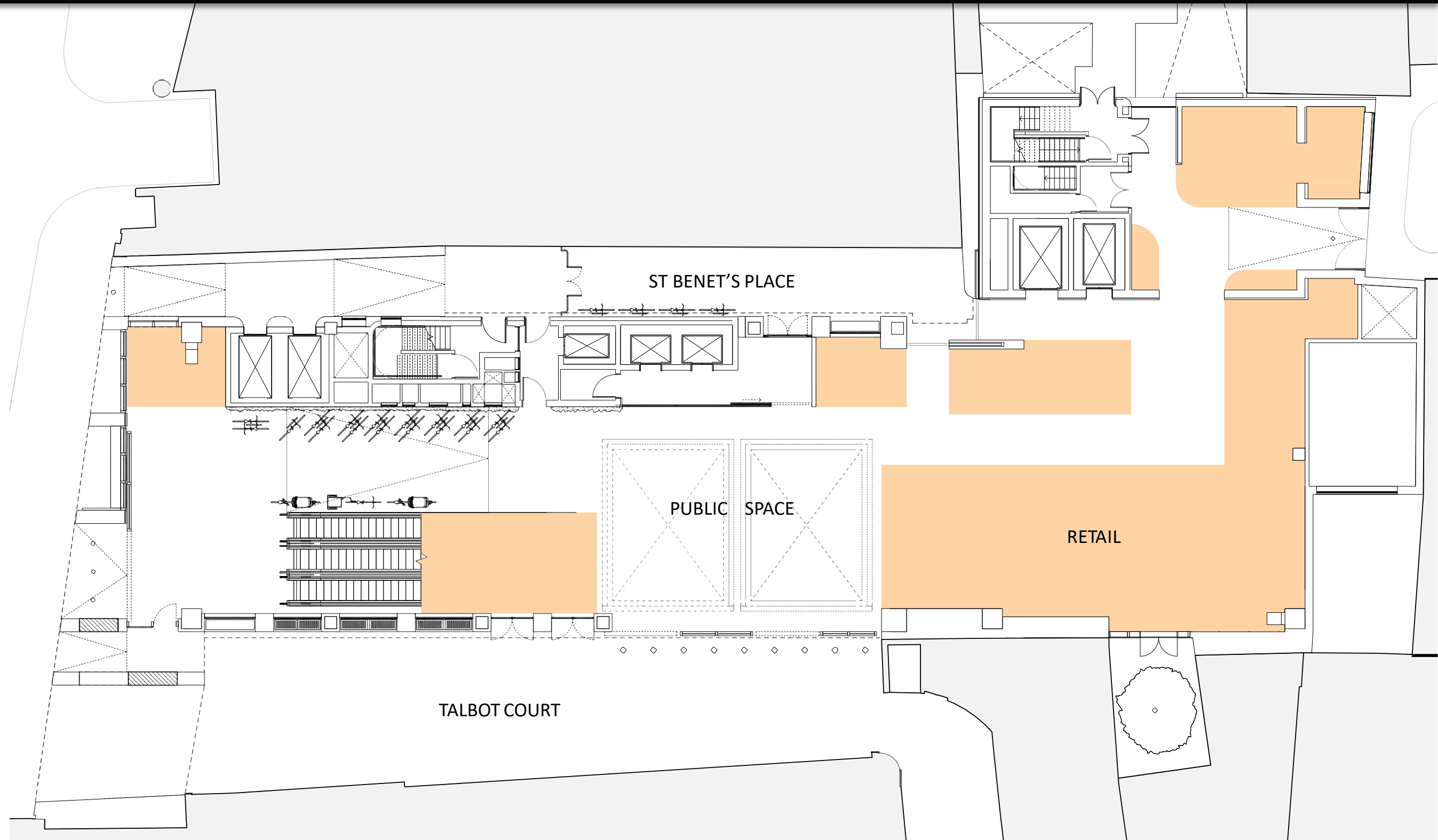


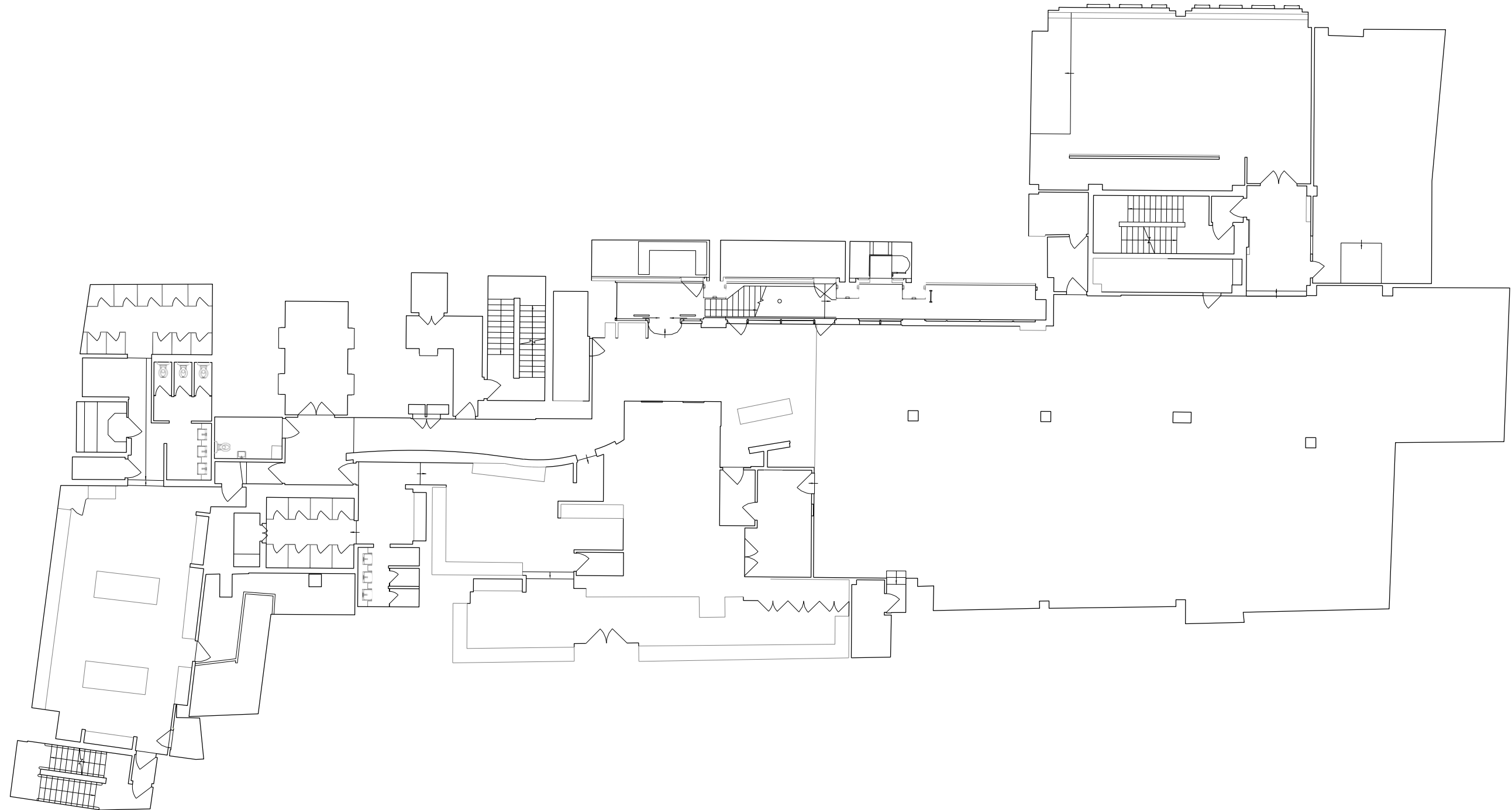




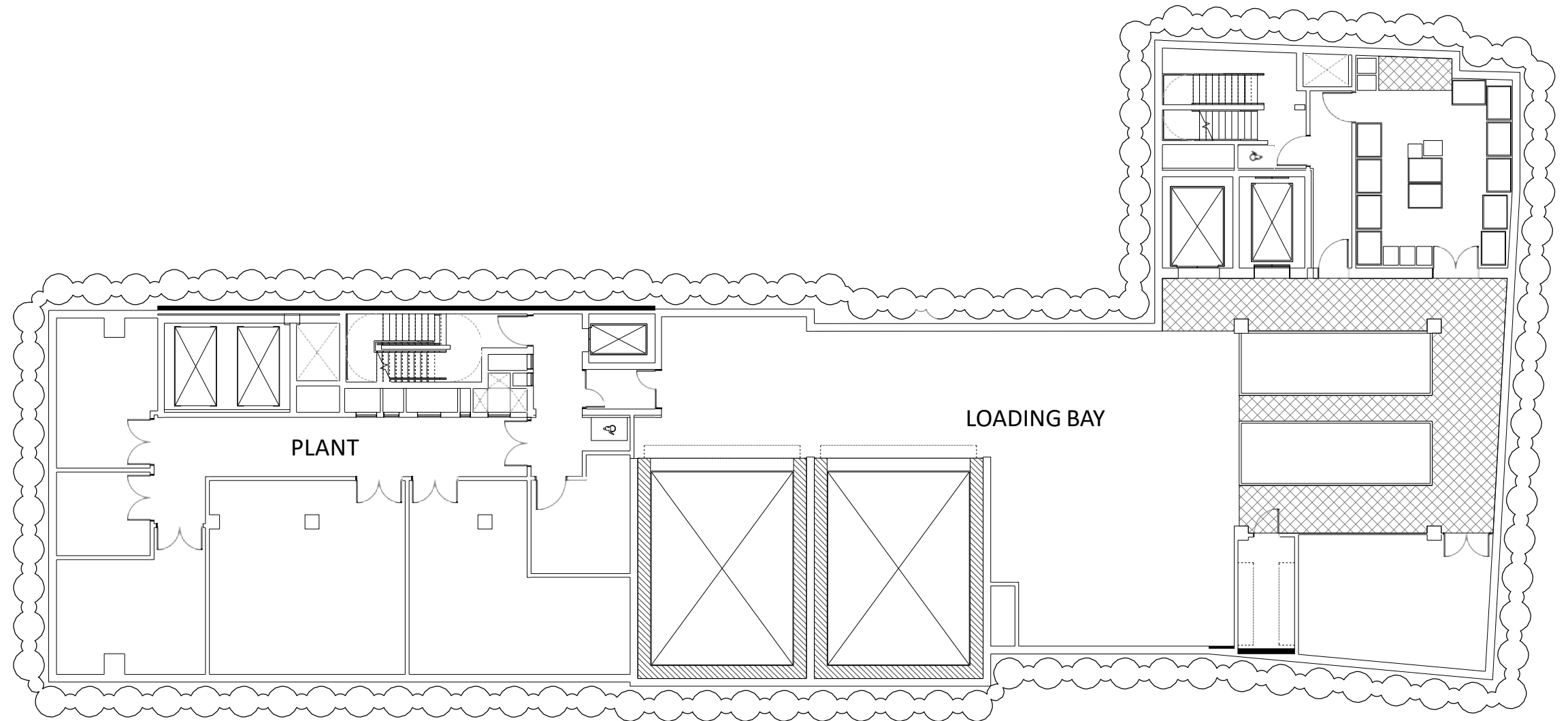


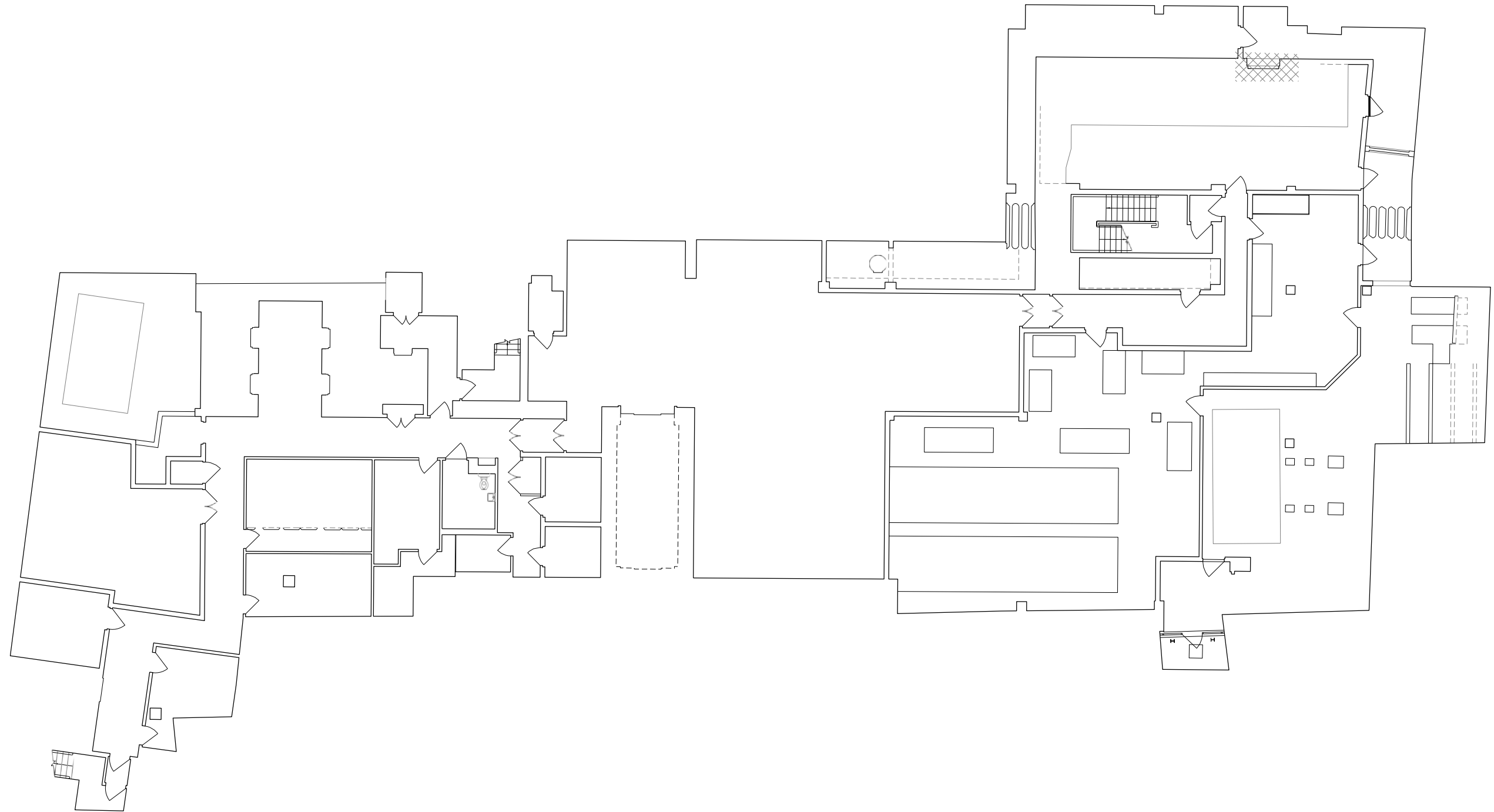


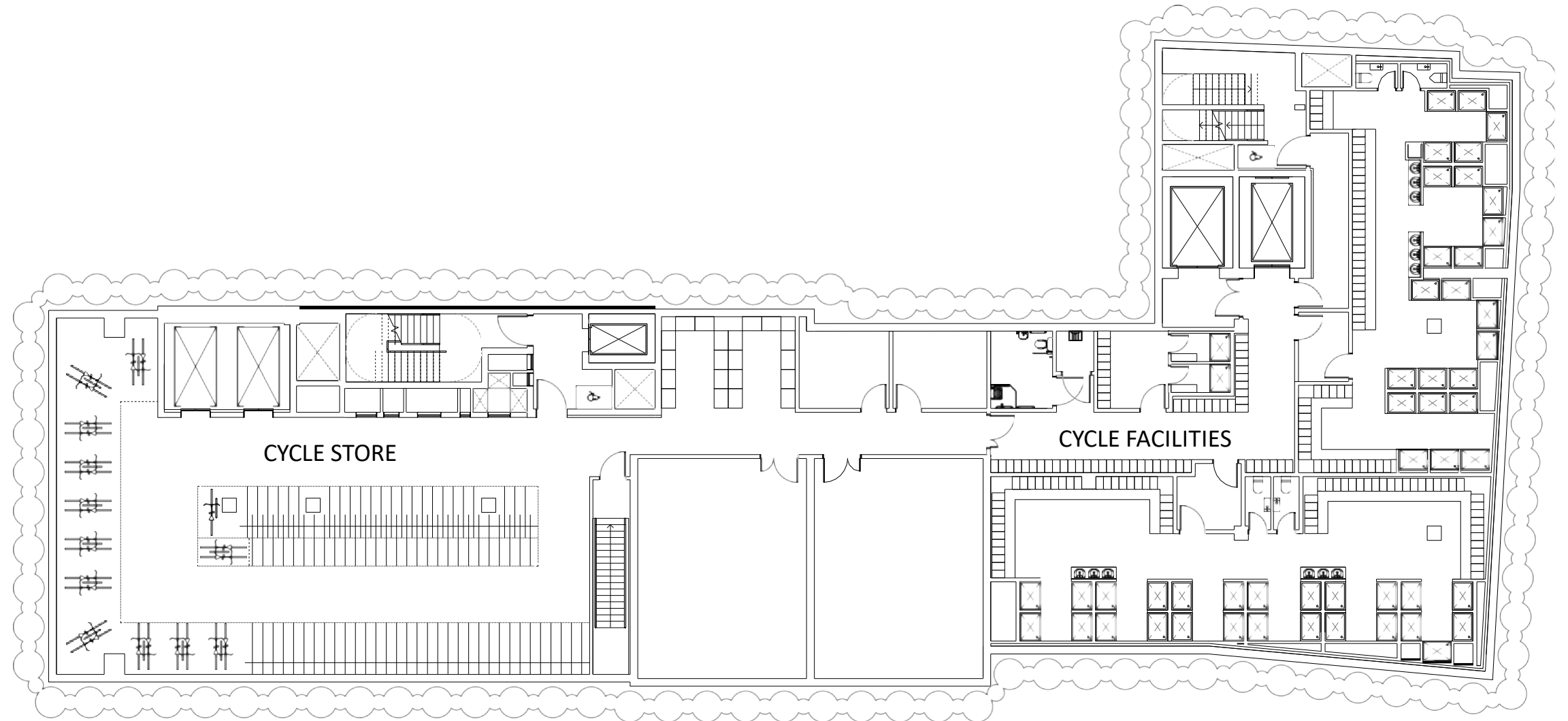


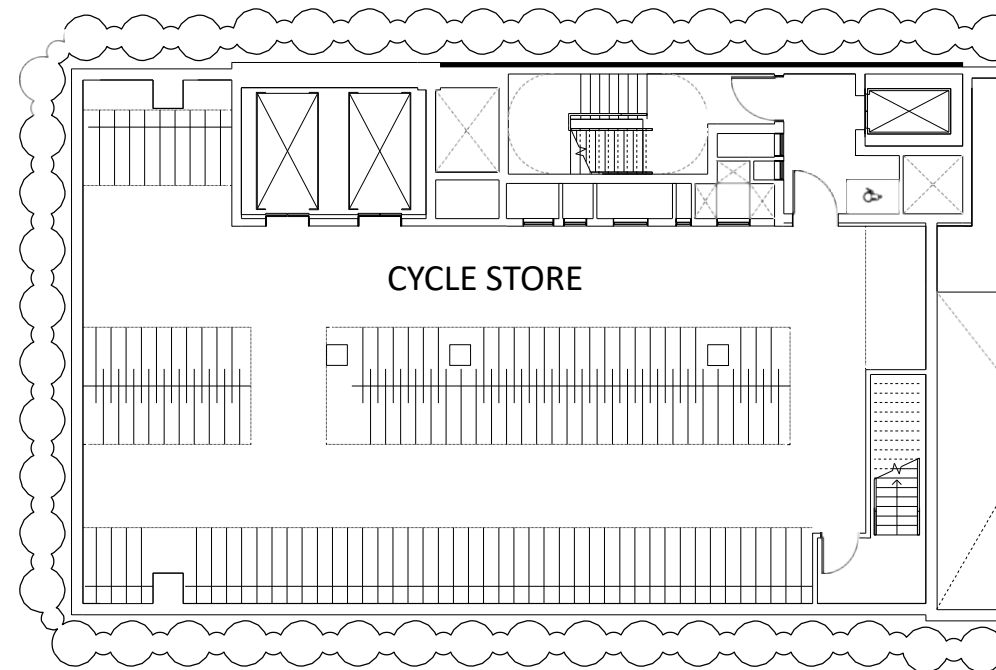




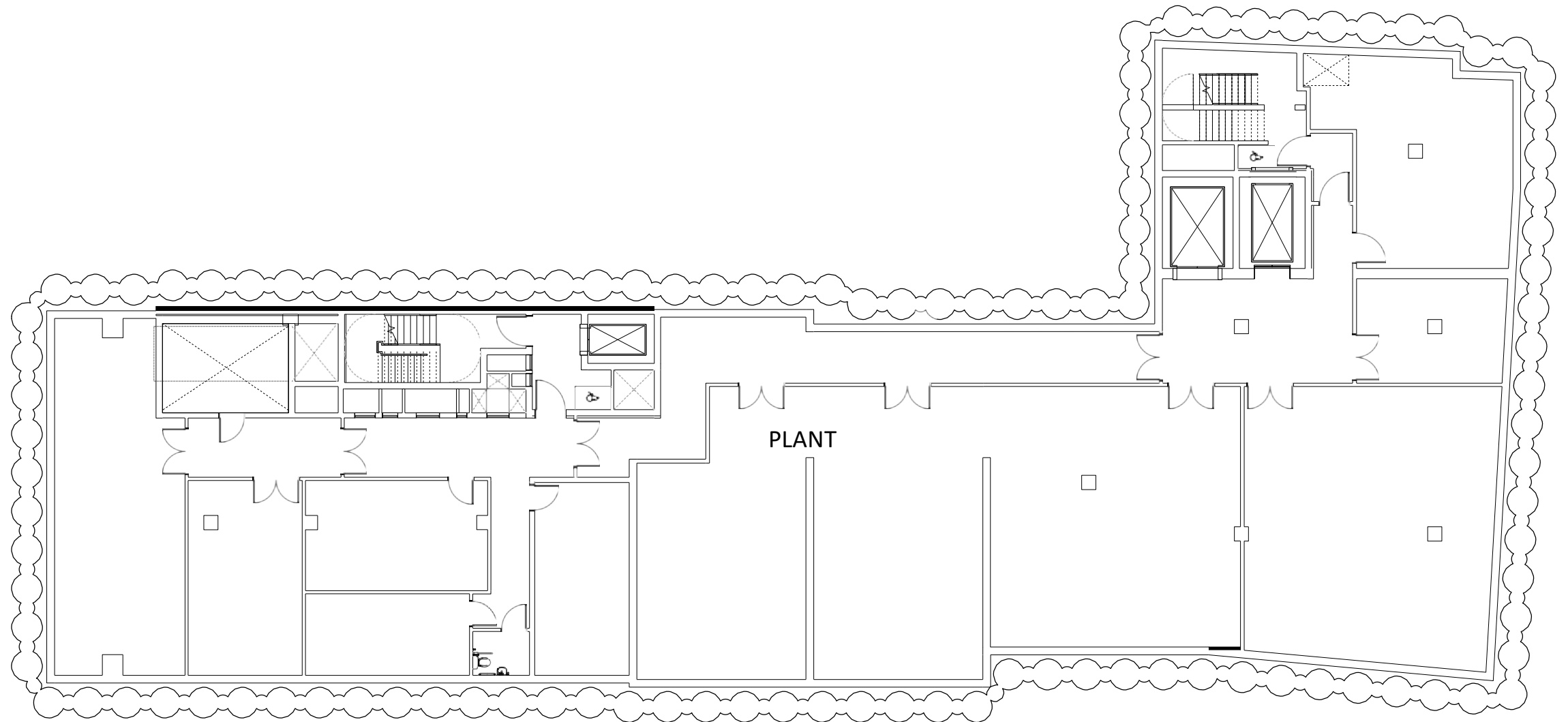


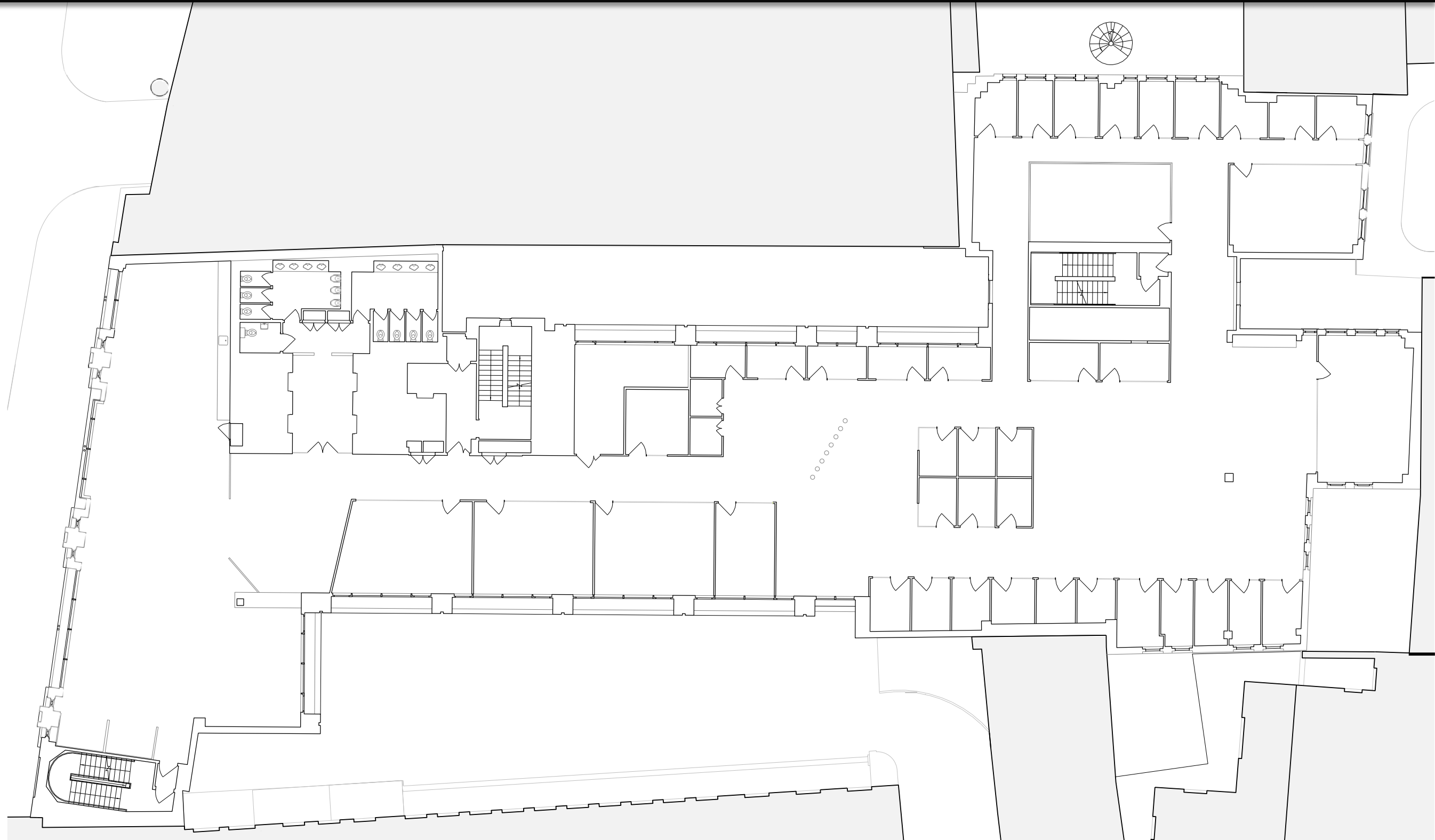


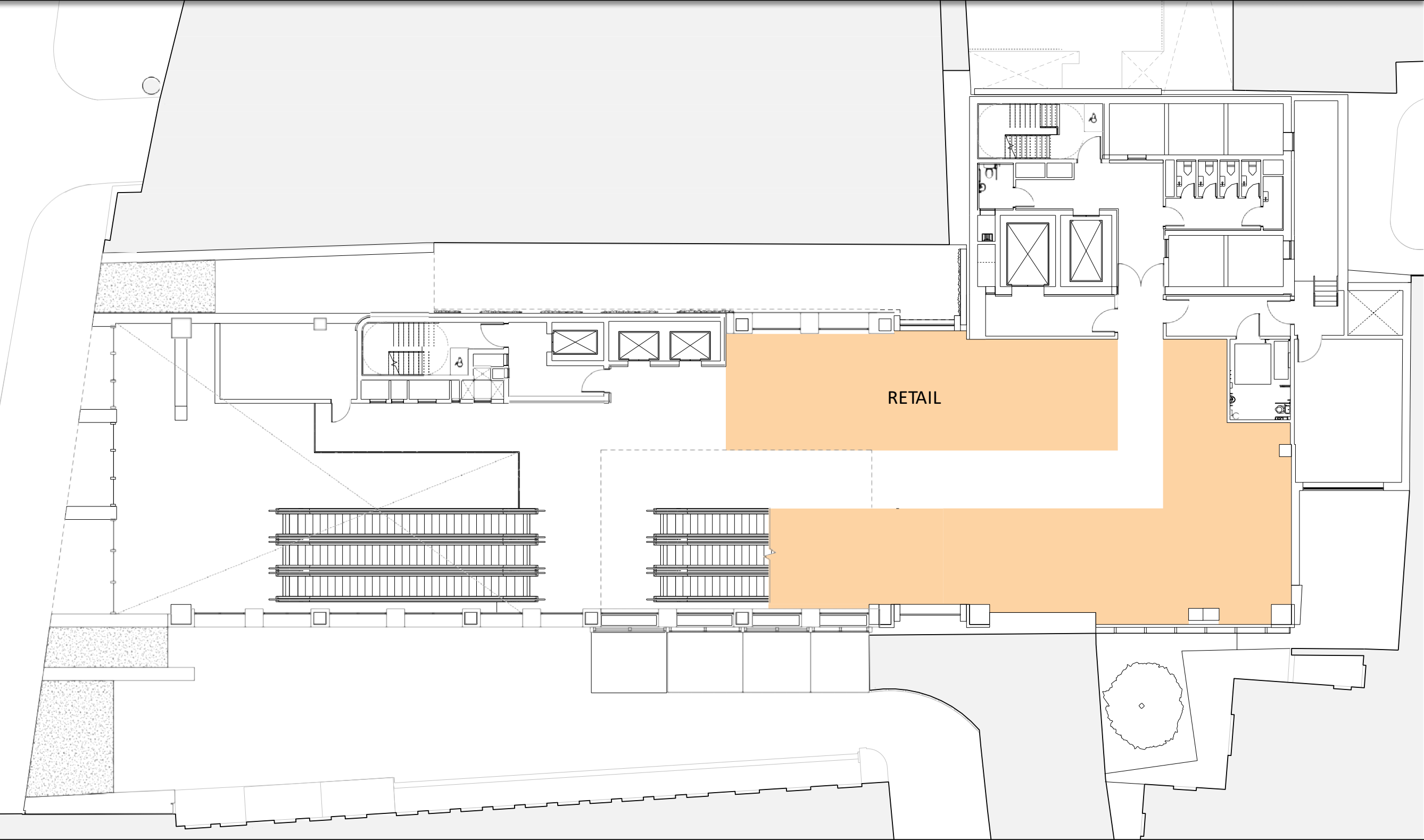


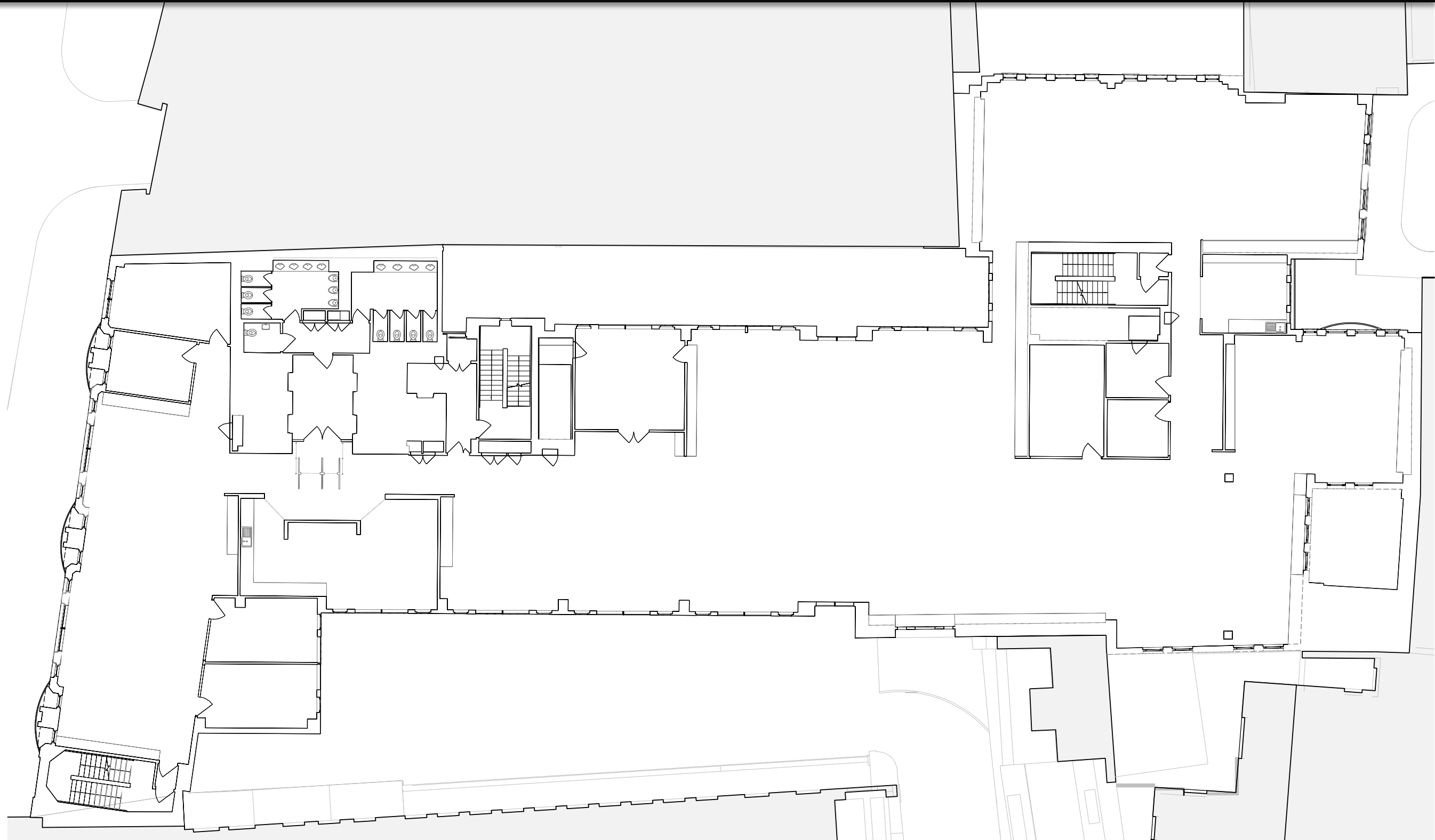


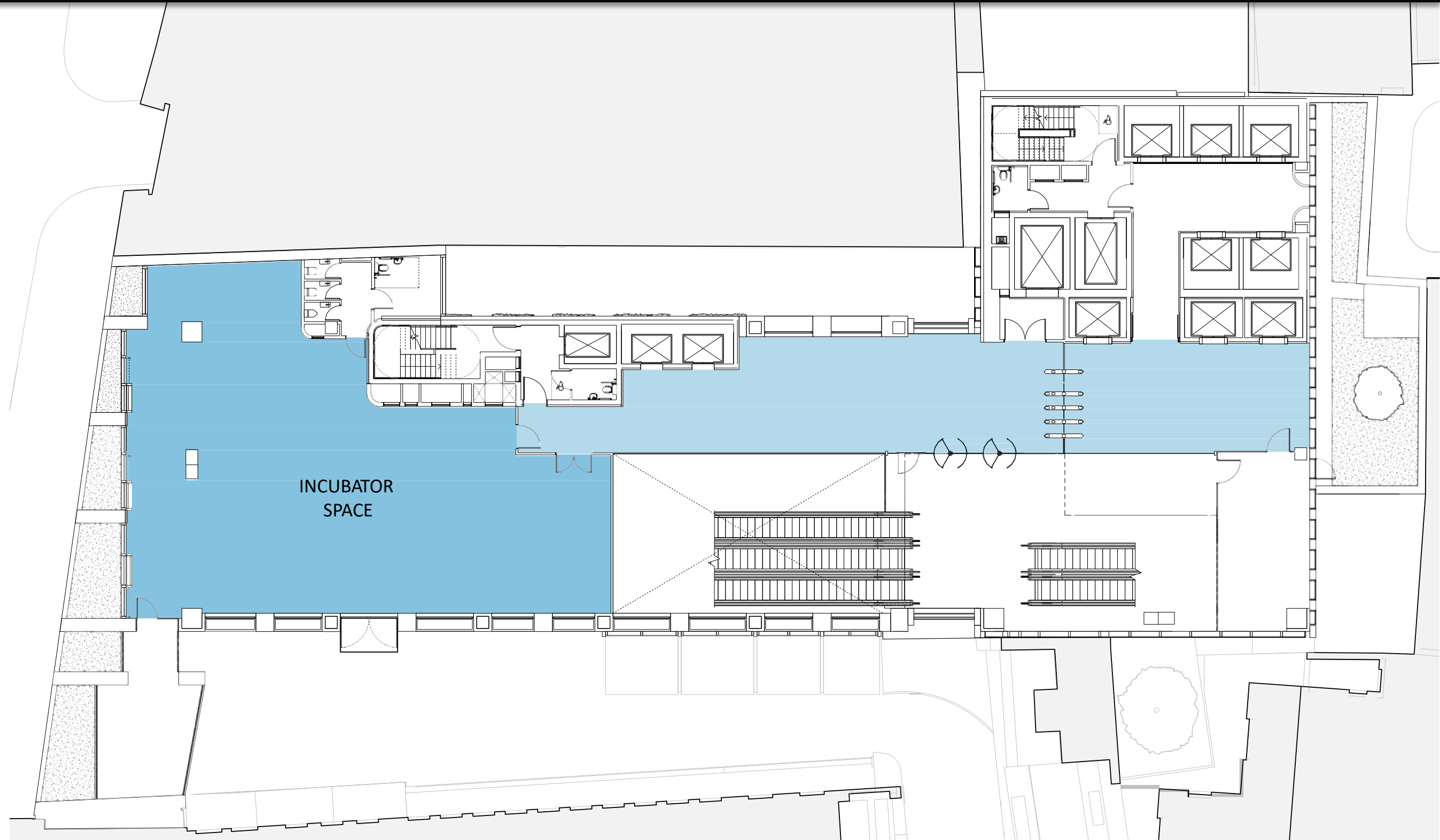


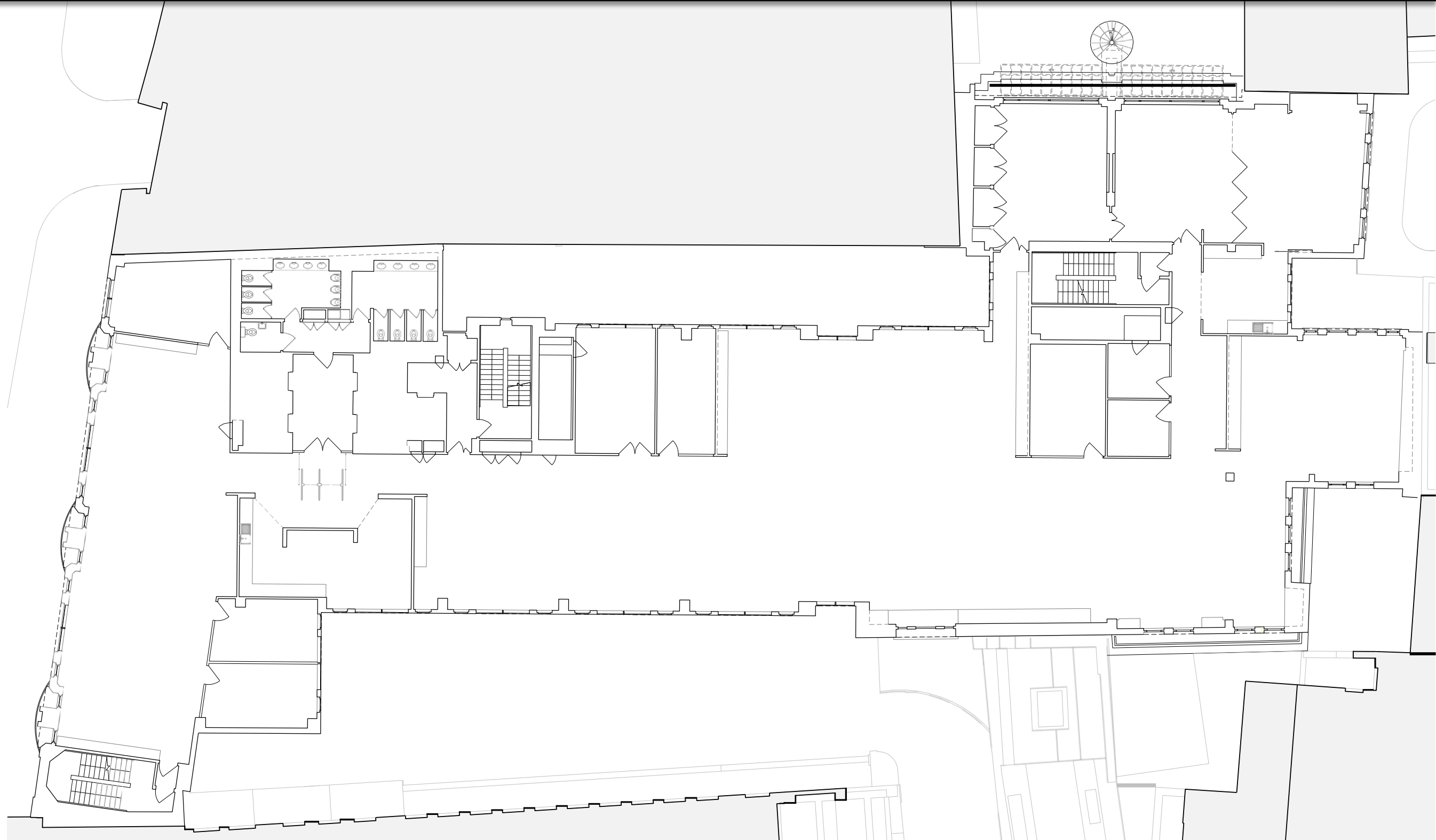


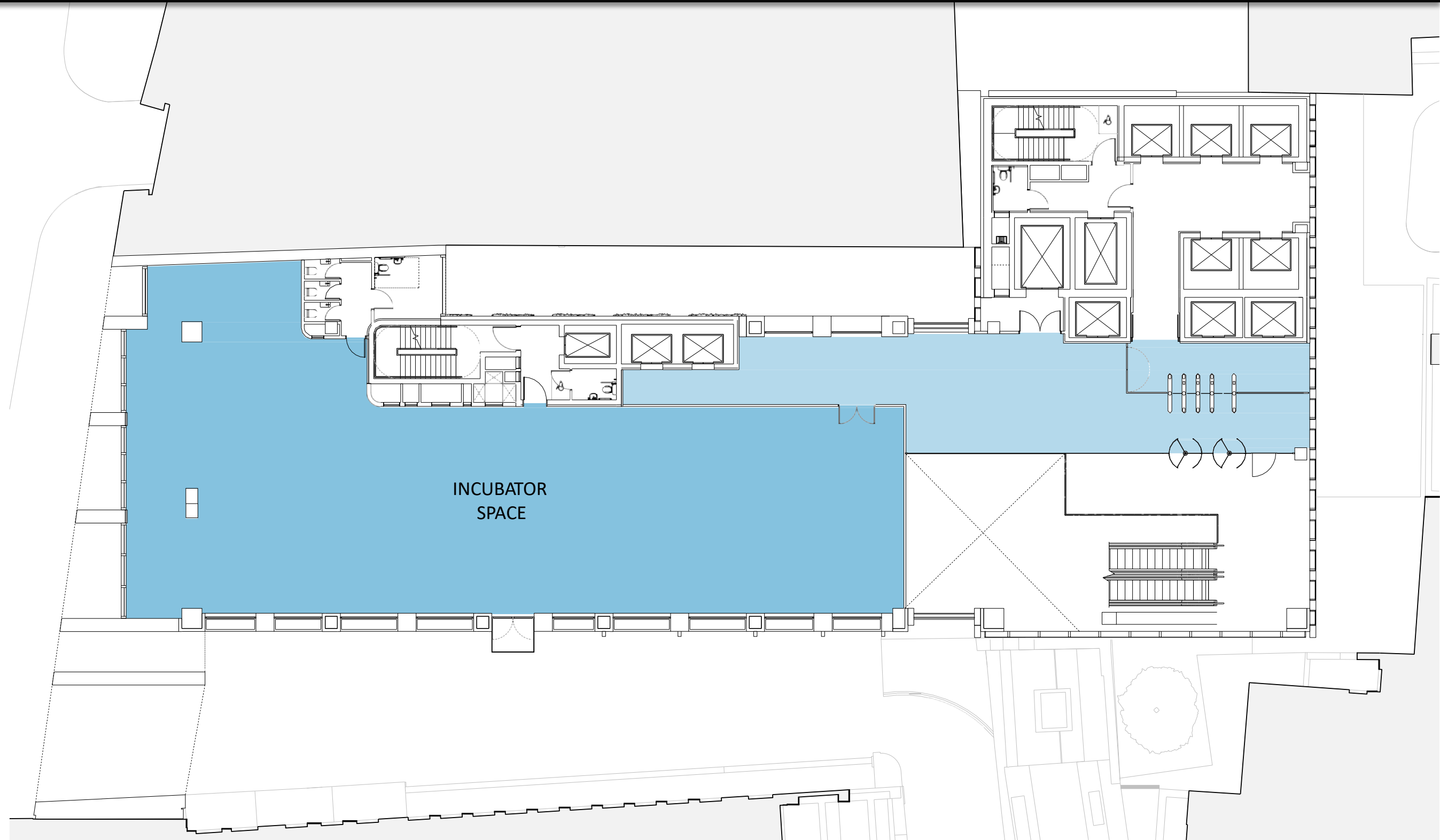


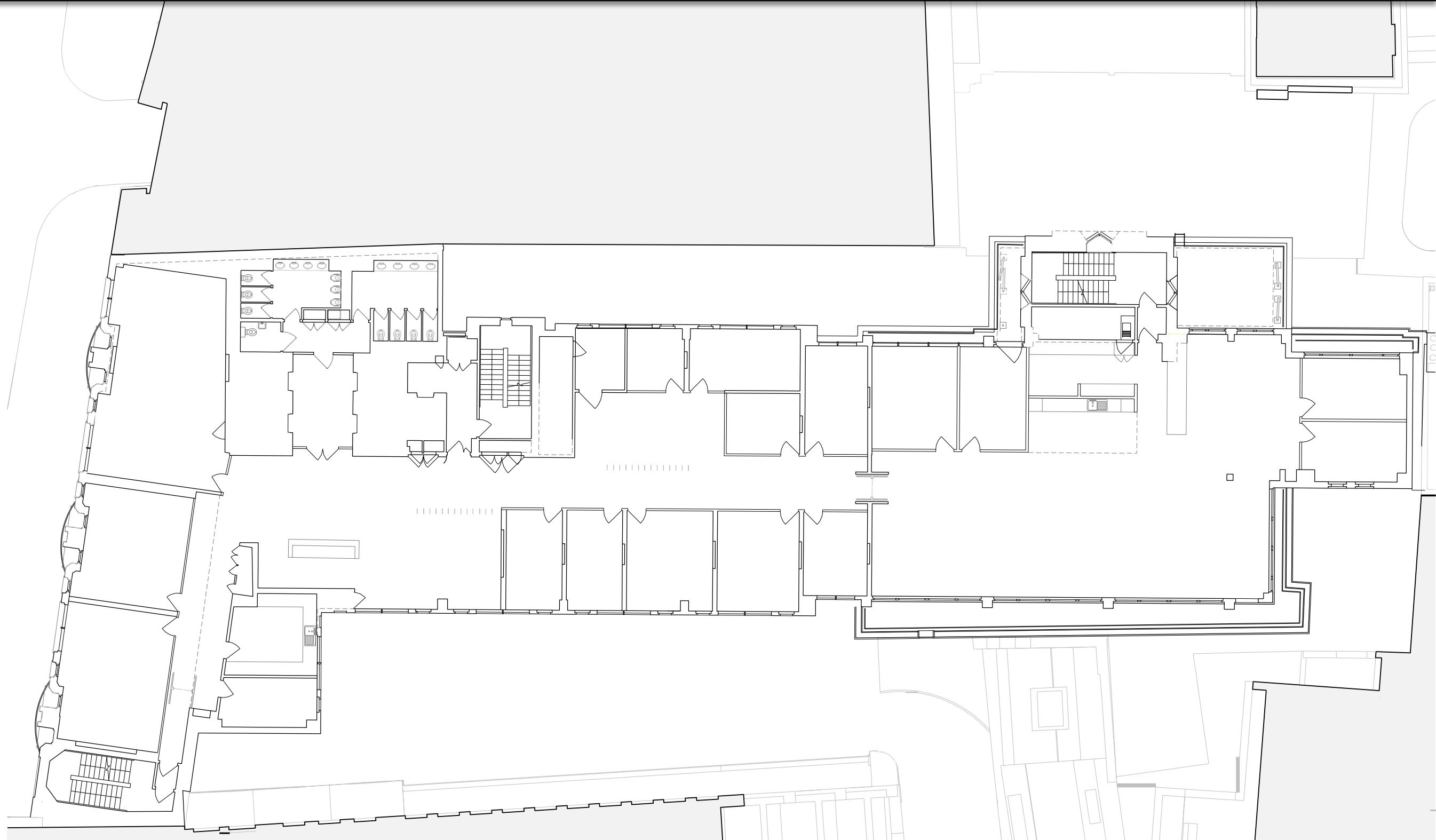




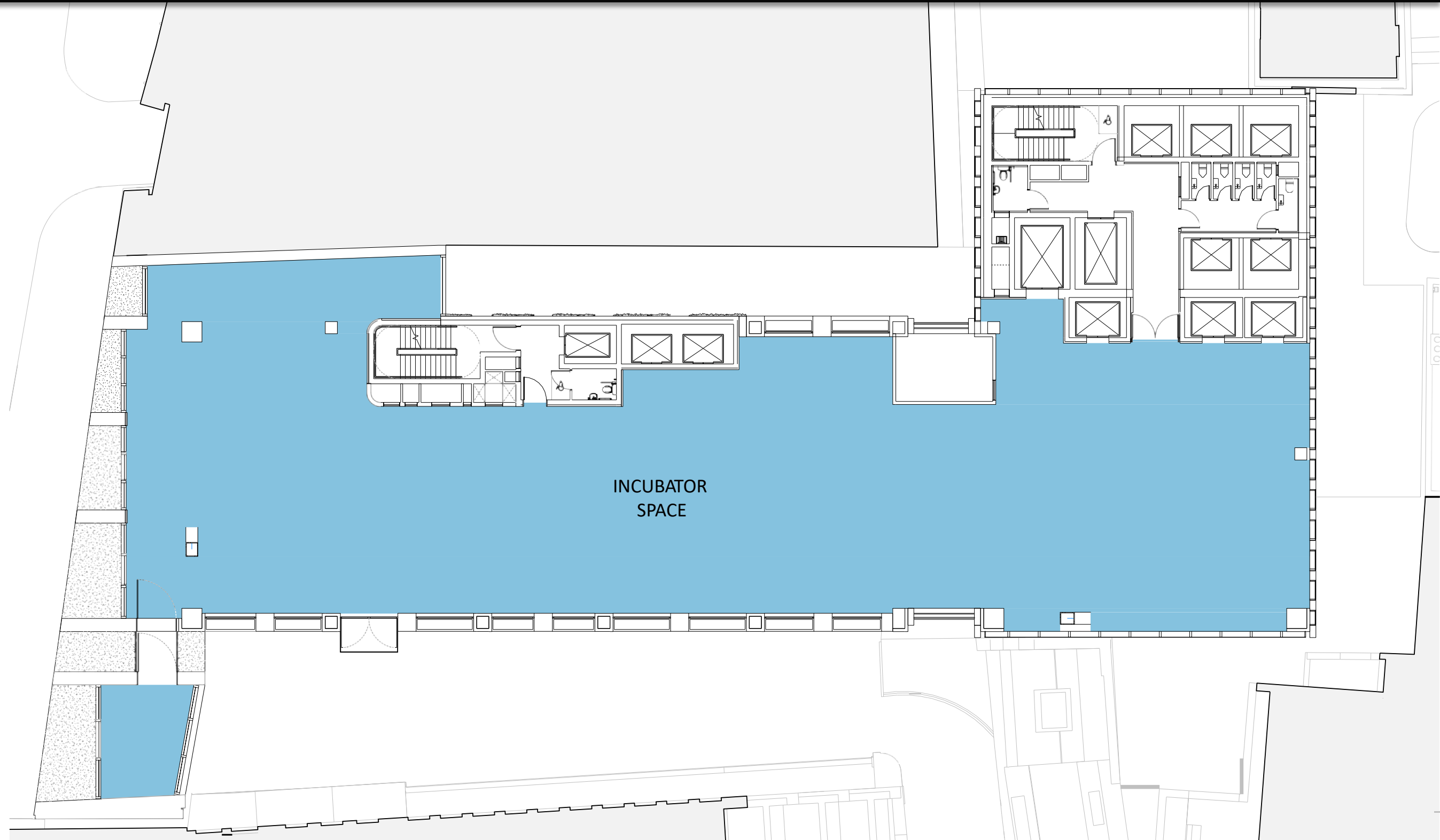


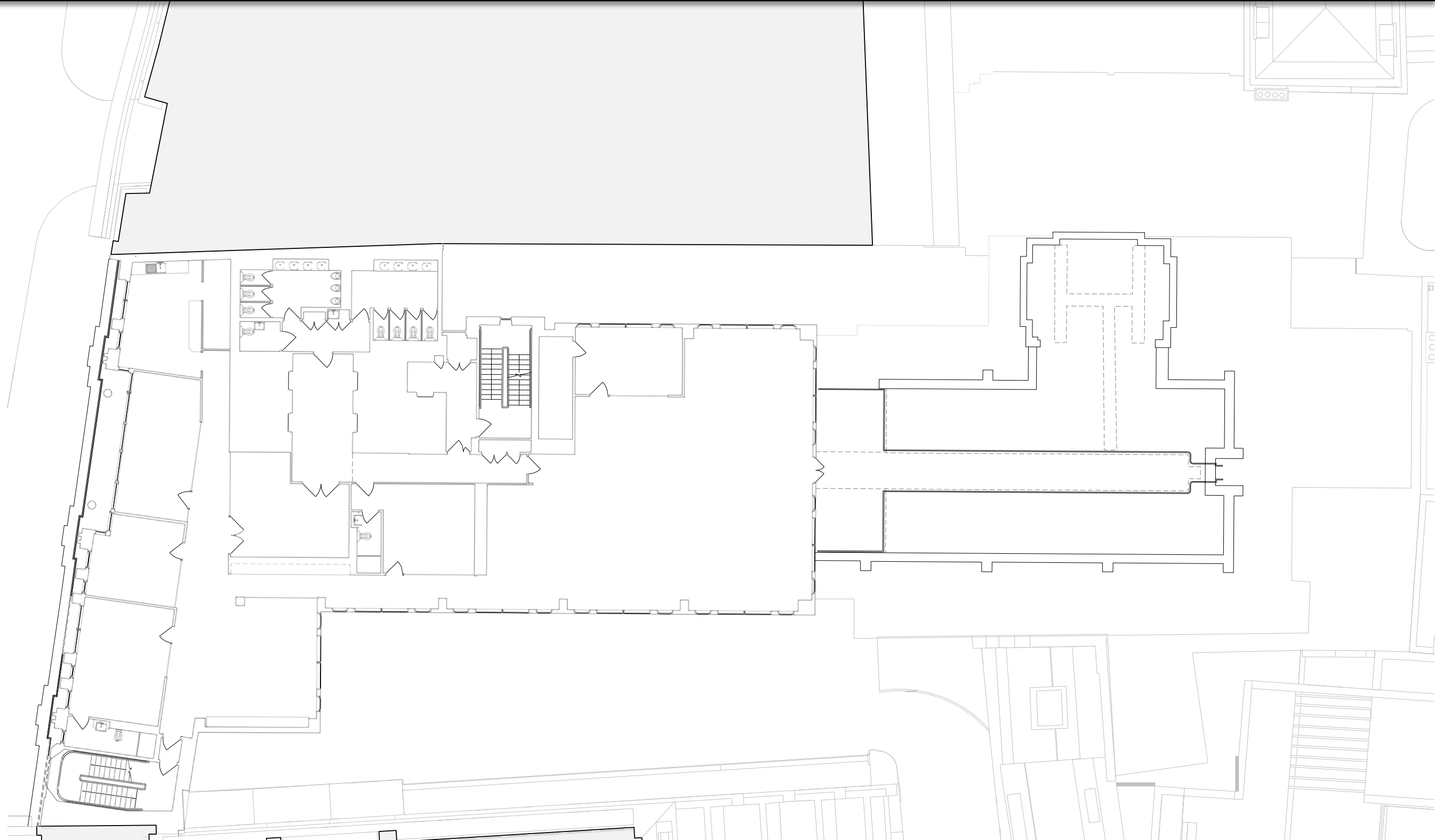




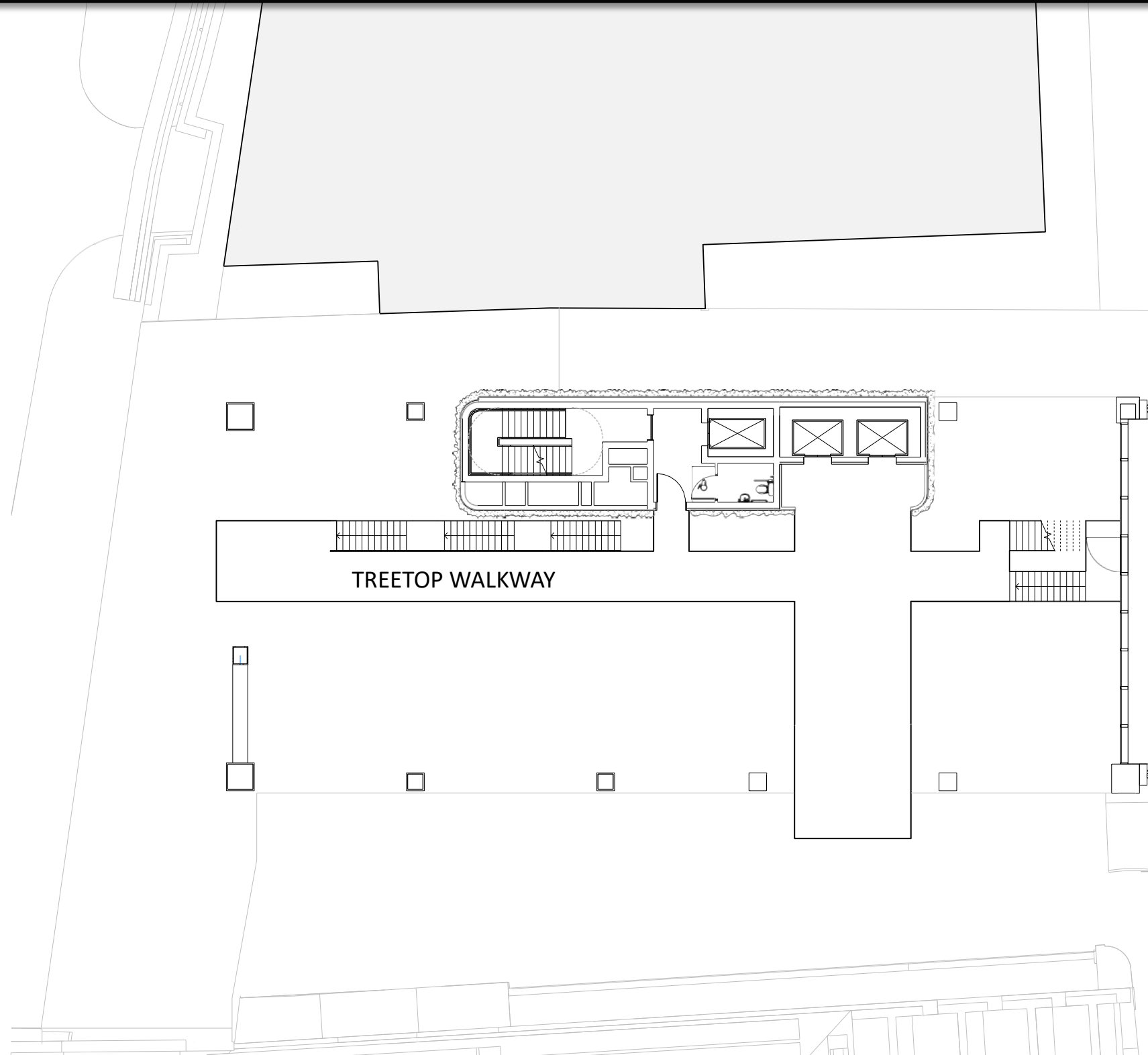


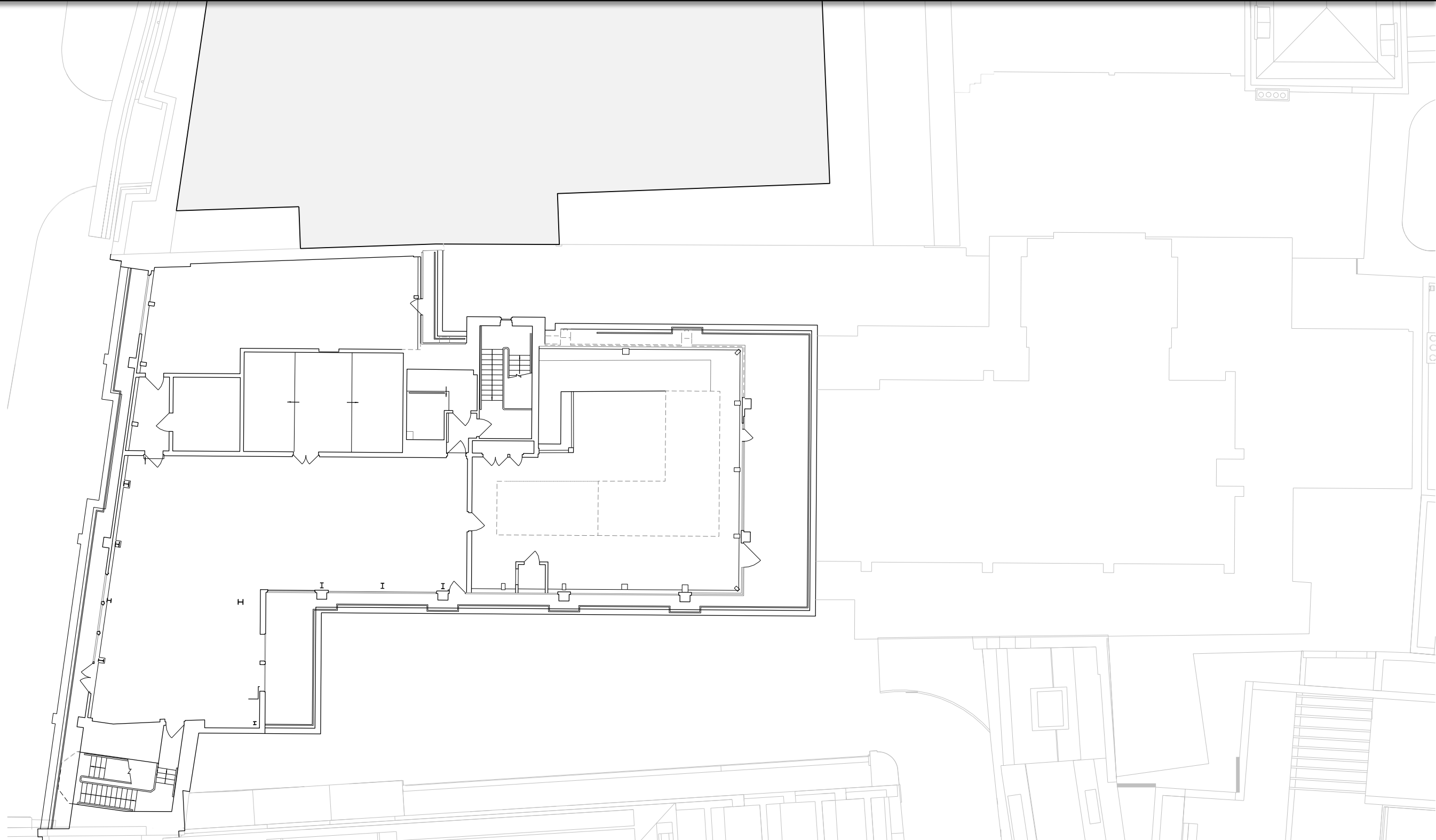


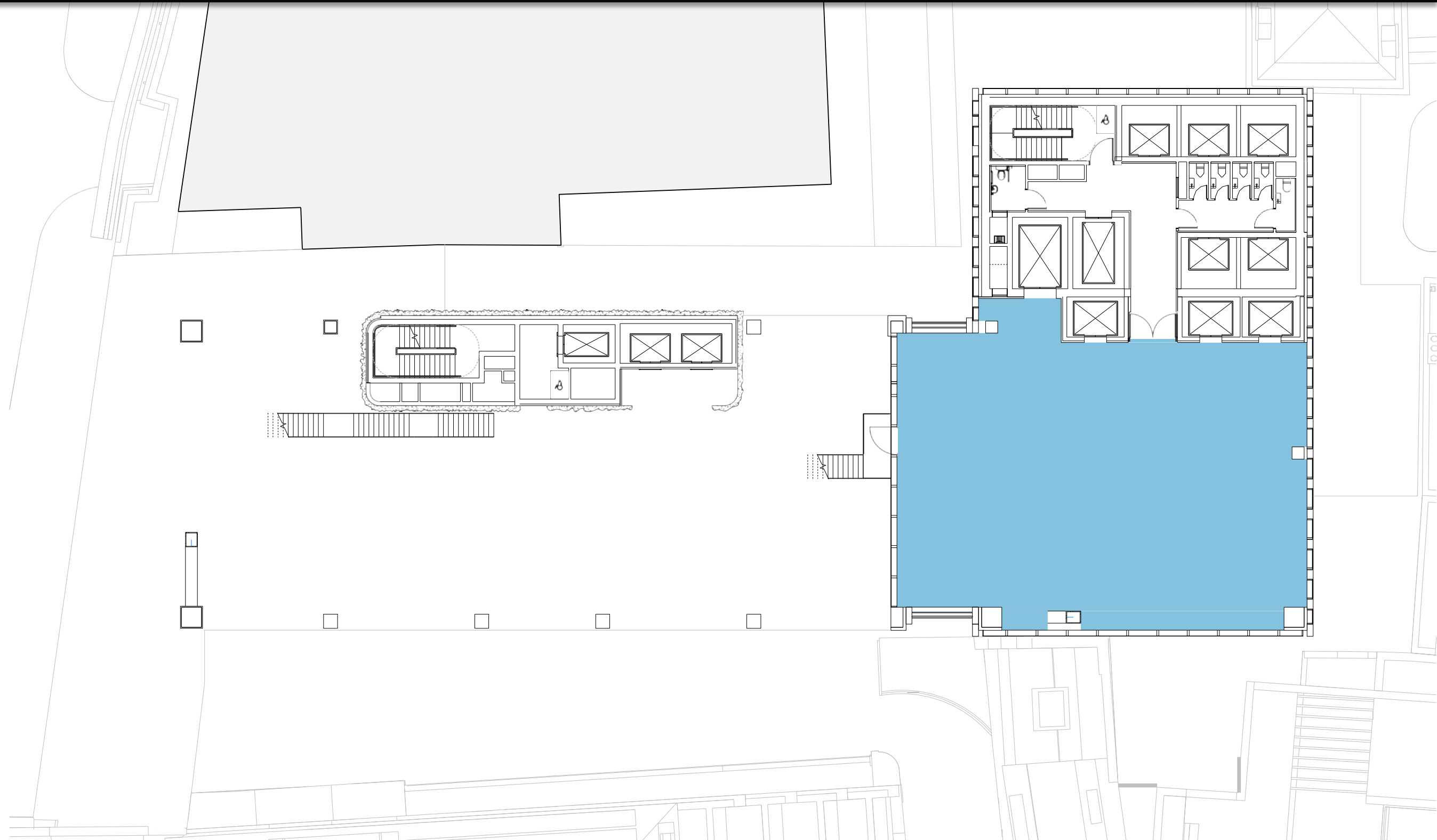


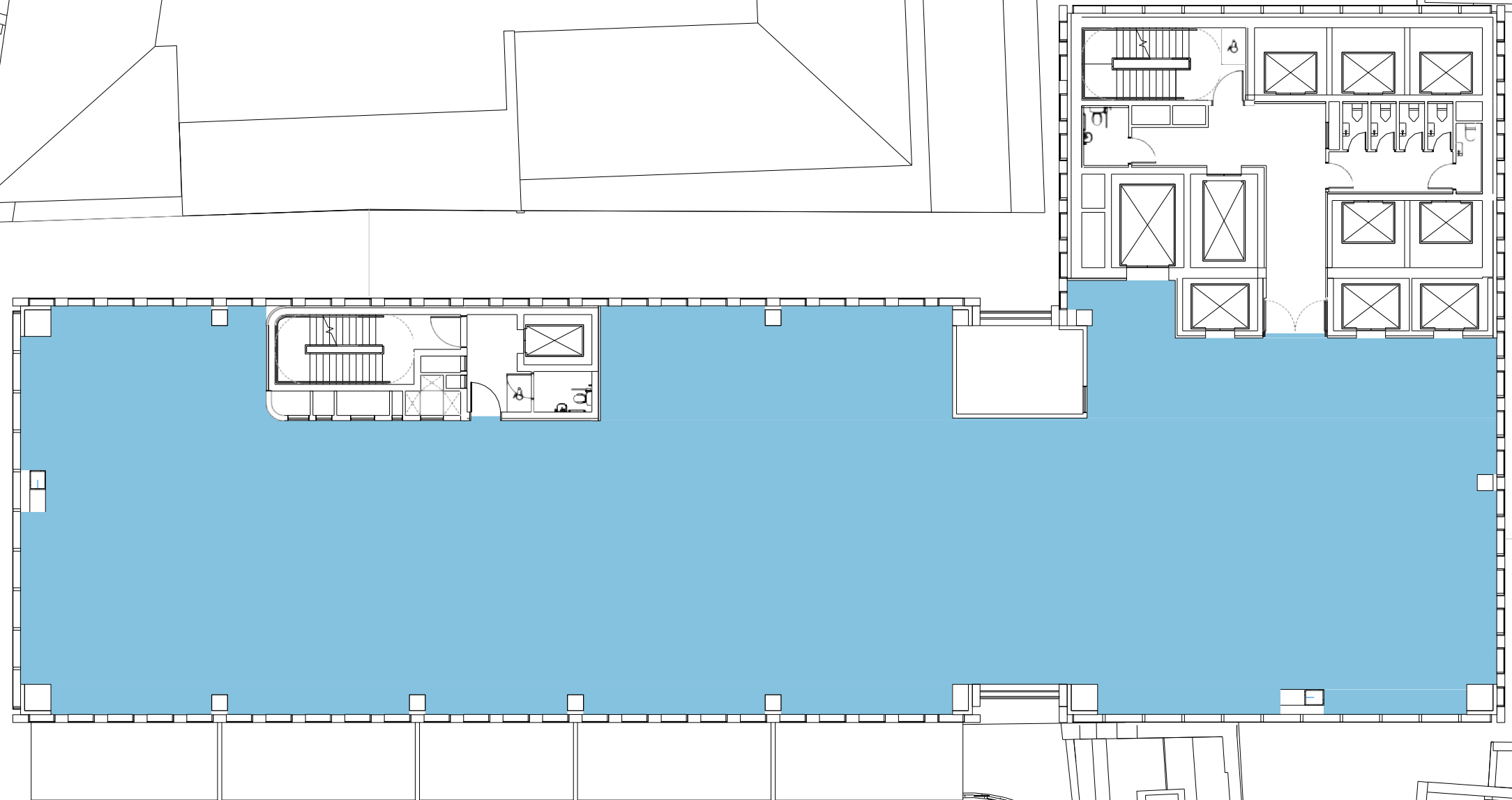


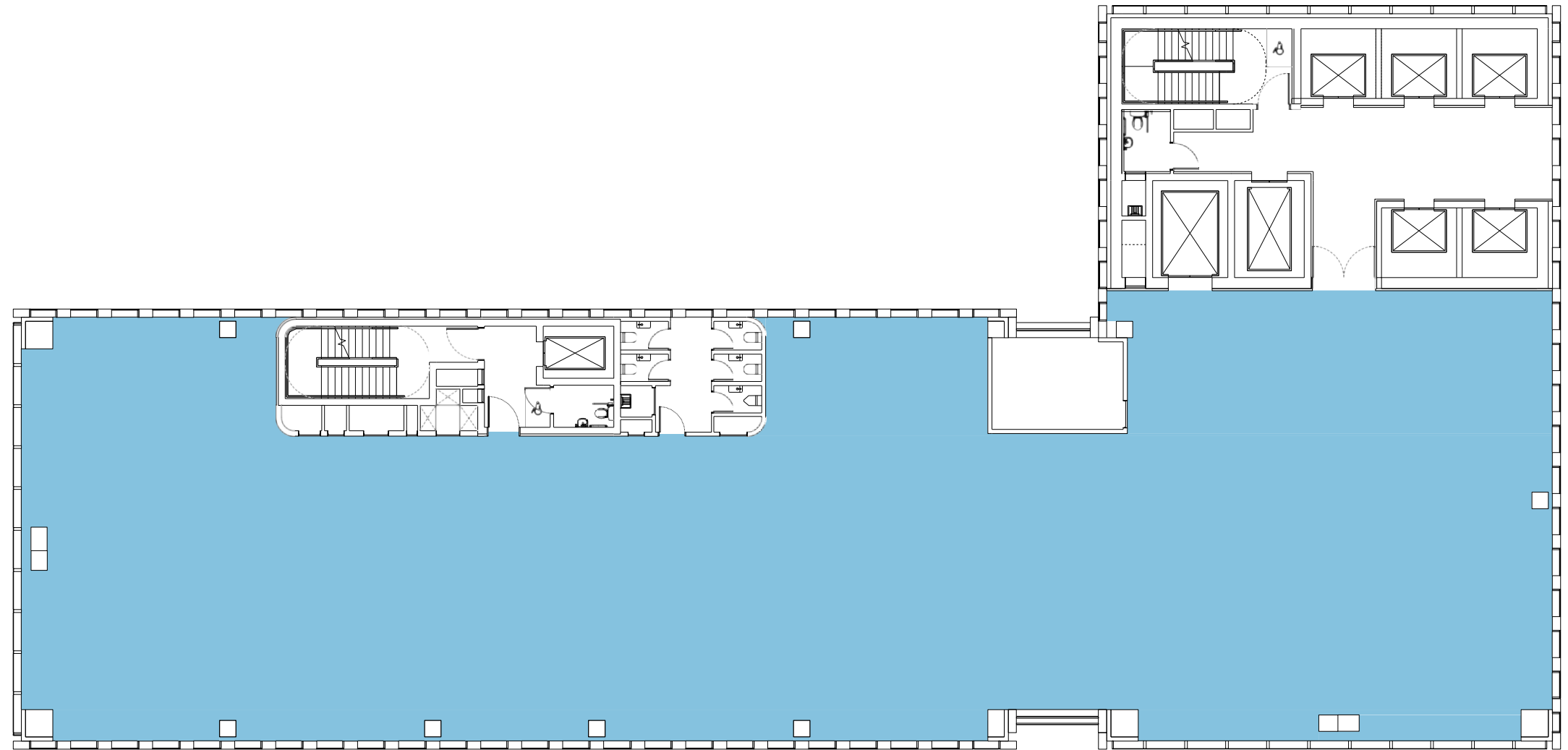




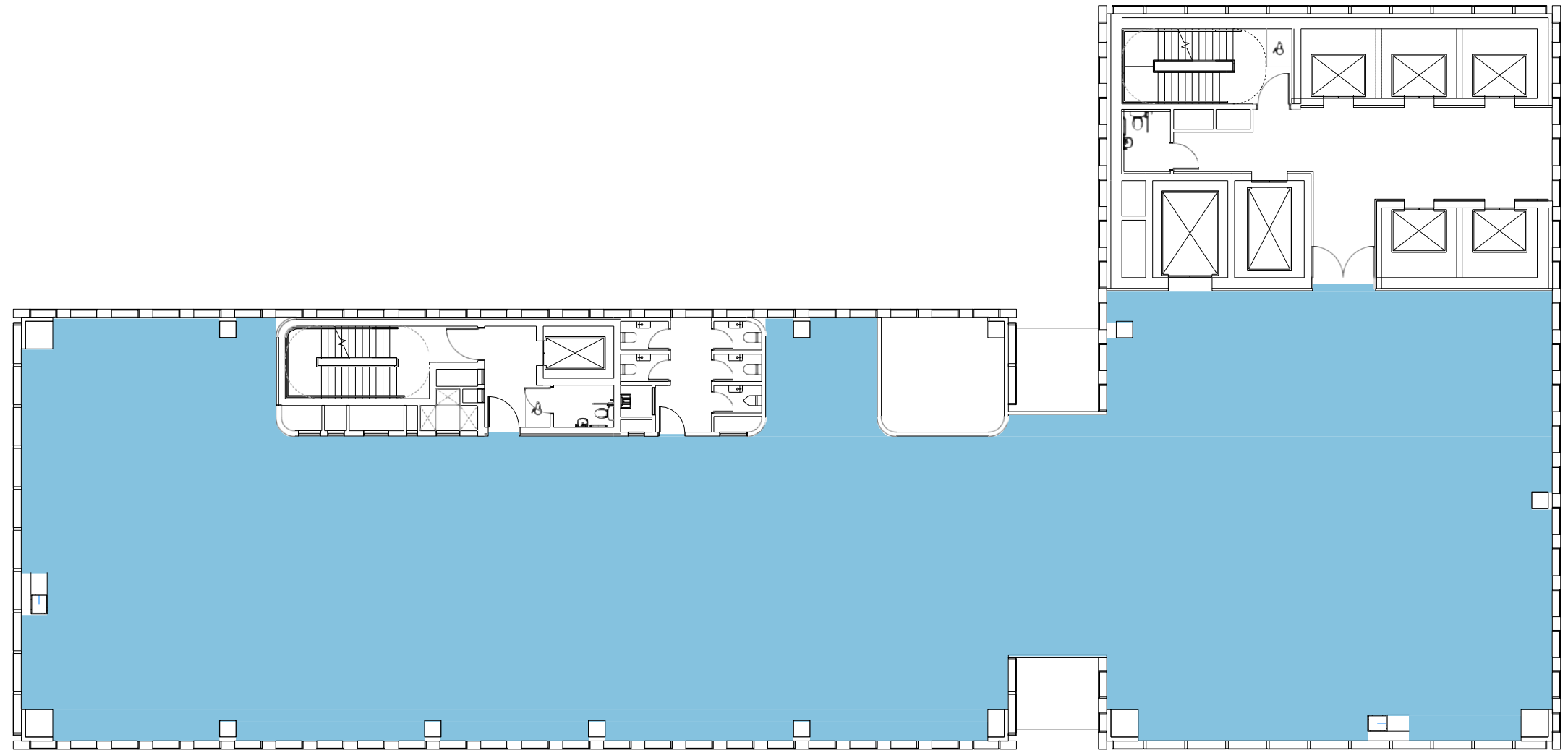


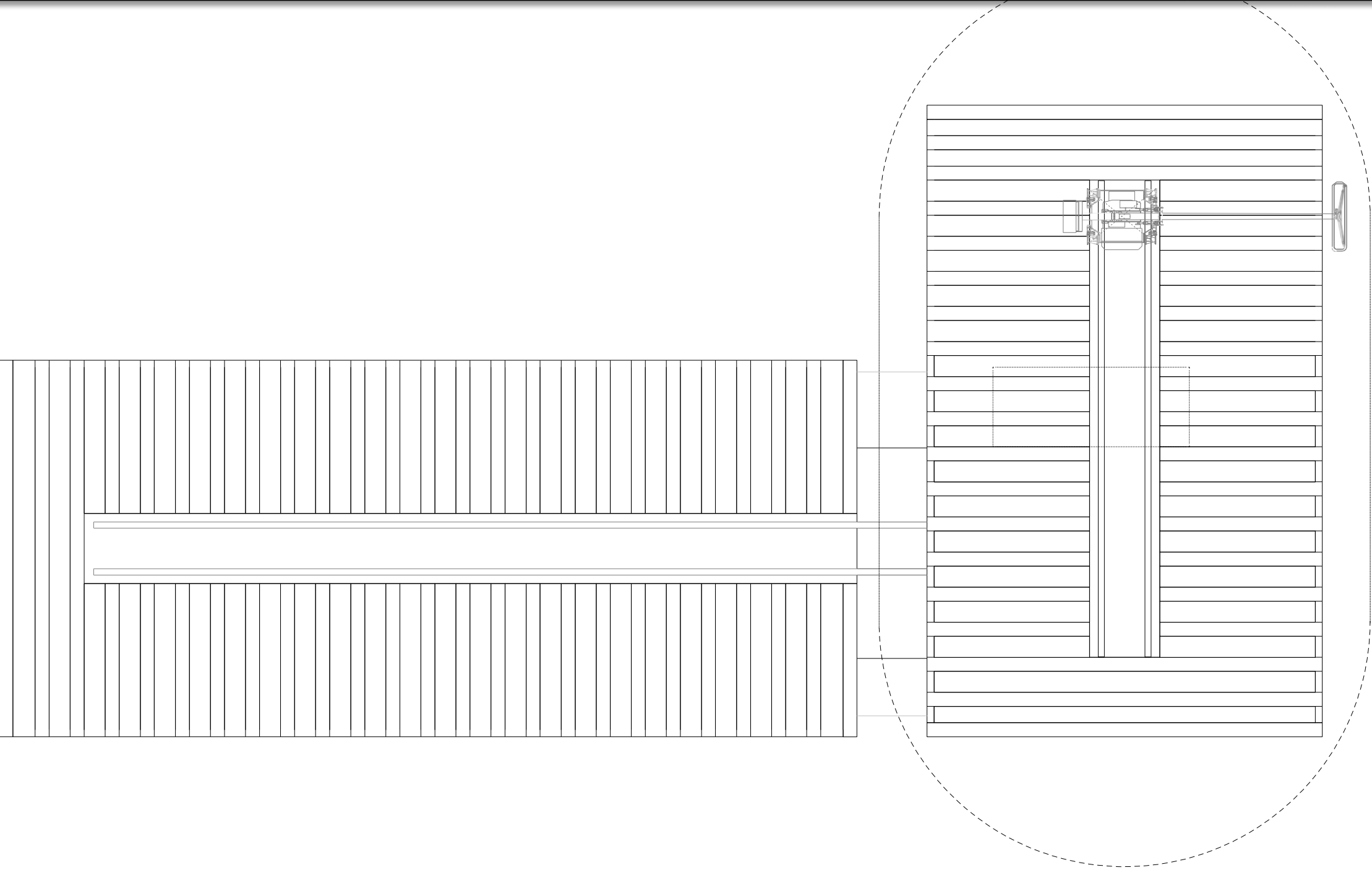




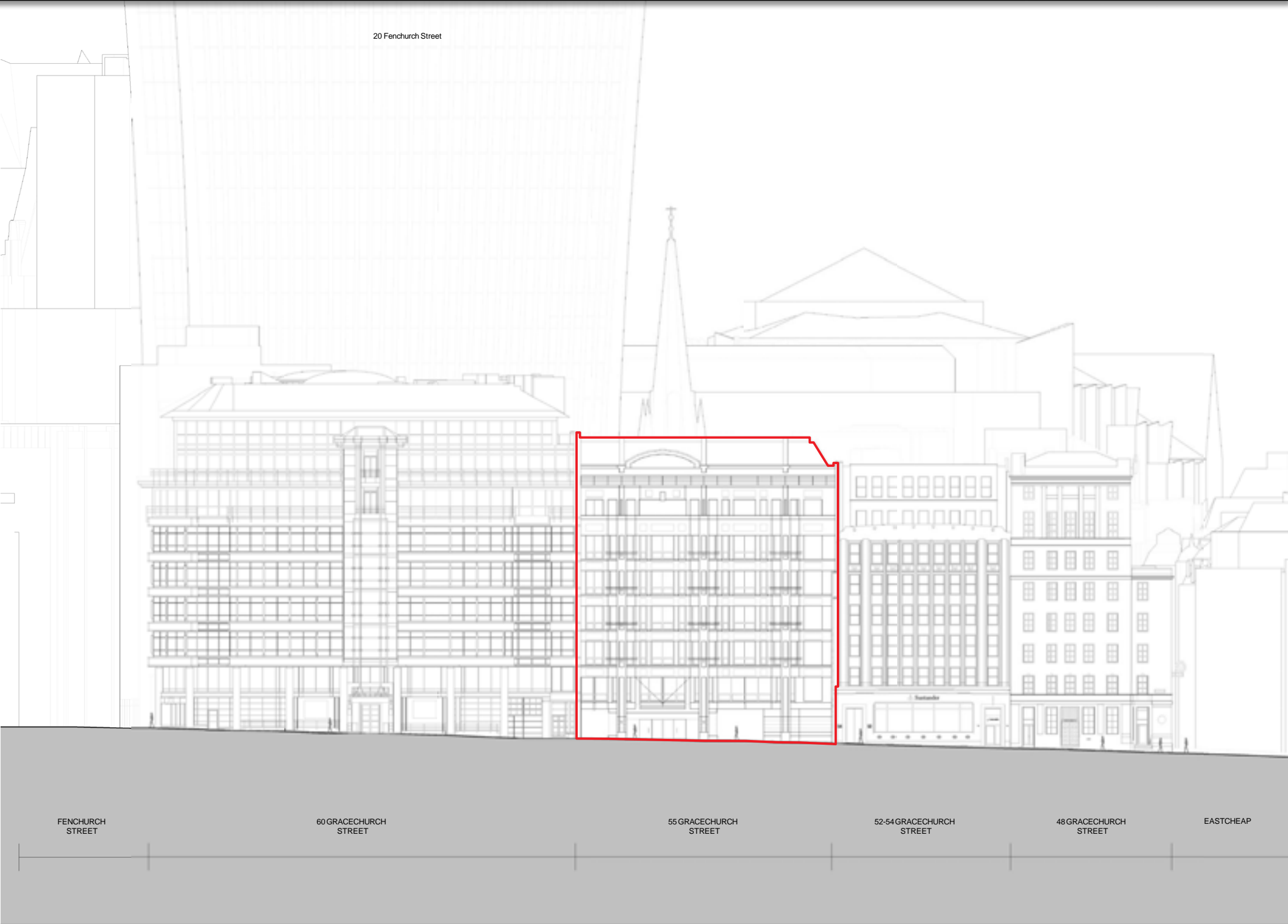




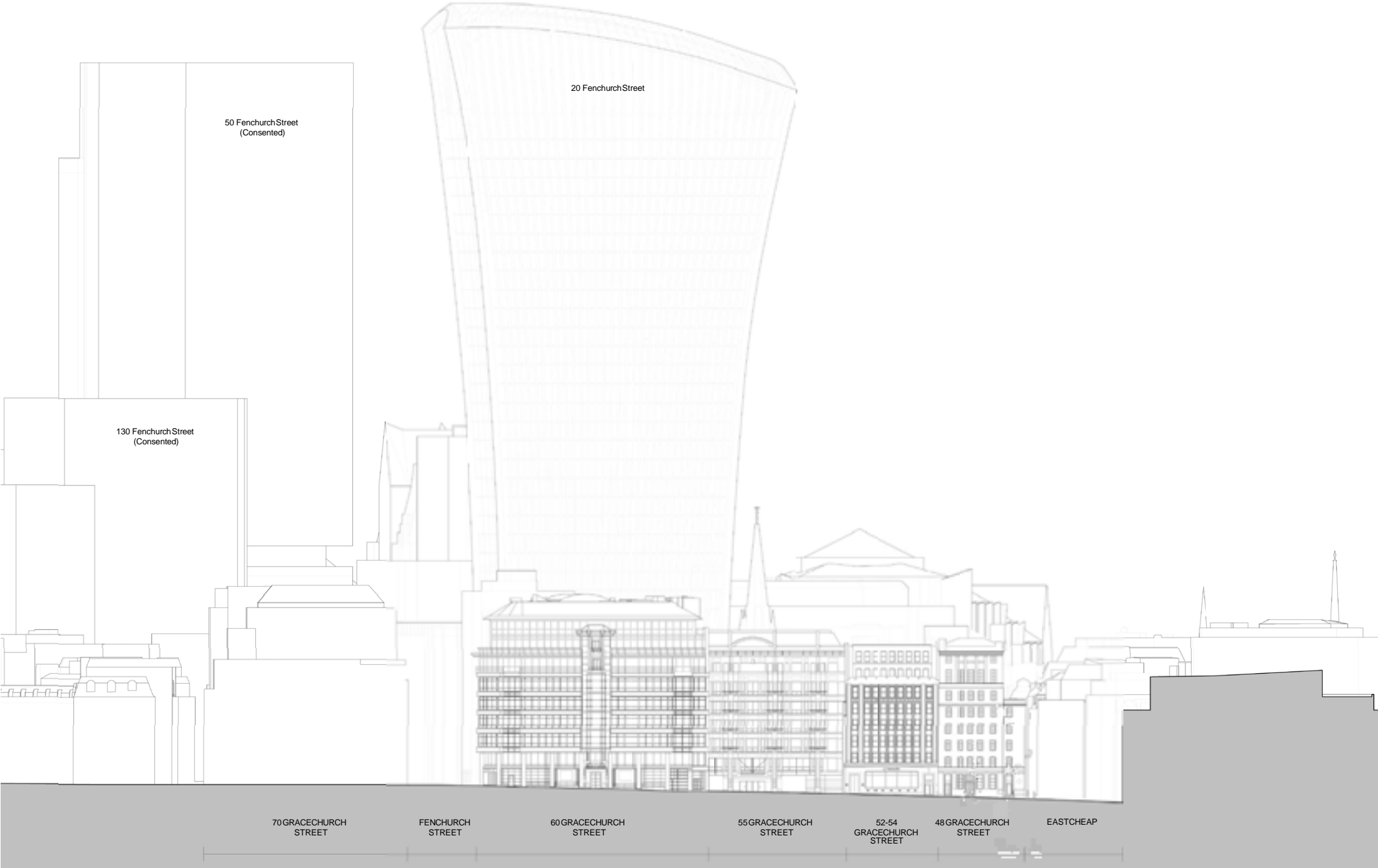






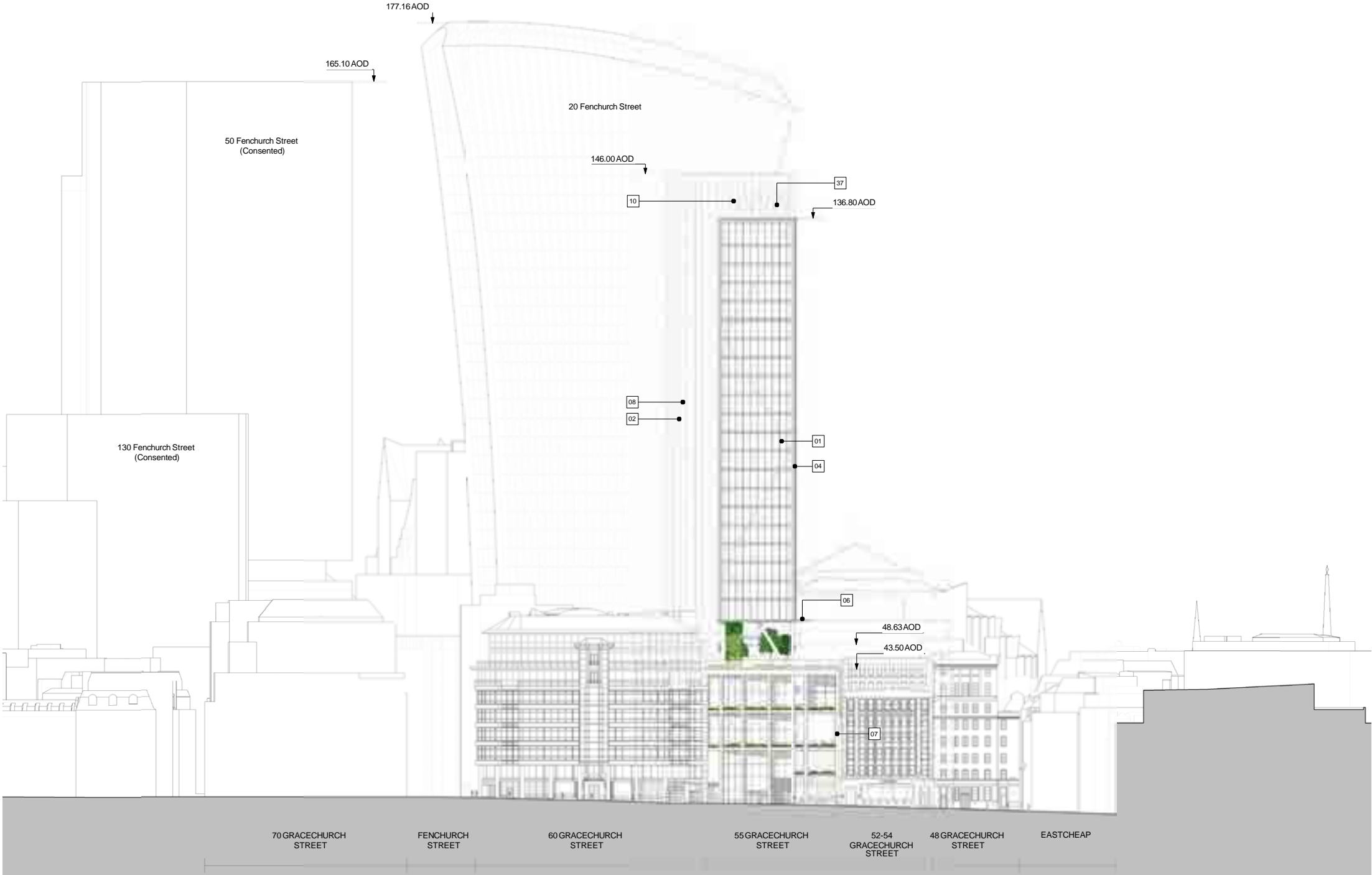


West elevation - existing



West elevation - existing





West elevation - proposed



West elevation - proposed



South elevation - existing

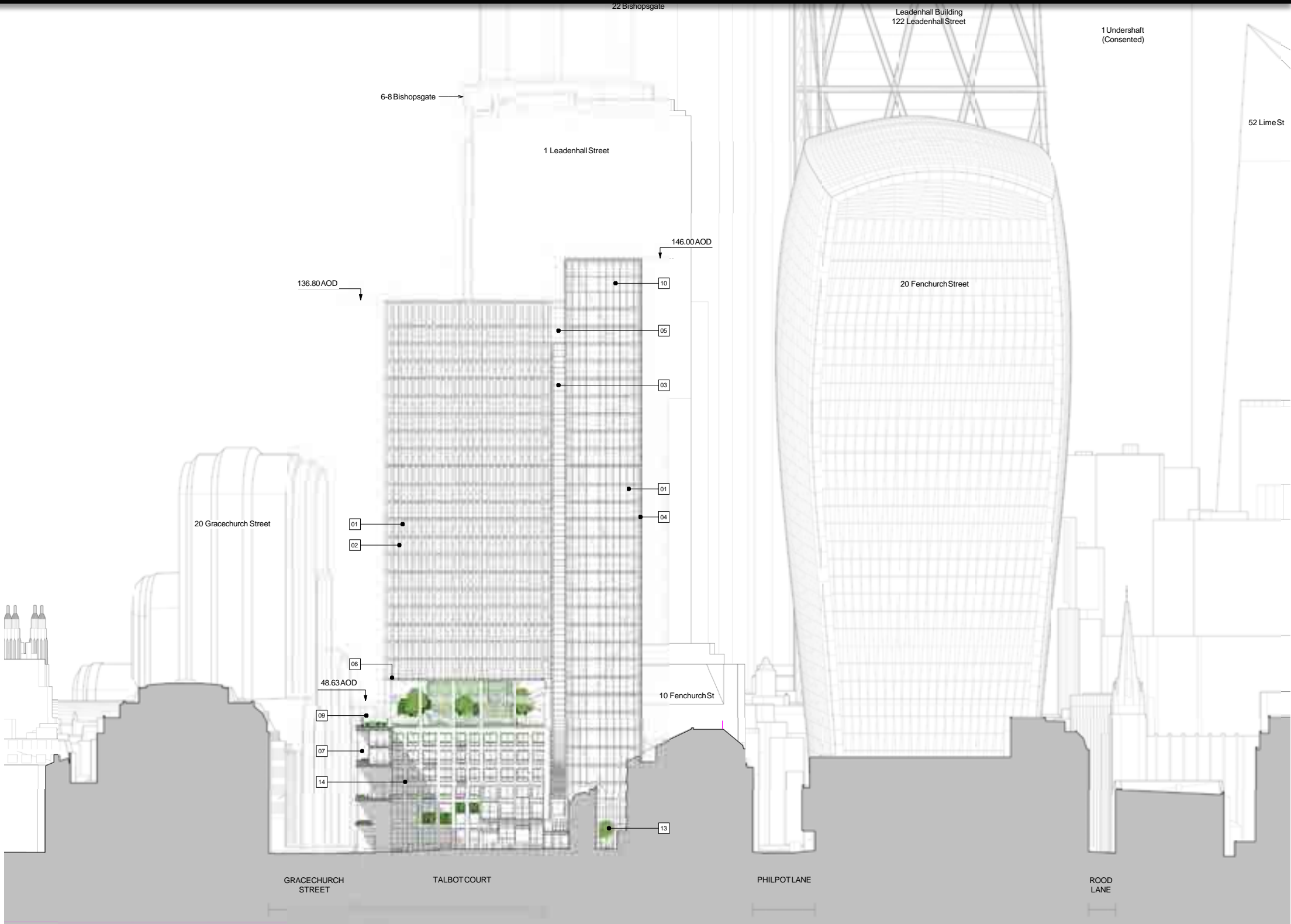


# 55 Gracechurch Street



South elevation - existing

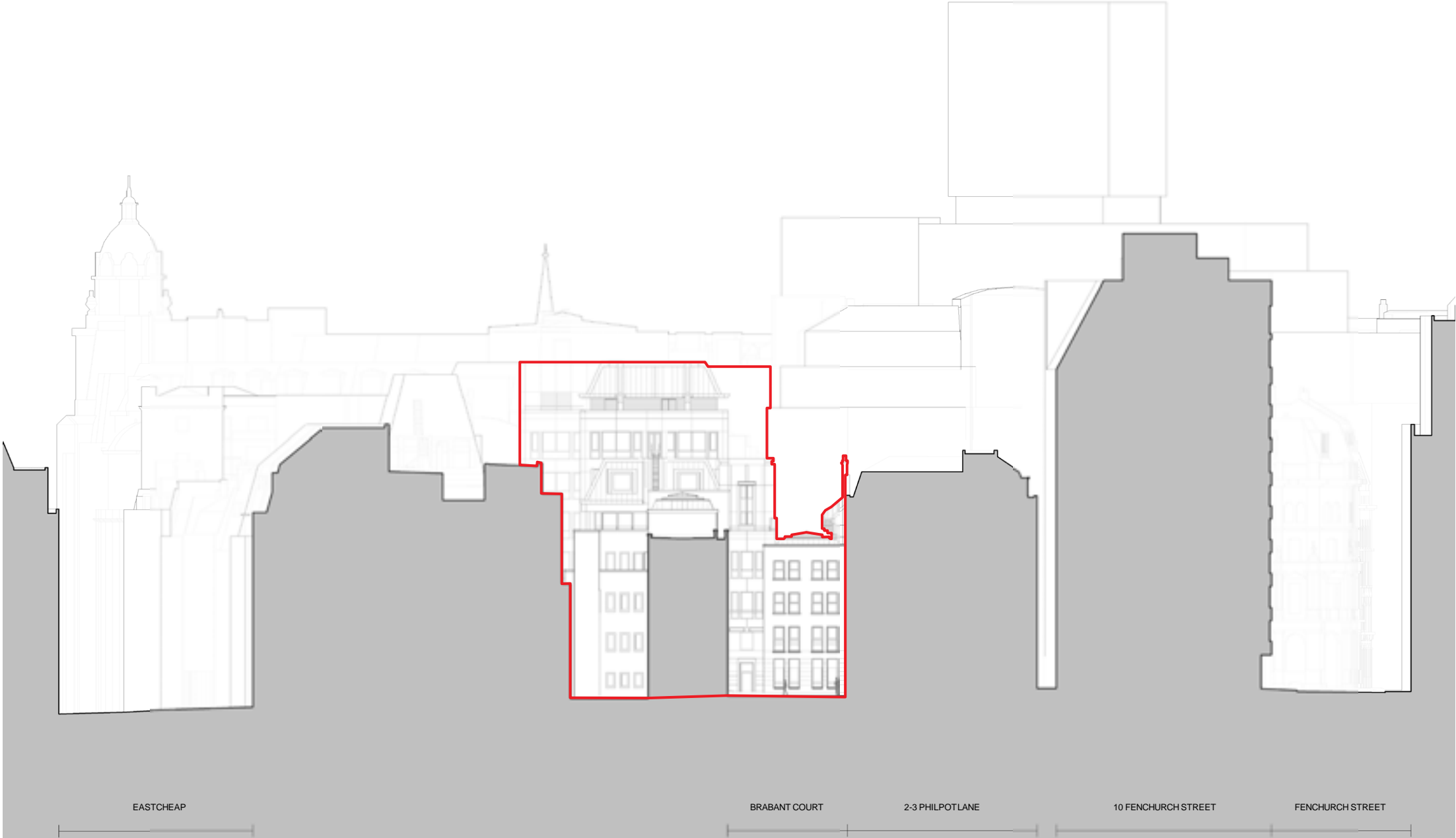
55 Gracechurch Street



South elevation - proposed

This architectural elevation drawing shows a multi-story building facade with a grid of windows and balconies. The drawing includes numerous numbered callouts (01 through 41) pointing to specific architectural features such as windows, balconies, and landscaping. The building is situated along a street labeled 'TALBOT COURT' and 'THE SHIPPUB'. To the right of the building is an 'EXTERNAL COURTYARD' area featuring a tree and a small structure. The drawing uses a combination of line art and color washes to represent vegetation and building materials.

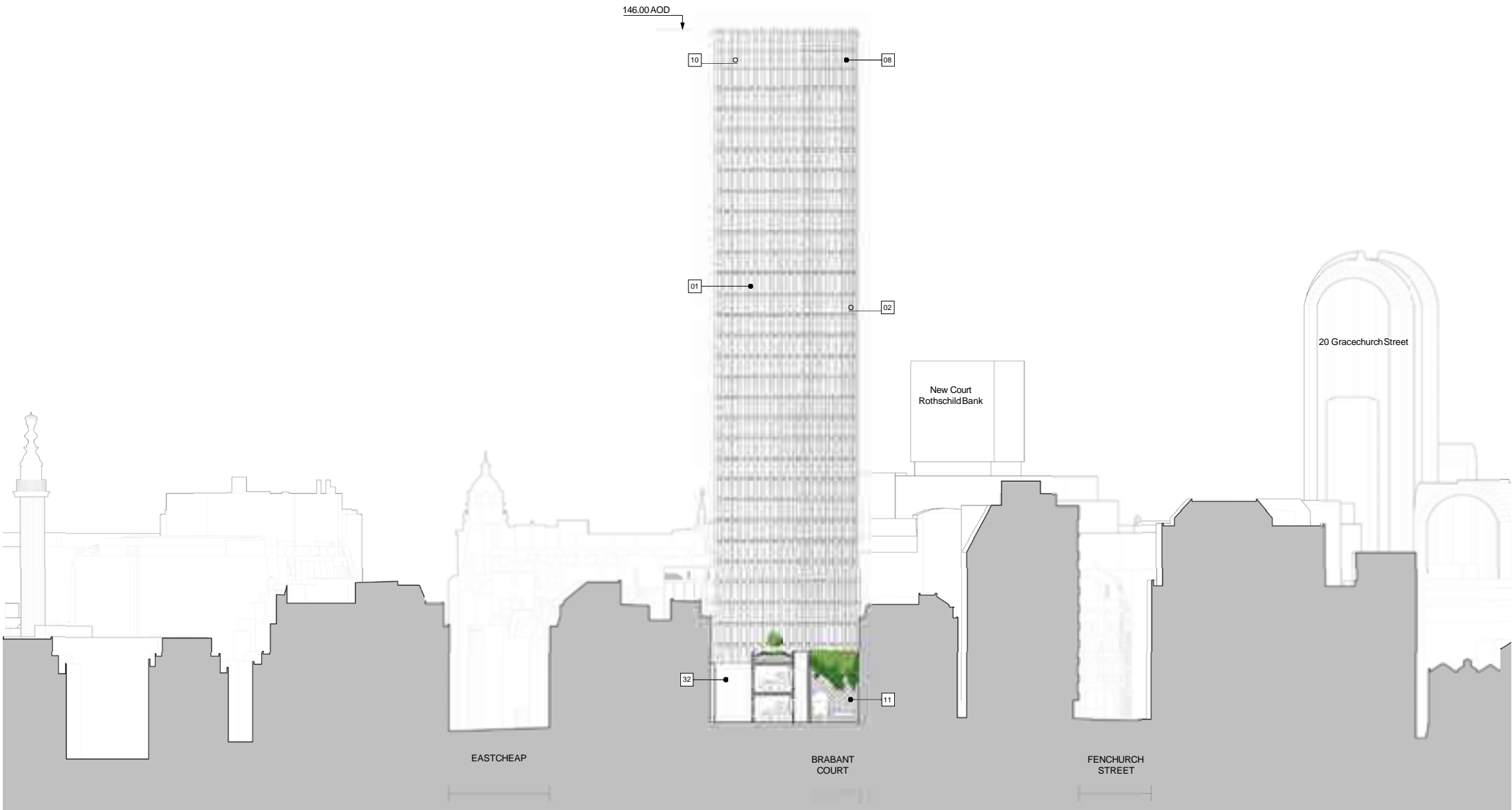




East elevation - existing



East elevation - existing

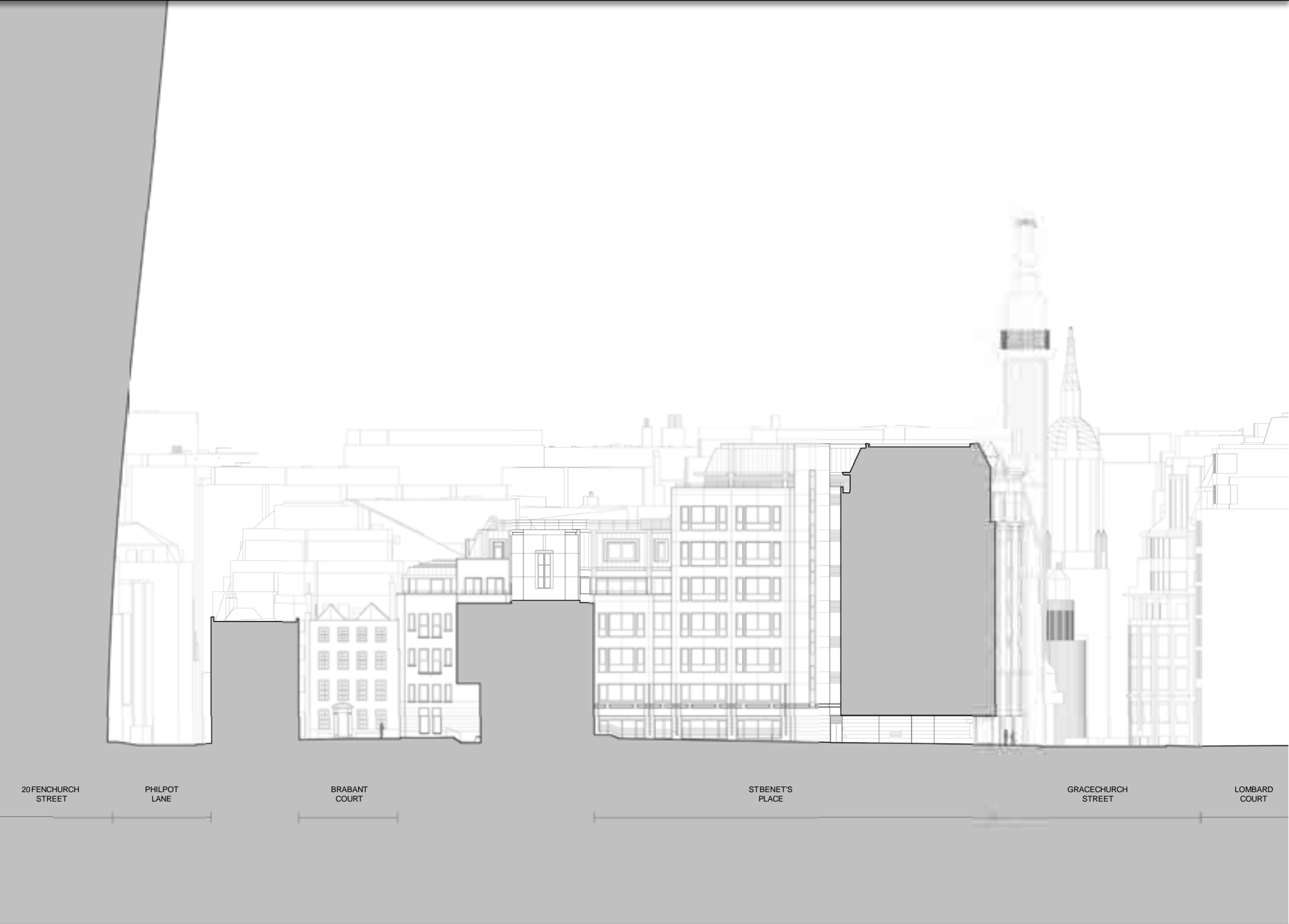


East elevation - proposed

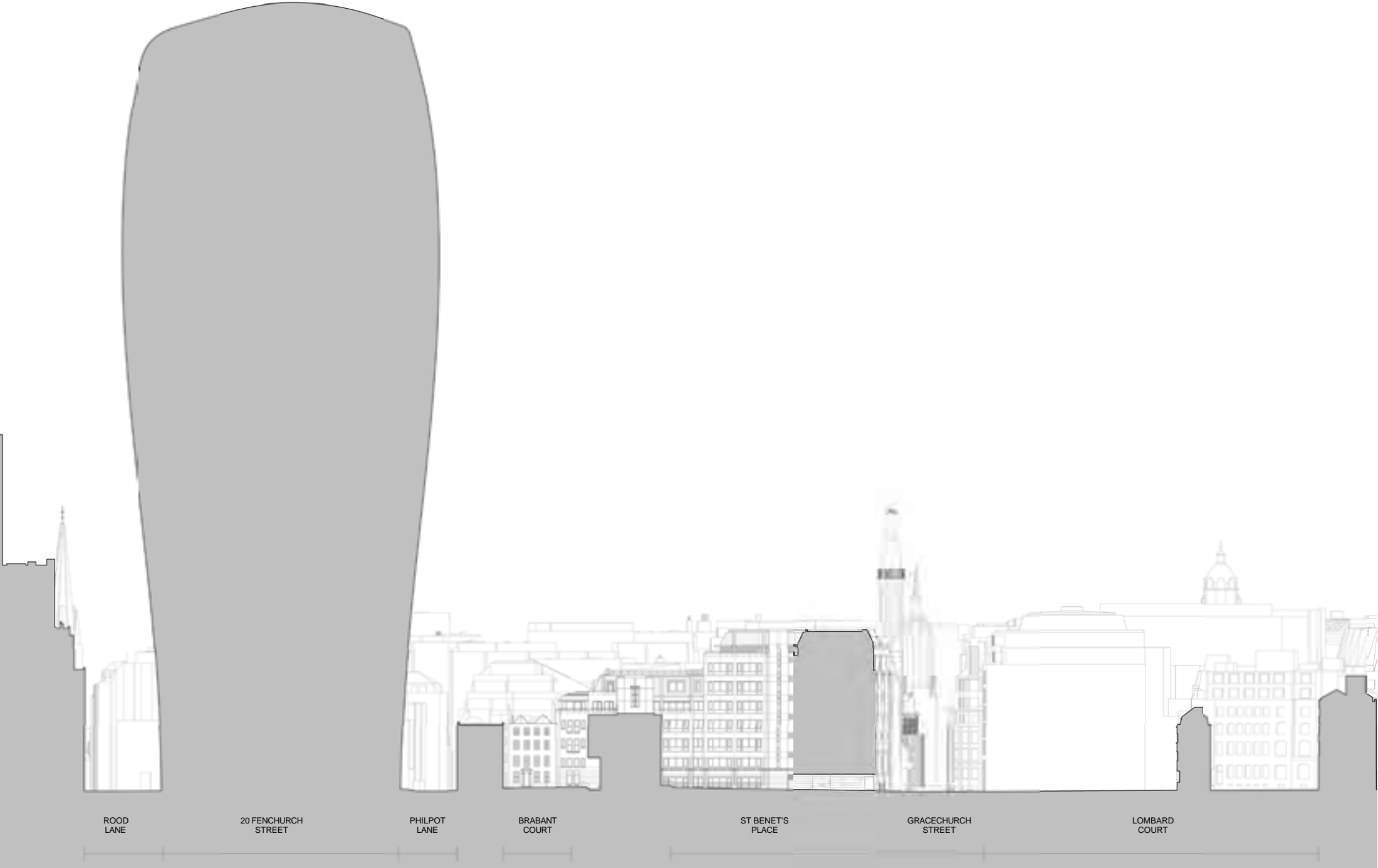


East elevation - proposed

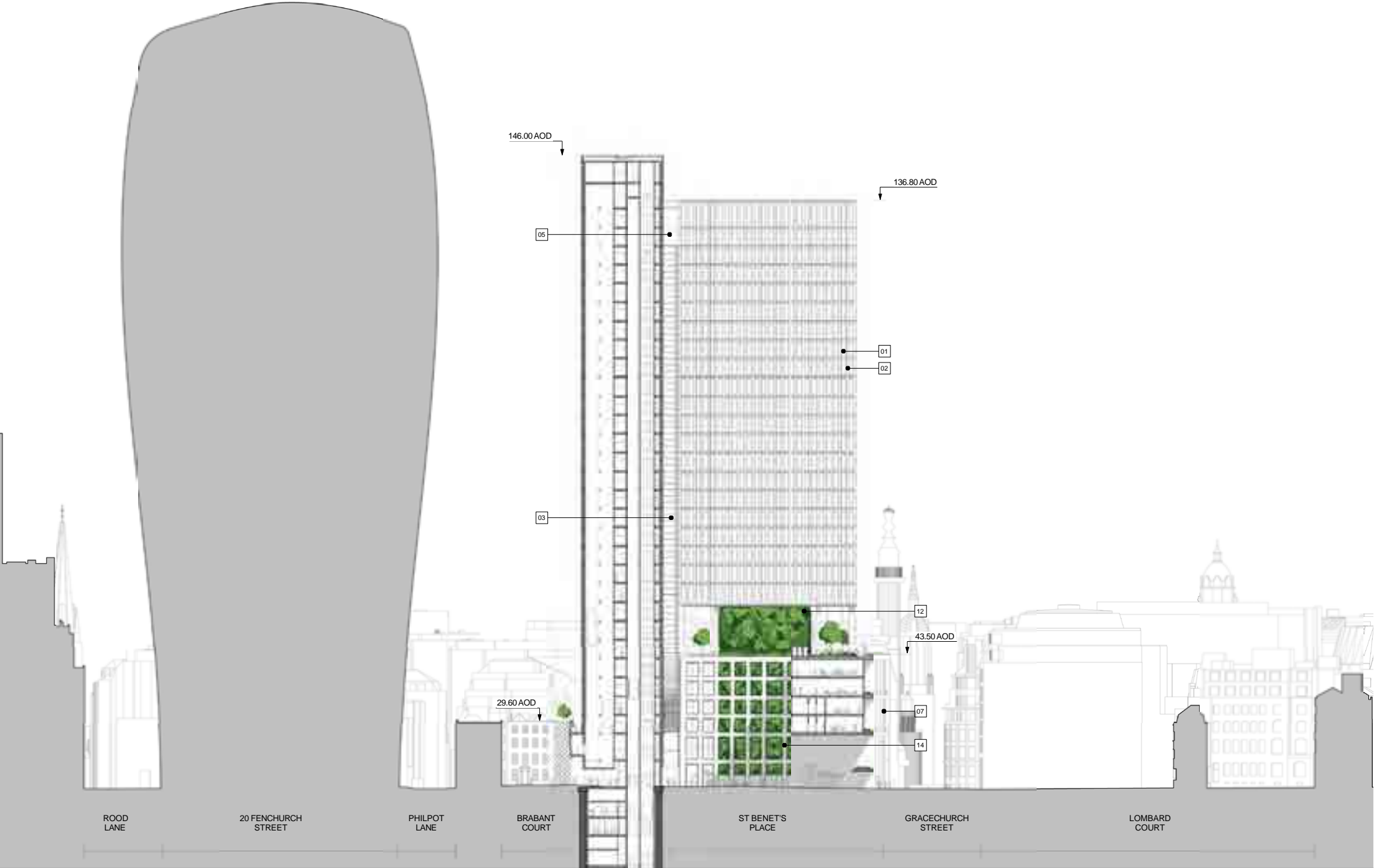




North elevation St Benet's Place - existing



North elevation St Benet's Place - existing

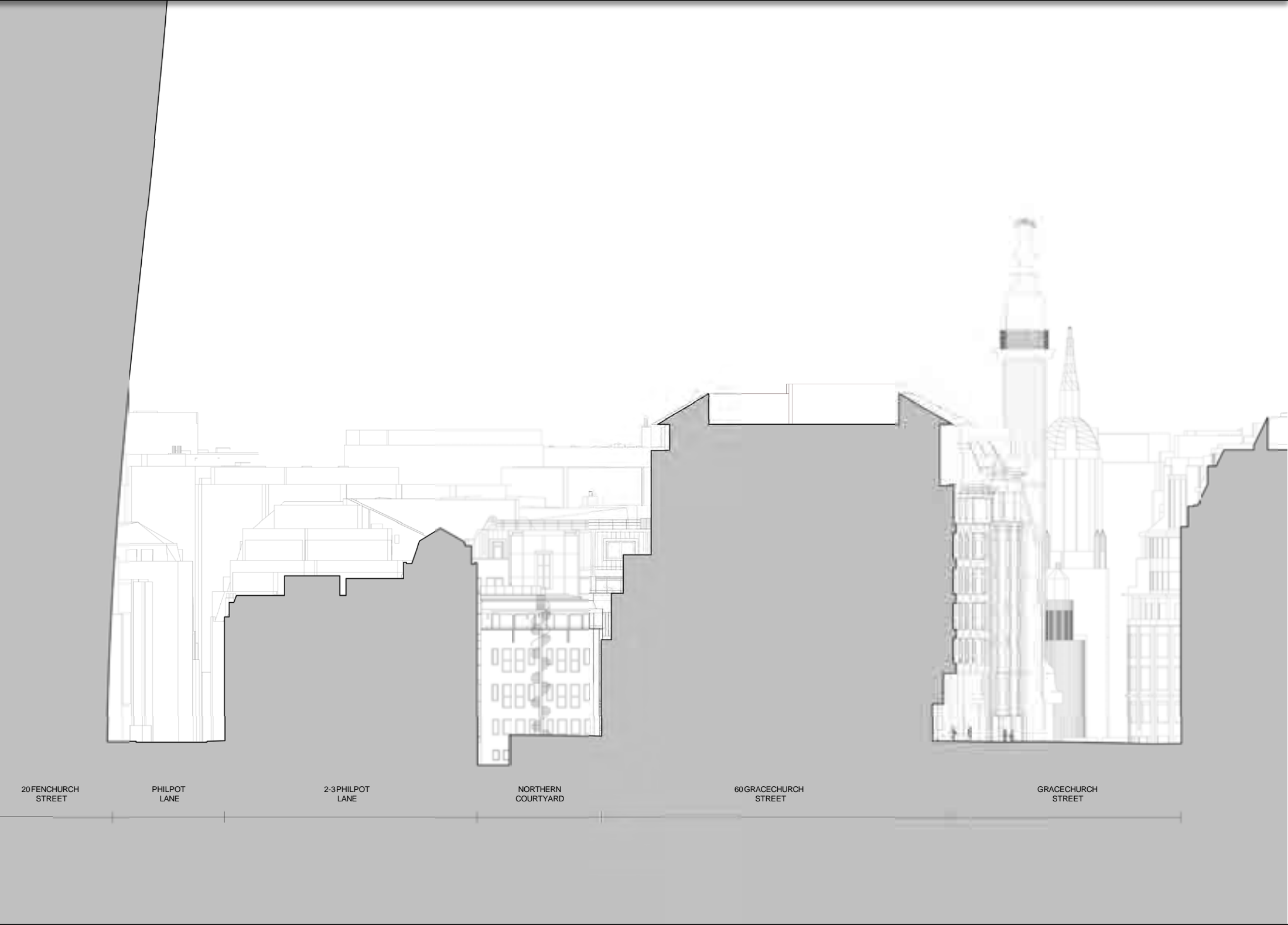


North elevation St Benet's Place - proposed

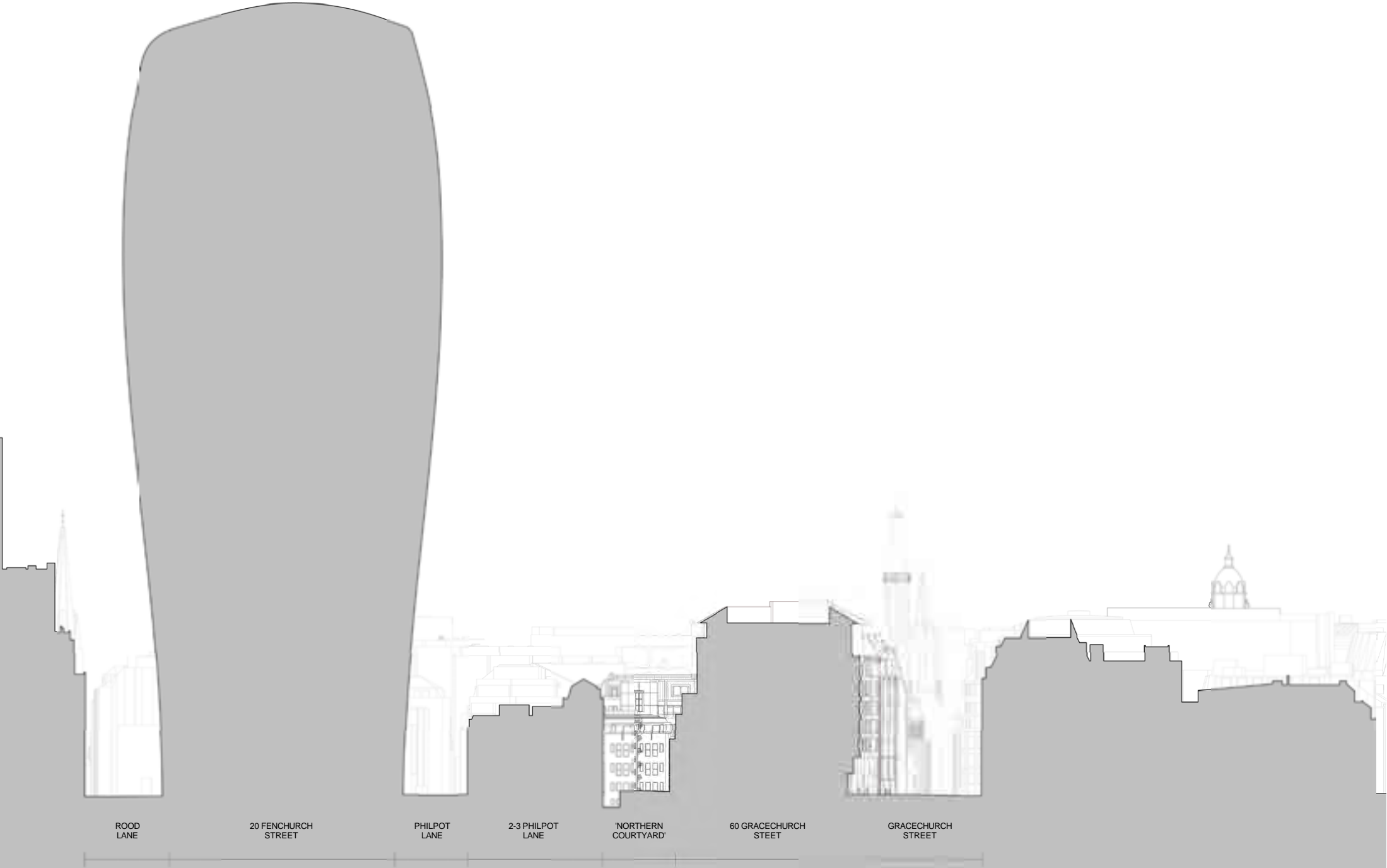


North elevation St Benet's Place - proposed

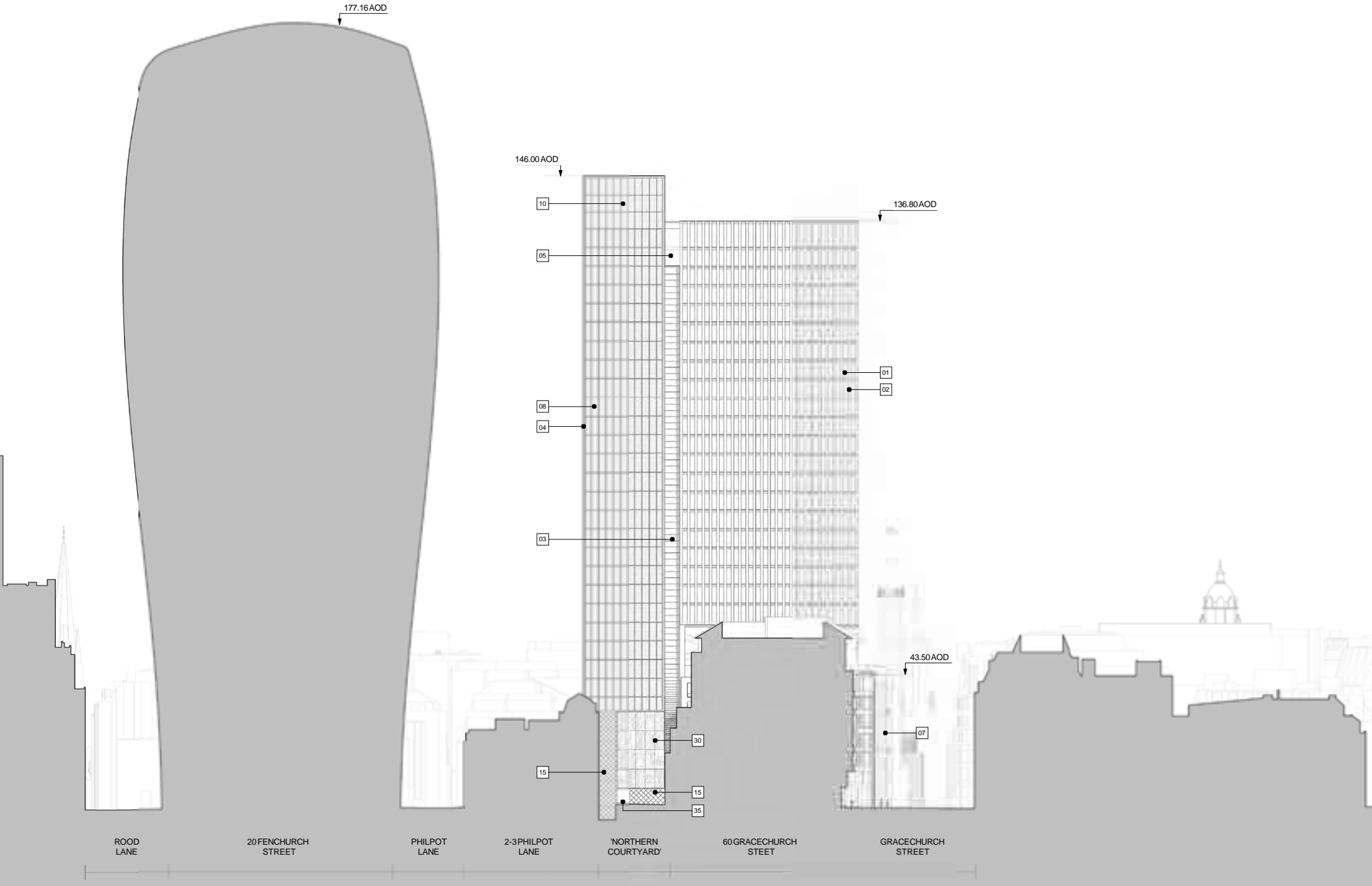




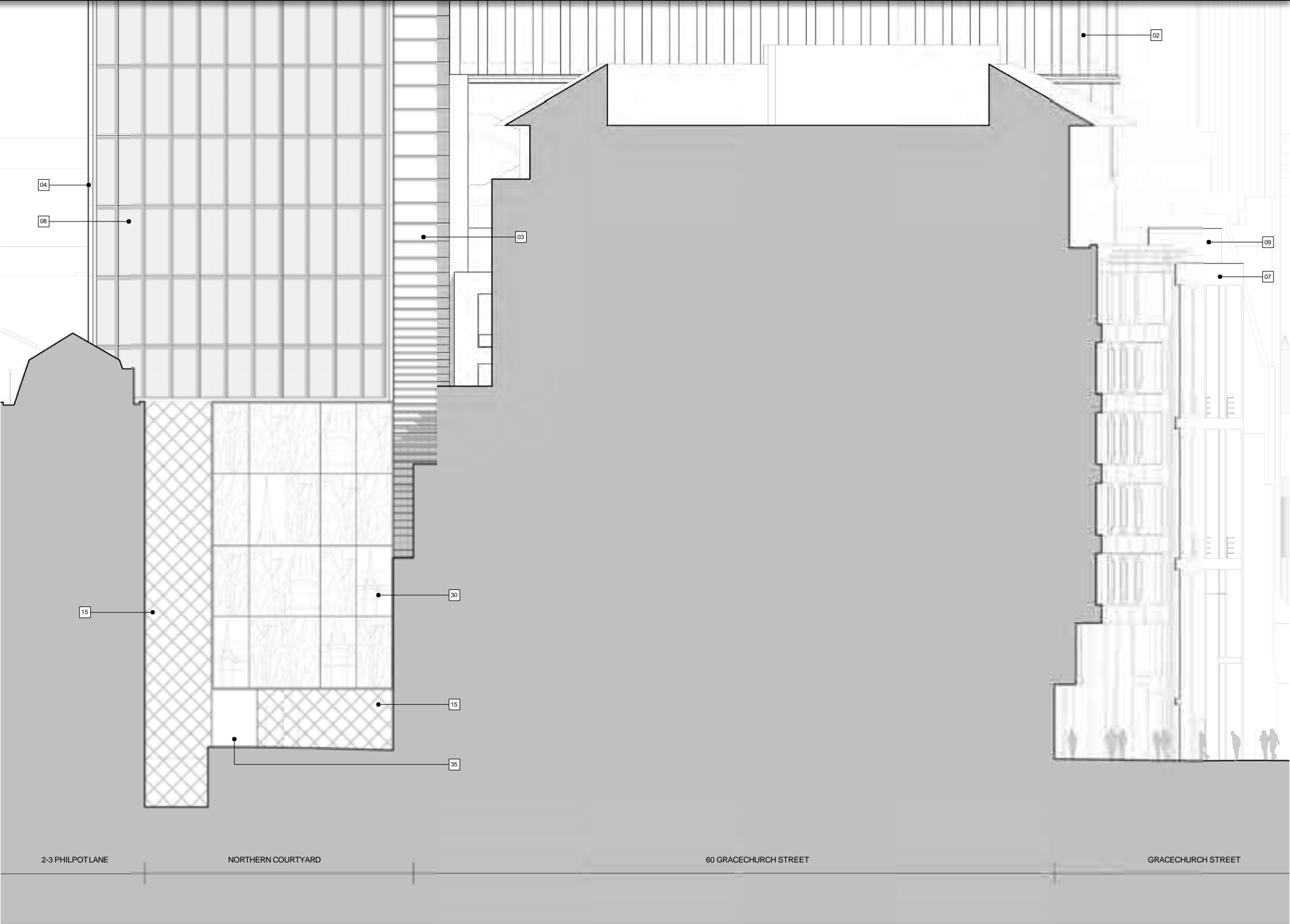
North elevation - existing



North elevation - existing

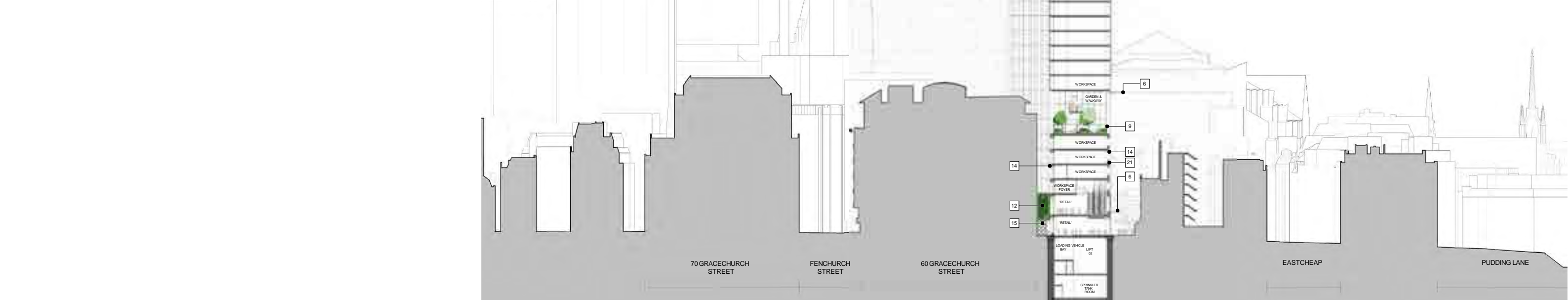


North elevation - proposed

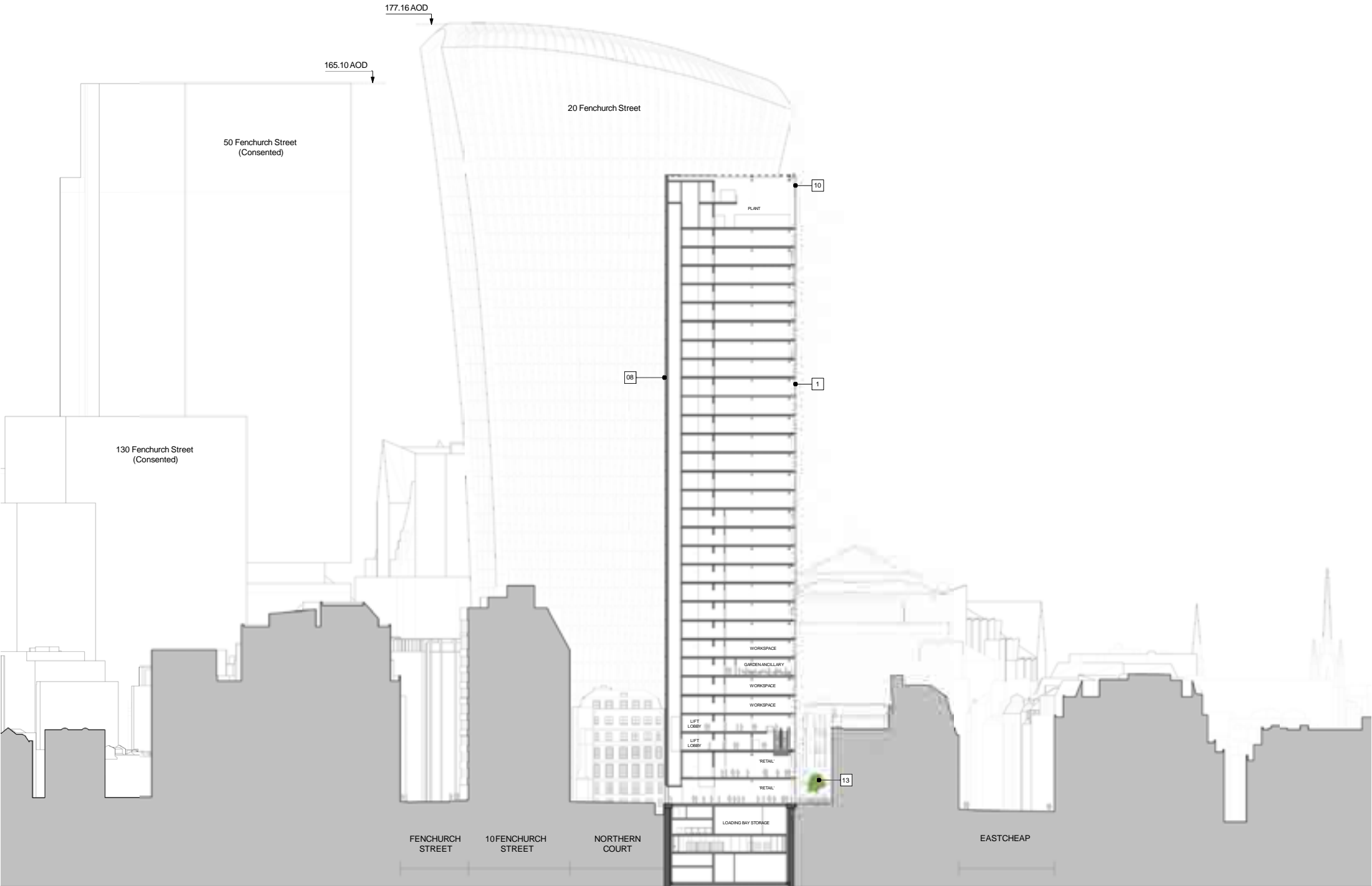




55 Gracechurch Street

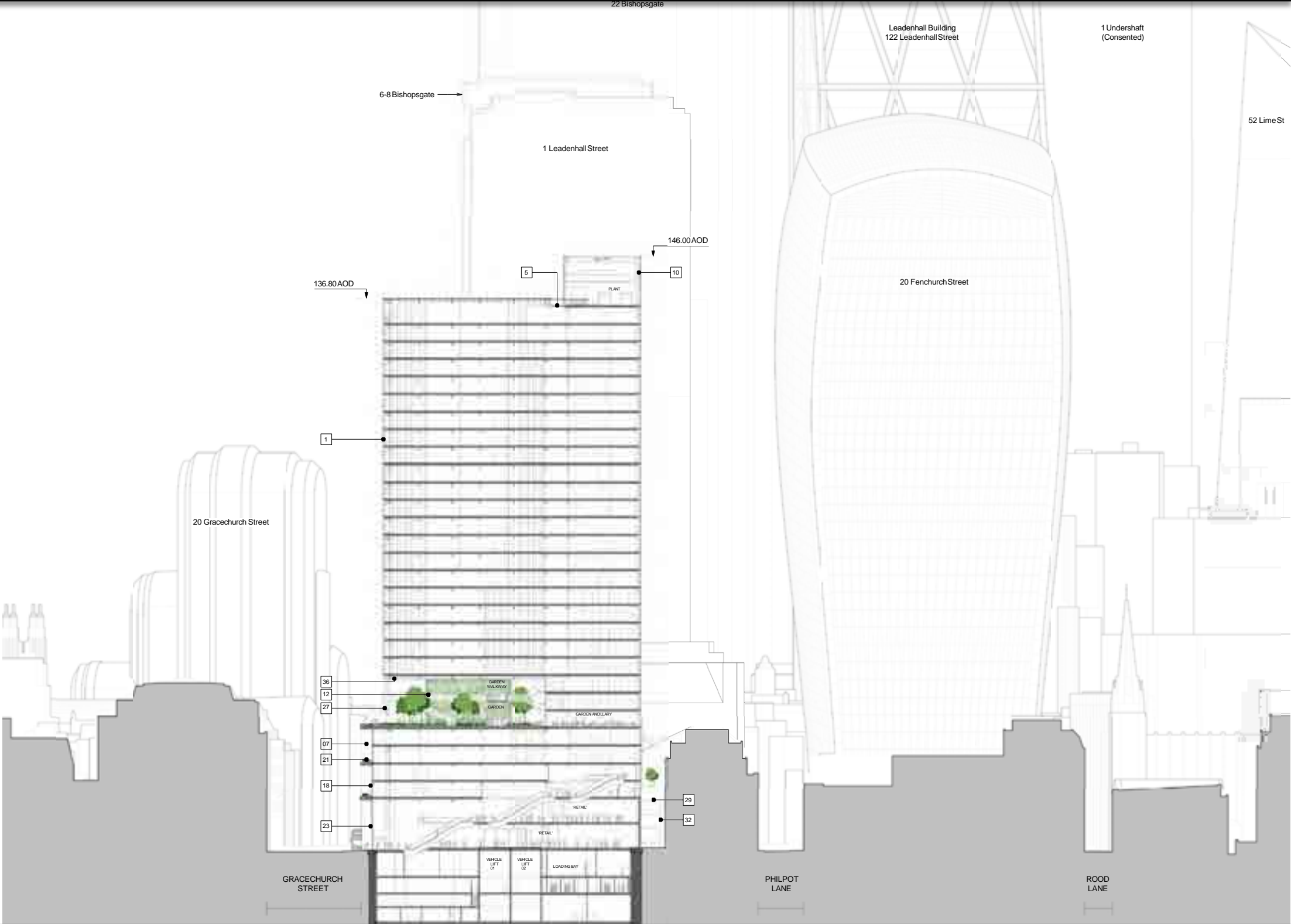


North-south section - proposed



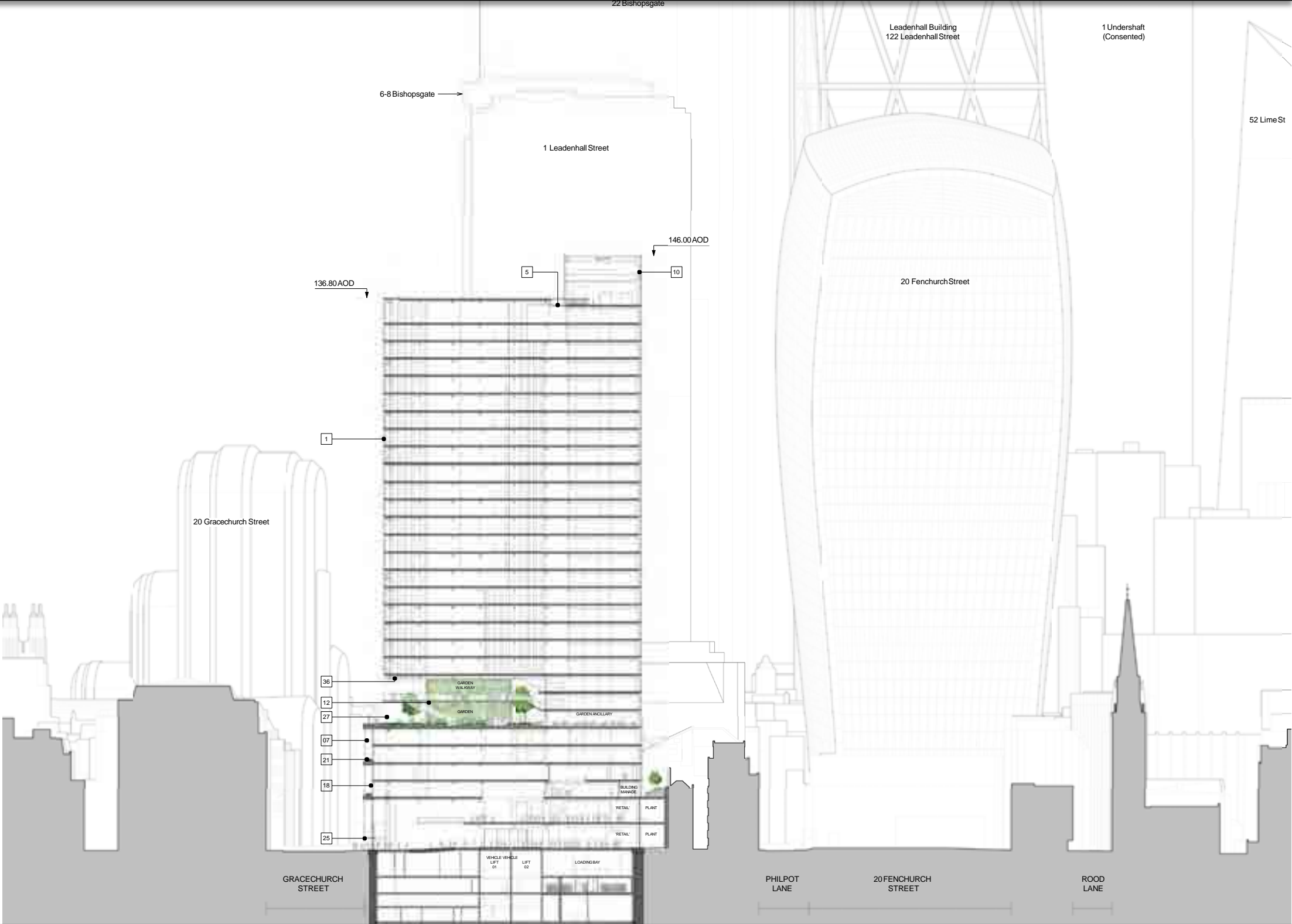
North-south section - proposed

55 Gracechurch Street



East-west section - proposed

55 Gracechurch Street



East-west section - proposed





Angel Court

22 Bishopsgate

1 Undershaft

100 Leadenhall

Tower 42

6-8 Bishopsgate

1 Leadenhall

50 Fenchurch St

55 Gracechurch St

55 Gracechurch St

Emerging cluster form

















Bankside Pier, looking north-east – proposed cumulative





























Tower Of London: Inner Ward - existing









Tower Of London: Inner Ward - proposed cumulative





Tower Of London: Inner Wall - proposed cumulative





Tower Of London: inner wall, West of Bowyer Tower - existing

















Fish Street Hill - existing



Fish Street Hill – proposed cumulative





Monument viewing gallery - existing





Monument viewing gallery – proposed cumulative





Bank Junction - existing





Bank Junction – proposed cumulative





Outside no.1 Lombard Street - existing





Outside no.1 Lombard Street – proposed cumulative





Lombard Street - existing





Lombard Street – proposed cumulative





Junction of Bishopsgate and Threadneedle Street - existing





Junction of Bishopgate and Threadneedle Street – proposed cumulative





Junction of Bishopgate and Threadneedle Street - proposed cumulative





Junction of Gracechurch Street and Lombard Street - existing





Junction of Gracechurch Street and Lombard Street - proposed cumulative





Eastcheap - existing





Eastcheap – proposed cumulative





Lombard Street, looking towards St Edmund's Church - existing



Lombard Street, looking towards St Edmund's Church - proposed cumulative





Gracechurch Street frontage







Talbot Court - existing



Talbot Court - proposed





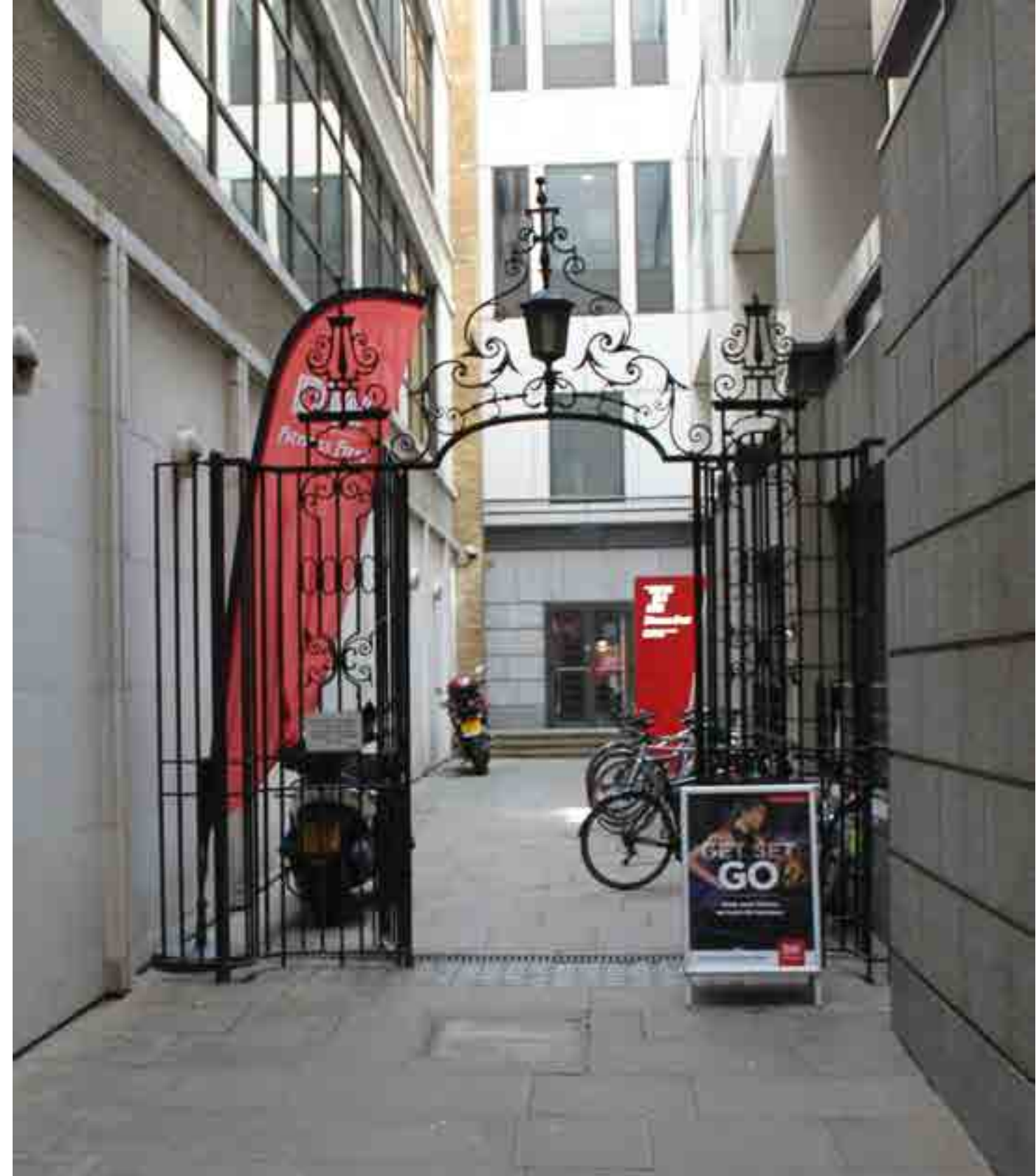


Brabant Court - existing





Brabant Court - proposed



St Benet's Place - existing





St Benet's Place - proposed



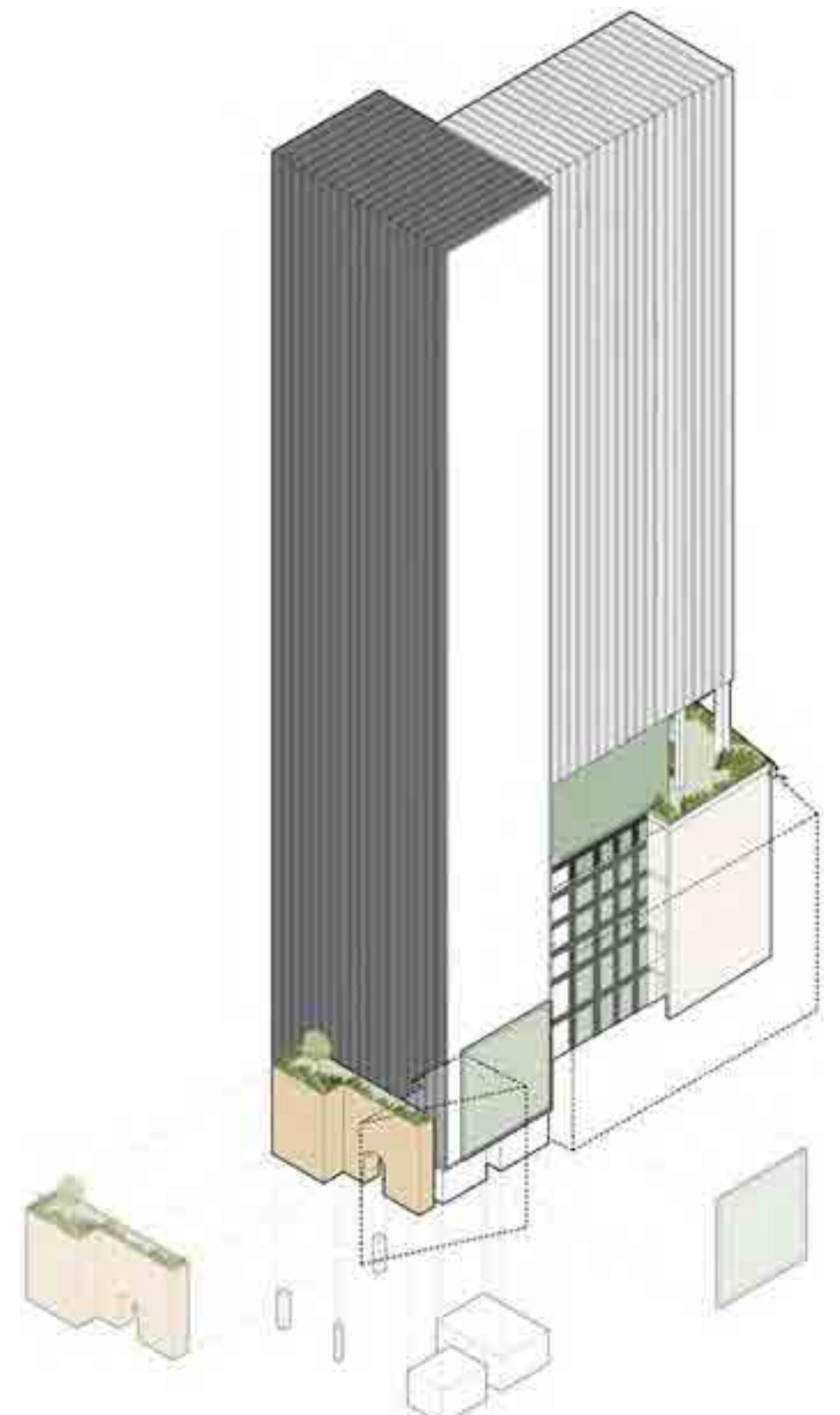
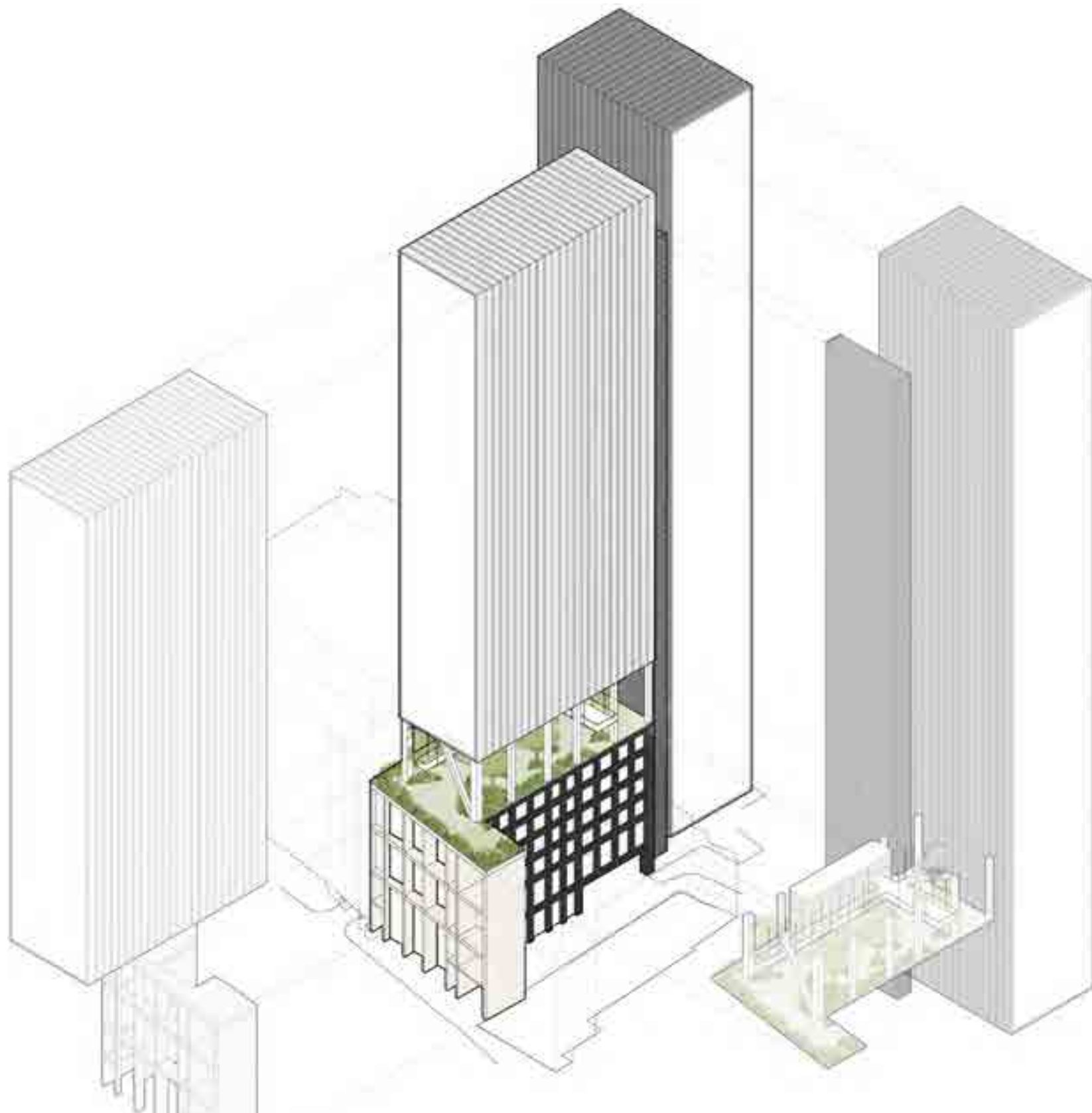


'Northern courtyard' - existing



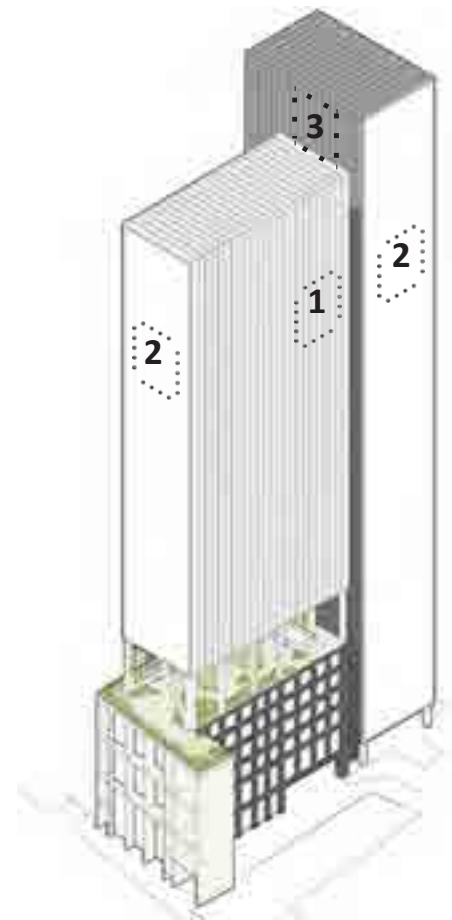


‘Northern courtyard’ - proposed

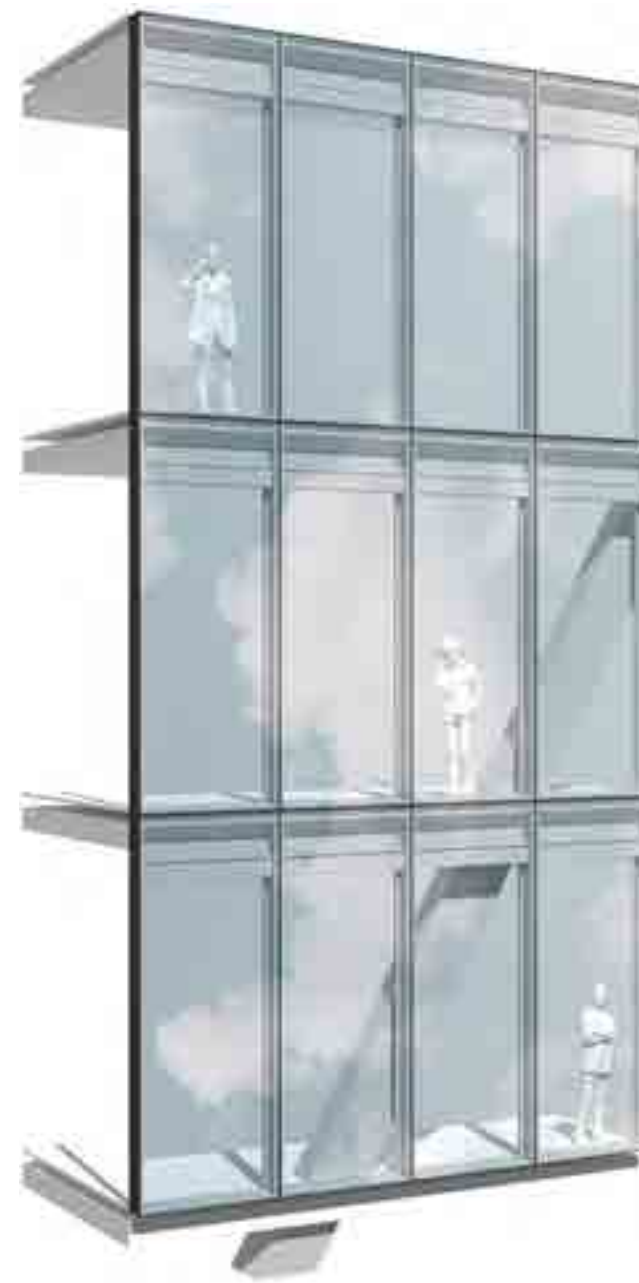


Parti diagram





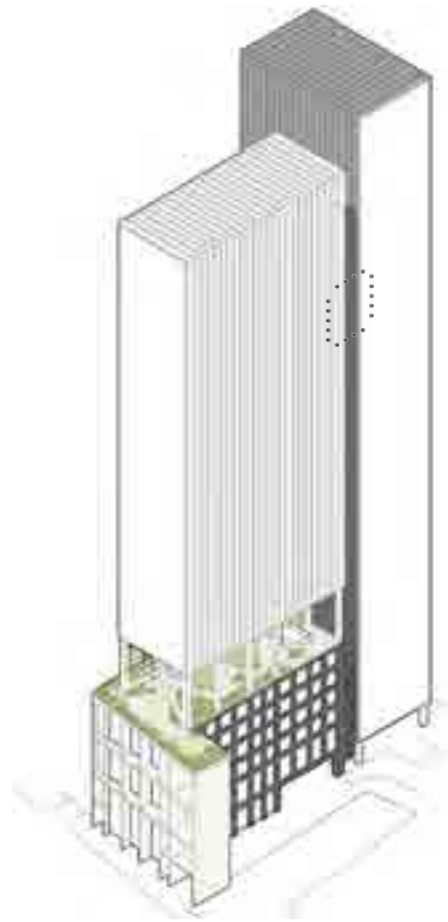
1 West block side façade  
53% solid to glass ratio



2 End bay façade  
27% solid to glass ratio

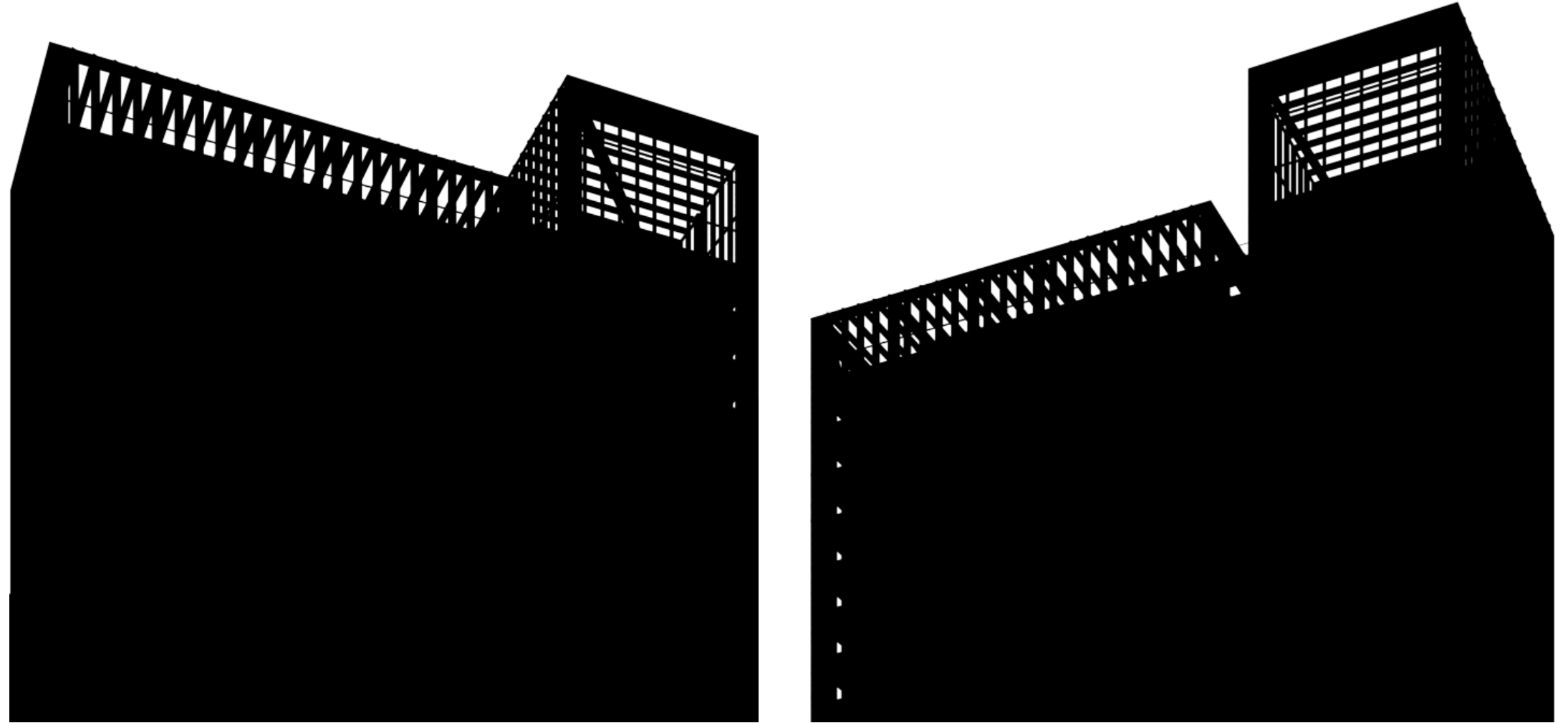
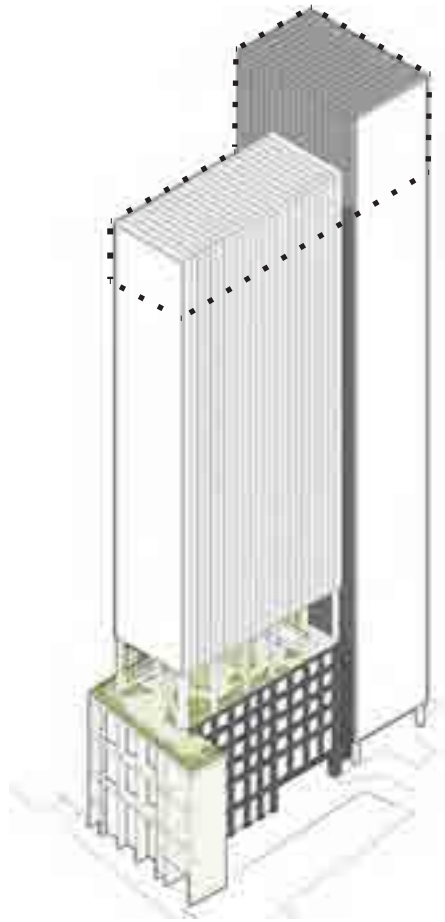


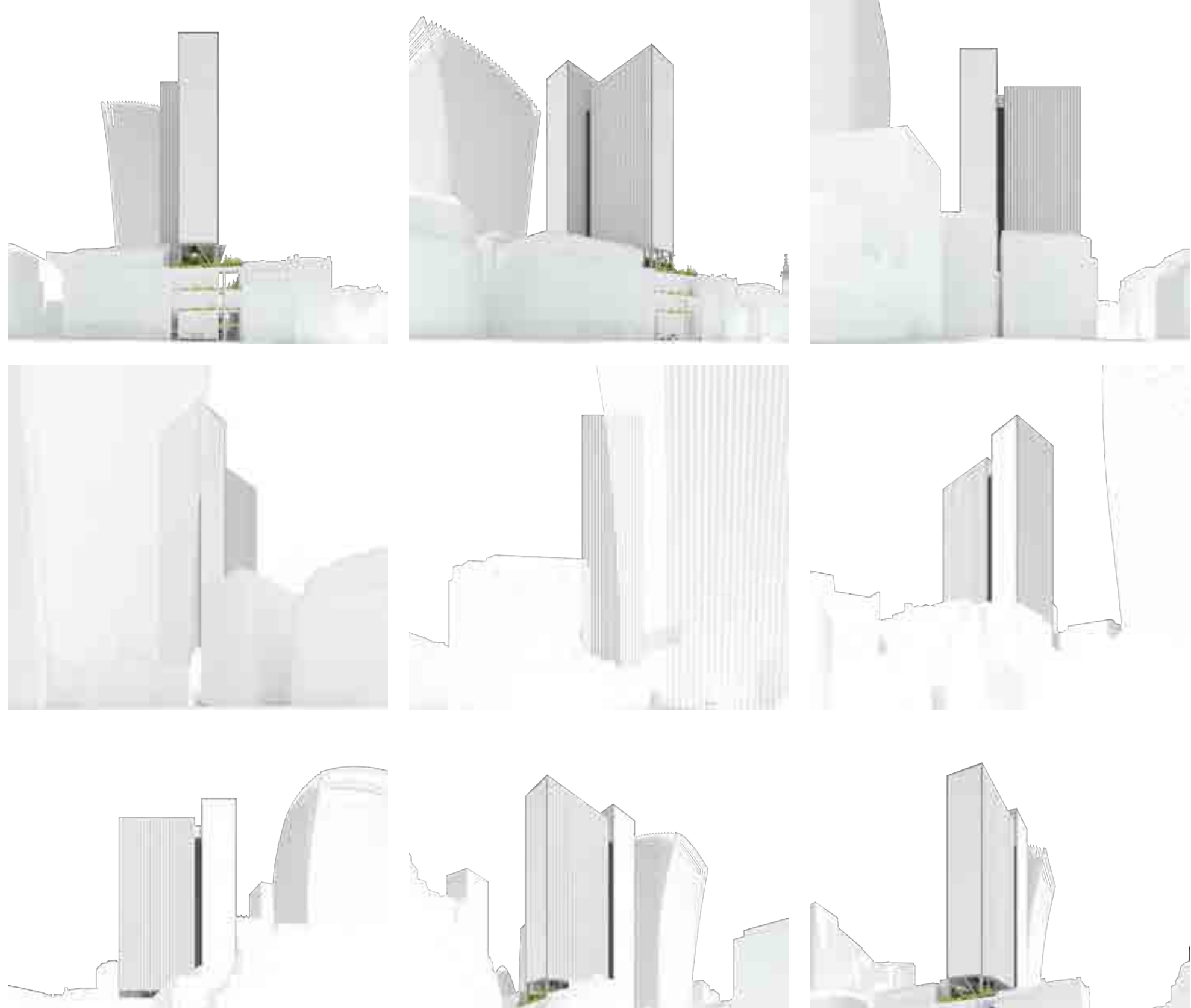
3 East block side façade  
53% solid to glass ratio



Elevational treatment

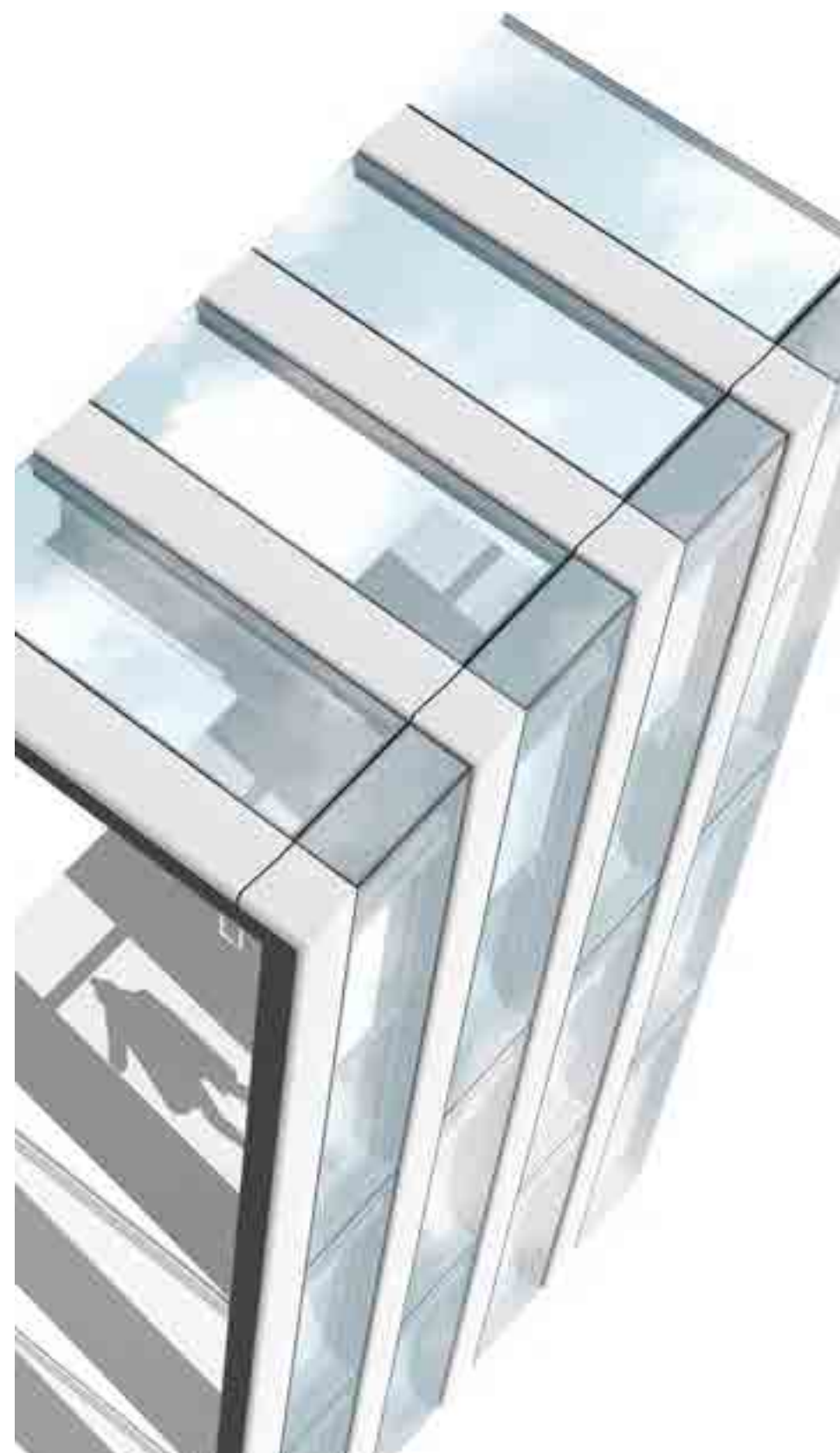
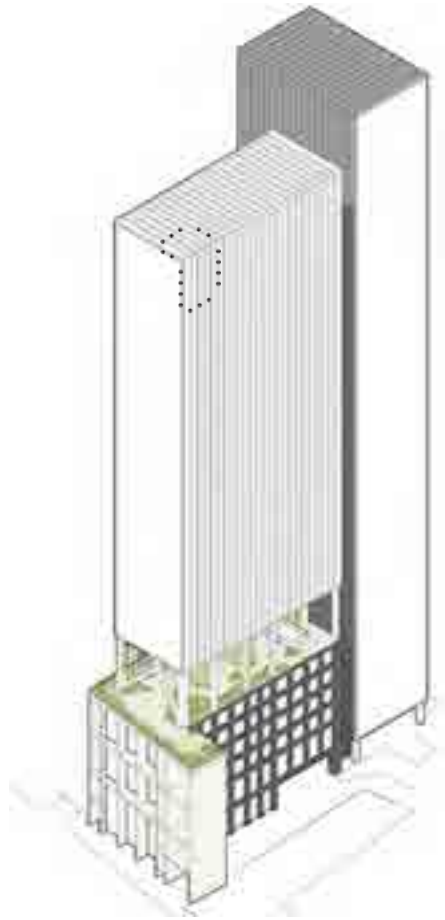




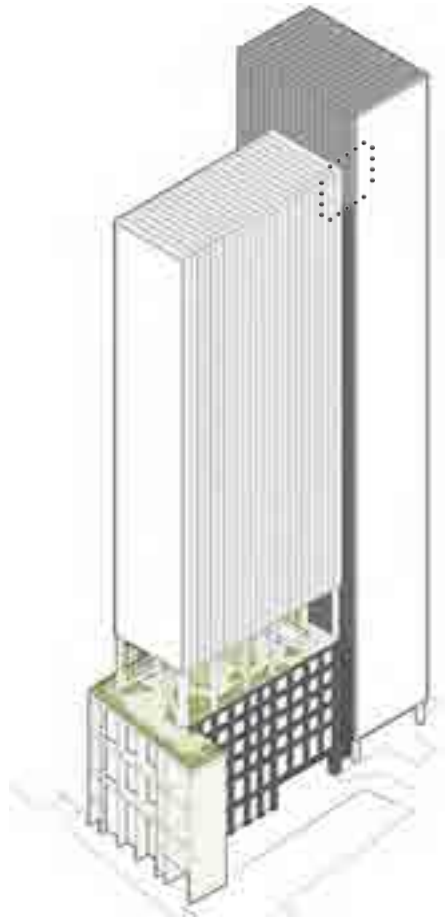


Elevational treatment





Elevational treatment



Elevational treatment



-  Pedestrian Route
-  Covered Passageway
-  Pedestrian Route Crosses Road  
(Not indicating actual crossing position)
-  Potential Historic Route reinstated
-  Site Boundary
-  Privately owned/controlled open space







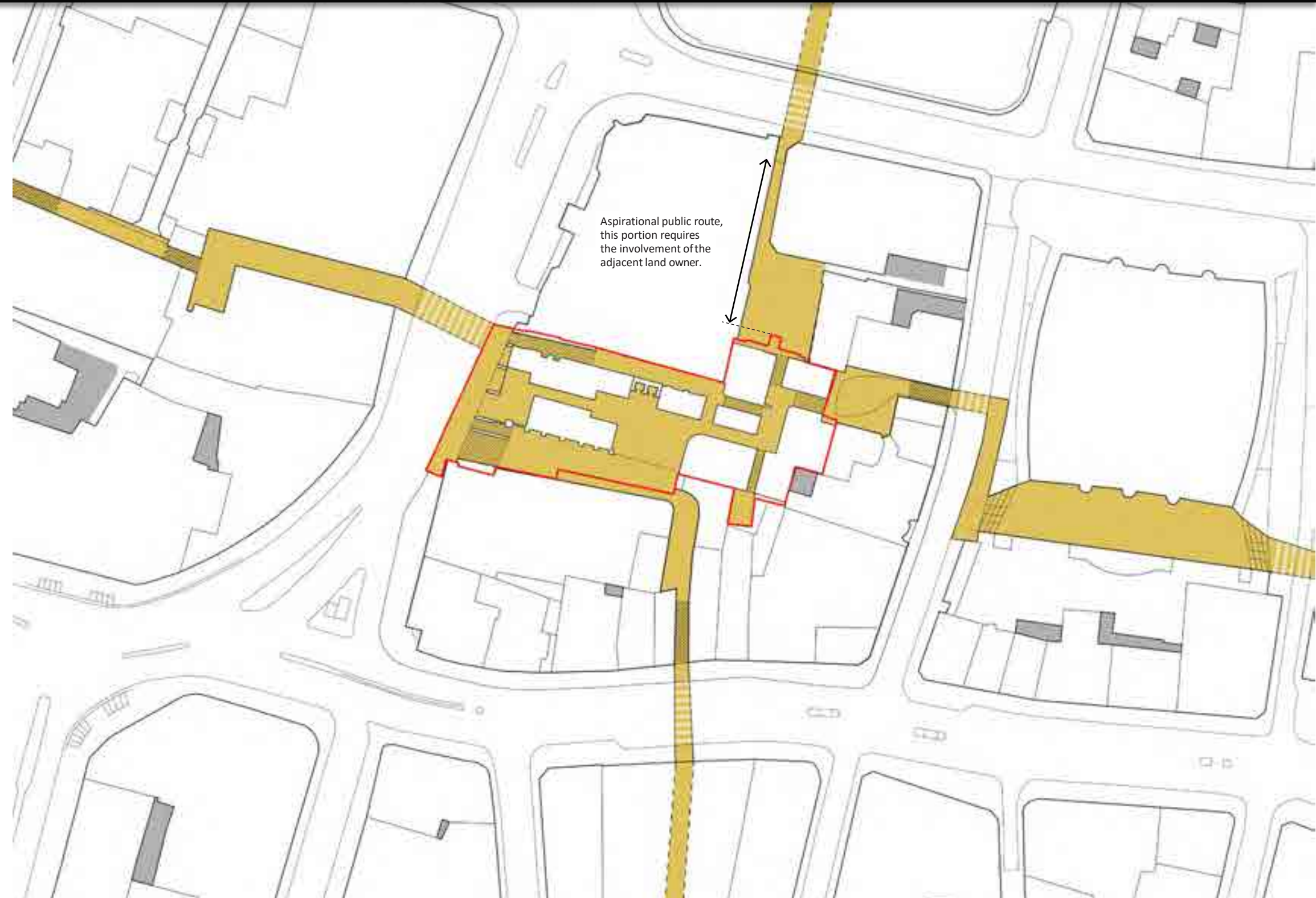
1893 - 1895 map showing the through route from St Benet's Place to Brabant Court.

-  Pedestrian Route
-  Covered Passageway
-  Pedestrian Route Crosses Road  
(Not indicating actual crossing position)
-  Potential Historic Route reinstated
-  Site Boundary
-  Privately owned/controlled open space



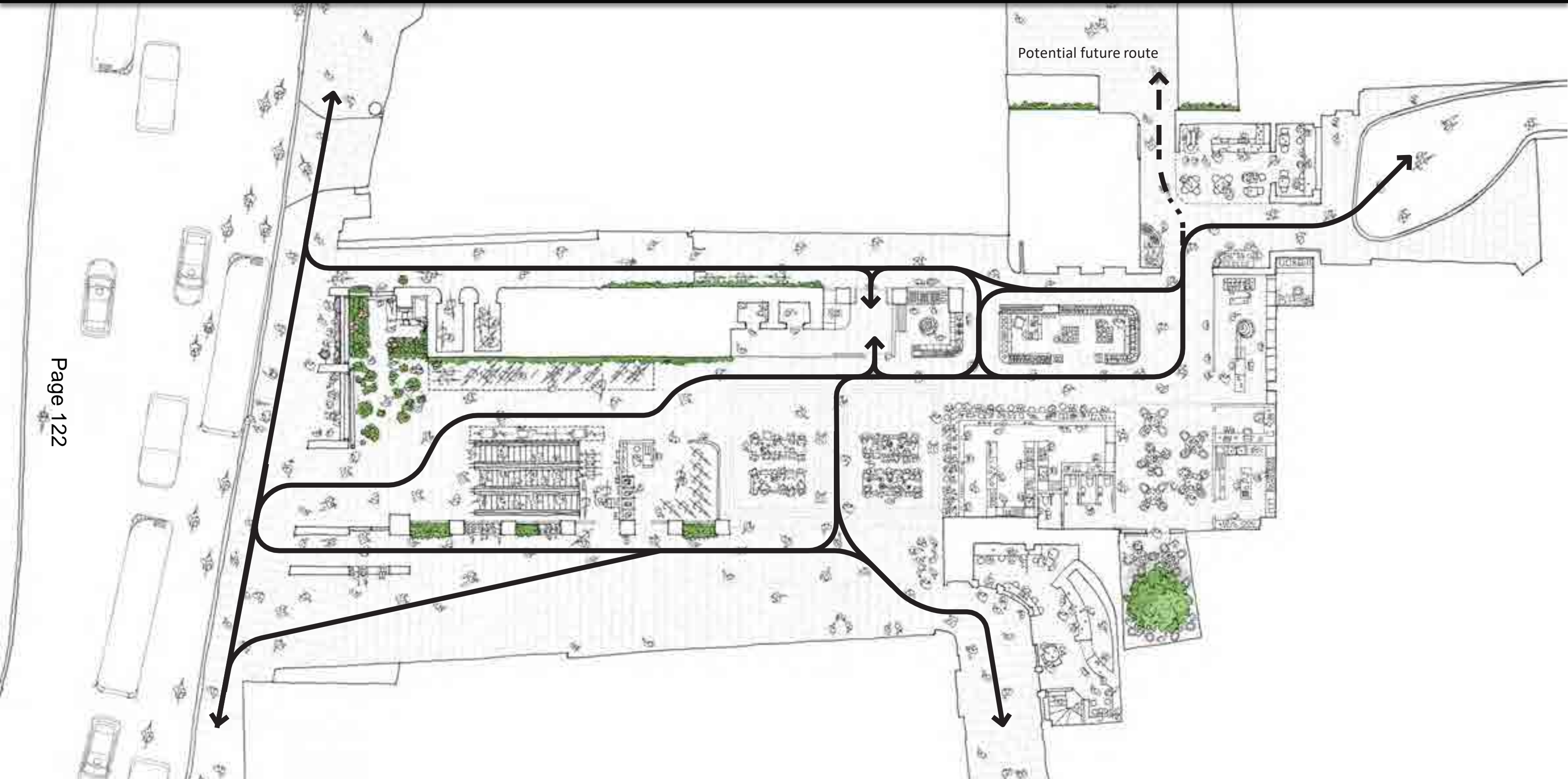


-  Pedestrian Route
-  Covered Passageway
-  Pedestrian Route Crosses Road  
(Not indicating actual crossing position)
-  Potential Historic Route reinstated
-  Site Boundary
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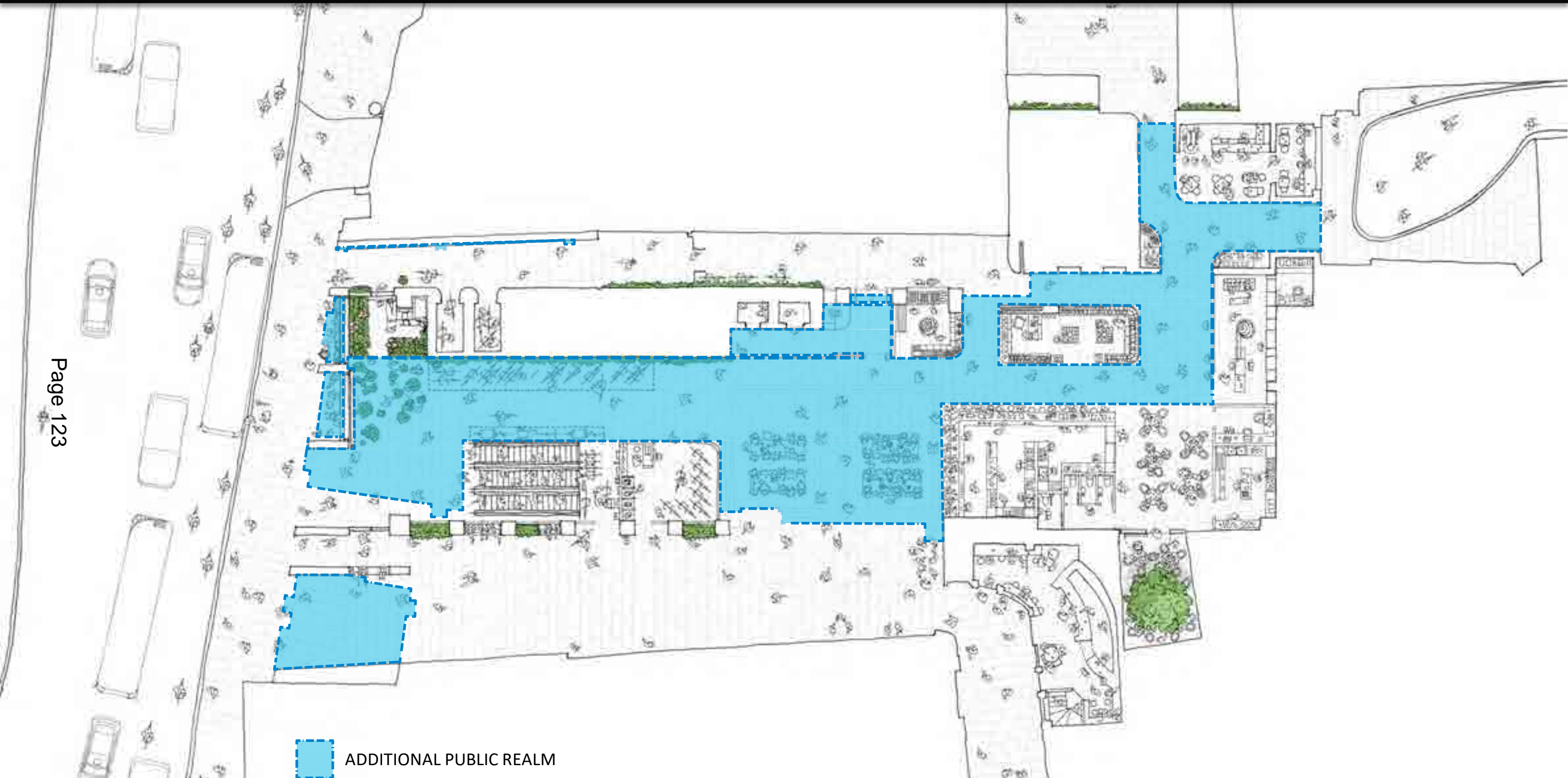








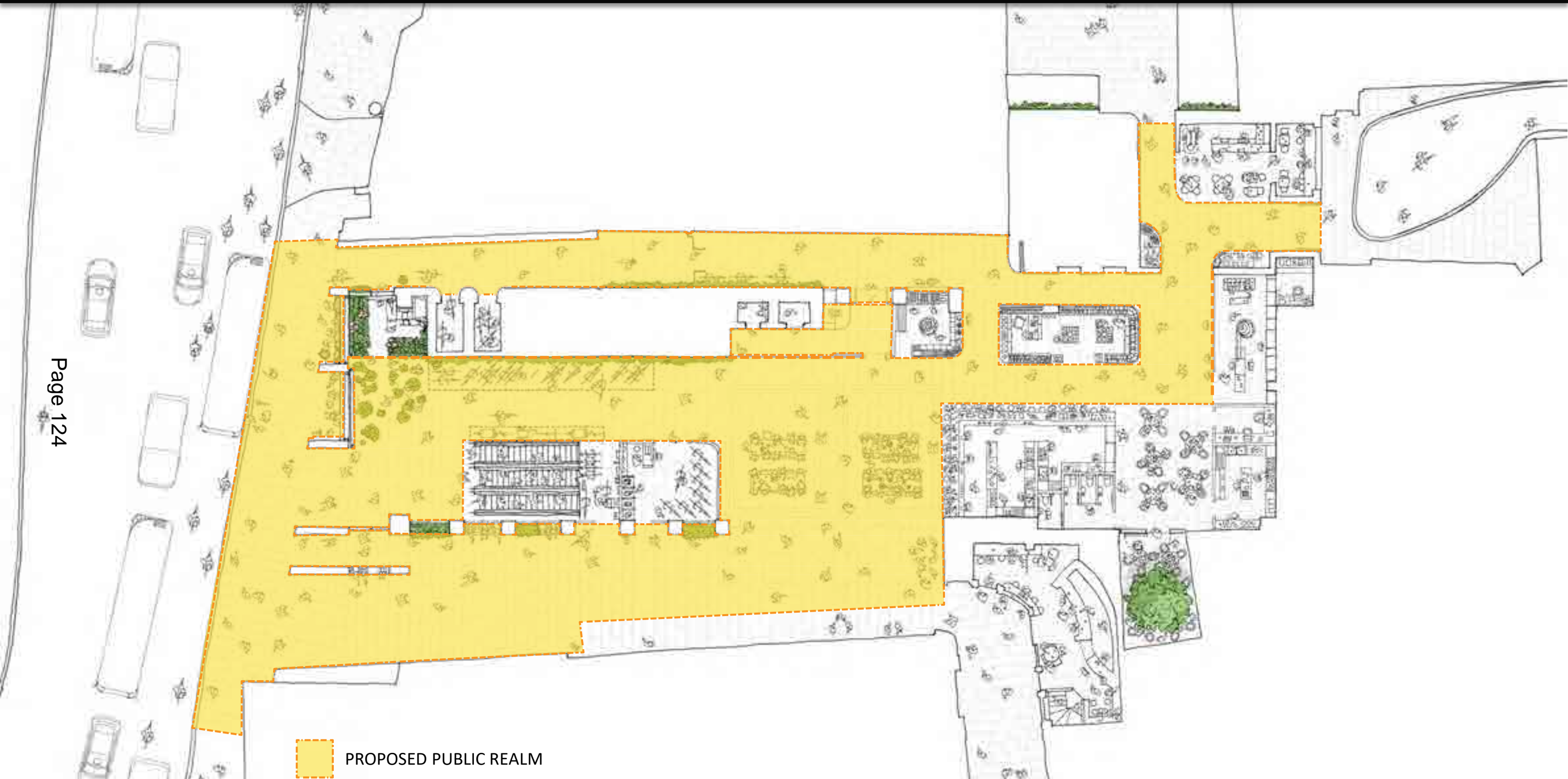
Potential future route



ADDITIONAL PUBLIC REALM

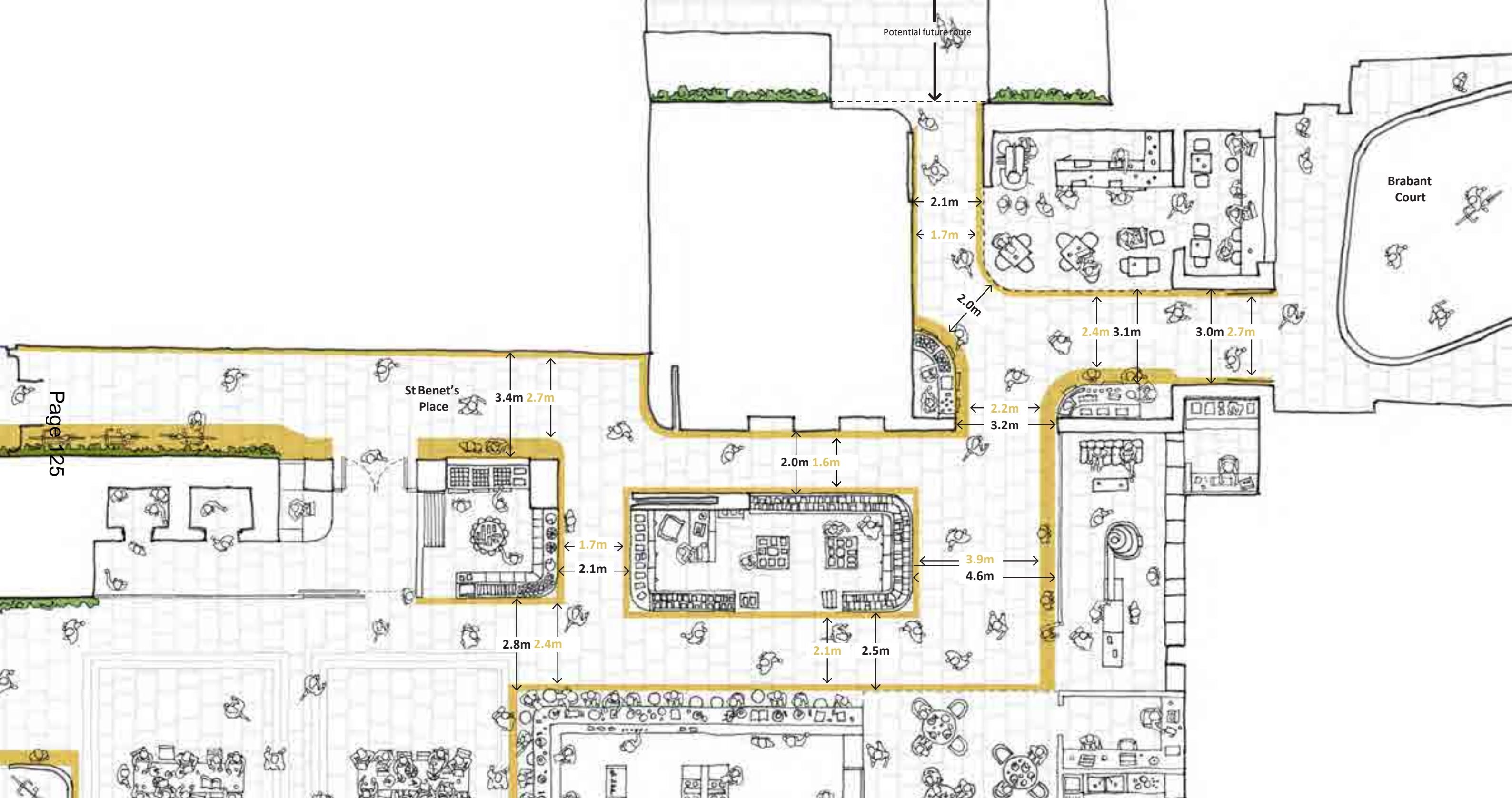
Public realm increased from 570m<sup>2</sup> to 1,040m<sup>2</sup>





PROPOSED PUBLIC REALM

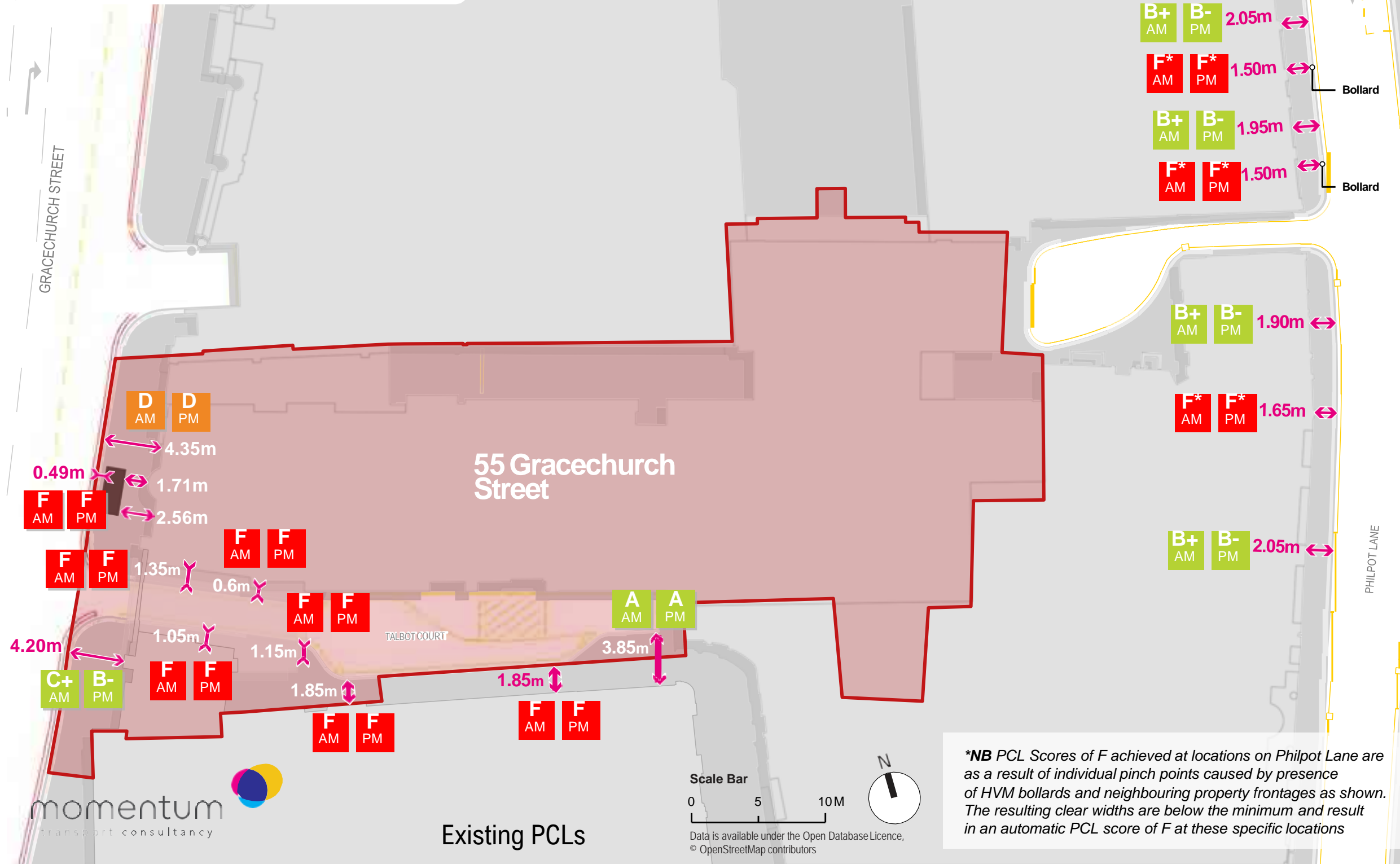
Public realm increased from 570m² to 1,040m²



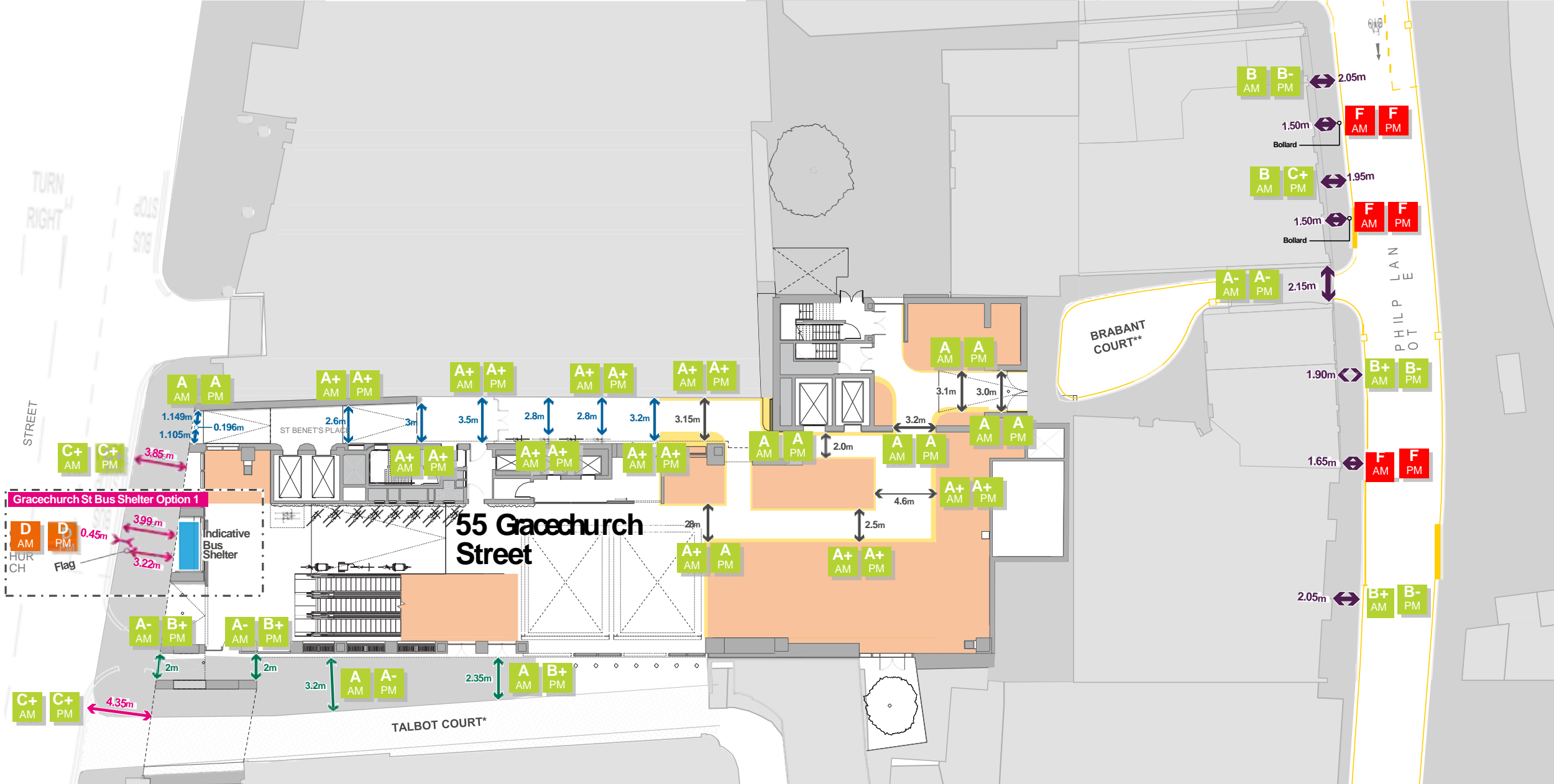
Internal routes



# 55 GRACECHURCH STREET EXISTING PCL MEASUREMENTS WITH 2026 PCL SCORES



55 GRACECHURCH STREET  
PROPOSED DEVELOPMENT 2026



\* Talbot Court will provide level access if routing east-west  
\*\* Brabant Court will be resurfaced to provide level access

Gracechurch St Bus Shelter Option 2				Gracechurch St Bus Shelter Option 3			
With TfL Requested Kerb Extension				With Development Existing Bus Stop Location			
Full Width	5.49m	D AM	C- PM	Full Width	3.99m	E AM	E PM
Clear Width	2.49m			Clear Width	1.59m		

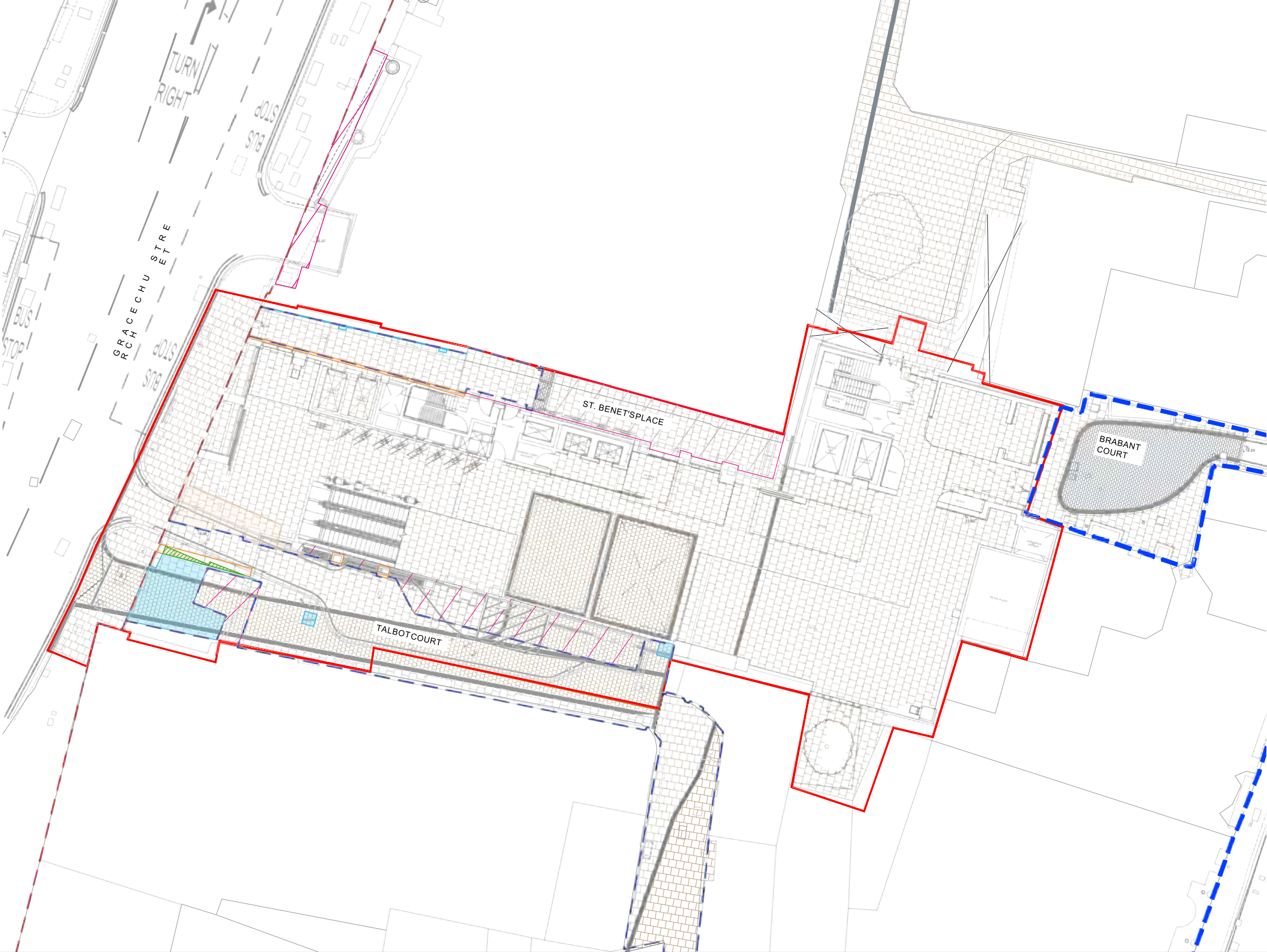


NOTES

- 1. Do not scale from this drawing, work to figured dimensions only.
- 2. Dimensions are in metres unless stated otherwise.
- 3. This drawing is based on FPA plan referenced PP-FPA-XX-00-DR-A-16100 dated 13/08/20 and MSA Surveys Topographical survey reference 5313\_T dated 24/01/19.
- 4. Highway boundary information has been transposed based upon interactive mapping available from the City of London.
- 5. Existing Highway boundary information available on Drawing M000466-2-1-DR-013.

KEY

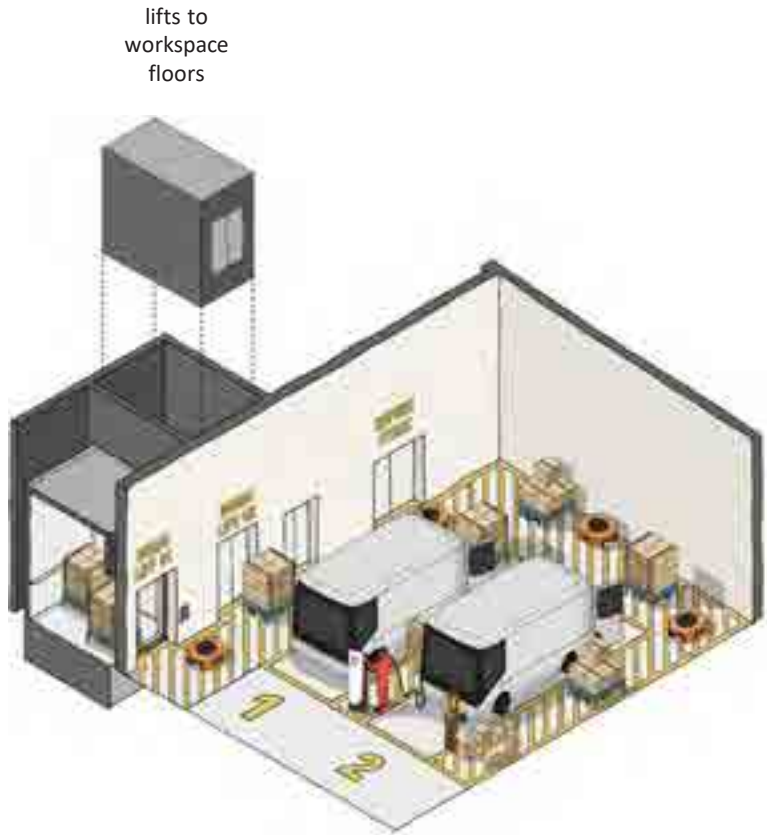
- Type P1 - Yorkstone Paving
- Type P2 - Yorkstone Setts
- Type P3 - Granite Curb
- Adopted public highway boundary
- Existing TfL highway boundary
- Existing CoL permissive paths
- Total Area to be stopped-up - 30m²
- Adopted Public Highway - 35m²
- Planning Boundary
- Existing Development currently stopped up (Excluded from proposed stopping up area) = 2m²



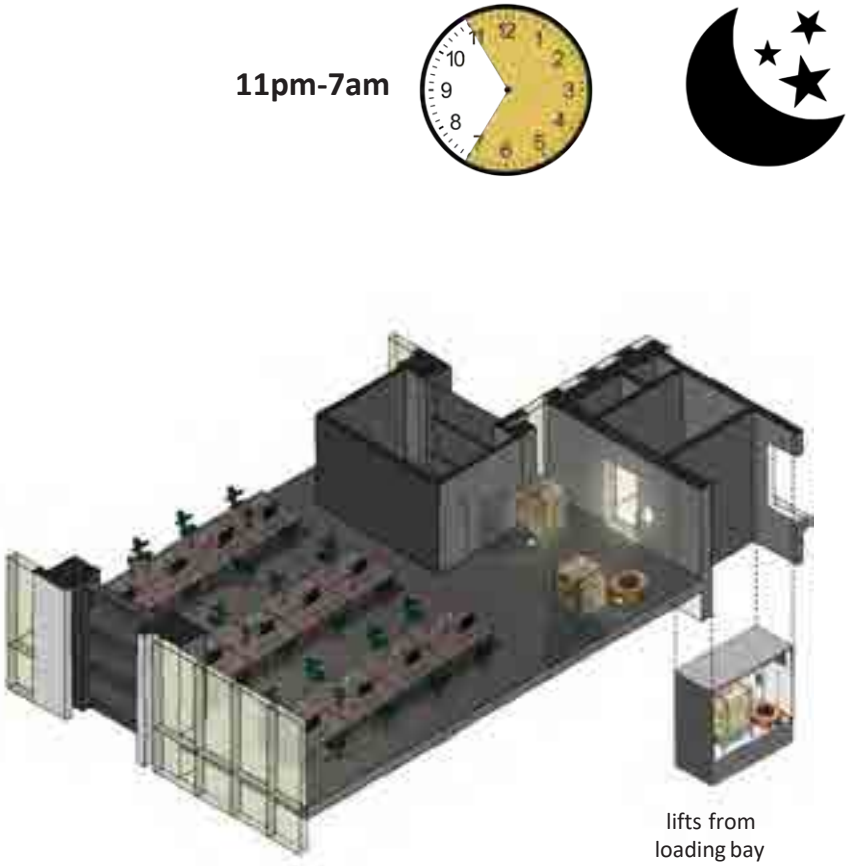
night



01 electric vehicle delivery via lifts



02 loading bay to robot distribution



03 robot distribution to workspace floor



day

Page 130



01 vehicle lift as day-time public realm

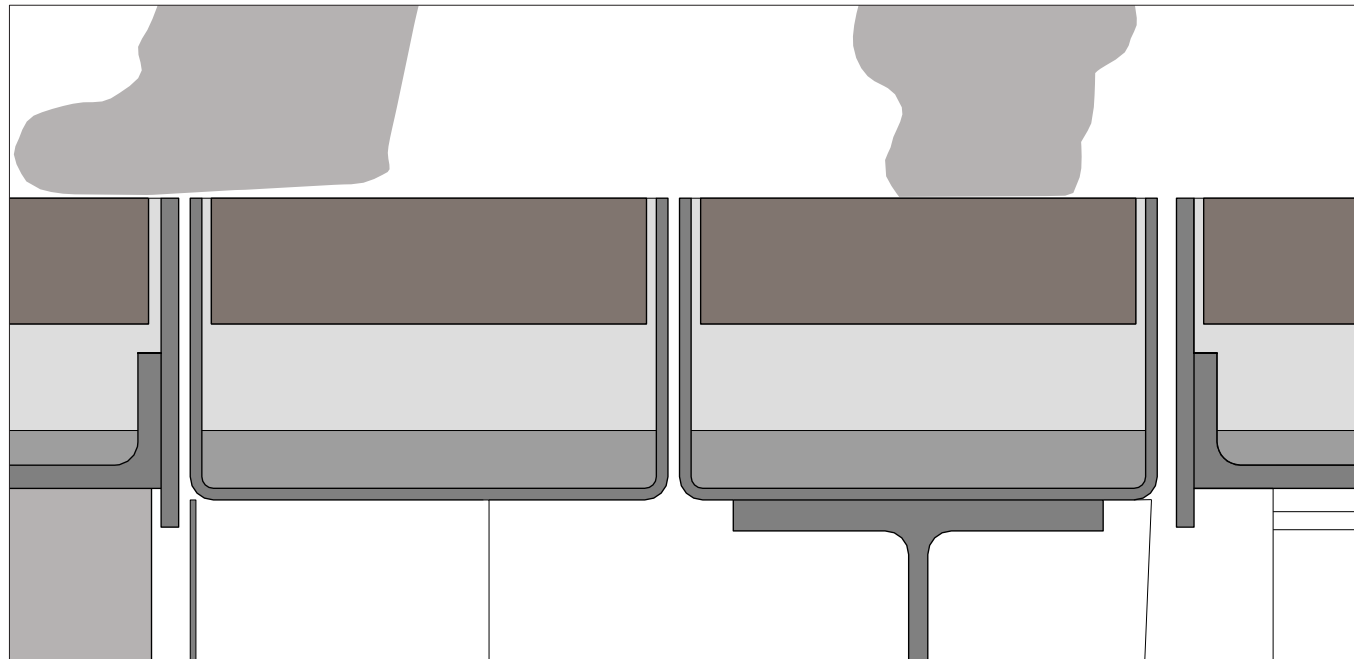


02 daytime deliveries via last-mile logistics hub

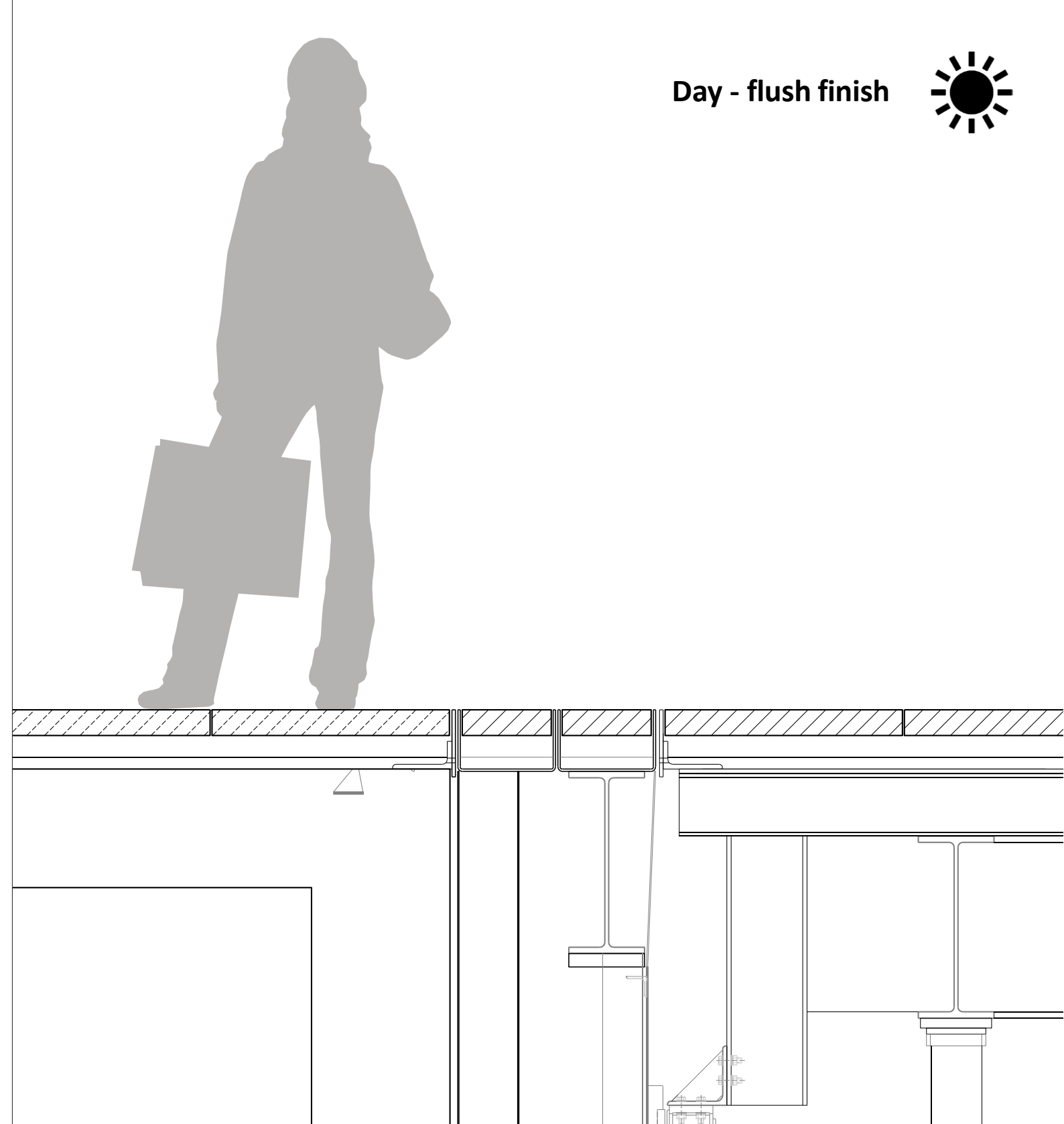


03 last-mile cargo bike delivery





Day - flush finish



Vehicle lift details



Night - Barriers raised



Night - Barriers raised,  
platform lowered





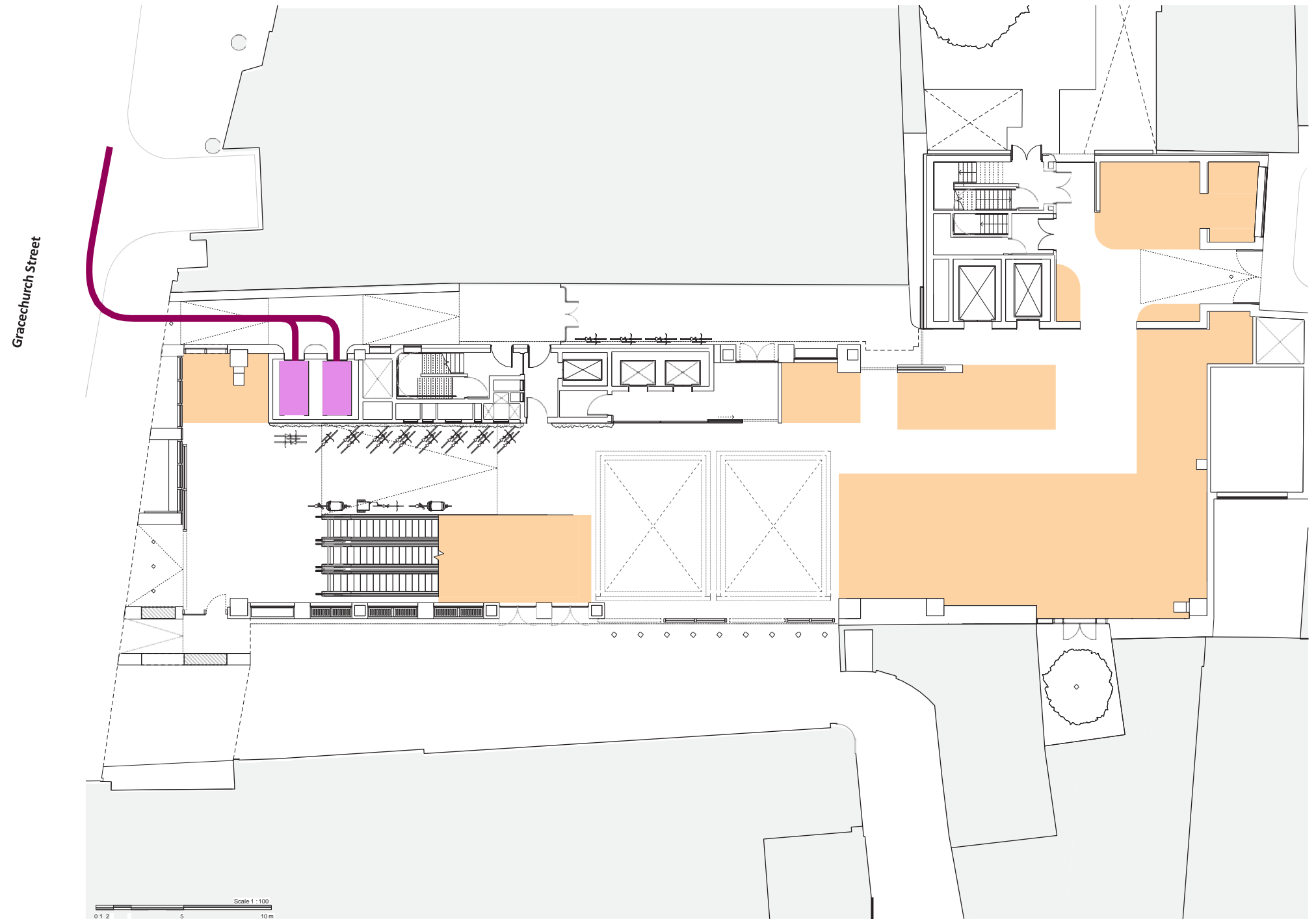
closed



open

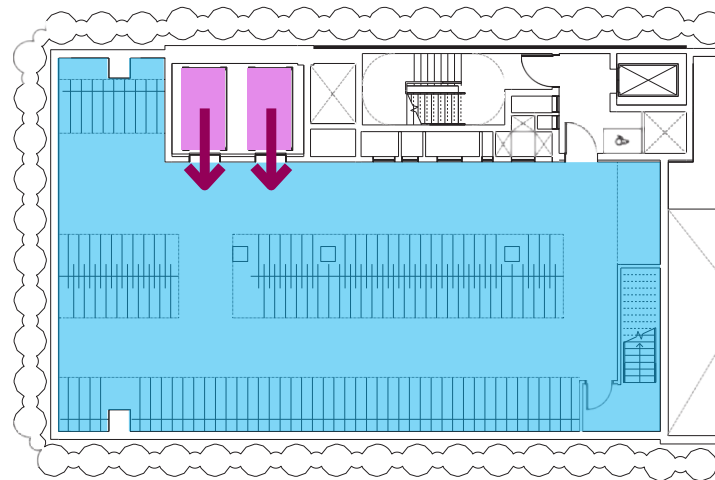


2 cycle lifts  
21 short stay cycle spaces 3  
cargo bike spaces

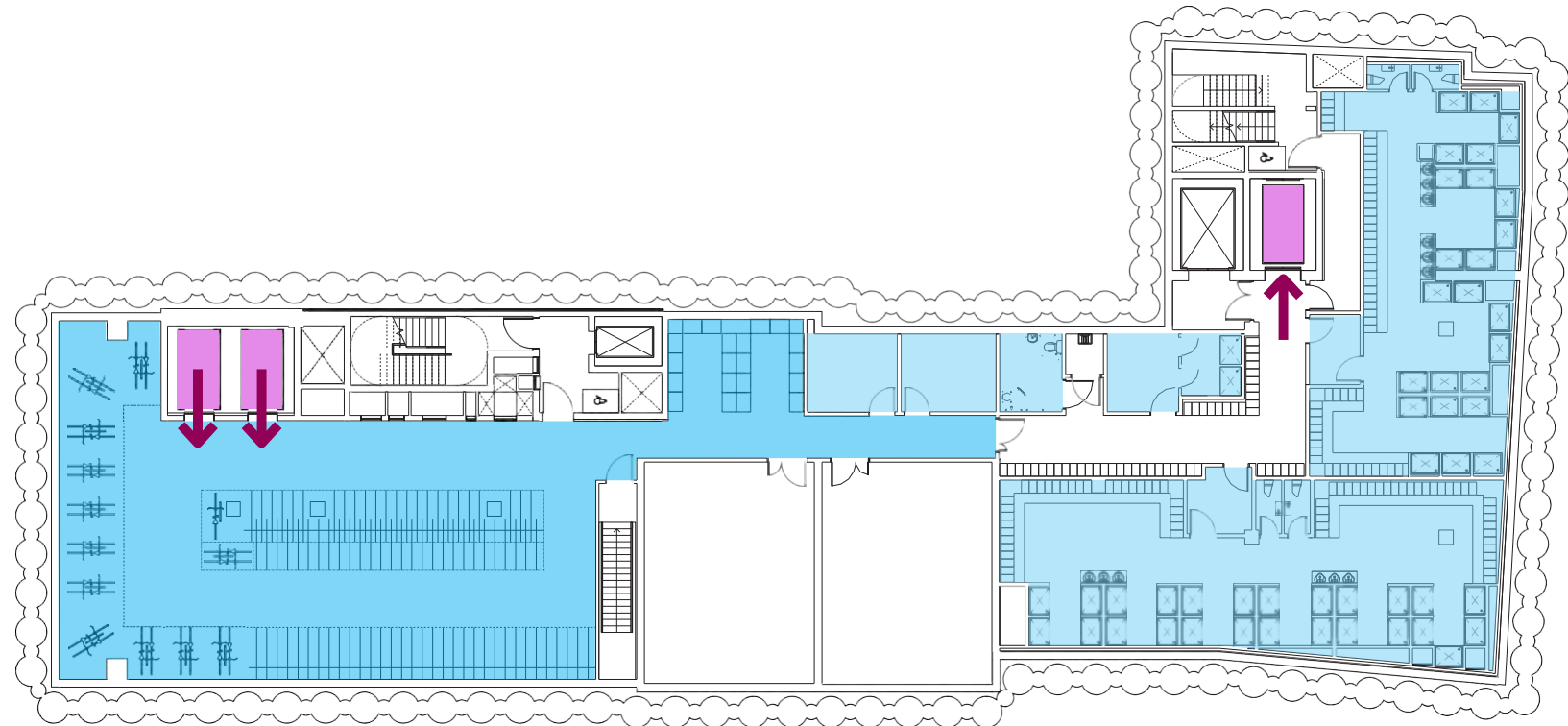


422 cycle spaces in two-tier racks  
 25 sheffield stand spaces for accessible and large cycles 49  
 folding cycle lockers  
 500 lockers  
 50 showers  
 1 accesible shower  
 2showers for building staff 2  
 drying rooms

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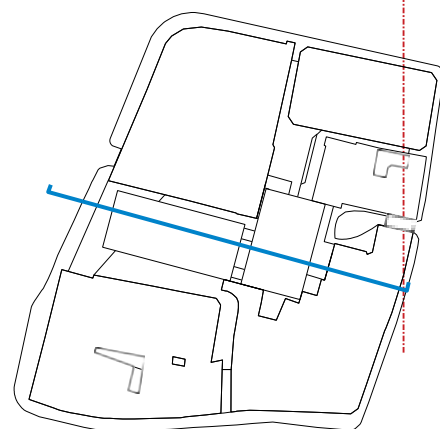


Level B3M



Level B2

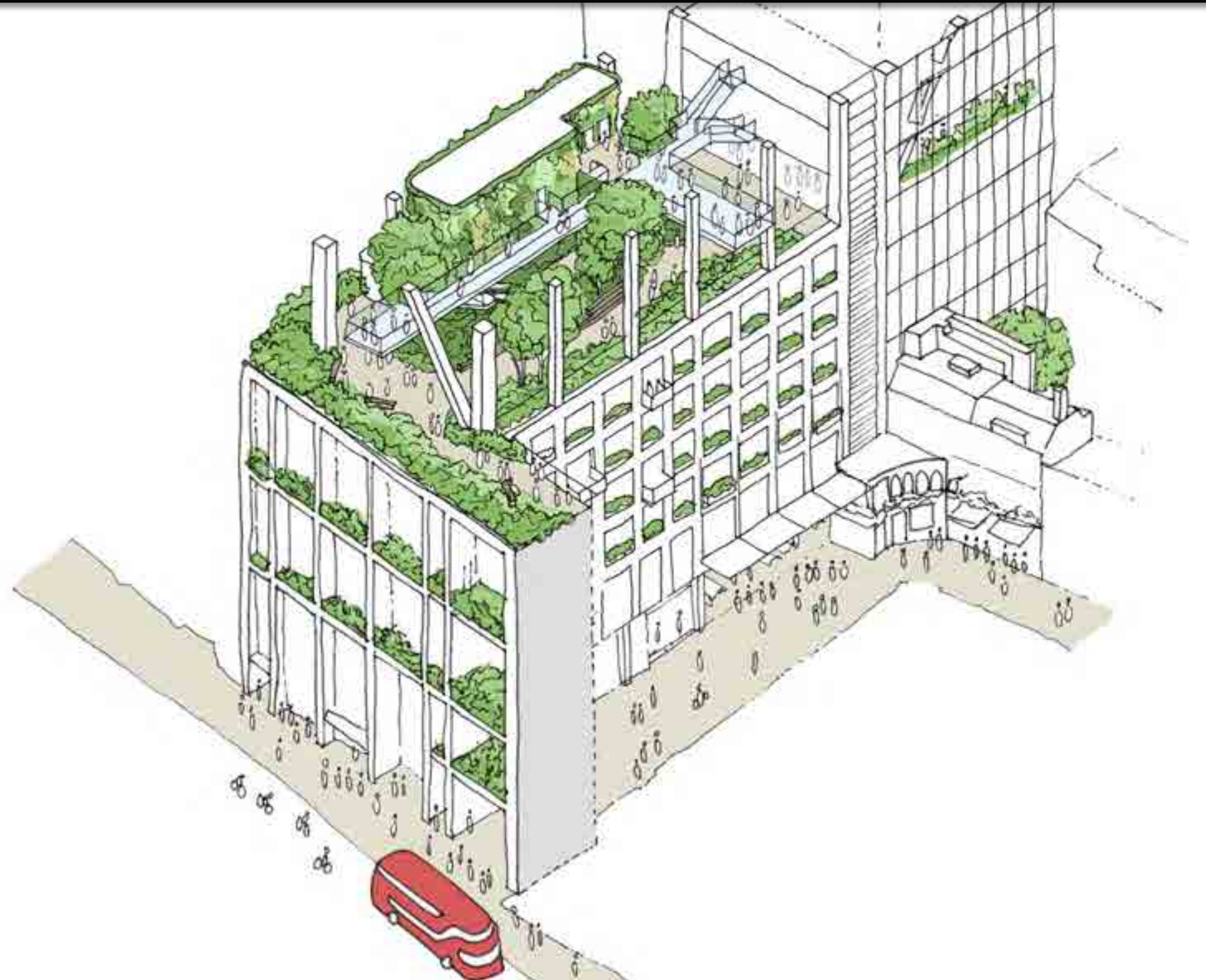




0 5M 10M

50M

Public experience







Public garden terrace



Accessed via two dedicated public lifts through a secure lobby at ground floor. Supported by CoL Police.

Lobby accessed from the public realm within the building and via St Benet's Place.

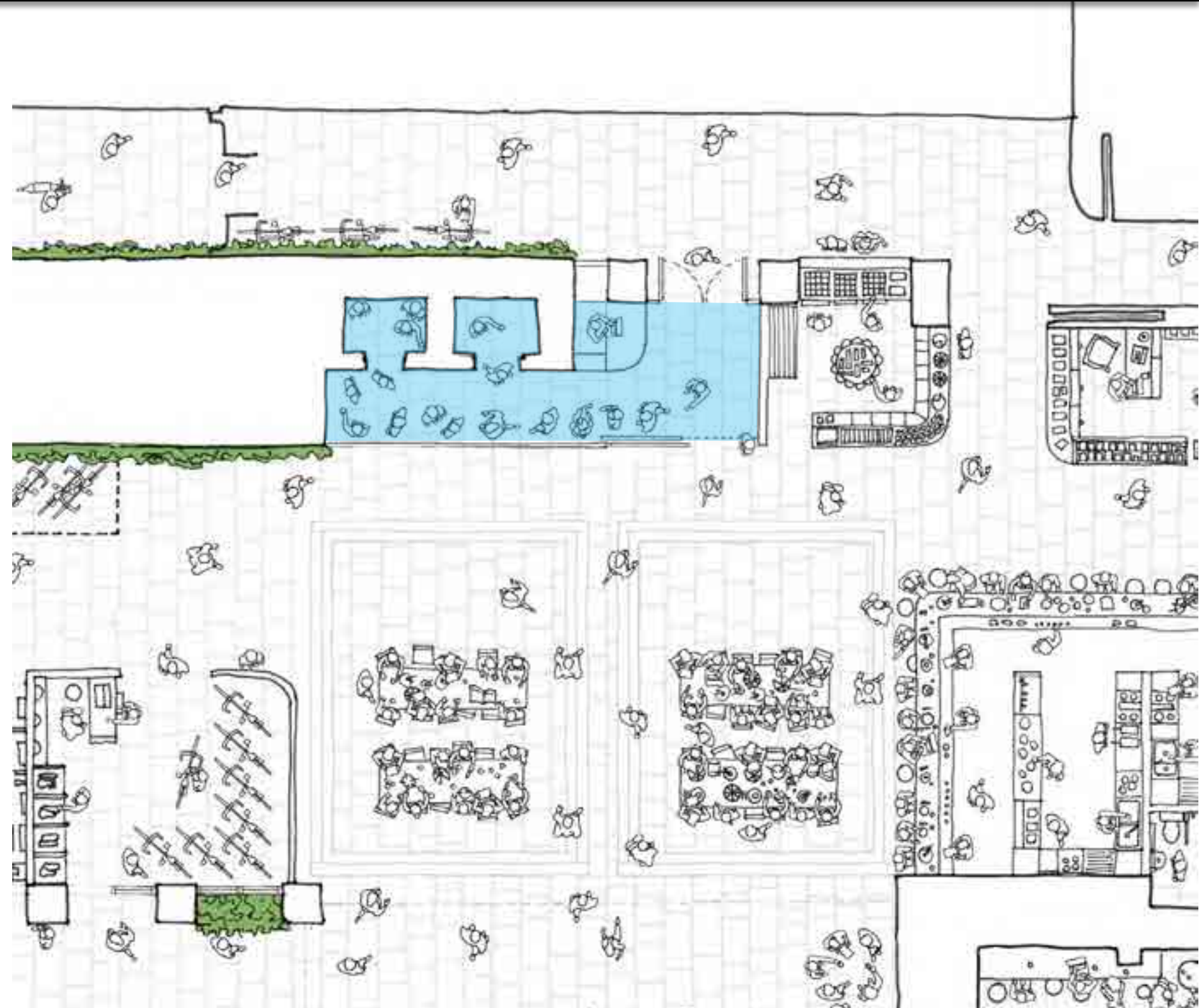
The public garden terrace, walkway and ancillary space have a combined capacity of around 150 people.

Based on a dwell time of 20-30 minutes, an arrival and departure rate of between 450 and 300 people per hour has been assumed.

These rates would result in a maximum queue length of 12 people. The 30m<sup>2</sup> lobby provides twice the space required for a queue of this size.

Should a longer queue form this would be managed inside the building to ensure St Benet's Place is kept clear and in a manner which prevents any public routes being blocked.

A system to manage access at full capacity will be developed prior to occupation utilising the latest technology.



Public garden entry





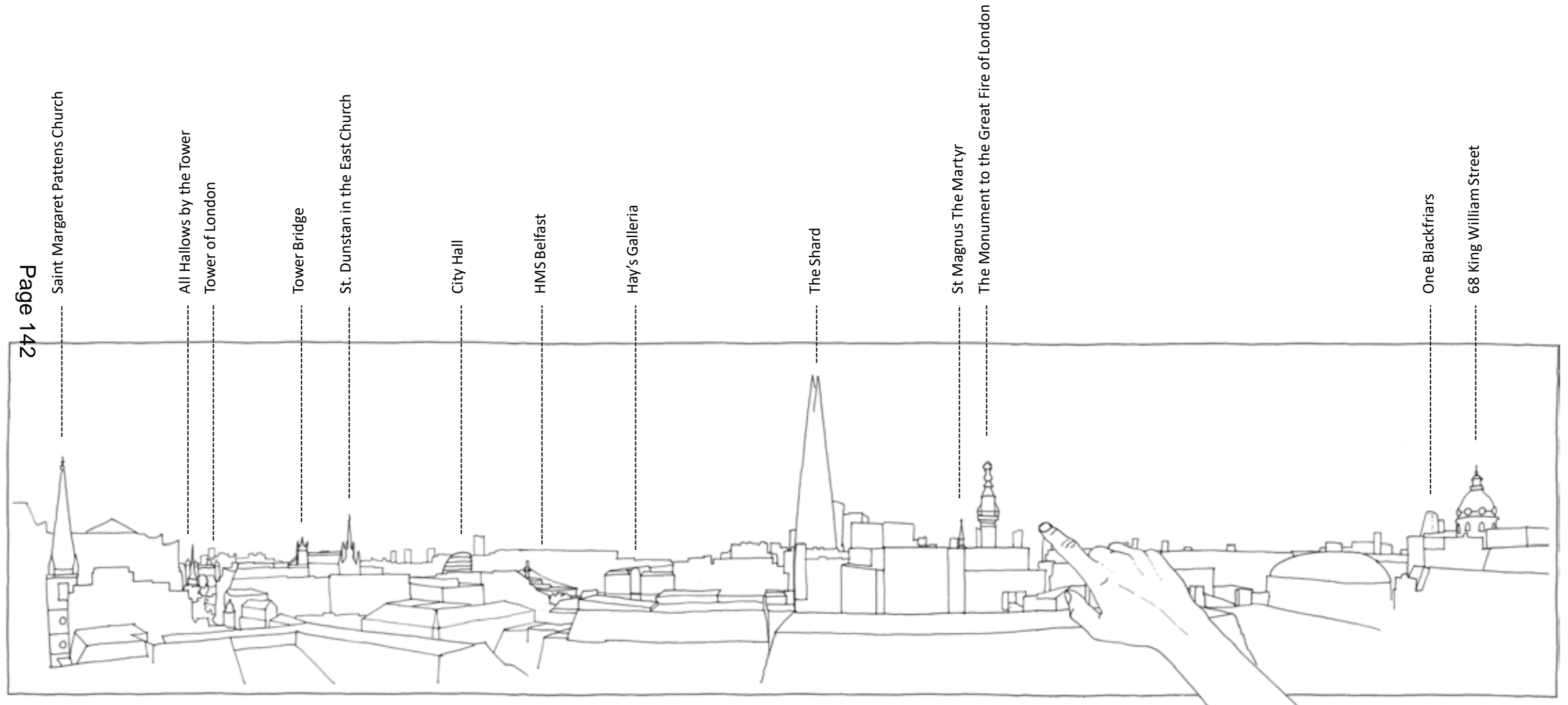
Public garden terrace





Treetop walkway

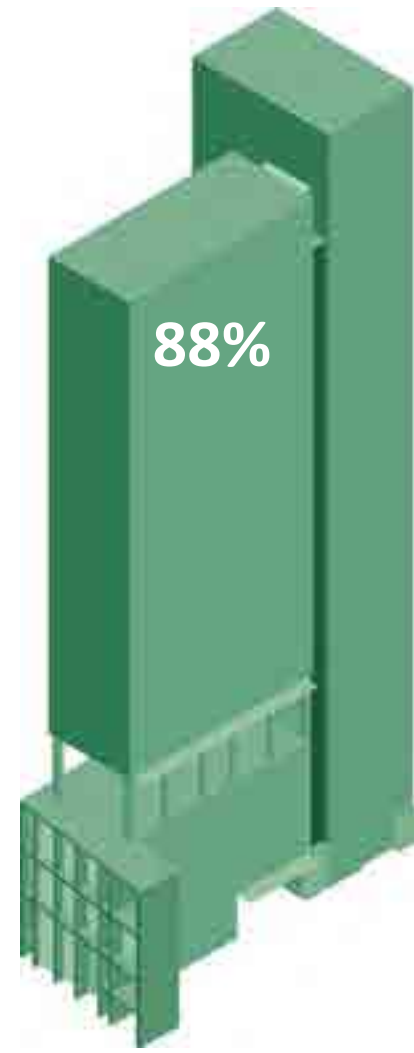
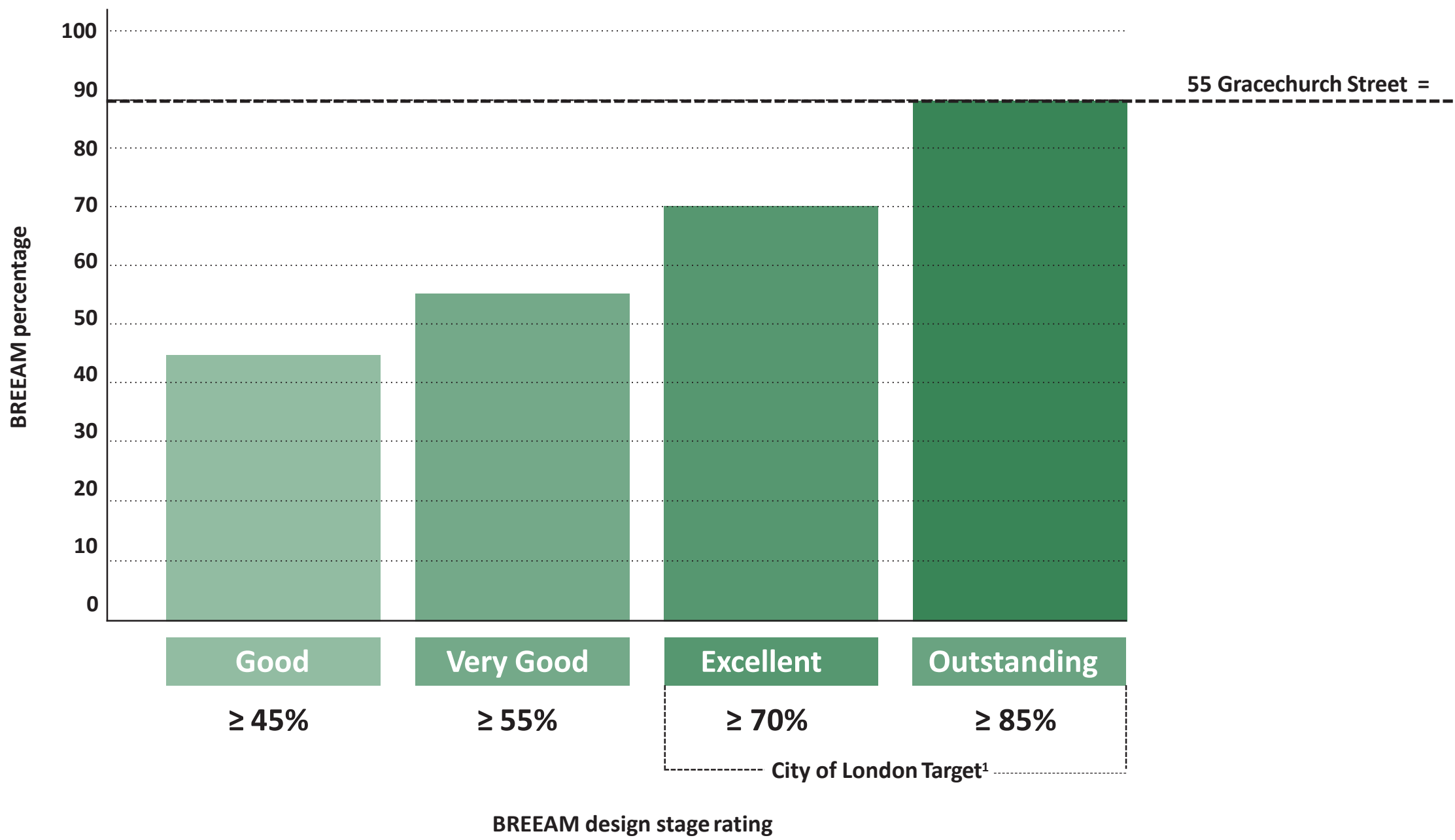






Cultural Plan Sculpture loggia





The total annual energy usage of the existing building is sufficient to power 4 of the proposal



**5.1m**  
KWHRs/year



**1.2m**  
KWHRs/year



**1.2m**  
KWHRs/year



**1.2m**  
KWHRs/year



**1.2m**  
KWHRs/year



Committing to a target BREEAM Score of 88.2% (Outstanding).

Using steel with a 40% recycled content and concrete with Granulated Blast-furnace Slag (GGBS) will significantly reduce the embodied carbon of the building.

Proposing the leasing of some M&E equipment for improved maintenance, repair and end of serviceable life reuse & recycling.

Committing to a 98% waste diversion from landfill rate target during construction.

Committing to a construction waste generation amount of 6.5 tonnes per 100m<sup>2</sup> of gross internal area.

Creating flexible spaces for future adaptability to reduce future waste generation.

Recycling stonework from the original structure.

Encouraging future tenants to reuse parts of the speculative show floor.

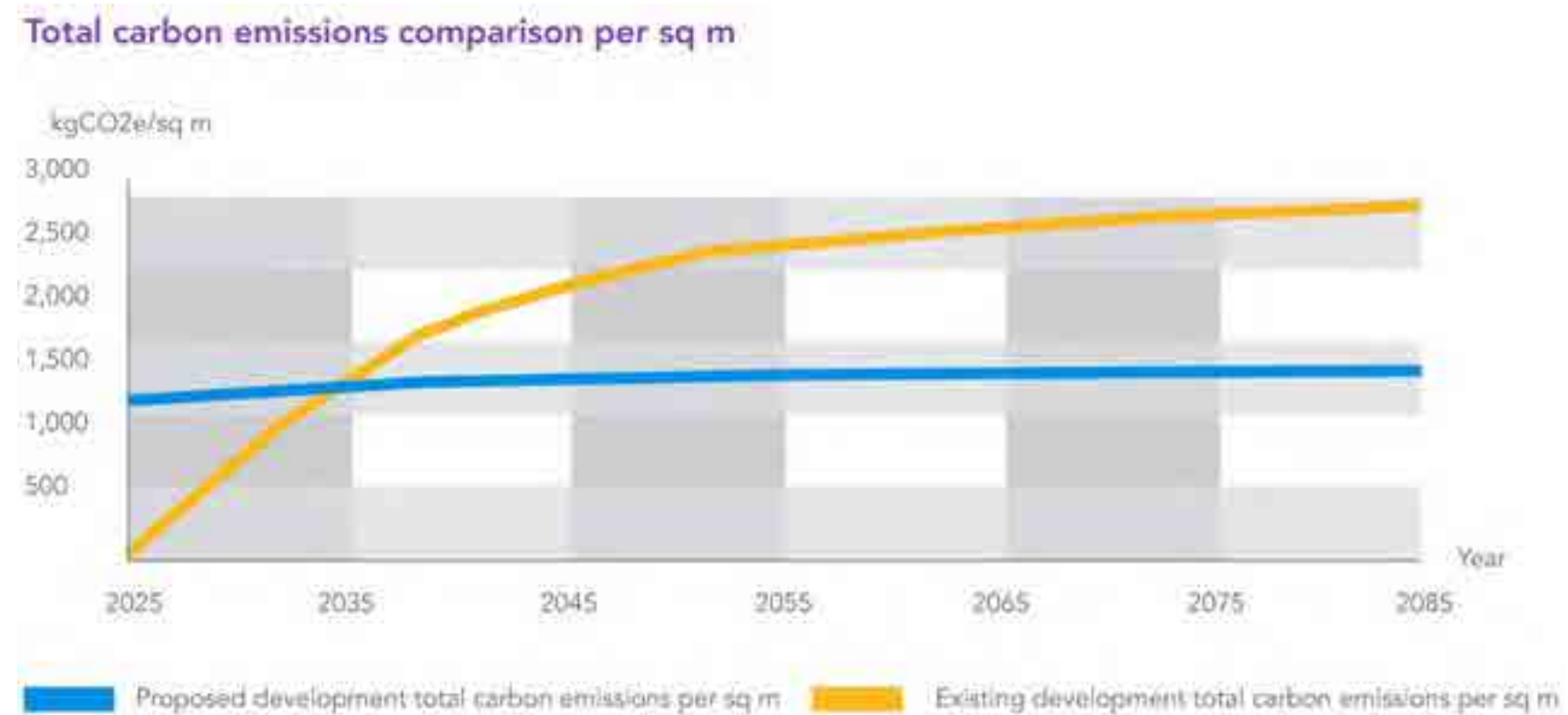
Life Cycle Assessment performed that included embodied and operational carbon emissions.

The graph compares the results with the carbon emissions of the existing building.

With the embodied carbon of the new development included, the breakeven point for carbon emissions is **2034**.

Cradle to practical completion embodied carbon emissions are 891kg/CO<sub>2</sub>e/m<sup>2</sup> and meet the GLA's benchmark target 1000kg/CO<sub>2</sub>e/m<sup>2</sup>.

Life cycle (cradle to grave) carbon intensity is 1,241kg/CO<sub>2</sub>e/m<sup>2</sup> and sits within the GLA's benchmark emissions target 1,500kg/CO<sub>2</sub>e/m<sup>2</sup>.





All electric building.

Utilising 100% outside air through floor-by-floor air handling units to provide free cooling 92% of the year. A high efficiency facade with dynamic automated blinds to limit solar gains.

Rainwater harvesting for irrigation with attenuation to limit runoff rates easing pressure on local drainage systems.

Greywater will be recovered and re-used.

Chilled water, heating and hot water from a sustainable source. Flow restricted taps for each hand basin with infrared control.

A consolidated out-of-hours servicing strategy will reduce congestion, improve air quality and pedestrian and cyclist safety within the City. Cargo bikes will be used to make deliveries during the day.

The thermal mass of exposed concrete soffits reduce temperature fluctuations and reduce energy consumption.

Passive infra-red (PIR) lighting controls will reduce energy usage and light spill.

High quality low energy lighting and controls will be utilised throughout.

Garden lighting will be carefully designed to minimise light spill.

Lighting control systems will dynamically adjust lighting levels to minimise energy use.

The levels of illuminance for proposed routes and open spaces will enhance the pedestrian experience, creating a safe and welcoming public realm.

The final lighting strategy will be developed in line with the City of London's External Lighting Strategy.





Moderate adverse (significant) daylight impact to 9B Eastcheap, recorded used as serviced apartments but with a consent that would allow residential use. 23 windows serving 19 rooms are assessed. 19 of these windows would experience a reduction beyond BRE Guidelines recommendations in daylight when recorded using VSC criteria (20%+). 11 of these windows serve bedrooms (less important in BRE Guidance terms) and eight serve living room-diners, of which five already have very low light levels and therefore variance would be negligible and three would potentially have a noticeable alteration.

Minor adverse (not significant) daylight effects to The Ship Public House (residential element) and St Margaret Pattens Church. Negligible daylight effects to all other receptors.

Negligible sunlight effects to all receptors identified including sensitive buildings and open spaces.

Negligible light pollution effects to all receptors.

No significant (negligible to minor adverse) solar glare effects to road viewpoints.

