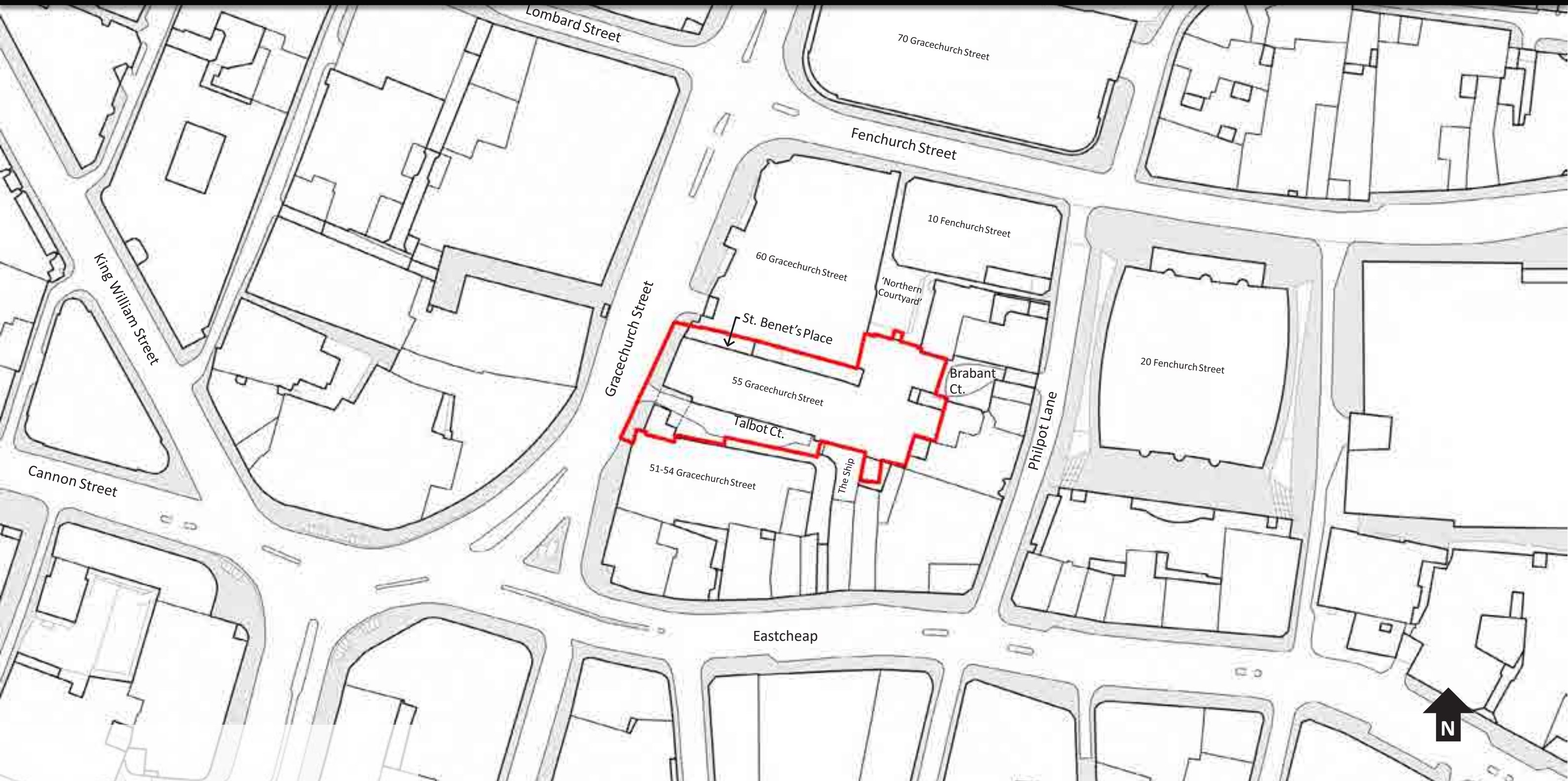




55 Gracechurch Street
Planning & Transportation Committee
26 January 2021

55 Gracechurch Street



Site plan

55 Gracechurch Street



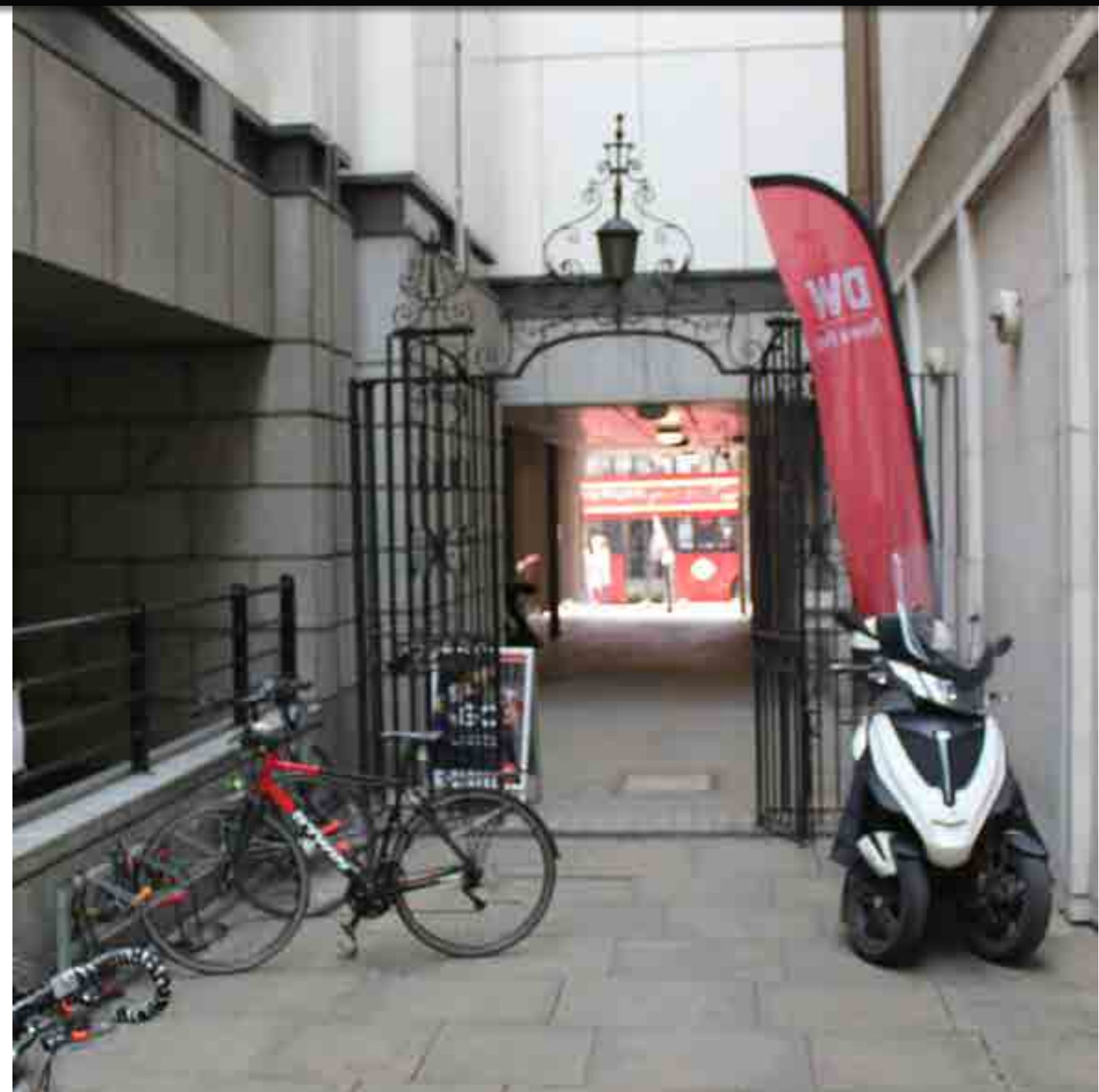
Existing building from Gracechurch Street

55 Gracechurch Street



Talbot Court

55 Gracechurch Street



St Benet's Place

55 Gracechurch Street



Brabant Court

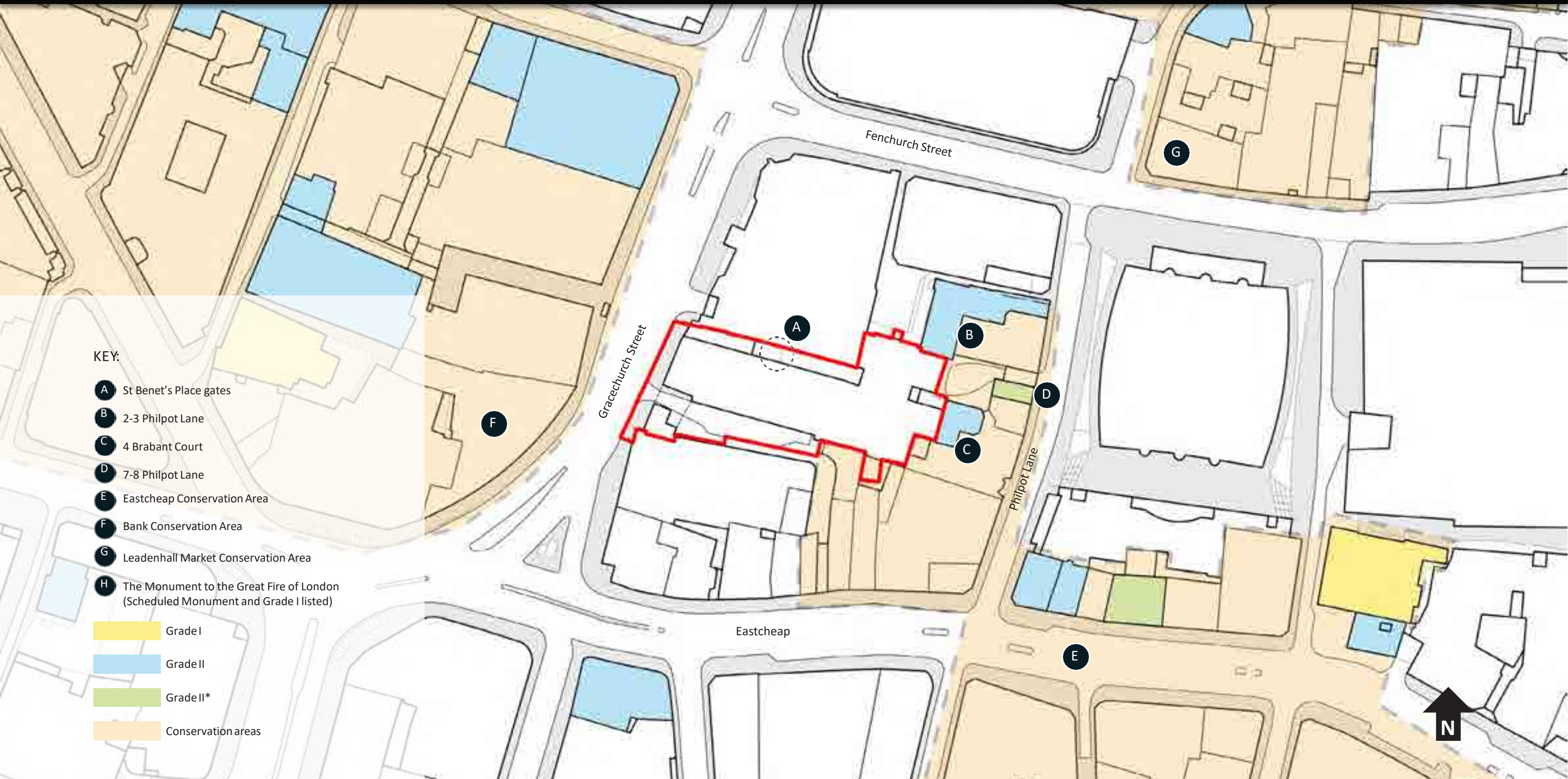


55 Gracechurch Street



Northern Courtyard

55 Gracechurch Street

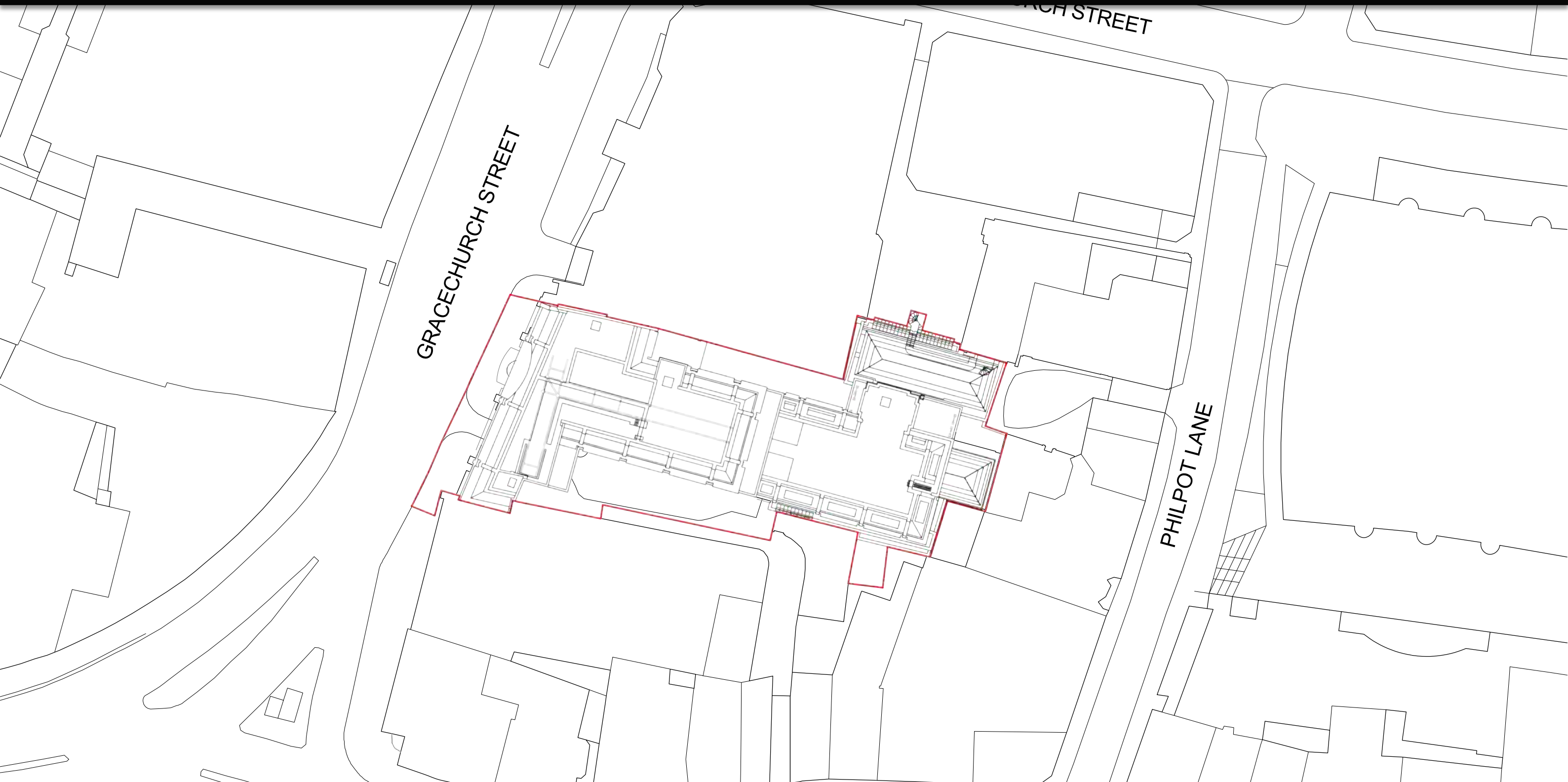


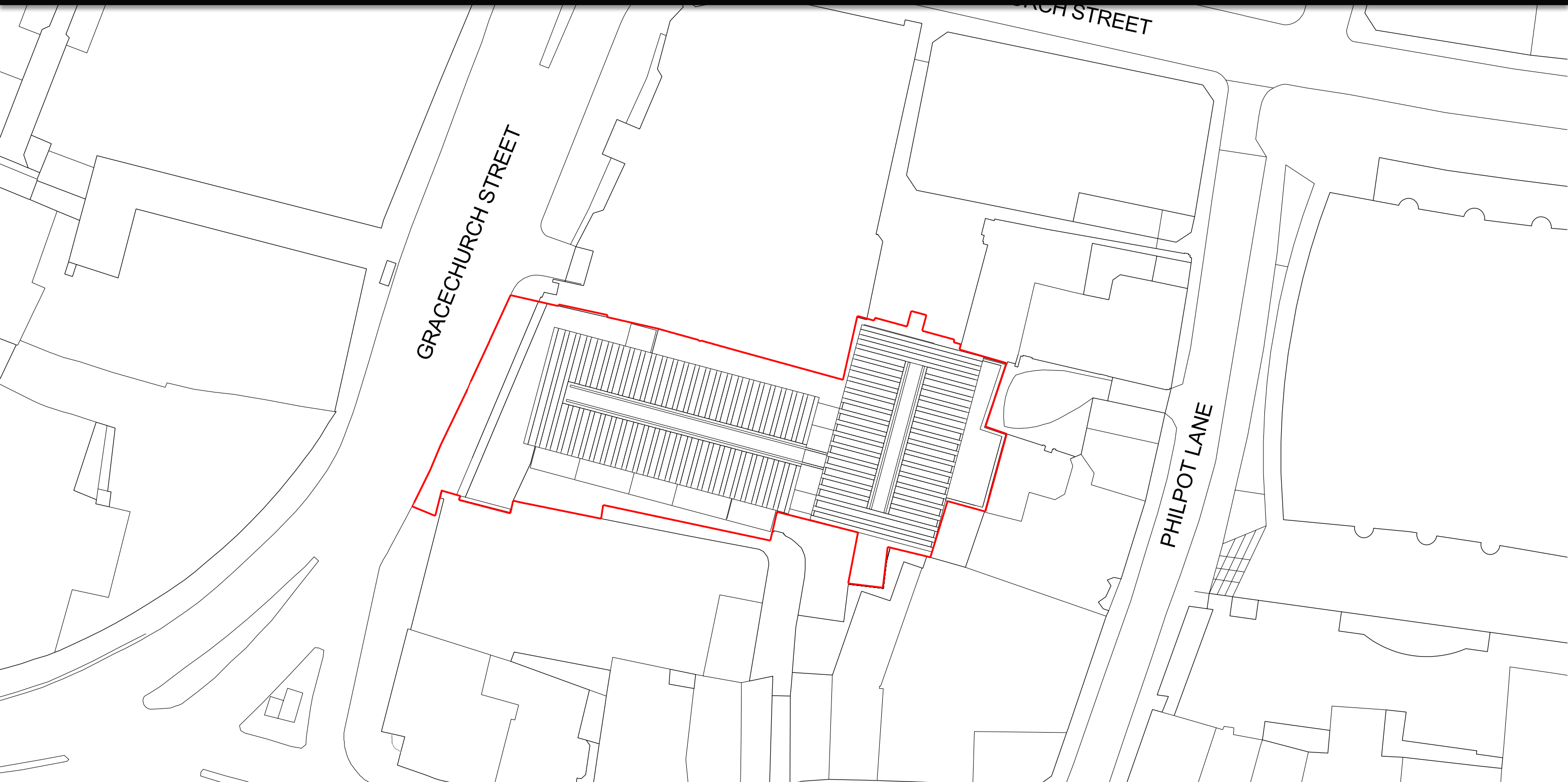
Heritage assets

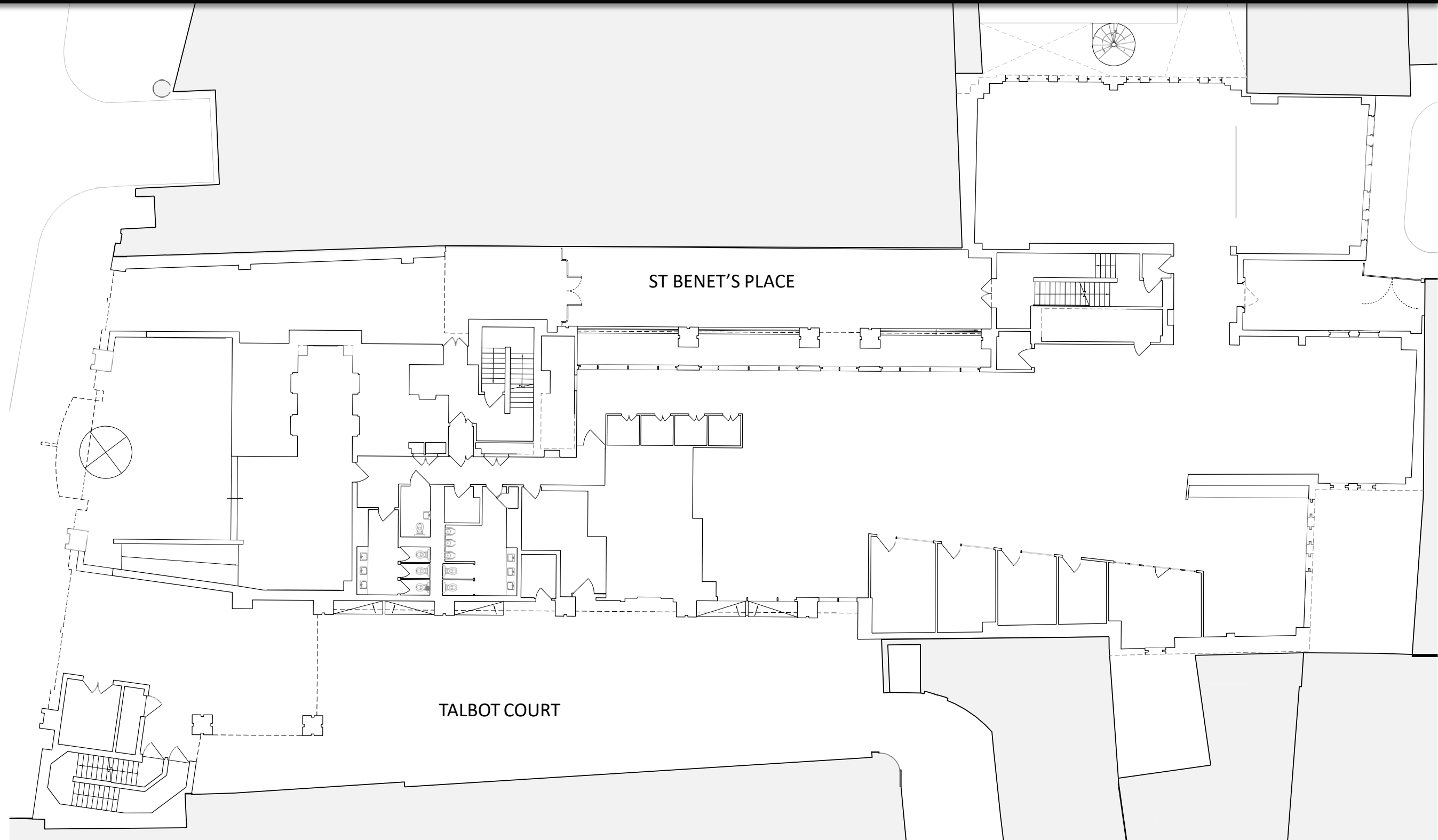
55 Gracechurch Street

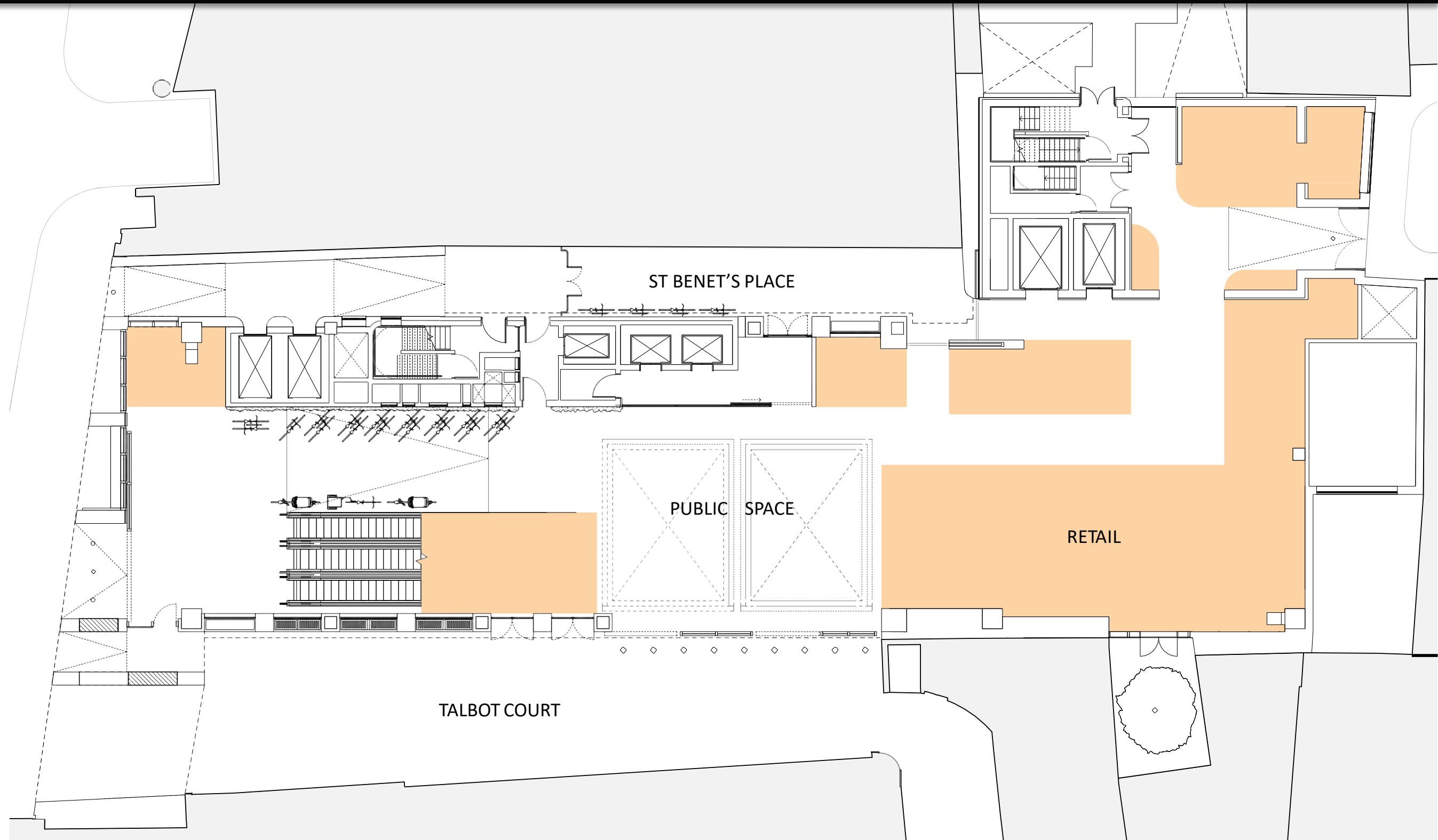


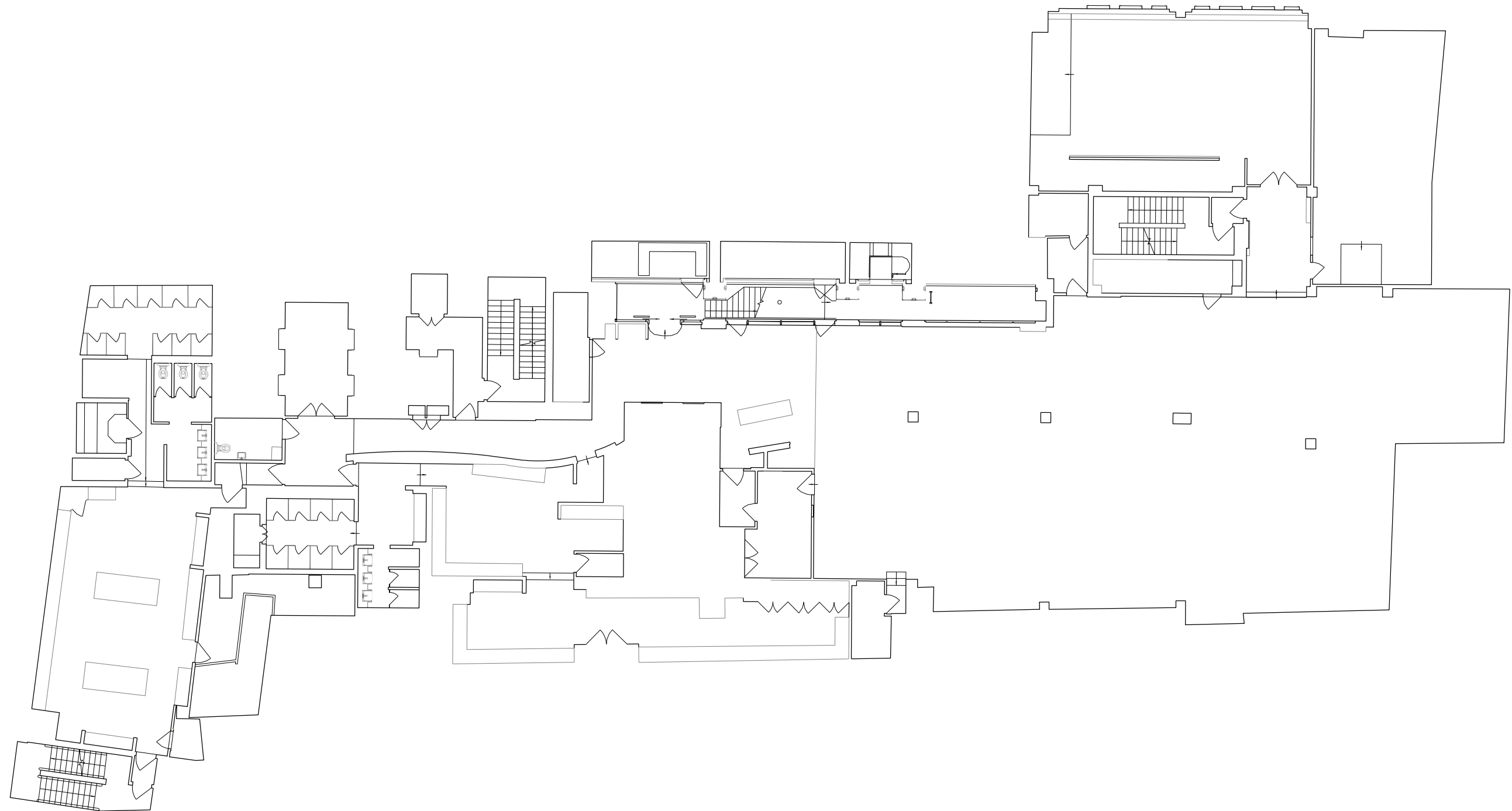
Emerging building context

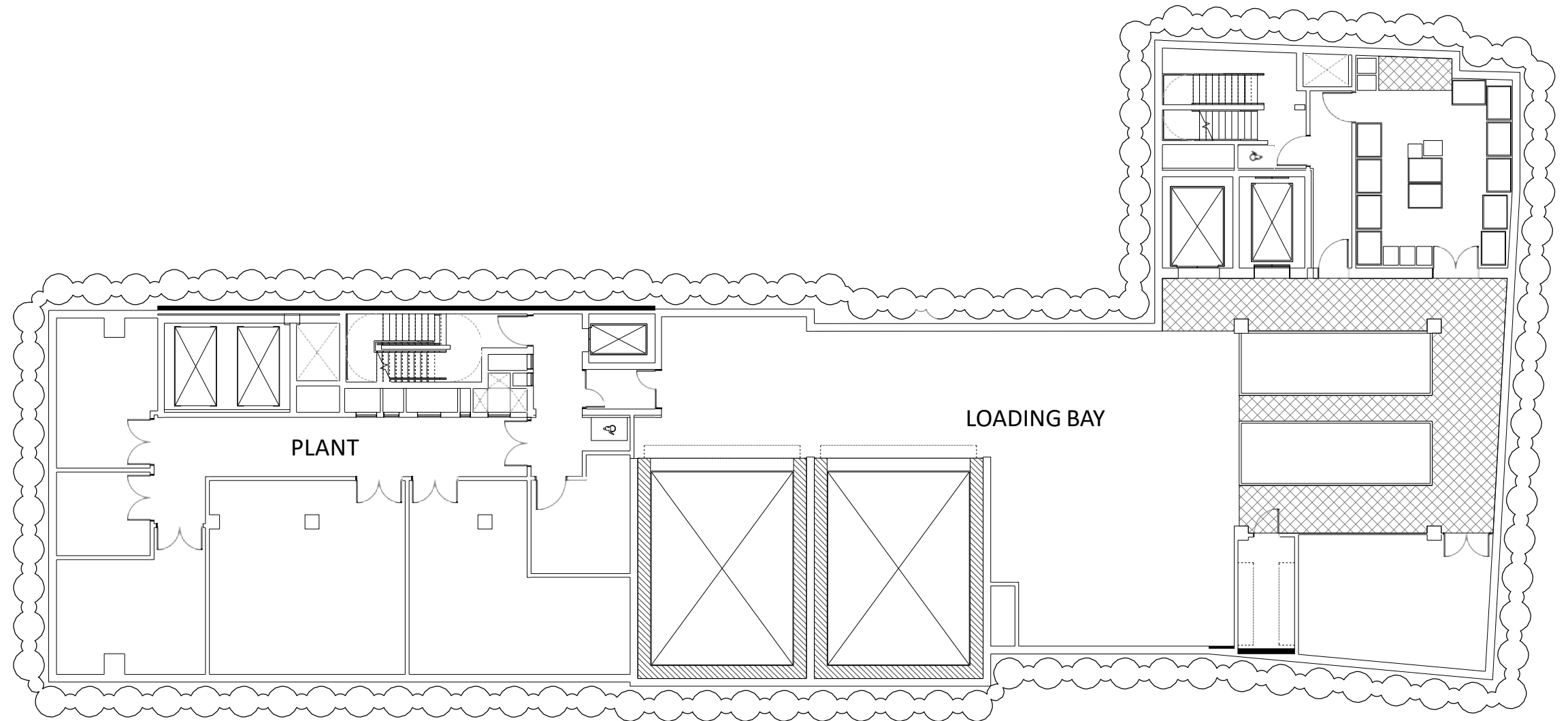


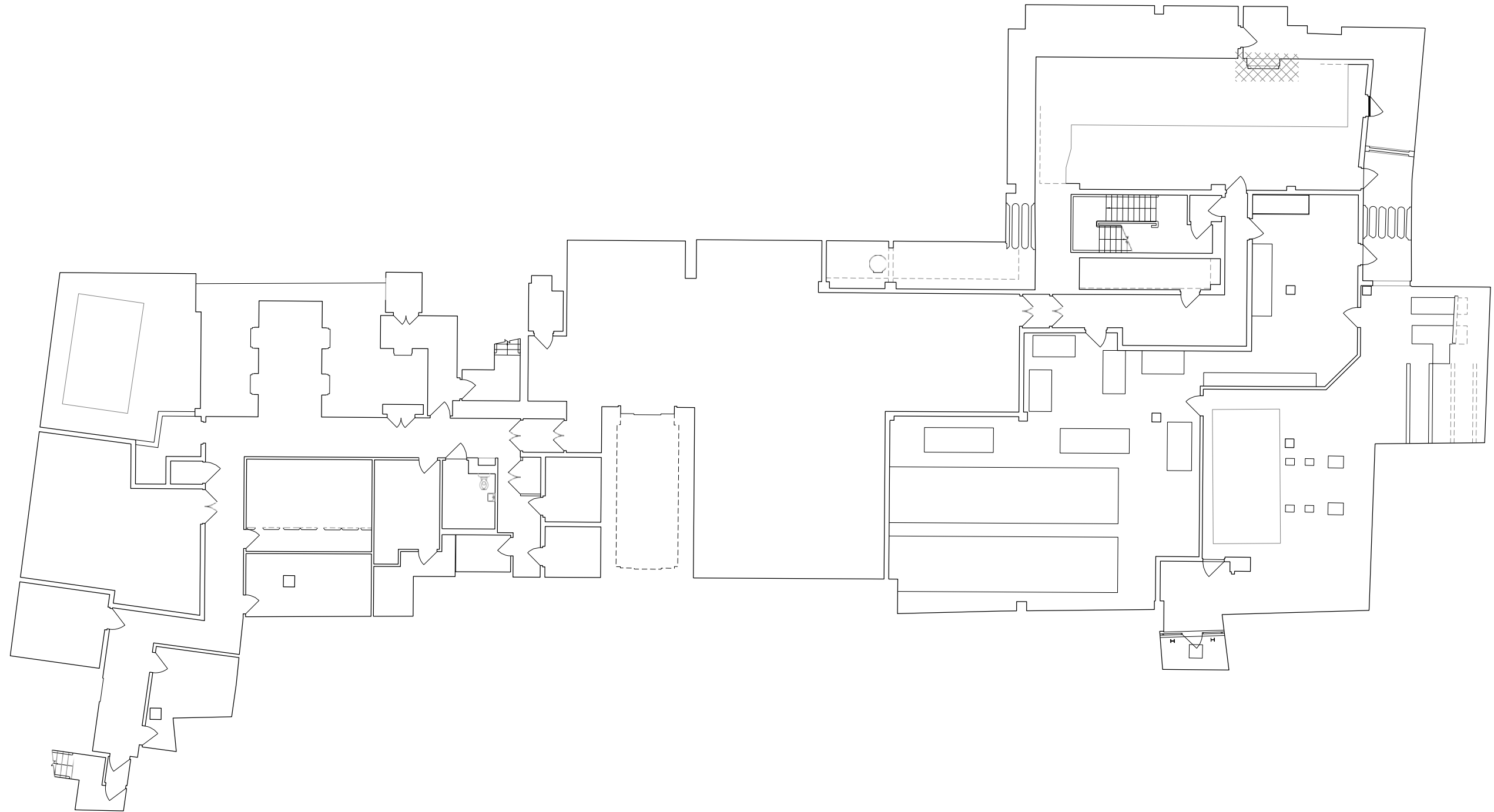


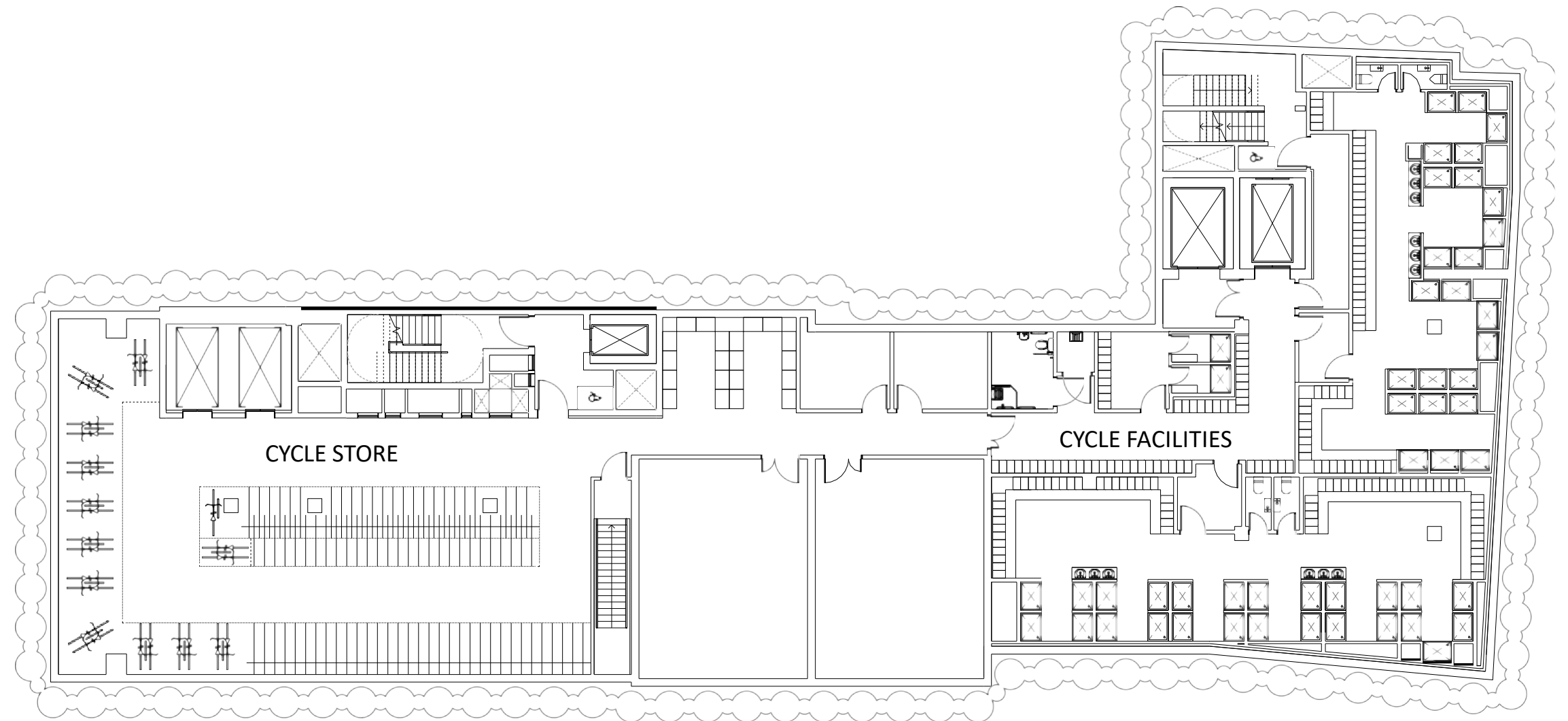


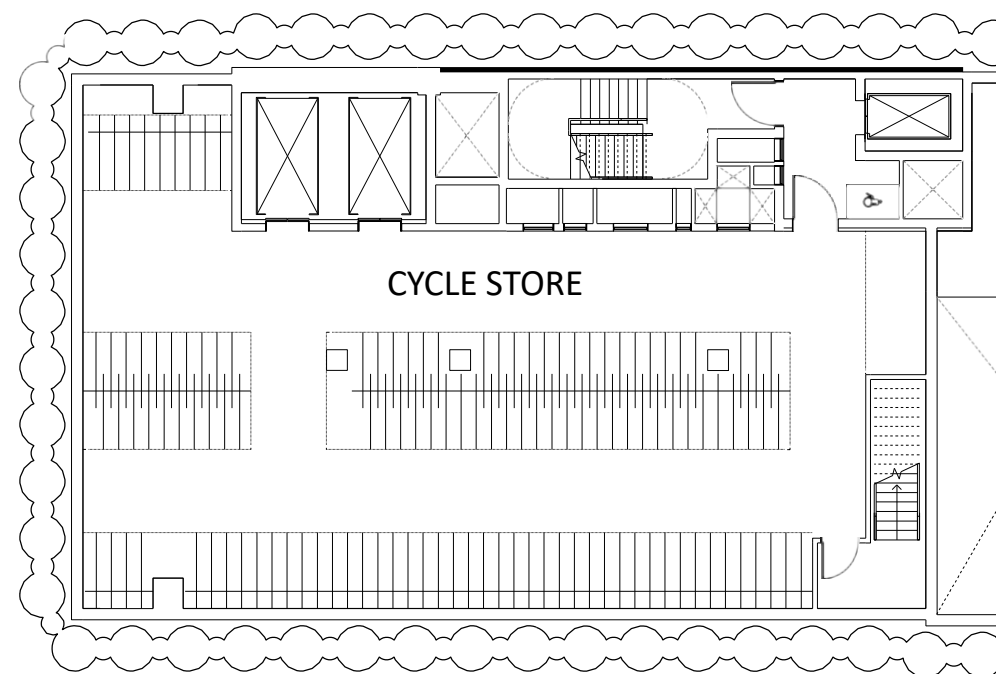


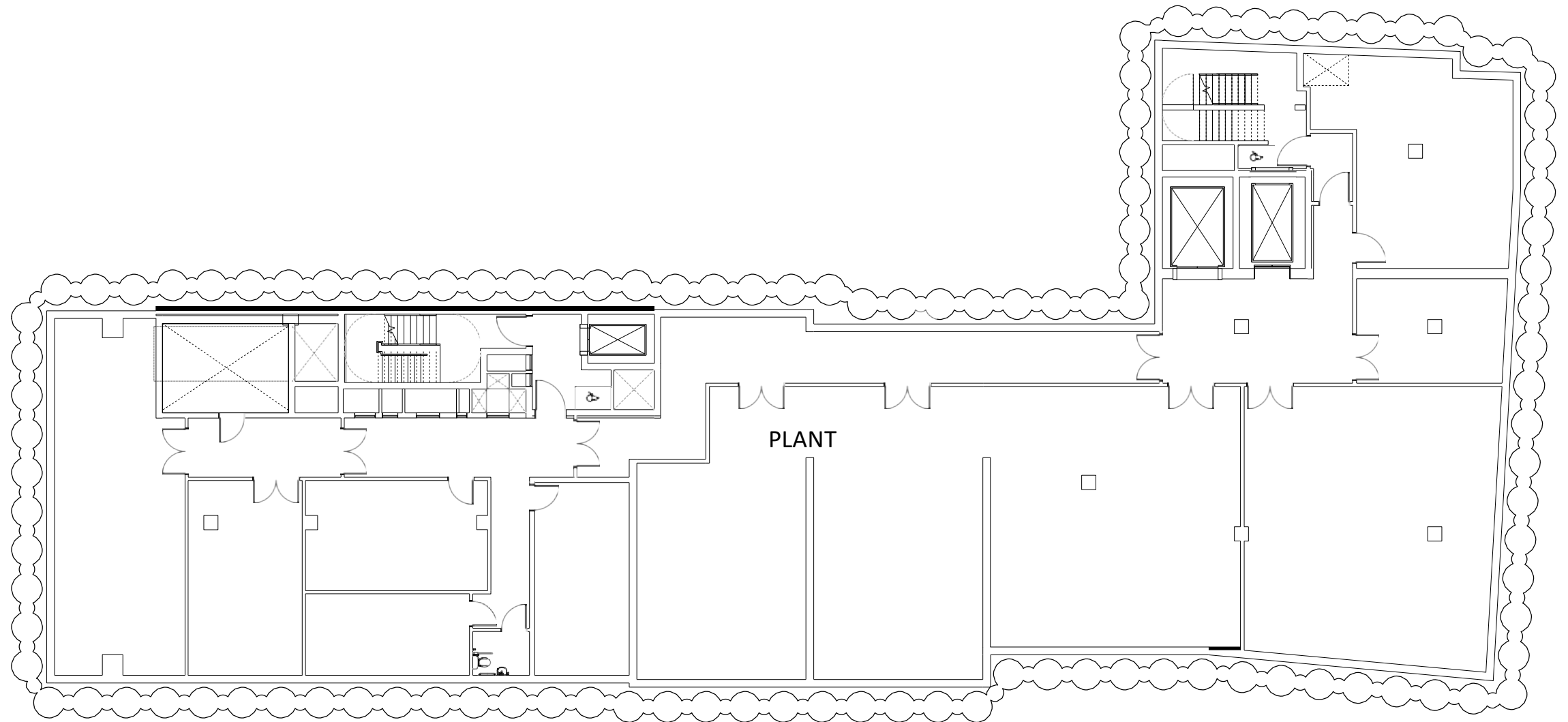




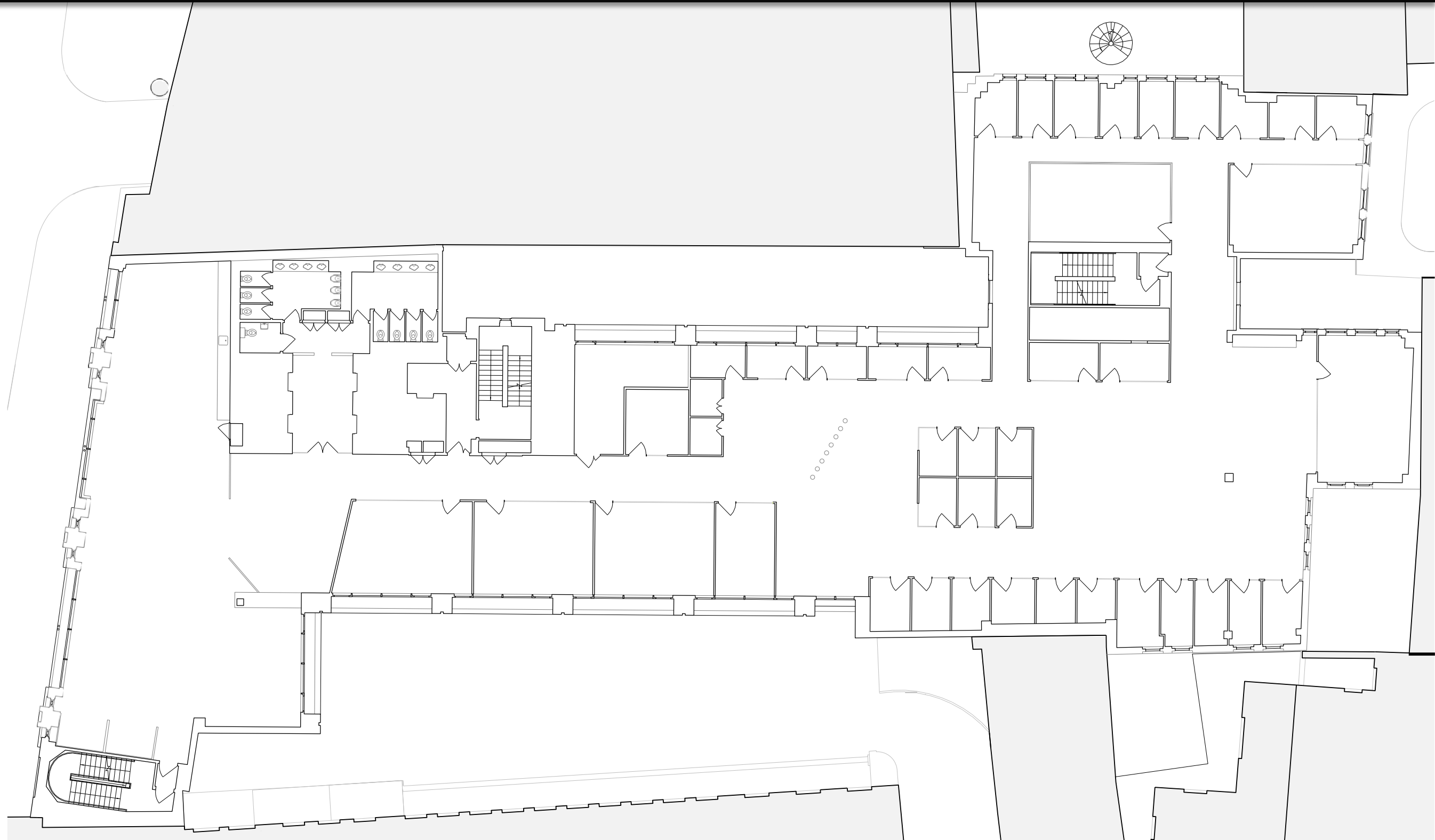




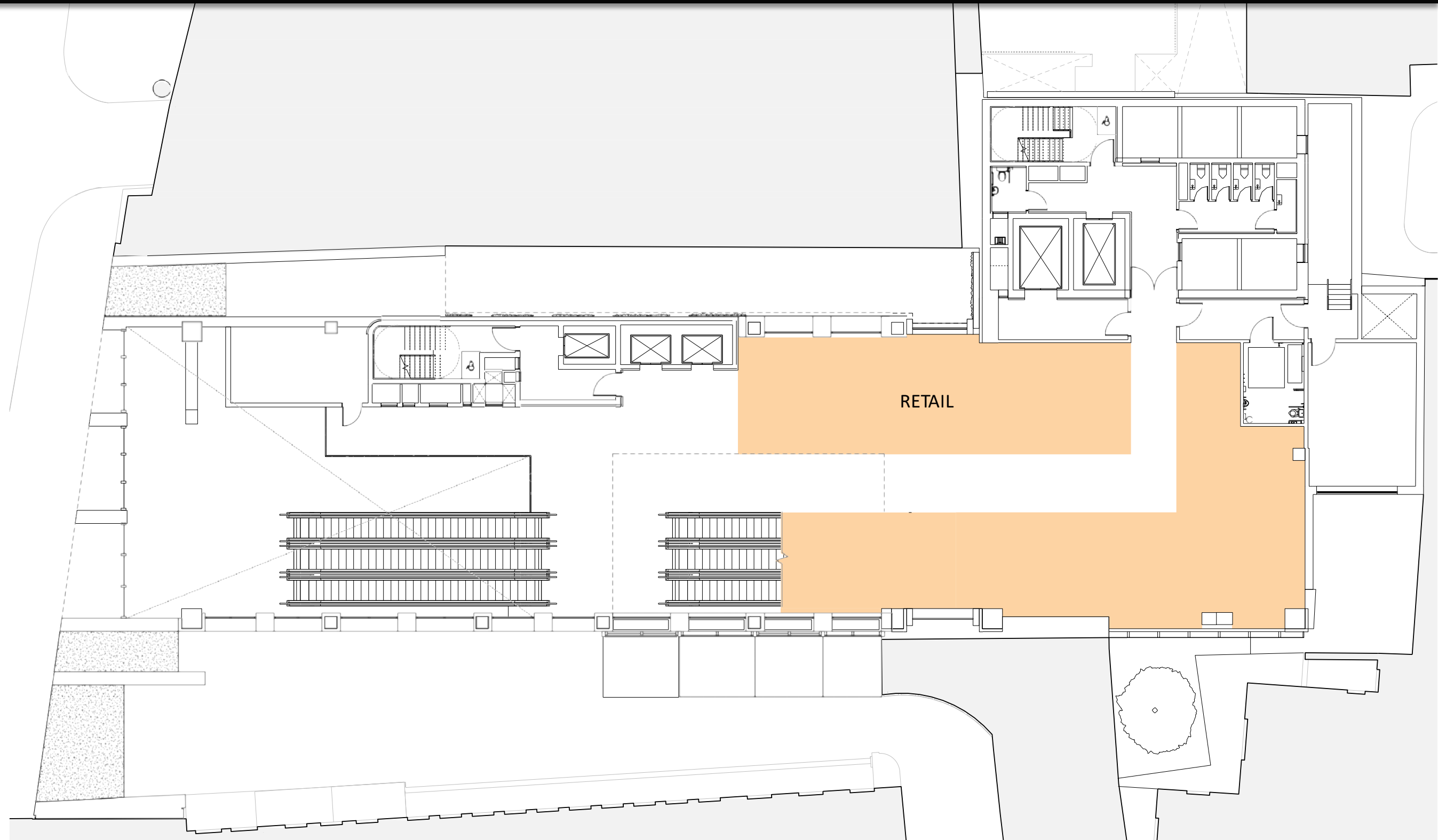




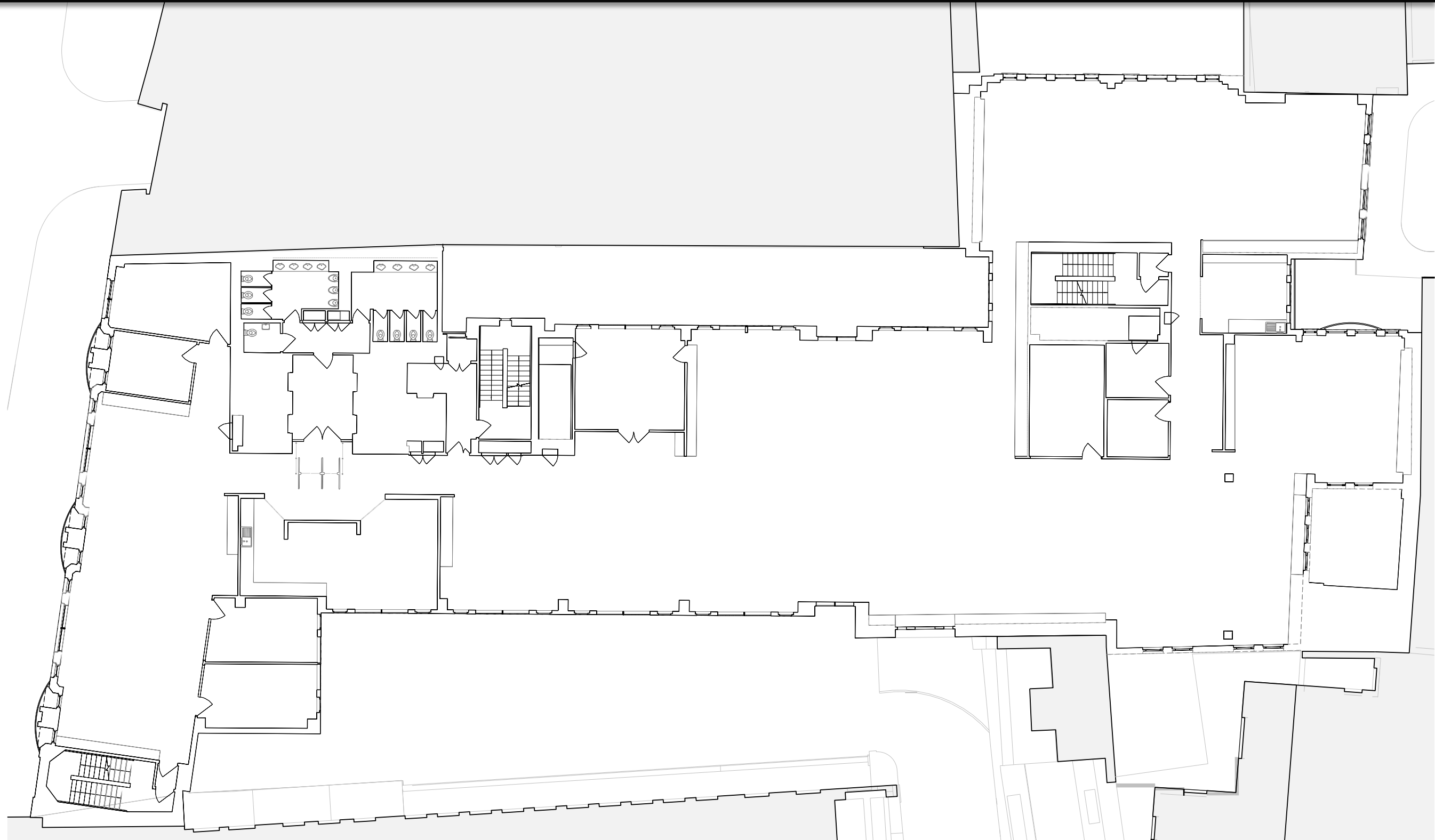
55 Gracechurch Street



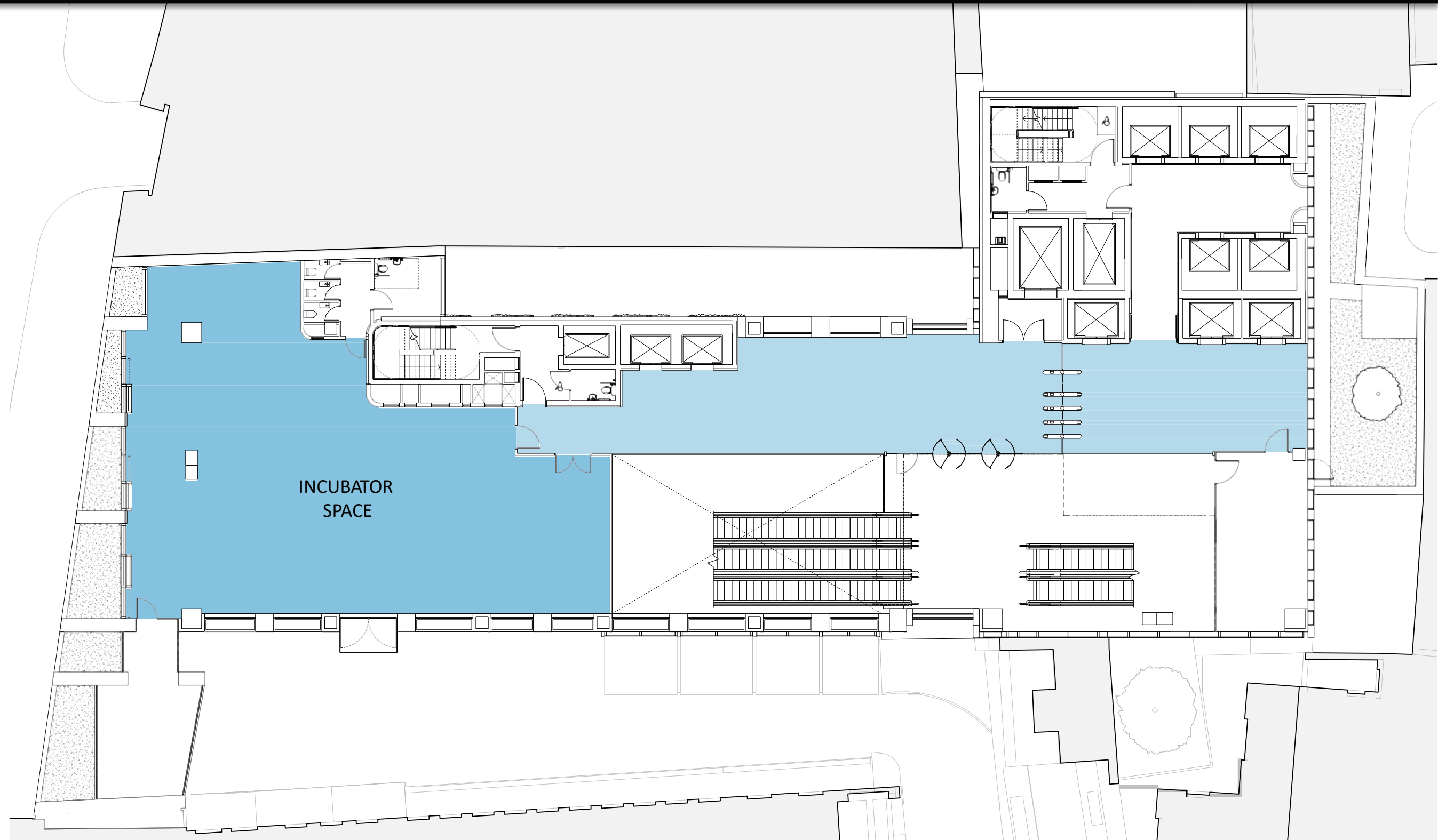
Level 1 - existing



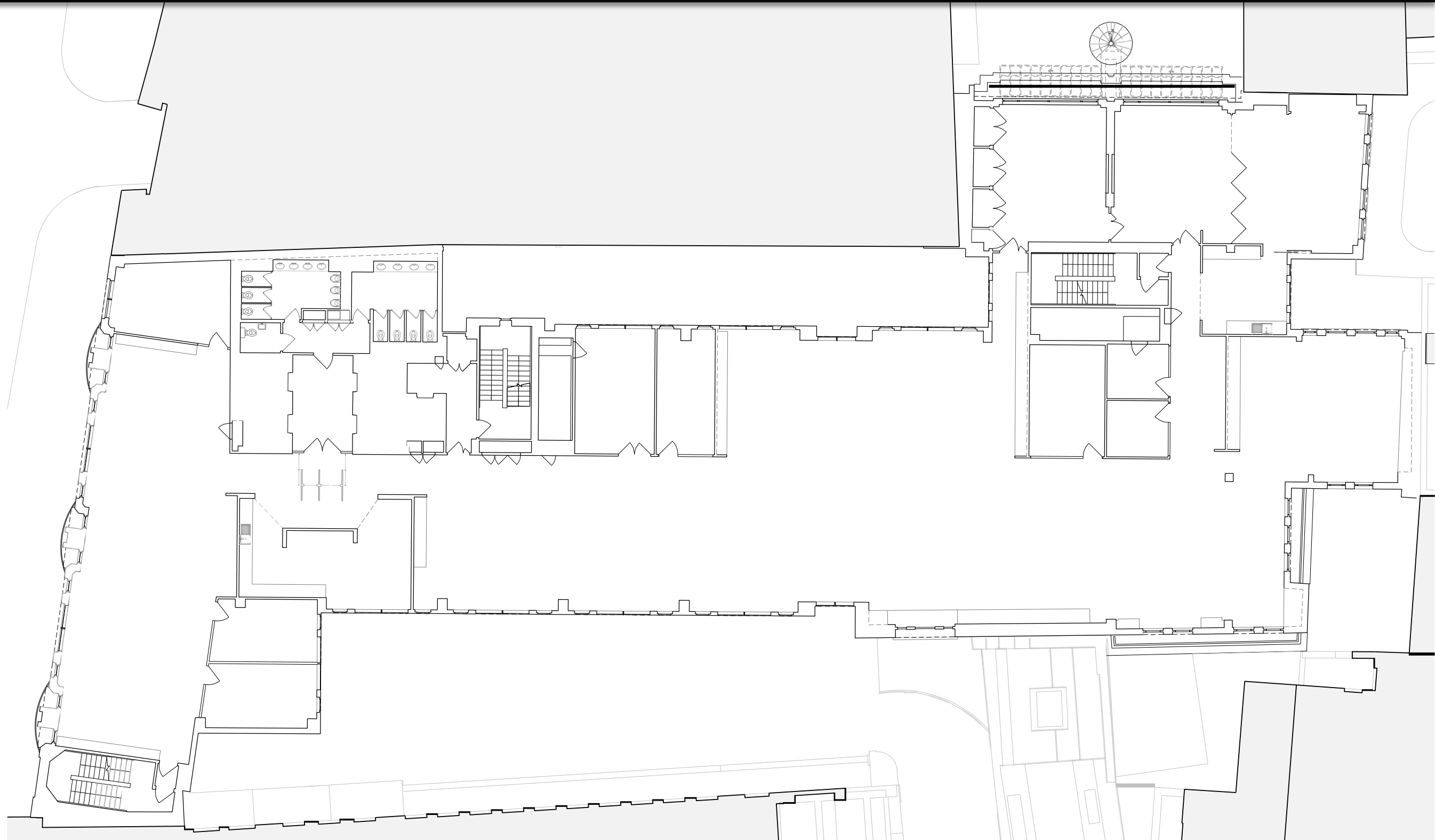
55 Gracechurch Street



Level 02 - existing

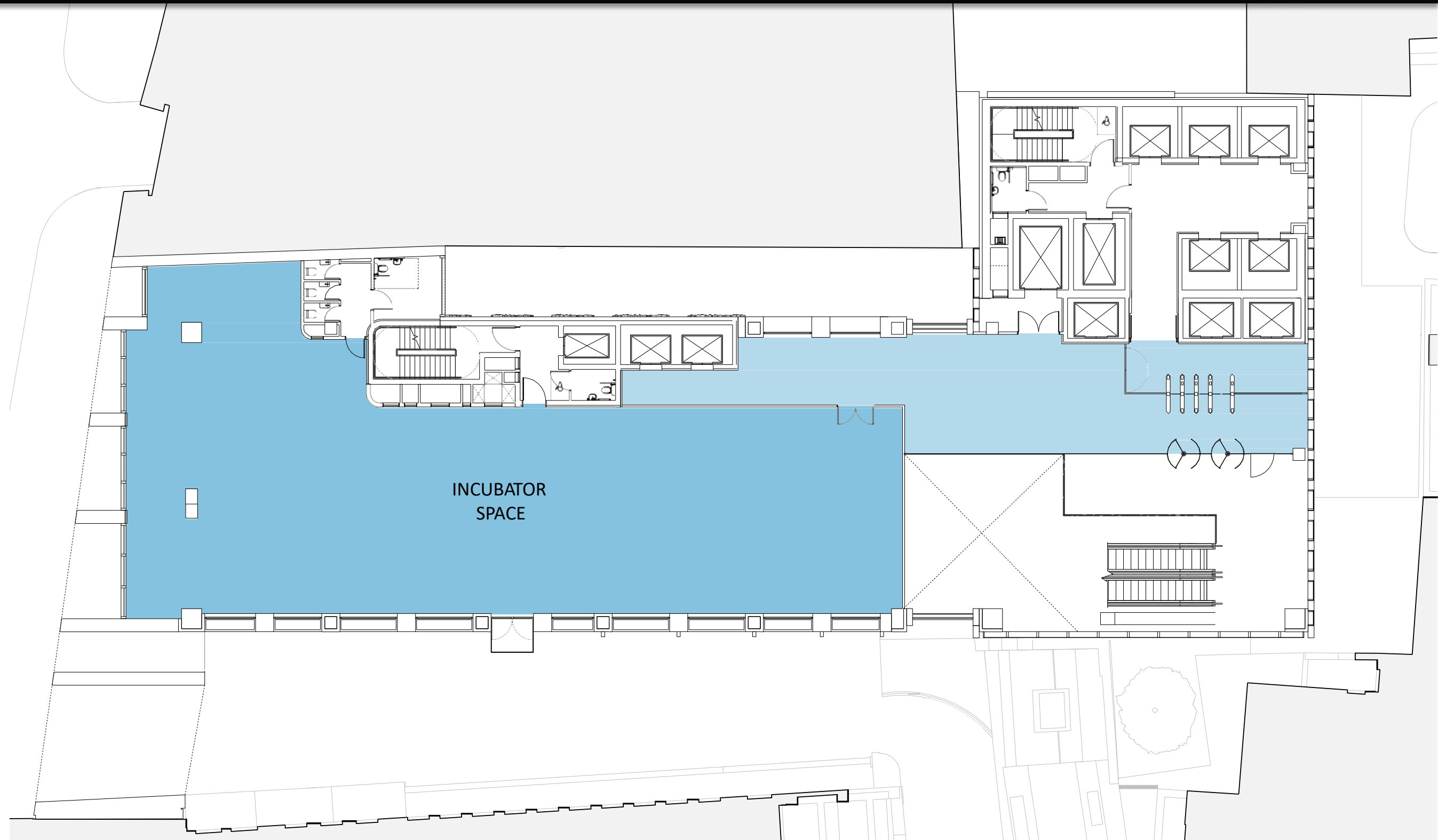


55 Gracechurch Street



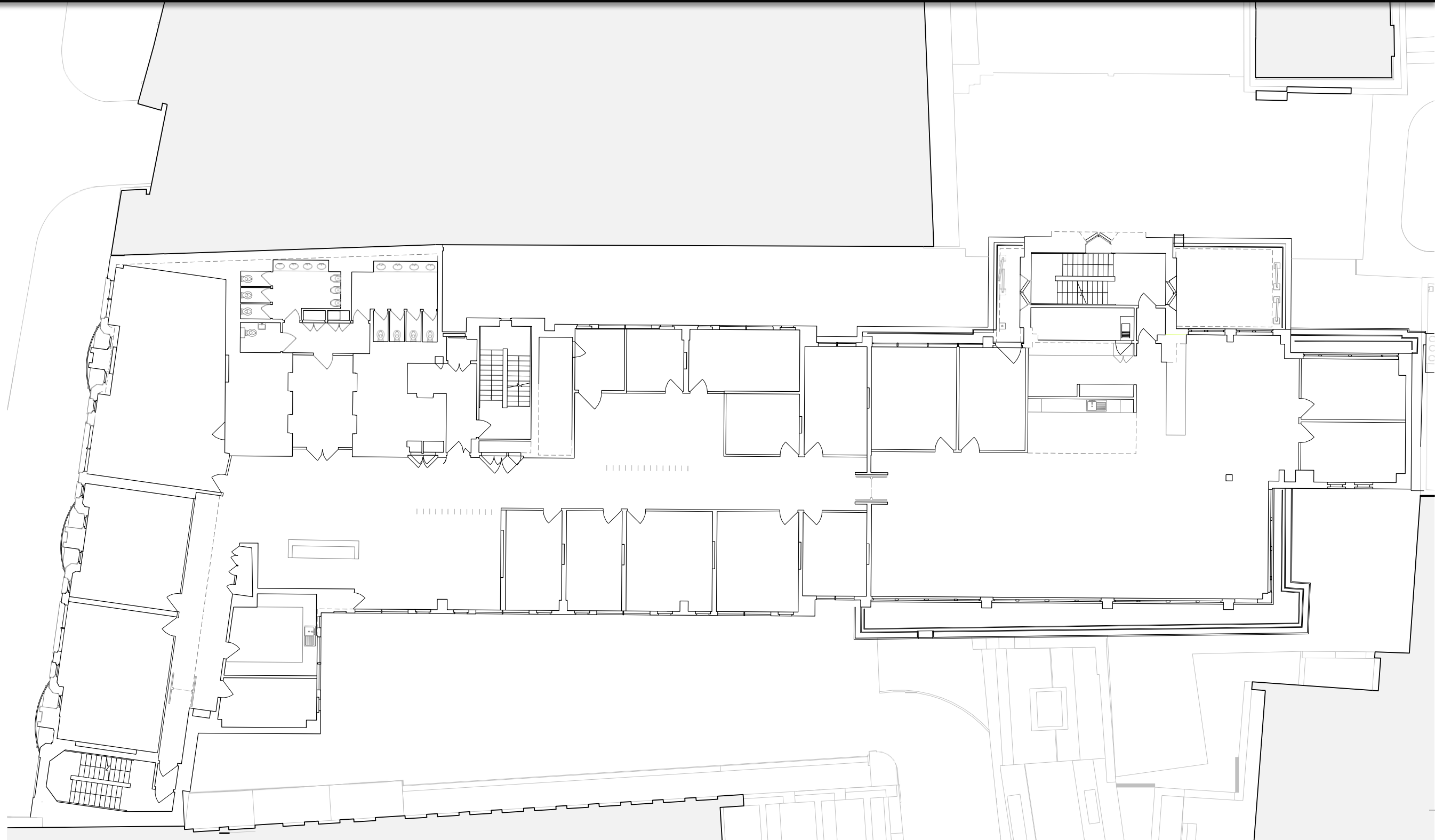
Level 03 - existing

55 Gracechurch Street



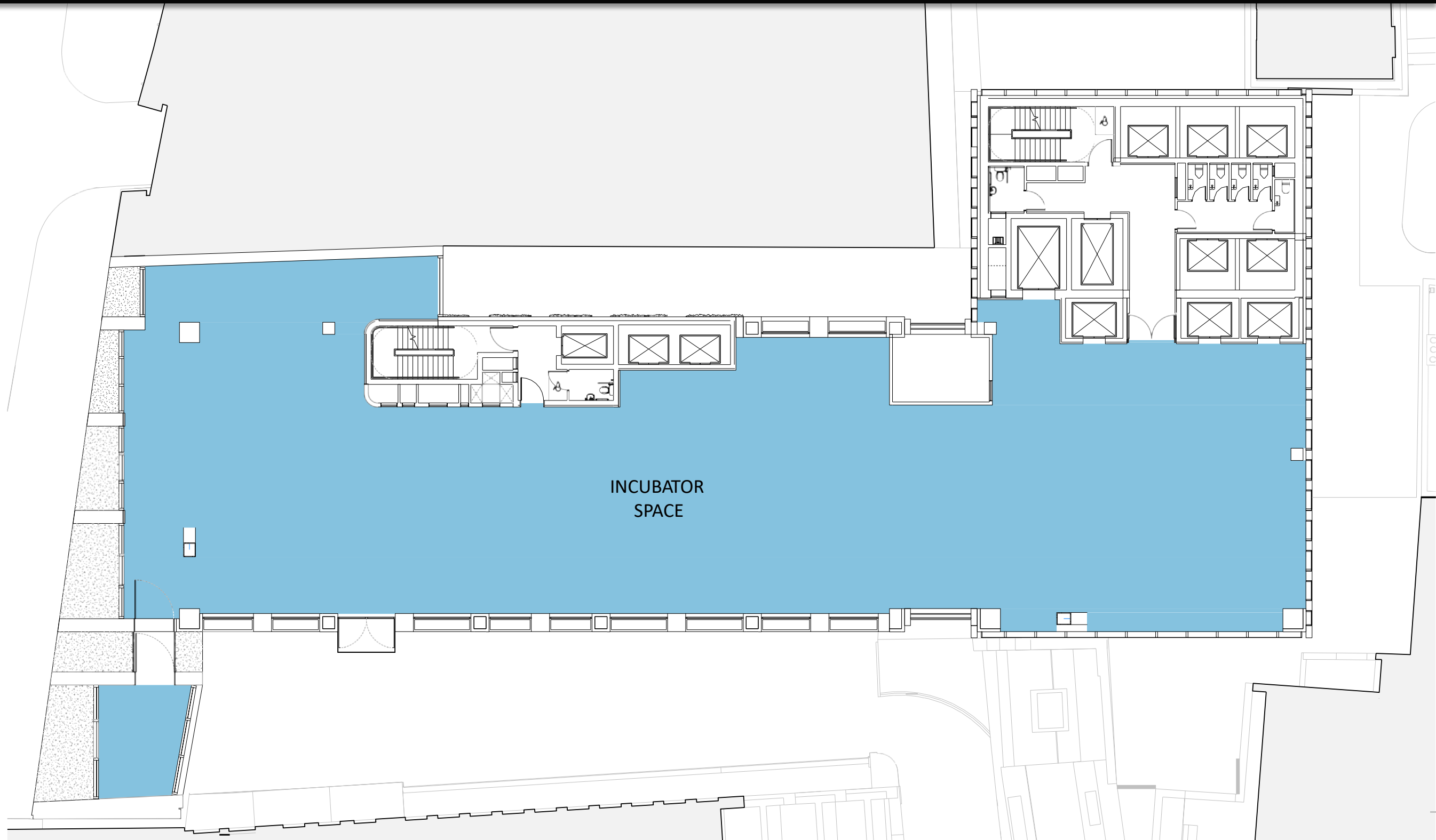
Level 03 - proposed

55 Gracechurch Street



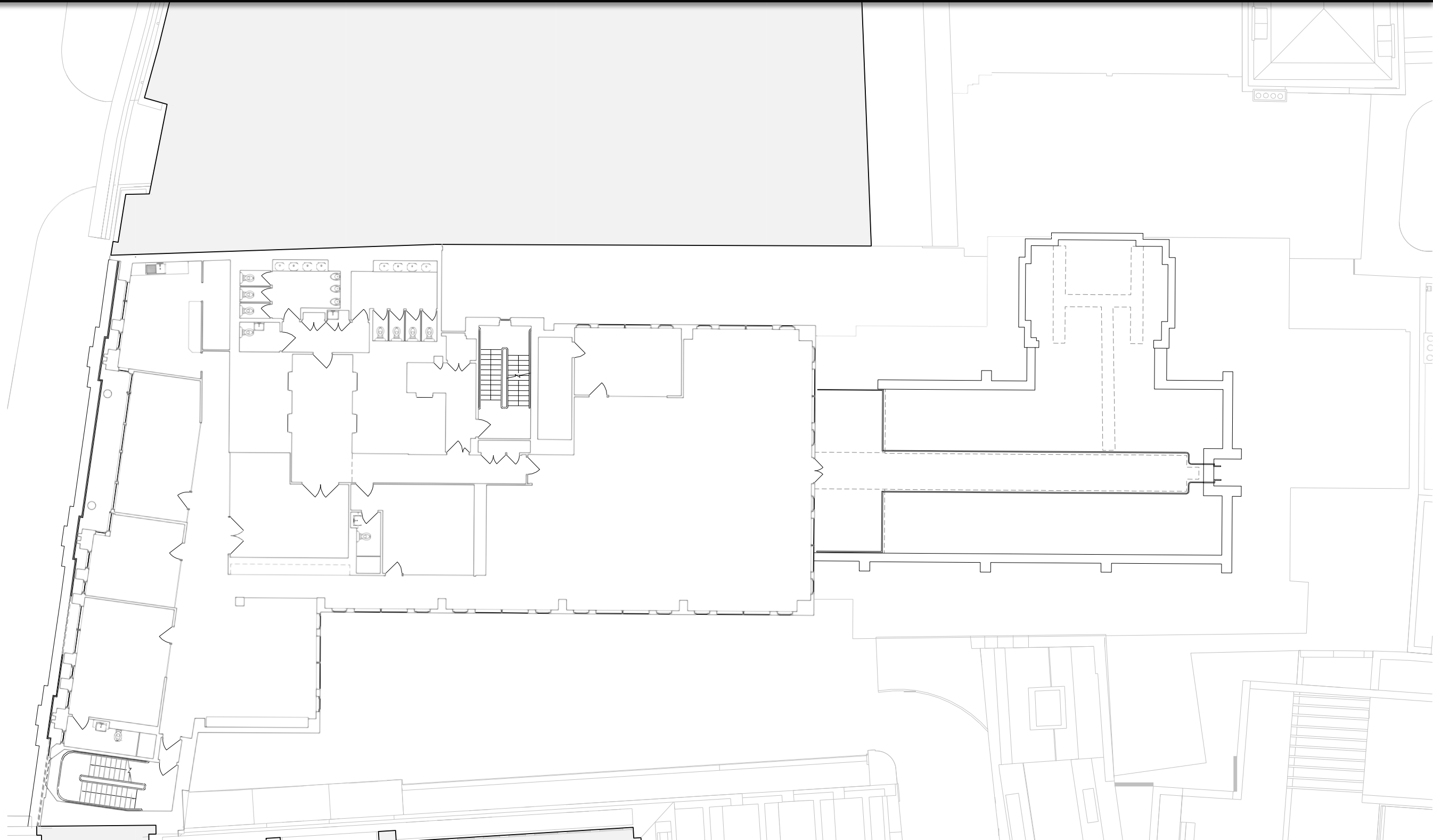
Level 04 - existing

55 Gracechurch Street



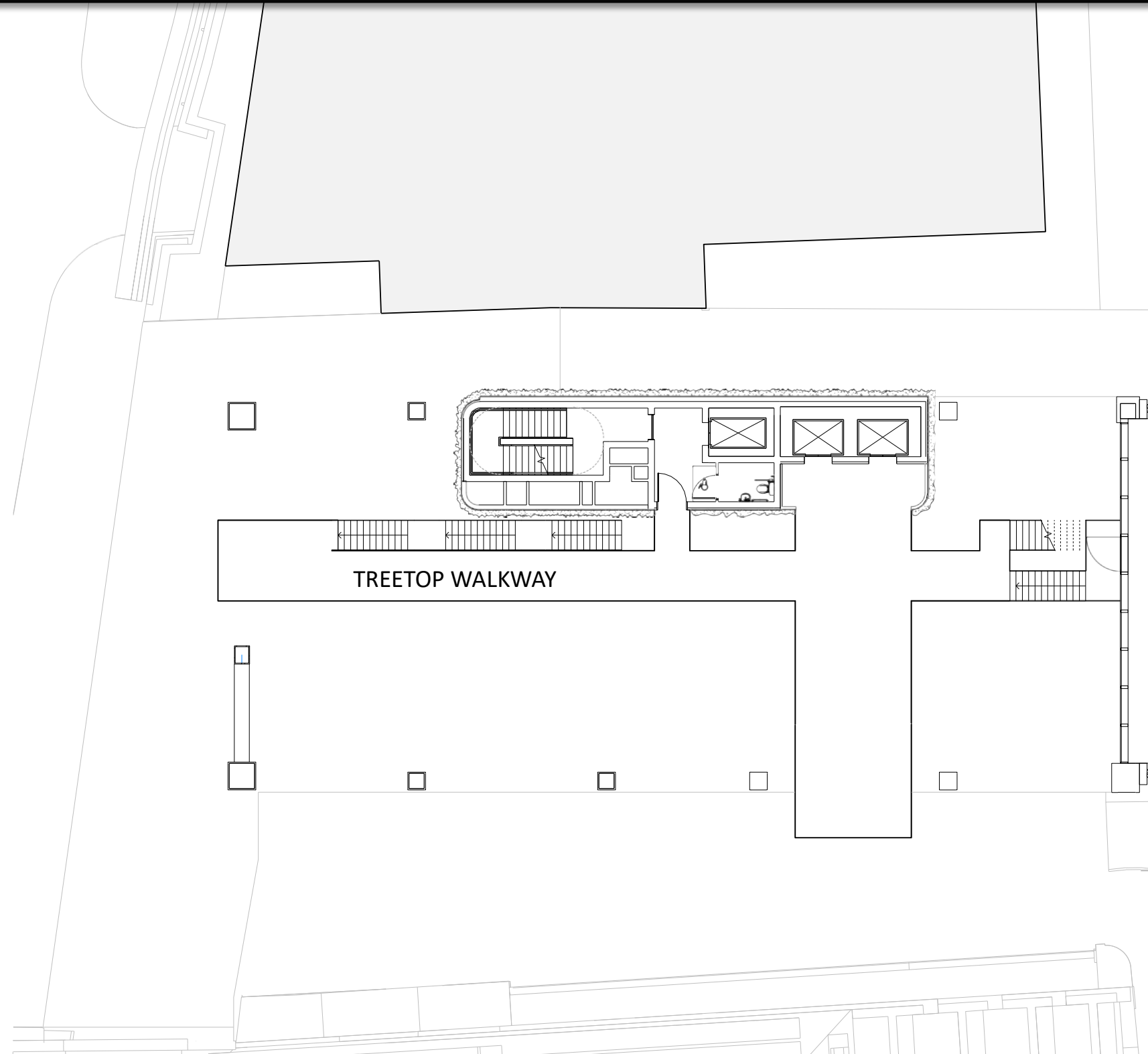
Levels 04-05 - proposed

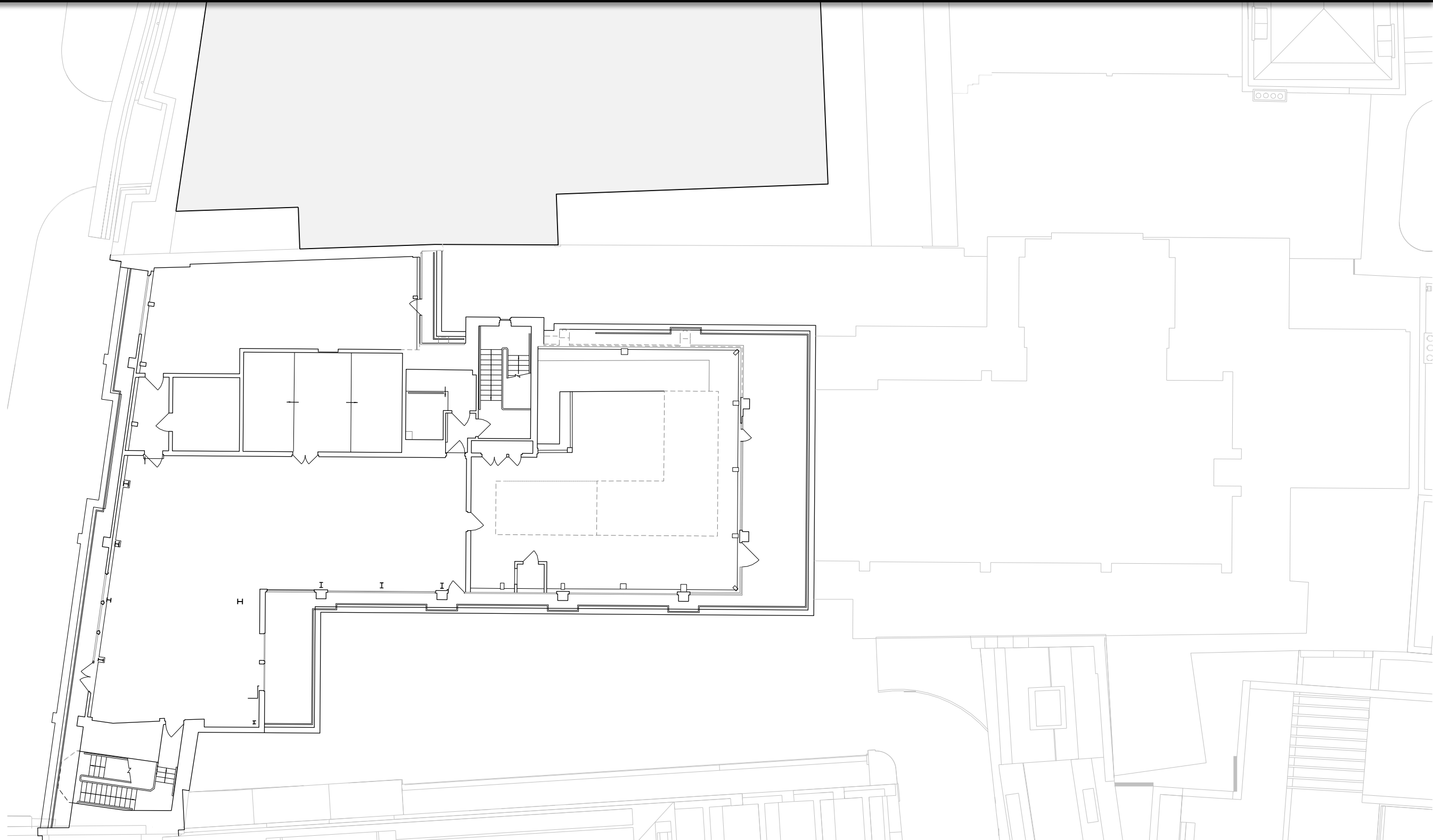
55 Gracechurch Street

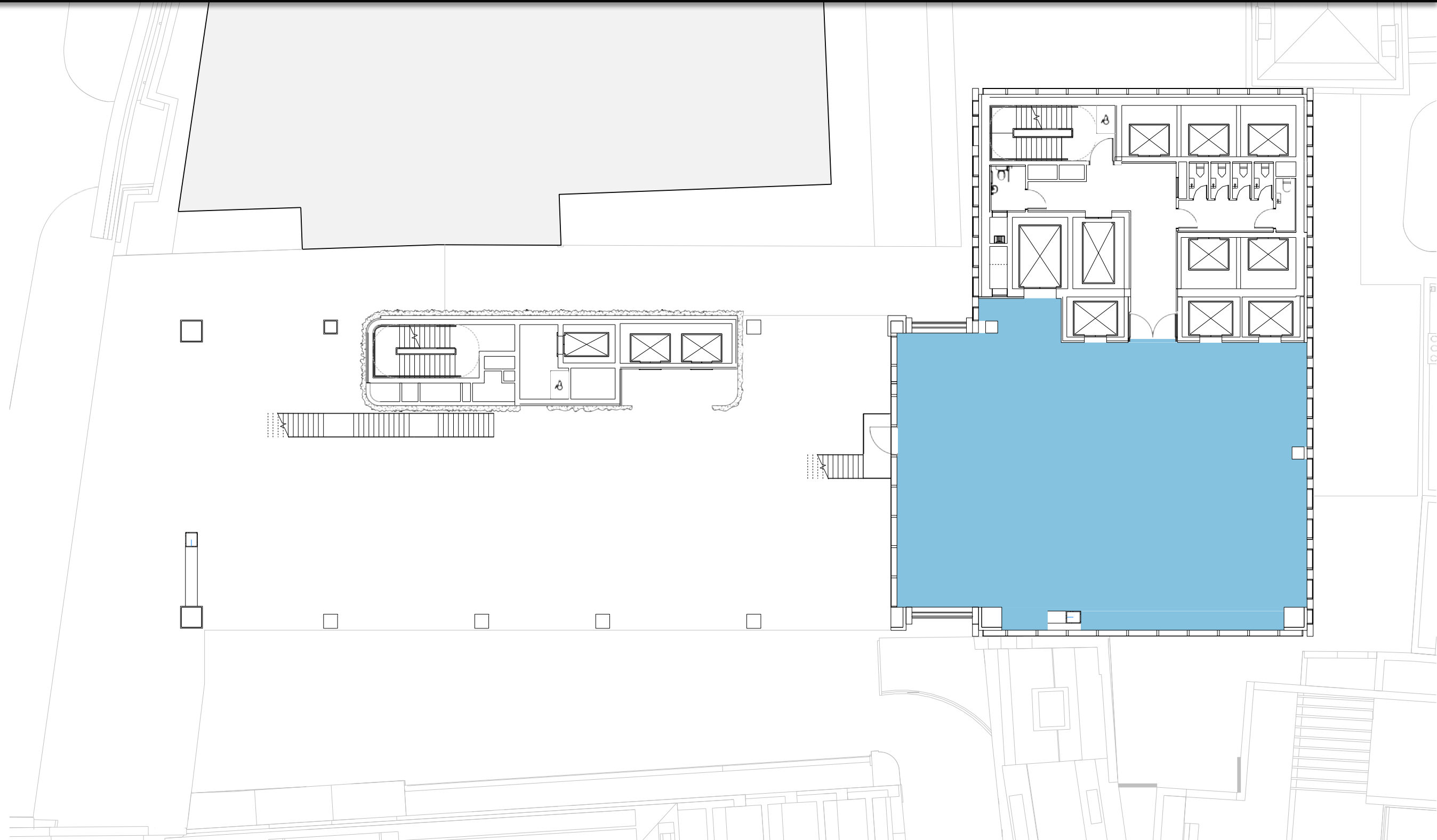


Level 06 - existing

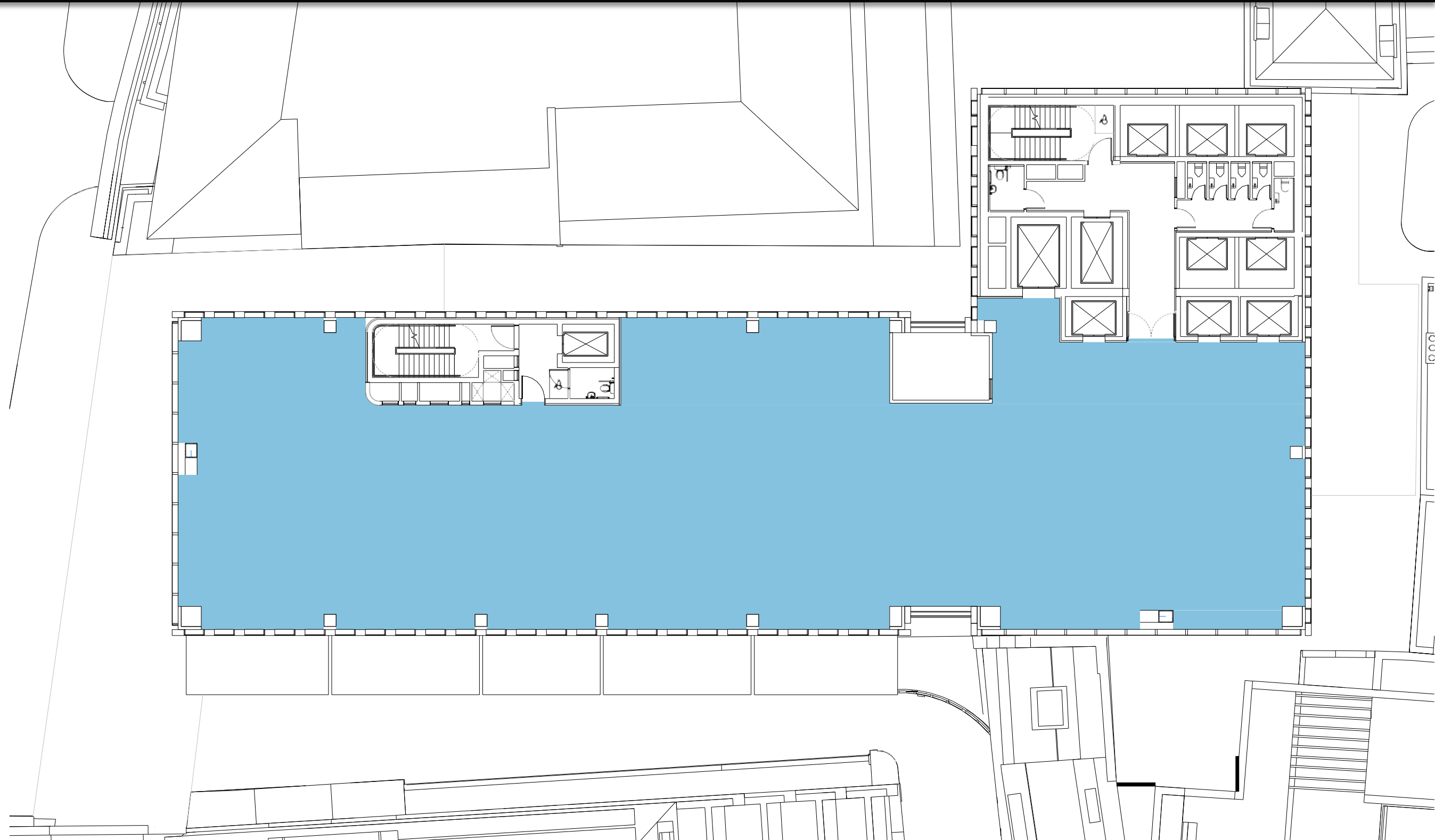




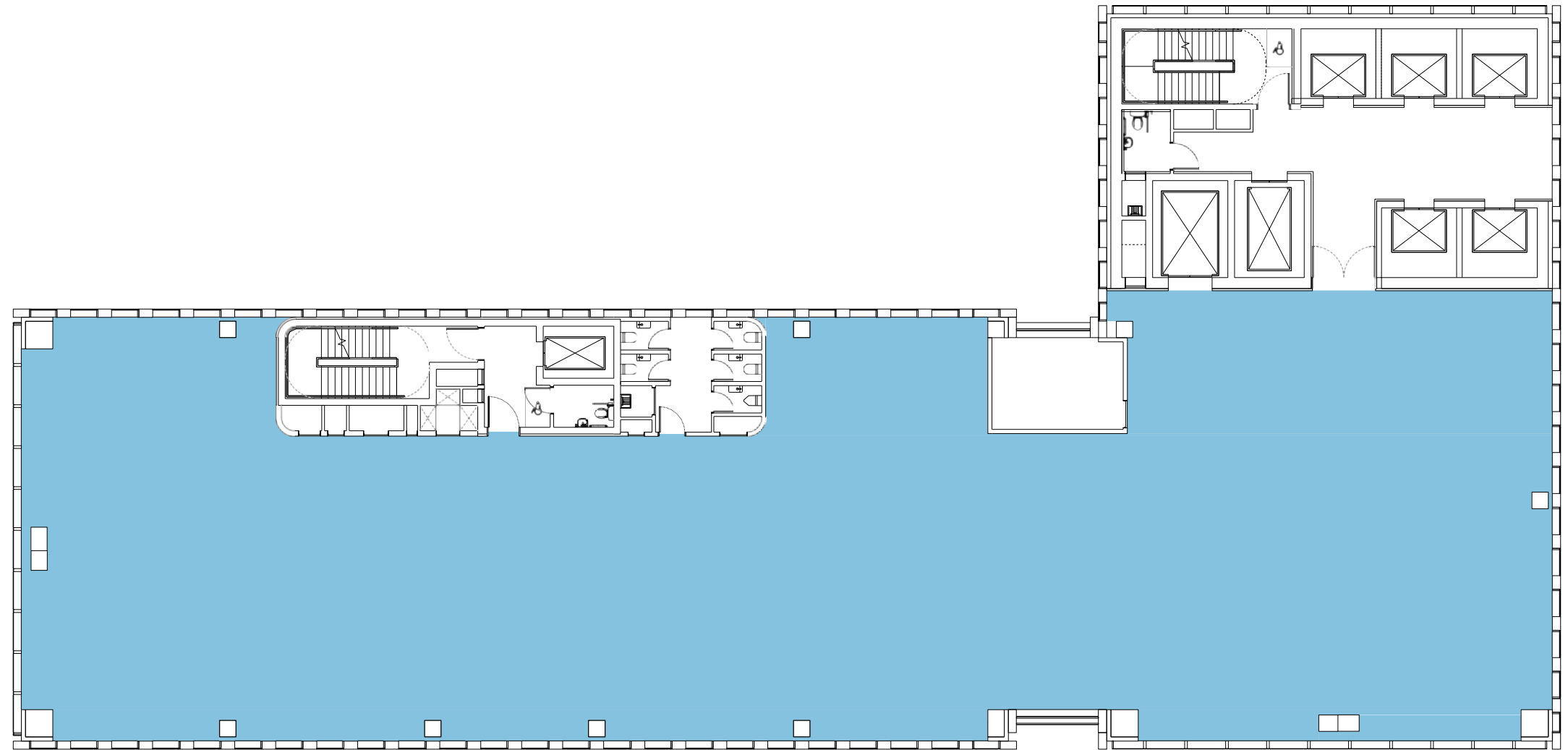


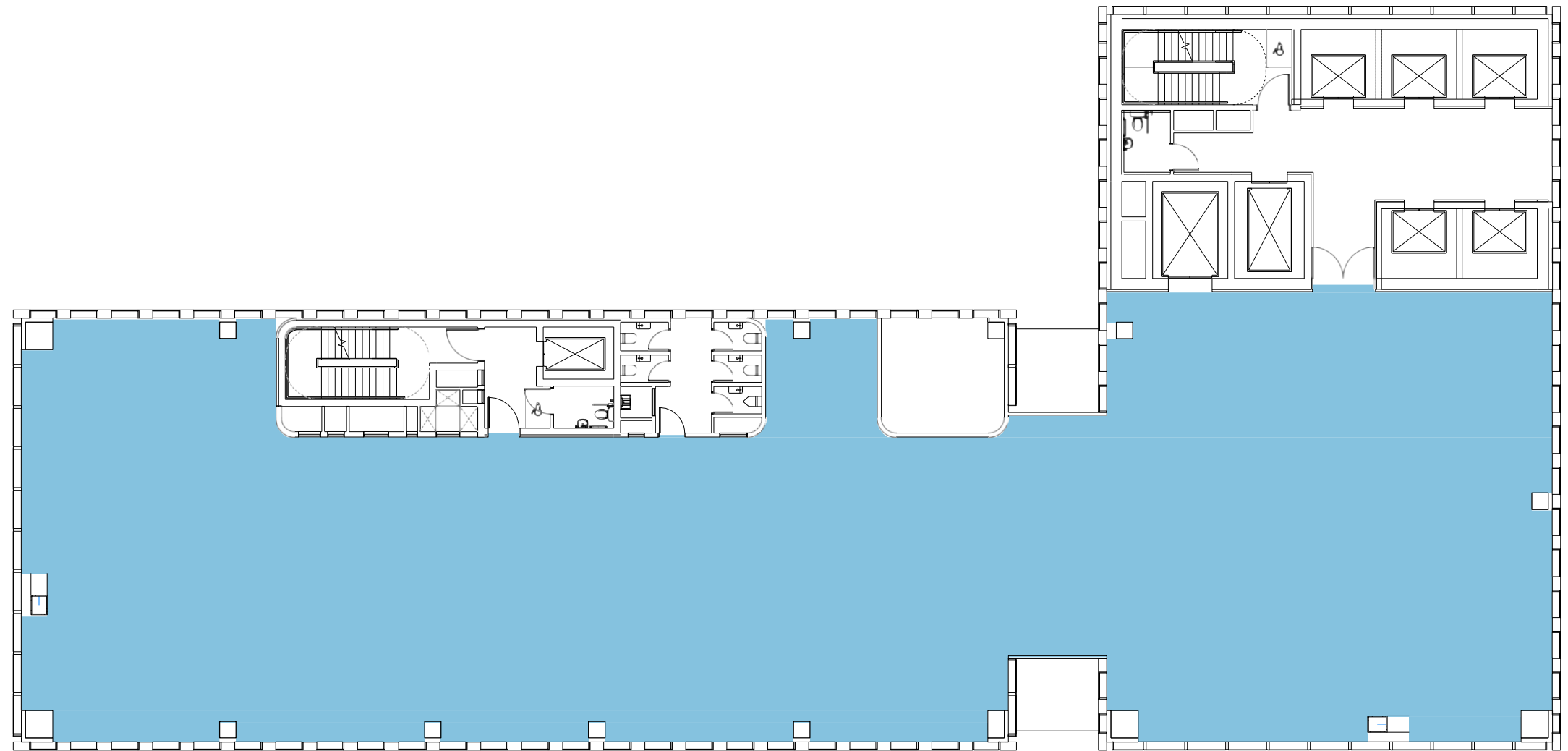


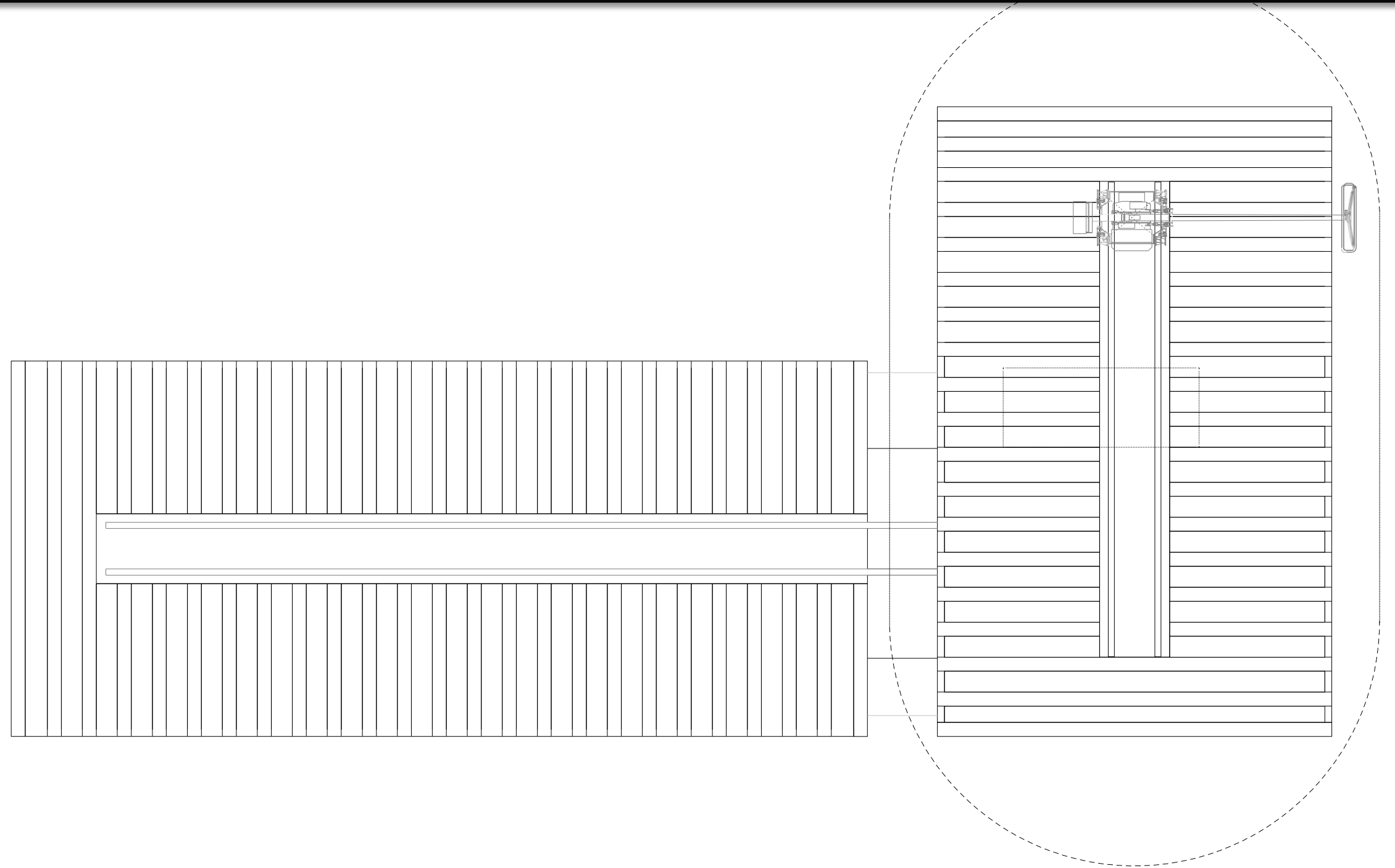
55 Gracechurch Street



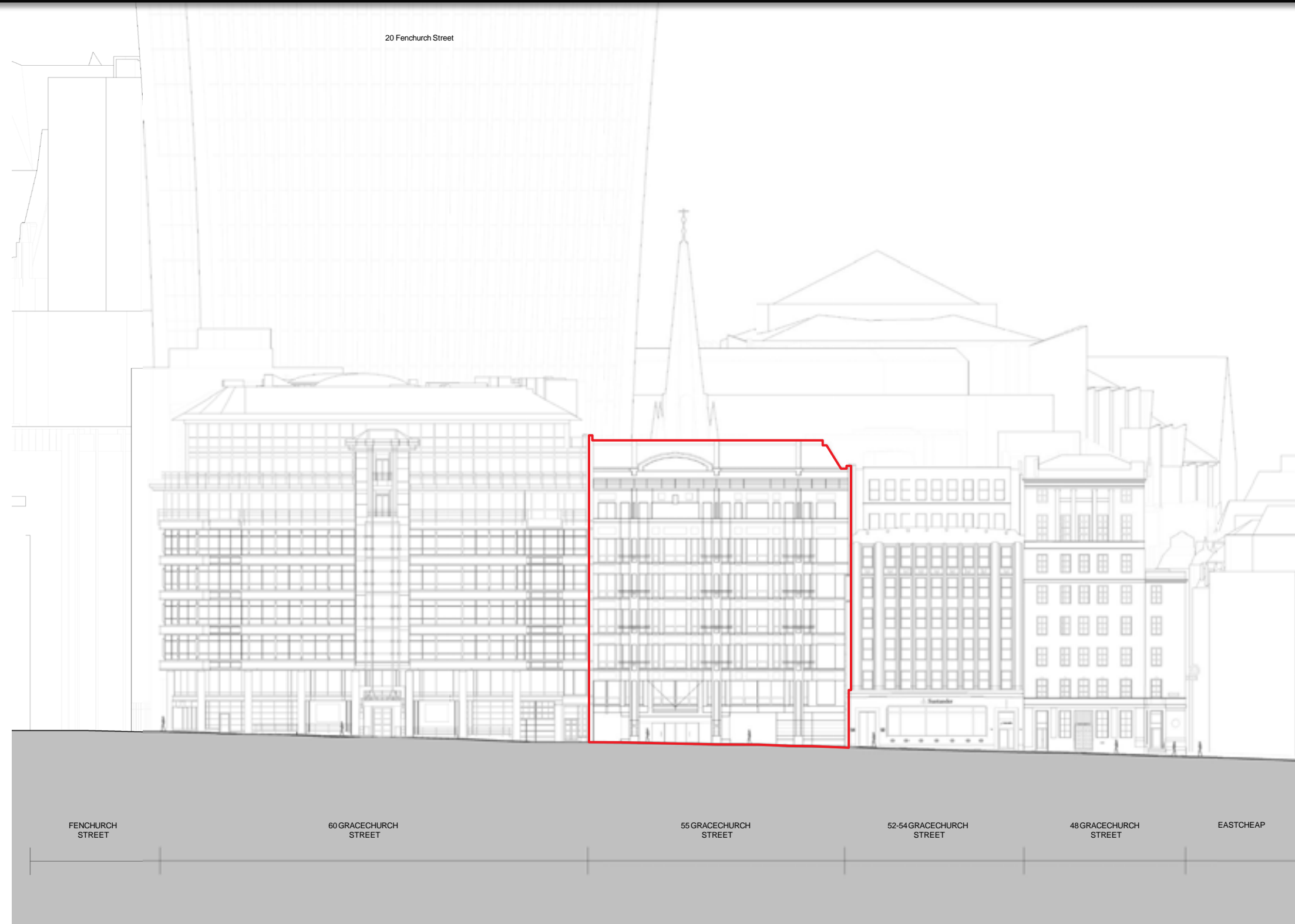
Levels 09-13 - proposed





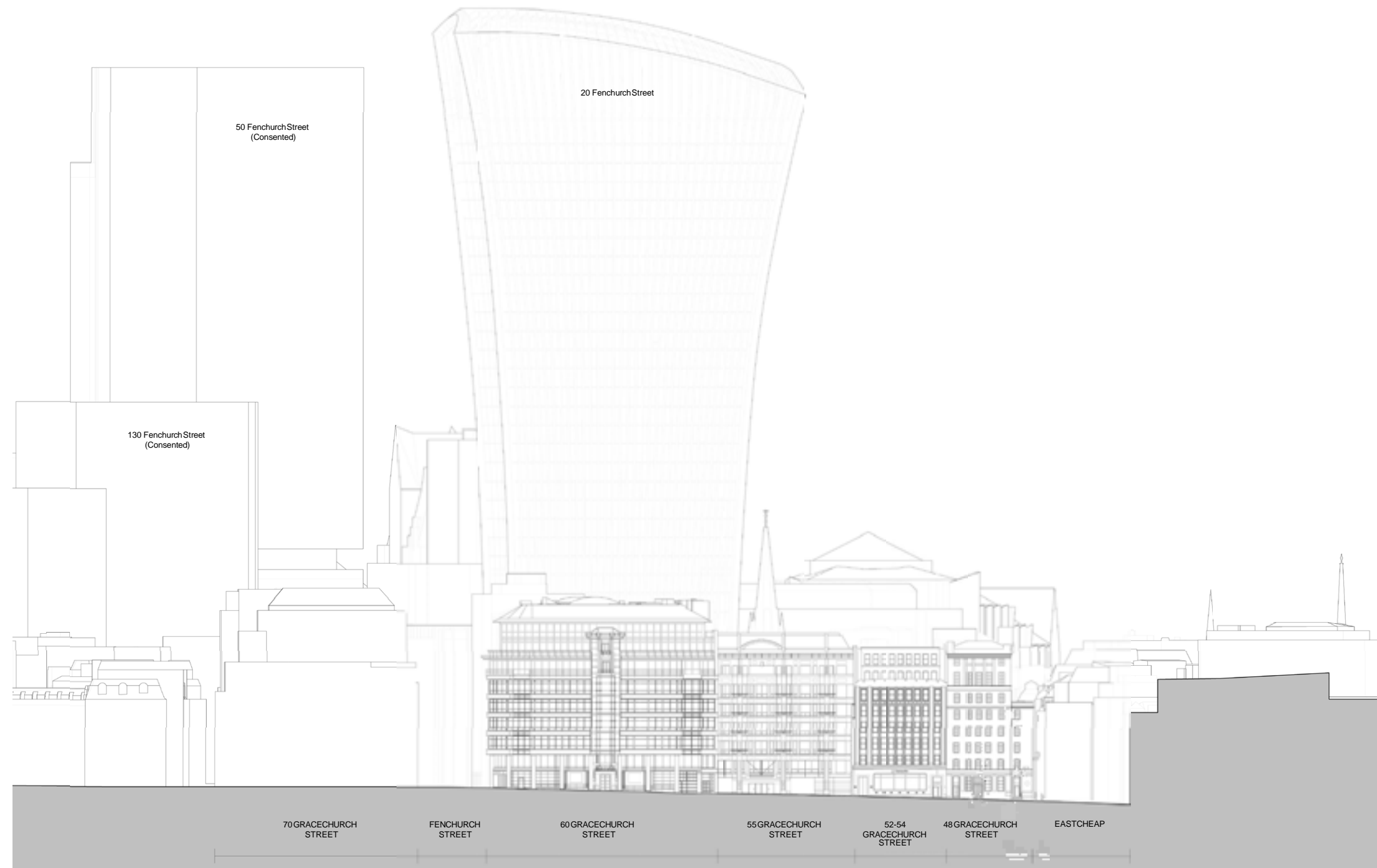


55 Gracechurch Street



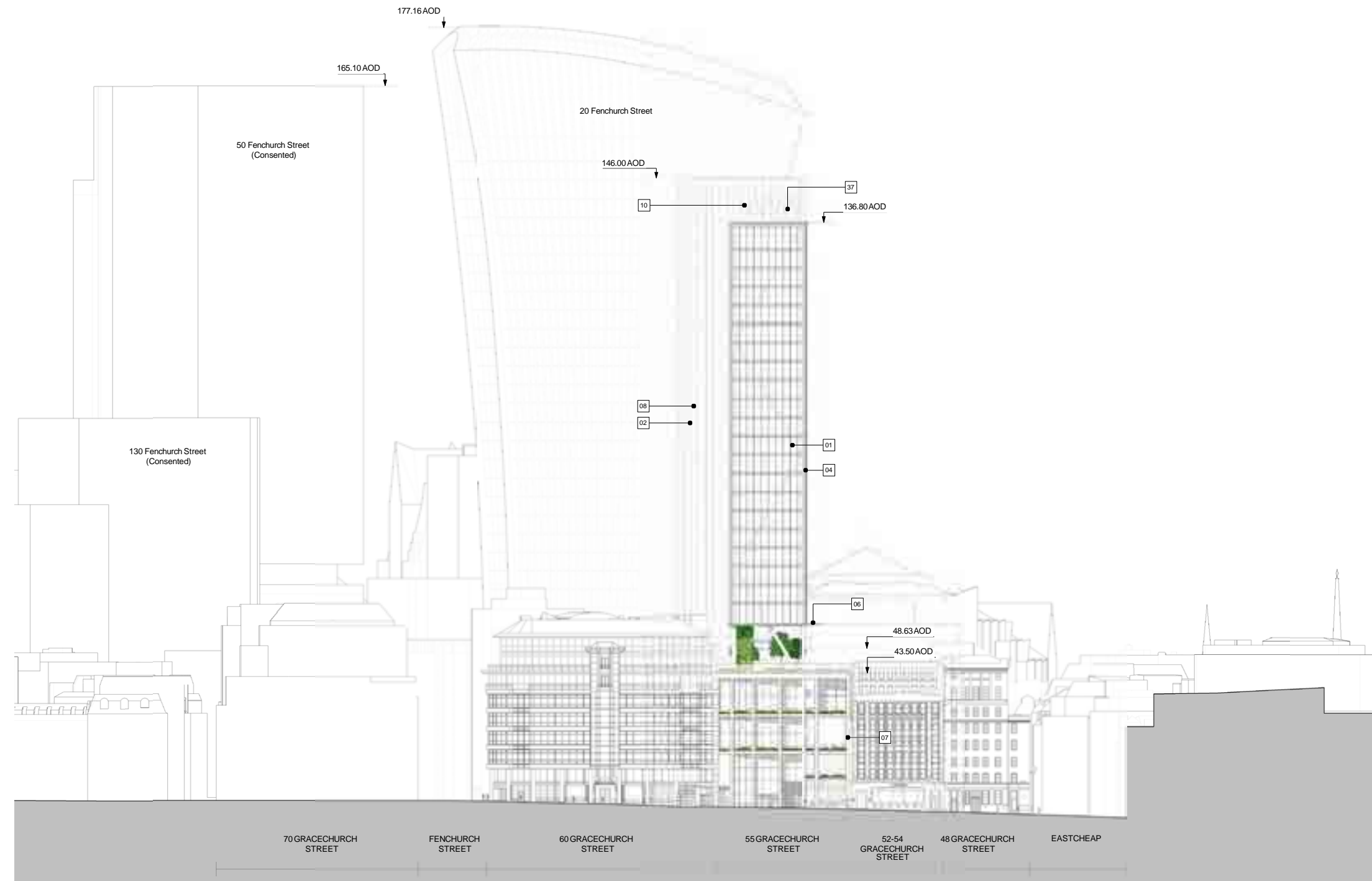
West elevation - existing

55 Gracechurch Street



West elevation - existing

55 Gracechurch Street



West elevation - proposed

55 Gracechurch Street



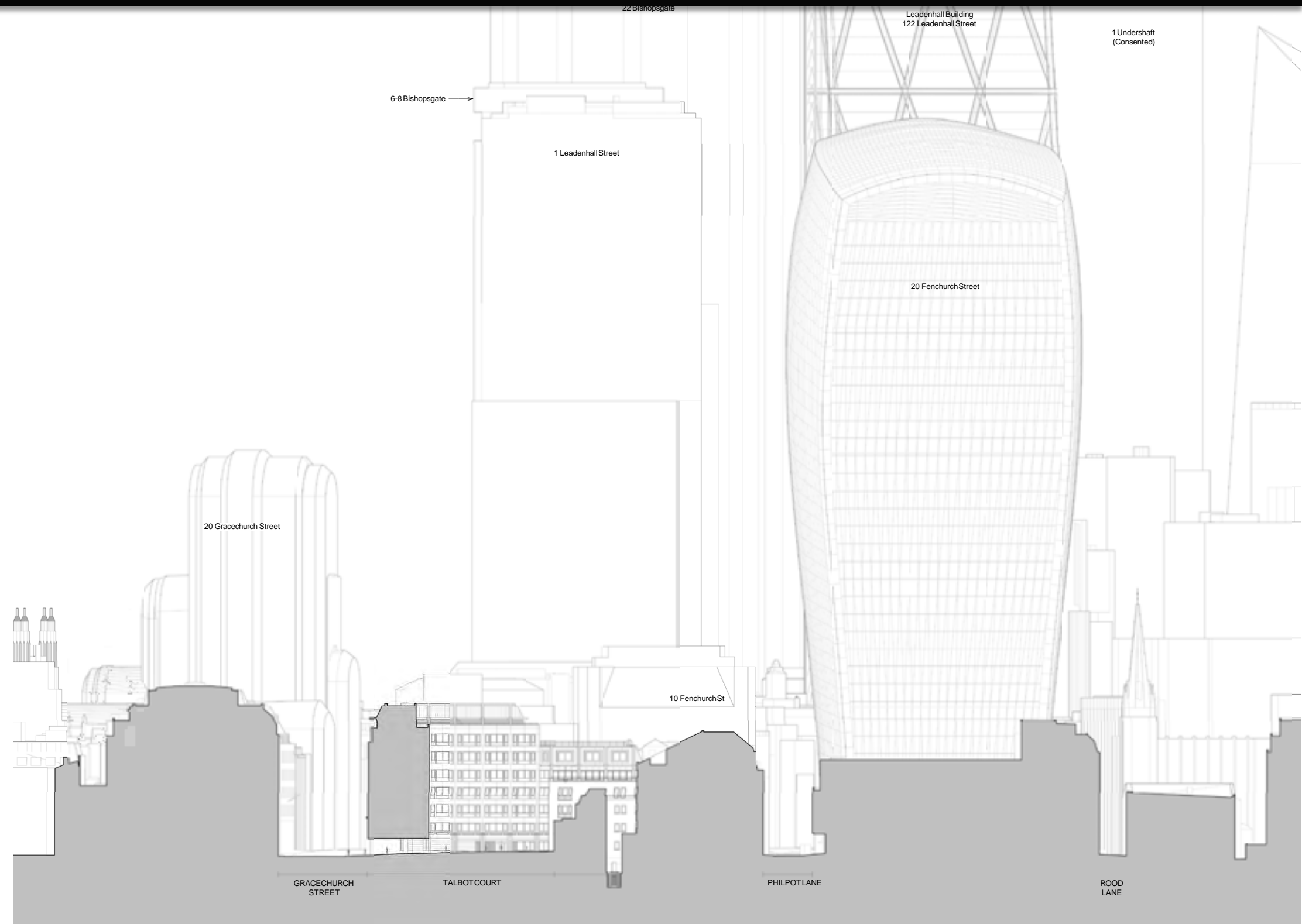
West elevation - proposed

55 Gracechurch Street



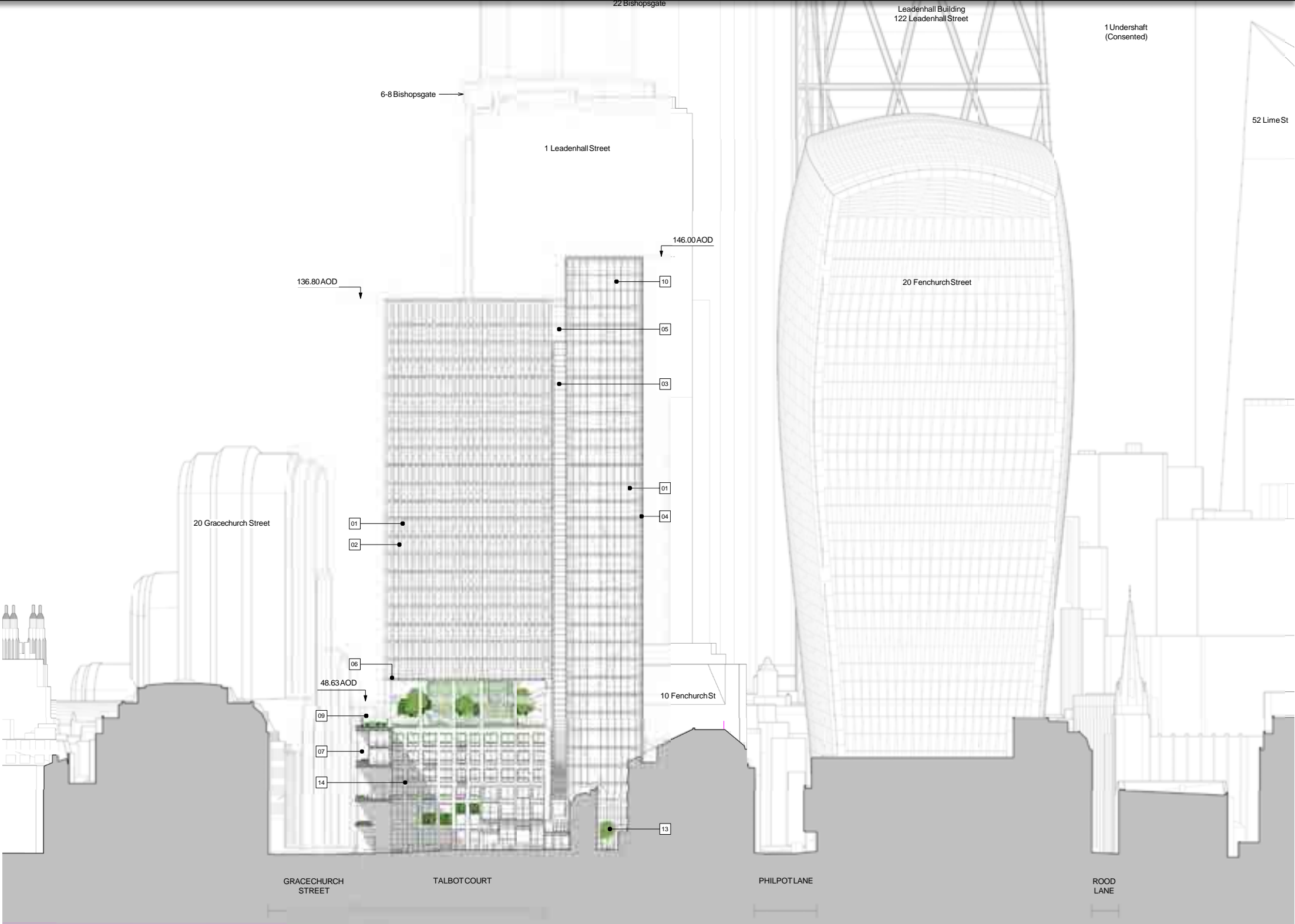
South elevation - existing

55 Gracechurch Street



South elevation - existing

55 Gracechurch Street



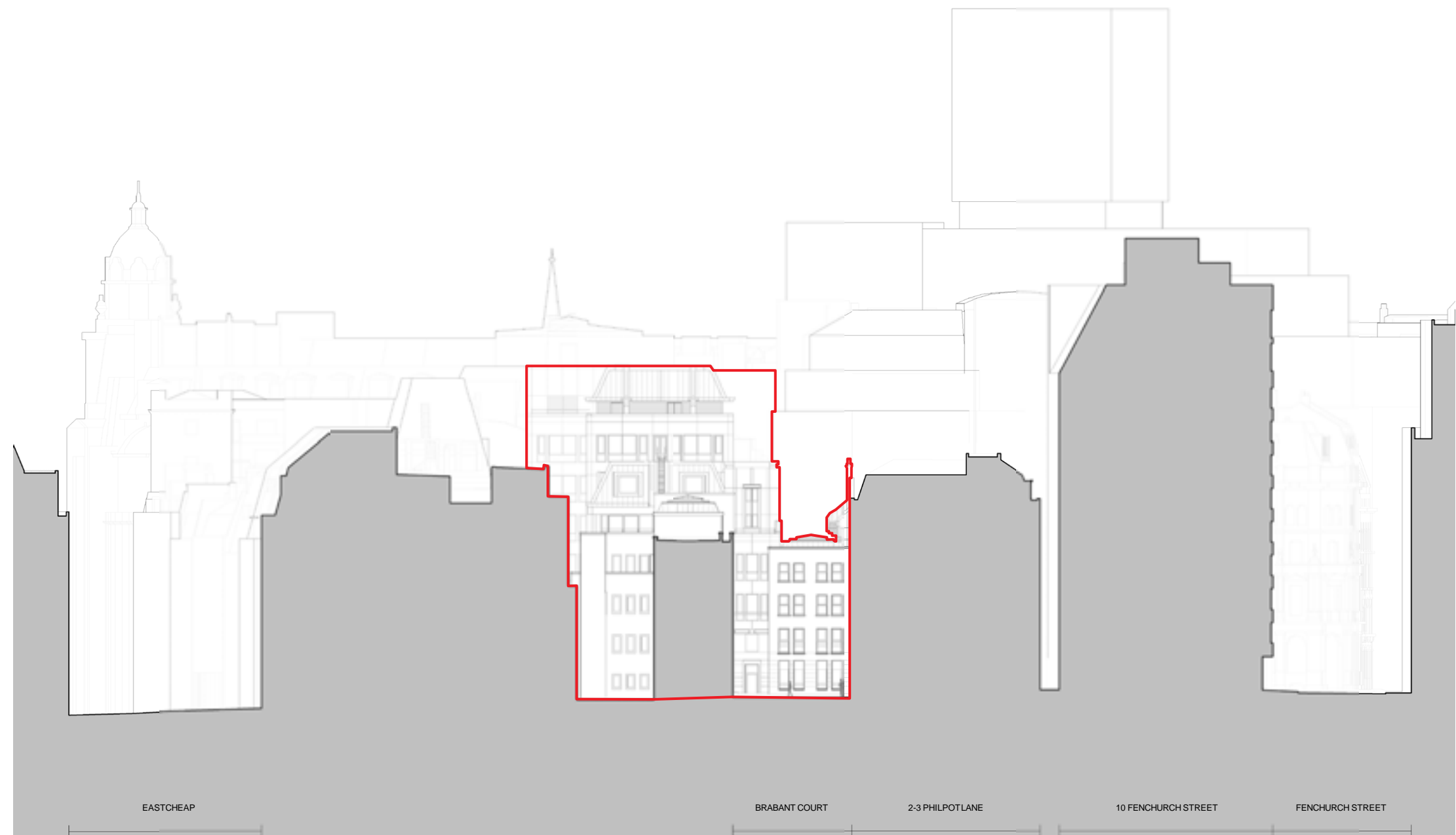
South elevation - proposed

55 Gracechurch Street



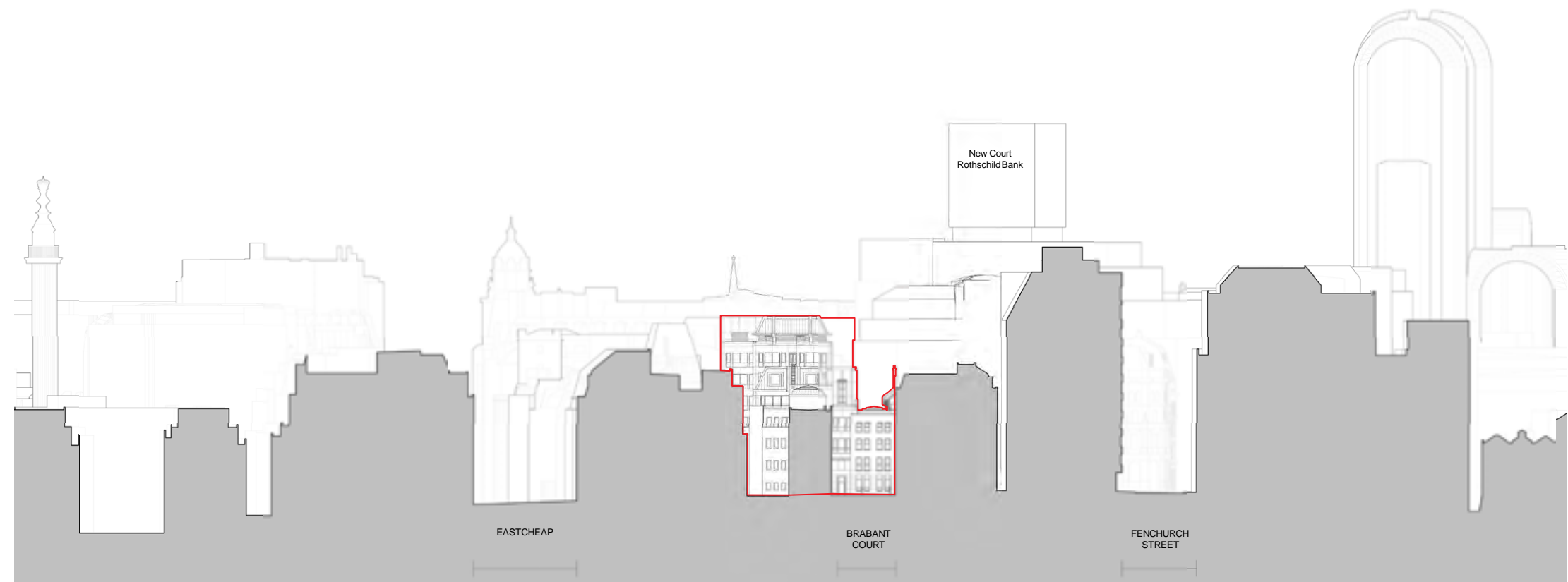
South elevation - proposed

55 Gracechurch Street



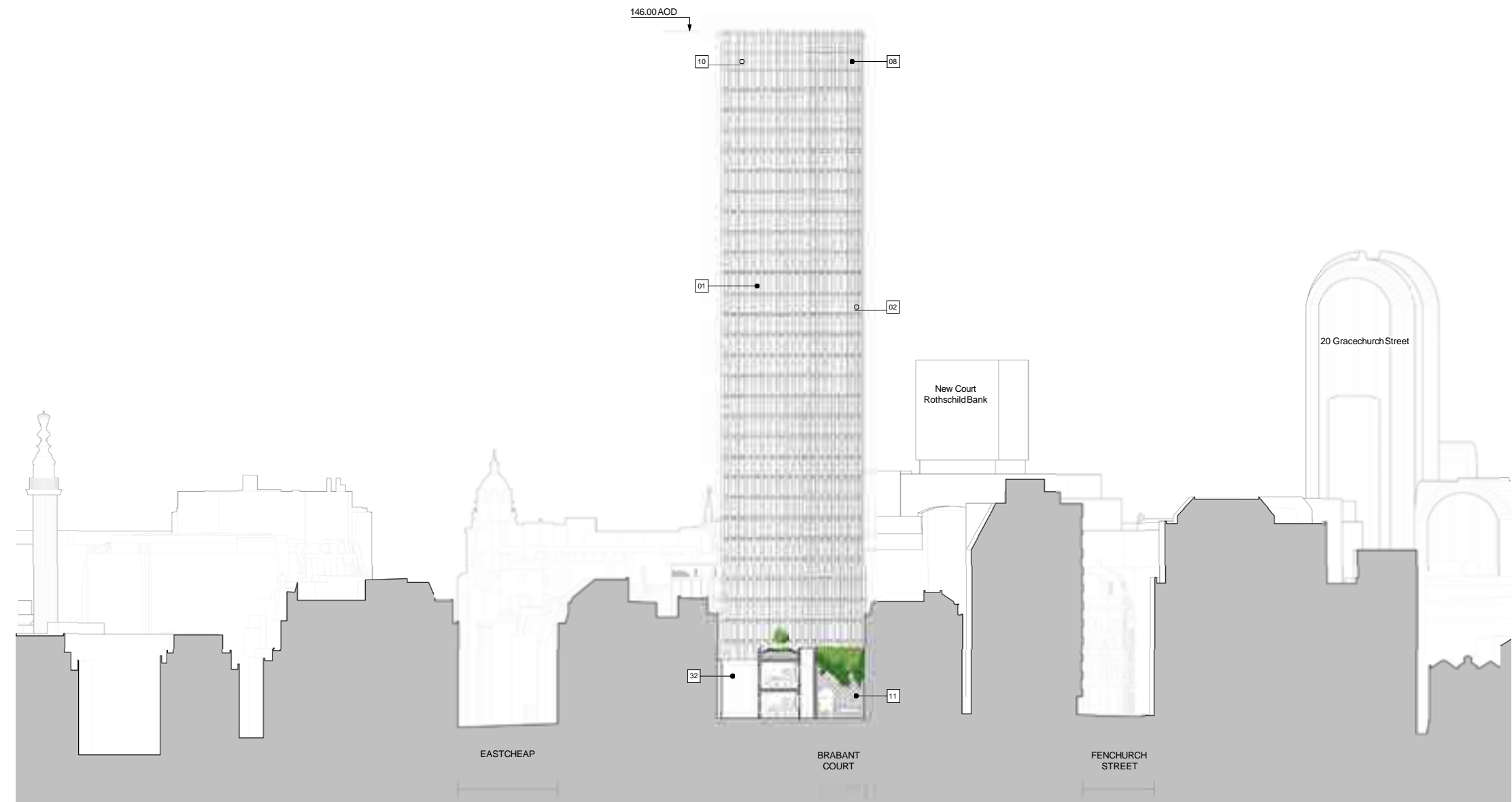
East elevation - existing

55 Gracechurch Street



East elevation - existing

55 Gracechurch Street



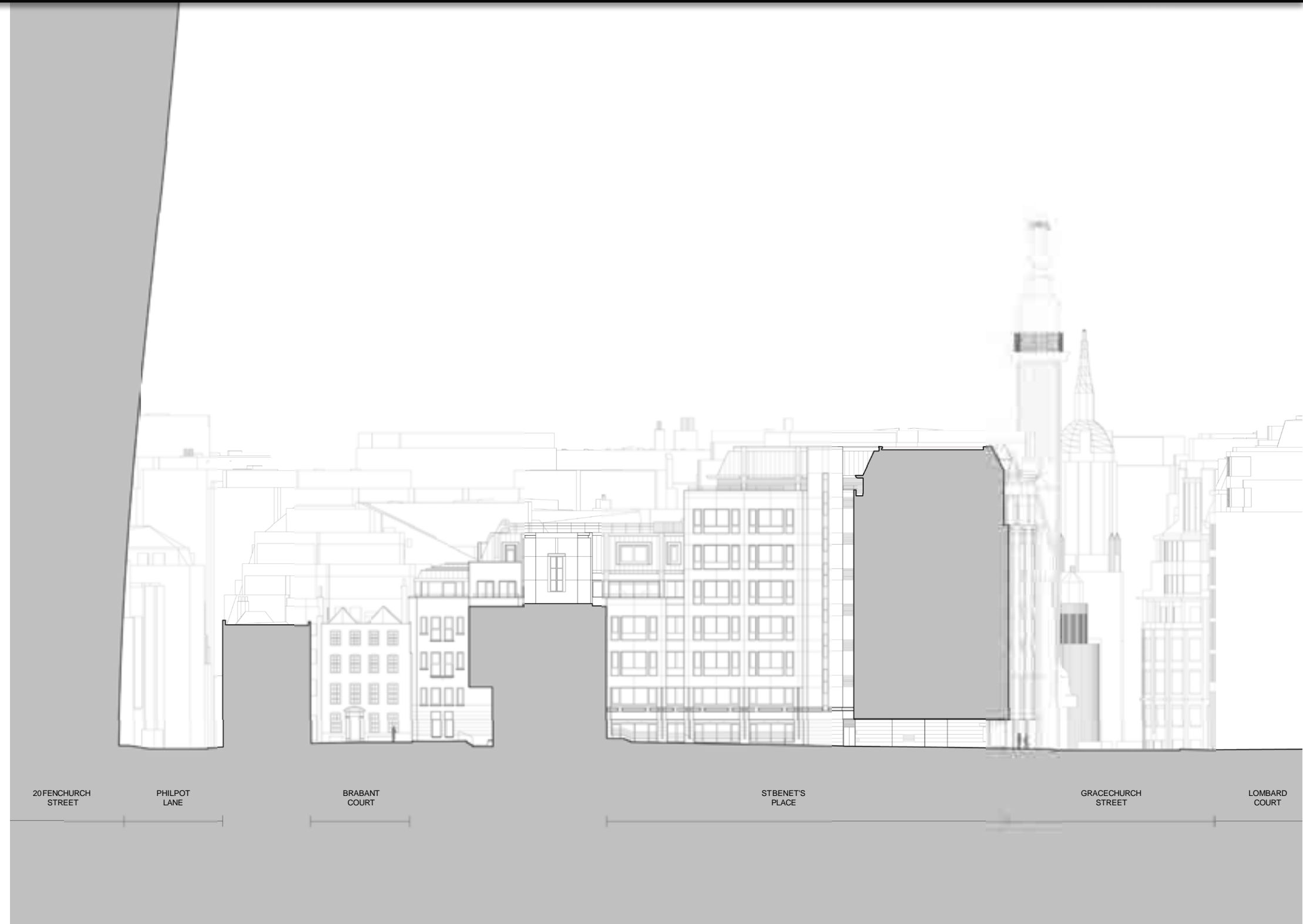
East elevation - proposed

55 Gracechurch Street



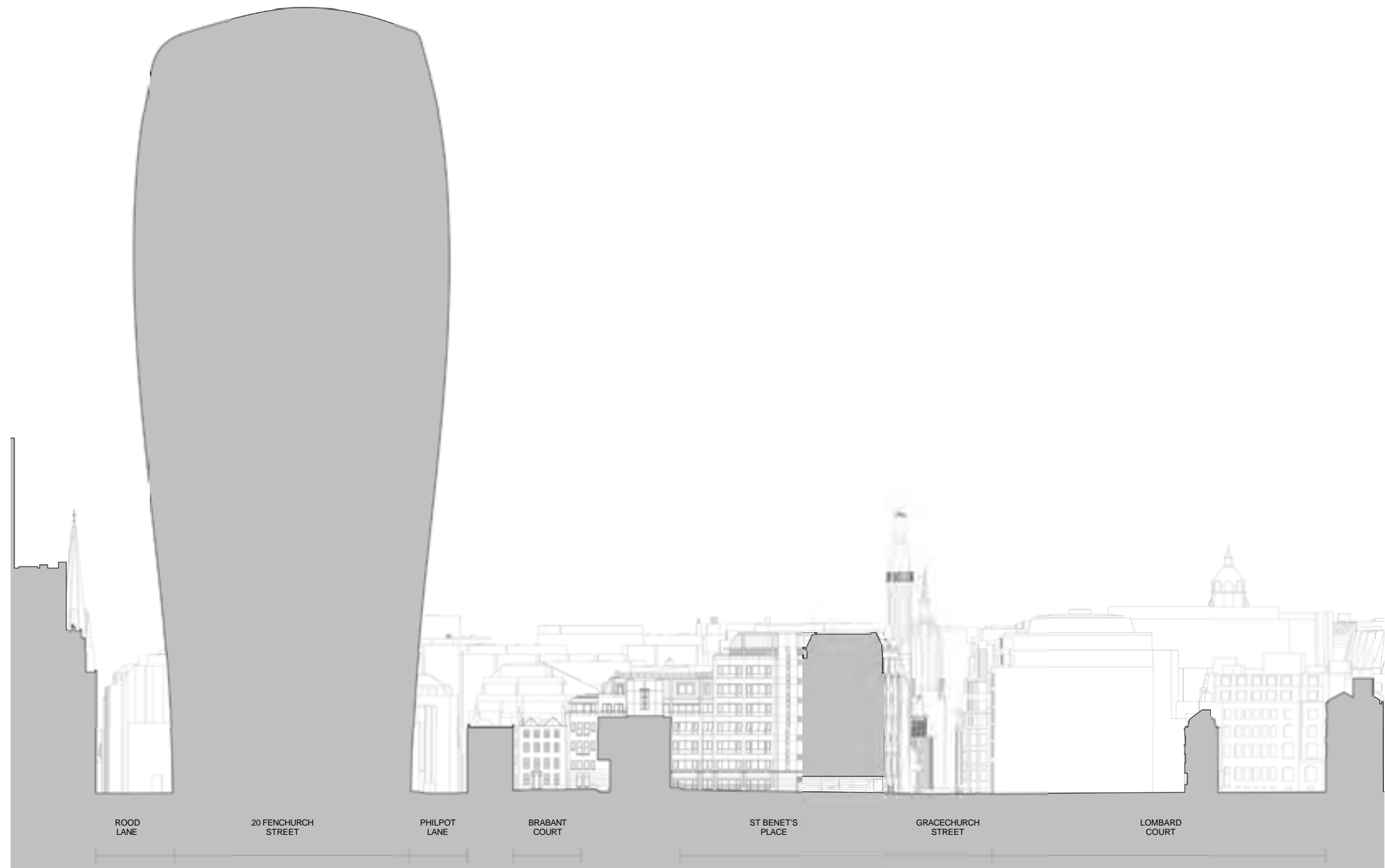
East elevation - proposed

55 Gracechurch Street



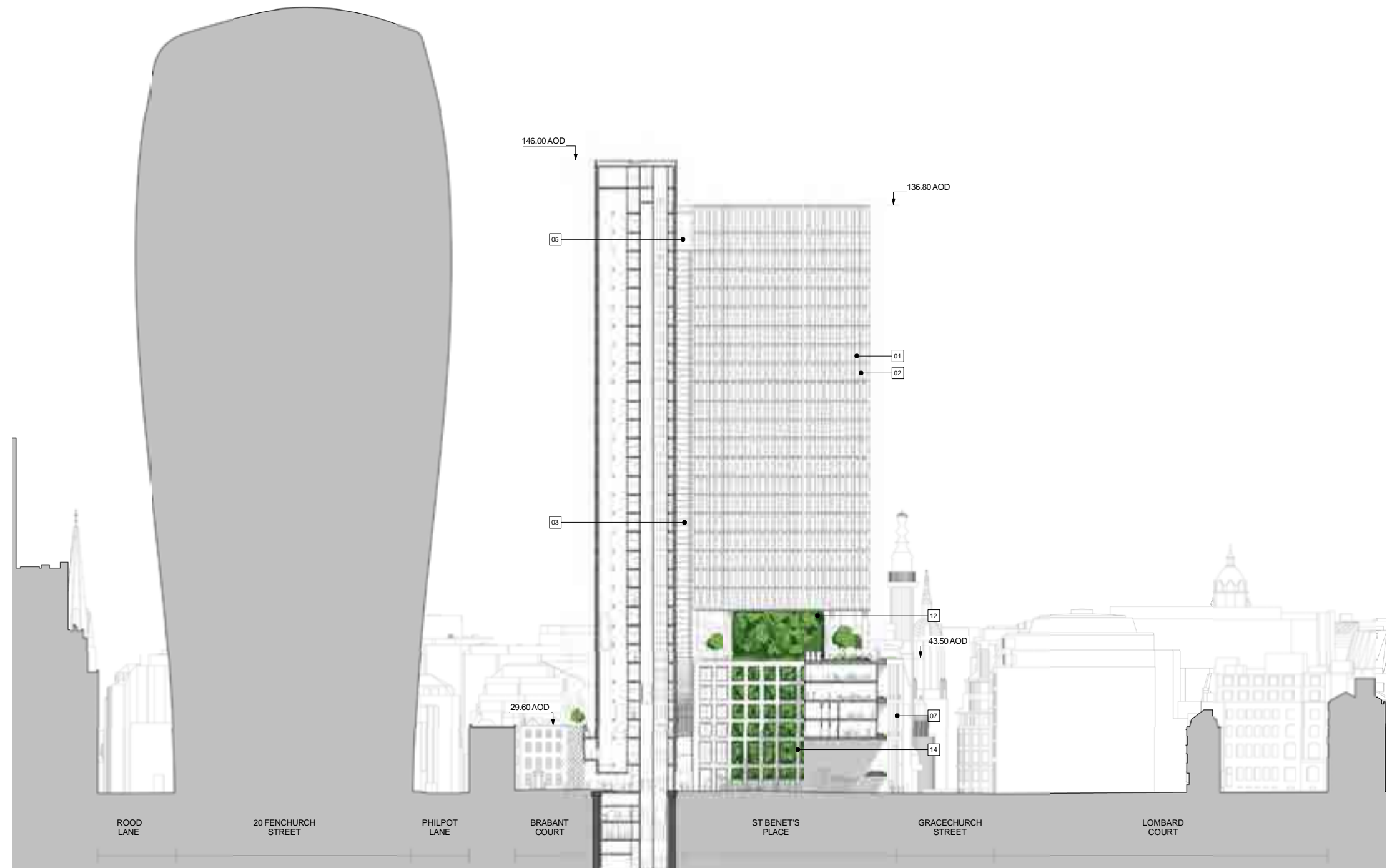
North elevation St Benet's Place - existing

55 Gracechurch Street



North elevation St Benet's Place - existing

55 Gracechurch Street



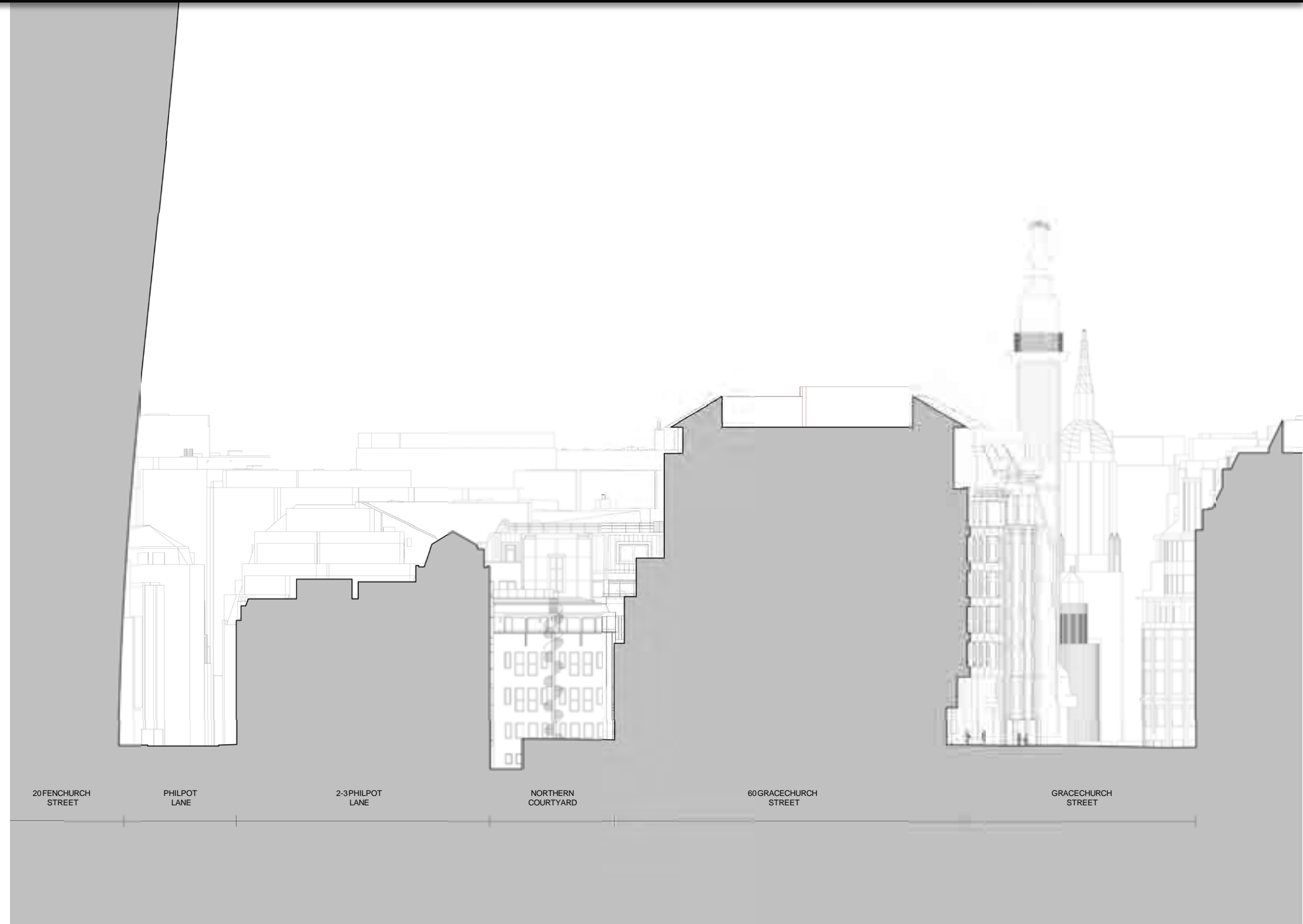
North elevation St Benet's Place - proposed

55 Gracechurch Street



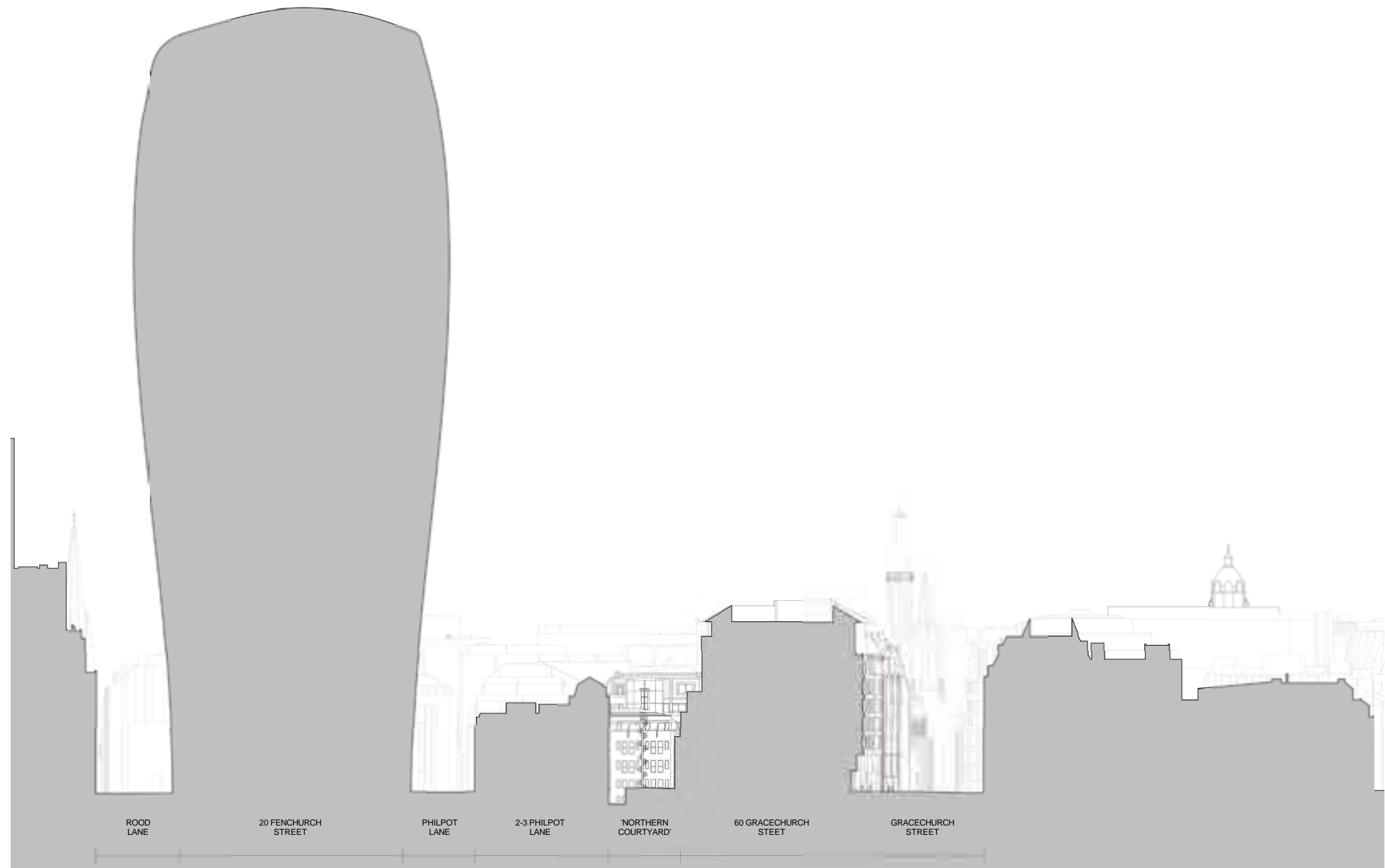
North elevation St Benet's Place - proposed

55 Gracechurch Street



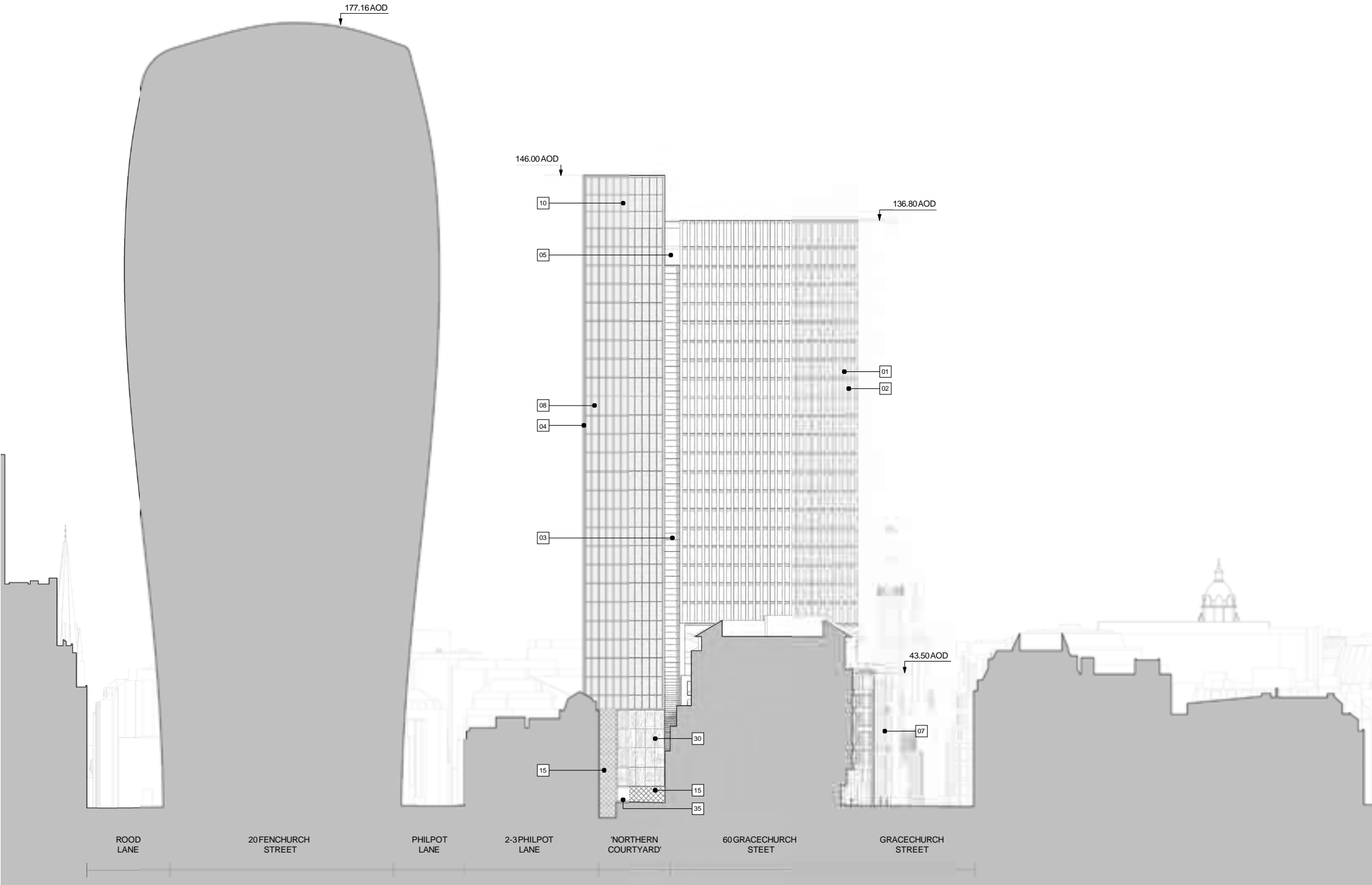
North elevation - existing

55 Gracechurch Street



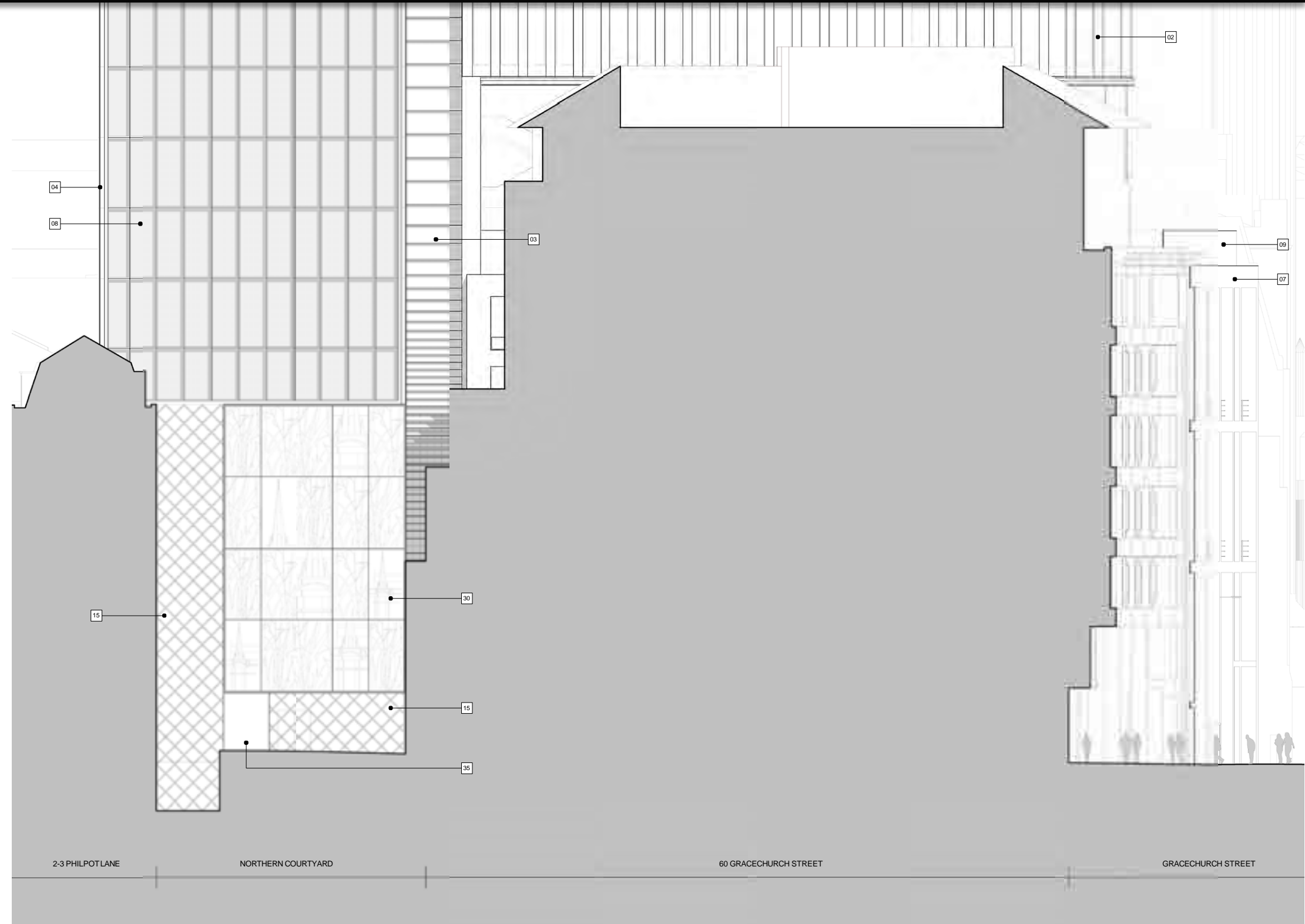
North elevation - existing

55 Gracechurch Street



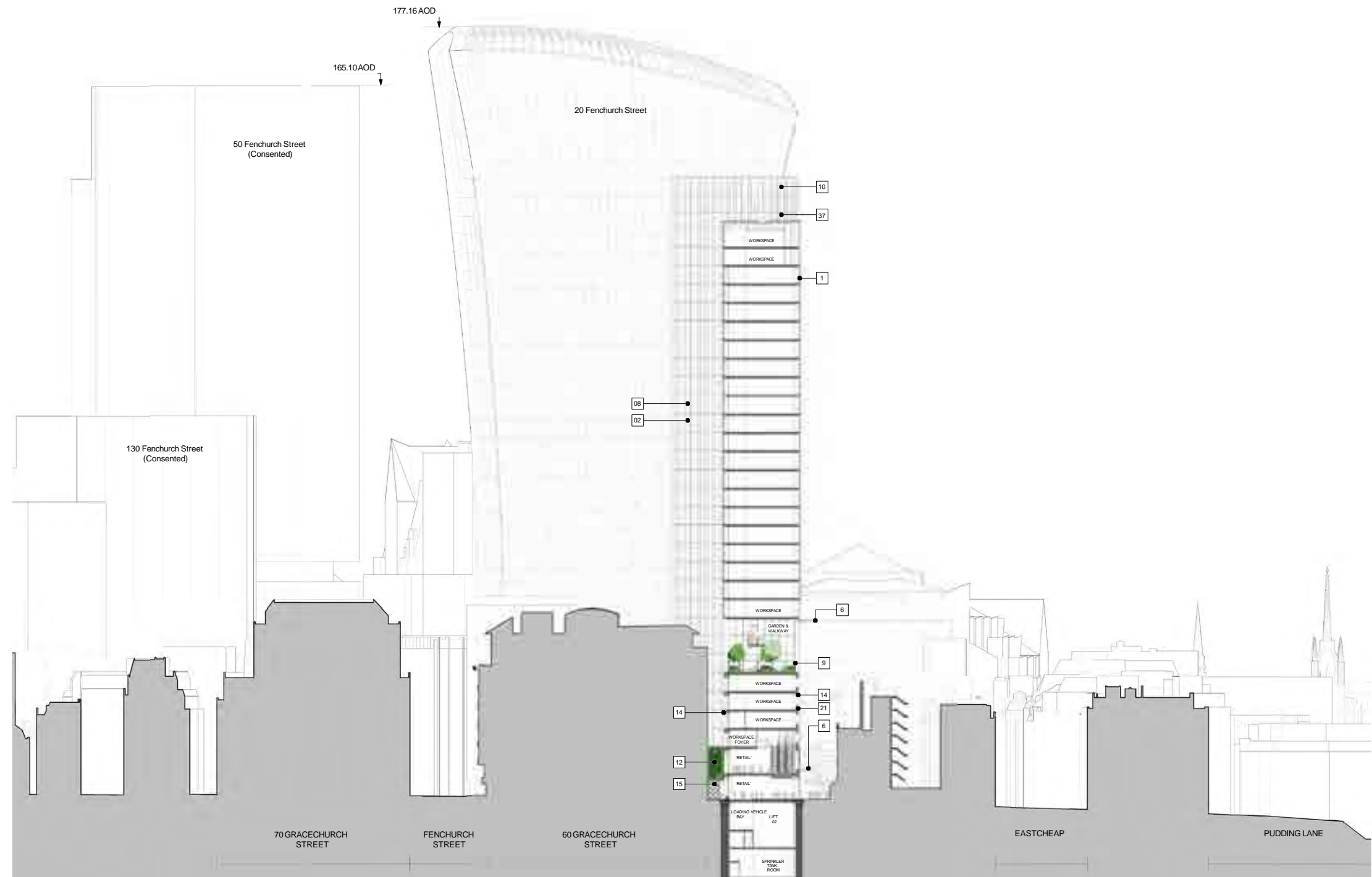
North elevation - proposed

55 Gracechurch Street



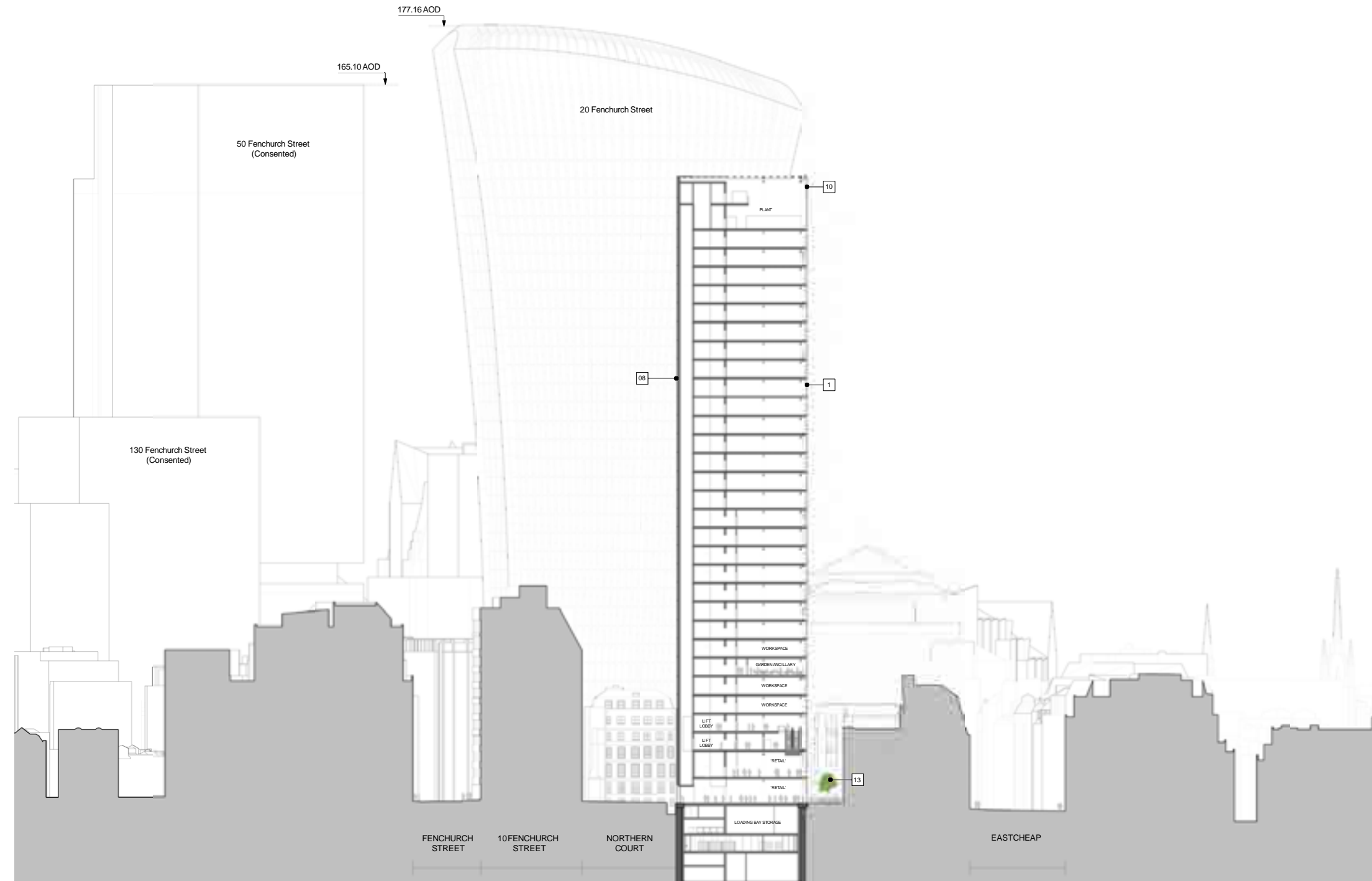
North elevation - proposed

55 Gracechurch Street



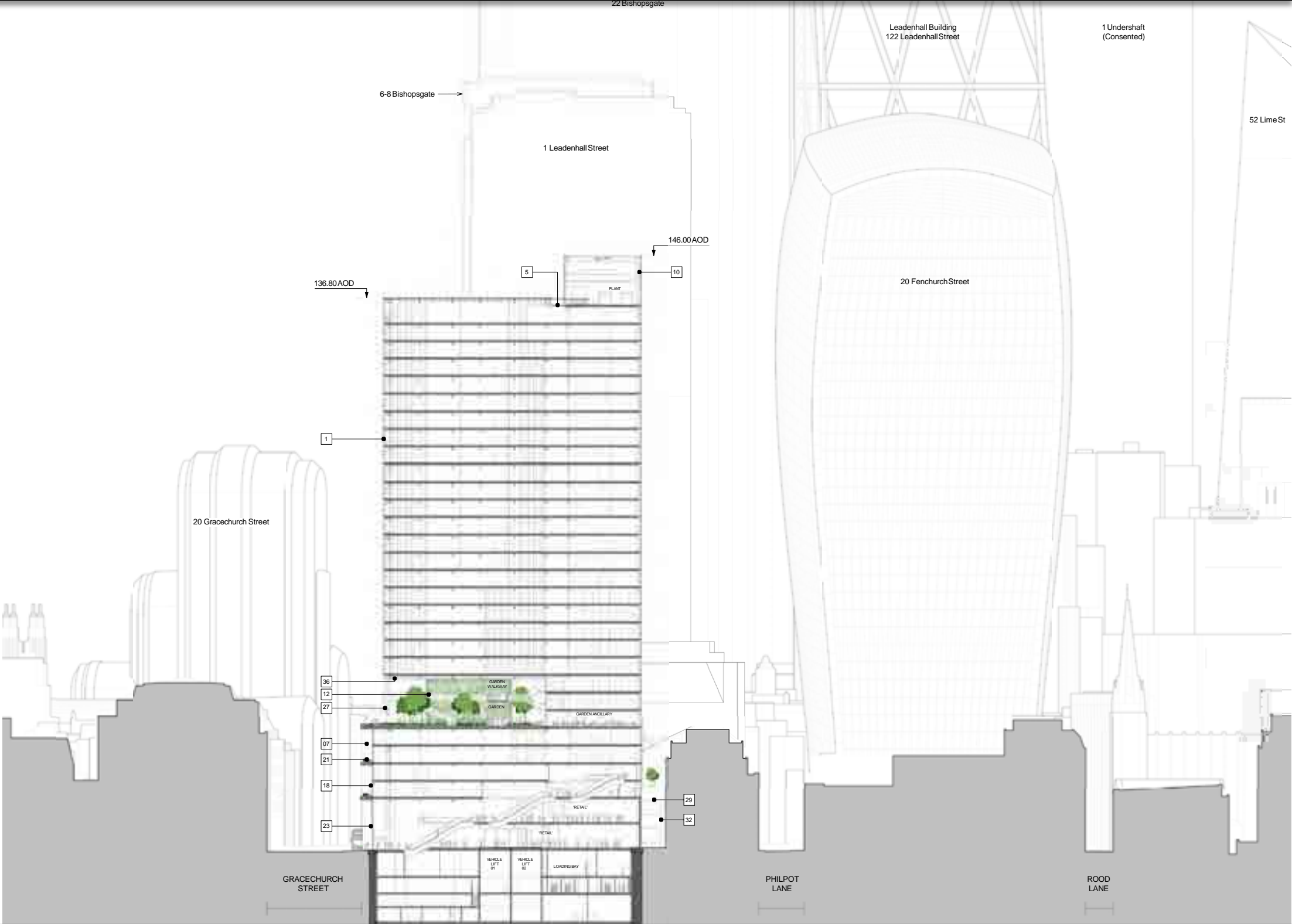
North-south section - proposed

55 Gracechurch Street



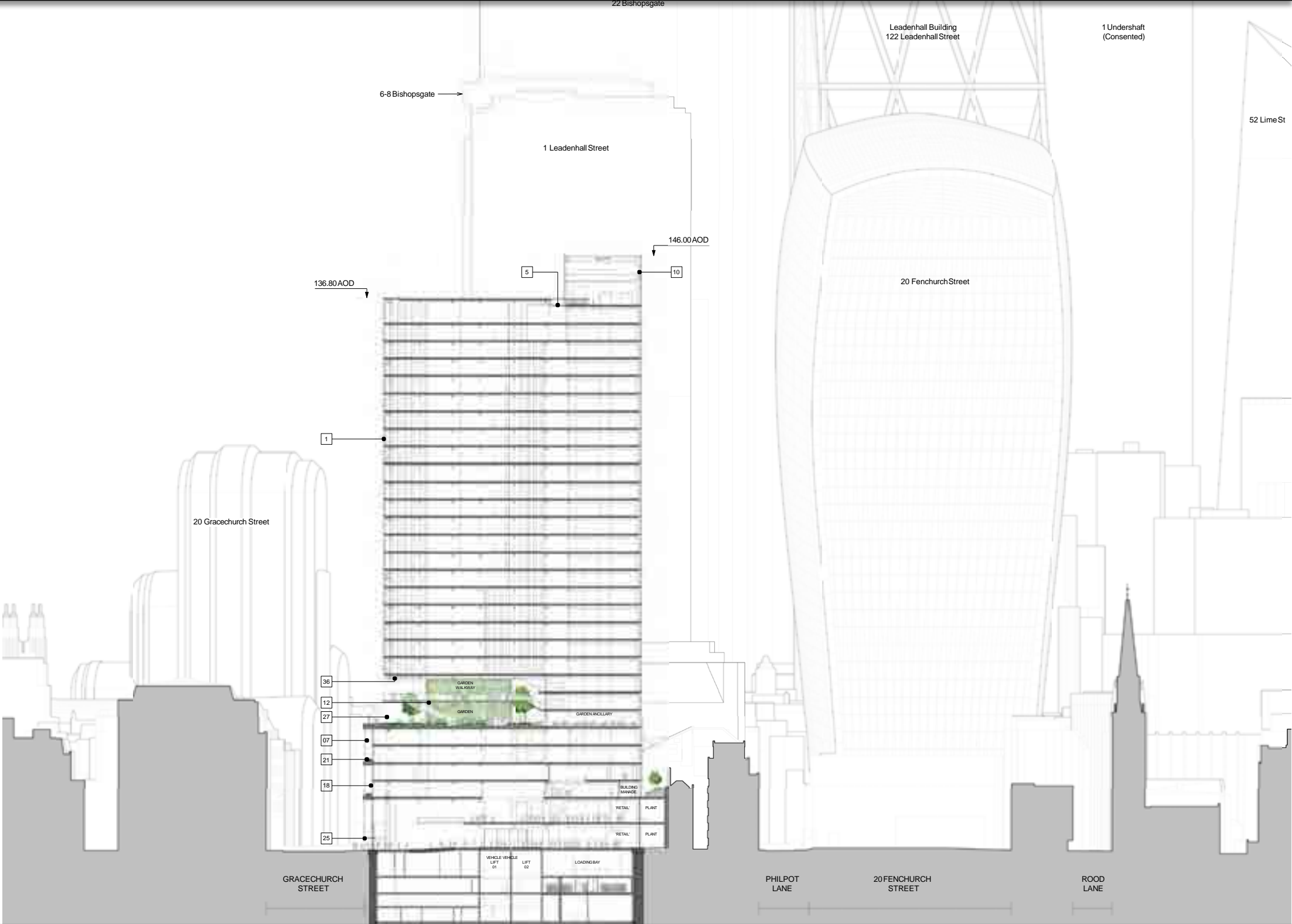
North-south section - proposed

55 Gracechurch Street



East-west section - proposed

55 Gracechurch Street

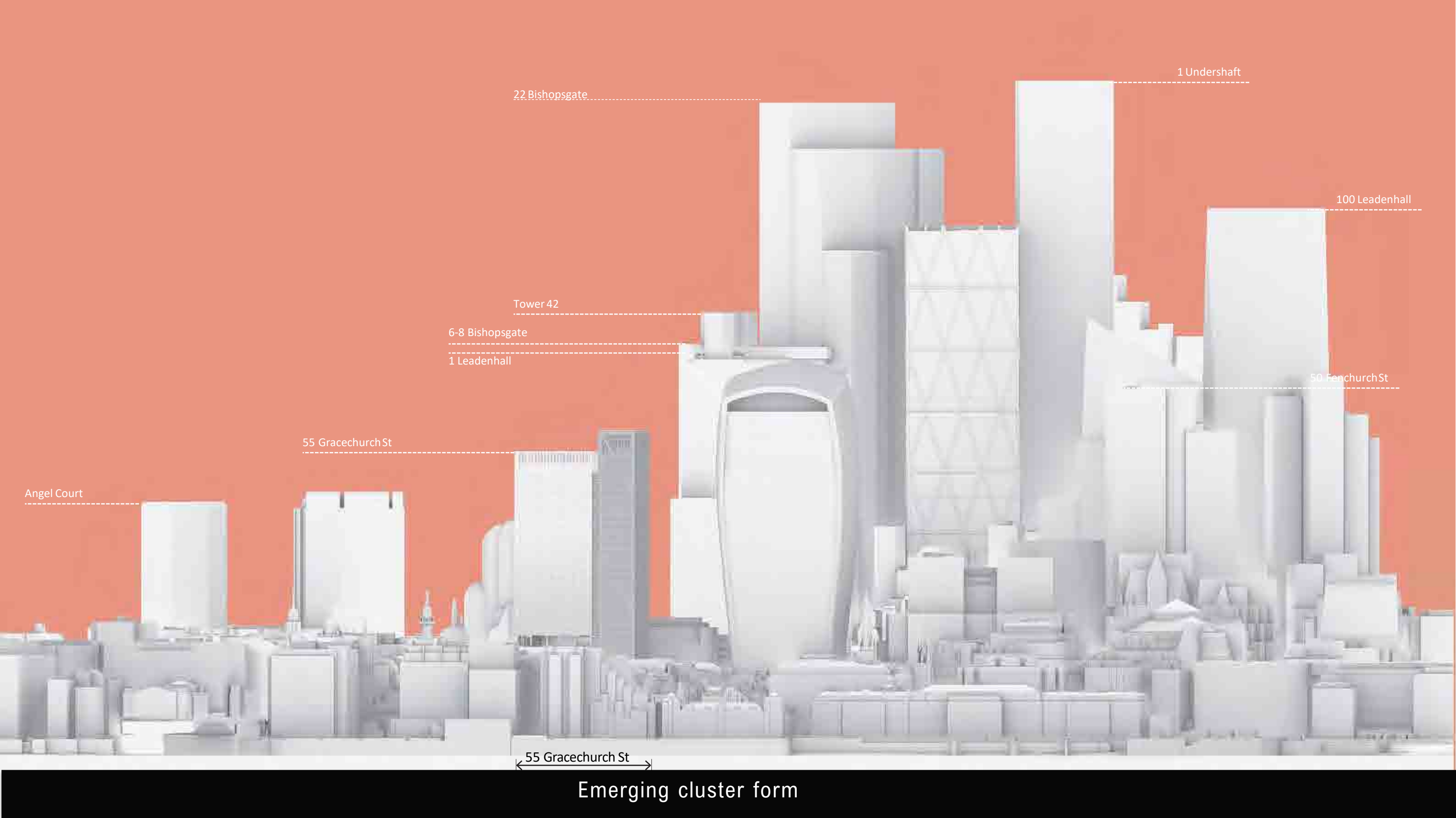


East-west section - proposed

55 Gracechurch Street



Ground floor sections



1 Undershaft

22 Bishopsgate

100 Leadenhall

Tower 42

6-8 Bishopsgate

1 Leadenhall

50 Fenchurch St

55 Gracechurch St

Angel Court

55 Gracechurch St

Emerging cluster form







































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 Bishopsgate 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



Gracechurch Street - Materiality



Talbot Court - existing



Talbot Court - proposed



Talbot Court - Materiality



Brabant Court - existing



Brabant Court - proposed



St Benet's Place - existing



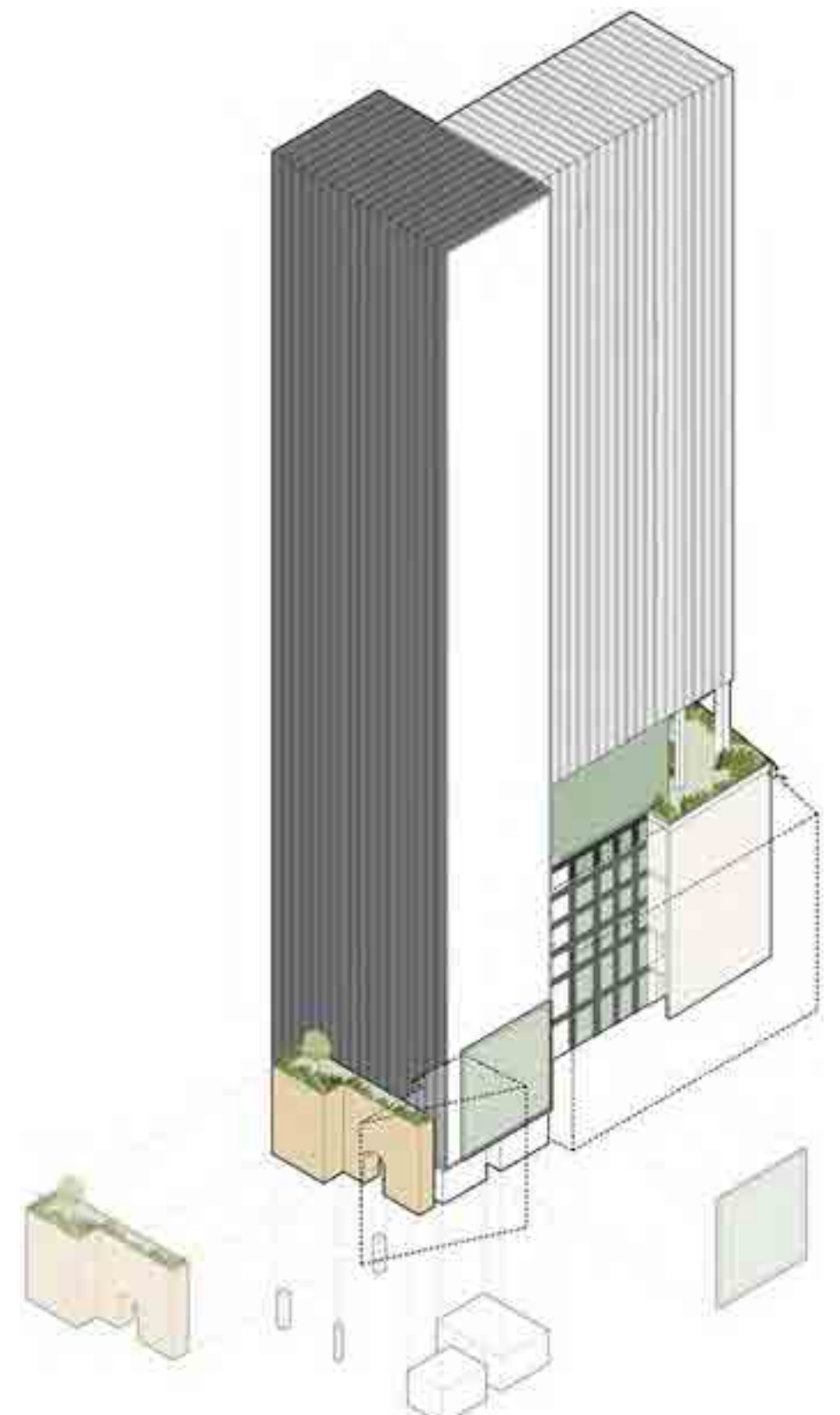
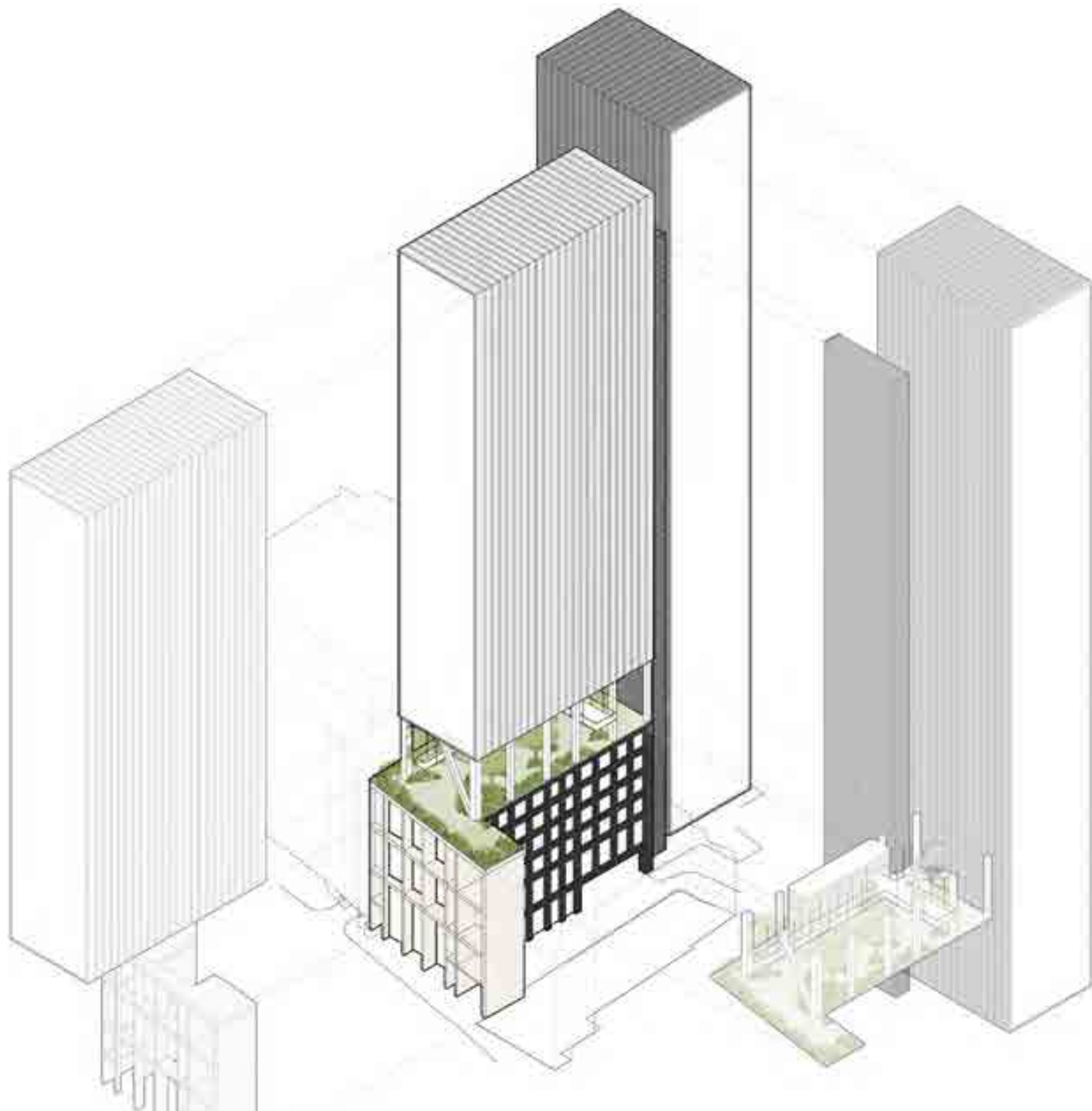
St Benet's Place - proposed



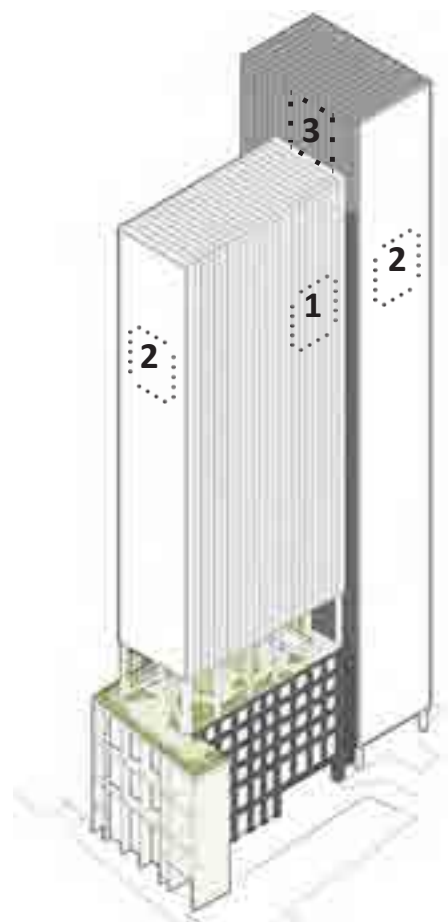
'Northern courtyard' - existing



‘Northern courtyard’ - proposed



Parti diagram



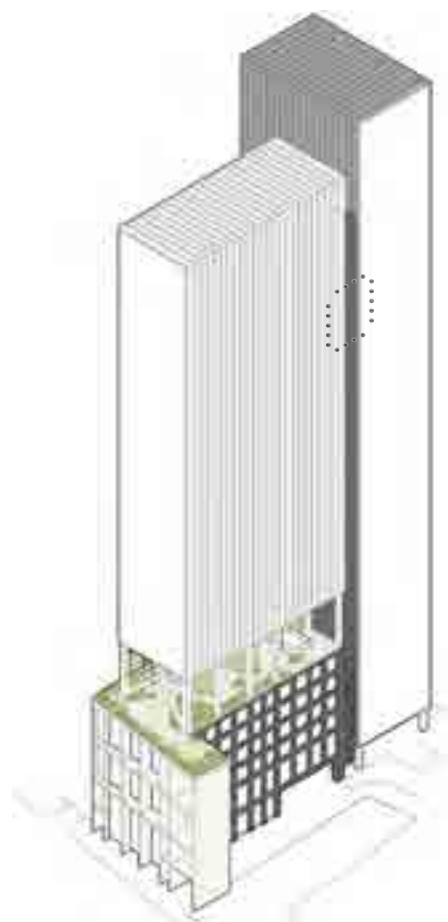
1 West block side façade
53% solid to glass ratio



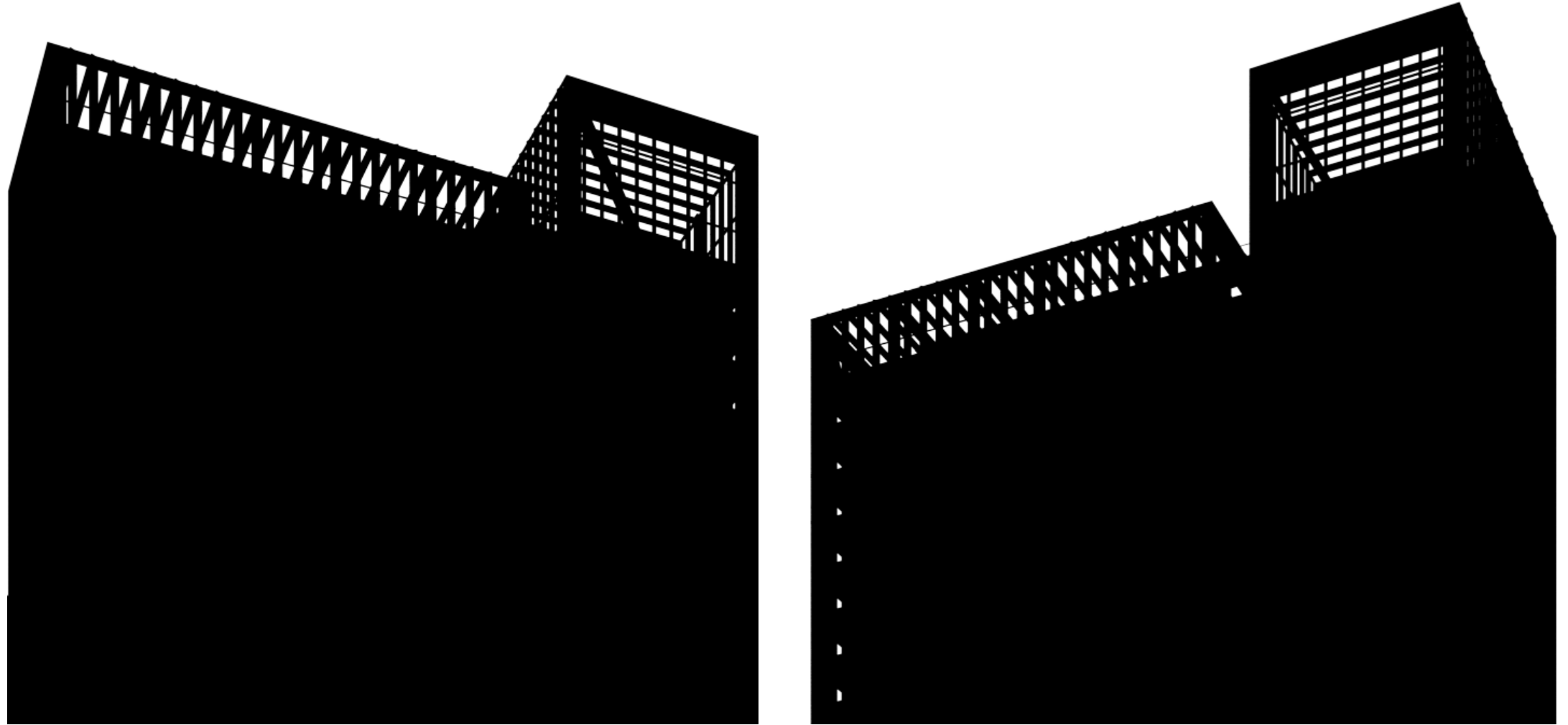
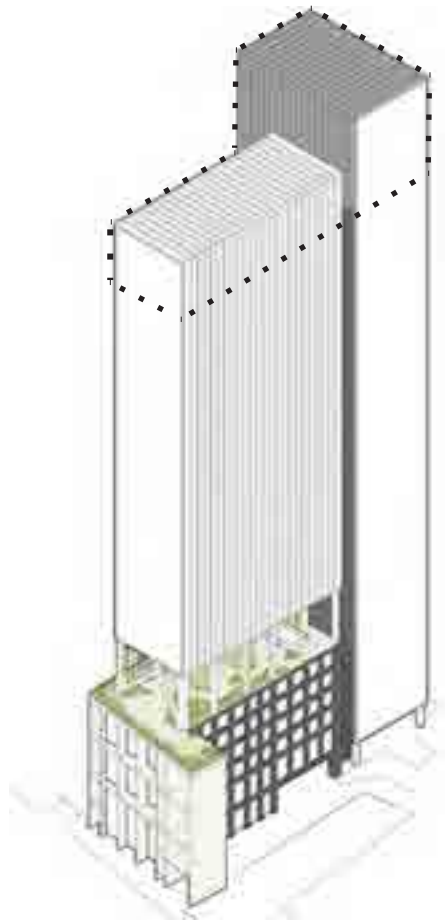
2 End bay façade
27% solid to glass ratio



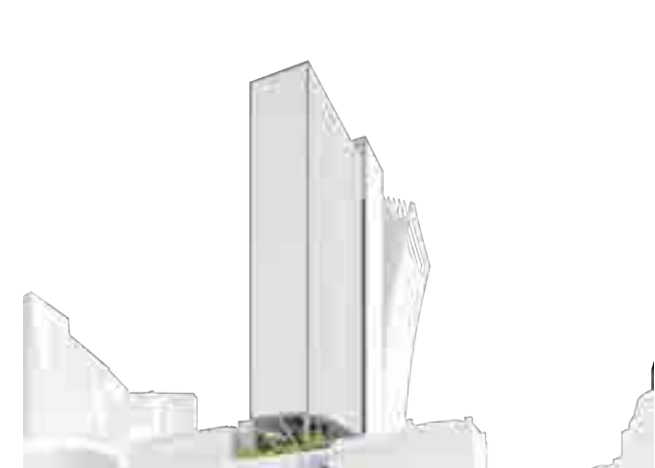
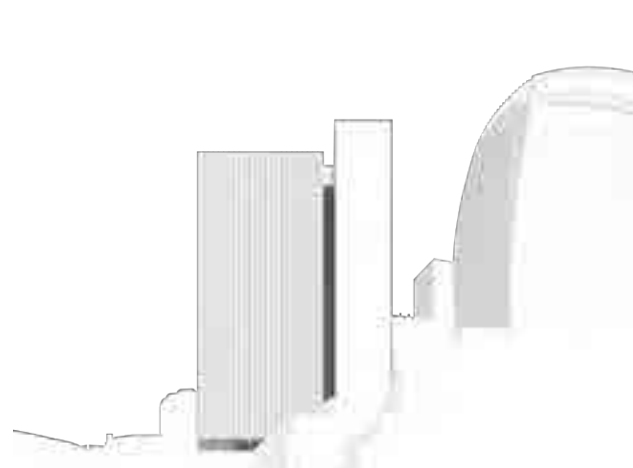
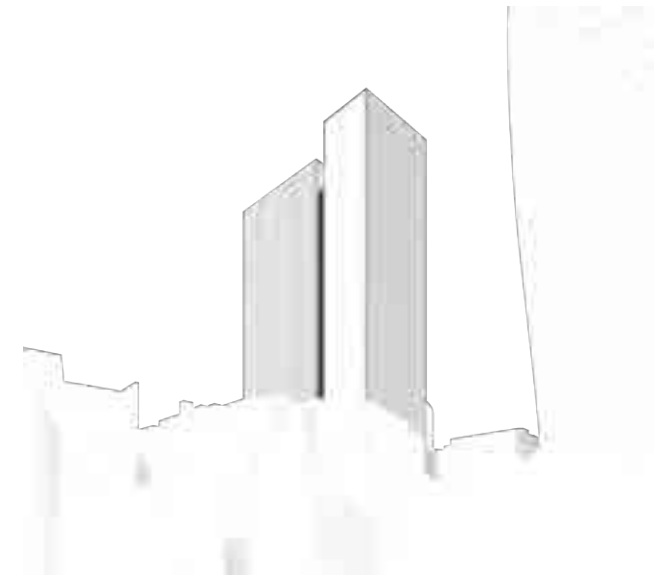
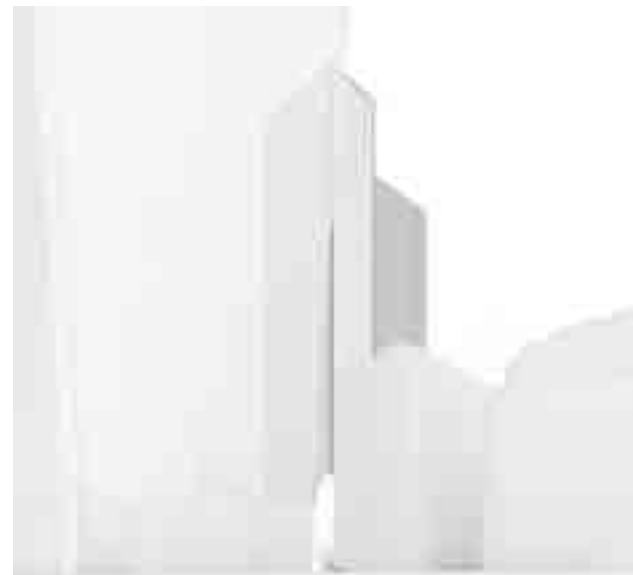
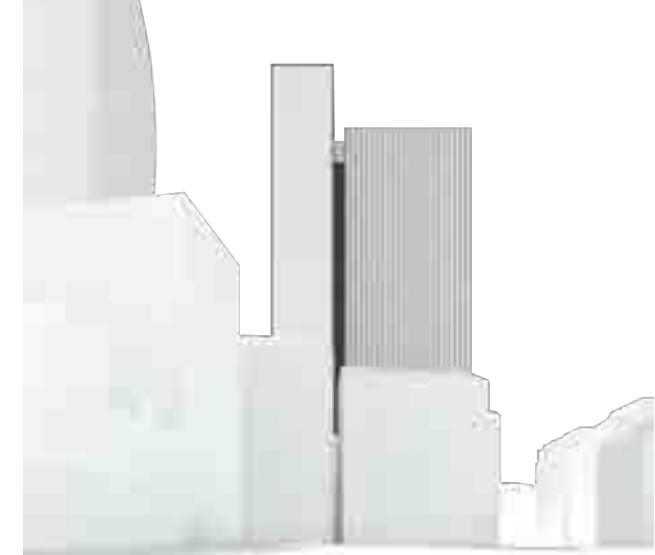
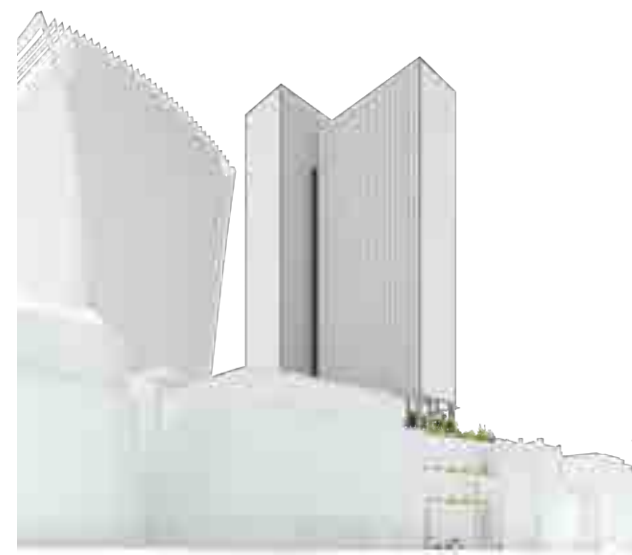
3 East block side façade
53% solid to glass ratio



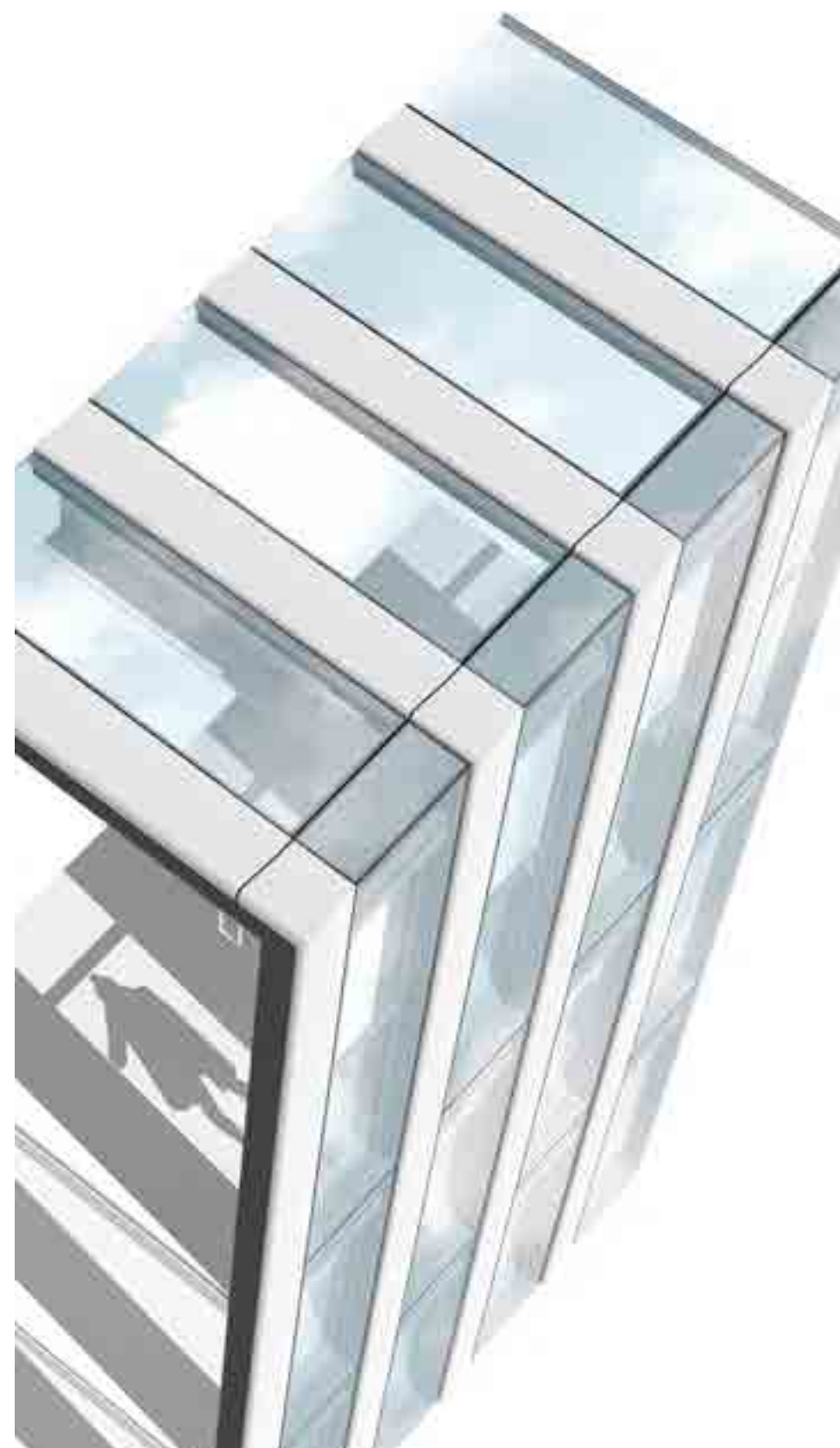
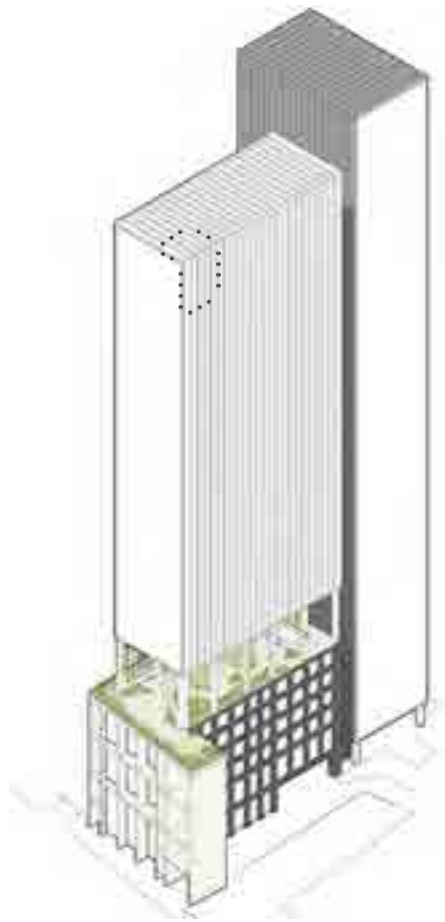
Elevational treatment



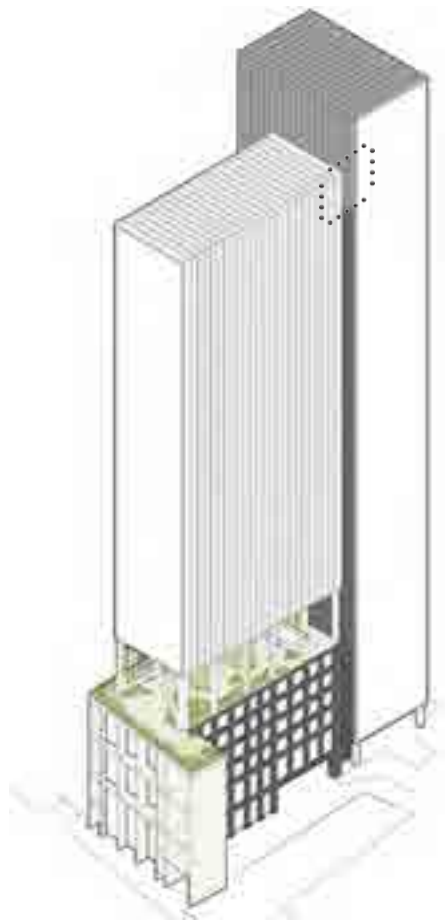
Elevational treatment



Elevational treatment



Elevational treatment



Elevational treatment

55 Gracechurch Street

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



Public permeability - existing

55 Gracechurch Street

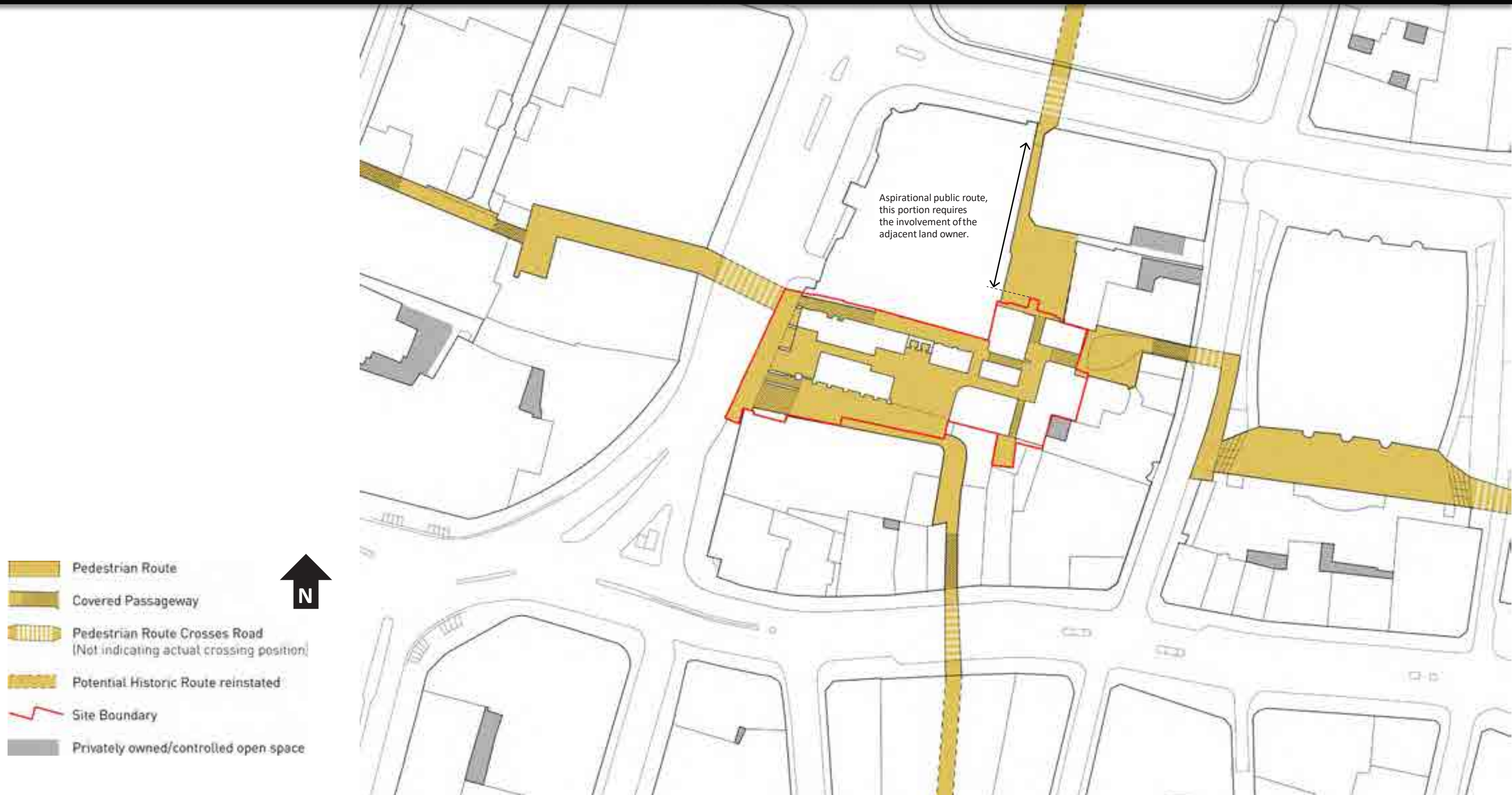


1893 - 1895 map showing the through route from St Benet's Place to Brabant Court.

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



55 Gracechurch Street



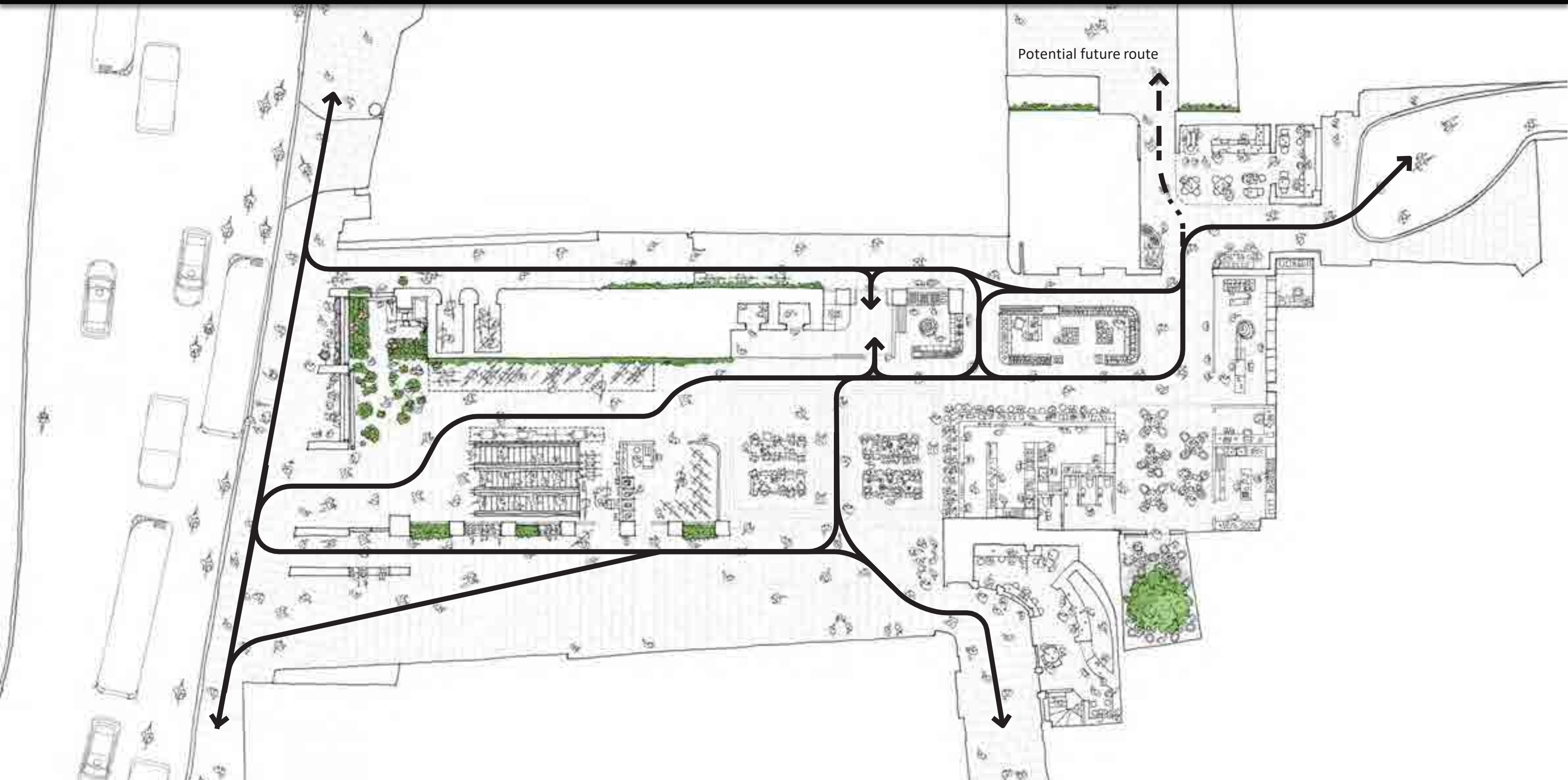
Public permeability – proposed

55 Gracechurch Street



Public Realm

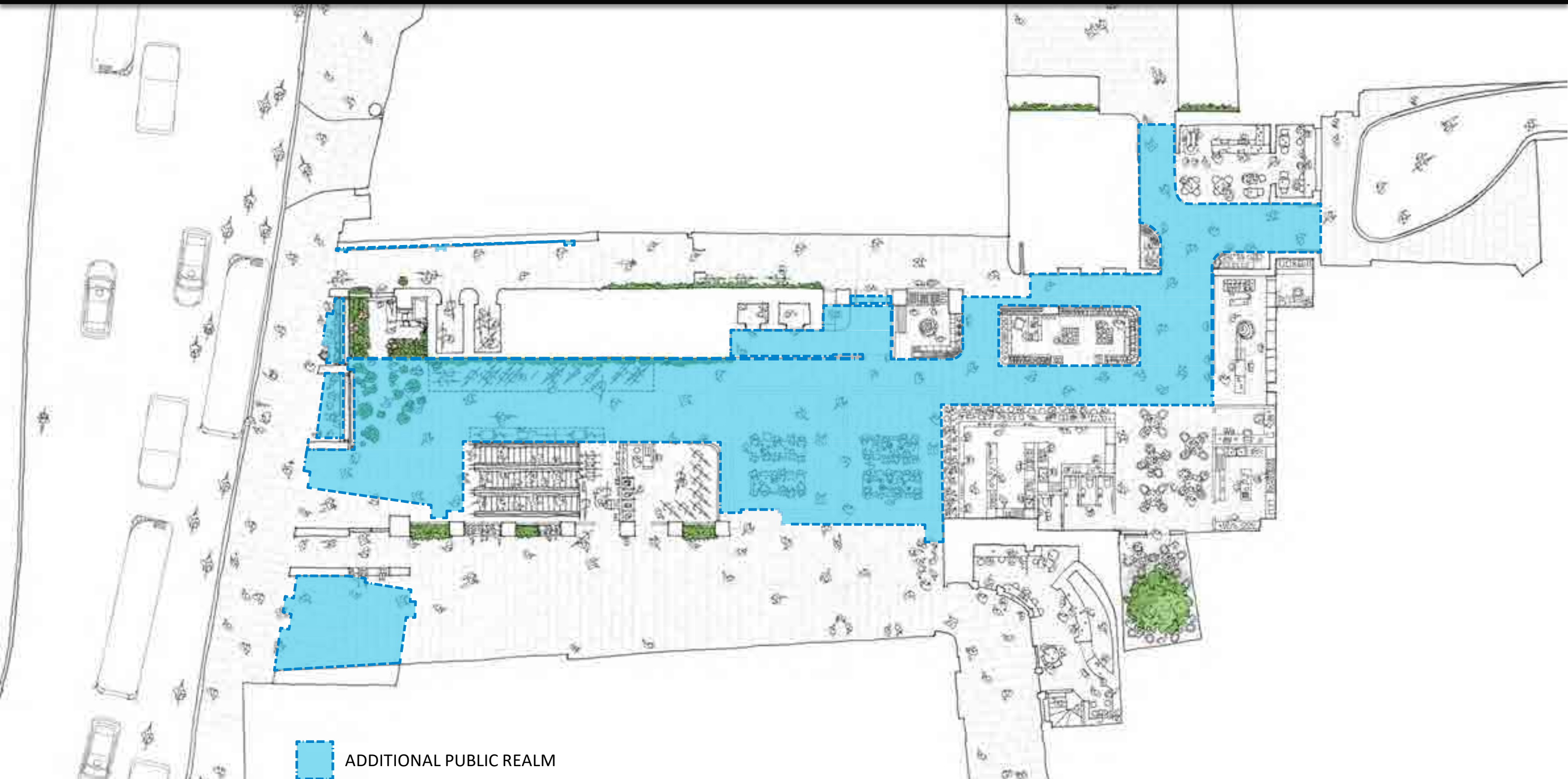
55 Gracechurch Street



Potential future route

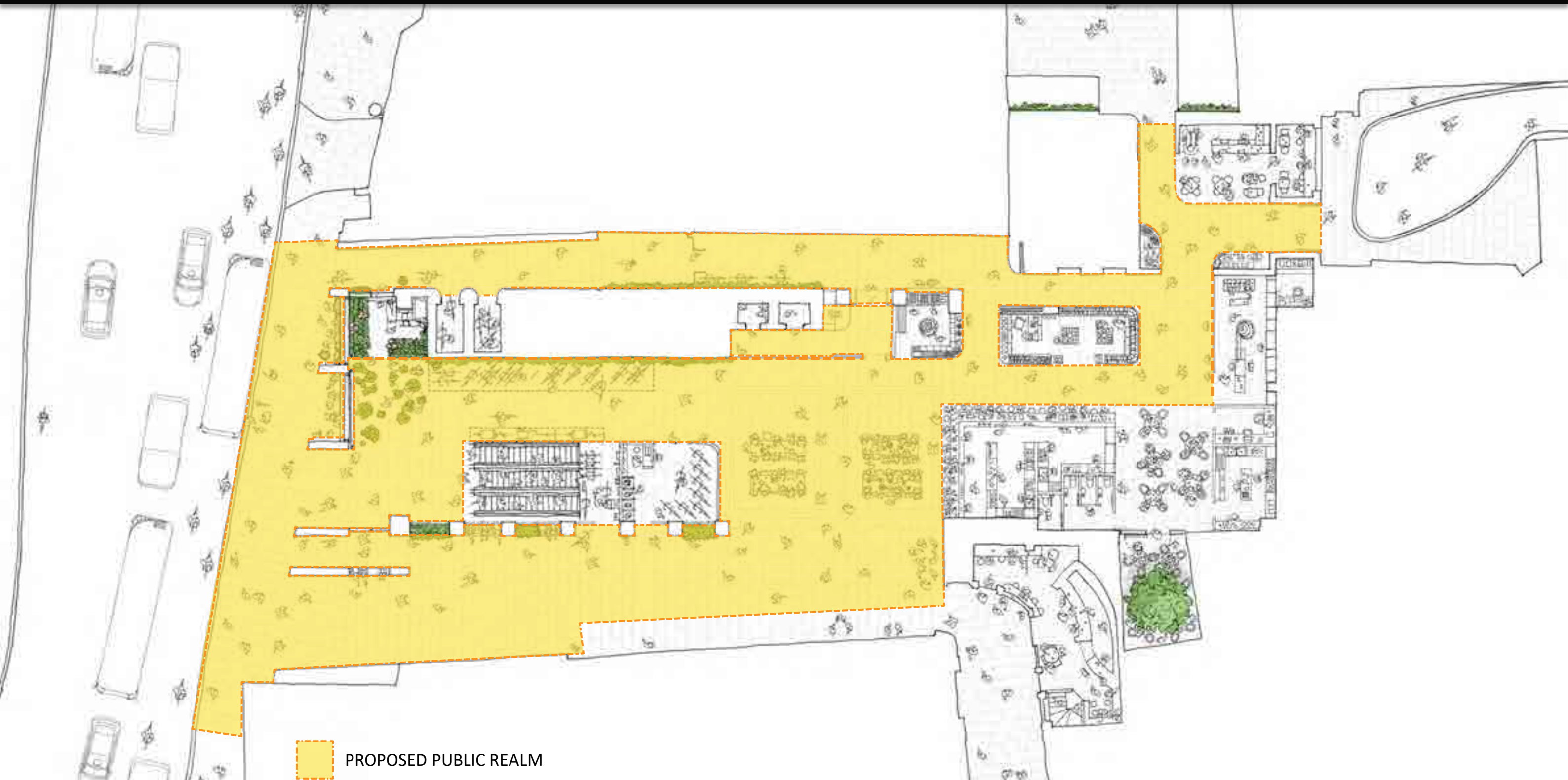
Publicly accessible routes

55 Gracechurch Street

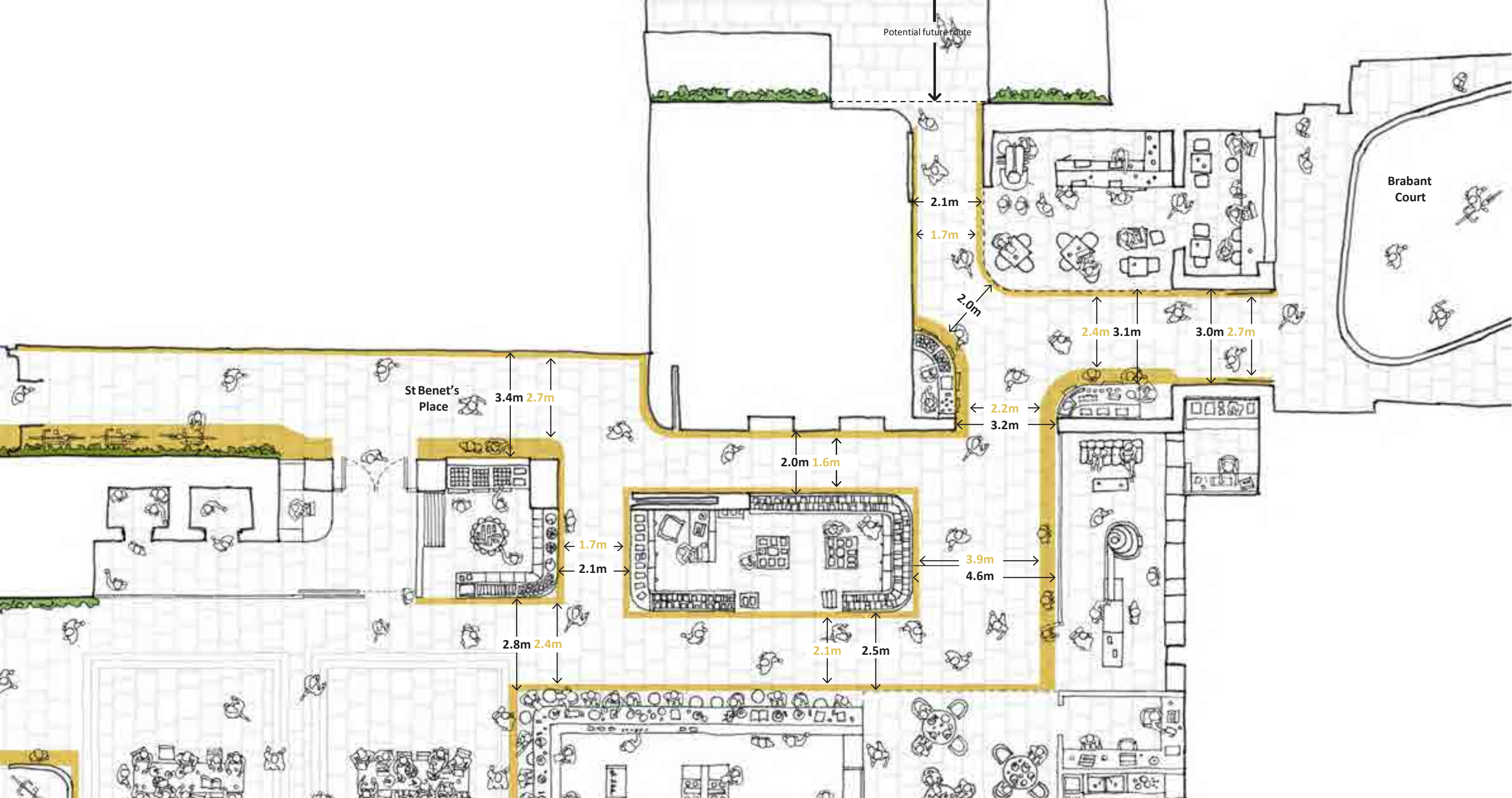


Public realm increased from 570m² to 1,040m²

55 Gracechurch Street



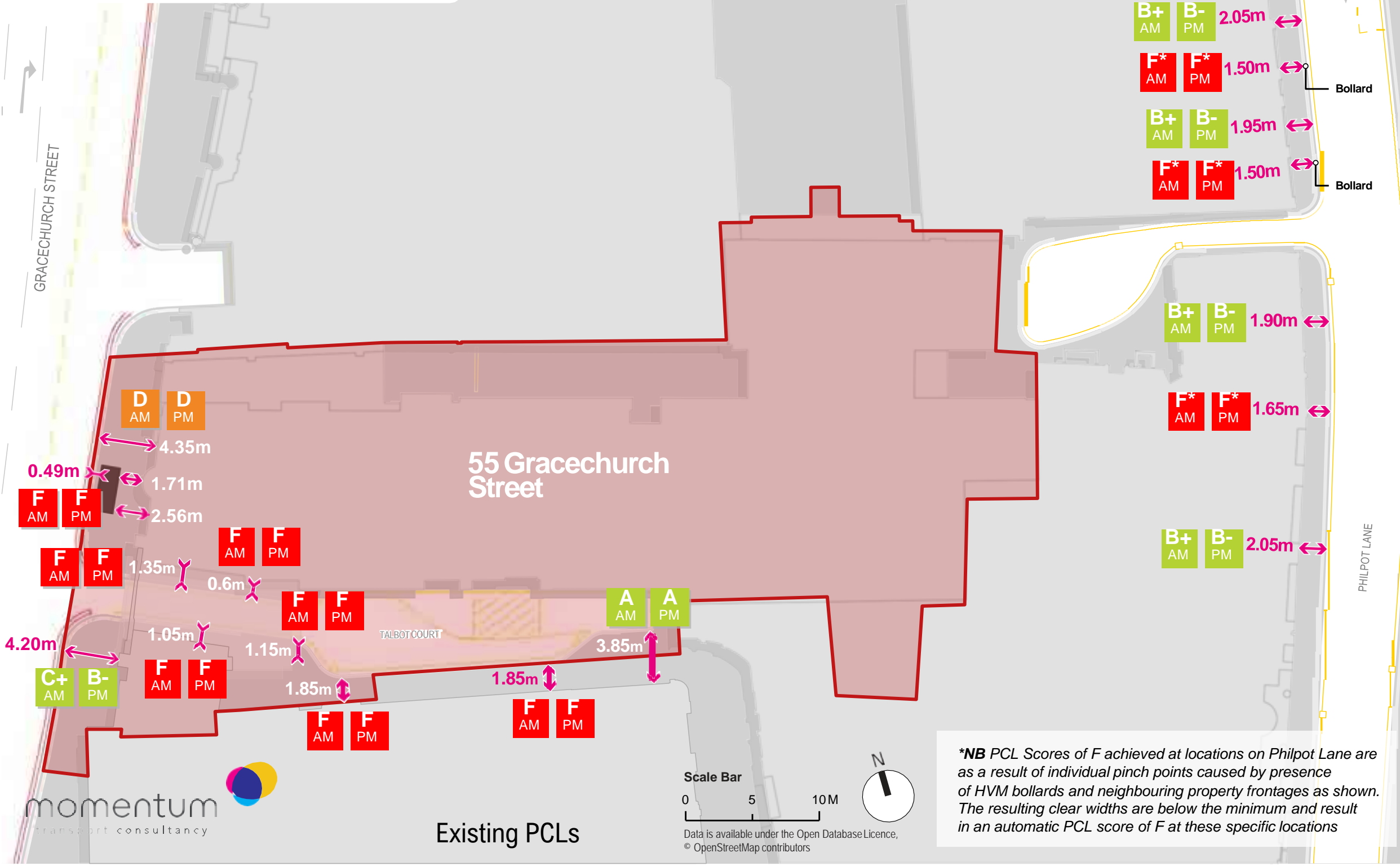
Public realm increased from 570m² to 1,040m²



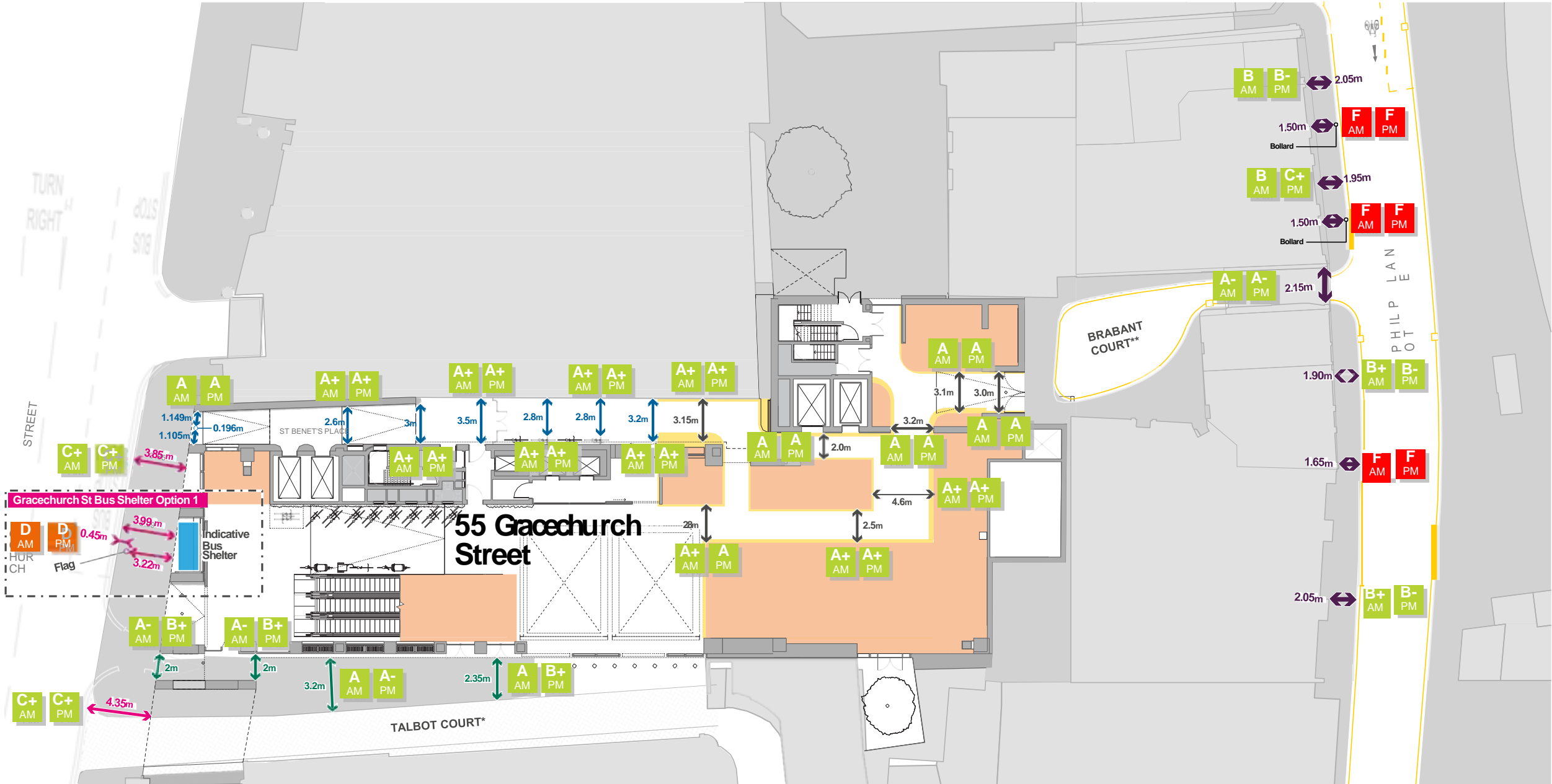
Internal routes

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

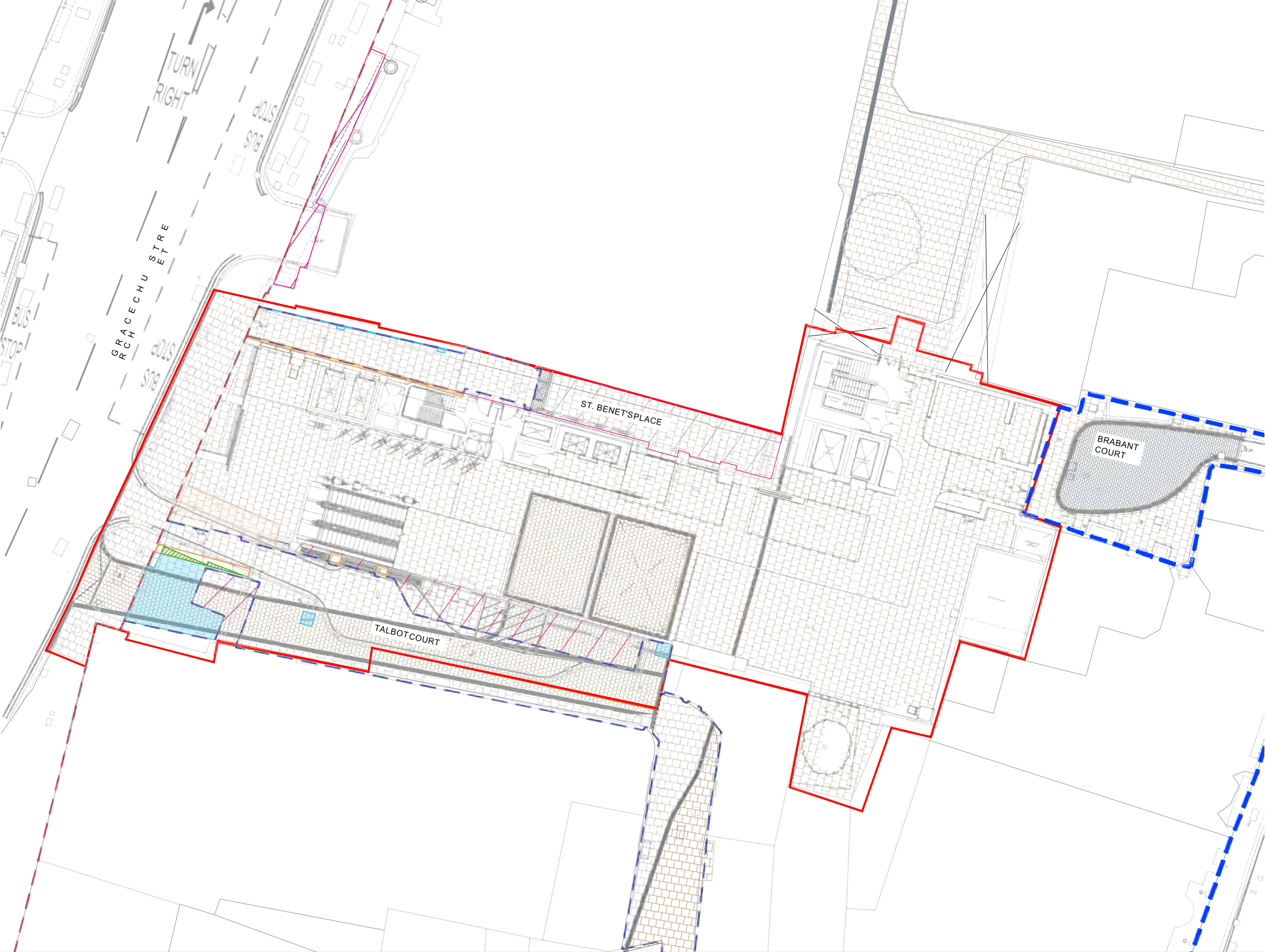
Gracechurch St Bus Shelter Option 2				Gracechurch St Bus Shelter Option 3			
With TfL Requested Kerb Extension				With Development Existing Bus Stop Location			
Full Width	5.49m	D	C-	Full Width	3.99m	E	E
Clear Width	2.49m	AM	PM	Clear Width	1.59m	AM	PM

NOTES

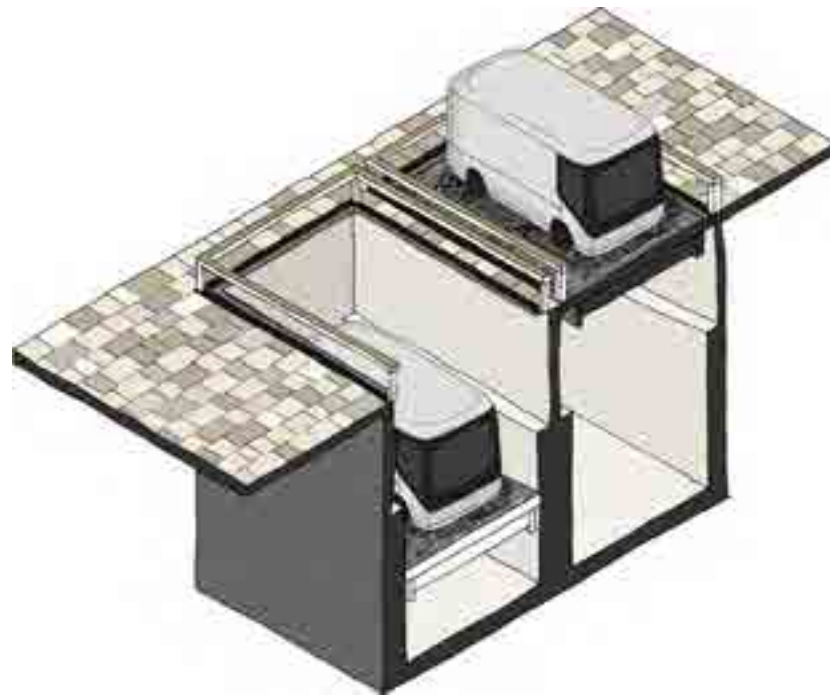
- 1. Do not scale from this drawing, work to figured dimensions only.
- 2. Dimensions are in metres unless stated otherwise.
- 3. This drawing is based on FPA plan referenced PP-FPA-XX-00-DR-A-16100 dated 13/08/20 and MSA Surveys Topographical survey reference 5313_T dated 24/01/19.
- 4. Highway boundary 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

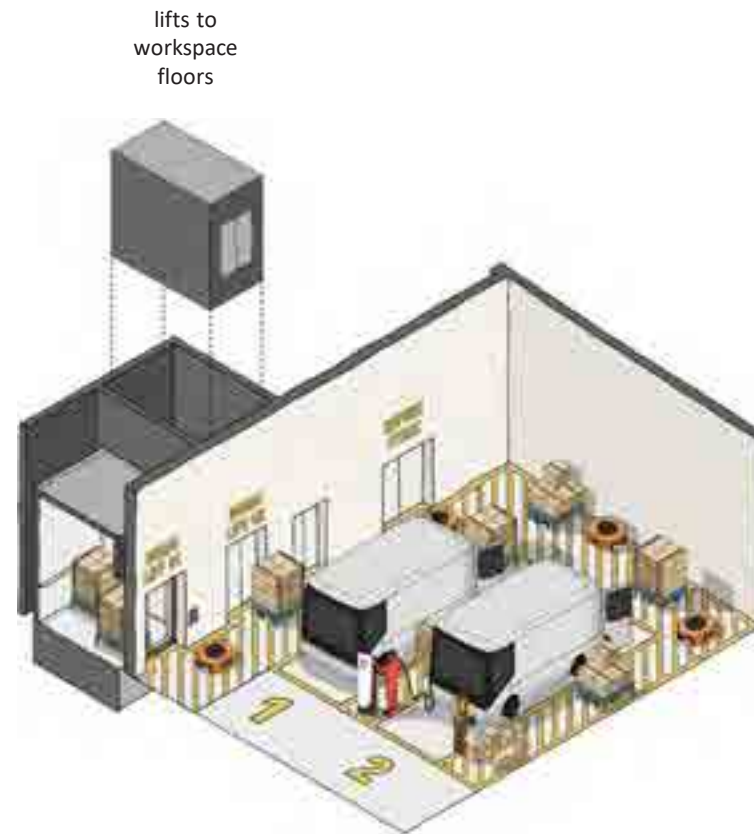
-  Type P1 - Yorkstone Paving
-  Type P2 - Yorkstone Setts
-  Type P3 - Granite Curb
-  Adopted public highway boundary
-  Existing TfL highway boundary
-  Existing CoL permissive paths
-  Total Area to be stopped-up - 30m²
-  Adopted Public Highway - 35m²
-  Planning Boundary
-  Existing Development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



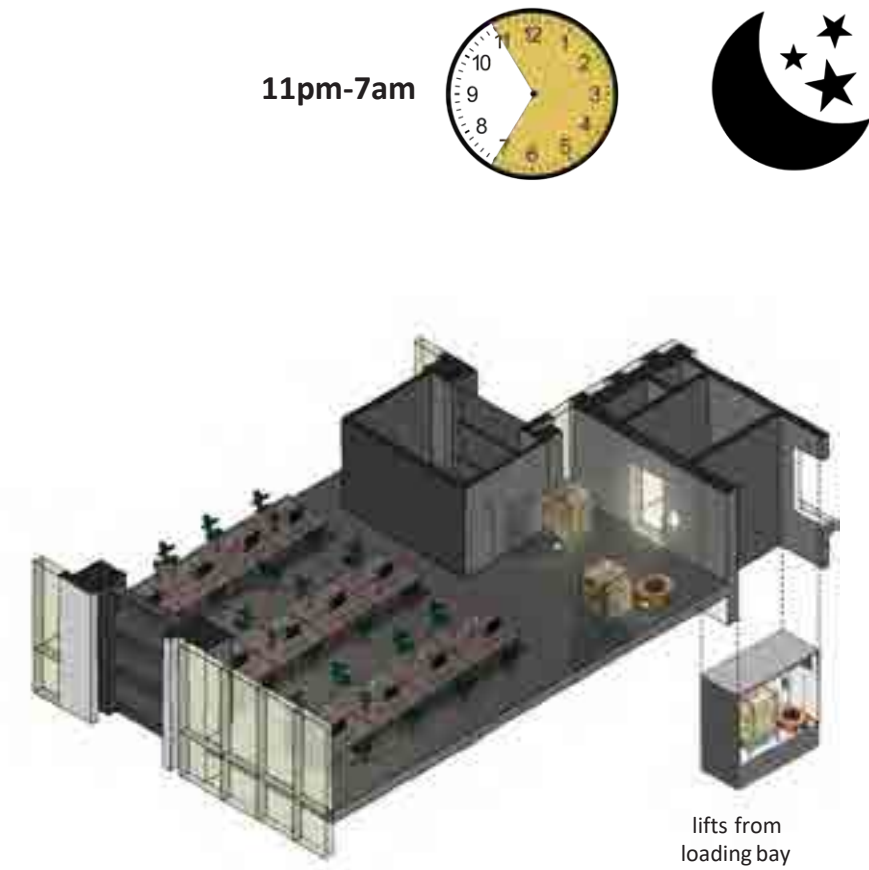
night



01 electric vehicle delivery via lifts



02 loading bay to robot distribution



03 robot distribution to workspace floor

day



01 vehicle lift as day-time public realm

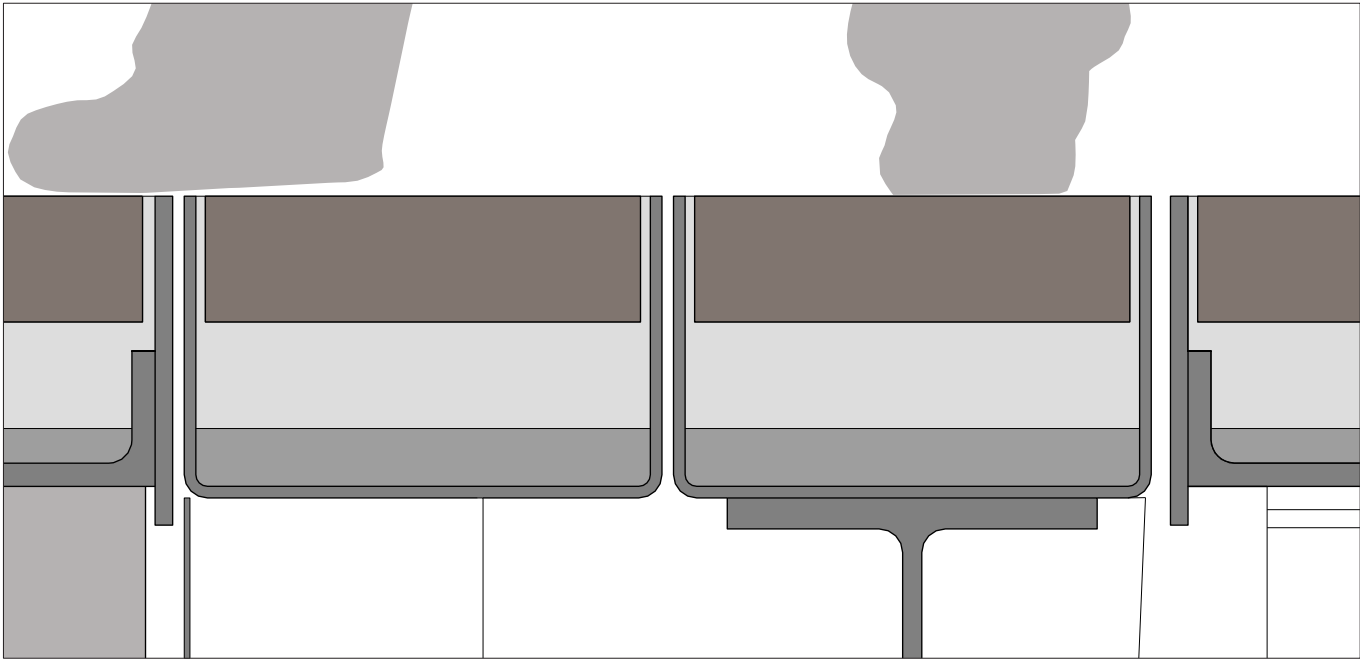
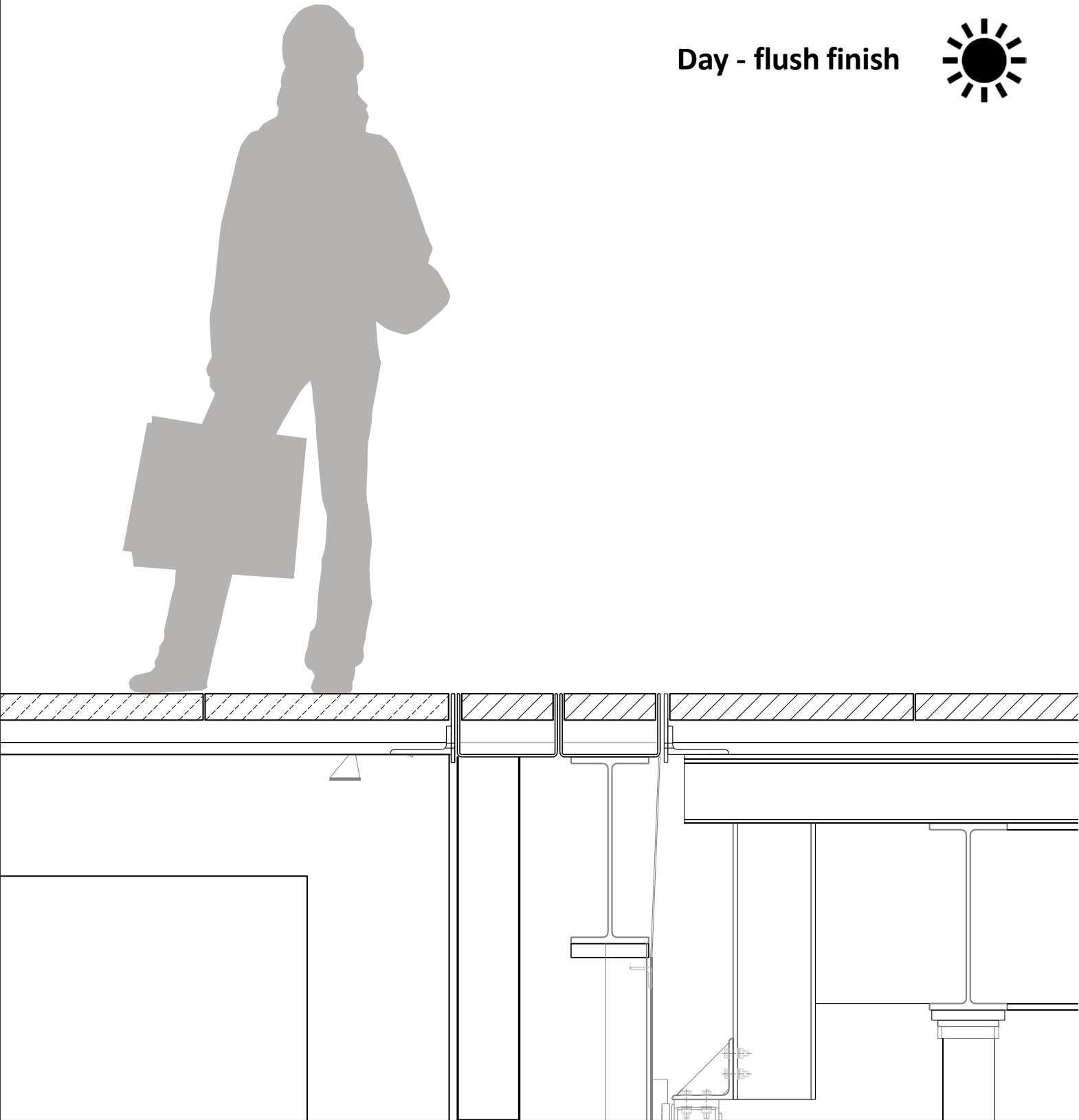


02 daytime deliveries via last-mile logistics hub



03 last-mile cargo bike delivery

Day - flush finish



Vehicle lift details

Night - Barriers raised



Night - Barriers raised,
platform lowered





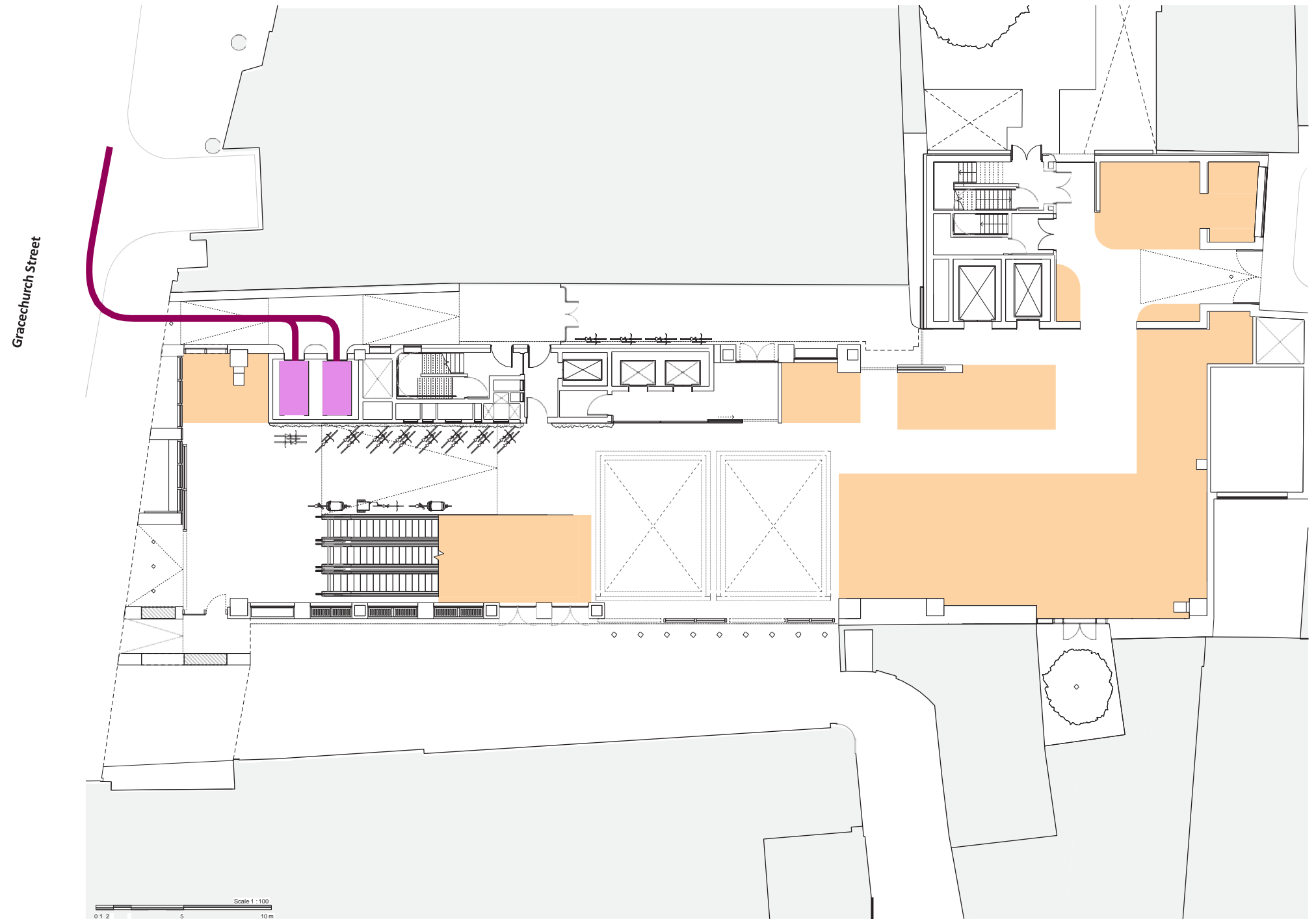
closed



open

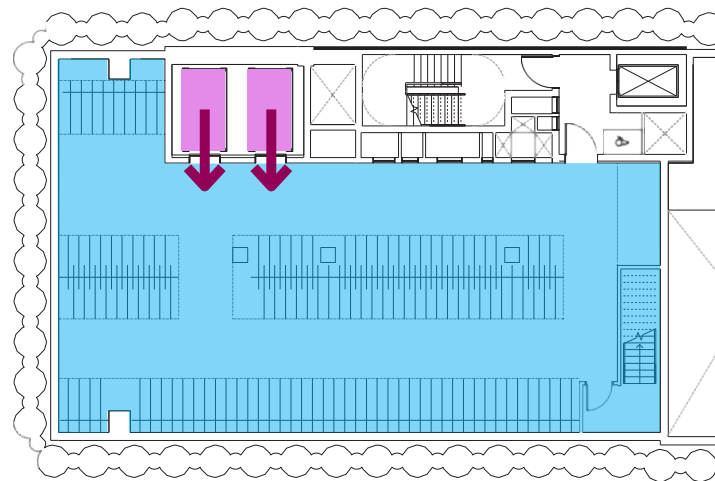
55 Gracechurch Street

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

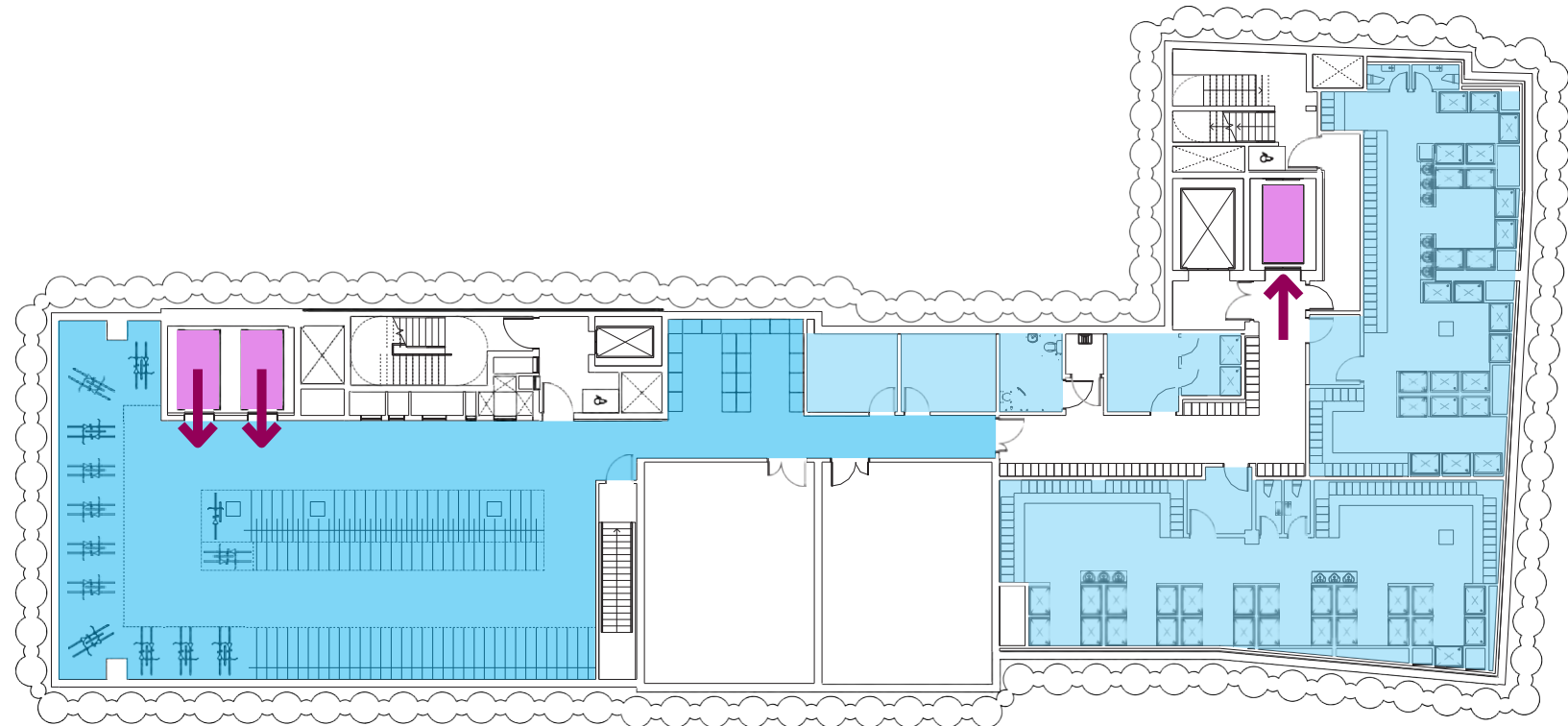


Cyclist arrival & short stay

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



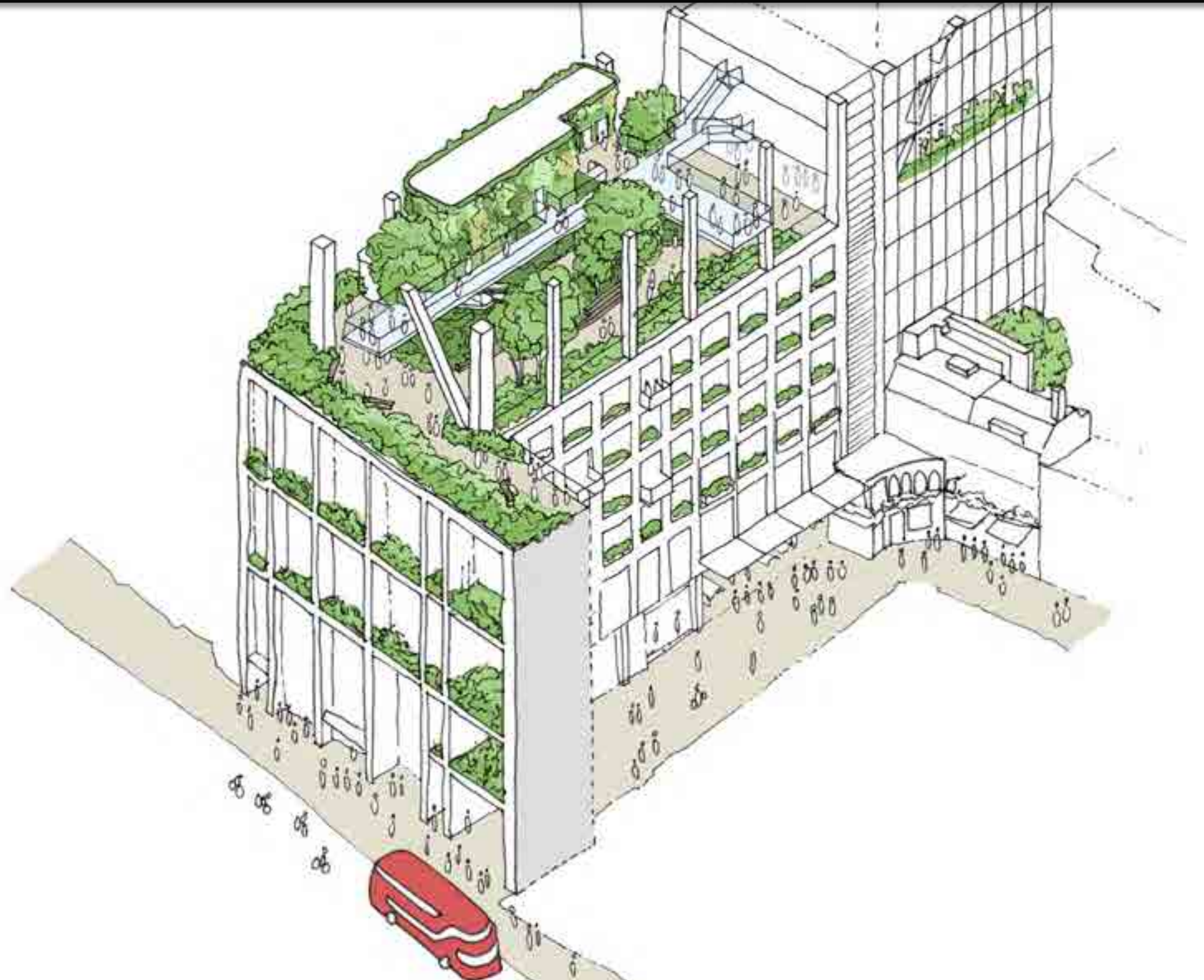
Level B3M



Level B2



Public experience





Public garden terrace

55 Gracechurch Street

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.

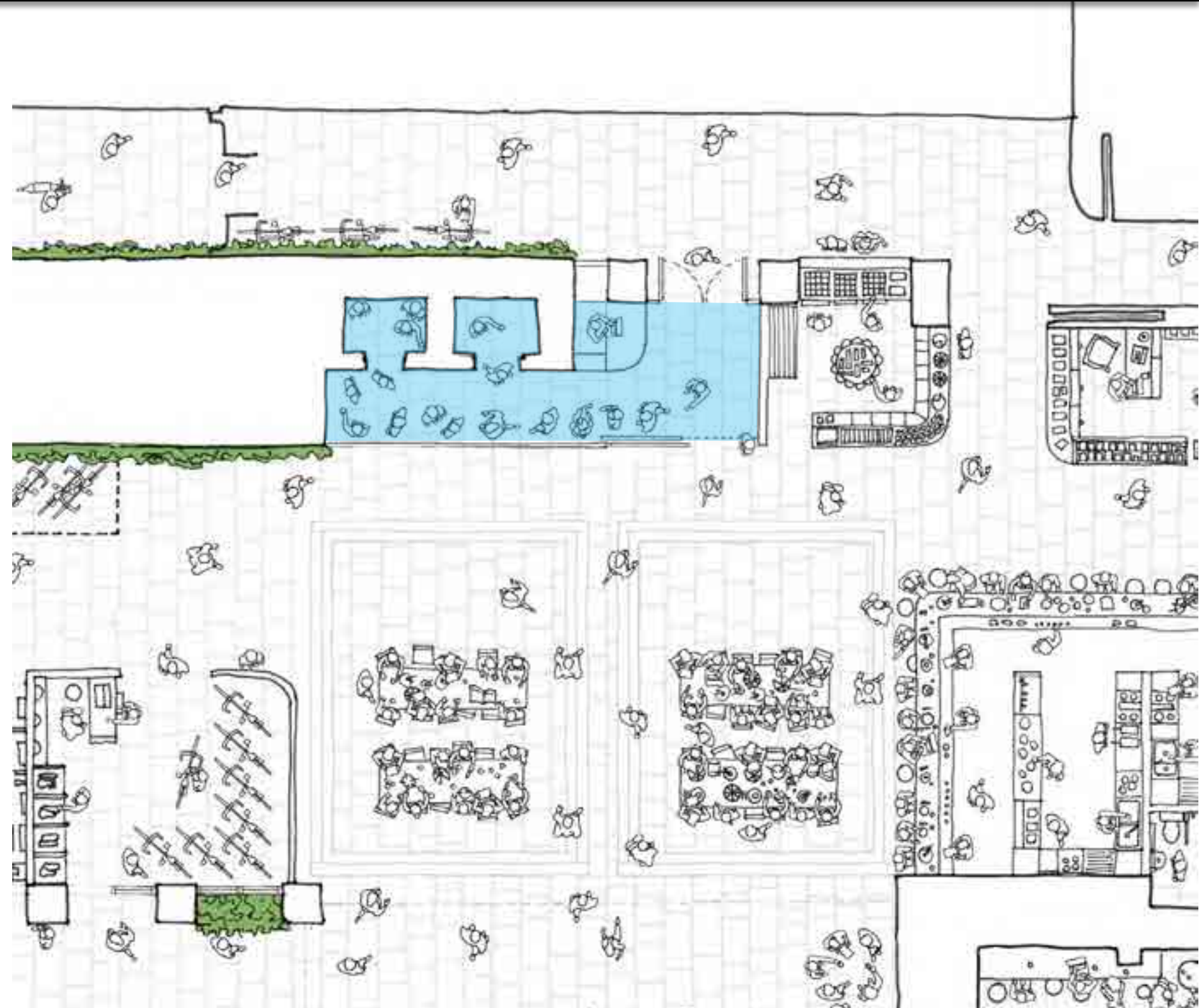
The public garden terrace, walkway and ancillary space have a combined capacity of around 150 people.

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 30m² 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.



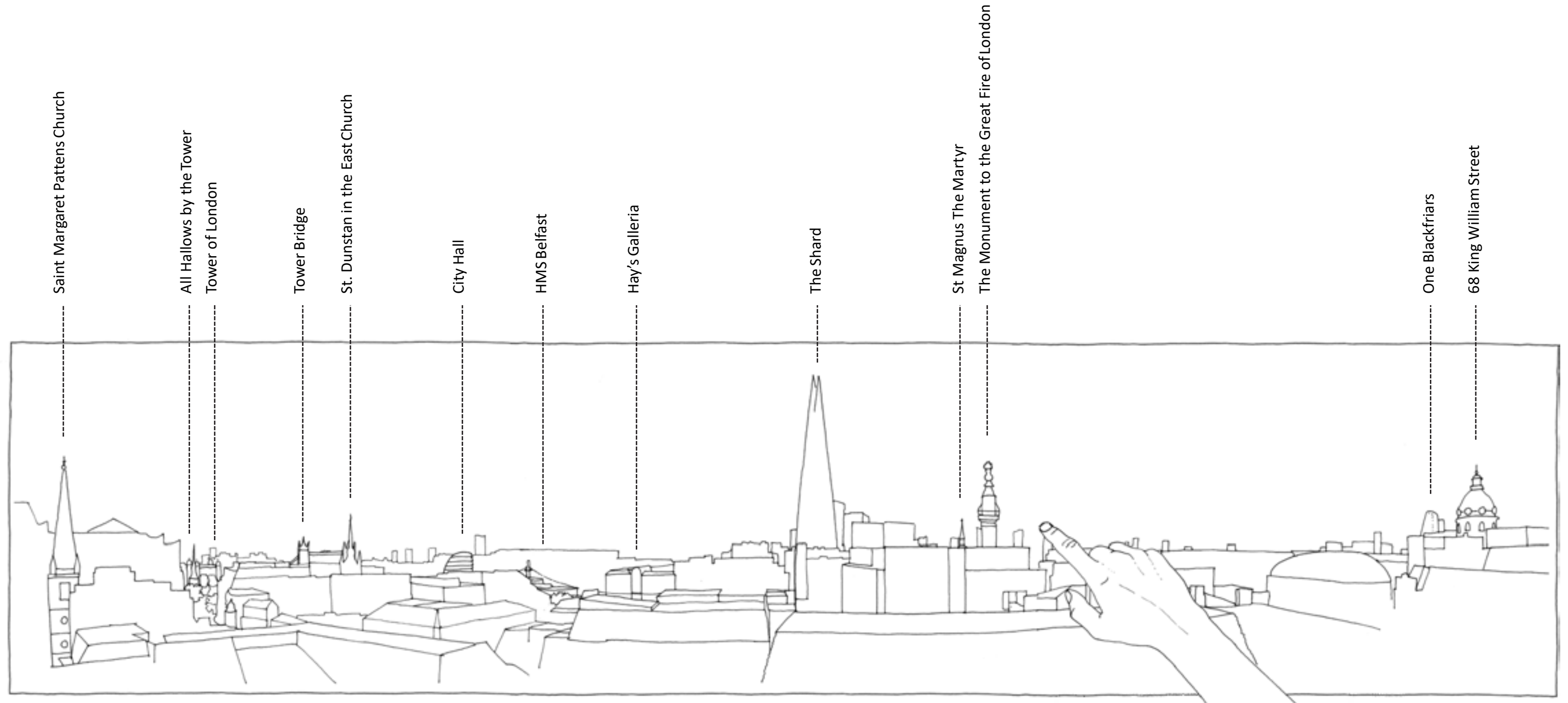
Public garden entry



Public garden terrace



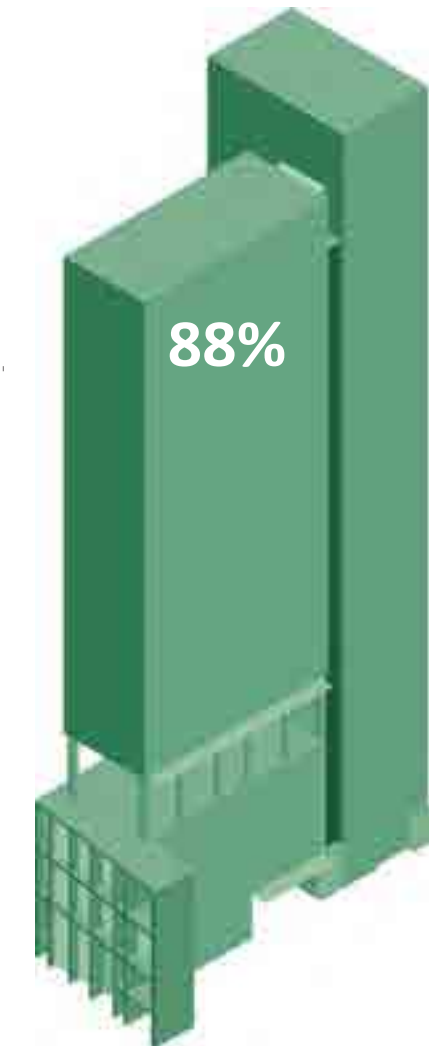
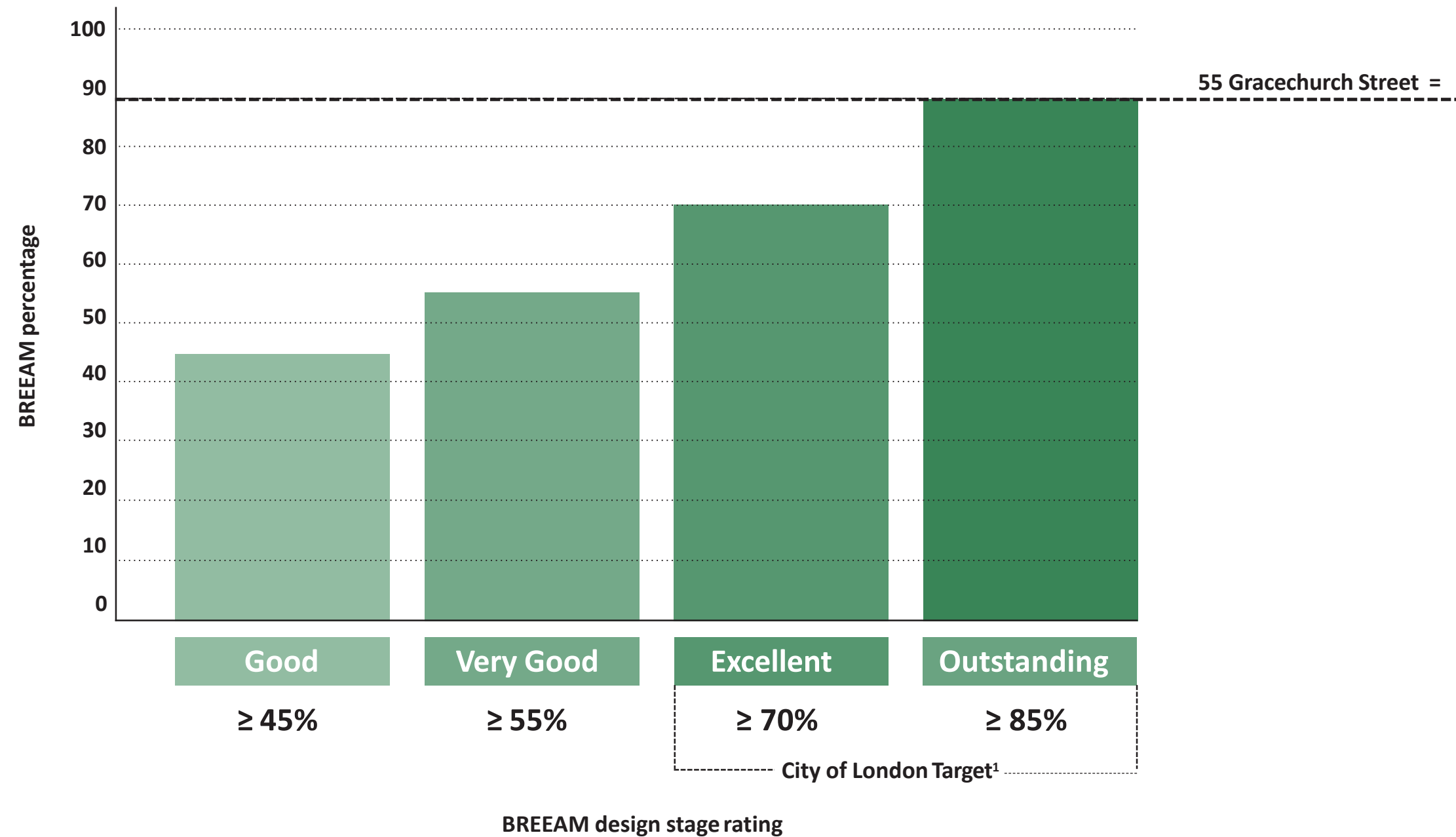
Treetop walkway





Cultural Plan Sculpture loggia

55 Gracechurch Street



Targeting BREEAM Outstanding

The total annual energy usage of the existing building is sufficient to 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 100m² 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/CO₂e/m² and meet the GLA's benchmark target 1000kg/CO₂e/m².

Life cycle (cradle to grave) carbon intensity is 1,241kg/CO₂e/m² and sits within the GLA's benchmark emissions target 1,500kg/CO₂e/m².



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.



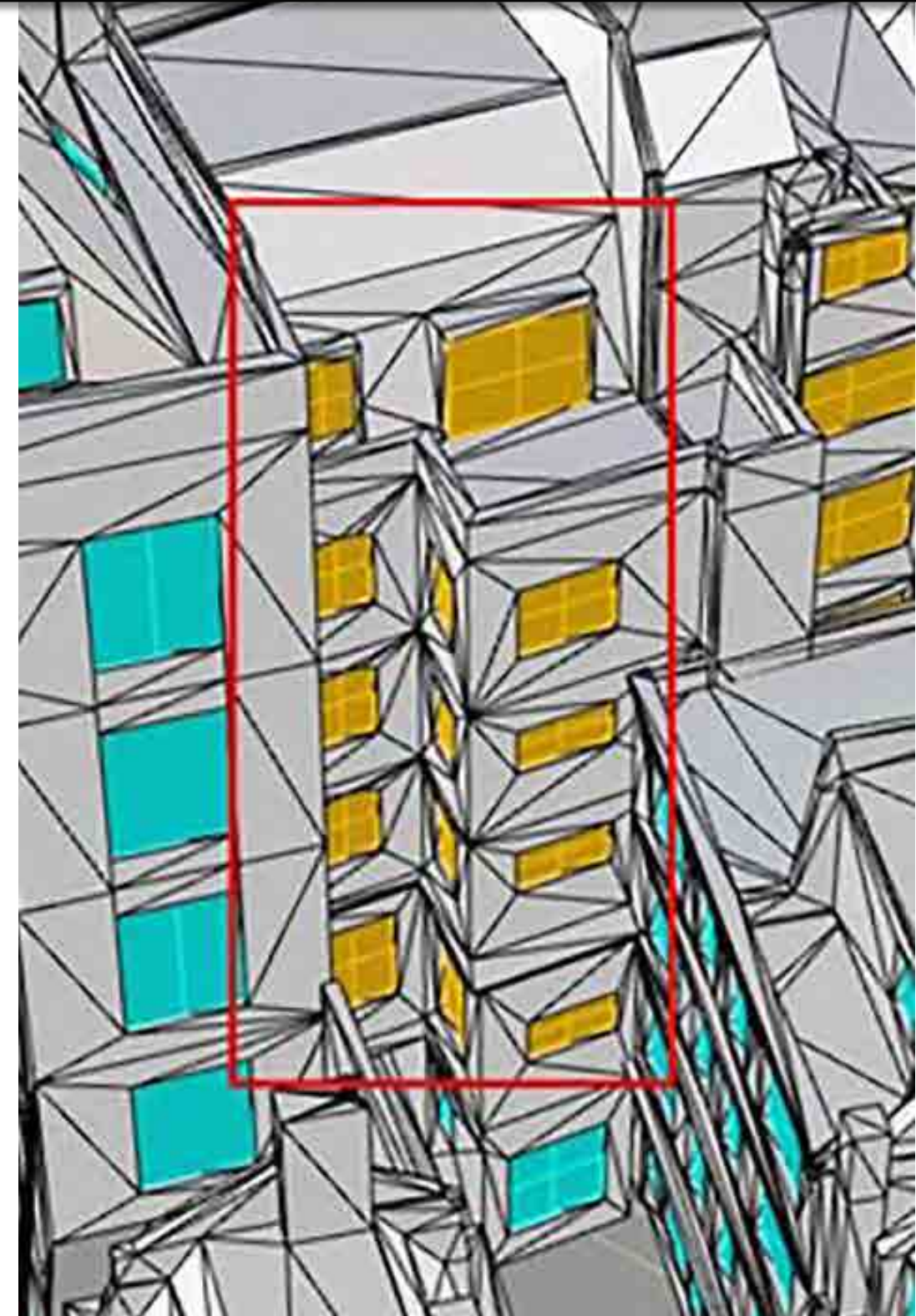
Moderate adverse (significant) daylight impact to 9B Eastcheap, recorded used as serviced apartments but with a consent that would allow residential use. 23 windows serving 19 rooms are assessed. 19 of these windows would experience a reduction beyond BRE Guidelines recommendations in daylight when recorded 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.



55 Gracechurch Street



The proposed scheme - Day



55 Gracechurch Street



The proposed scheme - Dusk

