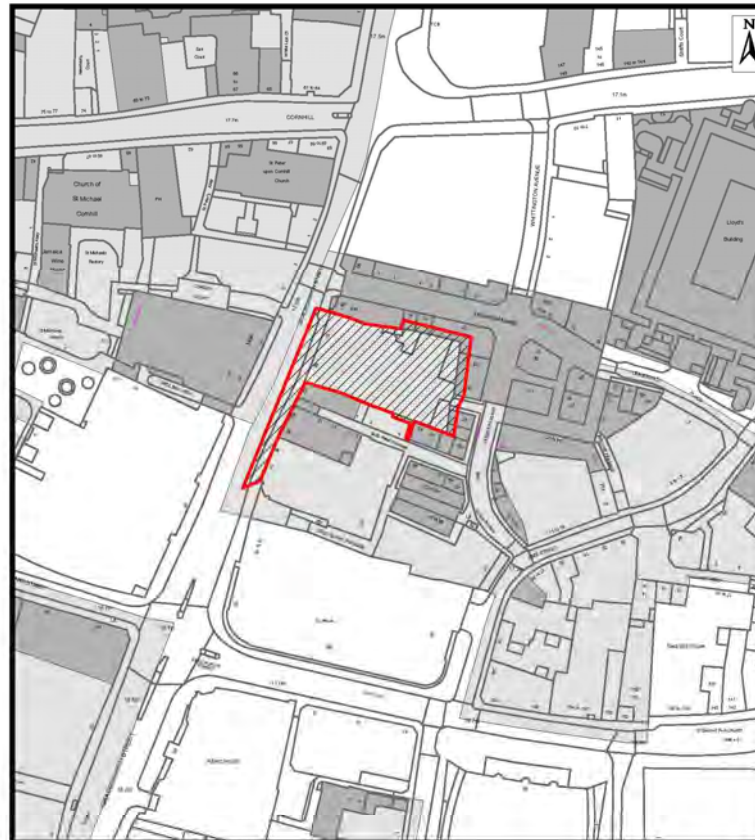








85 Gracechurch Street
Planning & Transportation Committee
20th March 2023



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ADDRESS:
85 Gracechurch Street

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY
-  CITY OF LONDON BOUNDARY

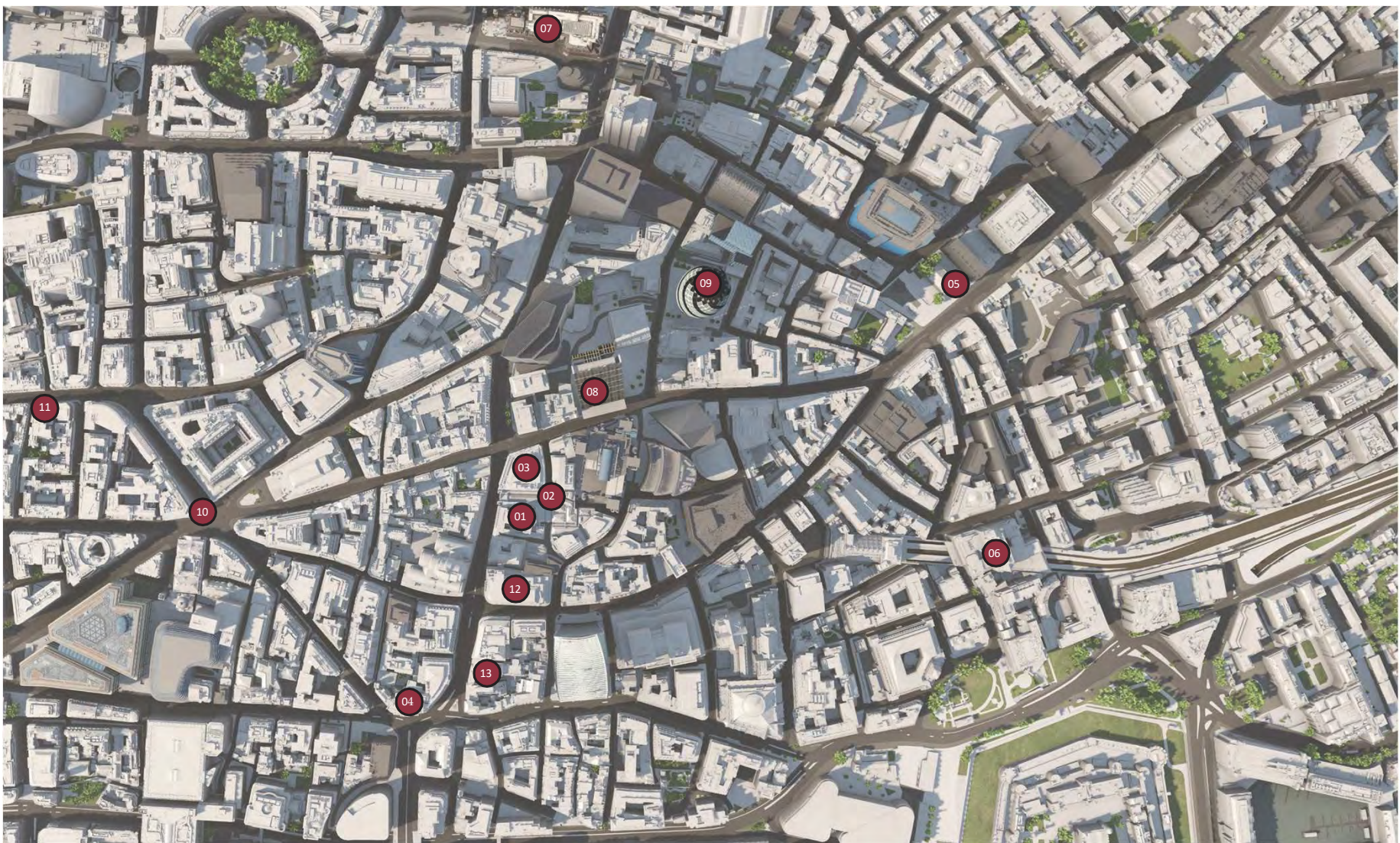
CASE No.
22/01155/FULEIA



CITY
LONDON

ENVIRONMENT DEPARTMENT

Site Location Plan

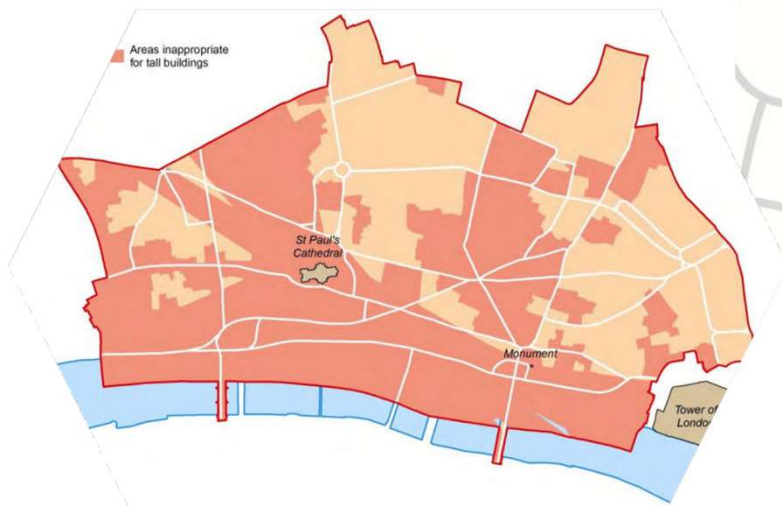


Key

- 1. The site
- 2. Leadenhall Market
- 3. 1 Leadenhall
- 4. Monument Underground Station
- 5. Aldgate Underground Station
- 6. Fenchurch Street Station
- 7. Liverpool Street Station
- 8. 122 Leadenhall Street
- 9. 30 St Mary Axe
- 10. 20 Fenchurch Street
- 11. Bank Underground Station
- 12. 70 Gracechurch Street
- 13. 55 Gracechurch Street

Surrounding Features

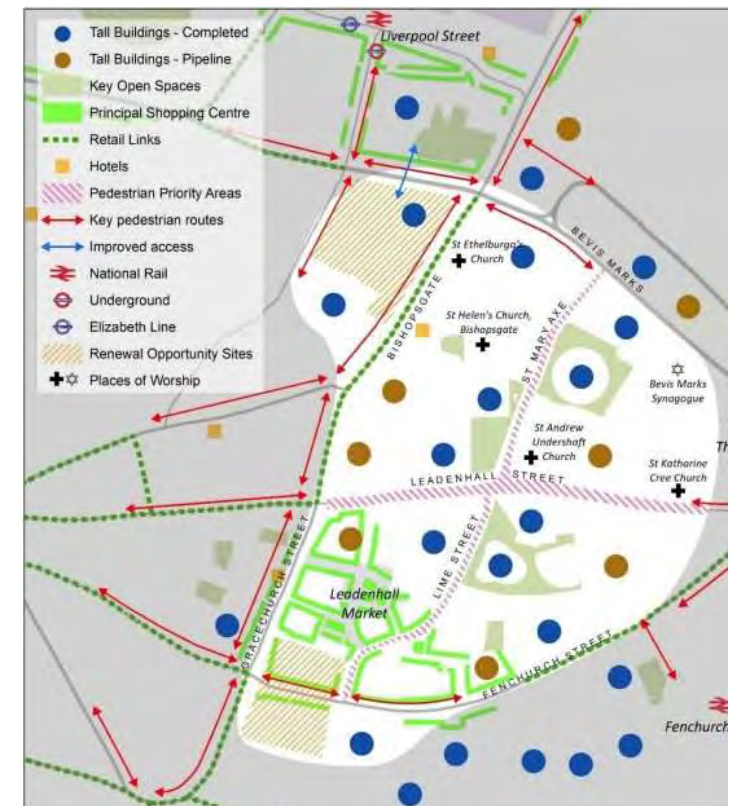
- The Site is in the Eastern Cluster and the emerging City Cluster, where tall building development is to be directed.
- It also sits within the Leadenhall Market Principal Shopping Centre, which serves the City Cluster.
- It is in a Conservation Area, where tall buildings are typically considered inappropriate (in the case of Leadenhall Market CA, in conflict with Eastern Cluster policy).



Local Plan 2015 Figure N – Areas inappropriate for tall buildings



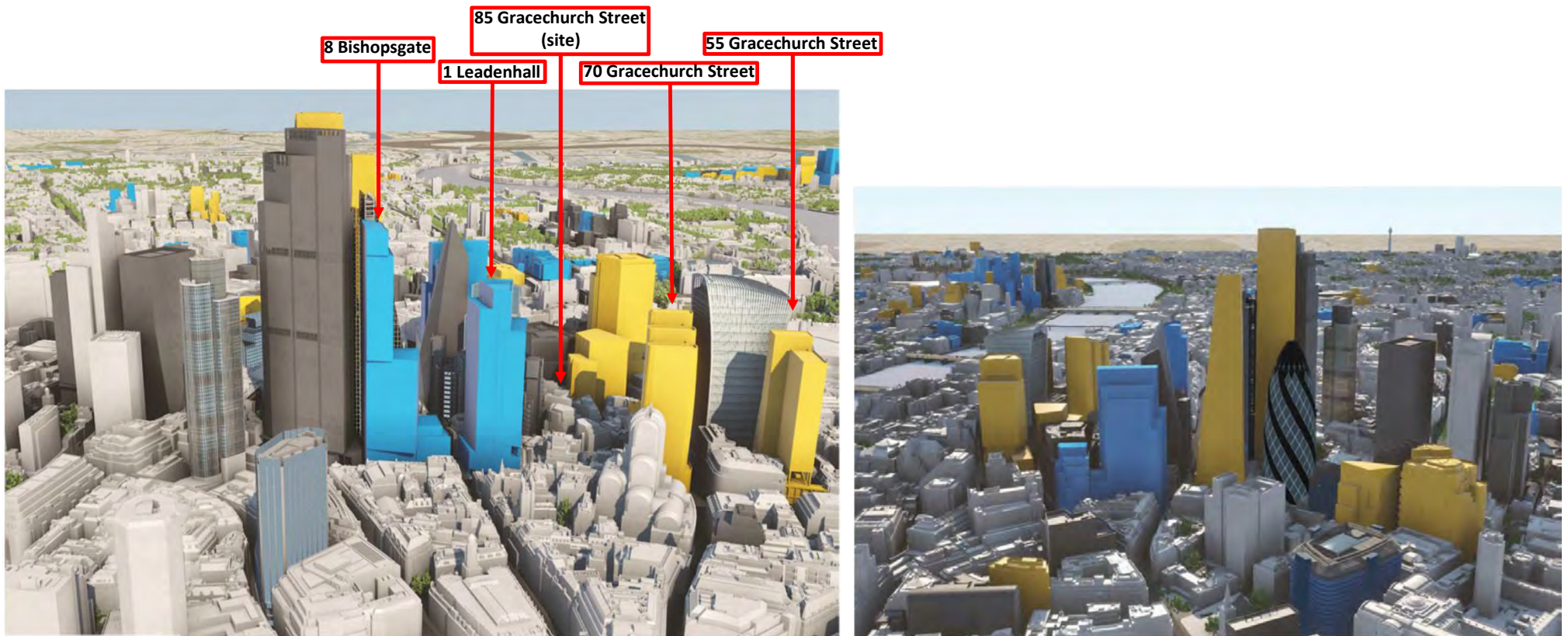
Local Plan 2015 Figure G – Eastern Cluster



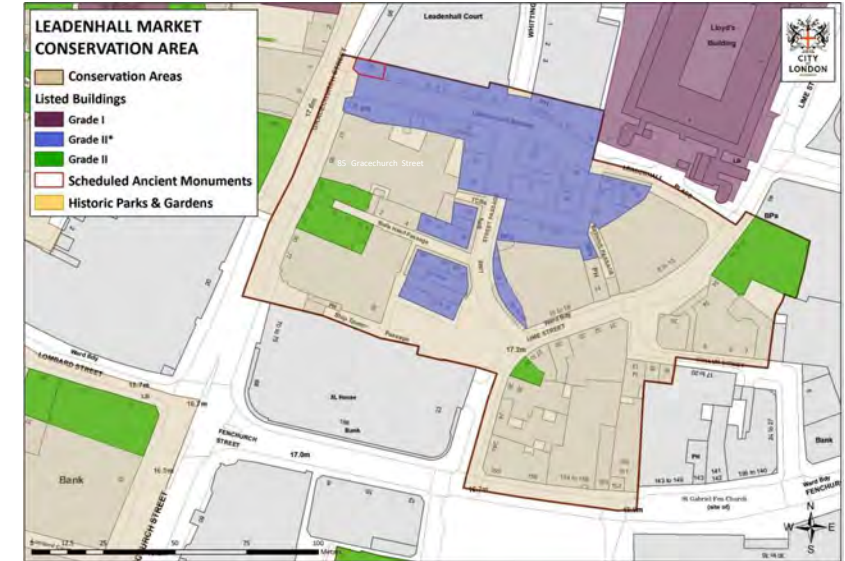
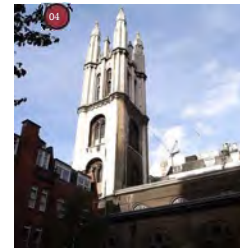
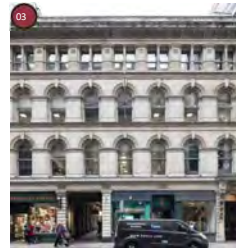
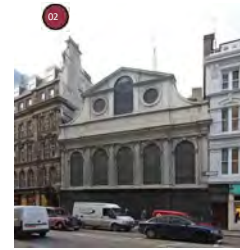
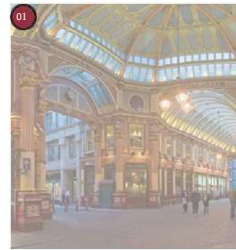
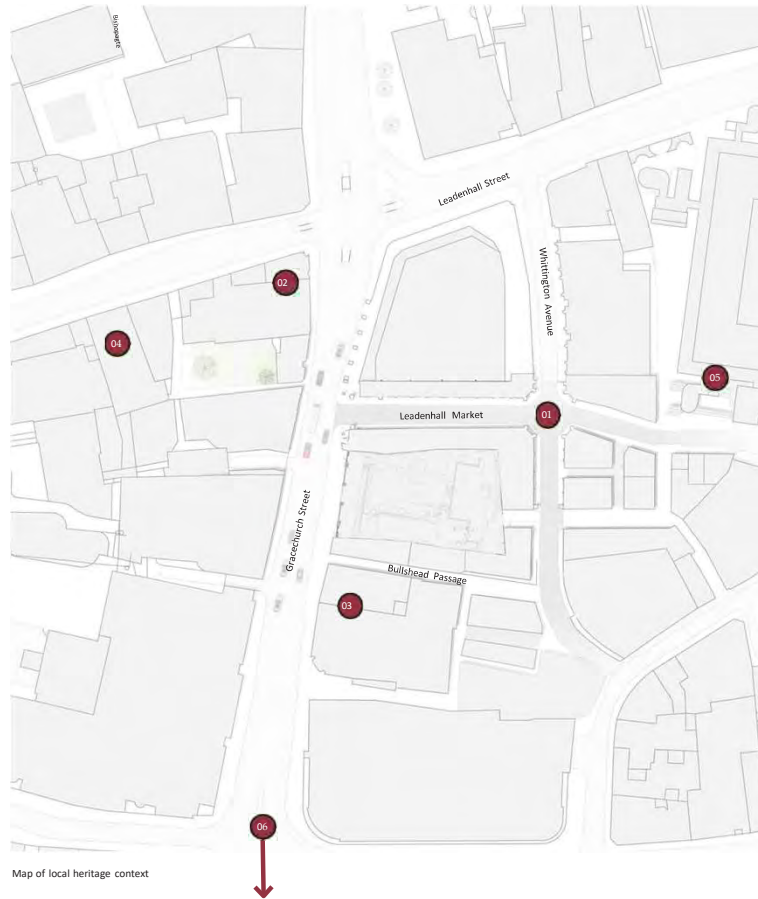
Emerging Local Plan 2036 Figure 33 – City Cluster Key Area of Change

Under construction developments in **blue** and developments with permission in **yellow**.

The site sits on Gracechurch Street between the under construction developments at 8 Biphosphate and 1 Leadenhall, and the permitted schemes at 70 and 55 Gracechurch Street.



City Cluster - Emerging

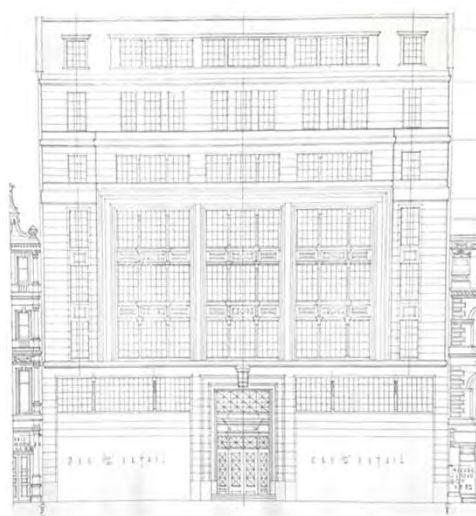


The site sits in the Leadenhall Market Conservation Area, adjacent to a number of listed buildings

Key

1. Leadenhall Market
2. Church of St Peter upon Cornhill (Grade I)
3. 81 & 82, Gracechurch Street (Grade I)
4. Church of St Michael, Cornhill (Grade I)
5. Lloyd's of London (Grade I)
6. Monument (Grade I)

Conservation Area And Listed Buildings



Original drawing of existing frontage



Aerial view of the existing building in context



Illustration of frontage as originally built



Aerial photo of existing building's east facade

Existing Building



Frontage from Gracechurch Street



View of interface with Leadenhall Market on Gracechurch Street

Existing Building



View south along Gracechurch Street

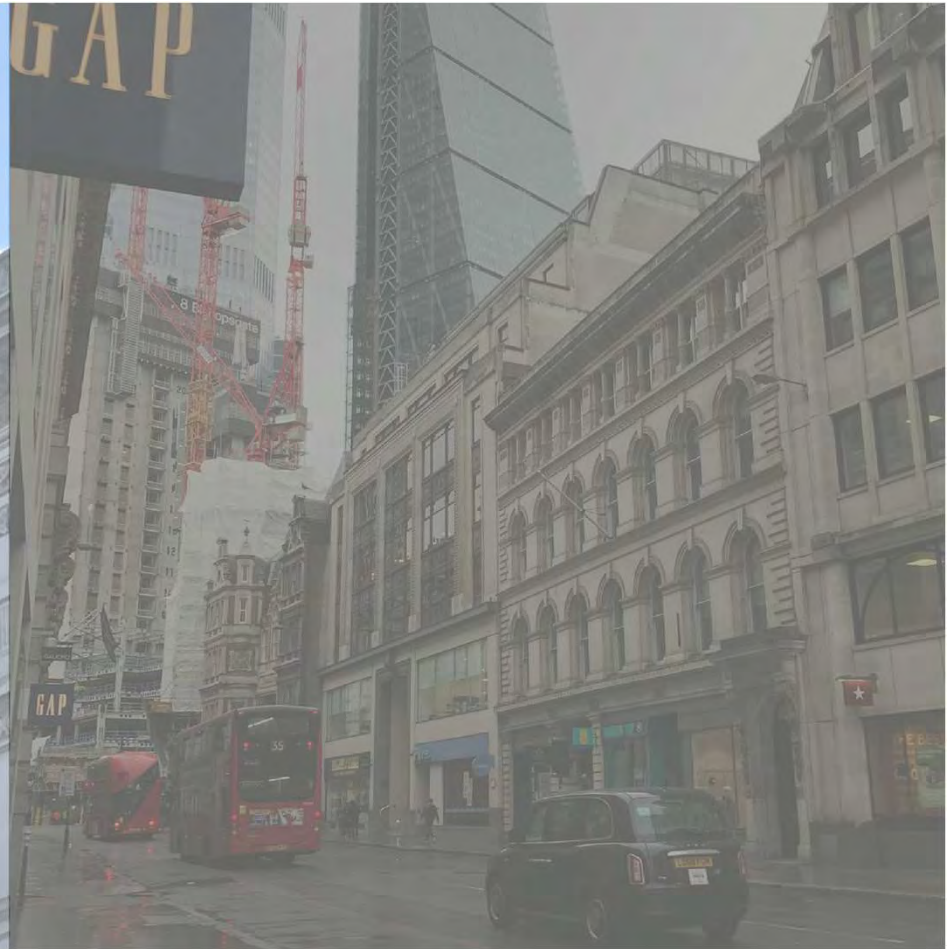


View on Gracechurch Street

Existing Building



Gables to the north and south elevations



View north along Gracechurch Street

Existing Building



View of East Entrance



View north along Lime Street Passage

Existing Building

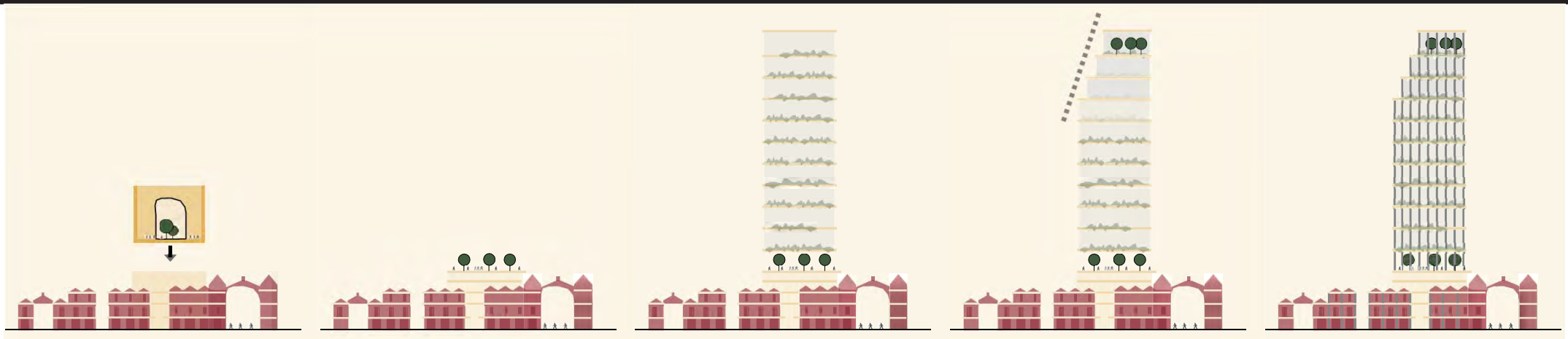


Aerial View South East



Plant Enclosure

Existing Building



Public hall

A democratic public space for Londoners that supports Leadenhall Market as a retail and cultural destination.

Wellness Garden

An elevated public space that reveals new views of the heritage setting and celebrates the site's history. Accessible to all, this space broadens the demographic of visitors to the City.

Horizontal articulation

A primary architectural expression that is defined by horizontal elements inspired by the horizontal string courses that unite the facades of Leadenhall Market.

Greening

An exemplary and radical urban greening development which deploys greening not only to support the environmental principles above, but also to enhance the character and appearance of the Leadenhall Market Conservation Area, defining a unique, gentle and more humane architectural statement.

Facade detail

Facade detail that distills the texture and ornament of the buildings in its heritage context that, through considered contemporary articulation, materiality and detailing, benefits the heritage setting and creates delight for users and visitors.



Design Principles

Key

- 01 Highly insulated facade
- 02 Core
- 03 Office floorplates
- 04 Planters
- 05 Wellness Garden Hall
- 06 balconies
- 07 Retained and adapted facade Bronze coloured metal windows Arched columns
- 08 Public lift Heritage walkway
- 09 Lime Street Passage entrance Heritage
- 10 Garden and
- 11 Cultural space
- 12
- 13

Office space

- 3 + 24 levels
- 2.75m fl-cl
- User-controlled natural ventilation panels
- Soft spots to connect floors

Ground floor

- Public Hall
- 2 fixed retail units

Level 05

- 1 fixed retail unit
- Multi-purpose cultural space
- Public seating area
- Heritage walkway

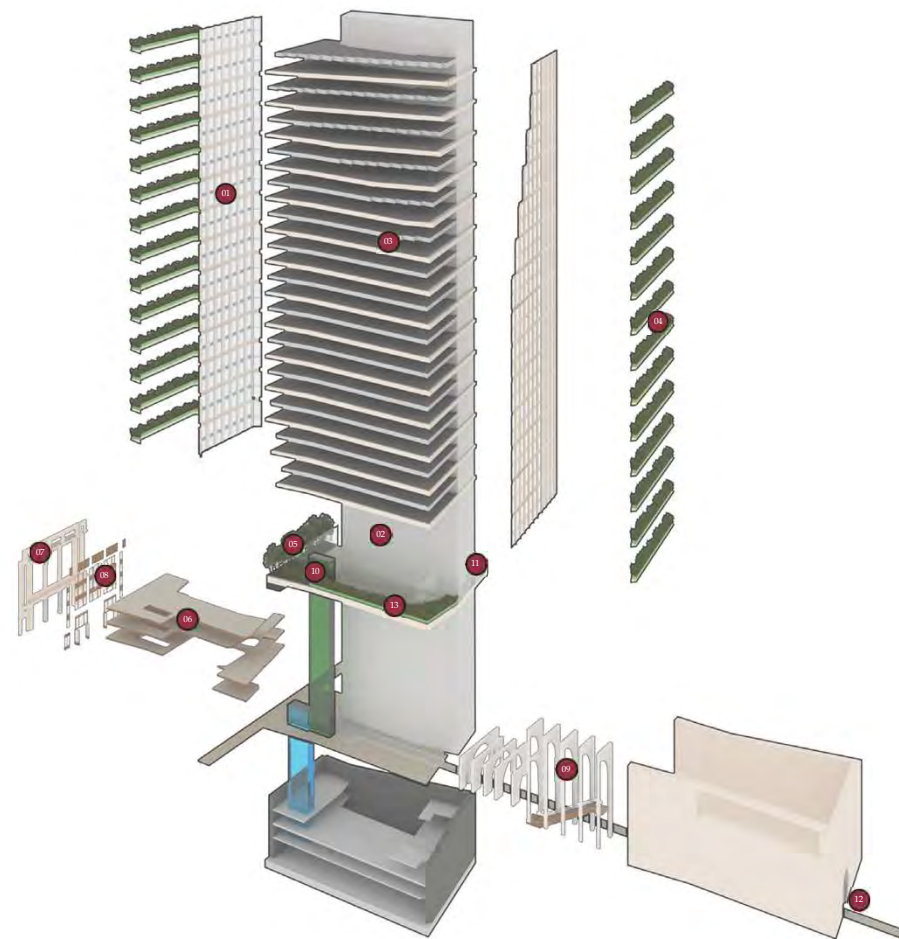
End of trip facilities

- 430 office user cycle racks
- 505 lockers
- 52 showers (including 1 accessible)
- 5 public user accessible Sheffield stands

Automated cycle stacking system

Core and lifts

- 4 low rise double deck passenger lifts
- 4 high rise double deck passenger lifts
- 2 goods lifts
- 2 fire fighting lifts
- 2 escape stairs



Exploded axonometric drawing showing key elements of the design

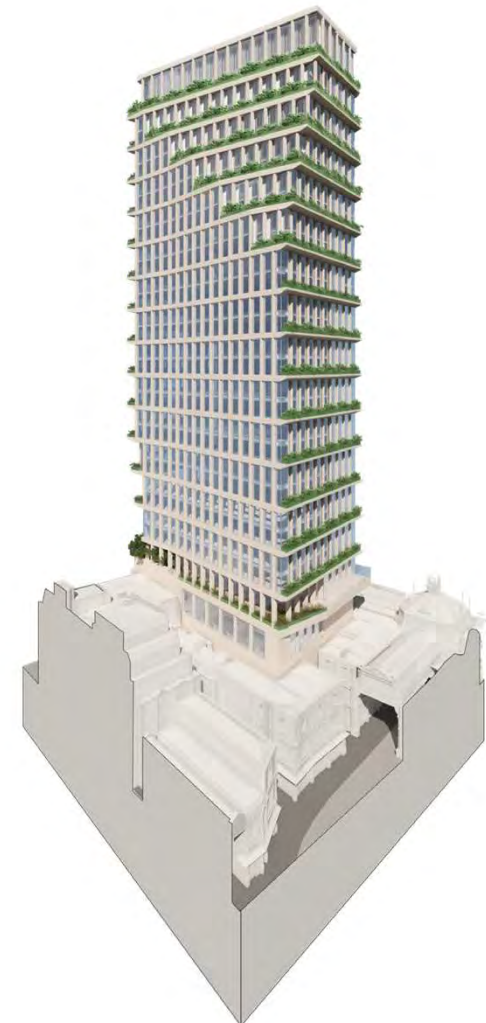
Scheme Overview



Illustrative views of scheme from west



Illustrative views of scheme from south



Illustrative views of scheme from east

Scheme Overview



Conservation area



Leadenhall Market



View of the architectural model building showing the relationship between the retained facade and upper tower

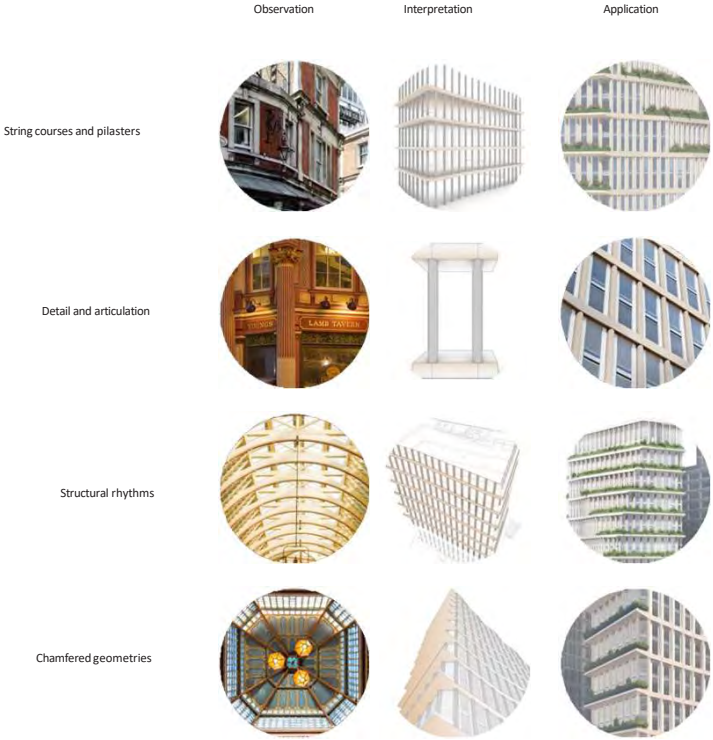


Diagram explaining the analysis of architectural elements in the Conservation Area, and their interpretation and application in the proposed scheme

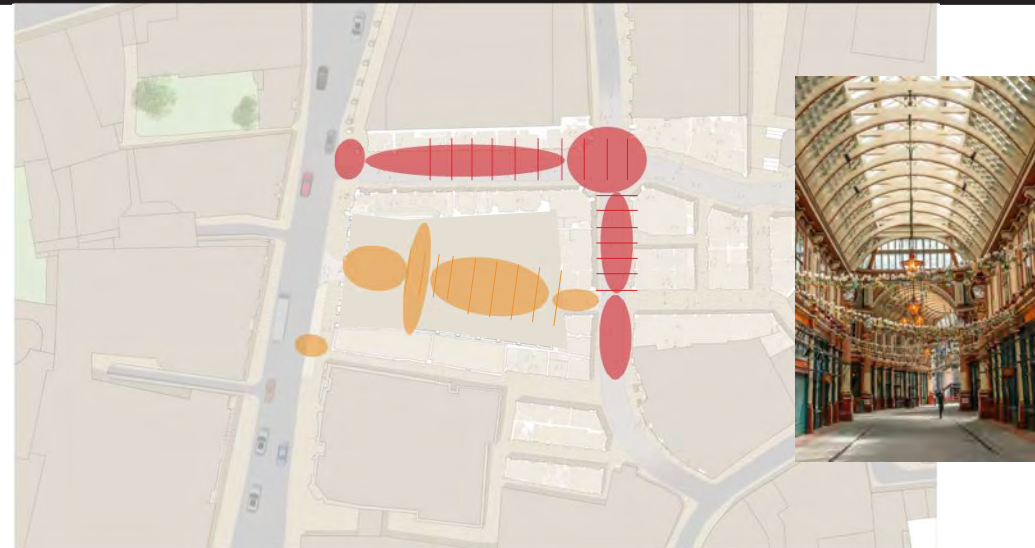


Illustrative view chamfered South west corner and projecting planters

Architectural Expression



Current pedestrian routes through Leadenhall Hall Market



Proposed and existing public space



Public Hall to offer sitting areas for public

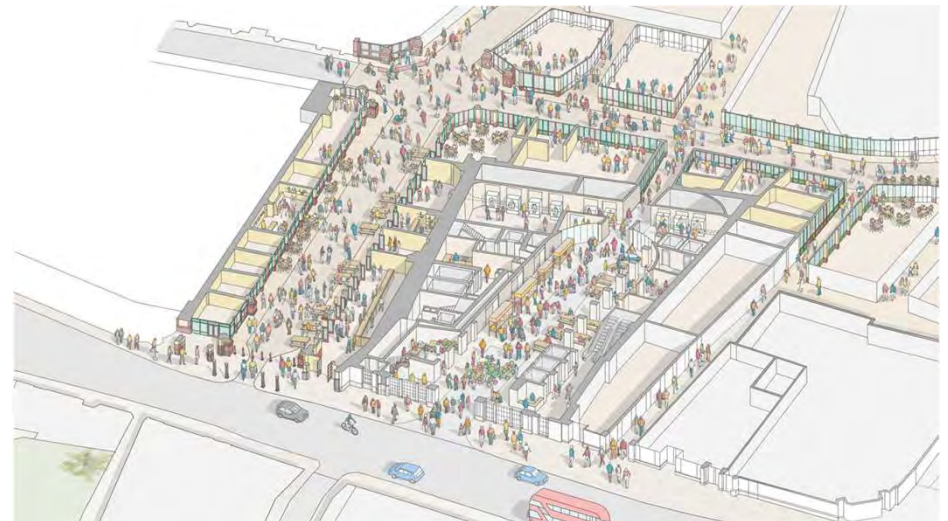


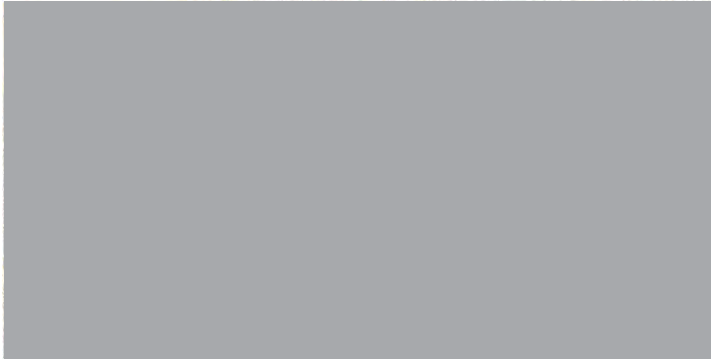
Illustration of Leadenhall Hall markets connection to the public hall

Public Realm - Street Permeability

Reinstated historic route through the site

Enhancing permeability into Leadenhall Market increasing footfall through the lanes of Leadenhall Market

Widened Gracechurch Street pavements, improving pedestrian comfort



Historic maps show Spread Eagle Lane once crossed the site.



The existing granite portico to Gracechurch Street is retained, but re-imagined as a public route through a new civic space.



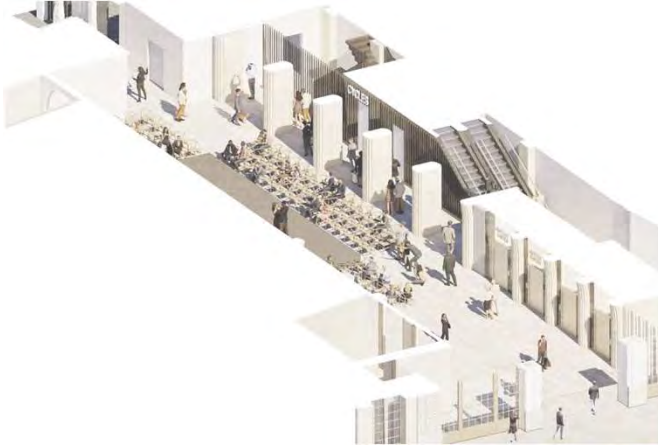
The widened pavements on Gracechurch Street make pedestrian movement more comfortable, and the new east/west pedestrian connection increases footfall to the eastern areas of the market at Beehive Passage.

Improved pedestrian experience

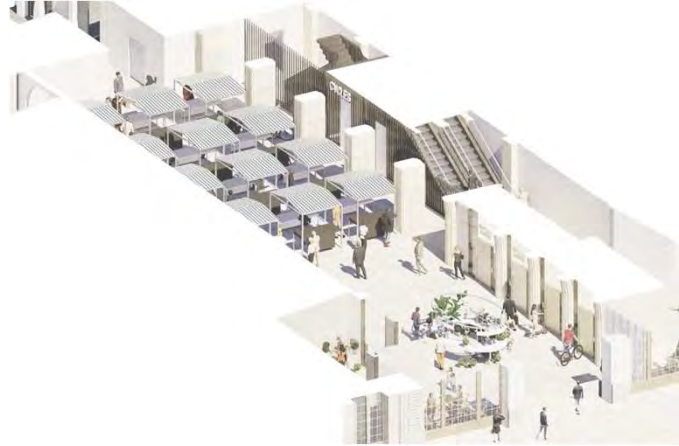


Proposed - Ground Floor Plan

Art exhibition



Farmer's market



Food hall



Performance



Public Hall - Flexibility - Event Space



The Public Hall - CGI



Ground Floor Public Hall - CGI



LHM Conservation Area- Lime Street Passage



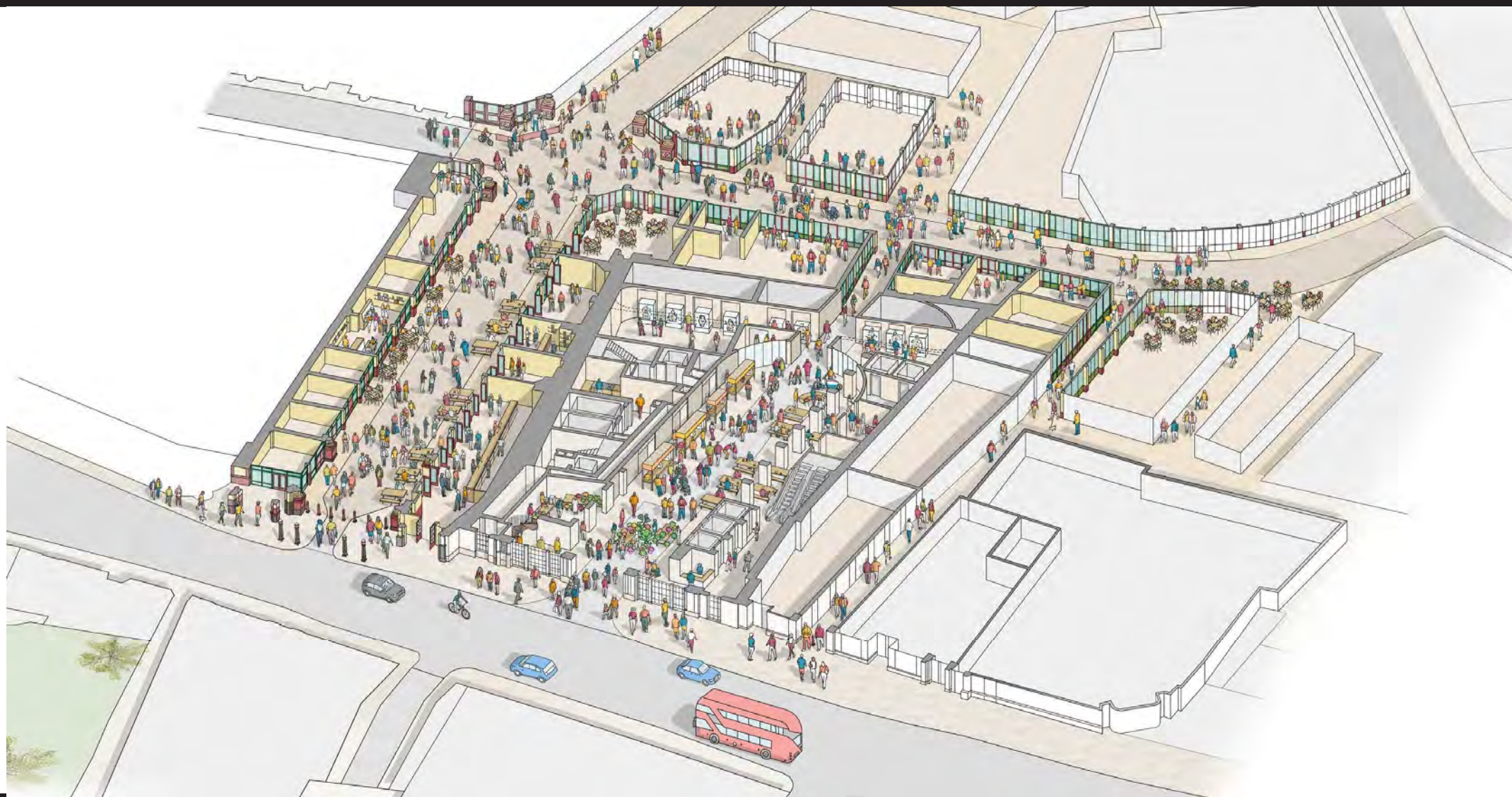
East Entrance - Lime Street Passage



Gracechurch Street Main Entrance



Section Through The Hall Looking North



Public Hall Illustration



Level 5



Level 5 Public Access



Archaeology display

Key

- 01 Wellness Garden
- 02 Cafe
- 03 Cultural events space
- 04 Heritage walkway Public
- 05 seating
- 06 Public lifts Archaeological
- 07 display
- 08 Public WCs



Proposed Level 5 - Heritage Garden And Cultural Space



Heritage Garden And Cultural Space



Heritage Garden And Cultural Space



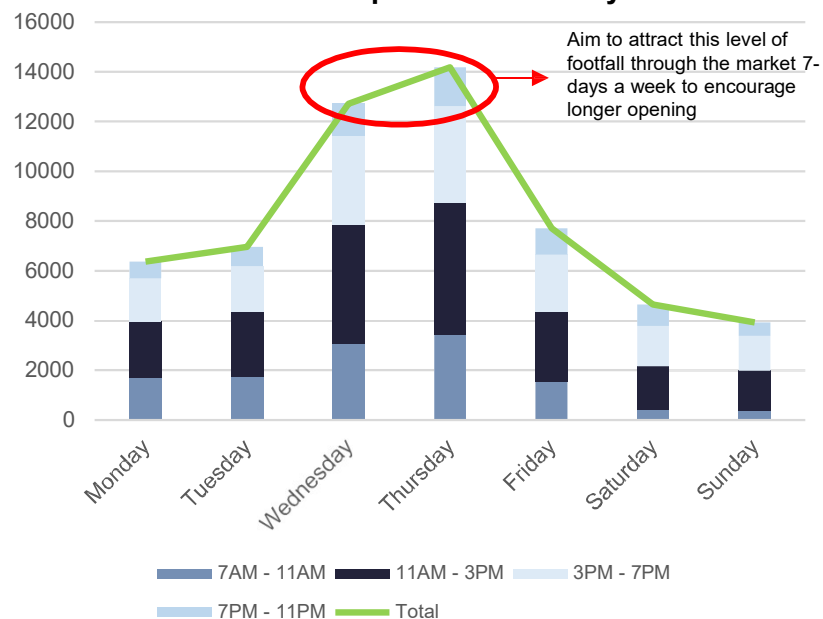
Heritage Walkway

Economic Impacts to Leadenhall Market today – Baseline data

Momentum Transport Consultants undertook two surveys:

- A footfall survey, assessing how many people walk through the market at different times of day; and
- An additional survey asking visitors questions about their purpose for visiting the market and whether they spent money.

Momentum pedestrian survey

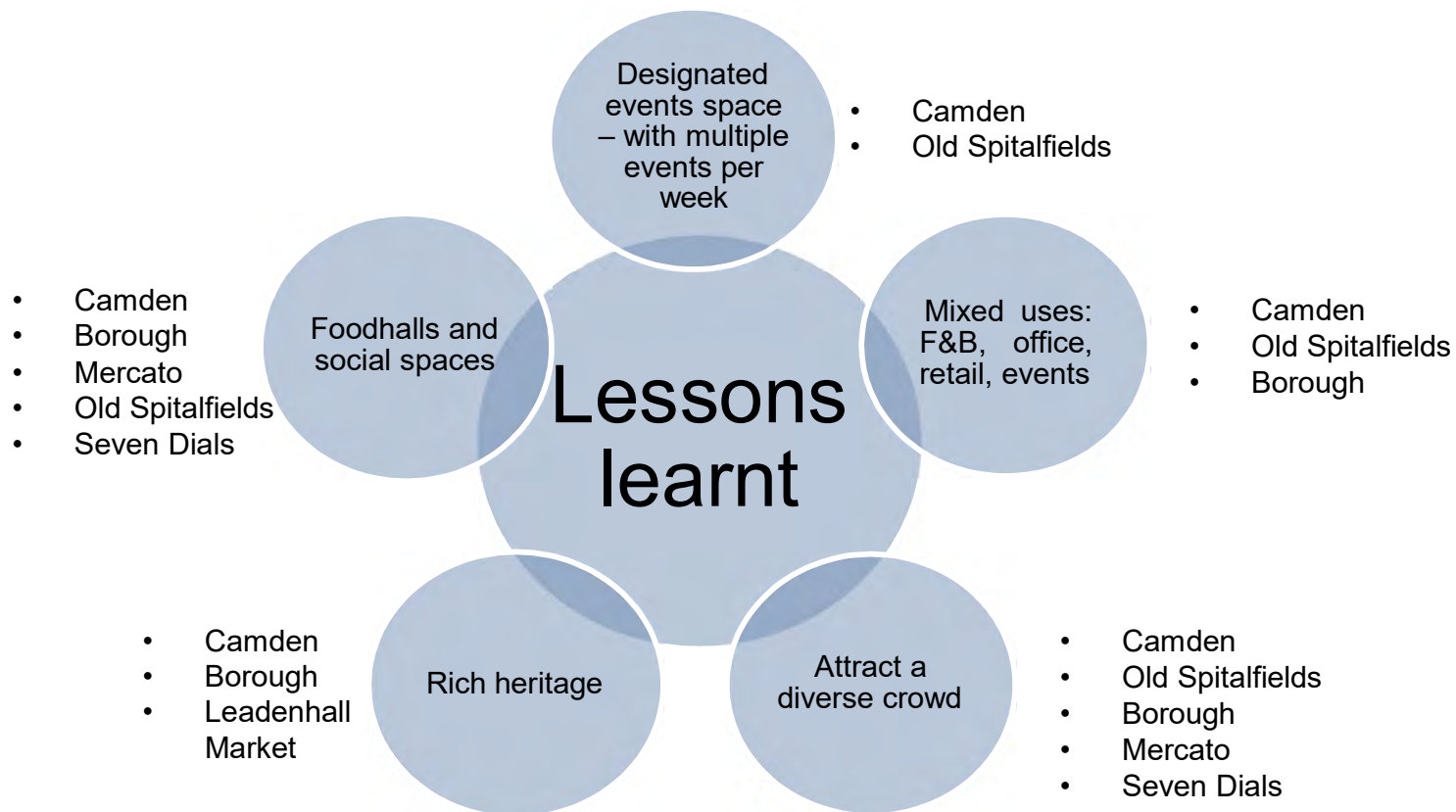


Key findings of first survey

- **Low dwell time for visitors** – typically around five minutes;
- Wednesday and Thursday are the busiest days (pre-pandemic it was Friday);
- **Majority of tourists observed did not make purchases** within the market – tourists stopped to take pictures before moving on;
- Around 20-25 walking tours visit the market per day – some groups enter the market **but others just paused at the Gracechurch Street entrance**;
- Few people visiting the shops that make up **40% of the units** – the **majority visit the restaurants / pubs**.

To help the market reach its potential, **adjacent development** needs to come forward that will attract more visitors, encourage them to stay for longer and spend more.

Lessons learnt from other markets

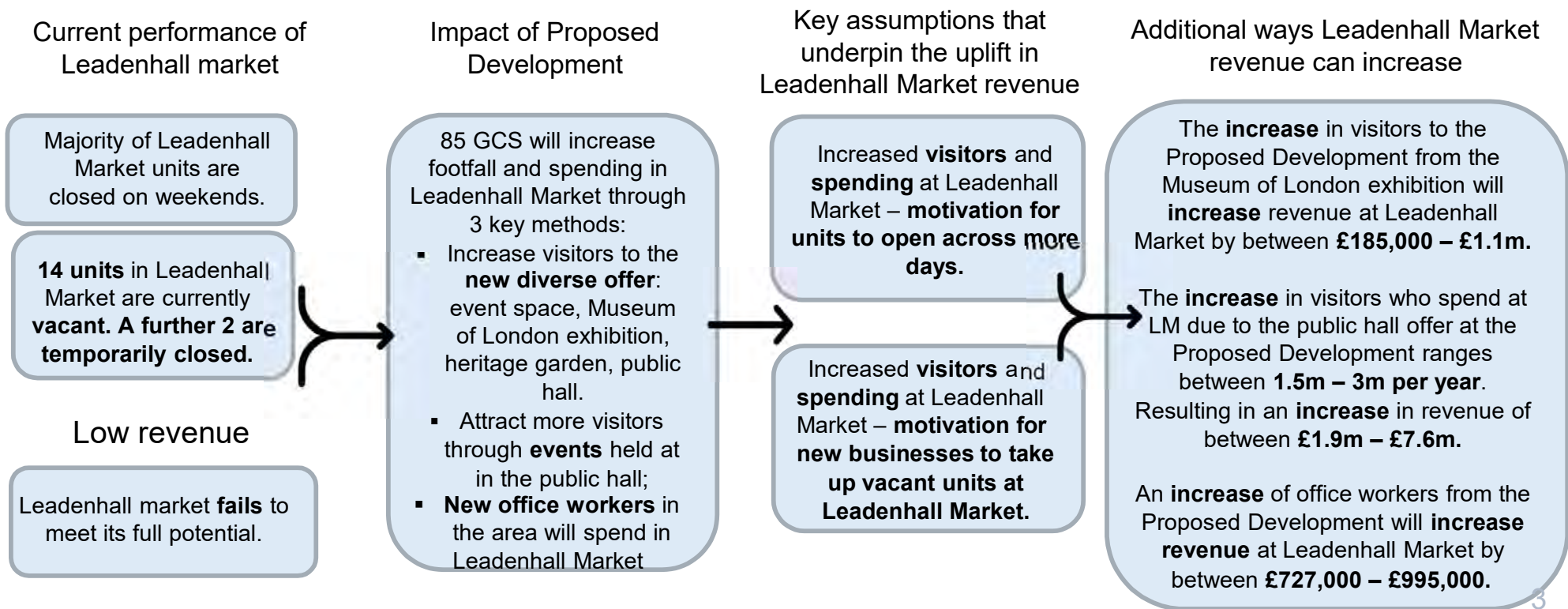


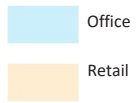
What should the vision for Leadenhall Market be?

What should the aspirational comparators be?

The Economic impact of the Proposed Development to Leadenhall Market

Volterra (Economic Consultants) has modelled the current turnover at Leadenhall Market based on industry benchmarks, and estimated the increased expenditure Leadenhall Market could achieve through the impact of the Proposed Development. Its findings are presented as follows.





Existing - Ground Floor Plan



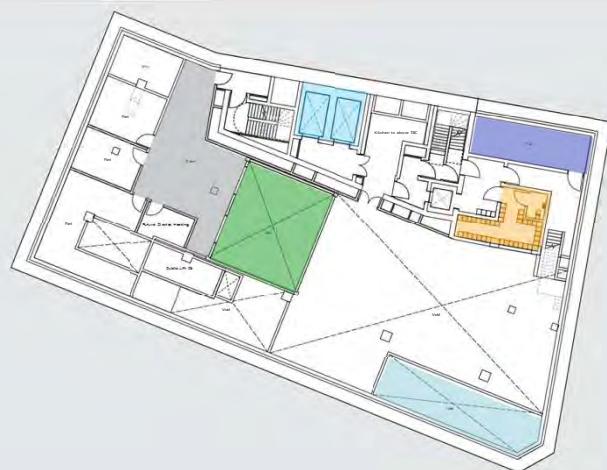
Proposed - Ground Floor Plan

- Office
- Retail
- BOH



Existing - Basement Plan

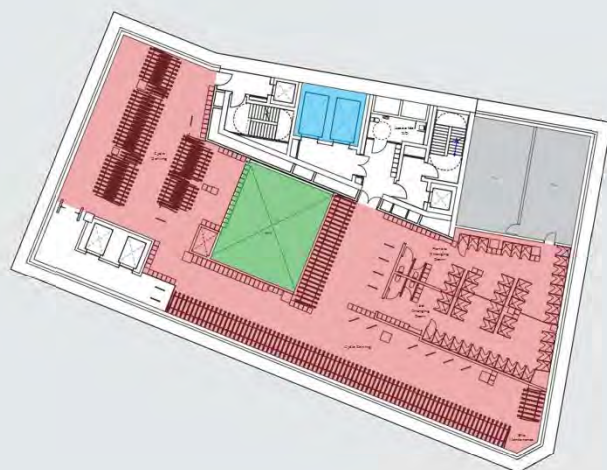
- Short stay automated cycle parking machine
- Vehicle lifts
- Loading bay
- Cargo delivery bike parking
- Waste stores
- Goods lifts
- Plant
- Staff changing and lockers
- Combined security control room, fire control room and building management office
- End of trip



Basement Level 1



Basement Level 2



Basement Level 3



Basement Level 4

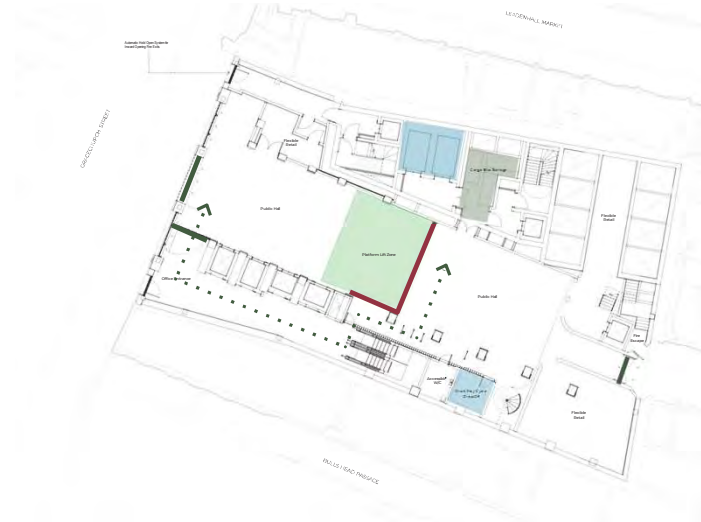
Proposed - Basement Plans



Vehicle lifts raised to form continuous public realm (7am-11pm)



Vehicle lifts in use during servicing hours (11pm-7am)

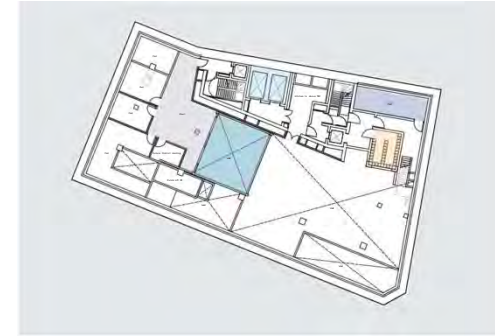


Ground floor plan during servicing hours (11pm-7am)



Vehicle entry and egress tracking (North lift)

Vehicle entry and egress tracking (South bay)



Level 1 Basement plan



Level 2 Basement plan

Servicing, loading bay, waste management and building management areas

Deliveries, Servicing & Waste

Vehicles would access the site from Gracechurch Street with all servicing being accommodated off-street.

The proposed internal servicing area would be provided at Basement Level 02 and accessed via dedicated vehicle lifts.

Servicing will occur over night between 23:00 – 07:00 with extended hours on a Sunday & Monday night between 21:00 – 07:00.

All vehicles would be required to pre-book a delivery slot prior to arrival at the site.

Cargo bikes would be utilised during the day to service the site.

Forecast delivery and servicing activity are based on:

- A minimum of 50% consolidation of trips
- 20-minute dwell times
- Managed 8-hour delivery period.

Waste would be stored at Basement Level 02 and would be collected from the internal servicing area.

Loading Bays



Deliveries and Servicing (Daily Trips) Cars/LGVs



Servicing, loading bay, waste management and building management areas

430 Long stay cycle parking (2-tier racks) 26x Long
stay Sheffield stands

51x Brompton lockers


52x Showers (including 1 accessible)

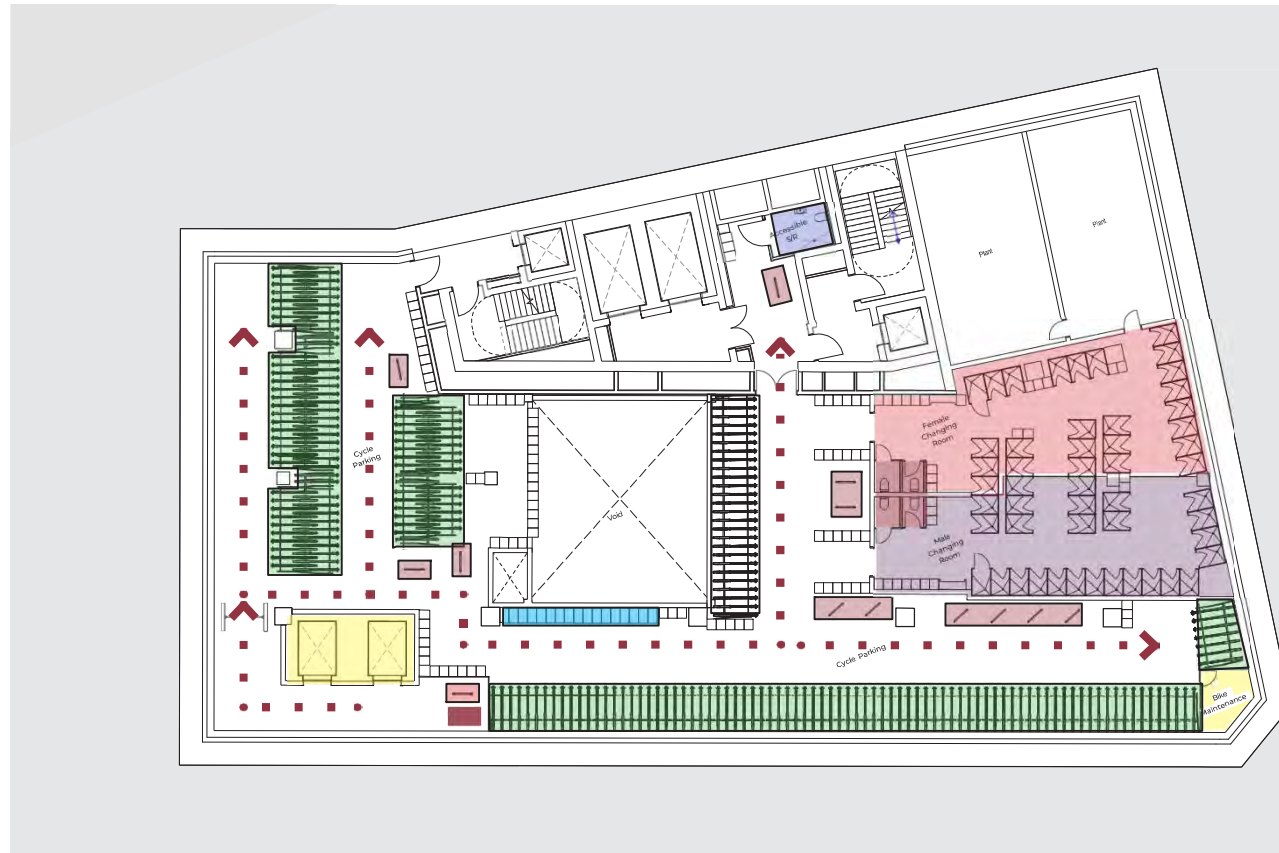
505x Lockers (A mixture of 2 tier and 3 tier) (Including provisions for staff at B1 & B2)

5x WCs (Including 1x accessible)

123x Short stay cycle parking spaces (Including 5 Short stay Sheffield stands)

Key:

-  Cycle lifts
-  Short stay Sheffield stands
-  Long stay Sheffield stands
-  Josta 2-Tier bike rack
-  Brompton lockers
-  Female showers
-  Male showers
-  Accessible shower/WC WC
-  Bike fixing
-  Automated cycles storage
-  Cargo bike parking
-  Circulation route



Cycle storage and end of trip facilities in basement 3



Bike fixing workshop



2-Tier bike racks

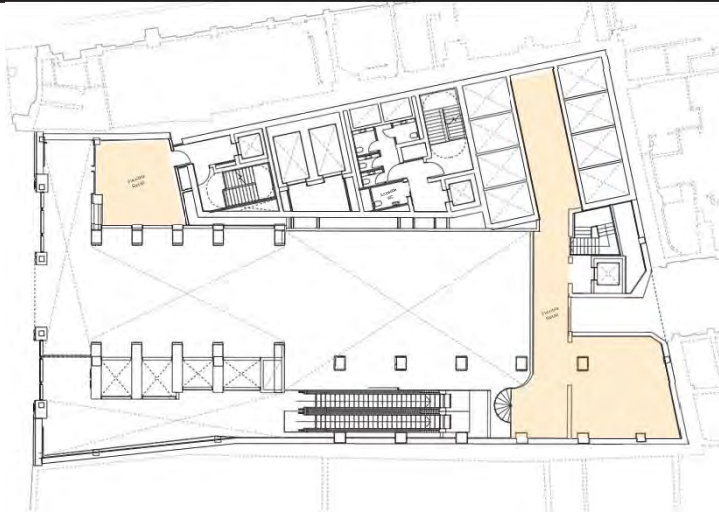
Office user cycle storage, changing and shower areas



Existing - L1 - L4

- Office
- Retail
- Plant
- Office Lobby

Level 1



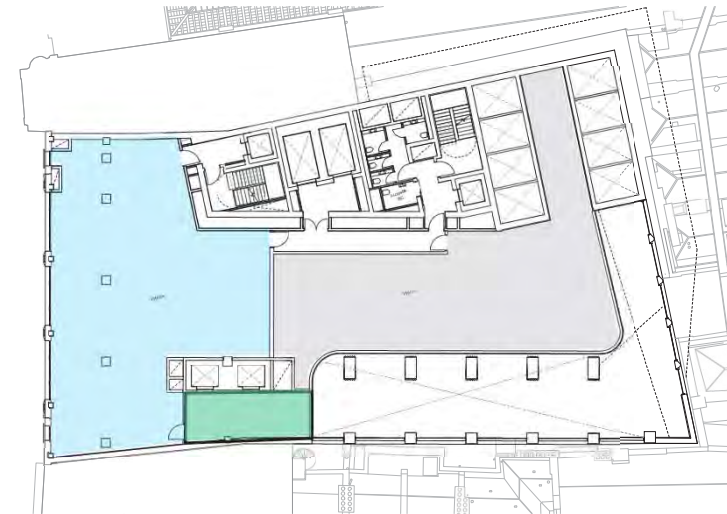
Level 2



Level 3



Level 4



Proposed - L1 - L4



Proposed Level 5 - Heritage Garden And Cultural Space

Office

Retail

BOH

Level 5

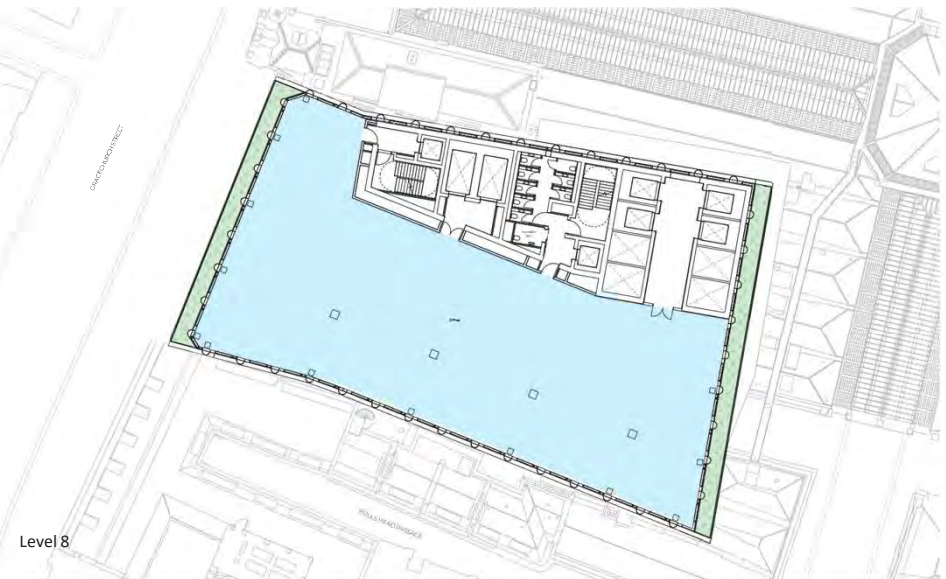
Level 6

Level 7

Level 8

Existing L5 - L8

- Office
- Retail
- BOH
- Public Area



Proposed - L5 - L8

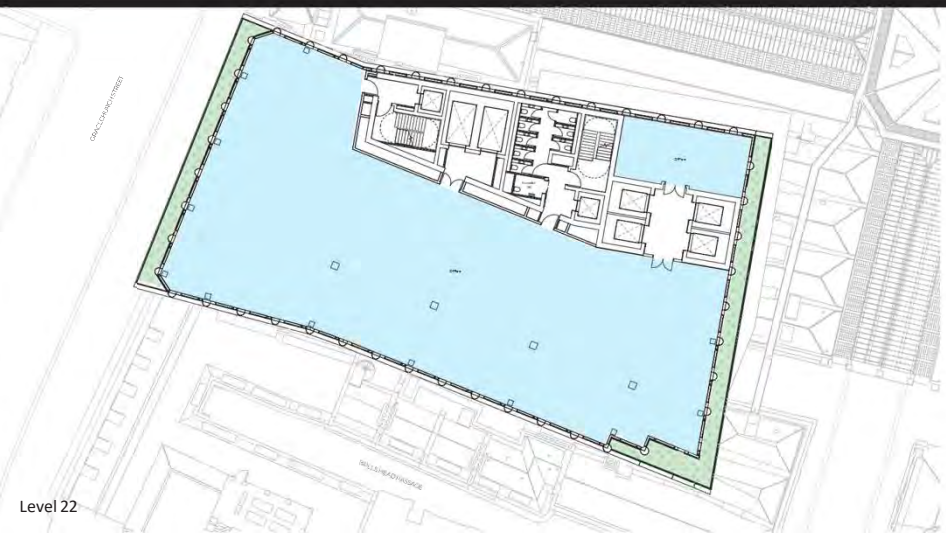
Office
Retail
BOH



Proposed Typical Office Floor

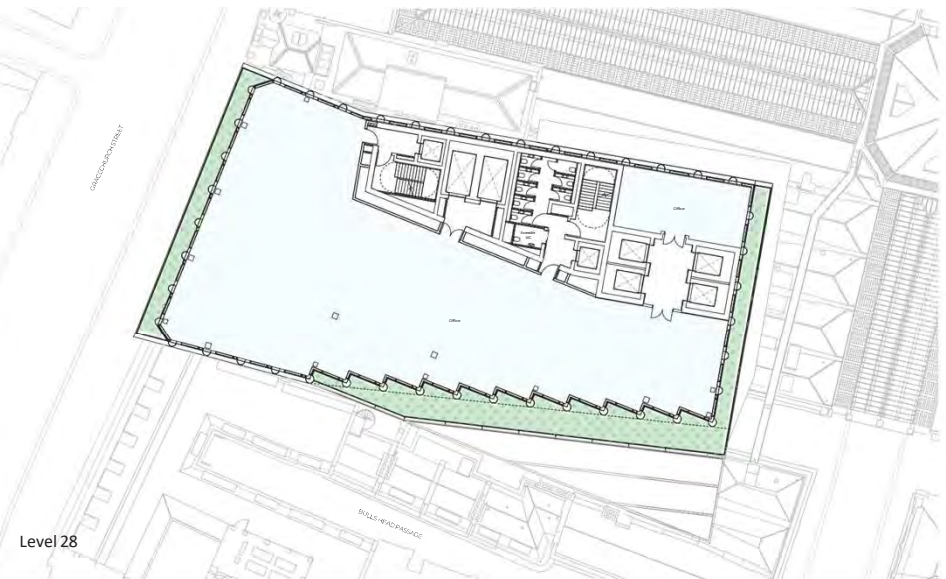
- L9 - L20

Office
Retail
BOH



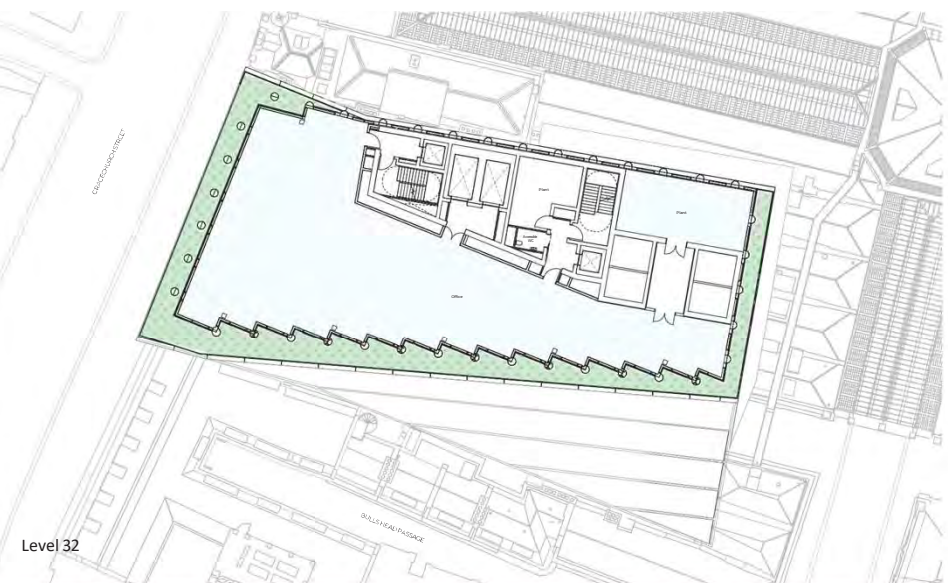
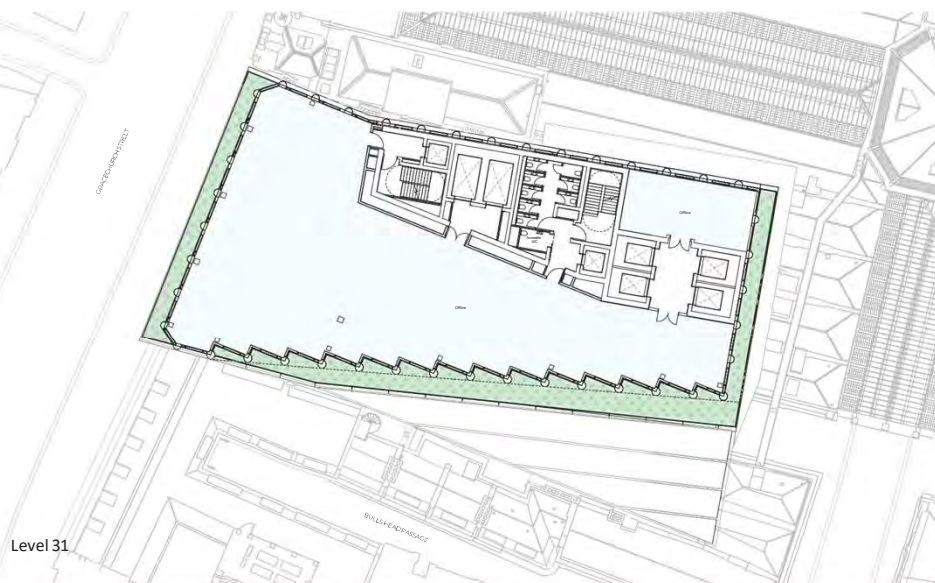
Proposed - L 21 - L 24

Office
Retail
BOH

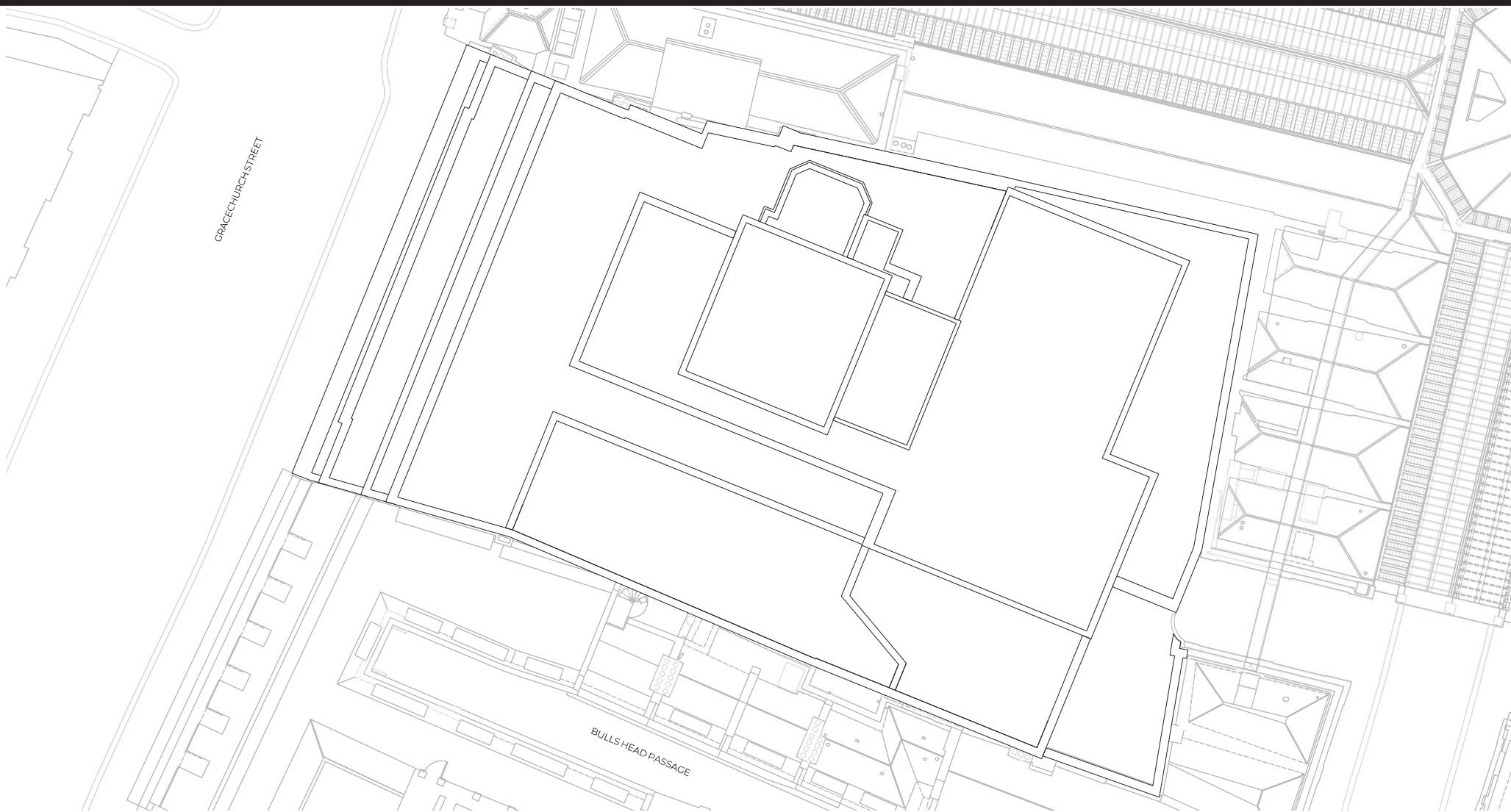


Proposed - L 25 - L 28

Office
Retail
BOH



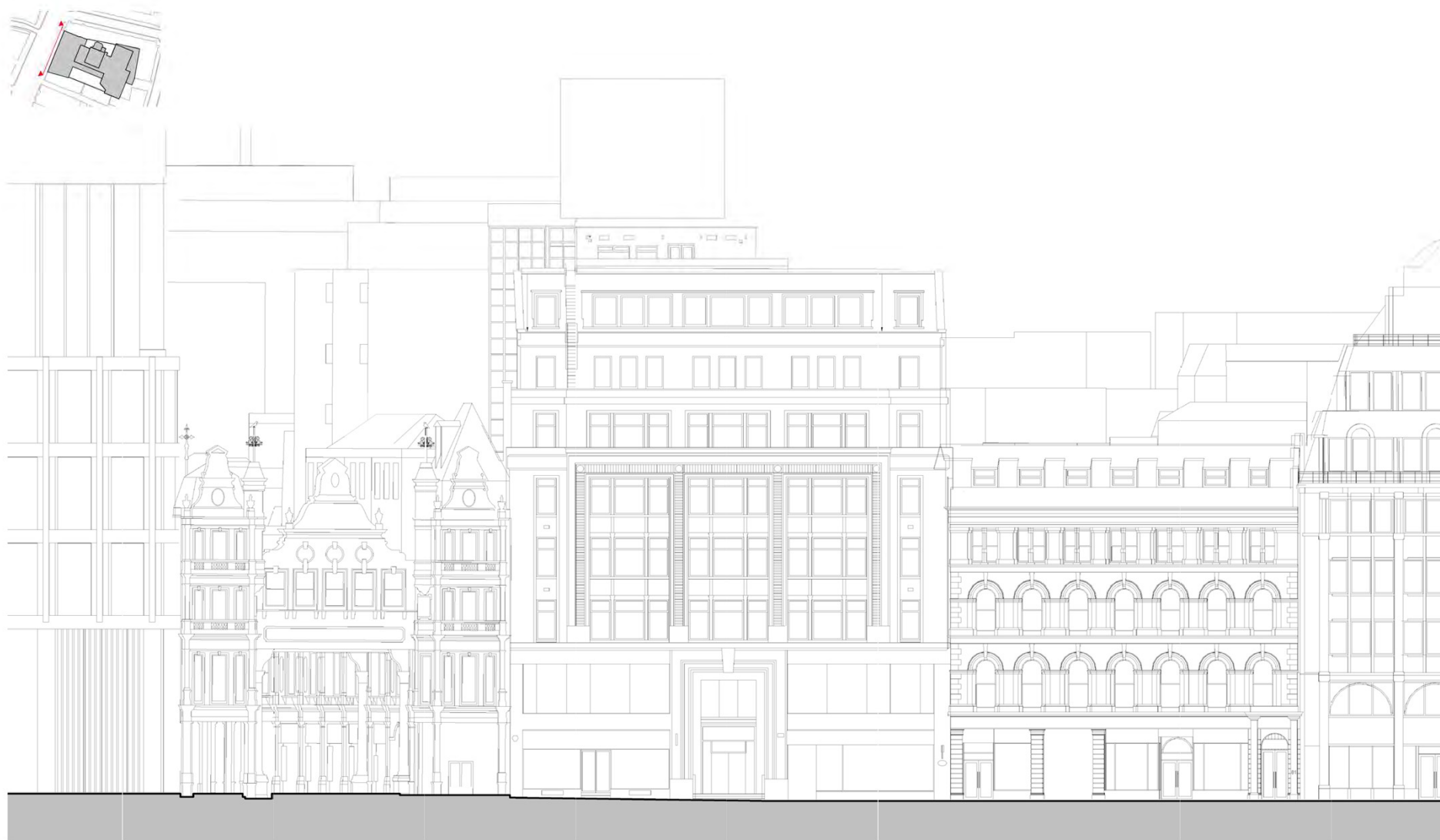
Proposed - L 29 - L 32



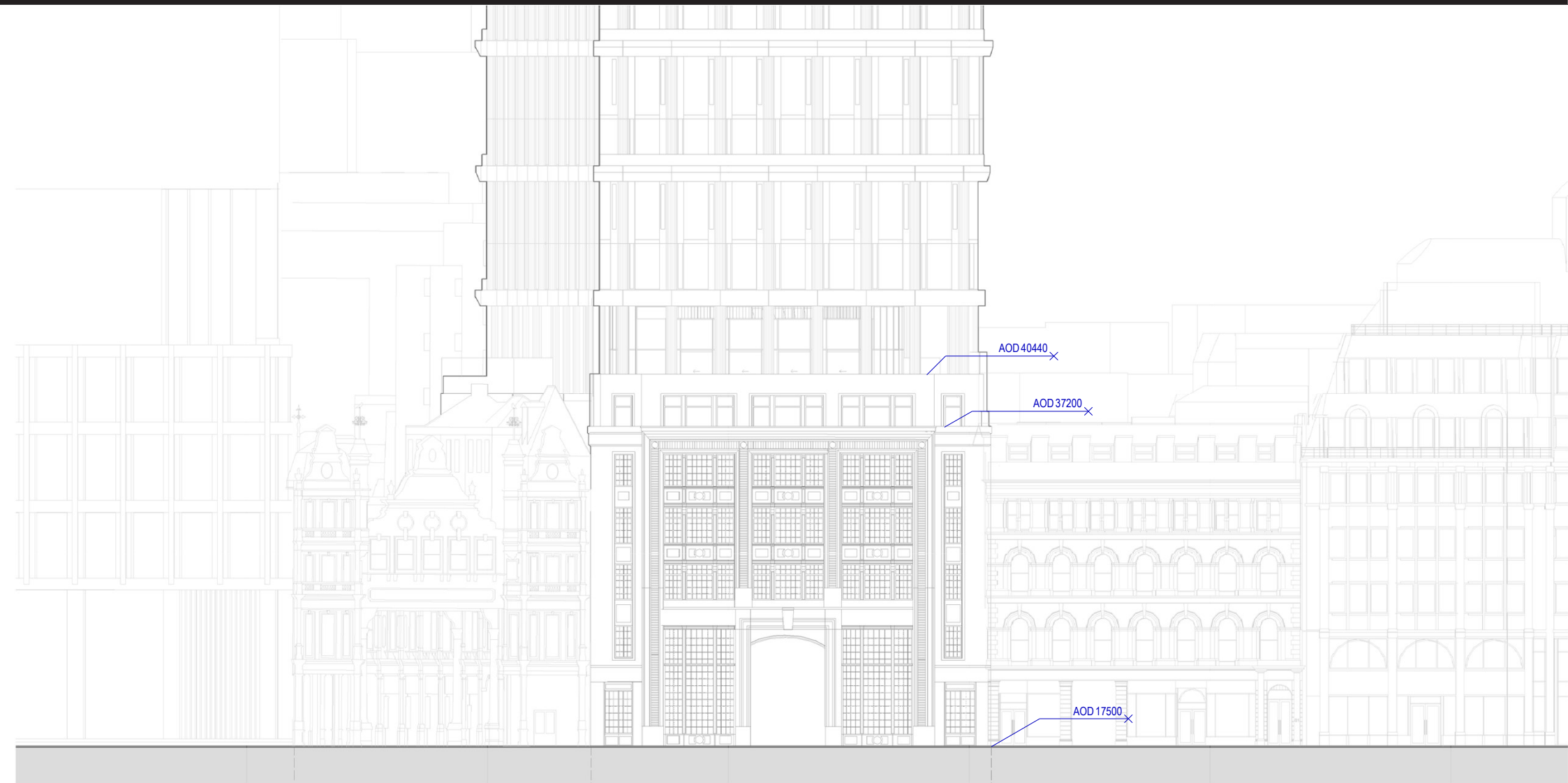
Existing Roof Plan



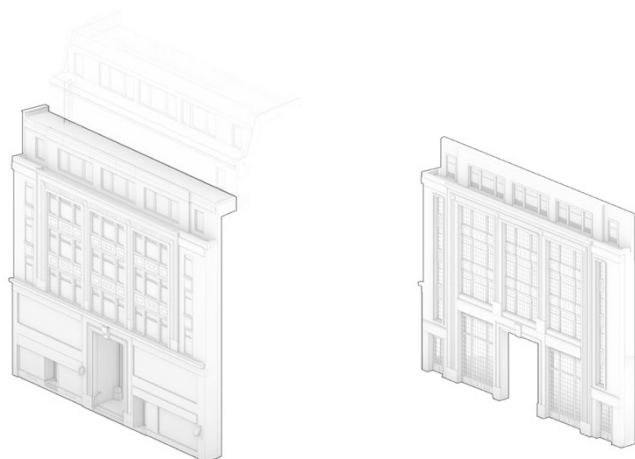
Proposed Roof Plan



Existing - West Elevation



Proposed - West Elevation



Existing Gracechurch Street frontage

Proposed Gracechurch Street frontage

- 01 Fully accessible street entrance
- 02 Visual connection to public hall
- 03 Repairs and alteration to existing Portland stone facade
- 04 Deepening of facade
- 05 Repairs and alterations to the granite portico
- 06 Reintroduction of 'crittall' windows

- Bronze-coloured metal spandrels
- Limestone
- Granite



Diagram of existing elevation with retained portions highlighted

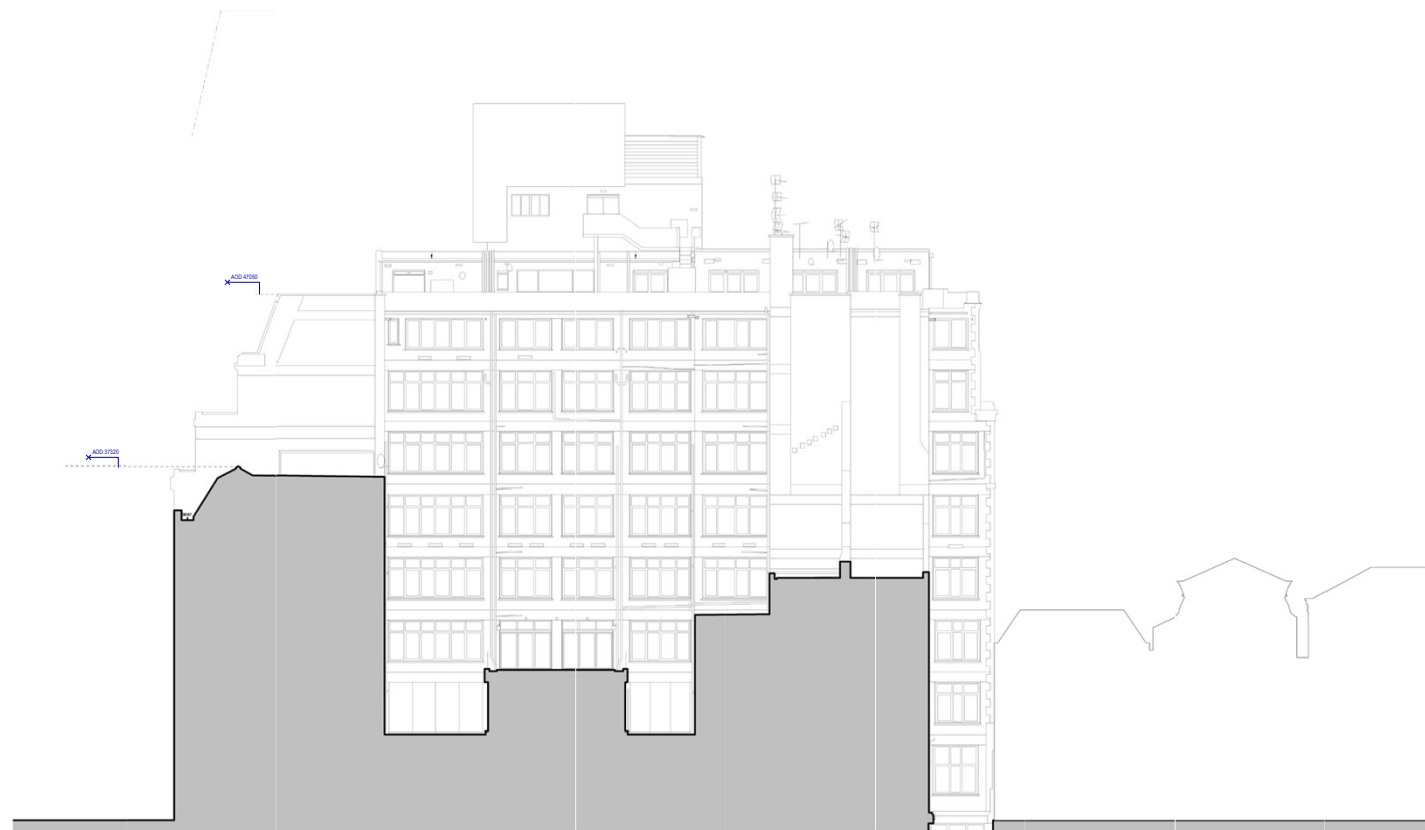


Illustrative view looking north along Gracechurch Street

Proposed - West Elevation



Proposed - View from South West



Existing - South Elevation



South facade fragment

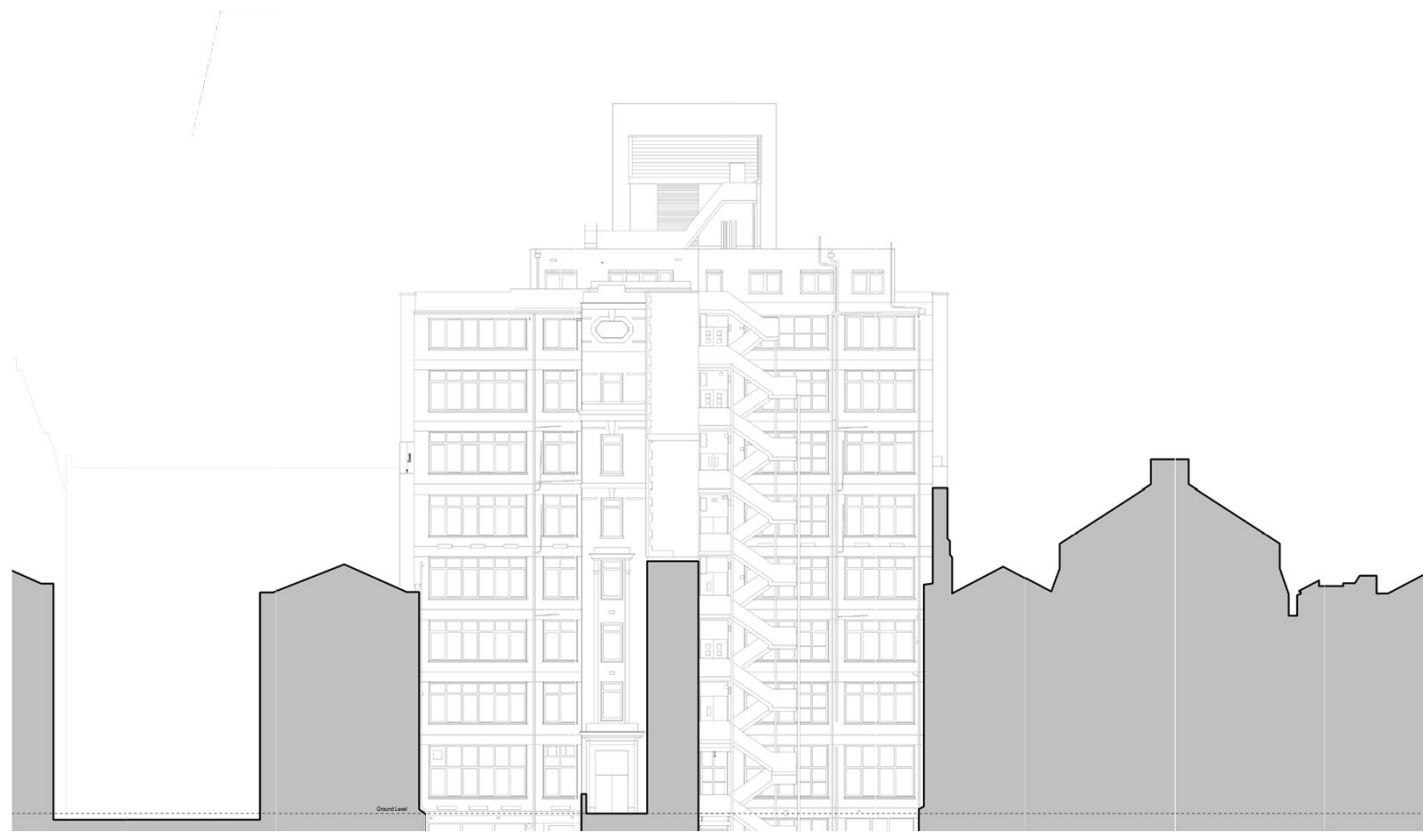


South elevation

Proposed - South Elevation



View from South



Existing - East Elevation

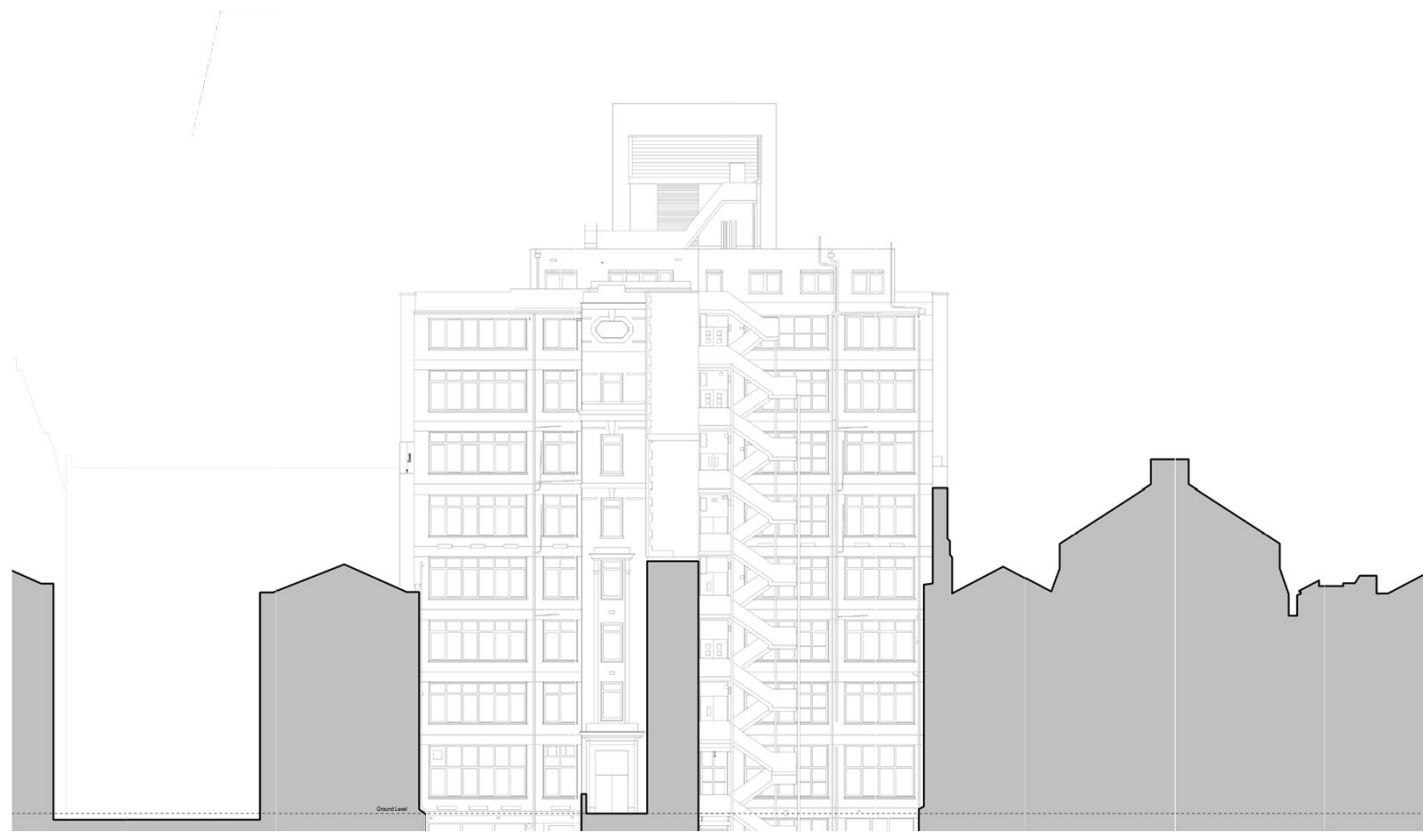


East facade fragment



East elevation

Proposed - East Elevation



Existing - North Elevation



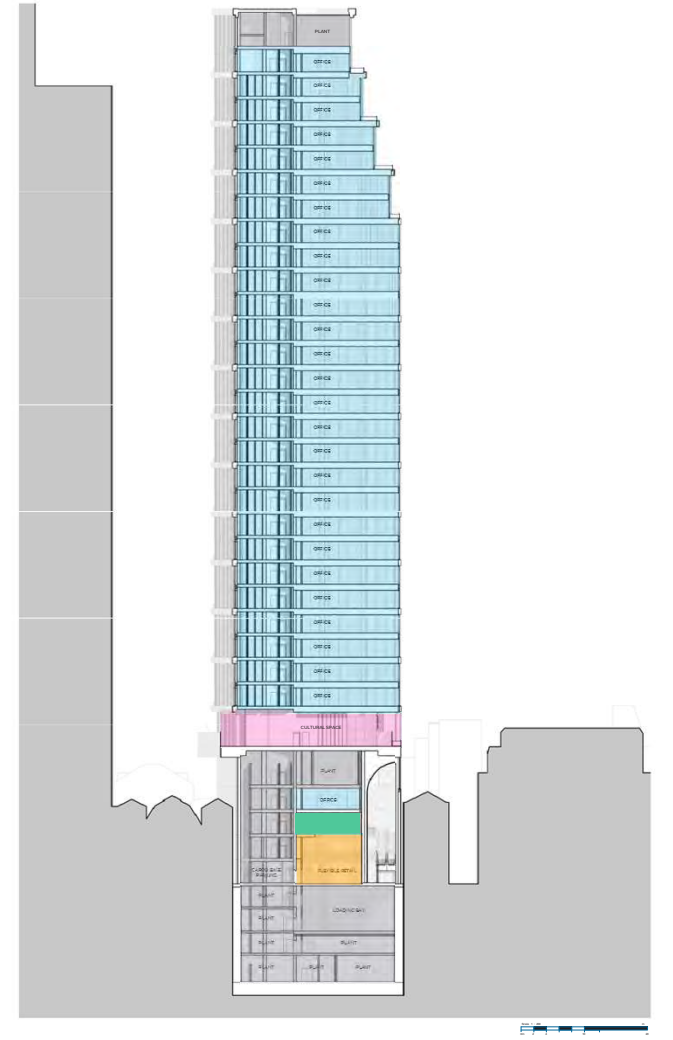
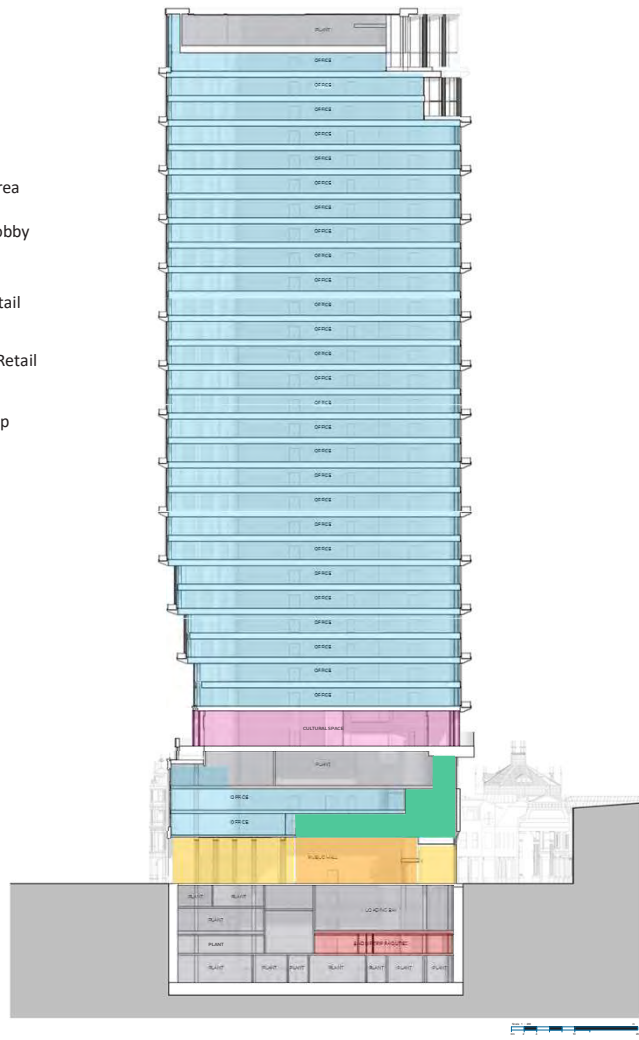
North facade fragment



North Elevation

Proposed - North Elevation

- Office
- Retail
- Plant
- Public Area
- Office Lobby
- Fixed Retail
- Flexible Retail
- End of trip



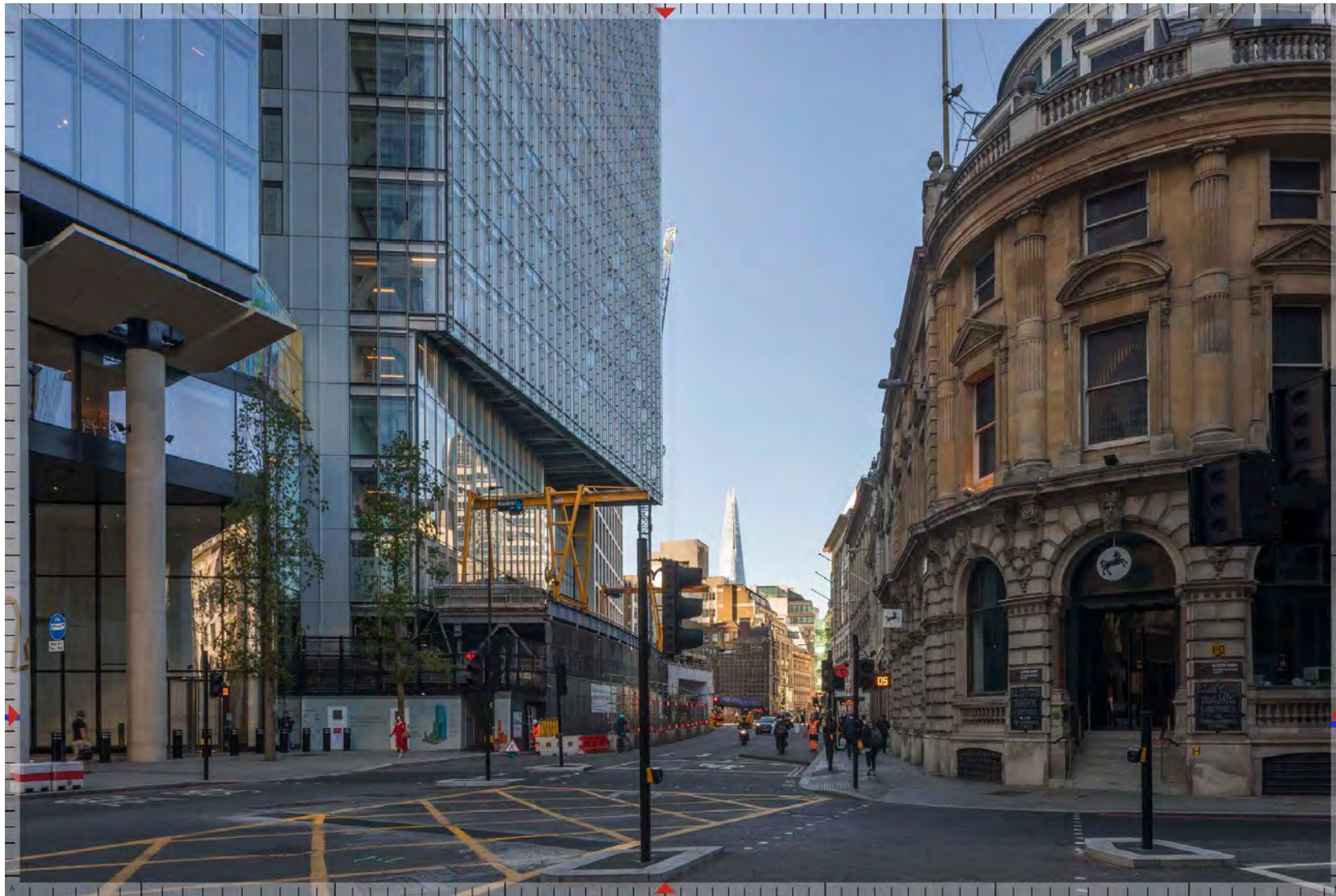
Proposed - Sections



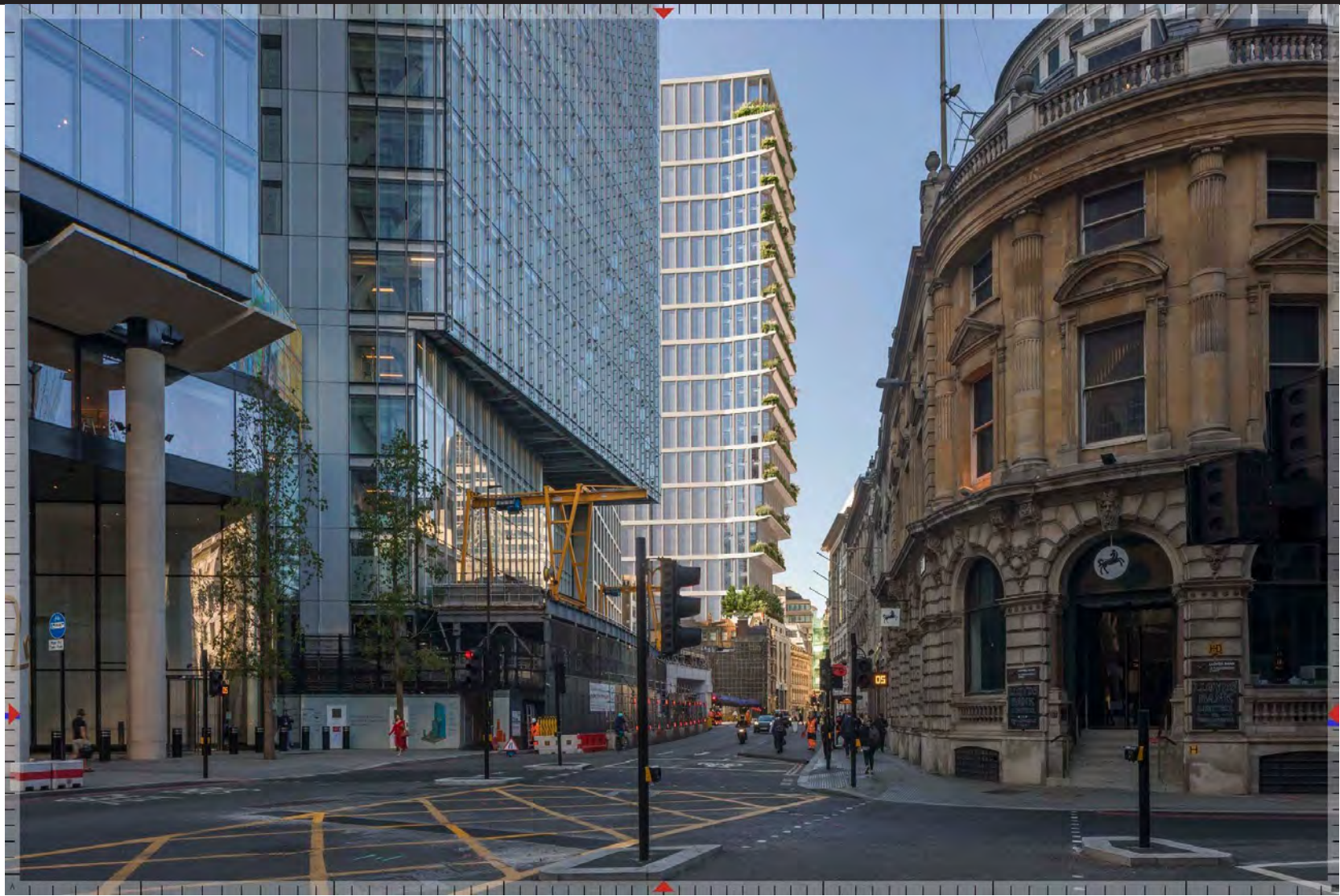
View from South East



Emerging Eastern Cluster



View 1 - Existing: Bishopsgate junction with Threadneedle, looking south-west



View 1 - Proposed: Bishopsgate junction with Threadneedle, looking south-west



View 1 - Cumulative: Bishopsgate junction with Threadneedle, looking south-west



View 2 - Existing: Gracechurch Street junction with Cornhill, looking south-west



View 2 - Proposed: Gracechurch Street junction with Cornhill, looking south-west



View 2 - Cumulative: Gracechurch Street junction with Cornhill, looking south-west



View 3 - Existing: Whittington Avenue, looking south-west



View 3 - Proposed: Whittington Avenue, looking south-west



View 3 - Cumulative: Whittington Avenue, looking south-west



View 4 - Existing: Leadenhall Place, looking north-west



View 4 - Proposed: Leadenhall Place, looking north-west



View 4 - Cumulative: Leadenhall Place, looking north-west



View 5A - Existing: Intersection of Lime Street and Lime Street Passage, looking north-west



View 5A - Proposed: Intersection of Lime Street and Lime Street Passage, looking north-west



View 5A - Cumulative: Intersection of Lime Street and Lime Street Passage, looking north-west



View 5B - Existing: Lime Street Passage, looking north



View 5B - Proposed: Lime Street Passage, looking north



View 5B - Cumulative: Lime Street Passage, looking north



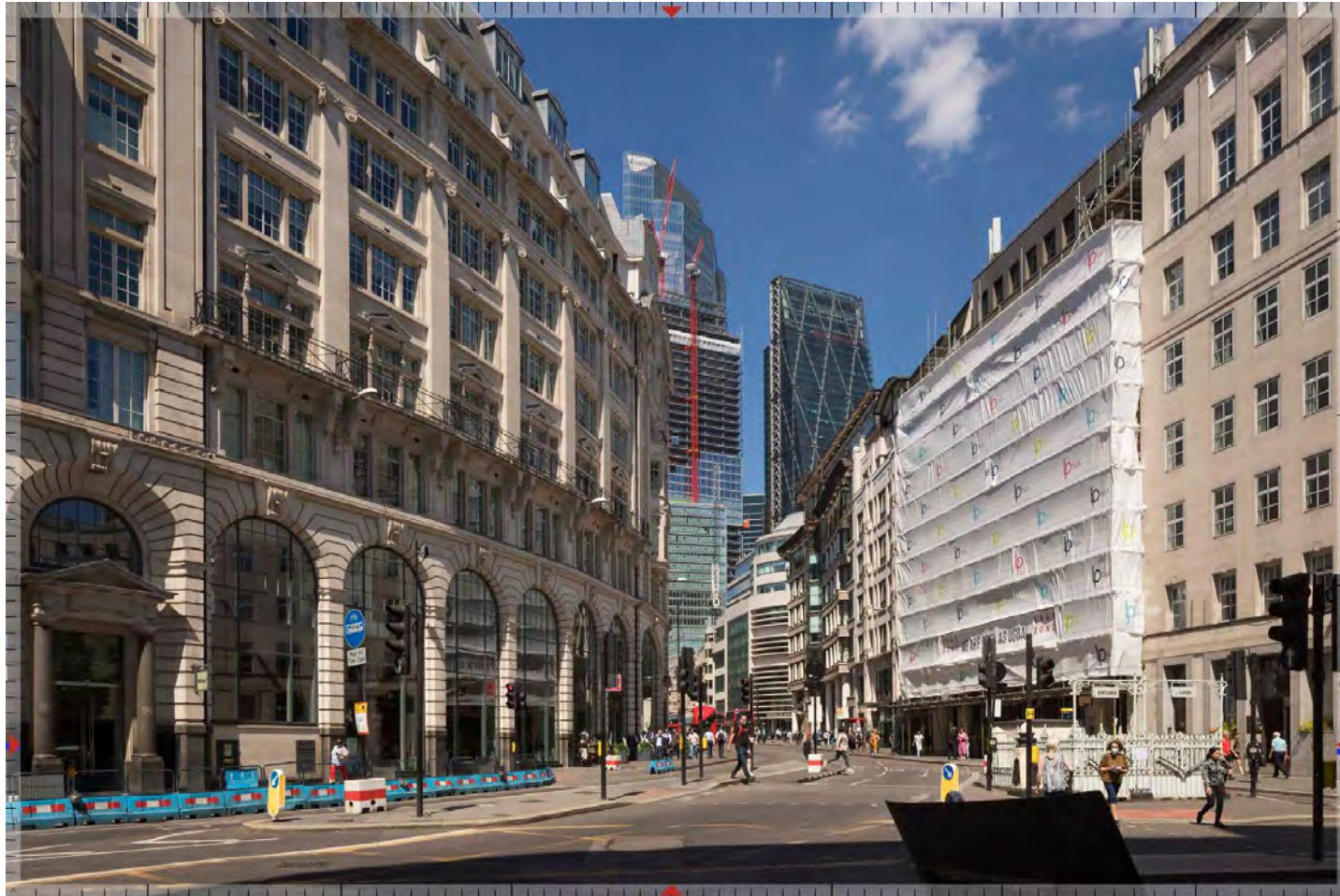
View 6 - Existing: Gracechurch Street junction, Lombard Street, looking north-east



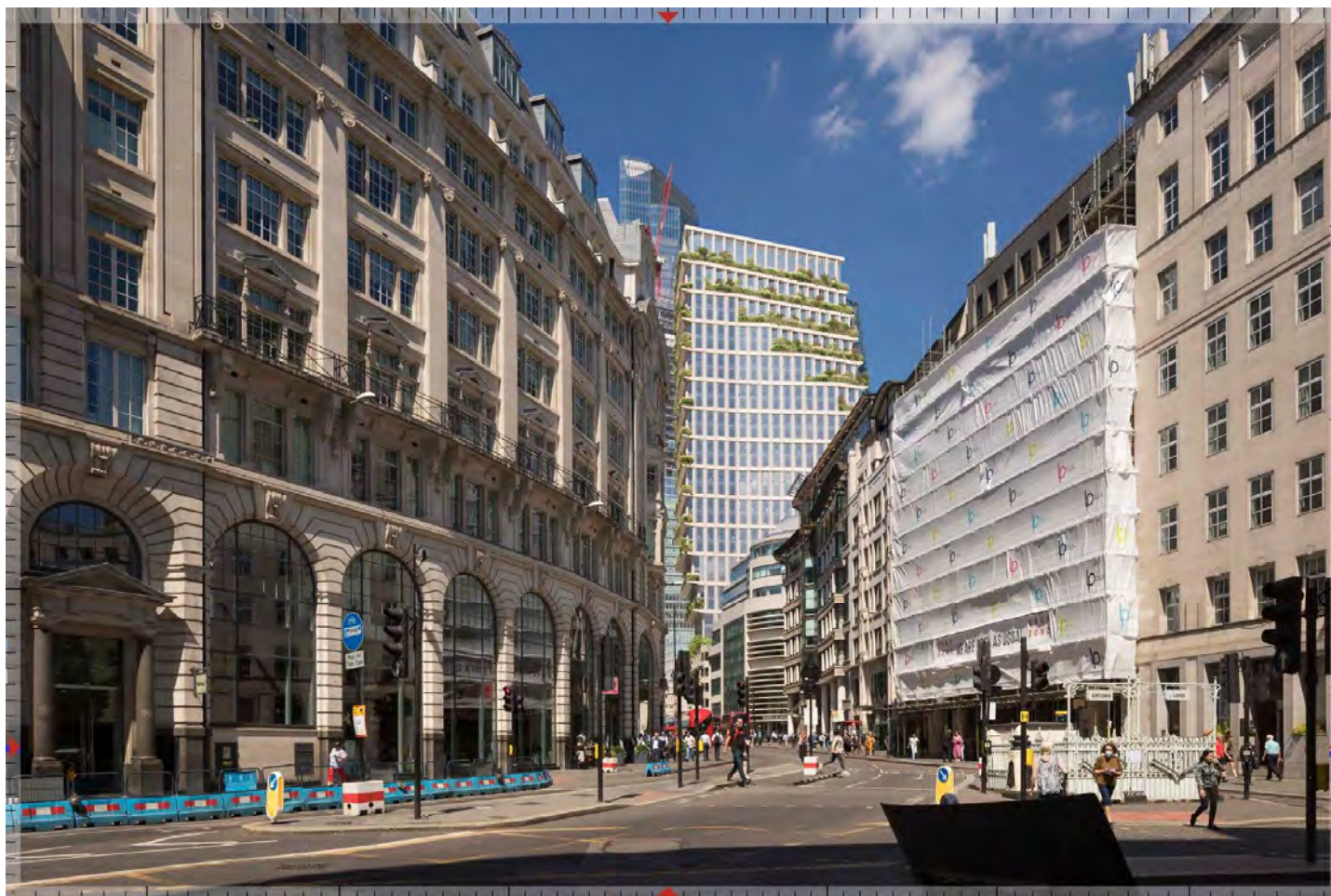
View 6 - Proposed: Gracechurch Street junction, Lombard Street, looking north-east



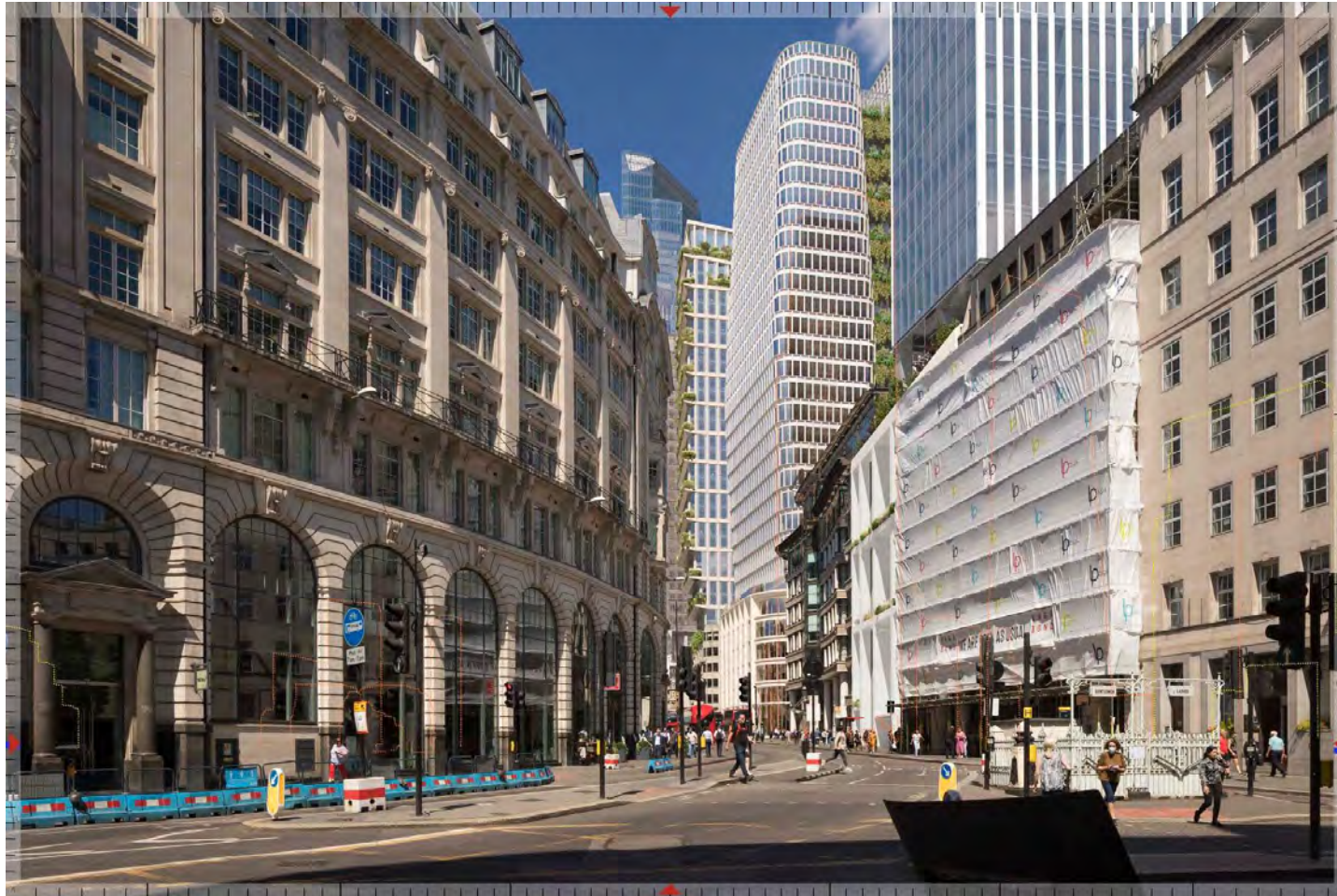
View 6 - Cumulative: Gracechurch Street junction, Lombard Street, looking north-east



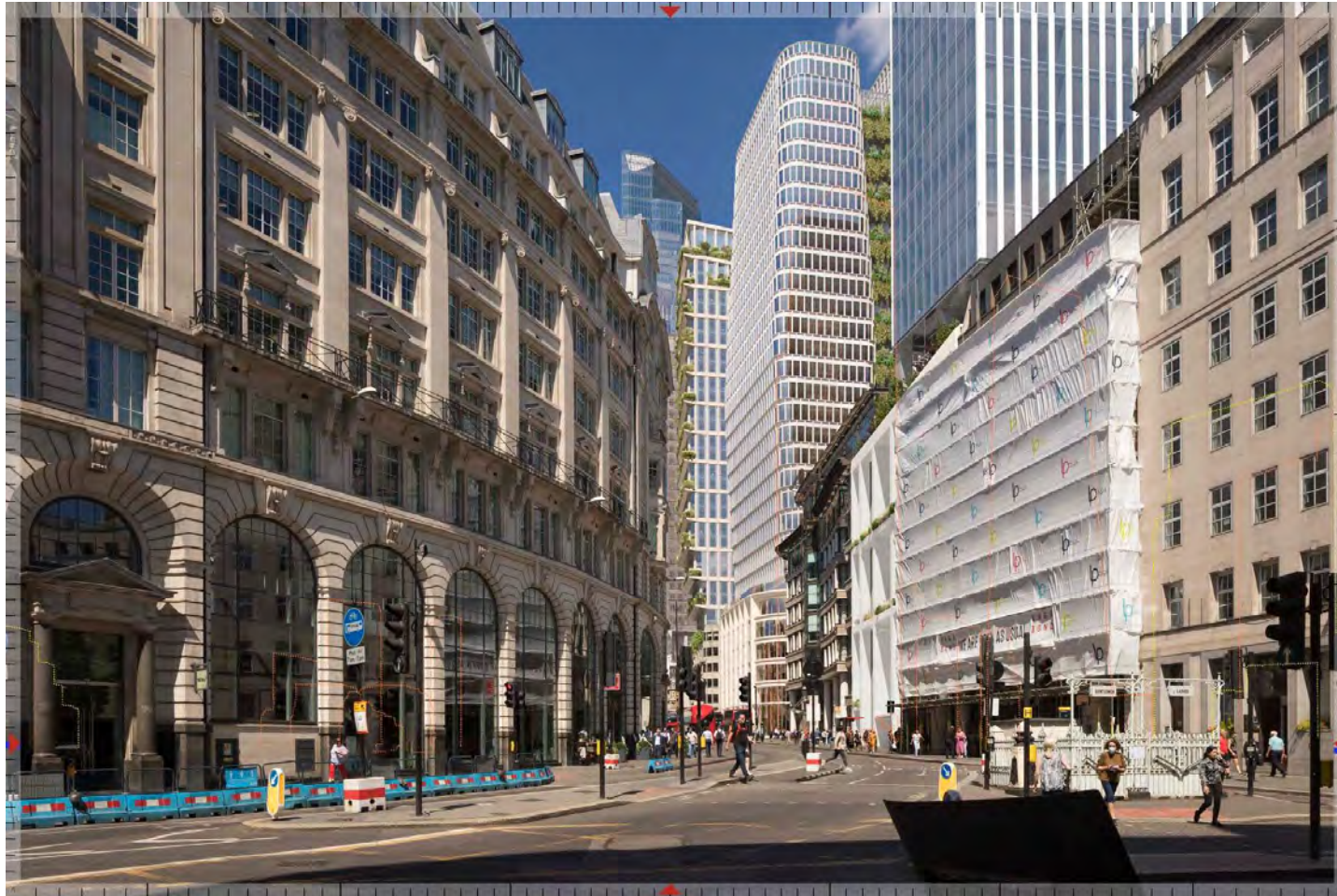
View 7 - Existing: Gracechurch Street with Eastcheap, looking north-east



View 7 - Proposed: Gracechurch Street with Eastcheap, looking north-east



View 7 - Cumulative: Gracechurch Street with Eastcheap, looking north-east



View 7 - Cumulative: Gracechurch Street with Eastcheap, looking north-east



View 8 - Existing: Fish Street Hill, corner with Lower Thomas Street, looking north-east



View 8 - Proposed: Fish Street Hill, corner with Lower Thomas Street, looking north-east



View 8 - Cumulative: Fish Street Hill, corner with Lower Thomas Street, looking north-east



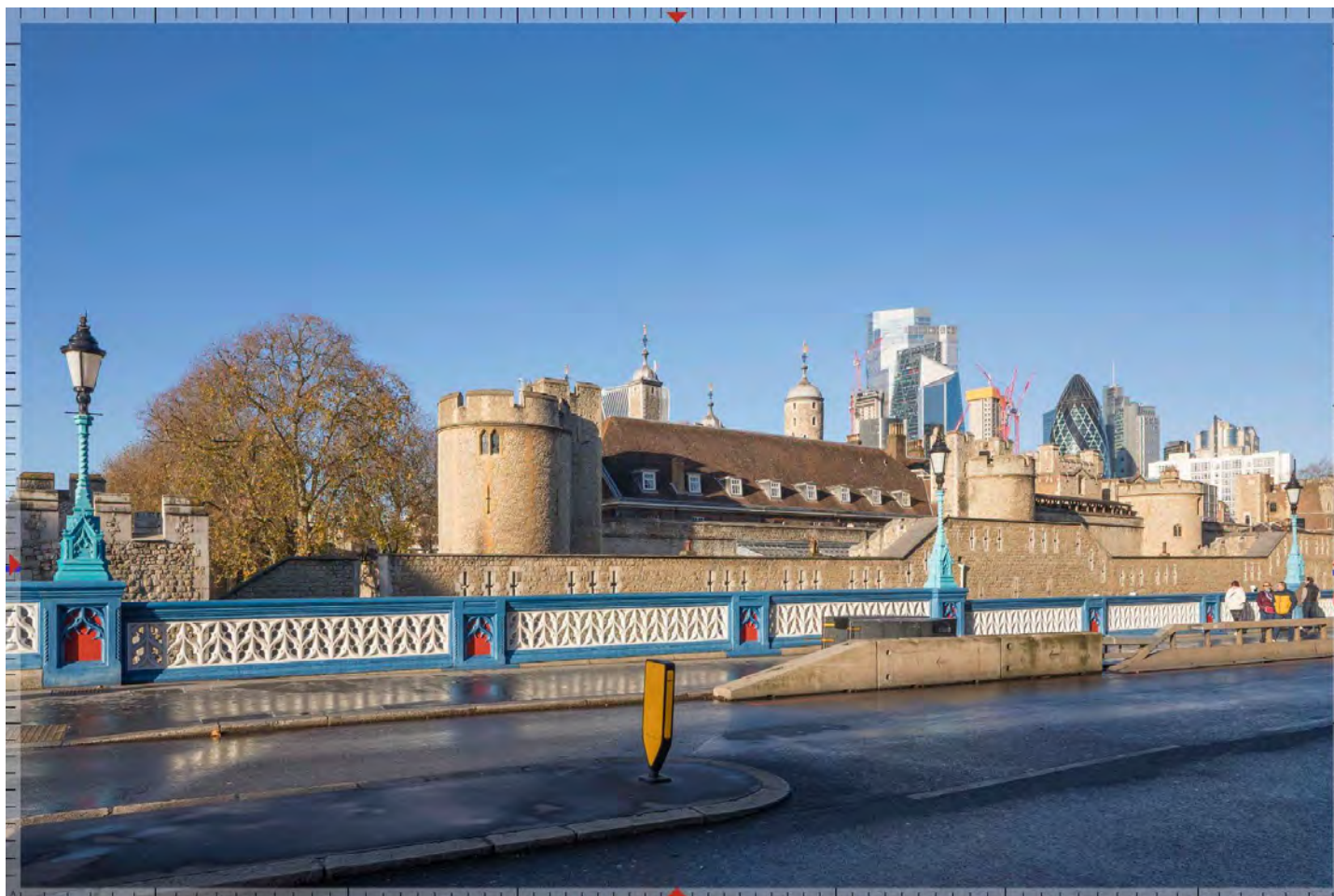
View 9 - Existing: The Garden at 120 Fenchurch Street, looking west



View 9 - Proposed: The Garden at 120 Fenchurch Street, looking west



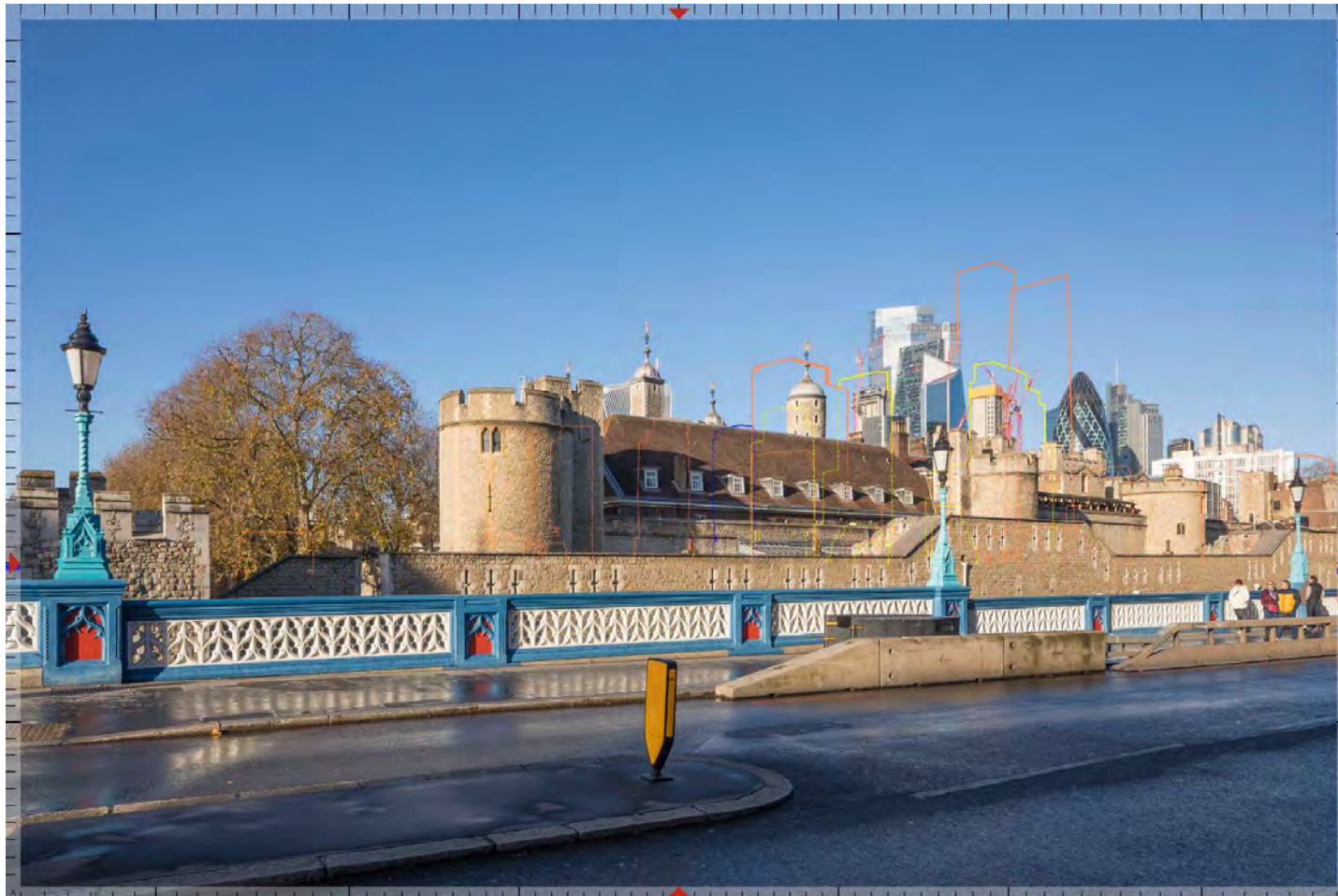
View 9 - Cumulative: The Garden at 120 Fenchurch Street, looking west



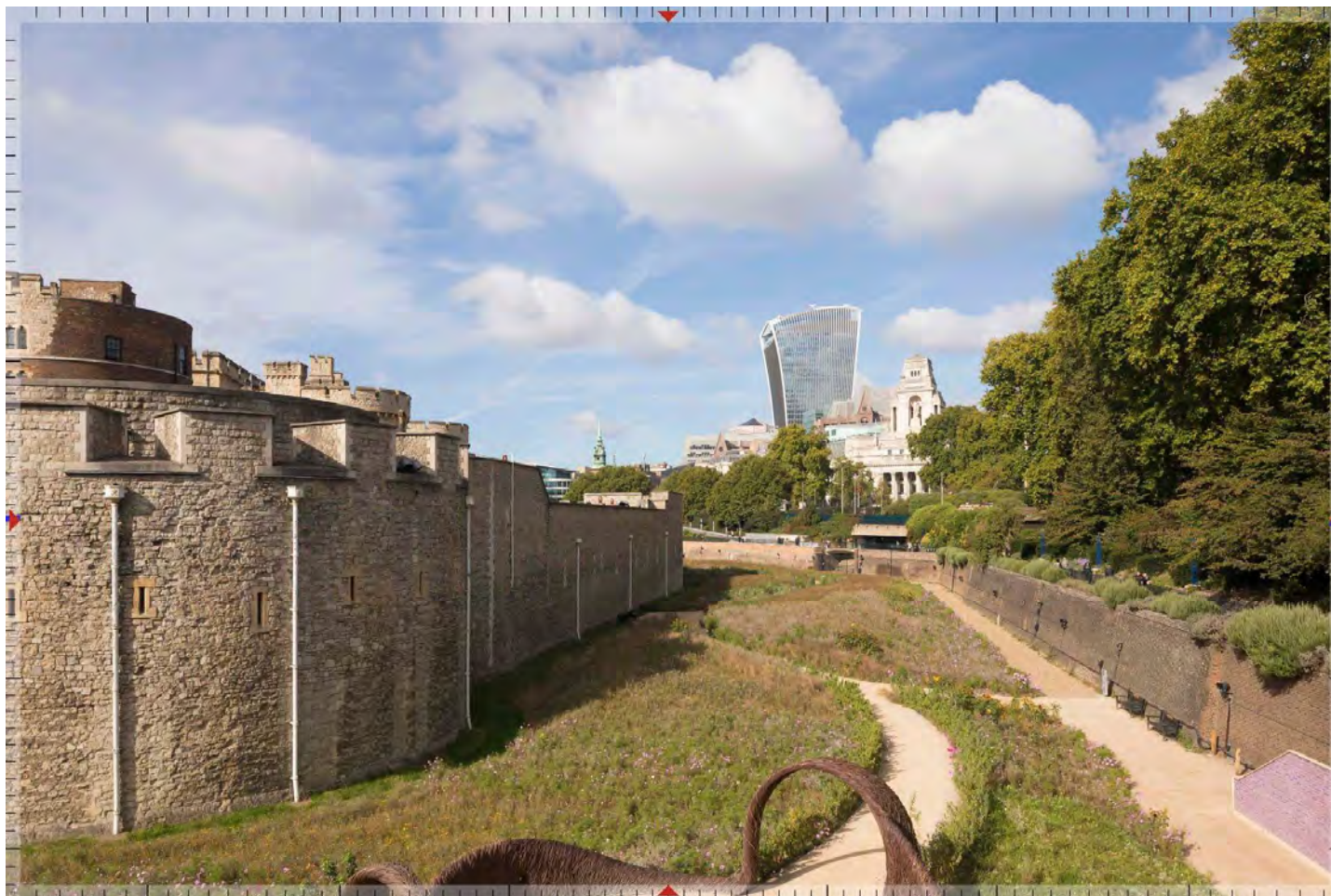
View 10 - Existing: Tower of London: Tower Bridge Approach – north, looking north-west



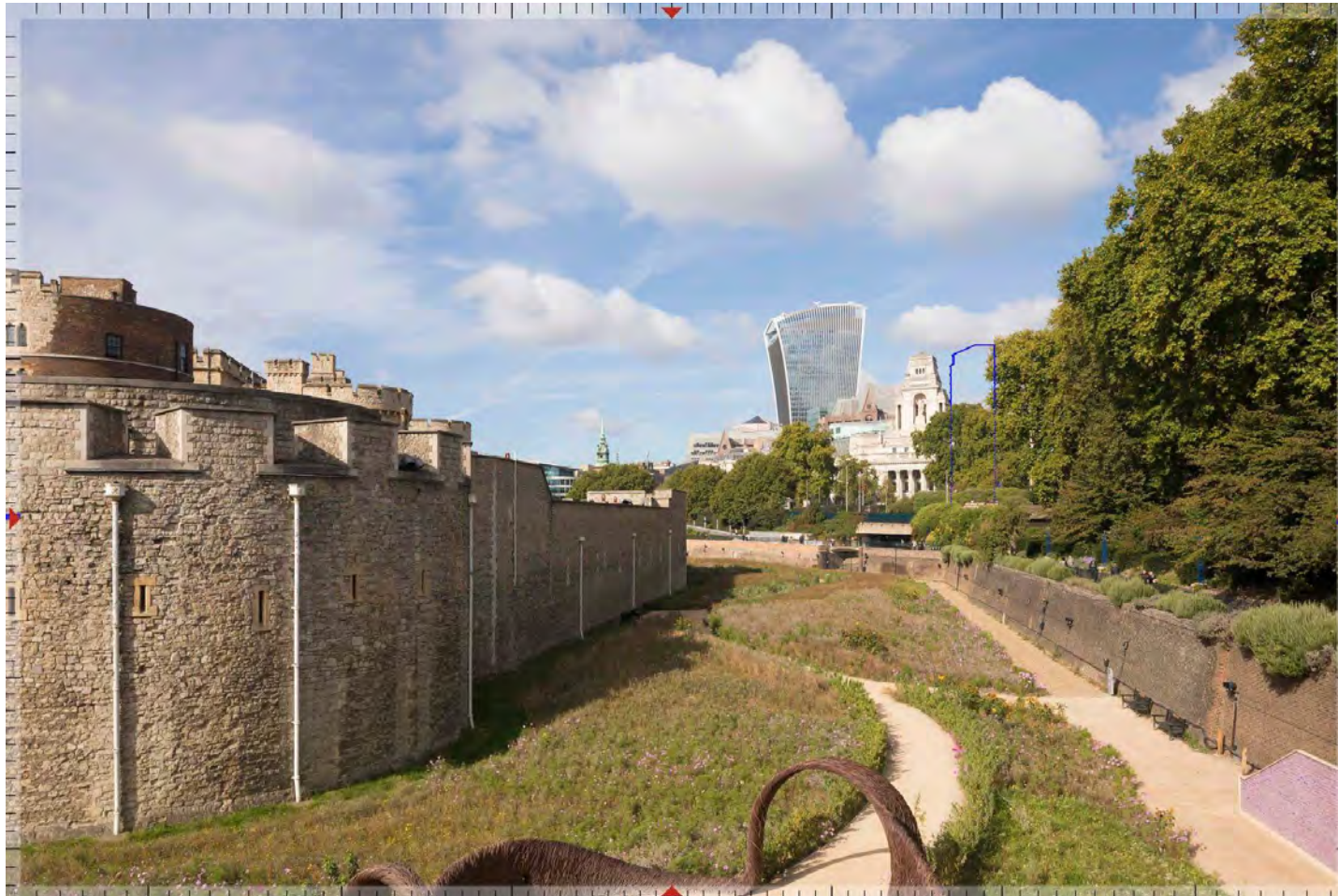
View 10 - Proposed: Tower of London: Tower Bridge Approach – north, looking north-west



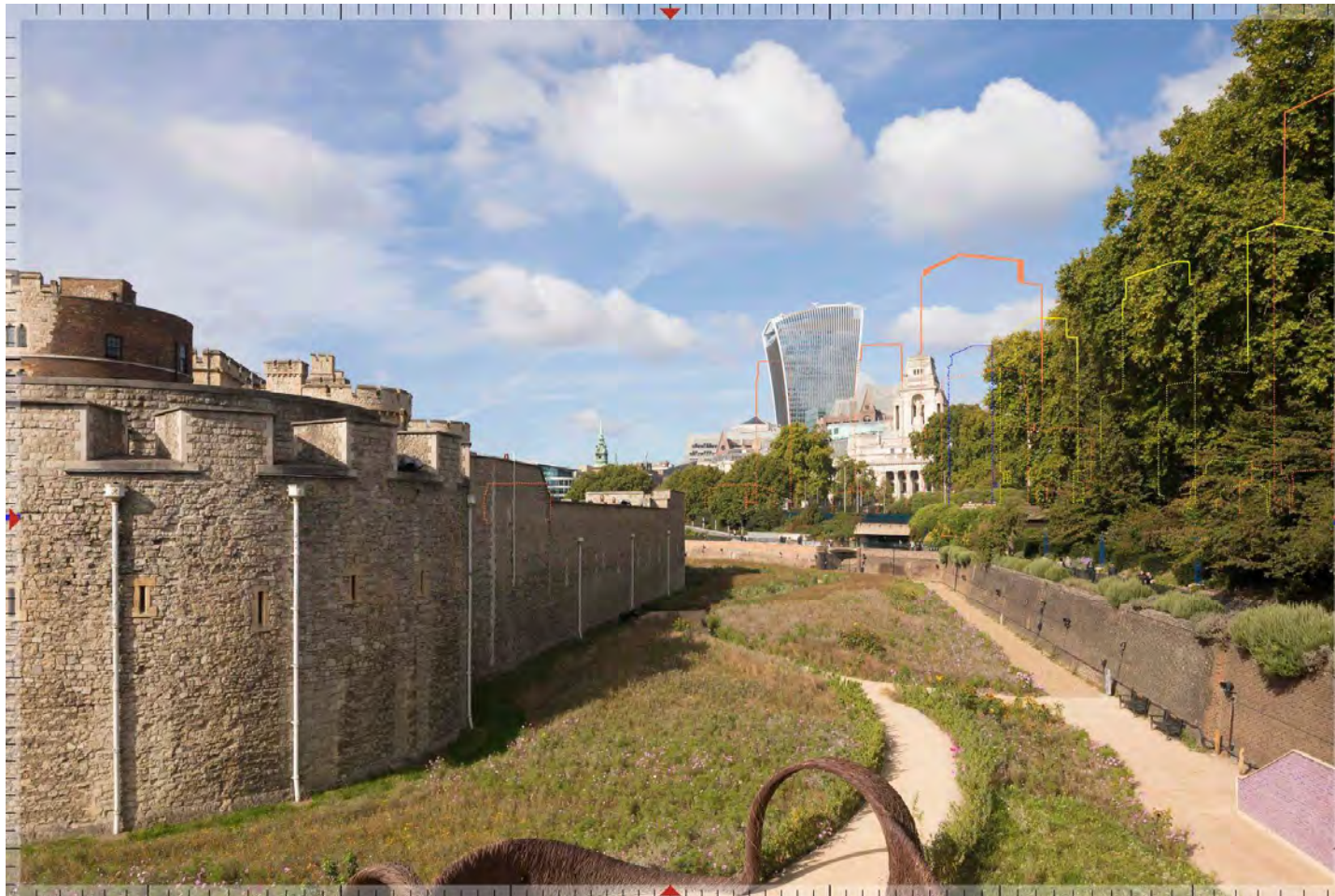
View 10 - Cumulative: Tower of London: Tower Bridge Approach – north, looking north-west



View 11 - Existing: Tower of London: Tower Bridge Approach – looking over the workshop, looking north-west



View 11 - Proposed: Tower of London: Tower Bridge Approach – looking over the workshop, looking north-west



View 11 - Cumulative: Tower of London: Tower Bridge Approach – looking over the workshop, looking north-west



View 12 - Existing: Tower of London: Tower Wharf – east of Henry VIII's Watergate, looking north-west



View 12 - Proposed: Tower of London: Tower Wharf – east of Henry VIII's Watergate, looking north-west



View 12 - Cumulative: Tower of London: Tower Wharf – east of Henry VIII's Watergate, looking north-west



View 13A - Existing: Tower of London: Inner Curtain Wall, south, looking north-west



View 13A - Proposed: Tower of London: Inner Curtain Wall, south, looking north-west



View 13A - Cumulative: Tower of London: Inner Curtain Wall, south, looking north-west



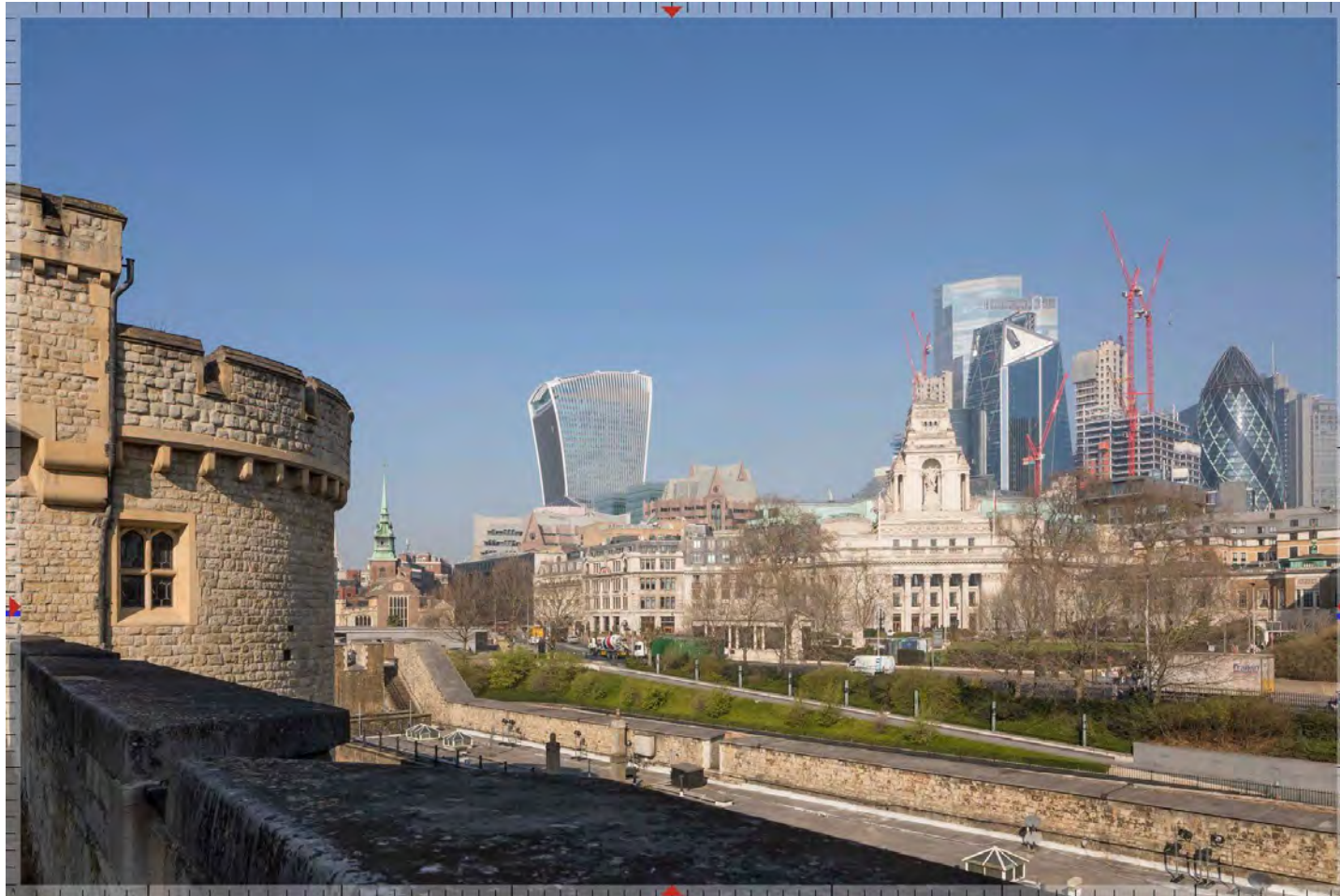
View 13B - Existing: Tower of London: Inner Ward, west of the White Tower, looking north-west



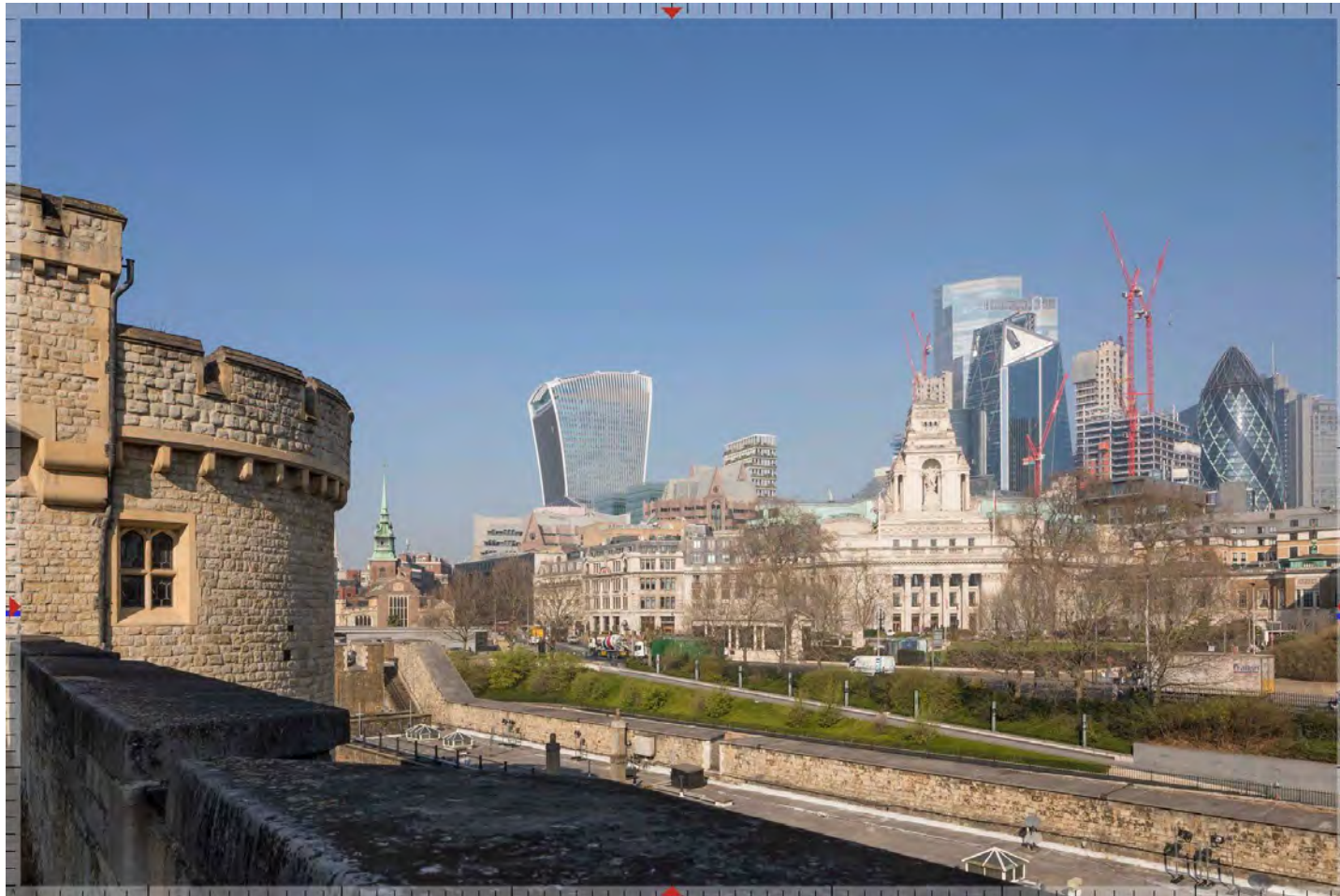
View 13B - Proposed: Tower of London: Inner Ward, west of the White Tower, looking north-west



View 13B - Cumulative: Tower of London: Inner Ward, west of the White Tower, looking north-west



View 13C - Existing: Tower of London: Inner Wall, west of Bowyer Tower, looking north-west



View 13C - Proposed: Tower of London: Inner Wall, west of Bowyer Tower, looking north-west



View 13C - Cumulative: Tower of London: Inner Wall, west of Bowyer Tower, looking north-west



View 14 - Exsiting: King's Stairs Gardens, looking north-west



View 14 - Proposed: King's Stairs Gardens, looking north-west



View 14 - Cumulative: King's Stairs Gardens, looking north-west



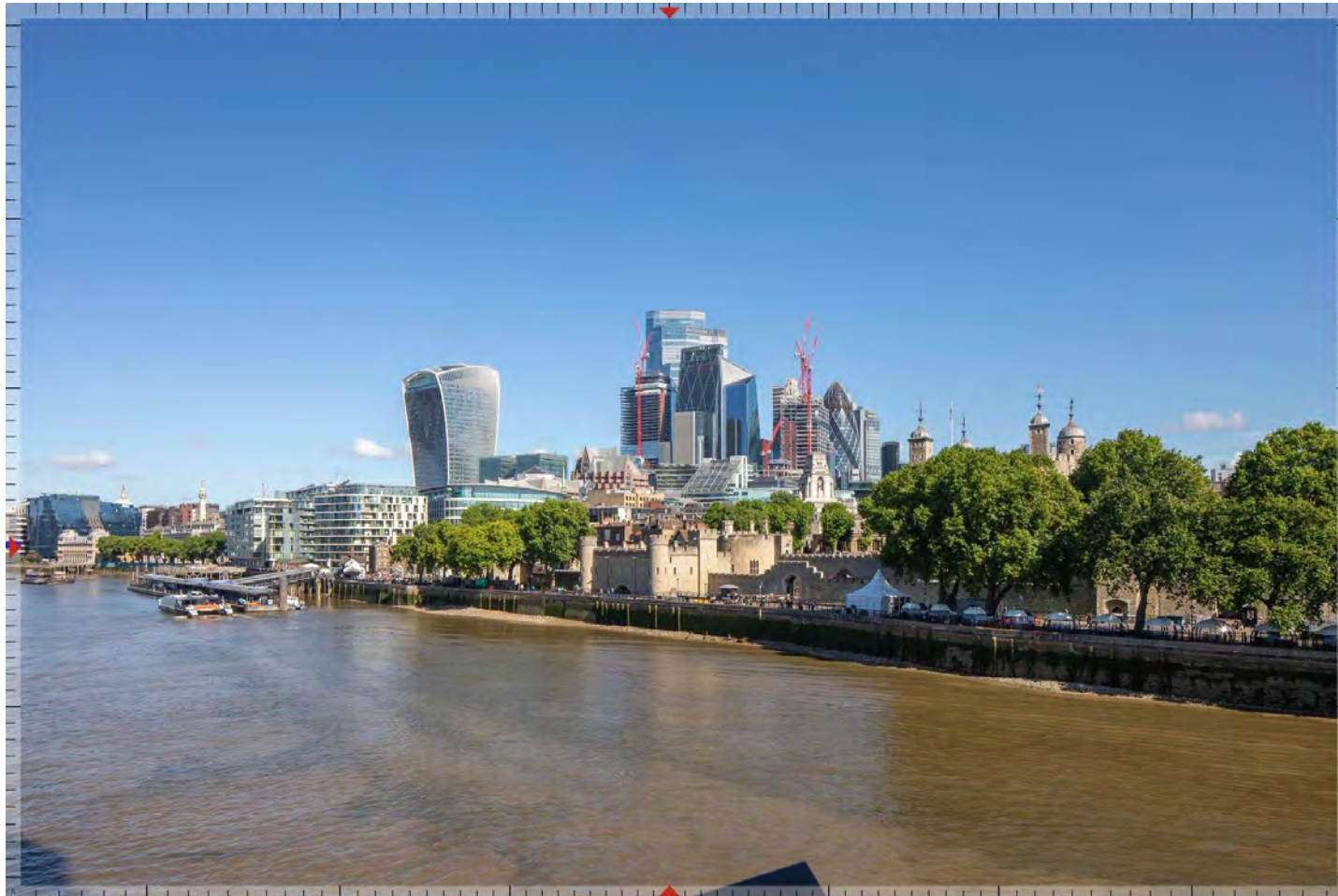
View 15 - Exsiting: Butler's Wharf, looking north-west



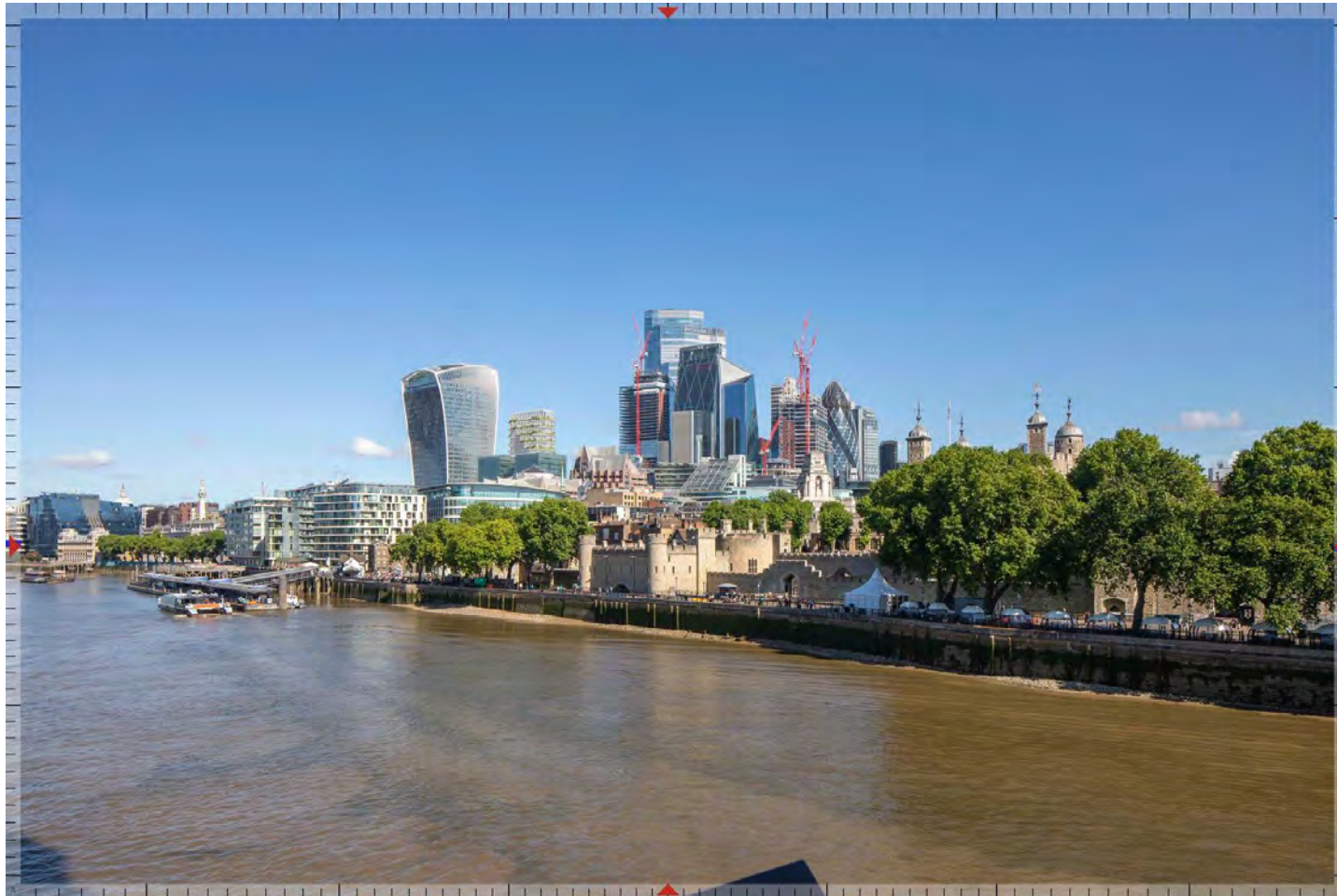
View 15 - Proposed: Butler's Wharf, looking north-west



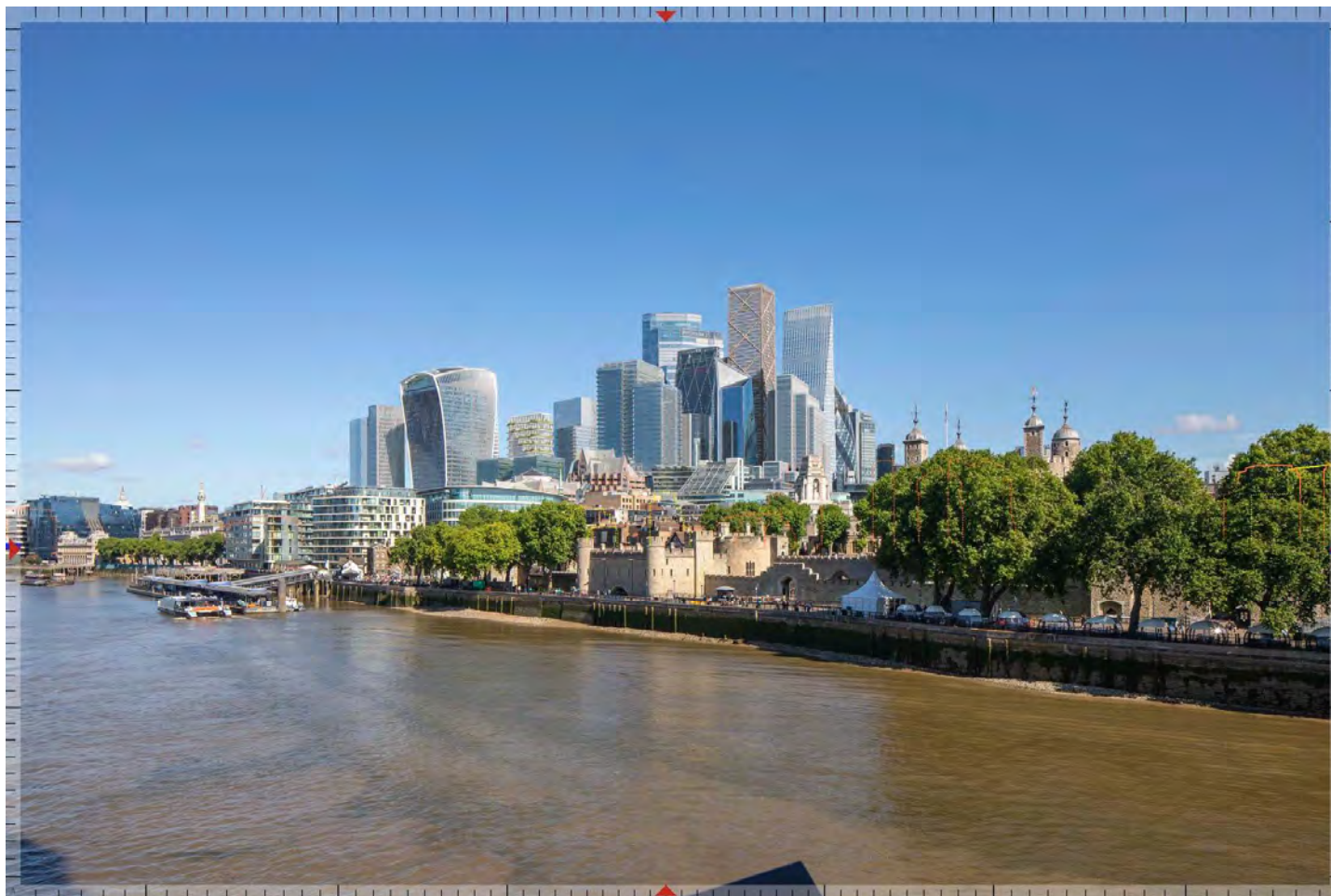
View 15 - Cumulative: Butler's Wharf, looking north-west



View 16 - Exsiting: LVMF 10A.1 – Tower Bridge: upstream – the north bastion, looking north-west



View 16 - Proposed: LVMF 10A.1 – Tower Bridge: upstream – the north bastion, looking north-west



View 16 - Cumulative: LVMF 10A.1 – Tower Bridge: upstream – the north bastion, looking north-west



View 17 - Existing: LVMF 25A.1 – The Queen's Walk at City Hall – foot of pathway from Potter's, looking north-east



View 17 - Proposed: LVMF 25A.1 – The Queen's Walk at City Hall – foot of pathway from Potter's, looking north-east



View 17 - Cumulative: LVMF 25A.1 – The Queen's Walk at City Hall – foot of pathway from Potter's, looking north-east



View 18 - Exiting: The South Bank: London Bridge City Pier, looking north



View 18 - Proposed: The South Bank: London Bridge City Pier, looking north



View 18 - Cumulative: The South Bank: London Bridge City Pier, looking north



View 18 - Cumulative: The South Bank: London Bridge City Pier, looking north



View 19 - Exsiting: Borough High Street, in front of Southwark Local Studies Library, looking north-east



View 19 - Proposed: Borough High Street, in front of Southwark Local Studies Library, looking north-east



View 19 - Cumulative: Borough High Street, in front of Southwark Local Studies Library, looking north-east



View 20 - Exiting: London Bridge: upstream pavement – at the centre of the Bridge, looking north-east



View 20 - Proposed: London Bridge: upstream pavement – at the centre of the Bridge, looking north-east



View 20 - Cumulative: London Bridge: upstream pavement – at the centre of the Bridge, looking north-east



View 21 - Exsiting: Southwark Bridge: upstream pavement – at the Southwark Bank, looking north-east



View 21 - Proposed: Southwark Bridge: upstream pavement – at the Southwark Bank, looking north-east



View 21 - Cumulative: Southwark Bridge: upstream pavement – at the Southwark Bank, looking north-east



View 22 - Exsiting: Tate Modern: Blavatnik Building – viewing gallery, looking north-east



View 22 - Proposed: Tate Modern: Blavatnik Building – viewing gallery, looking north-east



View 22 - Cumulative: Tate Modern: Blavatnik Building – viewing gallery, looking north-east



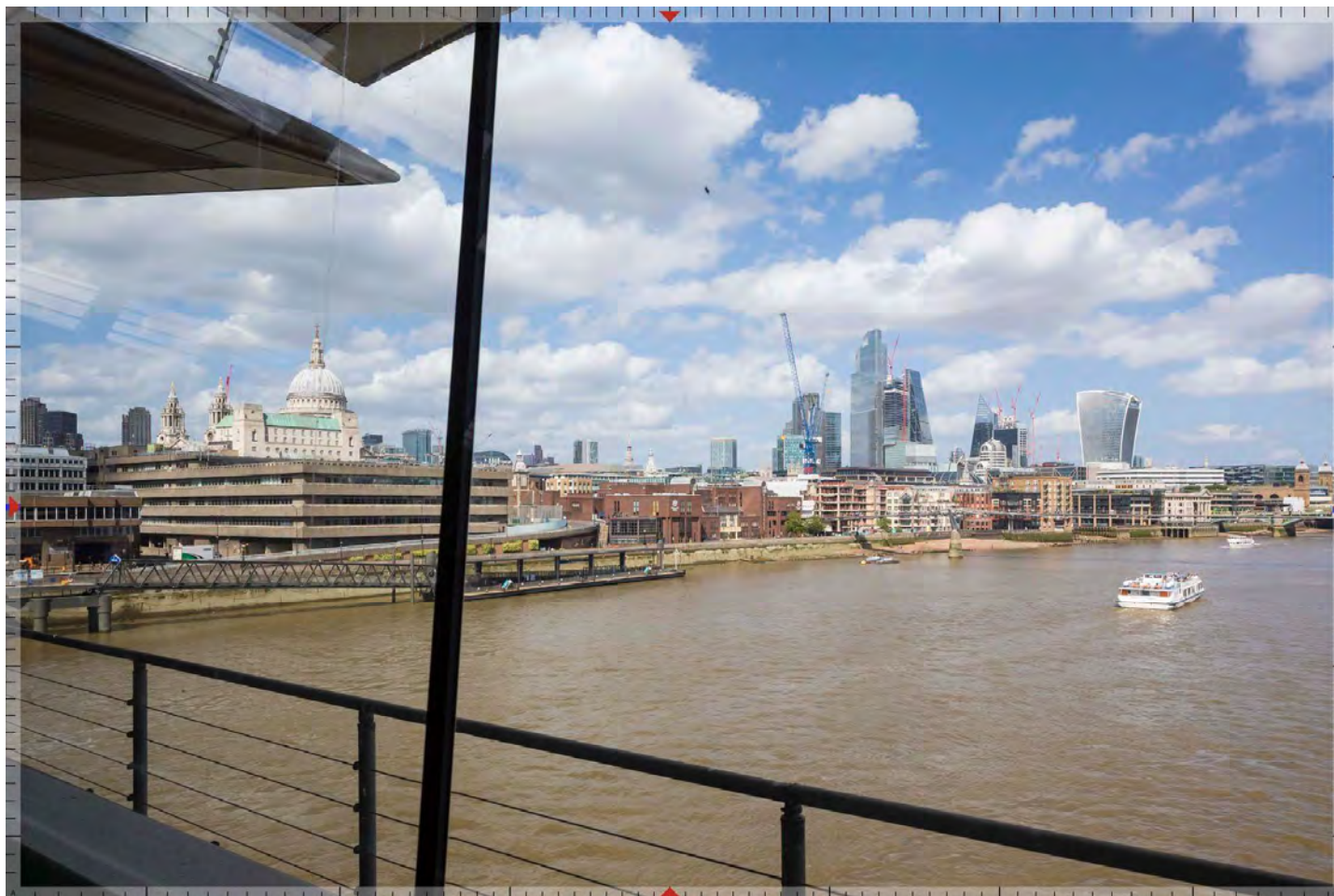
View 23 - Existing: Millennium Bridge – at the centre of the bridge, looking east



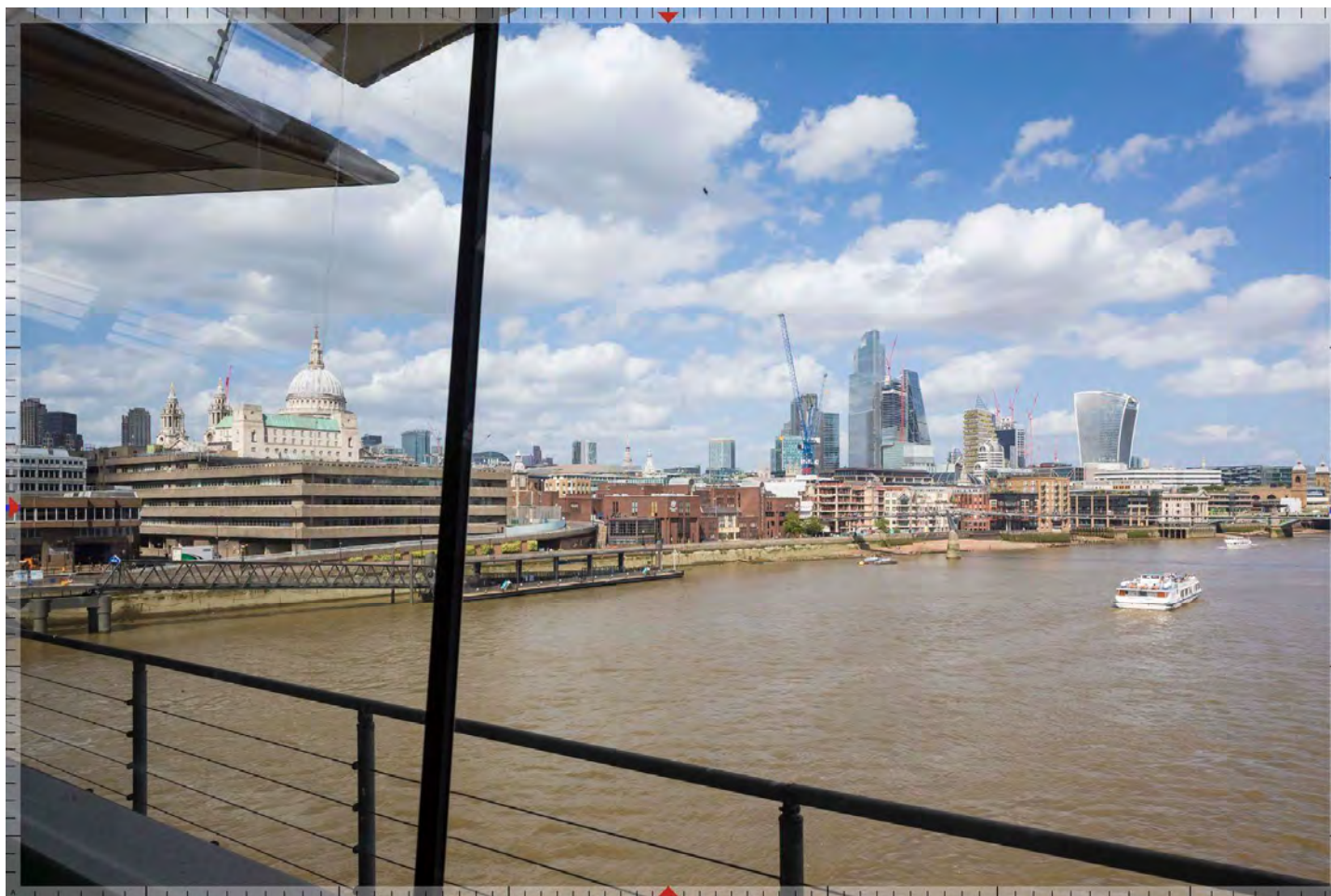
View 23 - Proposed: Millennium Bridge – at the centre of the bridge, looking east



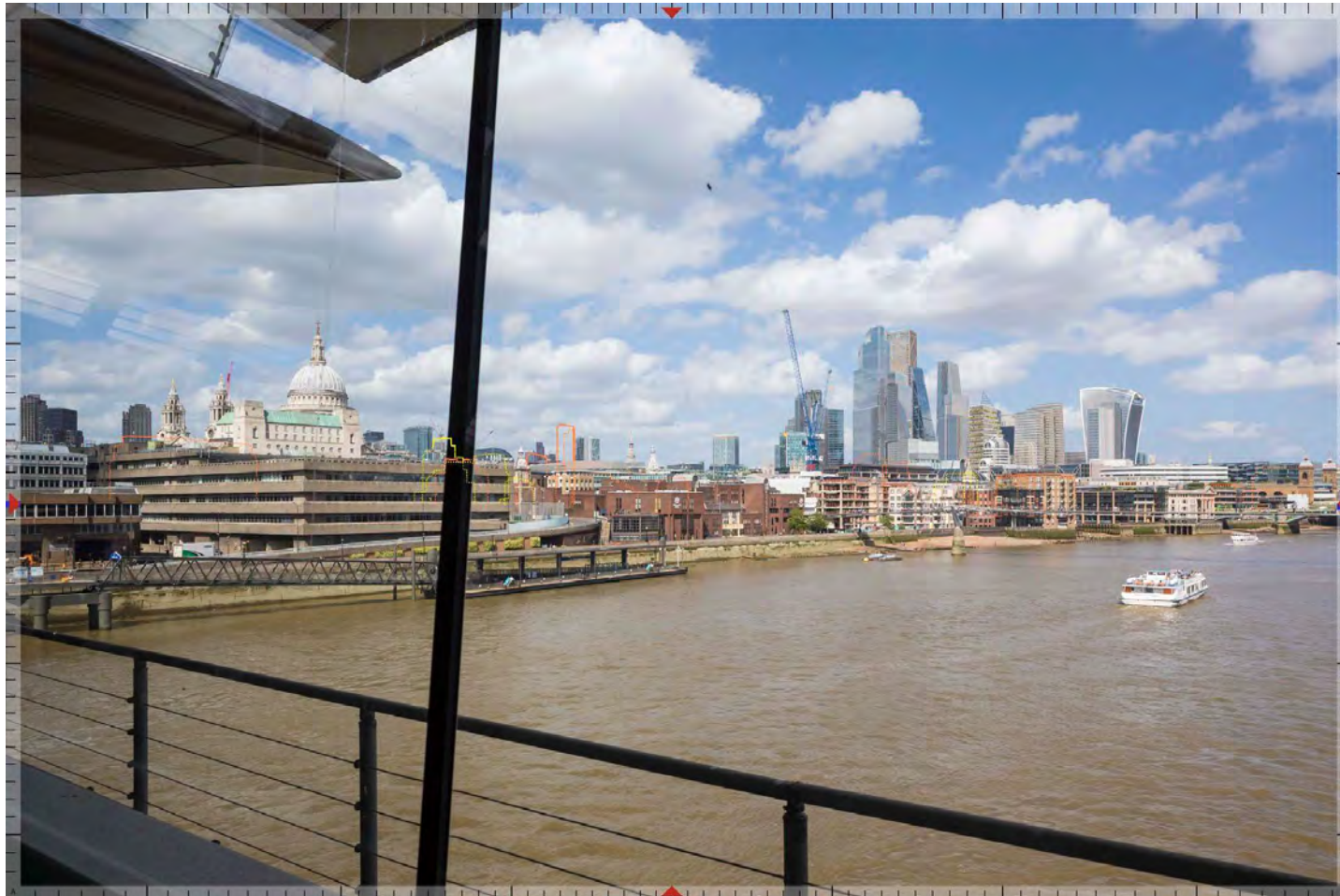
View 23 - Cumulative: Millennium Bridge – at the centre of the bridge, looking east



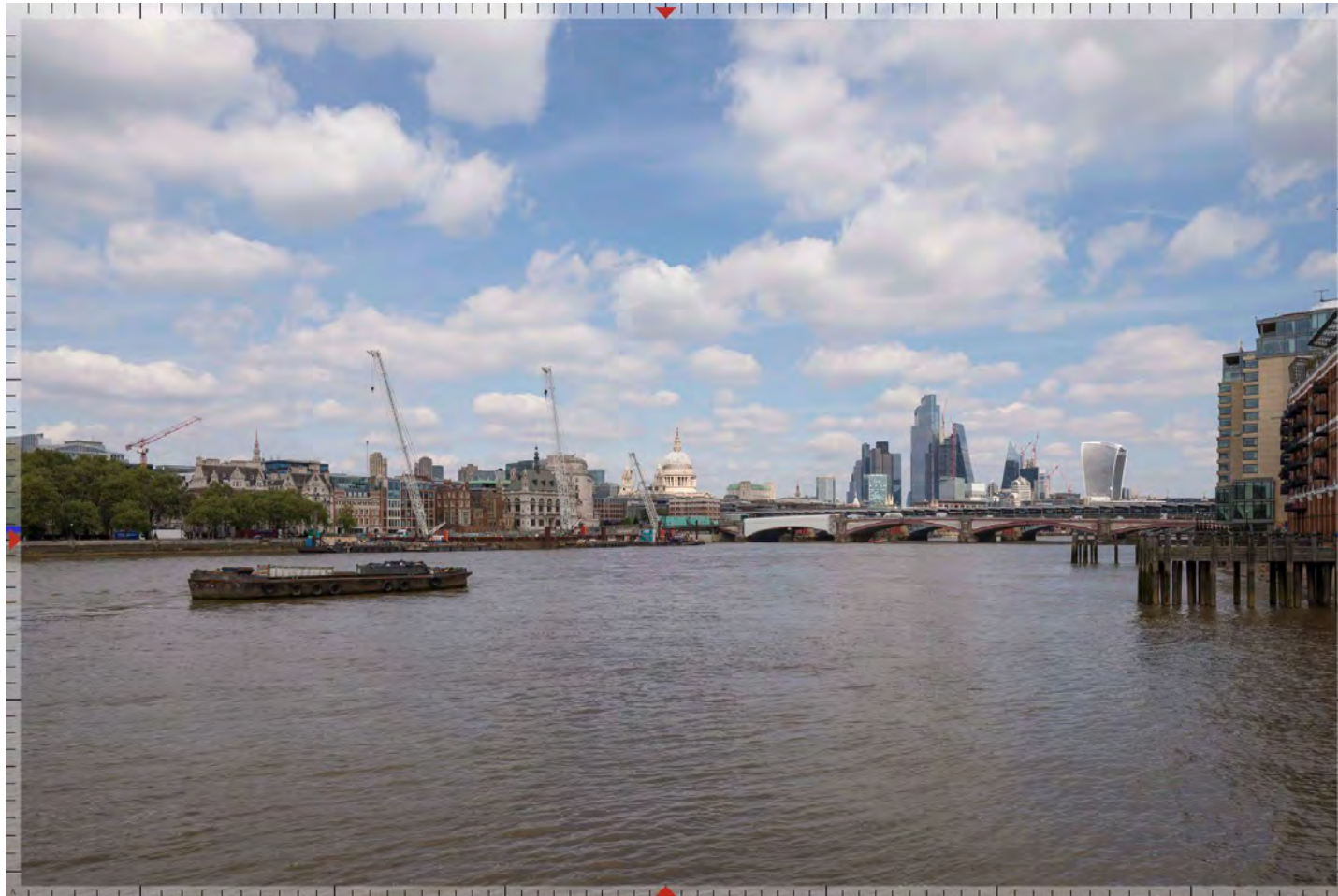
View 24 - Existing: Blackfriars Station, looking east



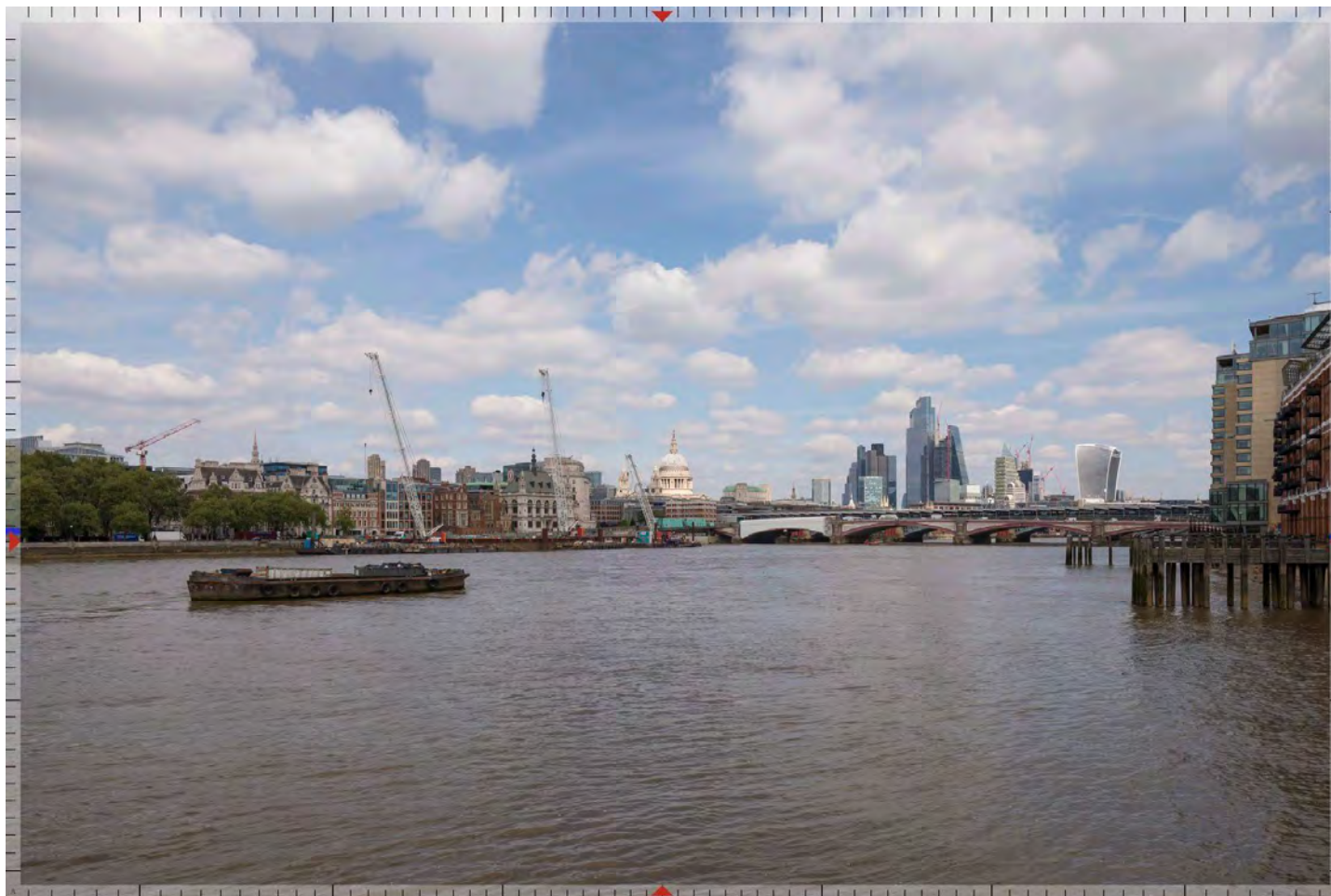
View 24 - Proposed: Blackfriars Station, looking east



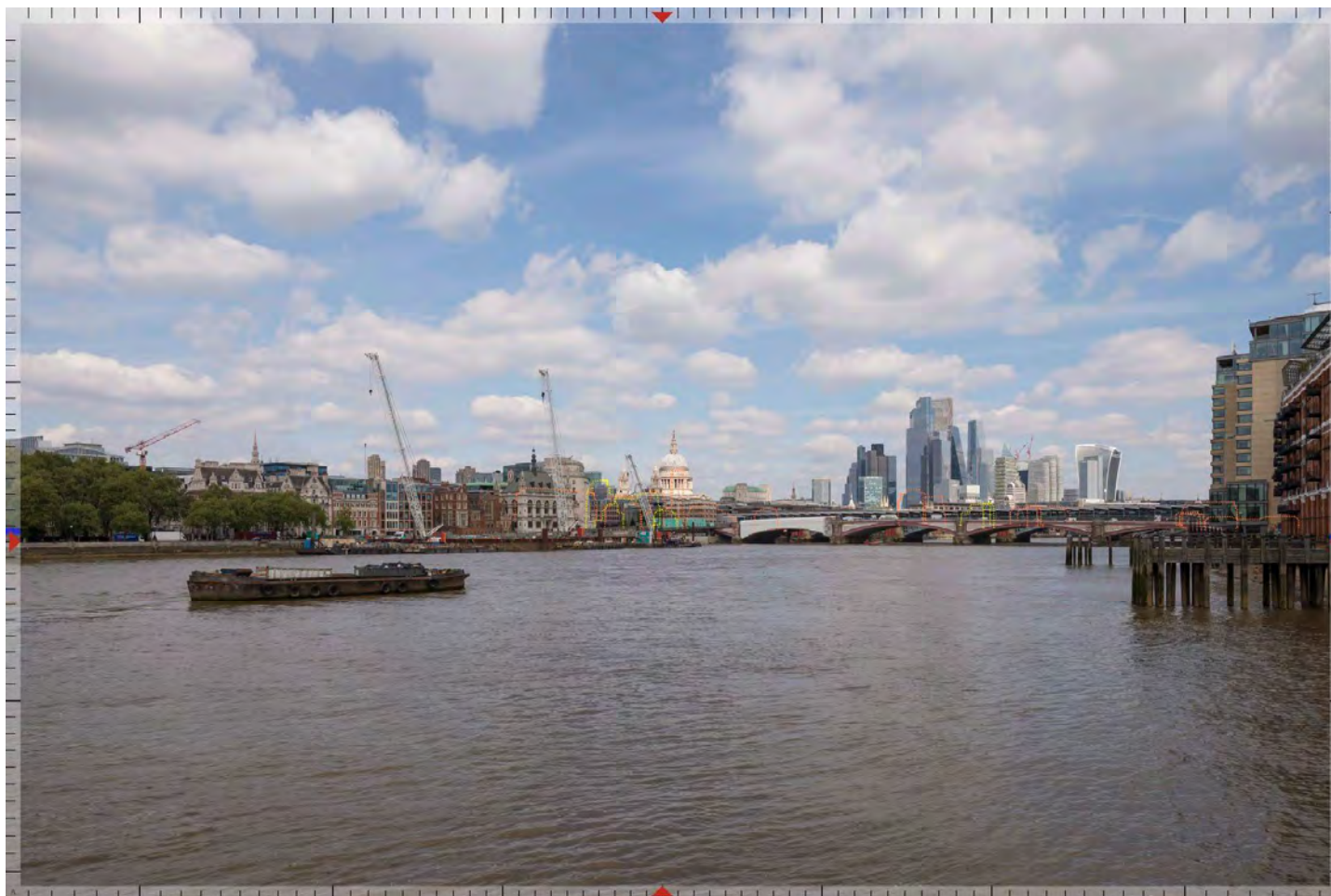
View 24 - Cumulative: Blackfriars Station, looking east



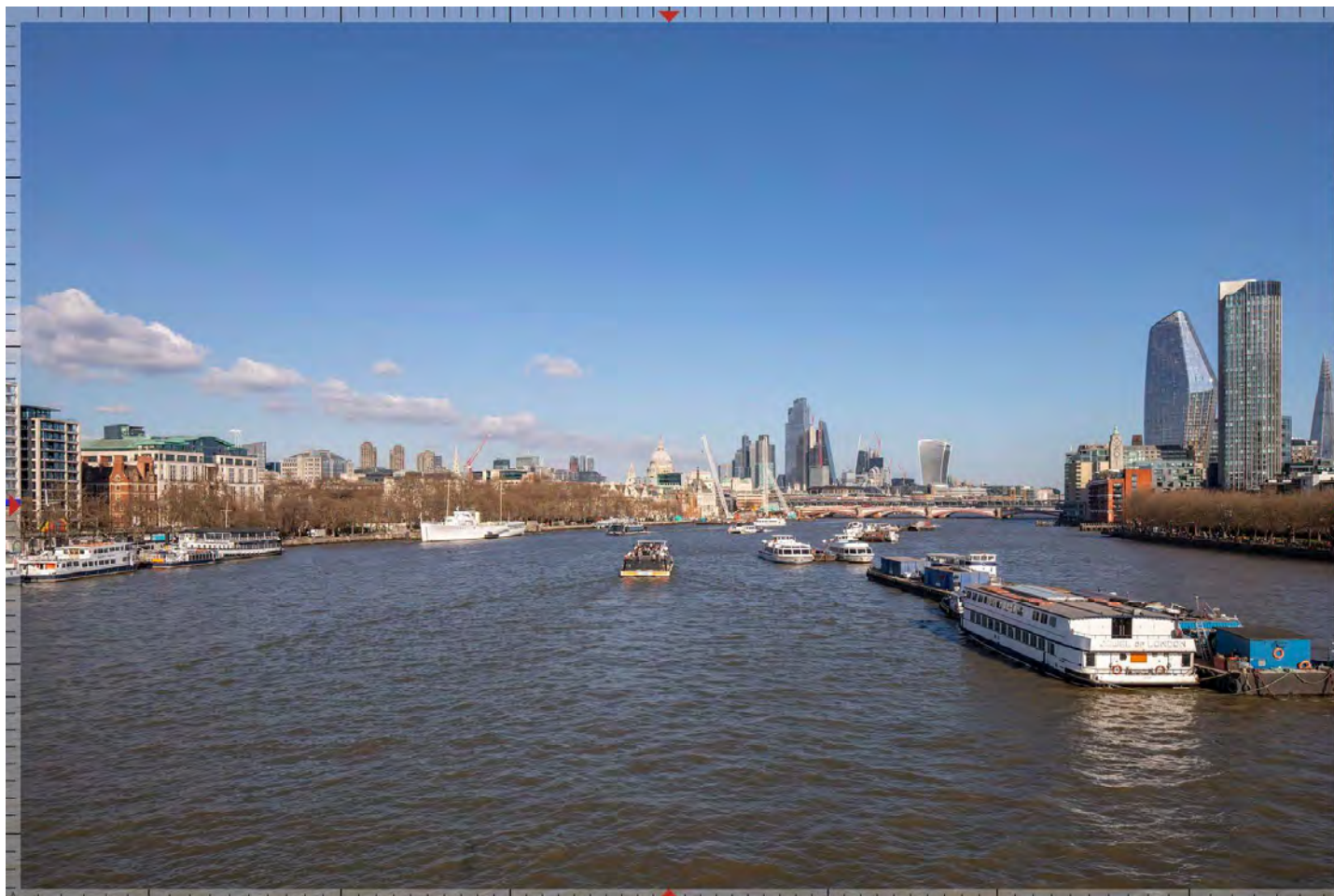
View 25 - Existing: LVMF 16B.2- The South Bank: Gabriel's Wharf viewing platform, looking north-east



View 25 - Proposed: LVMF 16B.2- The South Bank: Gabriel's Wharf viewing platform, looking north-east



View 25 - Cumulative: LVMF 16B.2- The South Bank: Gabriel's Wharf viewing platform, looking north-east



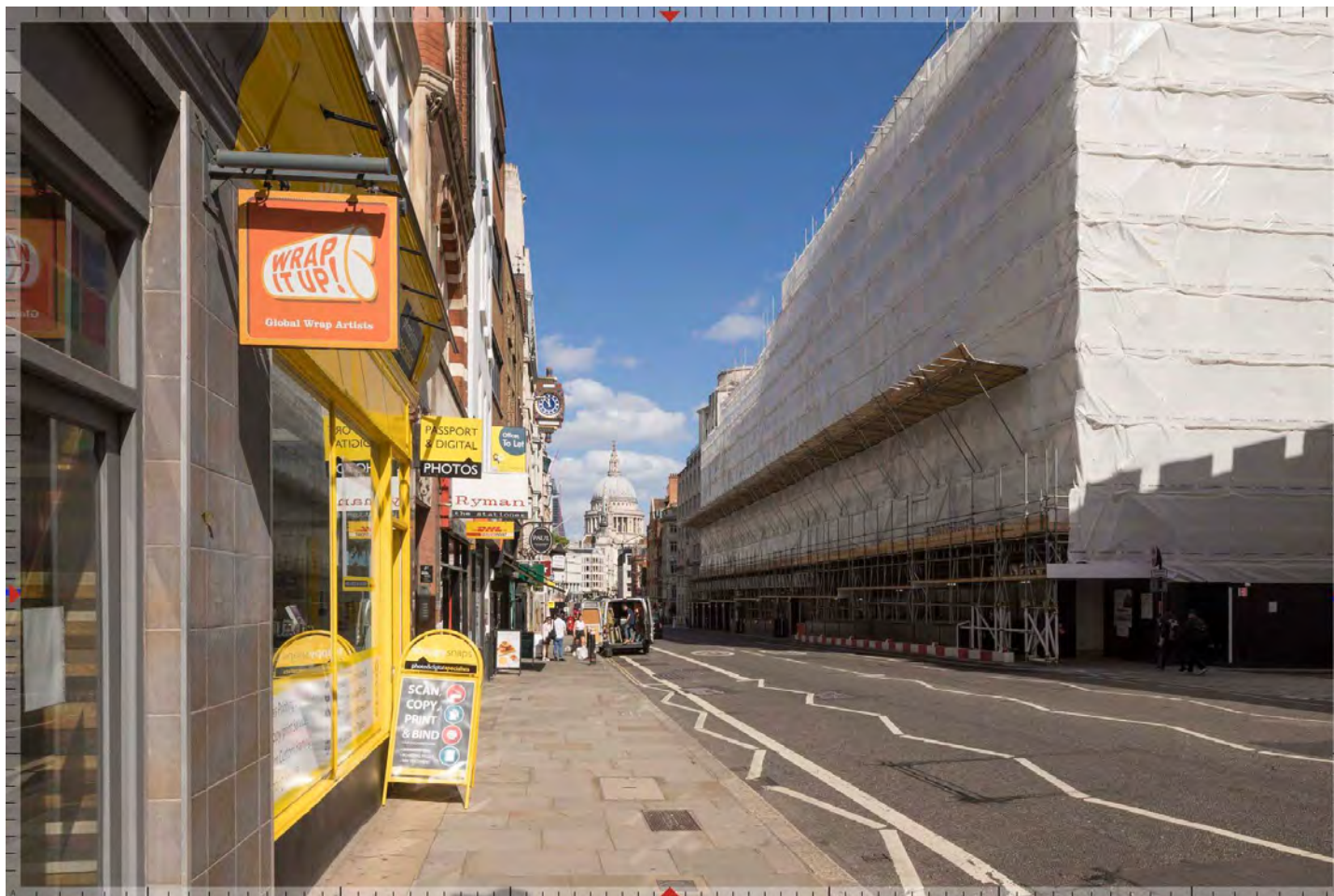
View 26 - Existing: Waterloo Bridge: LVMF 15B.2 – at the centre of the bridge, looking north-east



View 26 - Proposed: Waterloo Bridge: LVMF 15B.2 – at the centre of the bridge, looking north-east



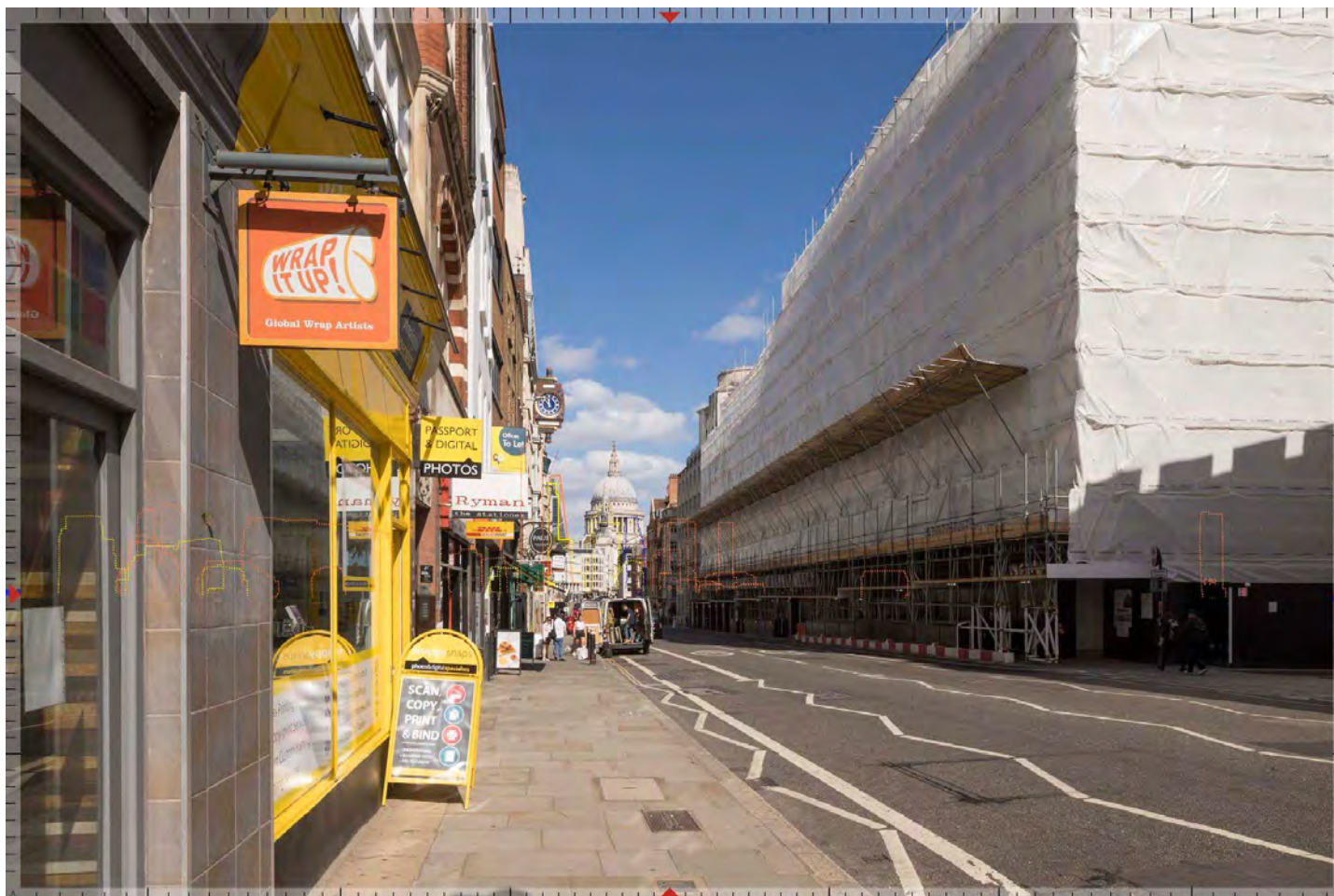
View 26 - Cumulative: Waterloo Bridge: LVMF 15B.2 – at the centre of the bridge, looking north-east



View 27A - Existing: Fleet Street, entrance to Bolt court, looking east



View 27A - Proposed: Fleet Street, entrance to Bolt court, looking east



View 27A - Cumulative: Fleet Street, entrance to Bolt court, looking east



View 27B - Existing: Fleet Street: at junction with Shoe Lane, looking east



View 27B - Proposed: Fleet Street: at junction with Shoe Lane, looking east



View 27B - Cumulative: Fleet Street: at junction with Shoe Lane, looking east



View 27C - Existing: Fleet Street, corner with Poppins Court, looking east



View 27C - Proposed: Fleet Street, corner with Poppins Court, looking east



View 27C - Cumulative: Fleet Street, corner with Poppins Court, looking east



View 28 - Existing: St Paul's Churchyard, corner with Dean's Court, looking east



View 28 - Proposed: St Paul's Churchyard, corner with Dean's Court, looking east



View 28 - Cumulative: St Paul's Churchyard, corner with Dean's Court, looking east



View 29 - Existing: St Paul's Cathedral, Golden Gallery, looking east



View 29 - Proposed: St Paul's Cathedral, Golden Gallery, looking east



View 29 - Cumulative: St Paul's Cathedral, Golden Gallery, looking east



View 30 - Existing: Cheapside, corner with Wood Street, looking south-east



View 30 - Proposed: Cheapside, corner with Wood Street, looking south-east



View 30 - Cumulative: Cheapside, corner with Wood Street, looking south-east



View 31 - Existing: Poultry, in front of the Royal Bank of Scotland, looking south-east



View 31 - Proposed: Poultry, in front of the Royal Bank of Scotland, looking south-east



View 31 - Cumulative: Poultry, in front of the Royal Bank of Scotland, looking south-east



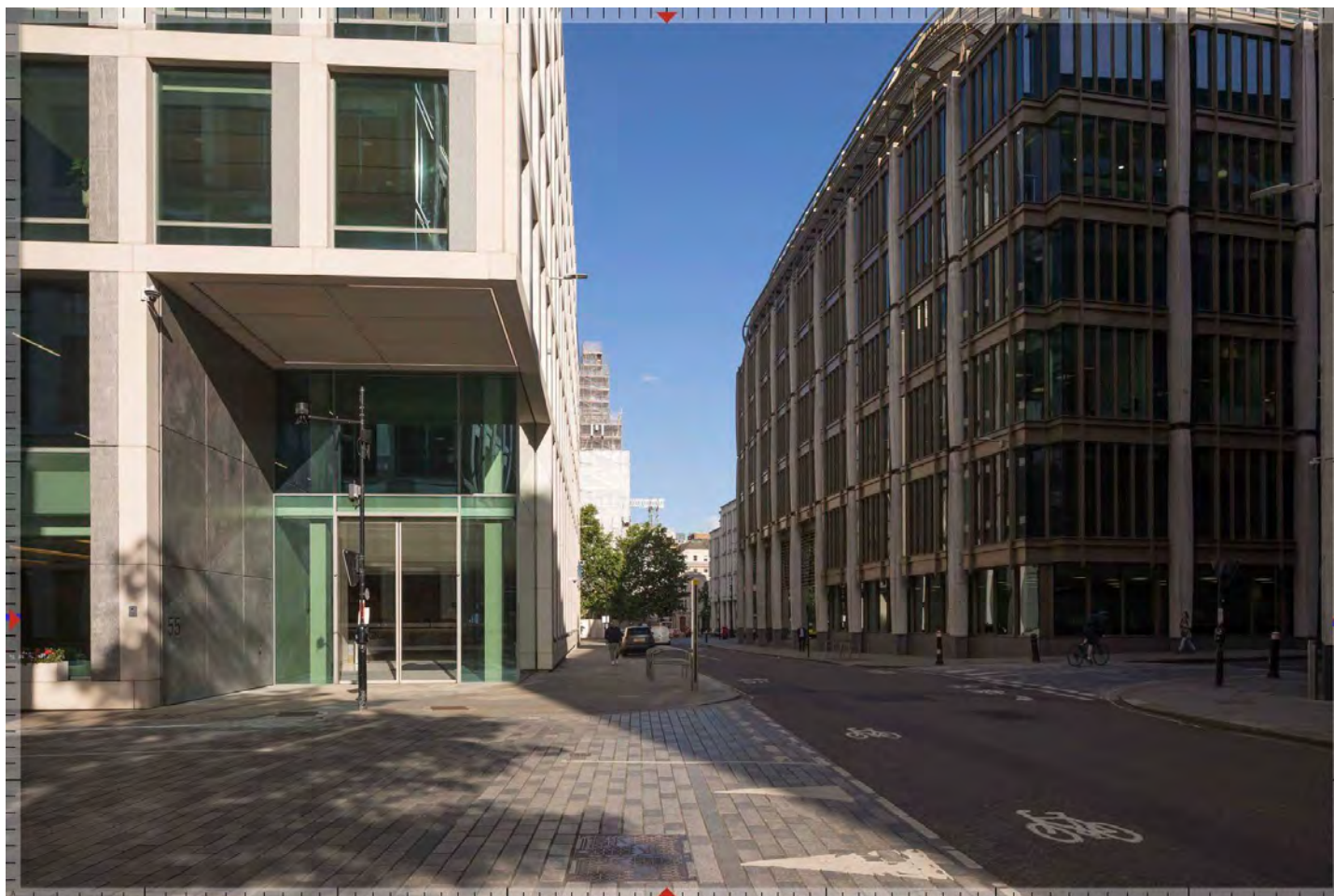
View 32 - Existing: Cornhill, junction with Royal Exchange, looking south-east



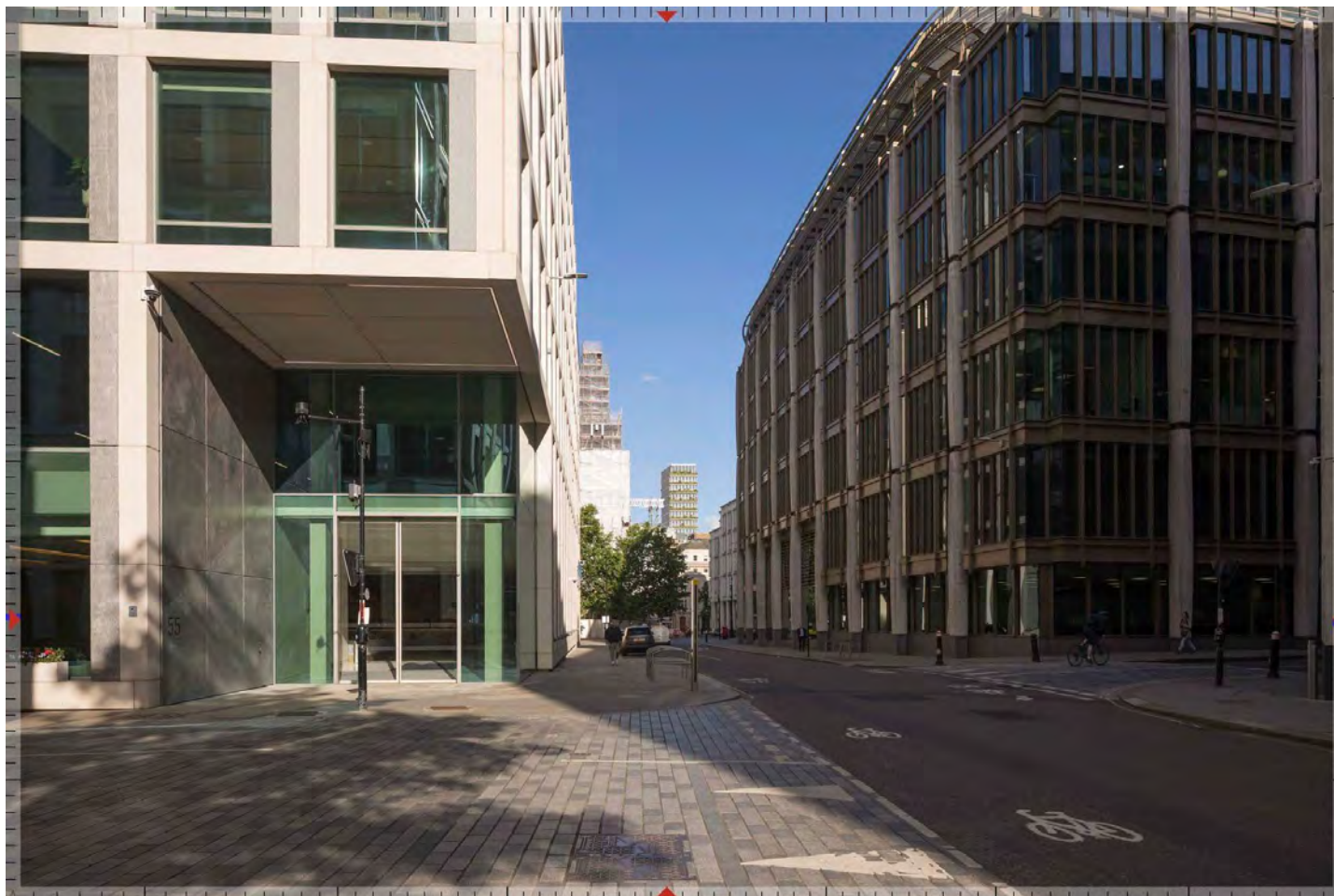
View 32 - Proposed: Cornhill, junction with Royal Exchange, looking south-east



View 32 - Cumulative: Cornhill, junction with Royal Exchange, looking south-east



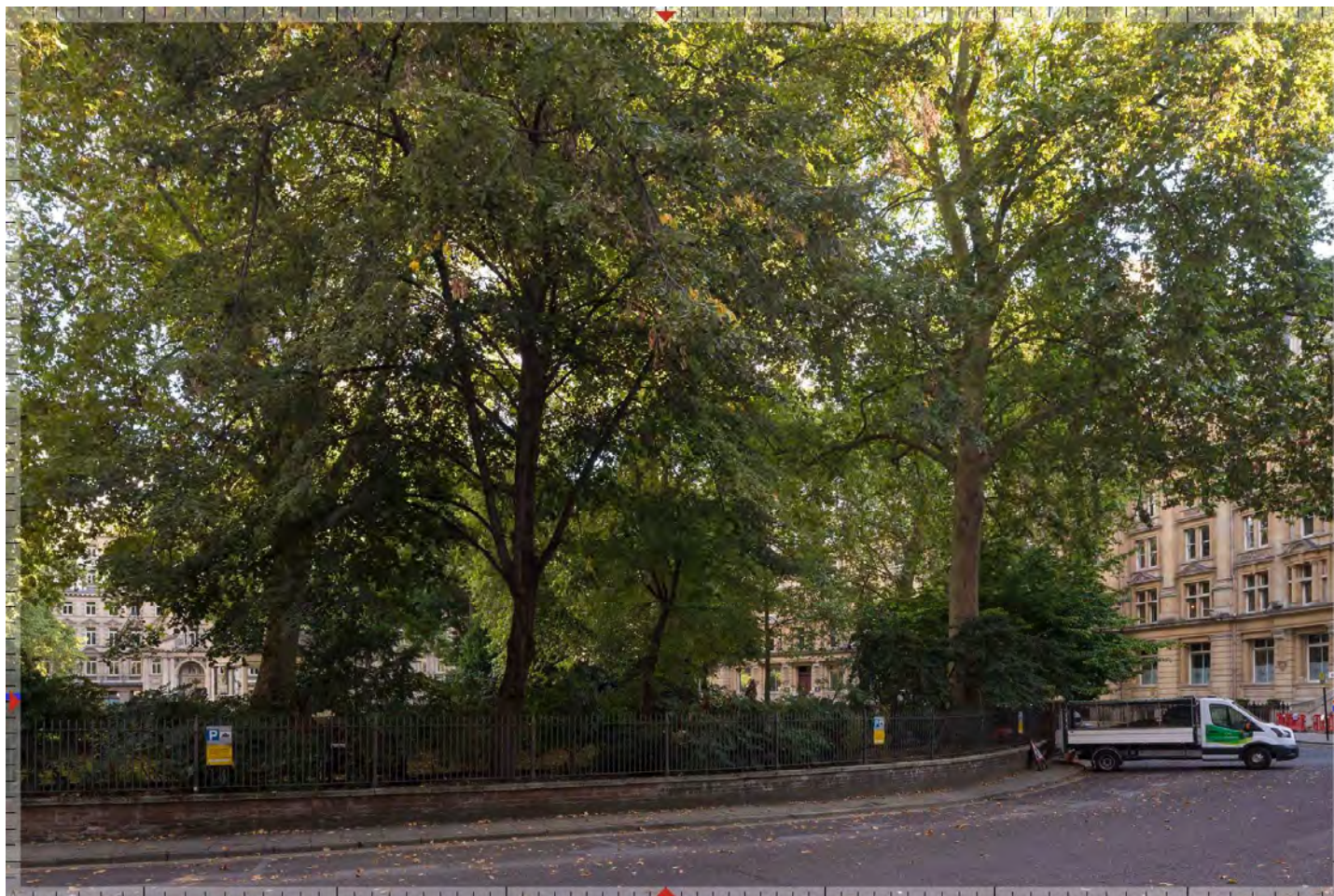
View 33 - Existing: Gresham Street, looking south-east



View 33 - Proposed: Gresham Street, looking south-east



View 33 - Cumulative: Gresham Street, looking south-east



View 34 - Existing: Finsbury Circus, outside Nos. 7-11, looking south-east



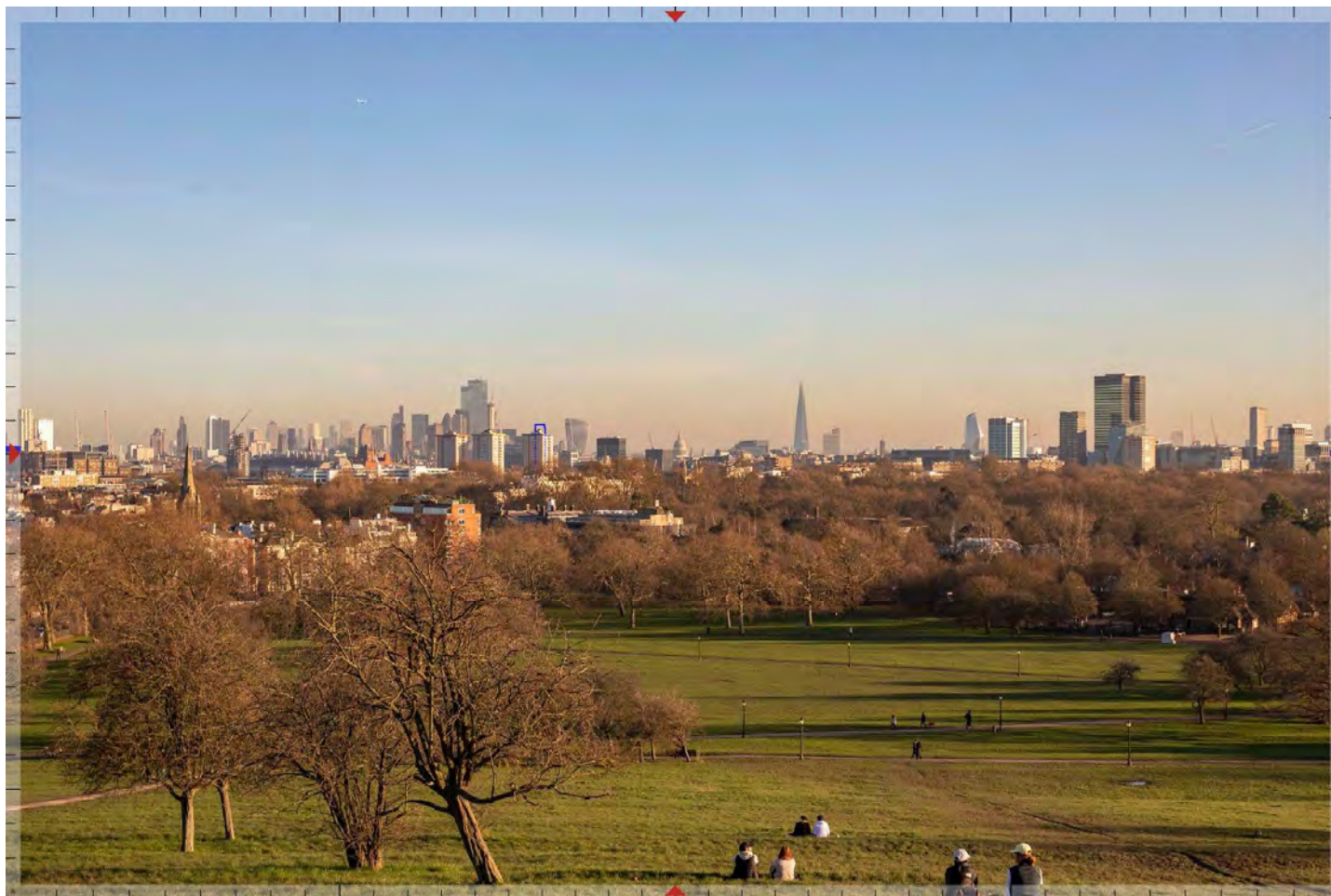
View 34 - Proposed: Finsbury Circus, outside Nos. 7-11, looking south-east



View 34 - Cumulative: Finsbury Circus, outside Nos. 7-11, looking south-east



View 35 - Existing: LVMF 4A.1 – Primrose Hill: the summit – close to the orientation board, looking south-east



View 35 - Proposed: LVMF 4A.1 – Primrose Hill: the summit – close to the orientation board, looking south-east



View 35 - Proposed: LVMF 4A.1 – Primrose Hill: the summit – close to the orientation board, looking south-east



View 36 - Existing: LVMF 2A.1 – Parliament Hill: the summit – close to the orientation board, looking south-east



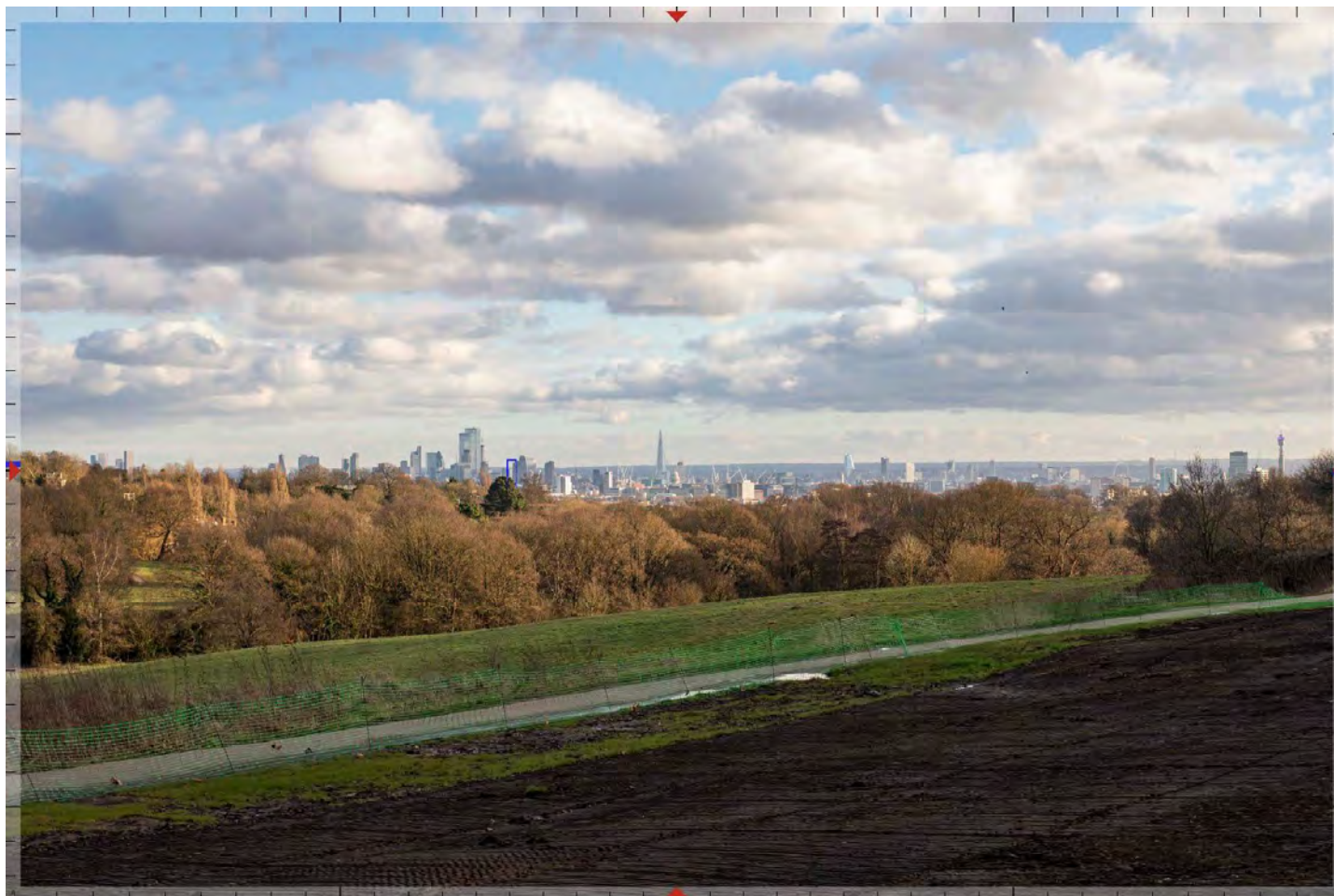
View 36 - Proposed: LVMF 2A.1 – Parliament Hill: the summit – close to the orientation board, looking south-east



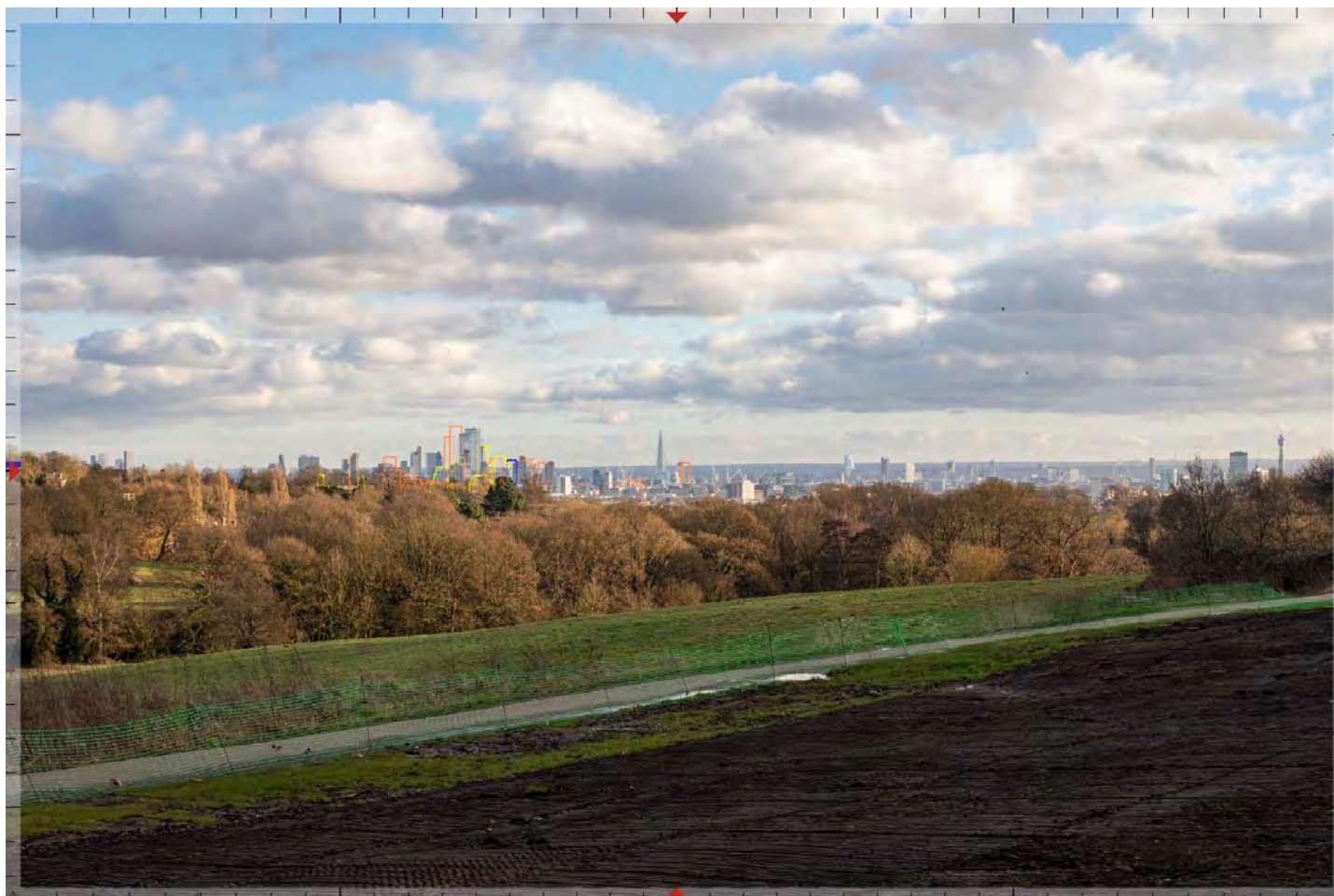
View 36 - Cumulative: LVMF 2A.1 – Parliament Hill: the summit – close to the orientation board, looking south-east



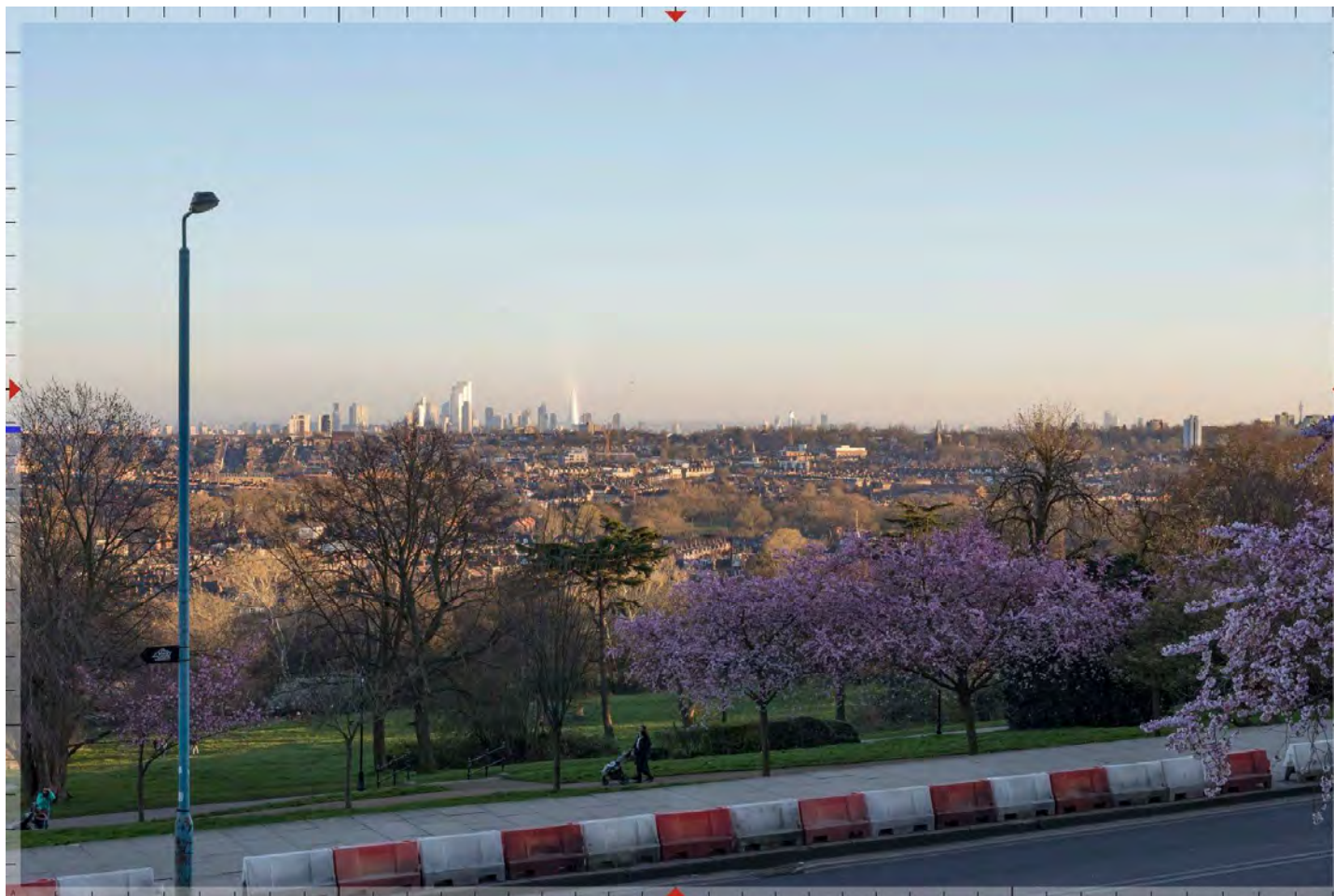
View 37 - Existing: LVMF 3A.1 – Kenwood: the viewing gazebo – in front of the orientation board, looking south



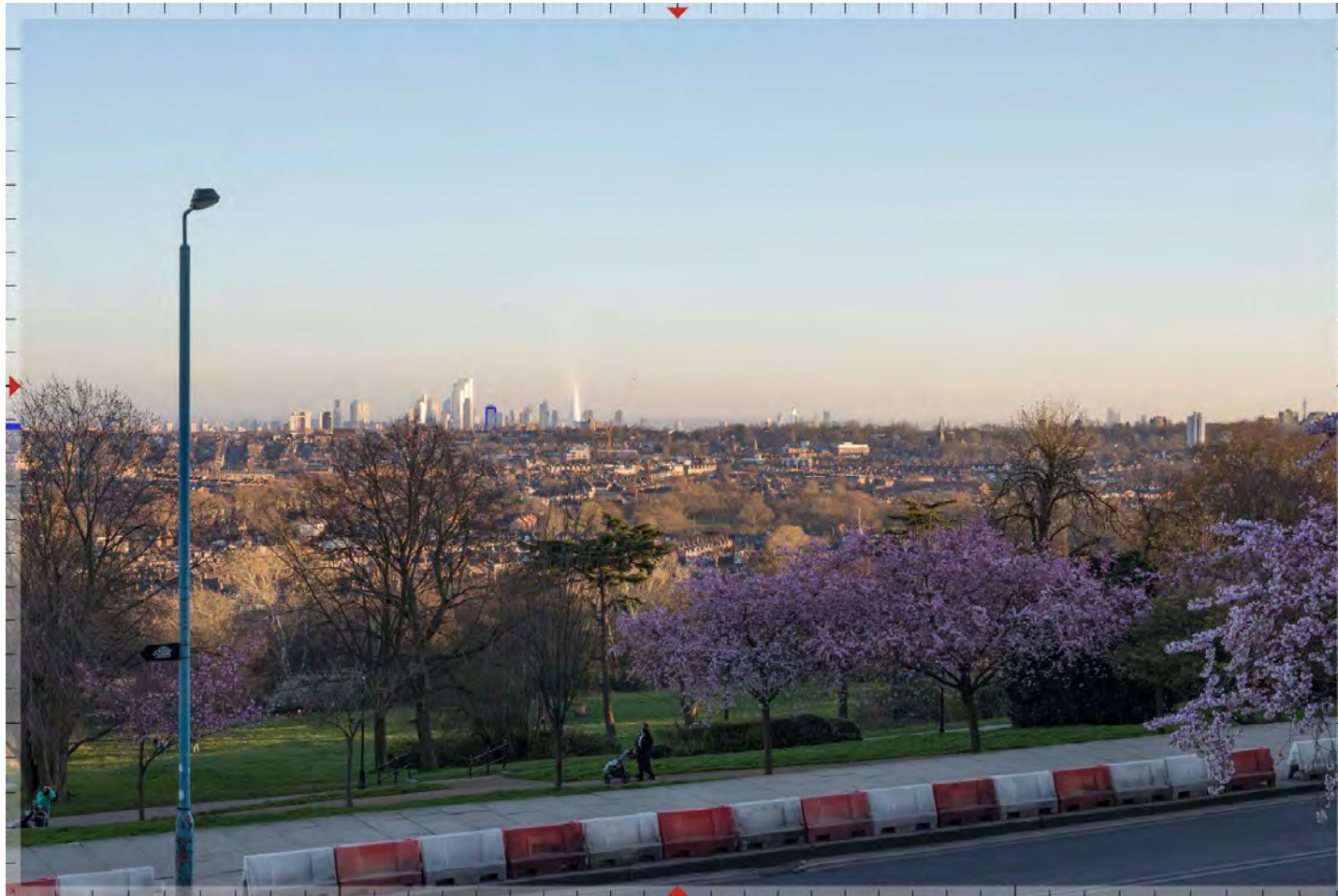
View 37 - Proposed: LVMF 3A.1 – Kenwood: the viewing gazebo – in front of the orientation board, looking south



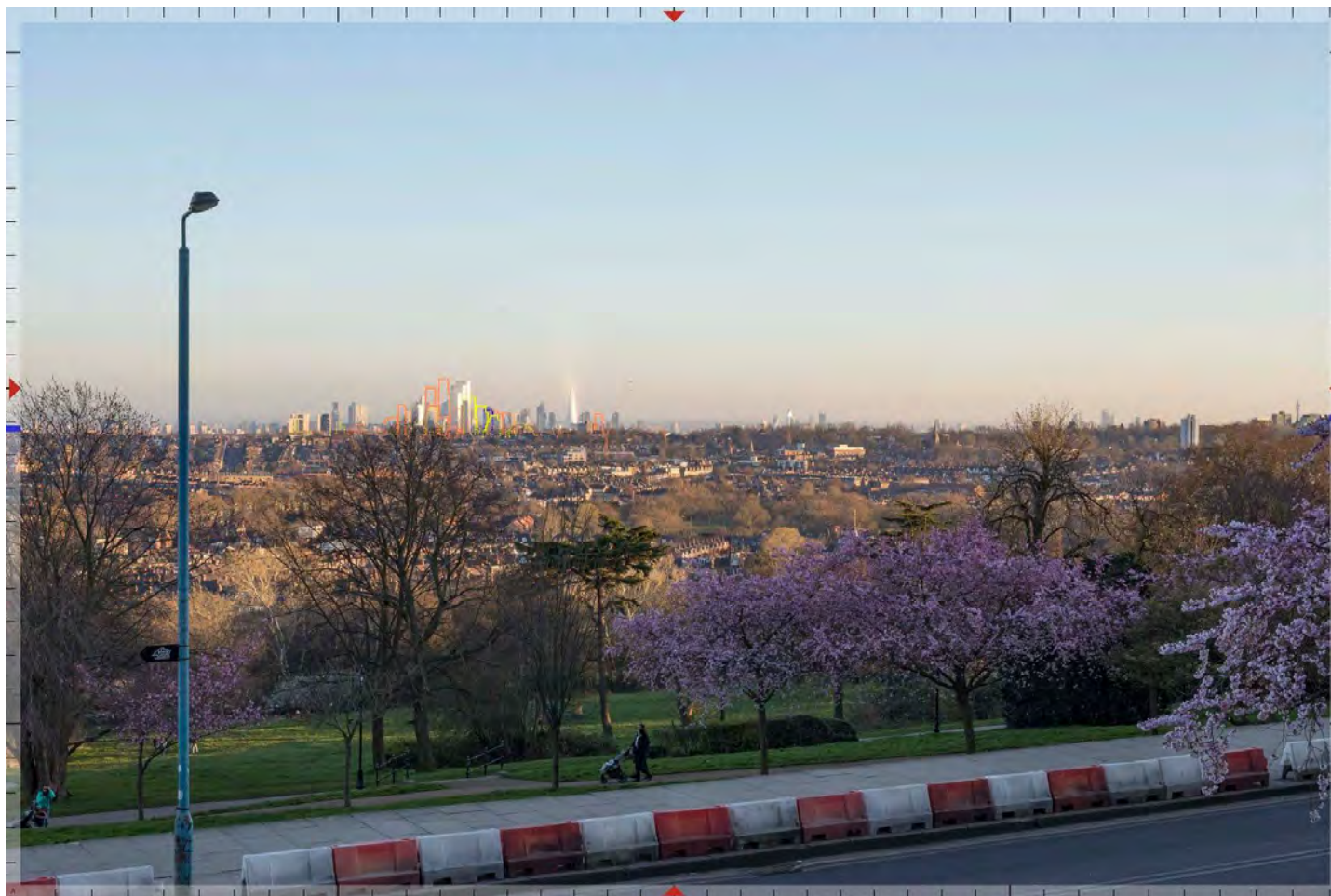
View 37 - Cumulative: LVMF 3A.1 – Kenwood: the viewing gazebo – in front of the orientation board, looking south



View 38 - Existing: LVMF 1A.2 – Alexandra Palace: viewing terrace – approaching from the north, looking south-east



View 38 - Proposed: LVMF 1A.2 – Alexandra Palace: viewing terrace – approaching from the north, looking south-east



View 38 - Cumulative: LVMF 1A.2 – Alexandra Palace: viewing terrace – approaching from the north, looking south-east



View 39 - Existing: LVMF 6A.1- Blackheath Point – near the orientation board, looking north-west



View 39 - Proposed: LVMF 6A.1- Blackheath Point – near the orientation board, looking north-west



View 39 - Cumulative: LVMF 6A.1- Blackheath Point – near the orientation board, looking north-west



View 40 - Existing: LVMF 5A.2- Greenwich Park: the General Wolfe statue – north -east of the statue, looking northwest



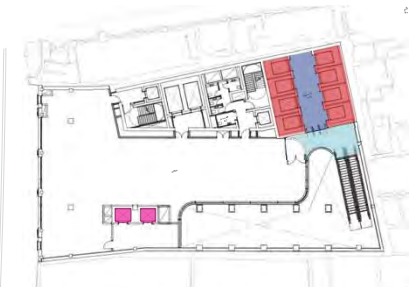
View 40 - Proposed: LVMF 5A.2- Greenwich Park: the General Wolfe statue – north east of the statue, looking northwest



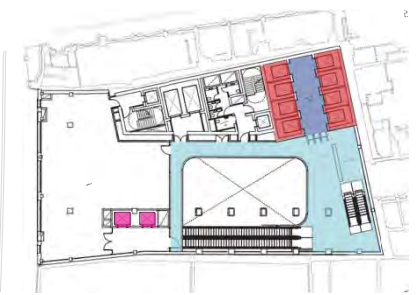
View 40 - Cumulative: LVMF 5A.2- Greenwich Park: the General Wolfe statue – north east of the statue, looking northwest

Key:

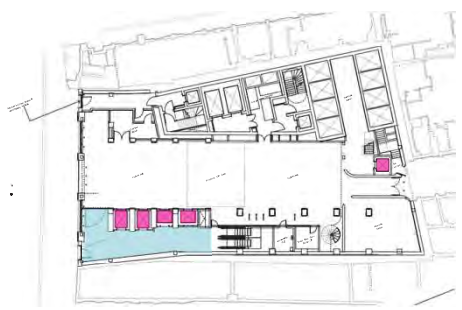
- Office lift lobby Office
- lobby space
- Office lifts
- Public lifts



Level 3 office lobby and lifts



Level 2 office lobby and lifts



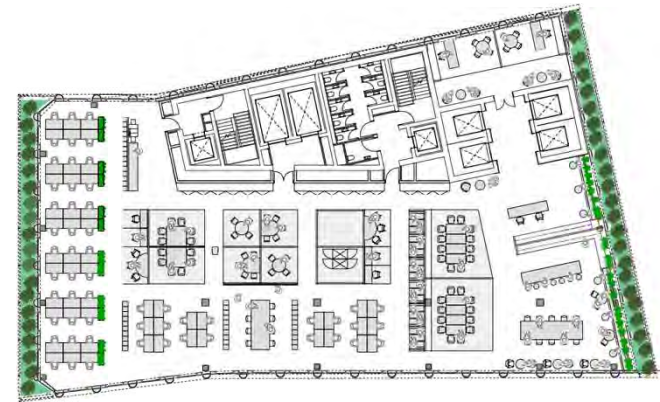
Ground floor office lobby and lifts



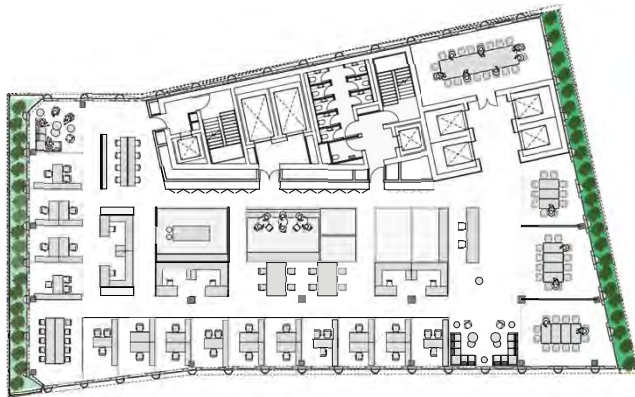
Illustrative view at Level 02 of the main office lobby

Office Lobby - L2

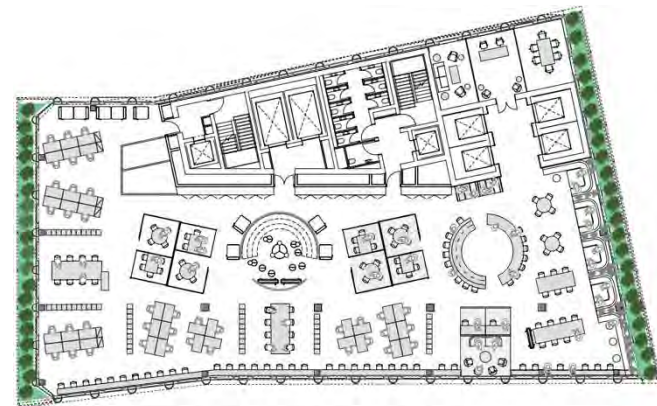
A broad range of occupiers and future uses



Insurance firm office fit out



Law firm office fit out



Media or technology firm fit out

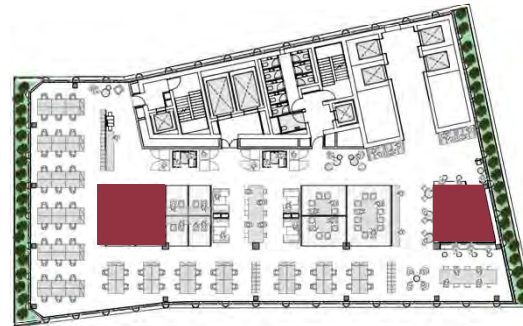
Flexible Floor-plate



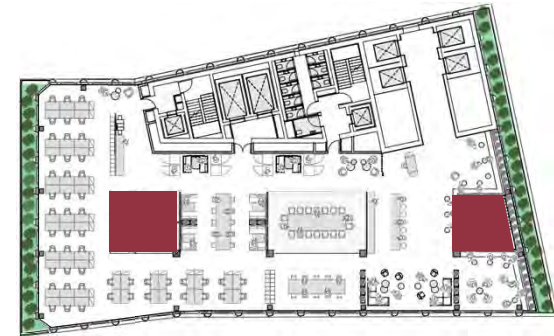
Destination Workspace

Connecting floors for variable lease sizes

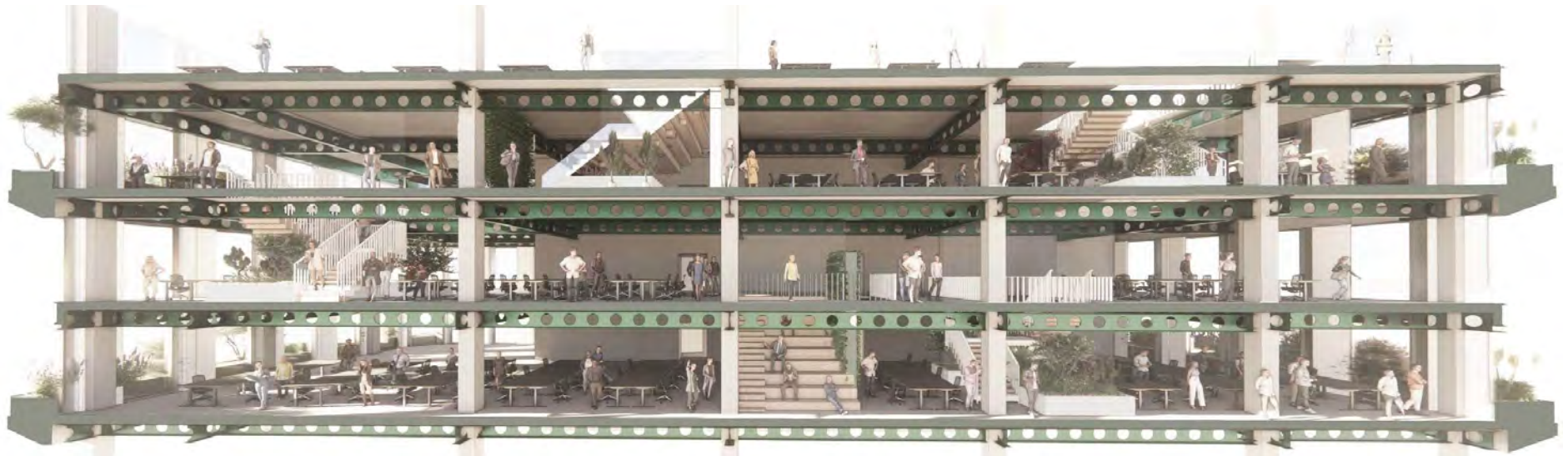
Soft spots to allow for vertical circulation



Lower floor

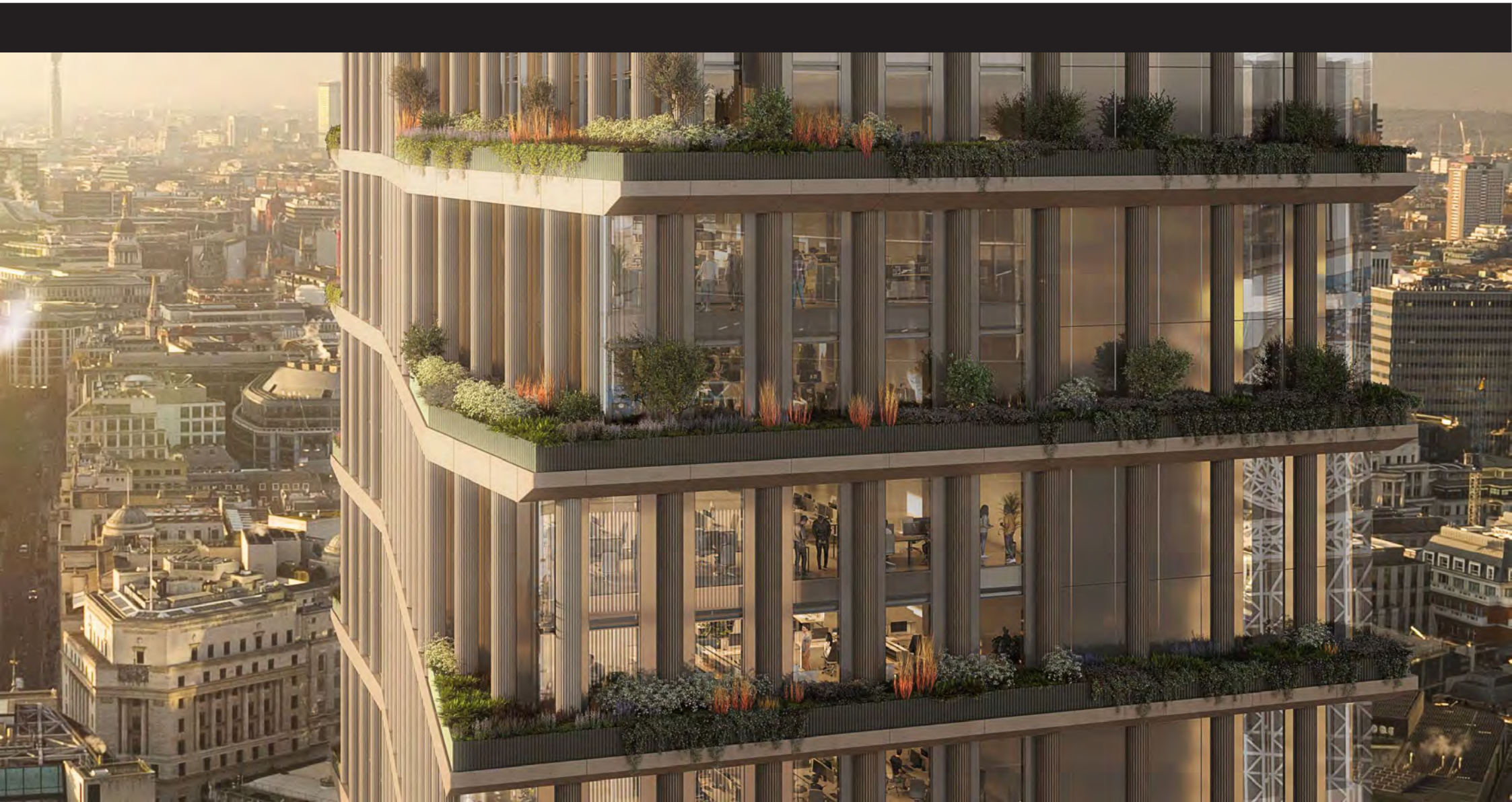


Upper floor



Connected floorplates

Interconnected Floor-plates - Villages

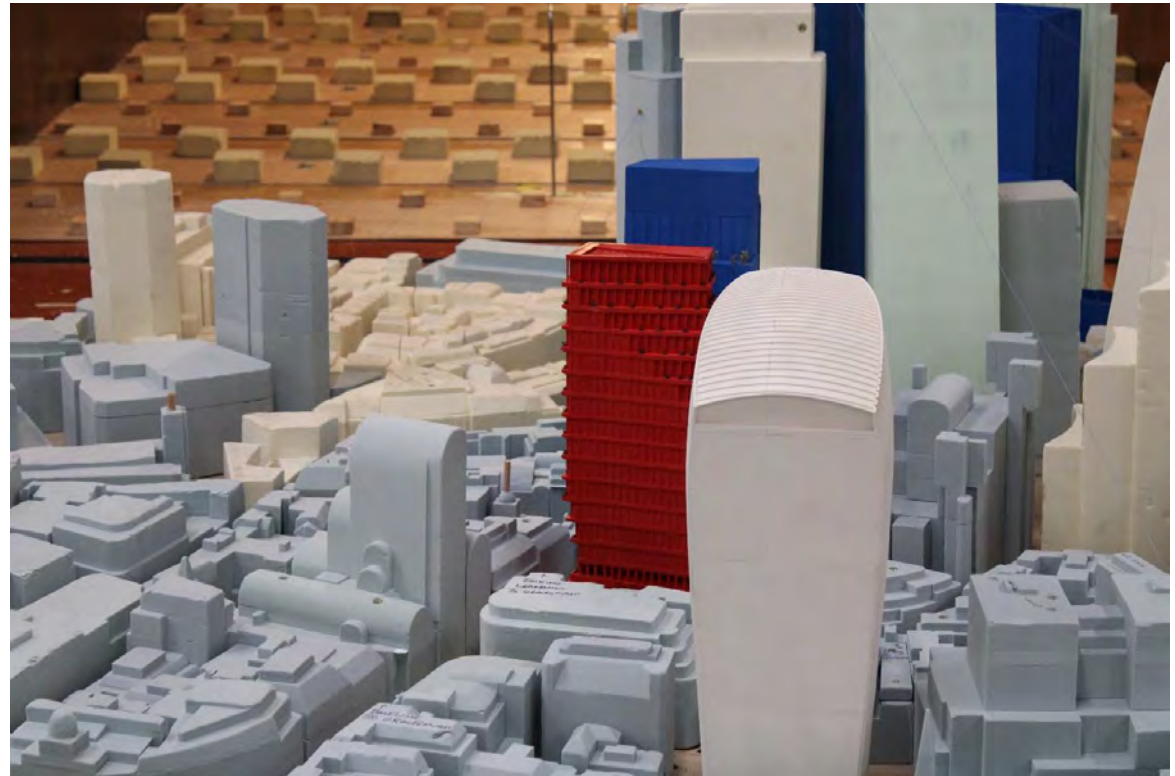


South East Corner Office View

85 Gracechurch

BACKGROUND

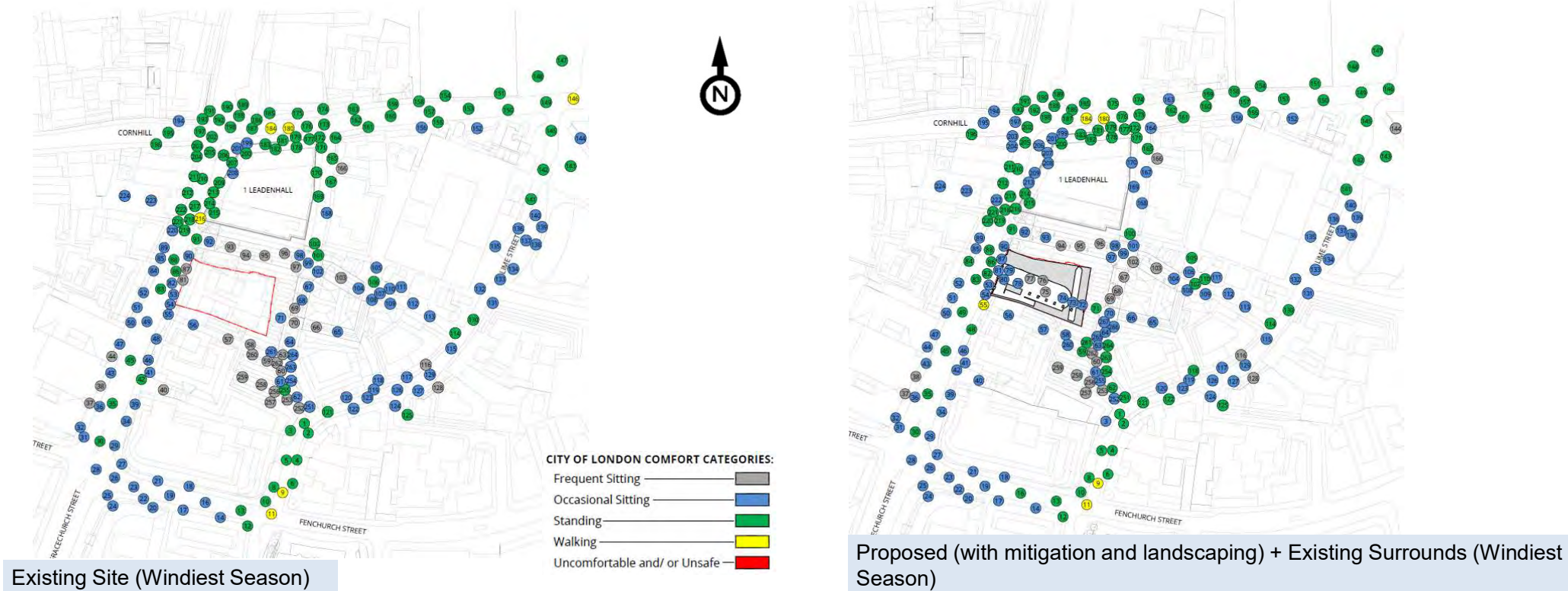
- RWDI have undertaken a series of wind tunnel assessments of the wind microclimate around the proposed 85 Gracechurch St project in the City of London.
- Tall buildings will generally increase the windiness in the surrounding public realm, however, as the development would have limited wind impacts on the surrounding environment, acceptable conditions can be achieved through considered development and retention of existing and proposed small scale wind mitigation measures.
- In the case of 85 Gracechurch St, extensive wind tunnel testing has been carried out to optimise the building massing to minimise the need for mitigation, and to develop necessary wind mitigation measures to ensure that wind conditions acceptable for the intended pedestrian activities.



Wind Microclimate

EXISTING AND PROPOSED

- Wind conditions were compared against the criteria set out in the Wind Microclimate Guidelines for Developments in the City of London and the **baseline (existing) scenario**.
- Initial assessment in the absence of developed landscaping and wind mitigation, the Proposed Development would increase the windiness within Leadenhall Market, however, with the developed wind mitigation and proposed landscaping in place wind conditions on the surrounding streets would remain similar to those at the existing Site and suitable for thoroughfare and entrance use during the windiest season.



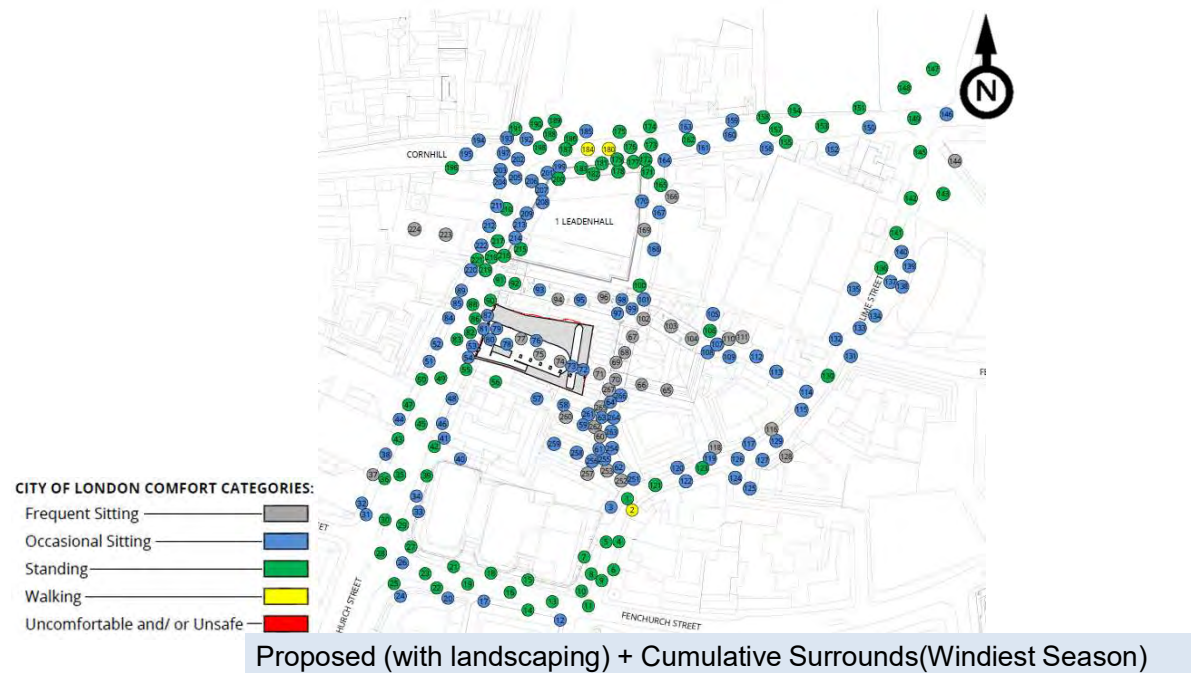
Wind Microclimate

Cumulative Surrounds

- Consented cumulative schemes within 400m radius of the site were assessed in the wind tunnel model.
- With the proposed landscaping in place, in the context of the cumulative surrounds, the majority of the areas at and around the Proposed Development would be suitable for intended use throughout the year.
- However, there would be isolated areas within Leadenhall Market and Lime Street Passage where wind conditions would be one category windier than suitable for spill-out seating use during the summer season.
- If café seating is identified within the areas with windier conditions, inclusion of developed wind mitigation measures would be expected to provide localised shelter to these areas.



3D Model of the Cumulative Scenario Assessed (View From the South)



Wind Microclimate

CONFIGURATION 3: PROPOSED DEVELOPMENT WITH CUMULATIVE SURROUNDING BUILDINGS



When the cumulative schemes are in place, the wind conditions at the Proposed Development would be suitable for the intended use, with the majority of off-Site wind conditions similar to or calmer than Configuration 2.

It should be noted that during the summer season the café seating with occasional sitting on Lime Street (location 119) would be one category windier than in Configuration 1. However, the frequent sitting conditions in the adjacent seating area (location 118) would be one category calmer than Configuration 1. On balance, wind conditions in this area would therefore be considered similar to the baseline conditions.

The 70 Gracechurch St cumulative development to the south of the Site at the junction of Fenchurch St and Gracechurch St would shelter the area east of Fenchurch Street to the east. This would reduce windiness at the junction of Fenchurch Street and Lime Street (location 11) below the threshold of the safety criteria.



Figure 13: View from the south of the Proposed Development with cumulative surrounding buildings in the wind tunnel

WIND MITIGATION

- The locations of spill-out seating provisions along Lime Street Passage and in Leadenhall Market are not fixed.
- Recent Site visits (as shown in figures below) indicate minimal seating within the Lime Street Passage and Leadenhall Market and the quantity and the position of any spill out seating is highly variable.
- Although a majority of Lime Street Passage is not currently used for spill-out seating, this area has been assessed on the basis it could be, representing the 'worst case' and aspirational scenario.
- The café partition screens ("cloth barriers") in place to demark the seating areas of existing retail units have been modelled in the Wind Tunnel assessment. These would provide localised shelter when the winds blow through these spaces.



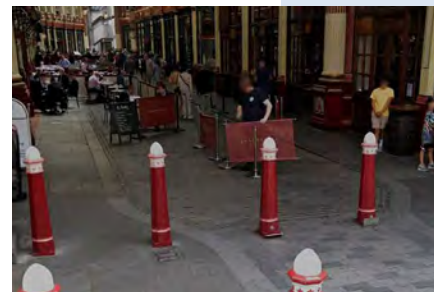
Tuesday, Mid Afternoon, November 2022



Current Uses of Bulls Head Passage + Lime Street Passage

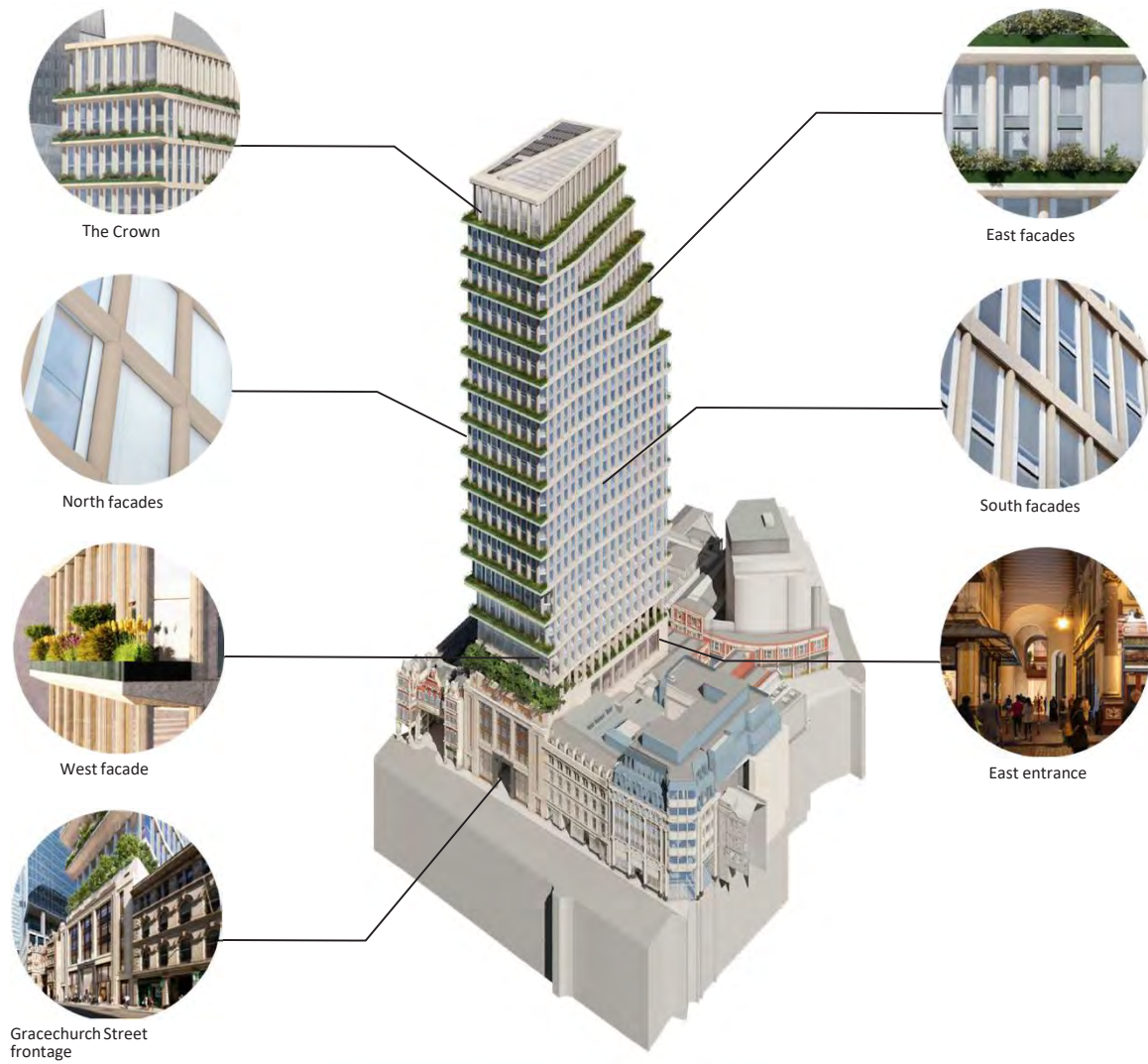


Current Uses of Leadenhall Market+ Lime Street Passage

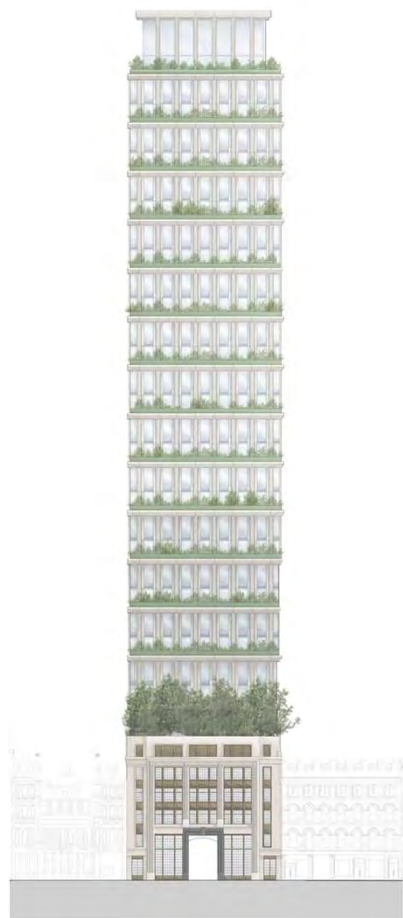


Existing partition screens within Leadenhall Market and Lime Street Passage

Wind Microclimate



Facade - Materiality and Key Features



West elevation



South elevation



East elevation



North elevation

Facade - Elevations

The proposed facades are comprised of a 1.5m unitised panel system spanning from floor to floor with areas of highly transparent vision glazing, insulation clad in low-carbon aluminium panels, and openable ventilation panels.

The unitised facade is articulated with a double-height order of horizontal GRC masonry elements formed in 3m wide panels, interspersed with vertical masonry elements at 3m centres.

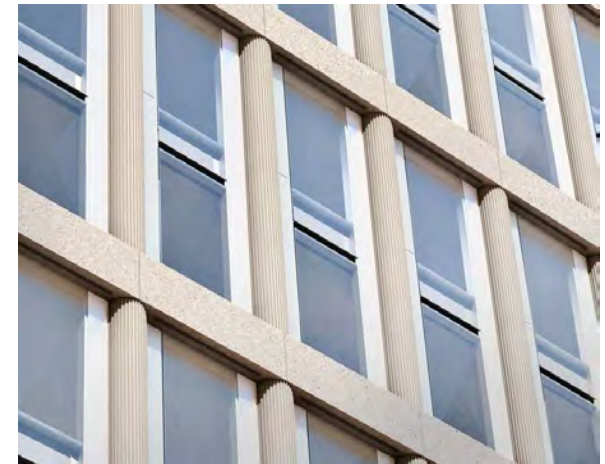
The unitised facade system includes a discreetly designed air intake slot between panels at floor level. On the west and east facades, the horizontal masonry elements extend beyond the glass facade to incorporate metal planters. The uppermost facades of the building are expressed as a three-storey high volume to form a 'crown' at the top of the building.

Key

- 01 Aluminium Panel
- 02 GRC Column
- 03 Planters
- 04 Clear Glazing
- 05 Shadow Box



Illustrative view of stepped planters on south east

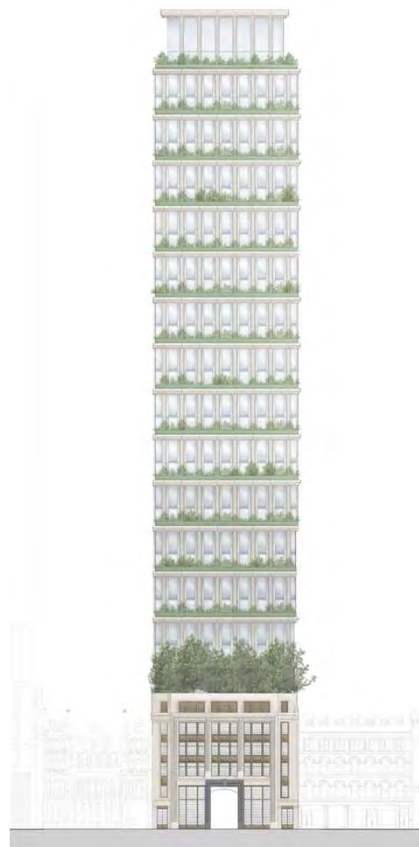


Illustrative view south facade



Illustrative view north facade

Upper Façades

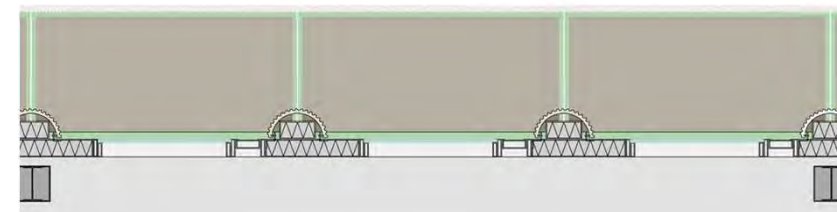
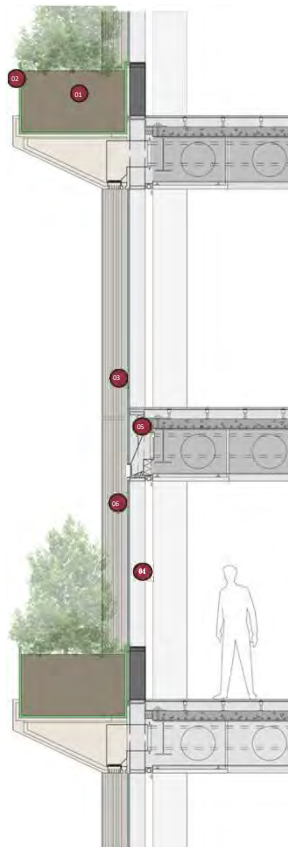


West elevation

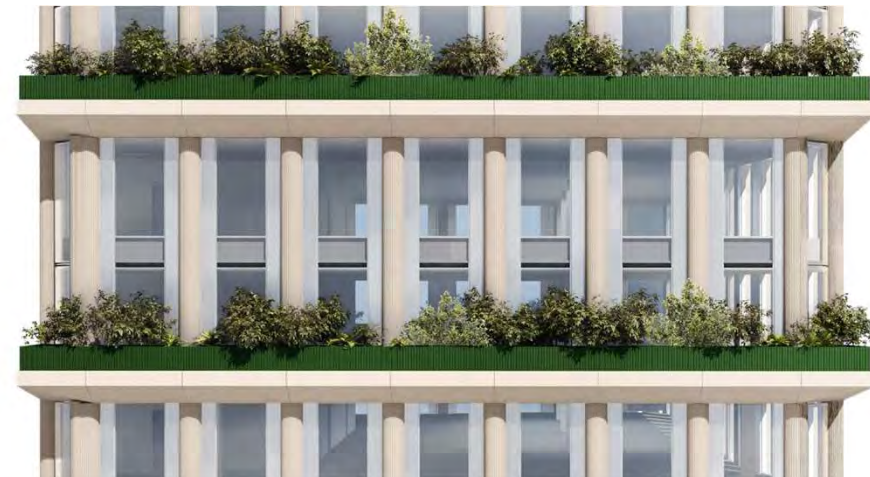
Key

- 01 1.5m deep planter box
- 02 Dark green metal
- 03 GRC column
- 04 Clear glazing
- 05 Shadow box
- 06 Plenum for HRU

Typical section through west facade



Typical plan through west facade



Illustrative view of west facade

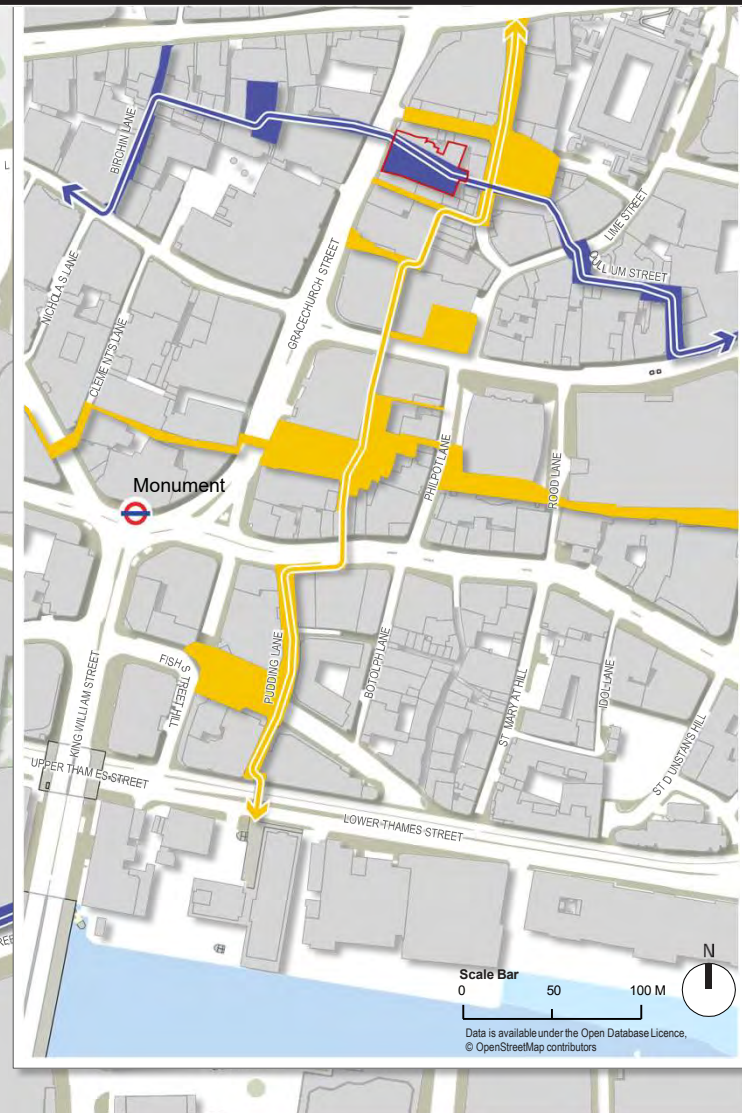
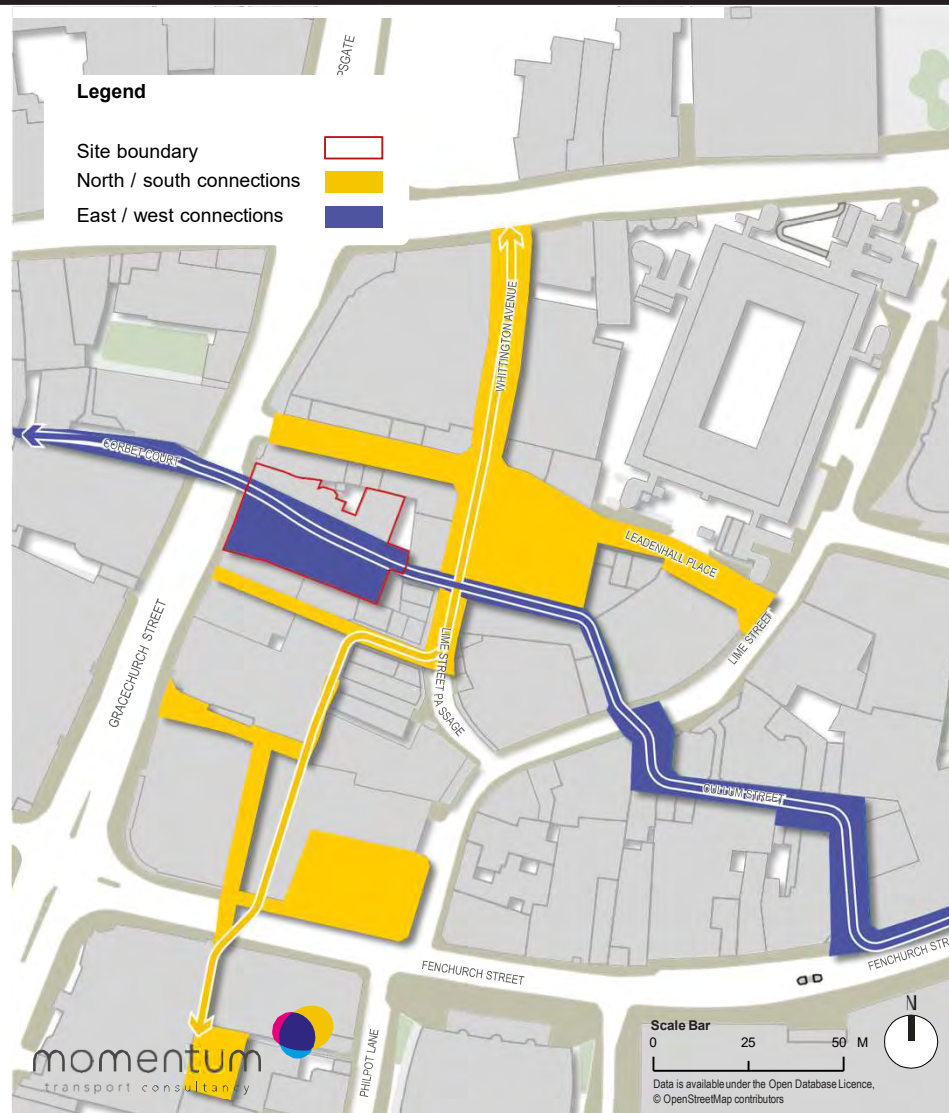
West Façade



South East Corner Views



The Public Hall



Pedestrian Connectivity

FIGURE 5.3
PCL ASSESSMENT - OPTION 1

Ref	Footway	Clear Width (m)	Future Baseline Flows	PM PCL Peak Score (17:00 – 18:00)
1	Gracechurch Street	2.20	3,082	C
2	Gracechurch Street	3.80	3,082	B
3	Gracechurch Street	4.65	3,194	B+
4	Gracechurch Street	4.70	3,194	B+
5	Gracechurch Street	5.50	3,194	B+

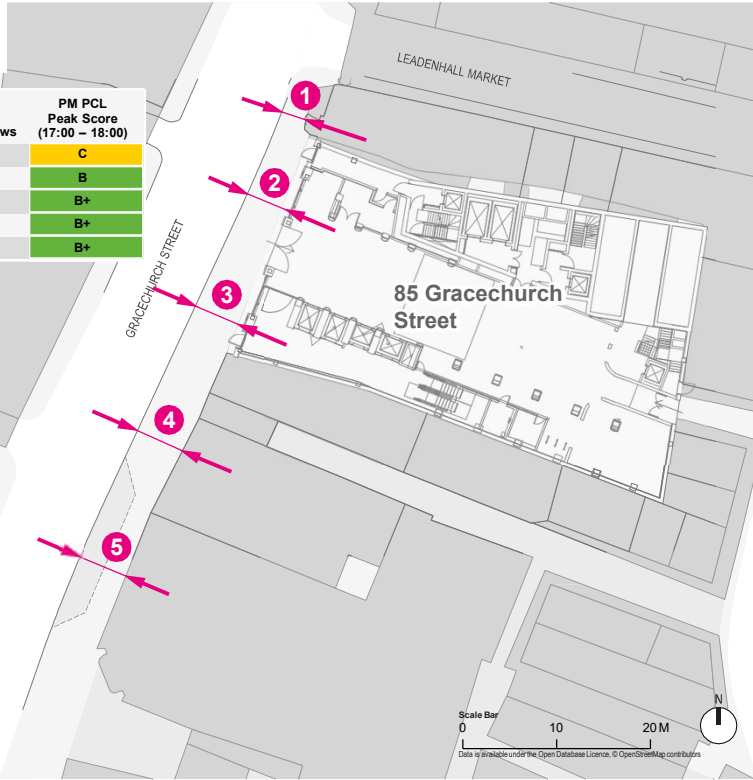
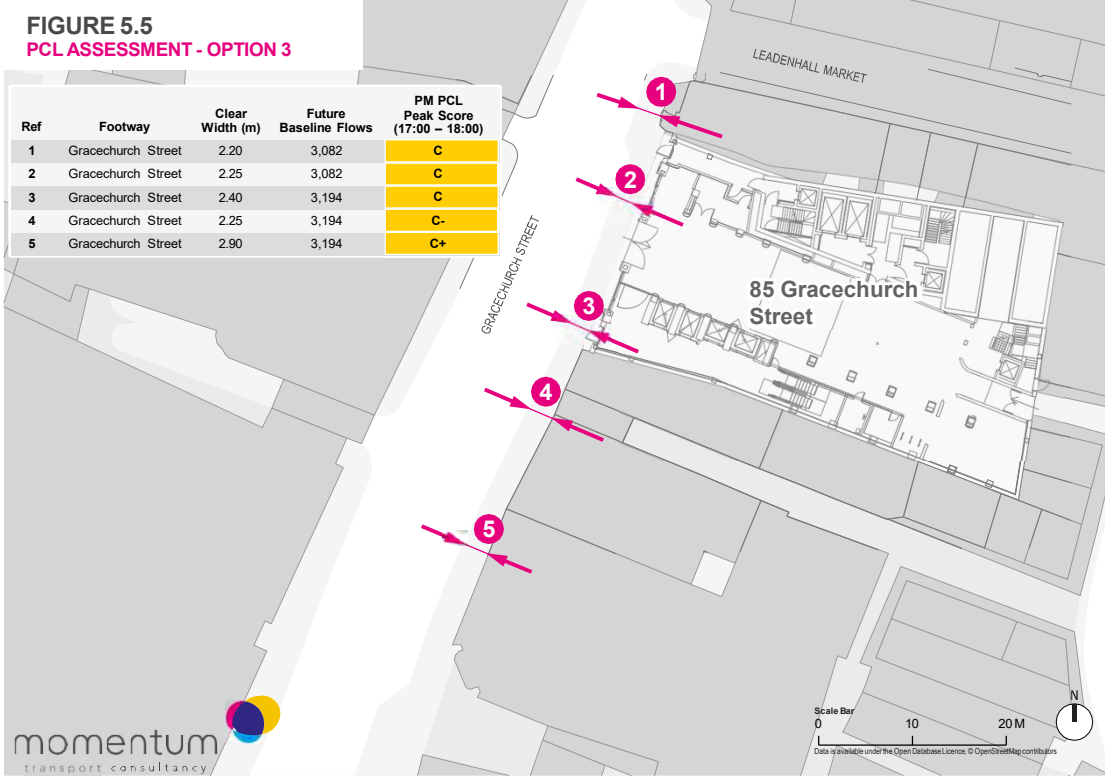


FIGURE 5.5
PCL ASSESSMENT - OPTION 3

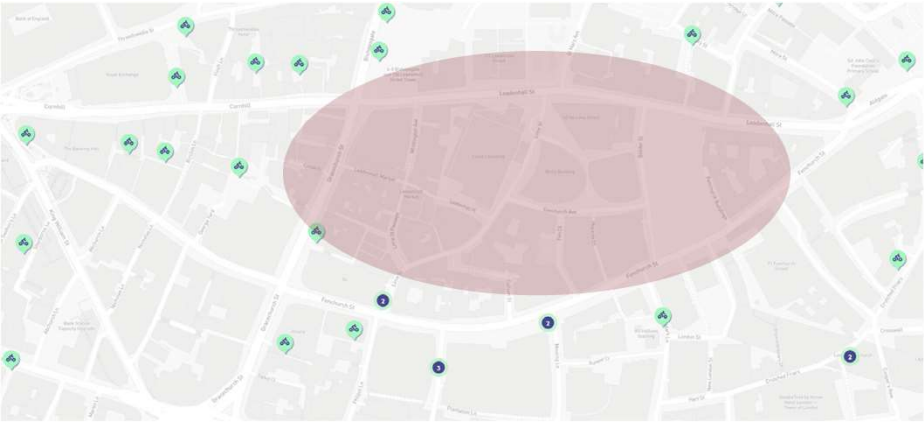
Ref	Footway	Clear Width (m)	Future Baseline Flows	PM PCL Peak Score (17:00 – 18:00)
1	Gracechurch Street	2.20	3,082	C
2	Gracechurch Street	2.25	3,082	C
3	Gracechurch Street	2.40	3,194	C
4	Gracechurch Street	2.25	3,194	C-
5	Gracechurch Street	2.90	3,194	C+



Public cycle parking provision is very limited in this area of the City.

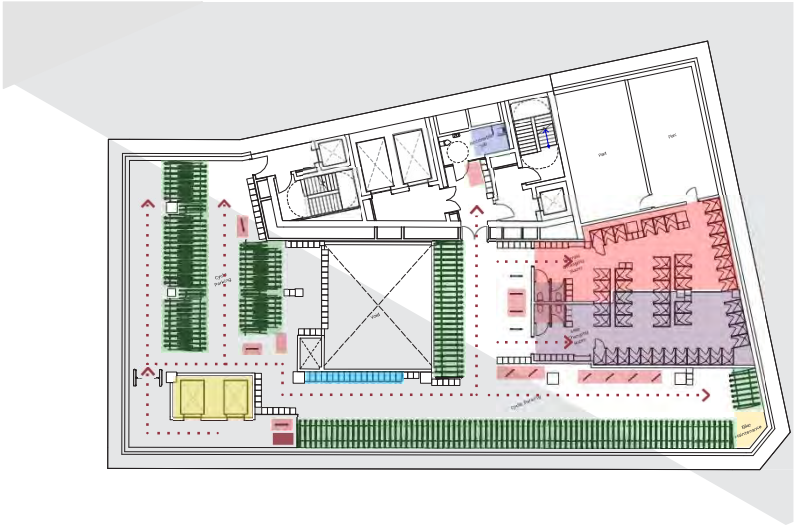
The scheme provides 123 short stay cycle storage spaces for public visitors to the building and Leadenhall Market.

The scheme provides 118 spaces in a proposed automated cycle stacking machine, accessed from the ground floor hall level, and 5 accessible Sheffield stands.

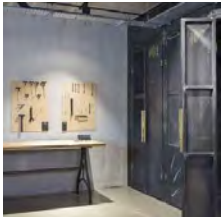


Public cycle parking (<https://activethings.app/home>)

- Key:
- Cycle lifts
 - Short stay Sheffield stands
 - Long stay Sheffield stands
 - Josta 2-Tier bike rack
 - Brompton lockers
 - Female showers
 - Male showers
 - Accessible shower/WC
 - WC
 - Bike fixing
 - Automated cycles storage
 - Cargo bike parking
 - Circulation route



Cycle storage and end of trip facilities in basement 3



Bike fixing workshop



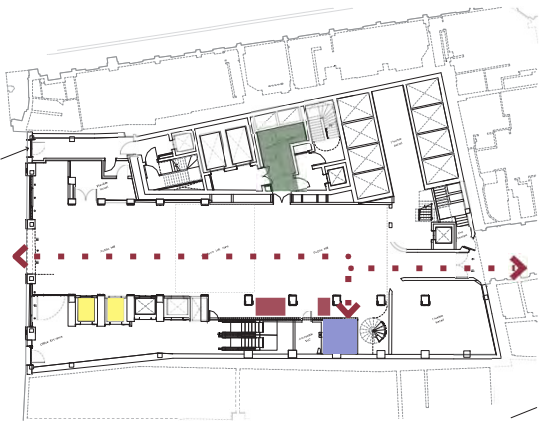
2-Tier bike racks



Automated cycle parking



Sheffield Bike Standards



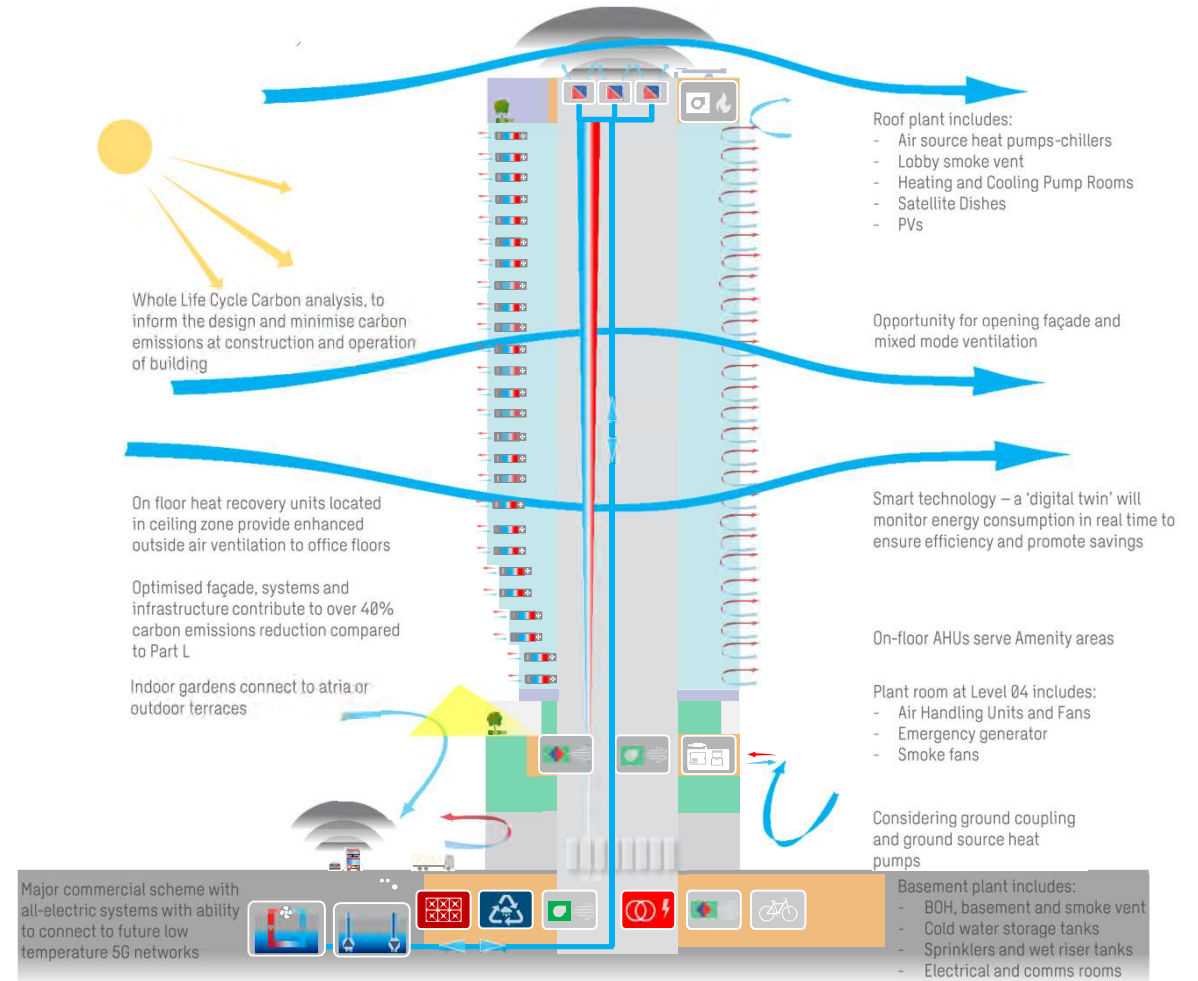
Public bike storage located on the ground floor

- Key:
- Cycle lifts
 - Short stay Sheffield stands
 - Automated cycles storage
 - Cargo bike parking
 - Circulation route

Short Stay Cycle Parking

A scheme considering carbon from day one

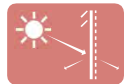
- ✓ The scheme is all-electric with zero site emissions thanks to heat pump technology with low global warming potential.
- ✓ Highly insulated facade with reduced glazing to minimize overheating and allow mixed mode ventilation.
- ✓ Low energy heating and cooling systems to reduce carbon emissions in use
- ✓ Whole Life Carbon and Upfront Embodied Carbon ratings fully aligned with 'Aspirational, LETI 'C' targets for "good design"
- ✓ Rainwater and grey water harvesting to reduce water consumption
- ✓ Target BREEAM 'Outstanding' under the 2018 scheme Greenfield run-off rates achieved via blue roofs and rainwater attenuation systems.
- ✓ Noise and wind mitigation through design and urban greening
- ✓



Sustainability Foundations

Sustainability Overview

85 Gracechurch Street



BUILDING FACADE

- Improved fabric efficiency
- Façade optimisation
- Low Embodied Carbon
- Sustainable sourcing materials
- Circular economy
- Mixed mode operation with opening windows/vents



STREETSCAPE ENGAGEMENT

- Opportunity to unlocking the true transformational potential around Leadenhall Market
- Improved streetscape
- Promote cycling and walking
- Improved air quality
- Reduced urban heat island effect



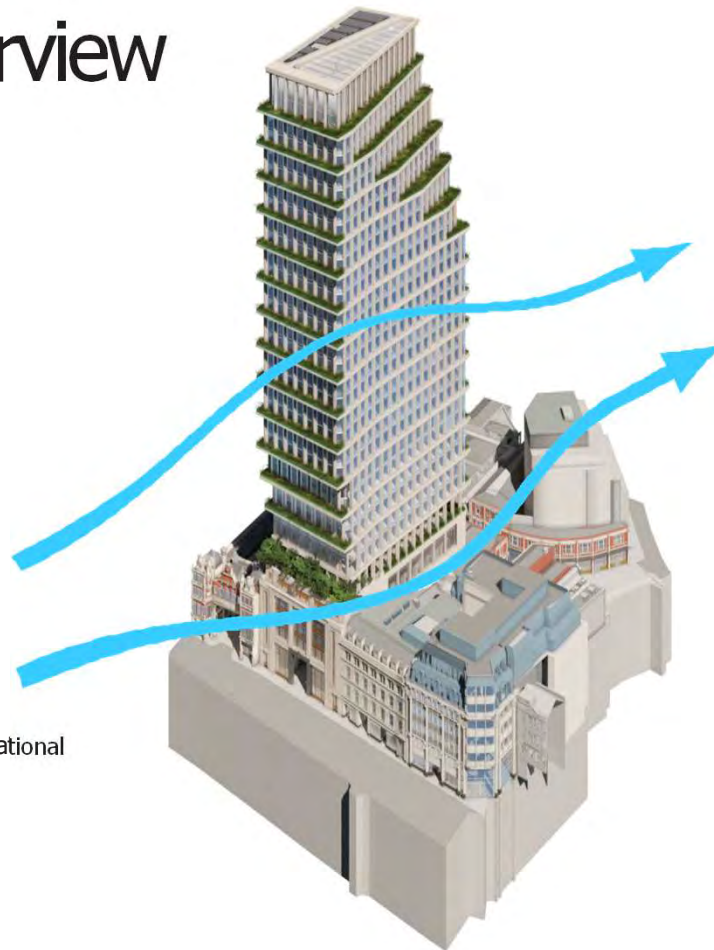
PASSIVE DESIGN

- High performance optimised façade
- Façade openings alongside to drive natural ventilation
- Self shading façade to mitigate excess solar gains
- Mitigating overheating for thermal comfort



URBAN GREENING

- Increased Biodiversity to help with mitigating noise and pollution from surroundings
- Enhance biodiversity and create outdoor amenity areas on terraces and façade
- Biophilic design to improve occupant wellbeing
- Green roofs/exercise space
- Green Market Hall Atrium



PL 2013:
Lean: 16%
Overall: 42%

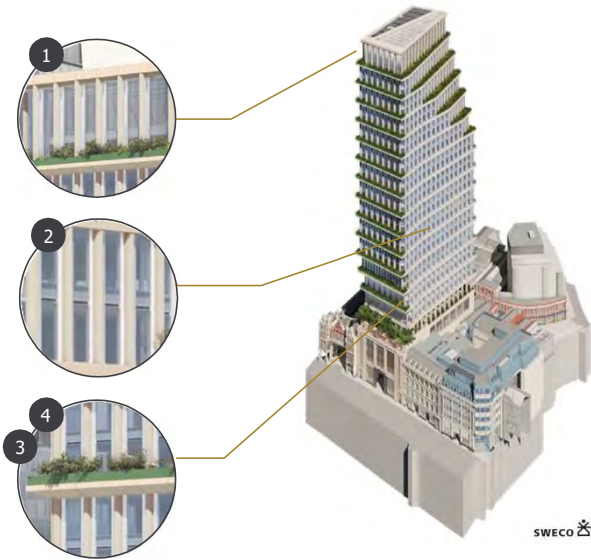
PL 2021:
Lean: 9%
Overall: 17%

Sustainability Overview

85 Gracechurch Street

FAÇADE OPTIMISATION

- 1 Shadow box
- 2 Optimised glazing ratios for each orientation
- 3 Horizontal overhangs to provide shade
- 4 Planters to provide shade
- 5 Low g-value to manage excess solar gains
- 6 High performing thermal performance



Optimised Façade

Fabric Performance: Target U-Values

Performance of opaque thermal elements exceed Passive House Standard.

Parameter		Part L2A 2021 Limiting Value (W/m².K)	LETI (W/m².K)	Passive House (W/m².K)	85 Gracechurch (W/m².K)
U-values	Wall	0.26	0.12 – 0.15	0.15	0.15
	Roof	0.18	0.10 - 0.12	0.15	0.12
	Floor	0.18	0.10 – 0.12	0.15	0.12
	Curtain wall	1.6	1.0 (Triple glazing) 1.2 (Double glazing)	0.80 (Triple glazing)	1.2
Glazing U-value		1.6			
Glazing %		N/A	25-45%	N/A	29%



Urban greening diagram



Visible urban greening across the scheme



Lower terraces – Level 6 to 12 – *Rosa canina*



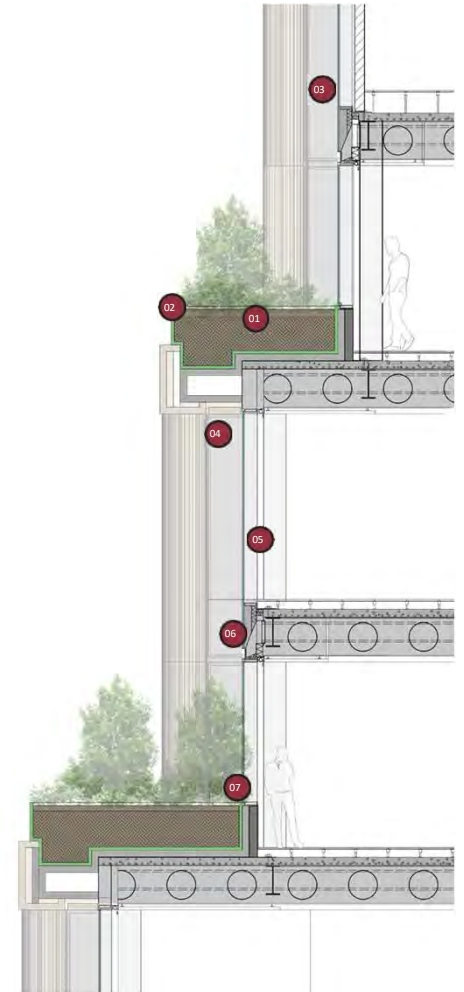
Upper terraces – Level 22 to 33 – *Elaeagnus × submacrophylla*



Planting and planter studies

Key

- 01 Planter
- 02 Dark green metal GRC
- 03 column
- 04 GRC 3m horizontal Clear
- 05 glazing
- 06 Shadow box Plenum
- 07 for HRU



Section through upper level planters

Planting Concept

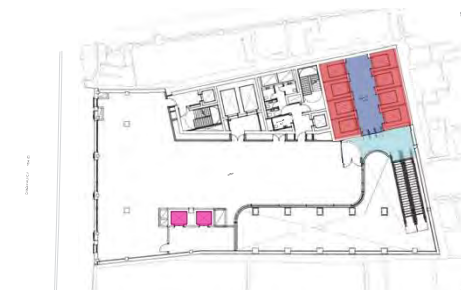
Key:

Office lift lobby Office

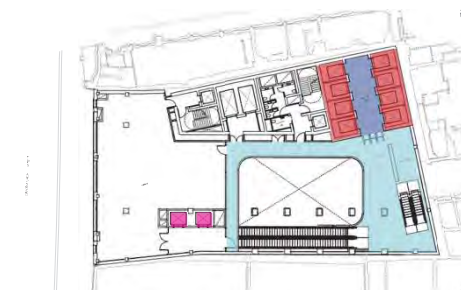
lobby space

Office lifts

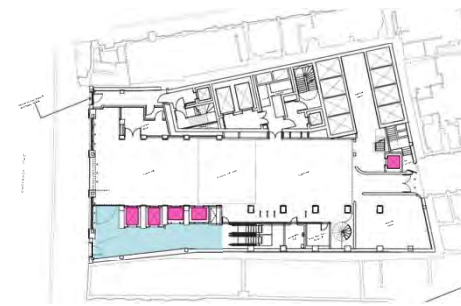
Public lifts



Level 3 office lobby and lifts



Level 2 office lobby and lifts

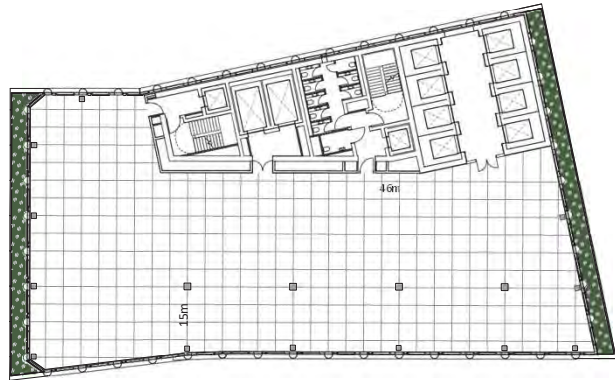


Ground floor office lobby and lifts



Illustrative view at Level 02 of the main office lobby

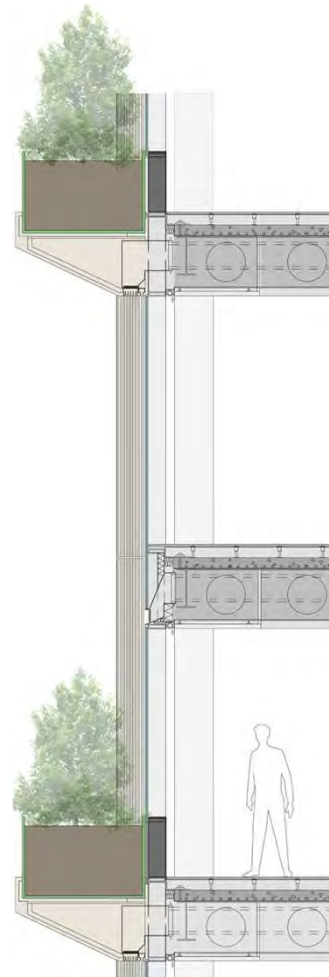
Office Lobby - L2



Typical Low group office floor plan (17th Floor)



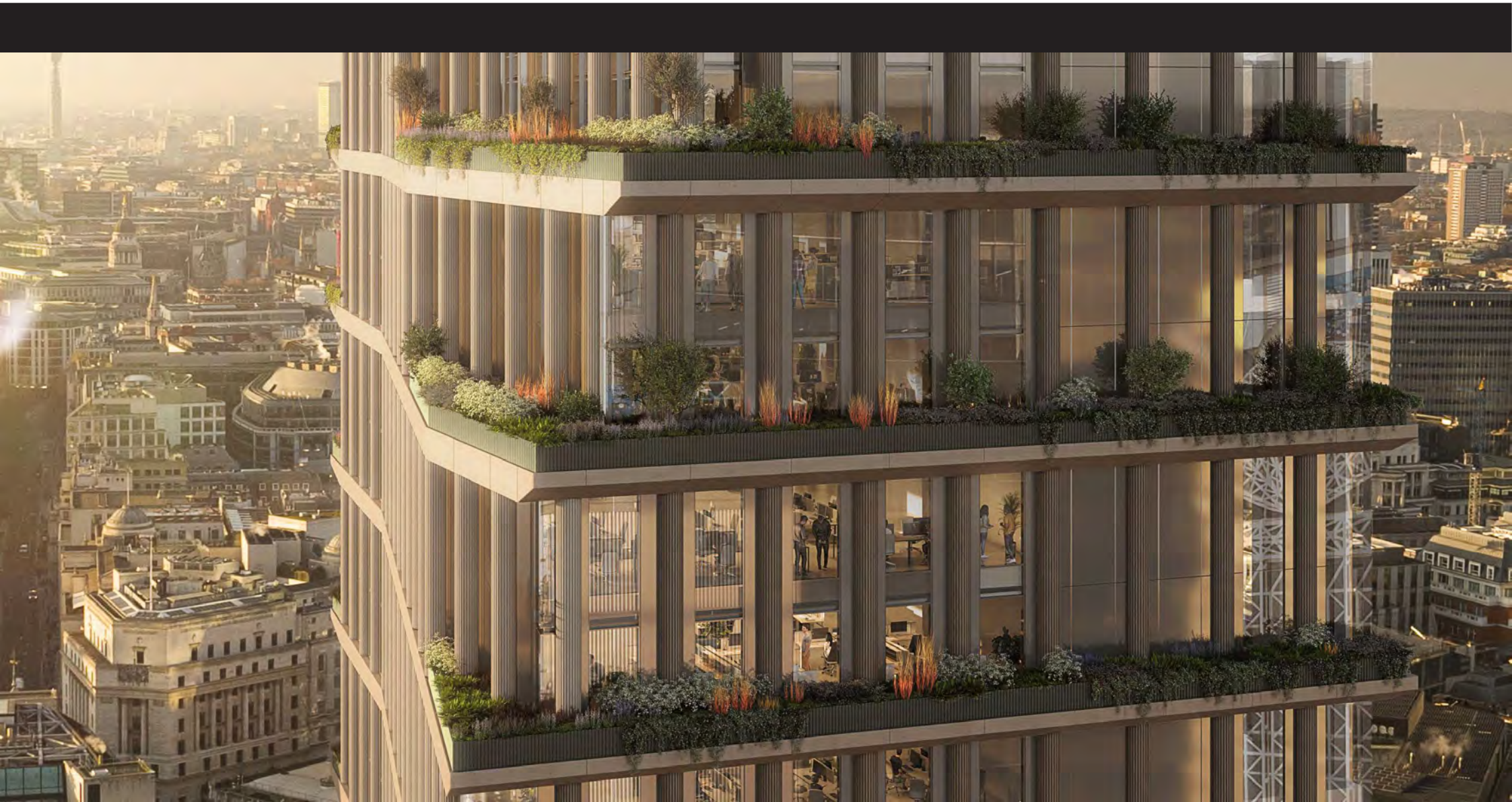
Typical High group office floor plan (31st Floor)



Illustrative 1:20 Section through west facade



Illustrative internal office views



South East Corner Office View



South East Corner Views



The Public Hall