

Publica

EASTERN CITY PARTNERSHIP
PUBLIC REALM ASSET AUDIT





Cover: The City Cluster projected 2026

Above: The Leadenhall Building from the route between 52-54 Lime Street and the Willis Building

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30 St Mary Axe from Billiter Street

INTRODUCTION

The Eastern City area of the City of London is a globally recognised, thriving and commercially vibrant district. Stretching from Liverpool Street station to the entrance of Tower Bridge, the area encompasses the iconic tower cluster for the City, recognisable across the world as a calling card to London and a symbol of economic strength and confidence. The area is home to the greatest density of businesses and jobs in the square mile and although synonymous with the banking and insurance sectors, more recent years have seen a diversification of business types with an increasing number of SMEs, creative industries and a growing retail and leisure offer. The area presents an astonishing mix of old and new as some of the capital's oldest buildings and spaces sit juxtaposed against its most impressive contemporary architecture.

Despite the Covid-19 pandemic, the Eastern City is set to see significant growth due to its ongoing development pipeline. The introduction of the Elizabeth Line will play a major role in future expansion, with pre-Covid-19 projections bringing an additional 100,000 workers to the City of London by 2026. Whilst this presents substantial opportunity for the area, it also poses significant challenges including issues such as traffic congestion, increased air pollution and the potential overcrowding of the public realm. The City of London has already identified and begun to respond to the challenges associated with the forecasted growth in the Eastern City with their City Cluster Vision which sets out a clear strategy to enhance pedestrian priority, increase greenery and promote cultural activity across the area to ensure that it remains an attractive and competitive destination in the future.

The Eastern City Partnership has emerged to assist the City of London in delivering this vision, supporting growth in the area and aiming to make meaningful interventions within the public realm. Bringing together property owners, investors and occupiers, the Partnership will develop a collective voice for the business community and will galvanise the private sector in working together with the City of London on this important agenda. This collective voice will also allow the Partnership to harness the opportunities proffered by development in the area and to maximize the value of its world class assets.

The urban design and public realm consultants Publica were commissioned to produce this Public Realm Asset Audit, which sits alongside a separate recommendations report entitled, Contributing to the Transformation of Streets and Spaces, that together identify and set out the steps required for the Partnership to achieve these ambitions. This audit is an important body of work which focusses on the role and quality of publicly accessible public and private spaces across the area. The audit aims to provide a rigorous assessment of context - an evidence base - that will assist in informing priorities, concepts and projects, enabling the area to reach its full potential.

It is important to note that the period during which this Asset Audit was produced coincided with life in the Eastern City being placed on pause as the government introduced social distancing laws to deal with the outbreak of Covid-19. Whilst the images in the report depict a deserted city the impact of the pandemic has only served to highlight the relevance of this work as it has fore fronted the need for a cleaner, greener and healthier city. This newfound urgency alongside the aforementioned pressures presented by an increasing working population means that ensuring a high-quality public realm across the EC Partnership area, for the use and enjoyment of workers, visitors and residents alike, is of critical importance.

In addition to these concurrent scenarios modern styles of working are placing new demands on the public realm with flexibility, as well as calm and comfortable places to work outside of traditional office environments, being ever more important. Gyms, childcare and shared recreational areas are becoming seen as fundamental requirements as are improvements to air quality and greenery. It is crucial that the Eastern City responds to these demands to ensure its continuing relevance as a major centre of business in the UK.



The Lloyd's Building from St Mary Axe

SUMMARY AND METHODOLOGY

Publica were commissioned to undertake the following scope at the start of May 2020. The study comprises five stages of work compiled into two documents. The first three are summarised in this Public Realm Asset Audit whilst the last two are captured in a separate recommendations report.

Public Realm Asset Audit

1. Review of existing materials concerning the area to identify opportunities within existing policy where the EC Partnership could assist with delivery.
2. Survey of the area through fieldwork, photography, drawings and collection of data through GIS (Geographic Information System) mapping and desk-based research.
3. A stakeholder roundtable focussing on the social life of the Eastern City.

Recommendations Report: Contributing to the Transformation of Streets and Spaces

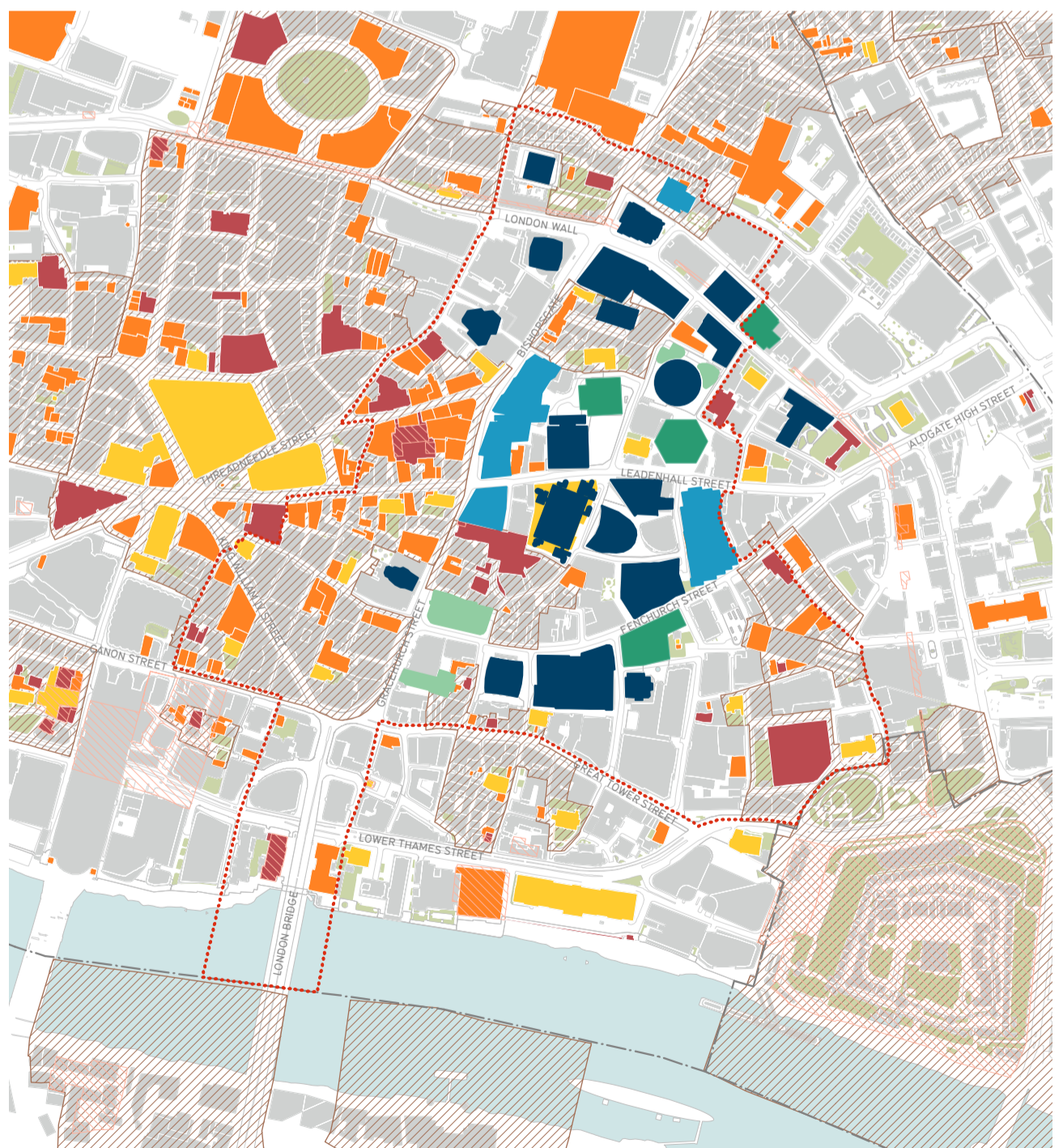
4. Recommendations for the public realm with projects divided into the following four categories: Enhancing streetscapes and open spaces; Activating the public realm; Increasing greenery and Maximising the potential of tall buildings.
5. Collation of best practice examples to support these recommendations.

This report documents the current condition of the public realm in the Eastern City. Six 'character areas' have been identified within the EC Partnership's boundary each of which have been studied and mapped in detail to capture the opportunities, constraints and unique features they contain. Particular focus is placed on the private-public realm around and within the tall buildings and how these spaces integrate with their surrounding context. The knowledge gained from this period of study has been vital in producing informed recommendations for which the Partnership can advocate and work with the City of London to deliver.

Publica's work in developing the Public Realm Asset Audit has been overseen by the EC Partnership's Public Realm Steering Group. The members of the Steering Group included representatives from Brookfield, London & Oriental, Tenacity and the City of London.

The EC Partnership area is centred on the existing and future tall buildings cluster which overlaps with numerous conservation areas and important heritage assets

- EC Partnership area
- Tall building (built)
- Tall building (under construction)
- Tall building (planning granted)
- Tall building (submitted for planning or pre-planning)
- ▨ National monument
- ▨ Conservation area
- Grade 1 Listed
- Grade 2 listed
- Grade 2* listed



POLICY CONTEXT

The EC Partnership's future work and this audit are informed by and aligned with London-wide and City of London policy concerning the Eastern City. This part of London has seen significant change over the past 15 years and the emergence of the Eastern Cluster will continue in the next ten years. Planning requirements for tall buildings, together with the expectations and demands on commercial space and the public realm, continue to evolve and will have significant impact on the design of public space both within and around buildings within the Eastern City area.

LONDON-WIDE POLICY REGARDING TALL BUILDINGS AND PUBLIC REALM

The London Plan Policy D7 on Public Realm designates that the public realm includes all the publicly-accessible space between buildings, whether public or privately owned, from alleyways and streets to squares and open spaces, including the Thames and London's waterways. Some internal or elevated spaces can also be considered as part of the public realm, such as shopping malls, sky gardens, viewing platforms, museums or station concourses. Such forms of public realm are particularly relevant in areas of higher density. The policy states that whether publicly or privately owned, public realm should be open, free to use and offer the highest level of public access and that these spaces should only have rules restricting the behaviour of the public that are considered essential for safe management of the space. The policy also signposts the Healthy Streets Approach as underpinning improvements to public realm.

The London Plan Policy D8 on Tall Buildings requires that 'free to enter publicly-accessible areas should be incorporated into tall buildings where appropriate, particularly more prominent tall buildings where they should normally be located at the top of the building to afford wider views across London.' The Policy includes the following relevant guidance:

3.9.8 The base of the tall building is its lower storeys. The function of the base should be to frame the public realm and streetscape, articulate entrances, and help create an attractive and lively public realm which provides a safe, inclusive, interesting, and comfortable pedestrian experience. The base should integrate with the street frontage of adjacent buildings and, where appropriate, enable the building to transition down in height.

3.9.6 Where publicly-accessible areas, including viewing areas on upper floors, are provided as a public benefit of the development, they should be freely accessible and in accordance with Part G of Policy D8 on Public Realm.

Part G states the requirement to, "ensure buildings are of a design that activates and defines the public realm, and provides natural surveillance. Consideration should also be given to the local microclimate created by buildings, and the impact of service entrances and facades on the public realm."

PUBLIC LONDON CHARTER (MARCH 2020 DRAFT FOR CONSULTATION)

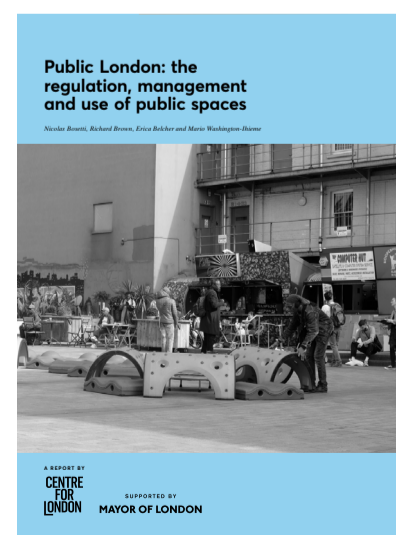
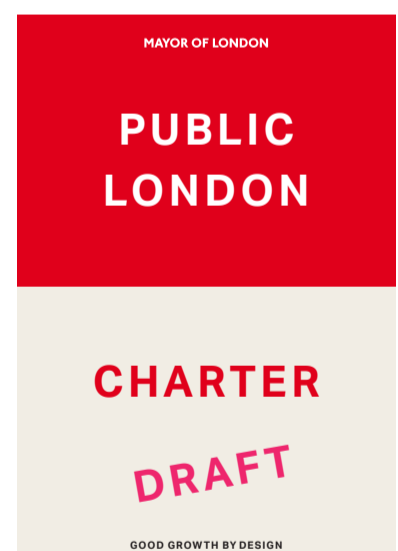
In the London Plan the Mayor committed to developing a Public London Charter, which sets out new principles for the rights and responsibilities of the owners, managers and users of new public spaces. The aim is to ensure that they are inclusive places that all Londoners can enjoy, and that any rules or restrictions are only those that are essential for the safe management of the space. The charter emerged from the evidence base, 'Public London: The regulation, Management and Use of Public Spaces.'

The Charter is not specifically about the design of public spaces which is why it does not include any specific 'design' principles. This is covered by London Plan Policy D8 on Public Realm, which sets out a framework of design principles to ensure development delivers high-quality public realm.

The Public London Charter principles are:

- 1 Public Welcome
- 2 Openness
- 3 Unrestricted Use
- 4 Community Focus
- 5 Free of Charge
- 6 Privacy
- 7 Transparency
- 8 Good Stewardship

Design principles of particular importance for private-public spaces will be set out in the Mayor of London's forthcoming 'Expanding London's Public Realm: Design Guidance', part of the suite of documents concerning Good Growth by Design.



INTEGRATION WITH CITY OF LONDON STRATEGIC POLICY

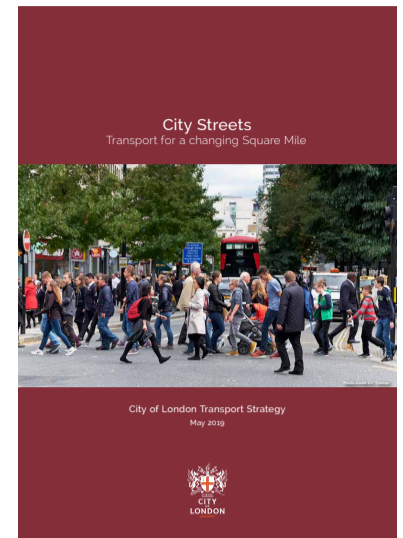
Long-term strategic policy produced by the City of London includes the recently published Draft Local Plan for the City of London 2036 which aligns with the forward-thinking City of London Transport Strategy (2019). The Local Plan's themes and objectives are to:

- Contribute to a flourishing society
- Support a thriving economy
- Shape outstanding environments

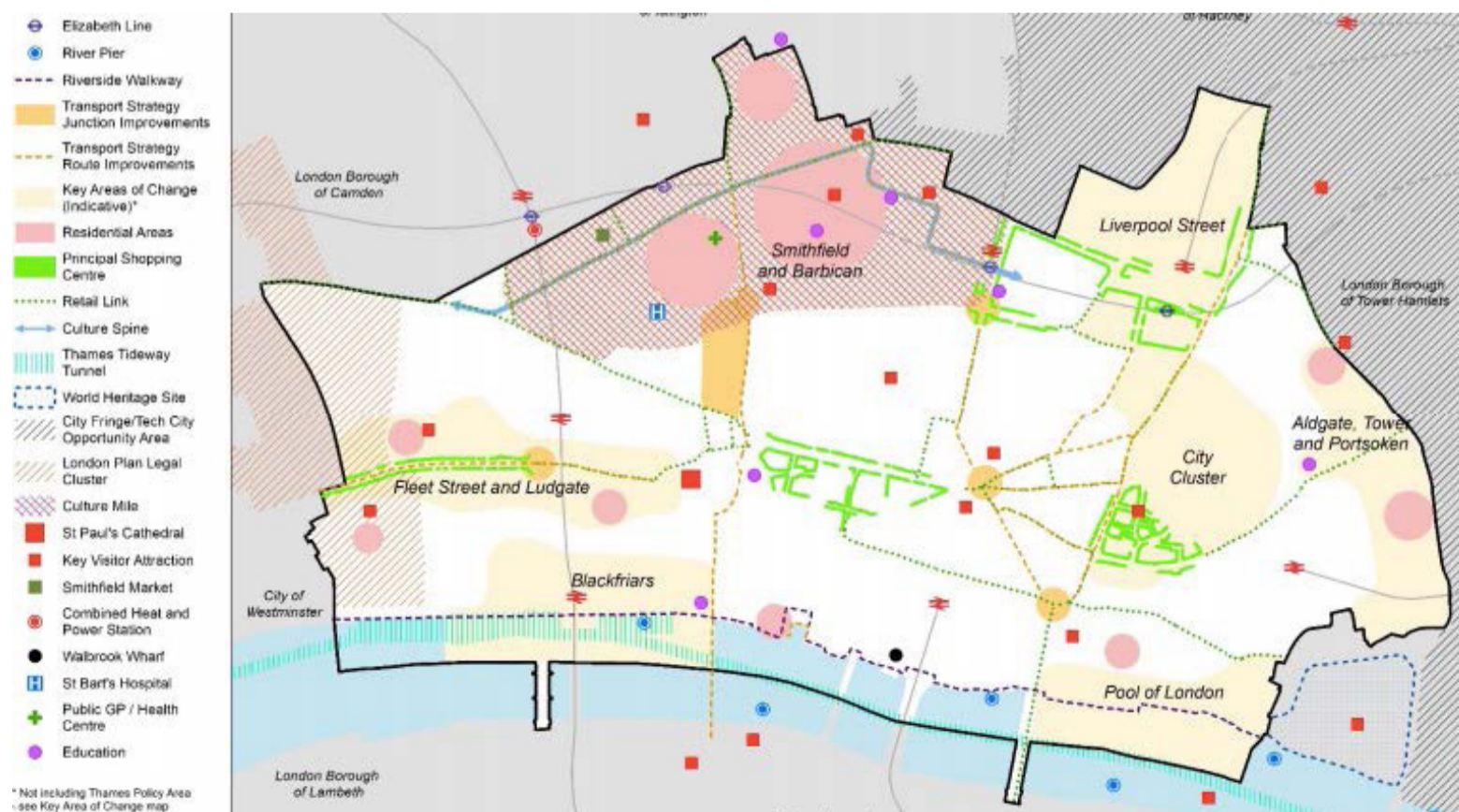
These objectives will be central to the work the Partnership will deliver. At a more detailed level, the vision for the City of London includes important elements to which the Partnership's future work could contribute. The vision seeks to:

- Expand retail, leisure and cultural uses
- Develop further evening, night time and weekend uses
- Increase residential units and office space
- Reduce deliveries to the City by re-timing and consolidating deliveries in zero emission vehicles
- Embed longer term aspirations for the City to become zero waste and maximise wildlife-friendly elements in public realm, buildings and open spaces.

Key areas of change, both within the EC Partnership area in other parts of the city, have also been addressed.



Draft Local Plan City of London 2036



DELIVERING AND EXTENDING THE CITY CLUSTER VISION (2019)

The City Cluster Vision (CCV) developed conceptual design proposals for the future vision and public realm enhancements of the City Cluster. The vision is based on an extensive evidence base: The Eastern Cluster Area Enhancement Strategy: Site Analysis (2017). This detailed site analysis documents the ongoing changes and the increased pressures on the area identifying seven 'drivers for change' to underpin future planning frameworks:

1. Growth and the economy
2. Pressure on the public realm
3. Servicing and transport
4. Digital and smart infrastructure
5. Liveability and culture
6. Safe and secure
7. Heritage

The CCV identifies areas of change and intervention within the public realm to protect available spaces, promote new enhanced spaces and nurture the working and cultural life of the Cluster over the coming years. It is led by three overarching objectives:

- Enabling positive growth through making the public realm function well and be responsive to change;

- Enriching the sense of place through providing healthy and characterful places and;
- Creating a world-class destination through creating a smart and vibrant environment that strengthens the area's unique offer.

The CCV aims for the following objectives to be delivered area-wide by 2029:

- A pedestrian priority core
- Increased urban greenery
- Nurture distinctive quarters
- Streets as places
- Vibrant streets

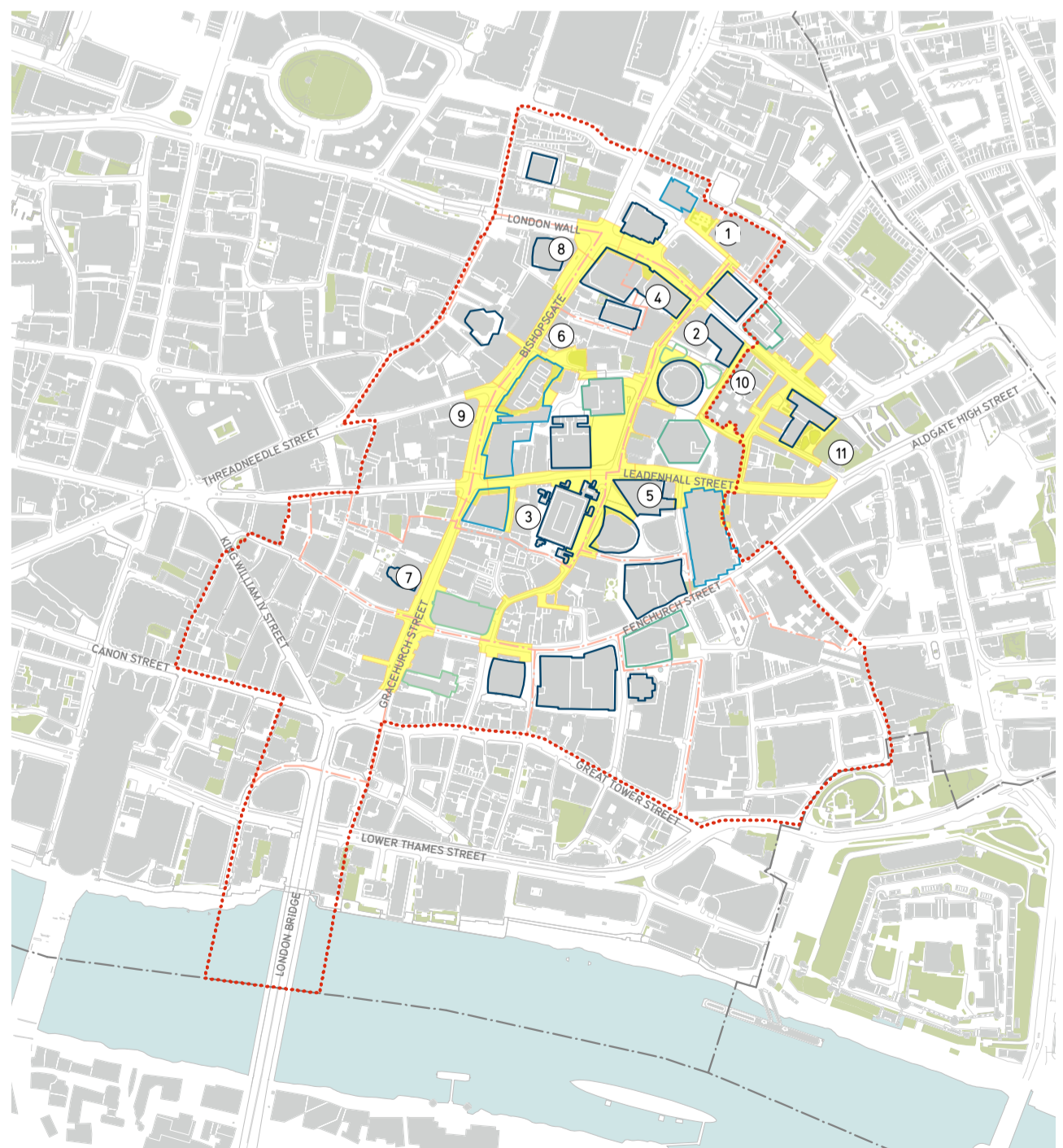
In order to deliver the aspirations of the vision, a number of public realm enhancement opportunities are identified that will, over the next decade, seek to promote and enhance the public space within the City Cluster.

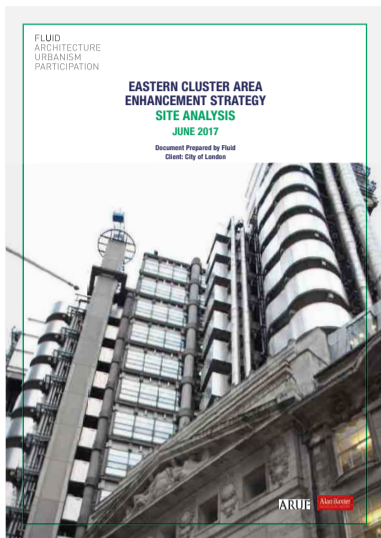
Proposals in the City Cluster Vision

- EC Partnership area
- - - Borough boundary
- - - Ward boundaries within EC Partnership area
- City Cluster Vision proposals

PROPOSALS

- ① Jubilee Gardens - Houndsditch
- ② St Mary Axe - Lime Street
- ③ Whittington Avenue
- ④ Bevis Marks - Camomile Street
- ⑤ Leadenhall Street
- ⑥ Great St Helens - Bishopsgate
- ⑦ Bishopsgate - Gracechurch Street
- ⑧ Camomile Street / Wormwood Street Junction
- ⑨ Threadneedle Street Junction
- ⑩ Bury Street
- ⑪ Creechurch Lane Area





The audit builds upon work undertaken for the Eastern Cluster Area Enhancement Strategy: Site Analysis

BUILDING ON EXISTING MOMENTUM

Change is already underway as evidenced by a number of projects across the City. New buildings like 120 Fenchurch Street attend both to the ground plane and internal amenity at roof level, providing a new destination for workers and visitors with accessibility carefully considered. Spaces like the Bloomberg Arcade, just outside the EC Partnership area, also provide exemplars for well designed, functional ground floor activating the public realm. A number of exciting cultural initiatives are also now in play. Sculpture in the City, which transforms the streets and spaces into a live sculpture park, has proven extremely popular as a result of its thoughtful approach to siting artworks and the quality of artefacts. Similarly, in 2019 the London Festival of Architecture unveiled a series of one-off public benches, designed by emerging architects and designers, and installed in partnership with the City of London Corporation and Cheapside Business Alliance.



The Bloomberg building offers a permeable ground floor with a strong food and drink offer



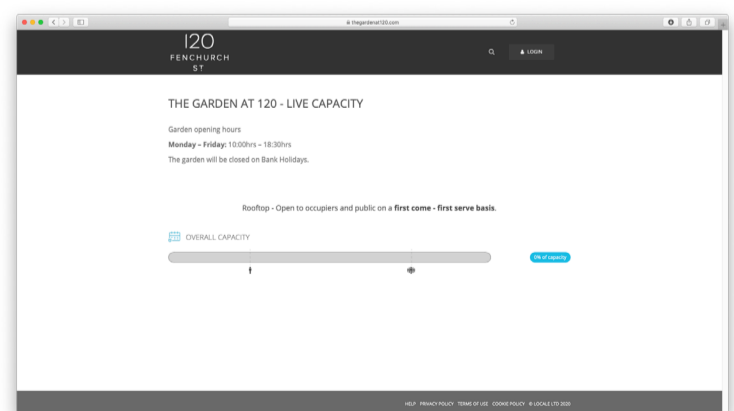
The annual Sculpture in the City programme introduces site-specific artworks across the Eastern City for the enjoyment workers and visitors



Money Box by Nicholas Kirk Architects, installed outside London Bridge Station, LFA benches competition



The new route under 120 Fenchurch Street is also the site of a digital artwork



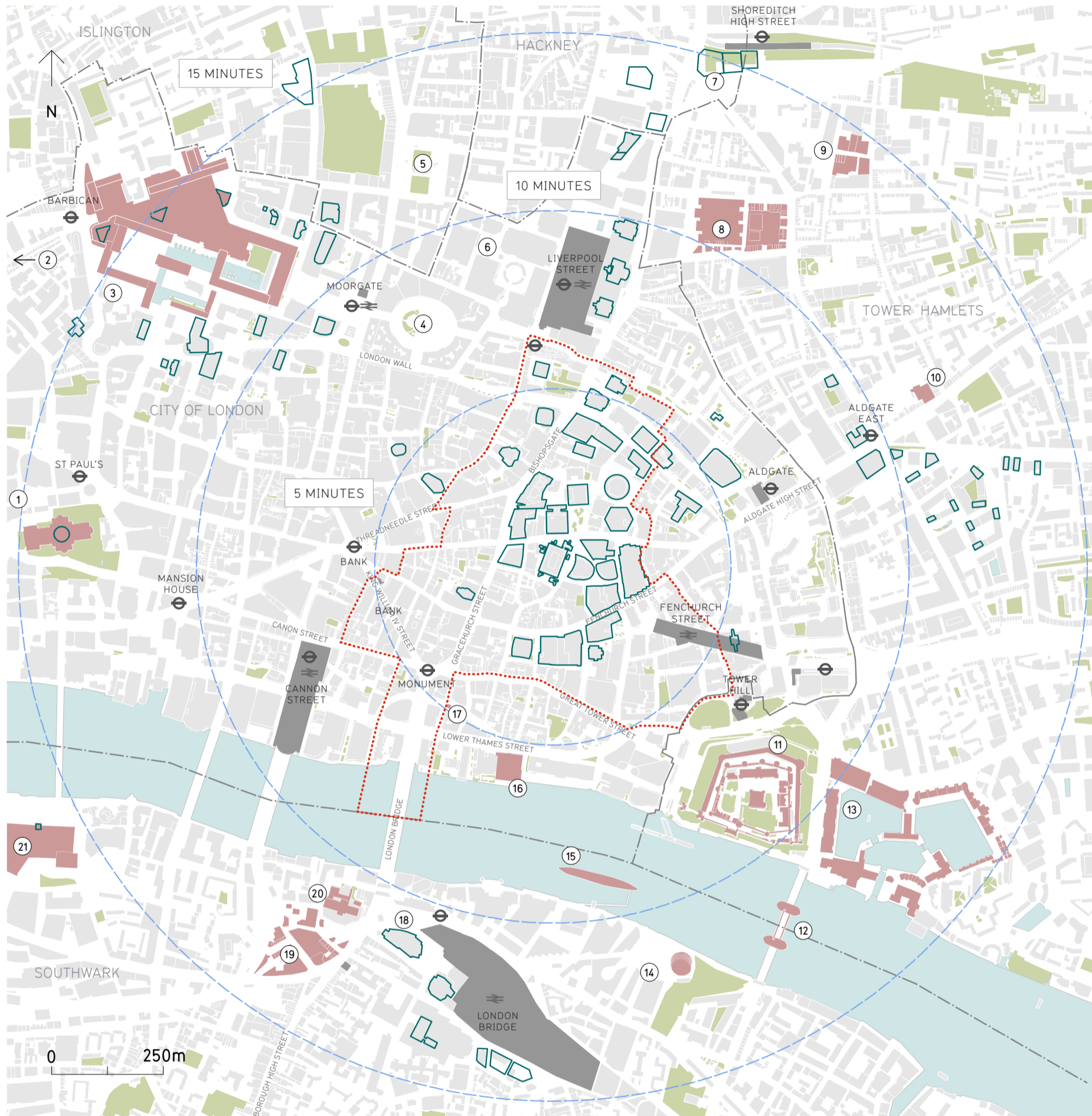
Use of new technology to promote and inform about access to the rooftop garden at 120 Fenchurch Street

THE AUDIT

The footprint of the EC Partnership is centred on its tall buildings; a feature of the London skyline and among its most significant landmarks. Tall buildings began to be developed in this area during the 1960s, grew further during the 1980s and 1990s, and over the past 15 years have further developed into what has become known as the Eastern City Cluster. As the cluster has grown, so too has the population of those who come to work in the area. Projections indicate a rise from 373,000 in 2011 to 428,000 in 2026 and the area hosts the greatest density of businesses and jobs in the UK. This will place ever greater importance on the various points of arrival and movement through the streets and spaces of the Eastern City. Additionally, both within the EC Partnership area and immediately adjacent, new residential developments and a number of new hotels will intensify demands on the public realm and require additional amenity.

The EC Partnership area is framed by Liverpool Street, where the Elizabeth Line opening will greatly increase capacity, Cannon Street and the new entrance to Bank underground station opposite, Fenchurch Street Station where capacity may increase, and Aldgate. Close to the borough boundary it is adjacent to the inner London boroughs of Islington, Hackney and Tower Hamlets where residential populations are far larger providing a captive local audience for new uses and activities in the area. A wealth of destinations exist within the area and in walking distance. Its southern edge is defined by the river, an attraction in its own right, and a feature of the City with immense, yet untapped, potential.

THE EC PARTNERSHIP AREA AND ITS WIDER SETTING



- Borough Boundary
- EC Partnership area
- Tall buildings

- ① St Paul's Cathedral
- ② Smithfield Market
- ③ The Barbican Centre
- ④ Finsbury Circus
- ⑤ Finsbury Square
- ⑥ Broadgate
- ⑦ Bishopsgate Goodsyard

- ⑧ Spitalfields Market
- ⑨ Old Truman Brewery
- ⑩ Whitechapel Galley
- ⑪ The Tower of London
- ⑫ Tower Bridge
- ⑬ St Katherine's Docks
- ⑭ City Hall, More London and Potter's Field Park

- ⑮ HMS Belfast
- ⑯ Old Billingsgate
- ⑰ The Monument
- ⑱ The Shard
- ⑲ Borough Market
- ⑳ Southwark Cathedral
- ㉑ Tate Modern

ORIGINS

A DEEPLY HISTORIC URBAN FABRIC

This part of London is among the oldest parts of the capital and many elements of its long history form the basis of its public realm today. The area formed the centre of Roman Londinium with the entrance to the forum, its civic centre, located at the present day crossing of Gracechurch Street with Lombard Street and Fenchurch Street. The street pattern and enclosure by the city wall are particularly significant; a loose grid of north-south streets overlaid by larger routes towards the city's gates at Aldgate and Bishopsgate, both now key locations at the north-west and north-east corners of the EC Partnership area. Although the city was abandoned it became densely occupied again following the Norman invasion. The Tower of London, at the south east corner of the area, was constructed from this time. The tower was later enlarged with a moat and barbican gate and in its vicinity was formed the Navy Yard where Samuel Pepys was employed.

THE CITY'S SOUTHERN GATEWAY

London Bridge was the river's only crossing point into the city until 1750 and this meant the area was defined through its role as the city's southern entry point. The original location of the bridge connected with the south end of Gracechurch Street but when the bridge was rebuilt in 1831 it was relocated west. Major approach road building works took the emphasis off Fish Street Hill, introducing King William IV Street connecting to Bank junction.

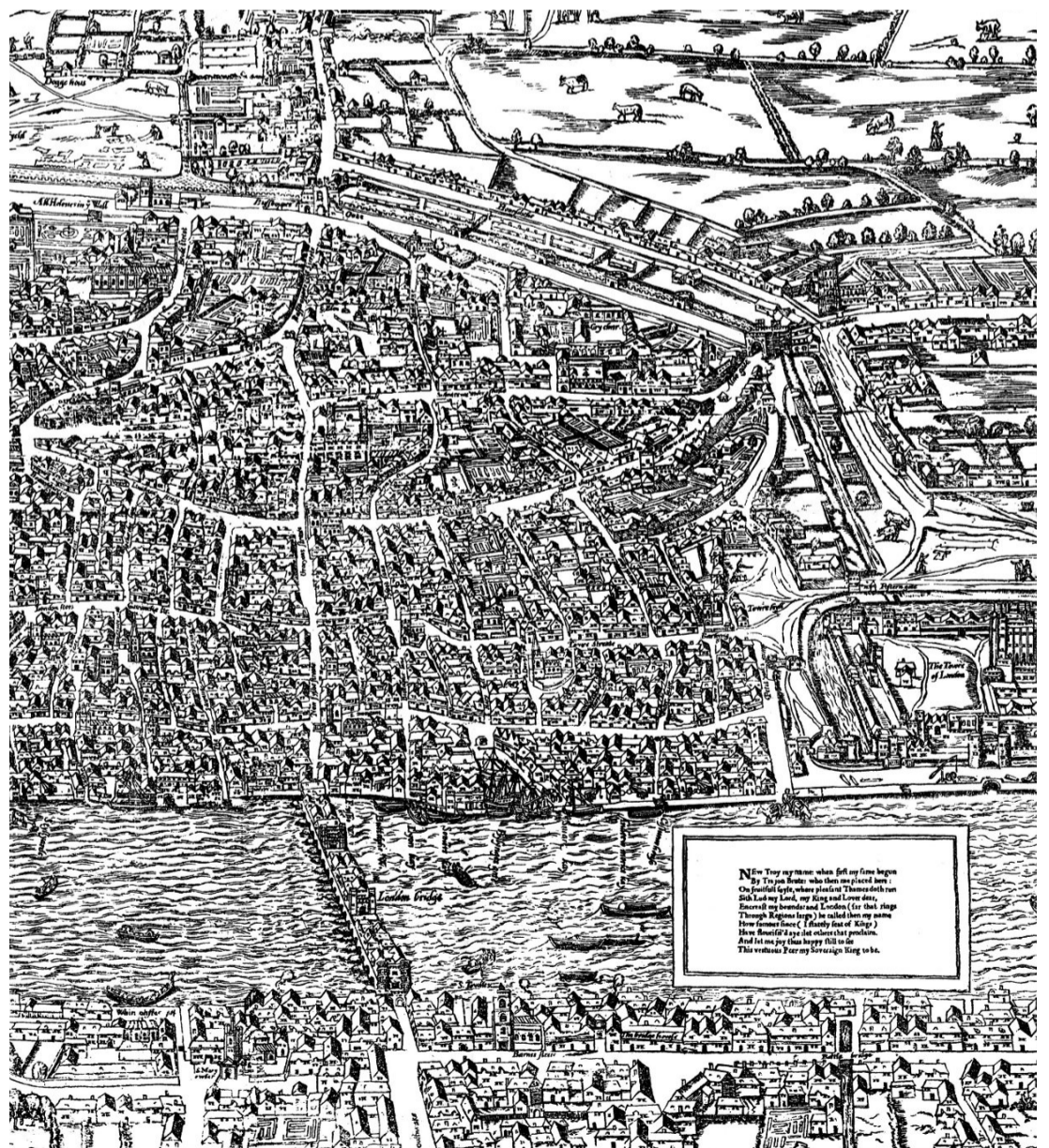
THE RIVER AND THE BEGINNINGS OF FINANCE AND INSURANCE

The importance of the river in defining the character of the area cannot be underestimated. As the site of London's port it became a hotbed of commercial activity, industry, and international trade. Mercantile culture exploded during the Tudor period with the Hanseatic League, which governed Northern European trade, and which formulated many of our notions of commerce,

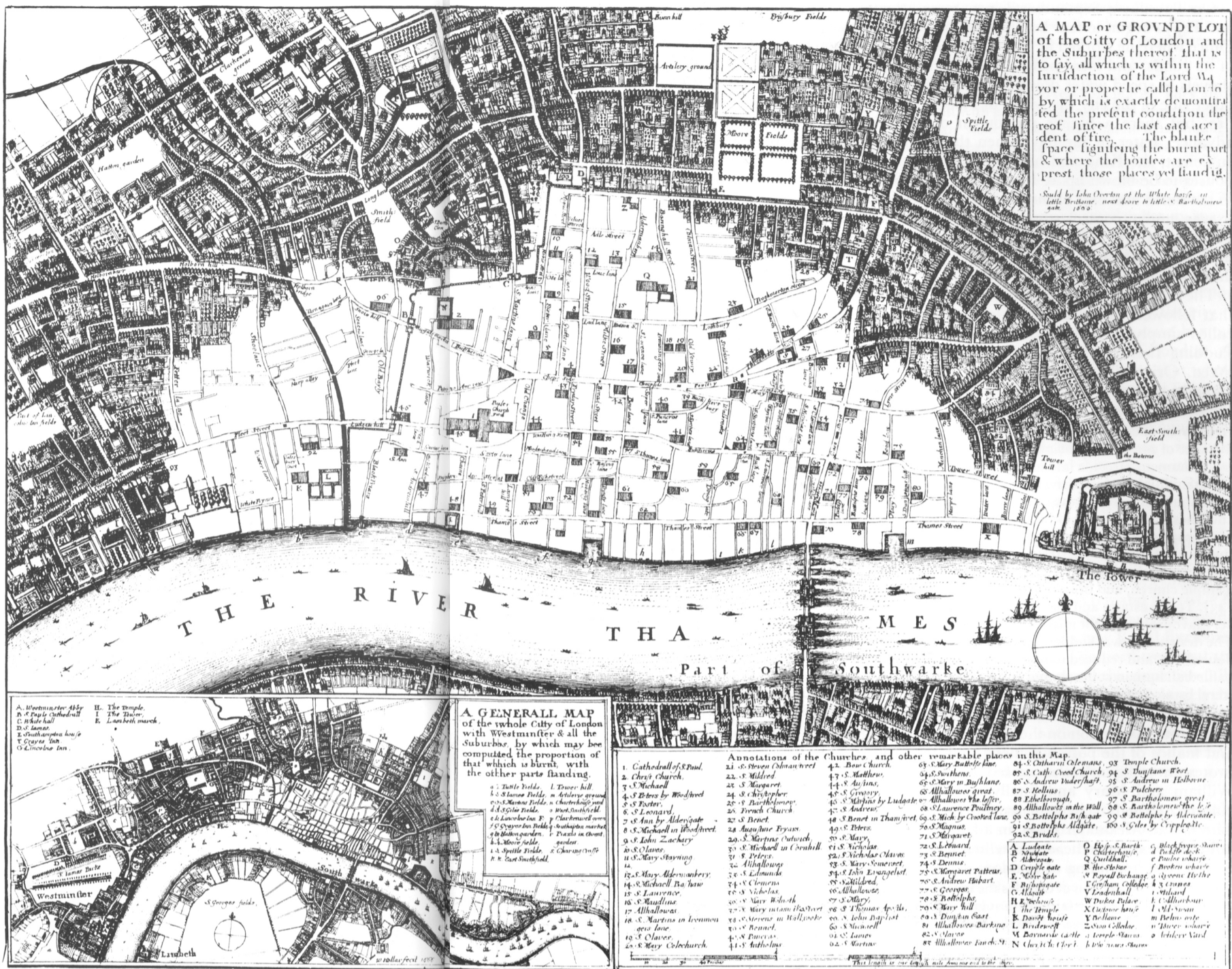
occupying a walled area by the port called the Steelyard (this area did not fall under the jurisdiction of the city until 1853). Trade and shipping originated the finance and insurance industries which came to dominate. The area's international identity continued throughout England's growth as a global power with the East India Company sited on Leadenhall Street. Mincing Lane was the world's leading centre of the tea and spice trades until the late nineteenth century and close by, Lloyd's coffee house was founded on Great Tower Street in 1688.

BISHOPSGATE AS A SECTION THROUGH THE CITY

As the primary north-south route from the southern edge of the city to the north, Bishopsgate connected the intensity and internationalism of the port with the commercial and residential neighbourhoods further north. Moving north from the river the sloping ground means various names recall the geography of the area such as Cornhill and St Mary Abchurch, meaning church on high ground. A notable feature of Leadenhall Market was the presence of a well with water pumped from London Bridge. In Cornhill, the unusual name Undershaft originates from the presence of a particularly tall Maypole remarked upon both by Chaucer and Stow and giving a sense of the enjoyment and festivity once central to the social life of this part of the city. Priors and monasteries such as St Helen's (1216), originally a convent of Augustinian nuns, were formed further north. Nearby and just outside the EC Partnership area, Austin Friars (1253), would become home to Thomas Cromwell following the Dissolution of the Monasteries.



Many of the key features of the area were already in place during the 16th Century but the bridge is shown in its original location (The Agas Map of London, 1560)



Hollar's Map of London shows the extent of devastation after the fire, 1667

THE RECORD OF MANY OF LONDON'S MOST SIGNIFICANT EVENTS

The physical fabric of the area documents numerous events which have impacted the life of the capital. Of the eight city churches which survived the Great Fire of London (1666) five are within the EC Partnership area. Numerous churches by Sir Christopher Wren, as well as The Monument (1677), attest to the rebuilding programme following devastation. All Hallows, just outside the area, is the oldest site of a city church, believed to originate from 675, but was reconstructed following the Blitz. The IRA bombings of the Baltic Exchange and Bishopsgate (1992 and 1993) caused the destruction of St Ethelburga's Church (12th Century) and when the church was re-built it opened as a Centre for Reconciliation and Peace.

Perhaps not unrelated is the fact that two of London's most famous chroniclers originate from the area. As well as Pepys, who recorded the fire, was John Stow who in 1525 published the first Survey of London describing, area by area, the city's churches and institutions, houses and workshops, people and their customs and the history of each parish.

The photographer Robert Frank captured the financial district in the 1950s (London, 1951, Robert Frank)



DECREASING DIVERSITY AND THE GROWTH OF THE FINANCE AND INSURANCE INDUSTRIES

As commerce grew messier industries moved out of the area; the bell founders, for example, after whom Billiter Lane was named, had already moved out by 1500. Following the fire wealthier residents departed for the West End marking the start of the city's declining residential population. Even the role of the river declined over time and with it some of the livelier activities which occurred along its edges. In 1849 Billingsgate Fish Market was moved off the streets into a riverside building, then subsequently demolished and replaced by an arcaded market hall on the south side of Lower Thames Street (the Fish Market finally moved out in 1982 and the building was refurbished by Richard Rogers as Old Billingsgate). There remained, nonetheless, in the 19th century some variety in commercial activity. The Leadenhall Press, for example, earned a reputation for excellence in reproducing art and issued as many as 40 books a year.



Leadenhall Street by J Hopkins, 1837

THE OPPORTUNITY OF BEING AT THE EAST END OF THE CITY

From the Victorian period onwards the proximity of the area to the Bank of England and Stock Exchange meant it prospered from the growing financial industries sector. The area also became extremely well connected with Fenchurch Street Station, the first station inside the City, dating from 1841 (the Grade II-listed building originates from 1854) and Monument station opened in 1884 and has been linked as an interchange to Bank since 1933. Later, vehicular transport came to dominate and streets such as London Wall and the Aldgate gyratory were rebuilt to maximise the flow of traffic during the 1960s, 70s and 80s.

The origin of the cluster of tall buildings is post war and was determined by its distance from St Paul's towards and from which views were to be preserved. The cathedral was recognised as a key element of the skyline and is itself 111 metres high. Conservation areas were later introduced across much of the City of London and so most of the towers under construction or recently completed in the City replace those built in the area during the 1960s.



Leadenhall Street by Ben Brooksbank, 1955

The viewing gallery at the Natwest Tower (now Tower 42)



Publications by the Leadenhall Press

THE SEVEN CHARACTER AREAS

This study focuses on private-public open space and its integration with broader public space provision within the Eastern City. The enlargement of the ECP boundary area from the boundary that was addressed in The City Cluster Vision brings in some quite distinct areas such as Fenchurch Street and Monument. The audit therefore has also reviewed existing reports and proposals for these parts of the area such as the Fenchurch and Monument Area Enhancement Strategy and the audit seeks to understand the relationship of these areas to the tall buildings cluster.

In order to study more closely the wealth of assets across the 44 hectares of the EC Partnership area a suite of 'character areas' have been defined. The aim is that these character areas could help focus future work, ensure specificity to place and condition, and allow improvements to build upon the latent characteristics of the rich array of places which make up the area as a whole.

The seven character areas in order of priority to The EC Partnership are:

1. Undershaft and St Helen's (central cluster)
2. Leadenhall Market
3. East Fenchurch (south east extension of the central cluster)
4. Monument (south cluster)
5. Wall: (north cluster)
6. Tower Hill
7. Historic Bank (framed by Threadneedle Street, Cornhill and Lombard Street)

Within these, the tall buildings included in the audit are those which are either built, in construction, have been submitted for or granted planning permission, or in some cases, are in a pre-application planning stage*. The development sites which are known but have not yet been granted planning permission are listed in the database for each area. These buildings could be added to drawings at a later date. The public realm is shown in accordance with the illustrative masterplan in the City Cluster Vision.

*Buildings include 70 and 55 Gracechurch Street

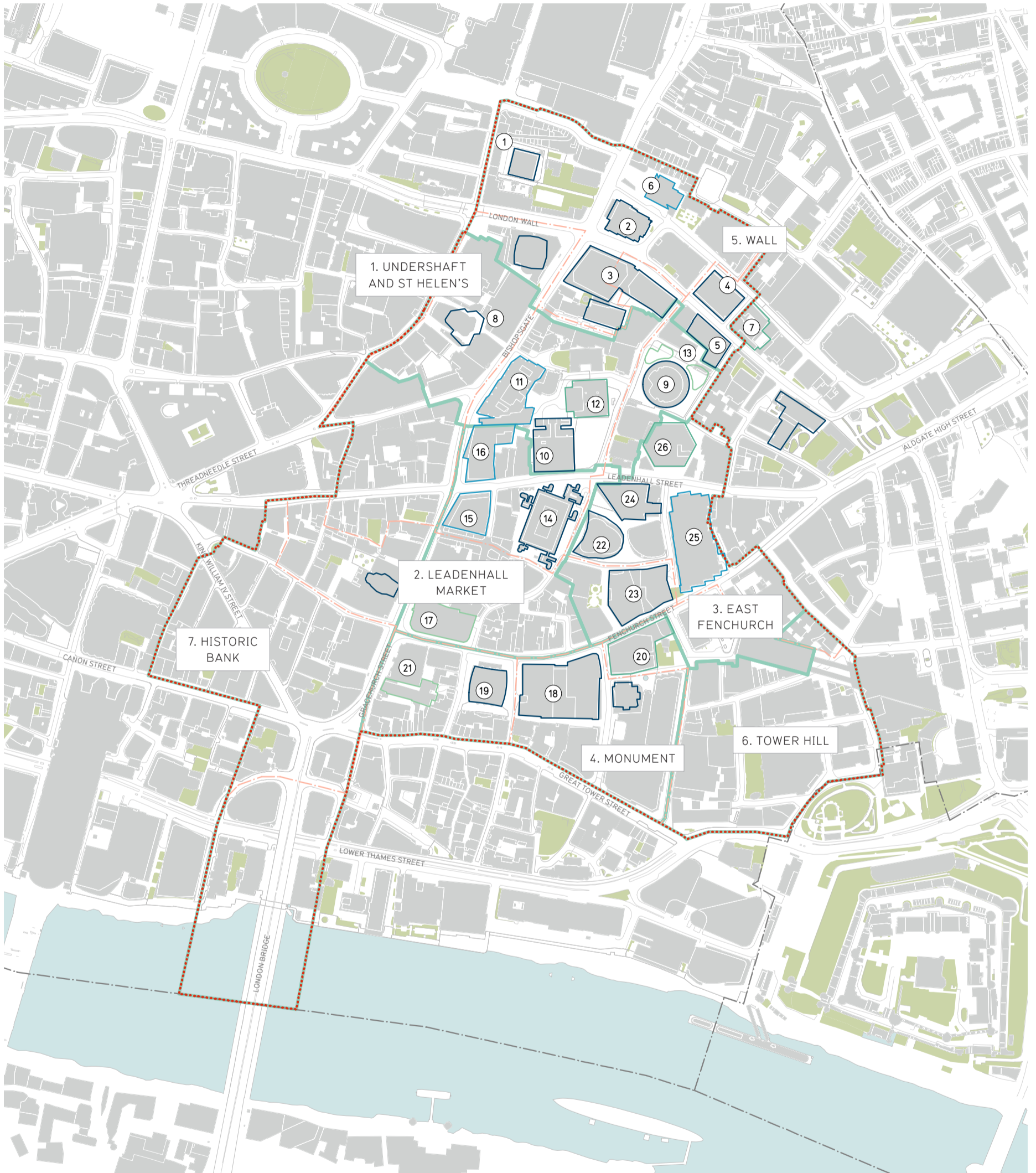


Image of the new entrance to Bank station on Cannon Street



Proposed renewal of Fenchurch Street Station (Weston Williamson Architects)

Illustrative public realm masterplan from the City Cluster Vision



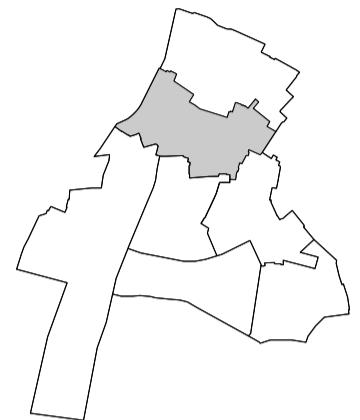
- | | | | | |
|-------------------------|---------------------------|---|-------------------------|---|
| ① Dashwood House | ⑧ Tower 42 | ⑮ 1 Leadenhall Street | ⑳ 51 Lime Street | - - - Borough boundary
- - - Ward boundary
- - - EC Partnership area
- - - EC Partnership character area |
| ② Salesforce Tower | ⑨ 30 St Mary Axe | ⑯ 150 Leadenhall Street and 8 Bishopsgate | ㉑ 120 Fenchurch Street | |
| ③ 100 Bishopsgate | ⑩ The Leadenhall Building | ⑰ 70 Gracechurch Street | ㉒ 52-54 Lime Street | |
| ④ 70 St Mary Axe | ⑪ Twentytwo | ⑱ Plantation Place | ㉓ 40 Leadenhall Street | |
| ⑤ 6 Bevis Marks | ⑫ 1 Undershaft | ㉒ 20 Fenchurch Street | ㉔ 100 Leadenhall Street | |
| ⑥ One Bishopsgate Plaza | ⑬ 20 Bury Street | ㉓ 50 Fenchurch Street | | |
| ⑦ Bevis Marks House | ⑭ Lloyd's building | ㉔ 55 Gracechurch Street | | |

1. UNDERSHAFT AND ST HELEN'S MEANDERING ROUTES THROUGH THE CENTRAL CLUSTER

This area forms the centre of the city cluster of tall buildings and has the most sizeable and largest number of tall buildings. A number are among the tallest and most well known in London. The first of the latest and current phase of construction starting in the 2000s is 30 St Mary Axe, by Norman Foster, and on opposite sides of Leadenhall Street, two buildings from different stages in the career of Richard Rogers. 1 Undershaft, when completed, will be the tallest structure at the centre of the cluster and its top floors will host a dedicated Museum of London gallery alongside interactive learning spaces and London's highest restaurant.

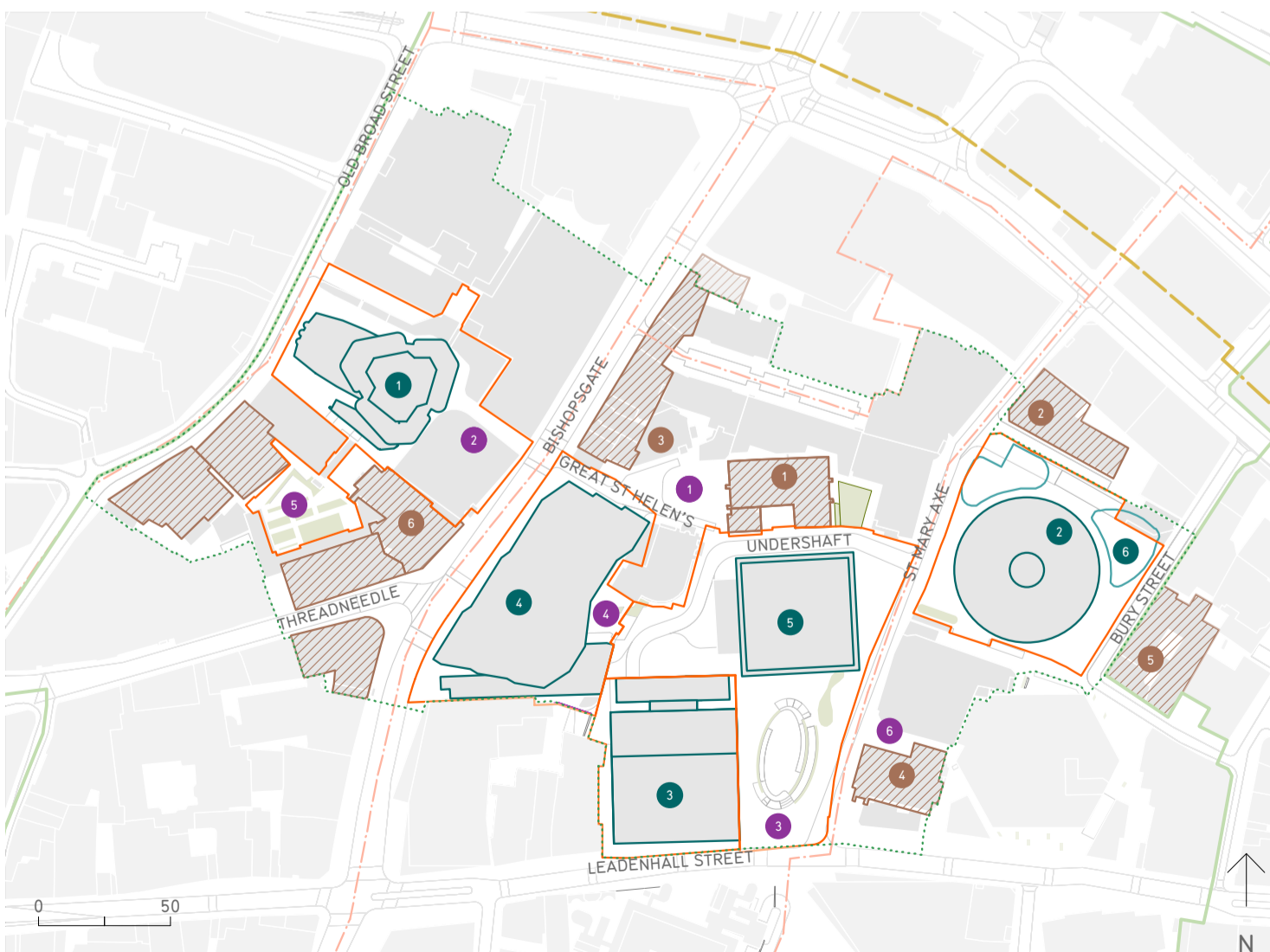
Leadenhall Street, and further north, Camomile Street and Houndsditch, define the southern and northern edges, providing connections west to Bank and east to Aldgate. North-south the street pattern is defined by four quite distinct routes – Old Broad Street, Bishopsgate, St Mary Axe and Bury Street. The characters of Bishopsgate and St Mary Axe are very different. Buildings framing this stretch of Bishopsgate maintain a solid frontage with few breaks, enhancing its monumental scale. Traffic, narrow footways and the inaccessible but visible courtyard of the Leathersellers' Company make Bishopsgate less inviting than many streets in the area. St Mary Axe, which meanders through the centre of the area, flanked by smaller scale buildings north and south, is a far more open street connecting with the large spaces surrounding 30 St Mary Axe and the generous undercroft of The Leadenhall Building.

The lack of permeability from Bishopsgate intensifies pressure on Leadenhall Street as the largest route. In the centre of the area the street pattern running between the tall buildings is in a process of transformation. Undershaft will, in the future, connect Crosby Square, the 'Art Corridor' along the south side of Twentytwo leading to Bishopsgate and will also provide access for servicing. North of Undershaft, Great St Helen's forms an important third connection between 30 St Mary Axe and Bishopsgate. St Helen's, among the oldest structures in the City, sits alongside and its west-facing paved forecourt has a number of mature trees. Across Bishopsgate, The Avenue at the base of Tower 42 connects with Fountain Court, a quiet garden in the centre of the block, and the historic Bank area.



- EC Partnership area
- - - EC Partnership character area
- Tall building ownership
- - - Ward boundary

BUILT FABRIC AND OPEN SPACES

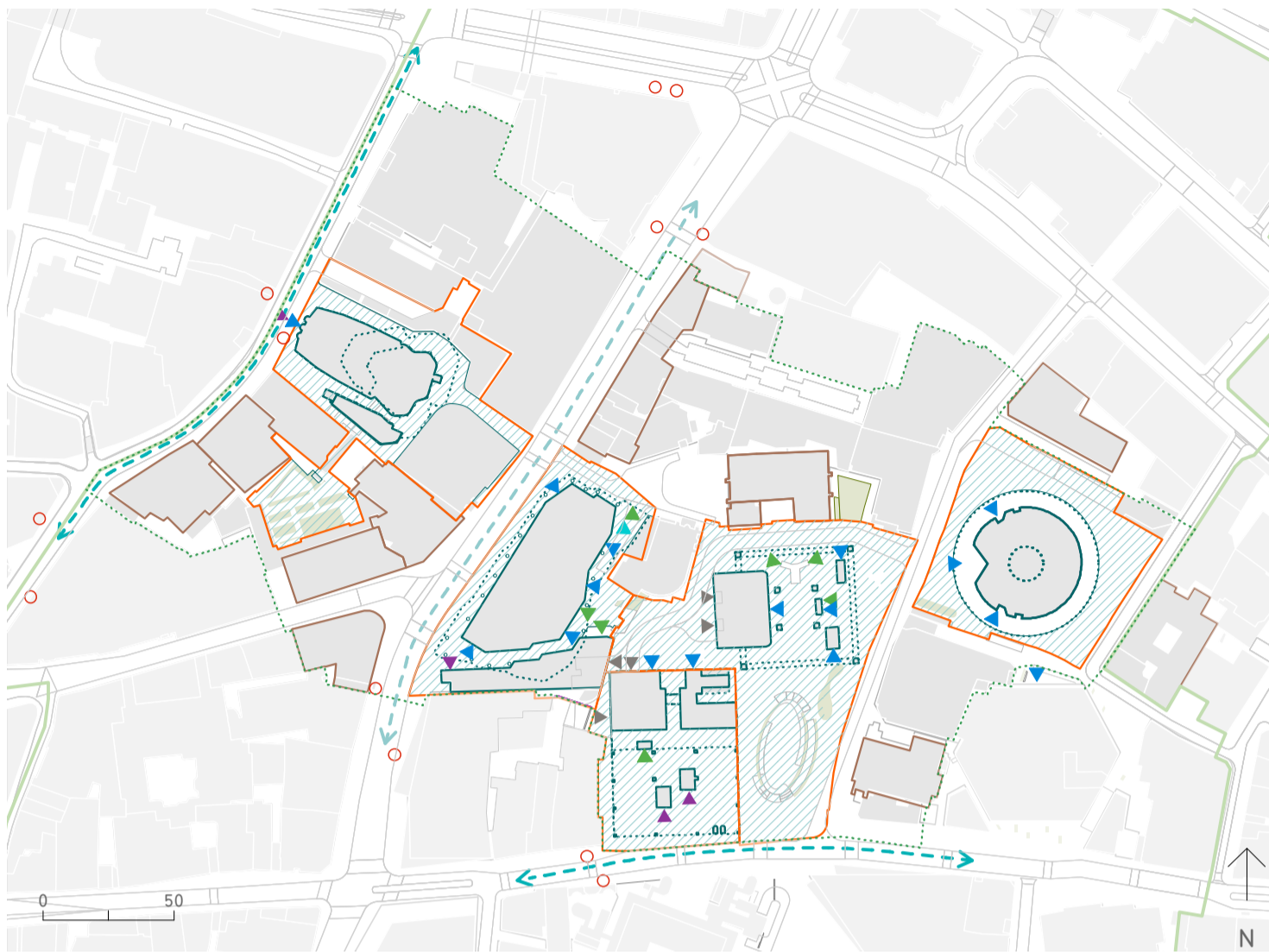


- TALL BUILDINGS**
- 1 Tower 42
- 2 30 St Mary Axe
- 3 The Leadenhall Building
- 4 Twentytwo
- 5 1 Undershaft
- 6 20 Bury Street
- HERITAGE FEATURES**
- 1 St Helen's
- 2 The Baltic Exchange
- 3 Leatherseller's Company
- 4 St Andrew Undershaft
- 5 Holland House
- 6 Gibson Hall
- Course of historic city wall
- OPEN SPACES**
- 1 St Helens forecourt
- 2 The Avenue
- 3 St Helen's Square
- 4 Crosby Square
- 5 Fountain Court
- 6 St Andrew Undershaft churchyard



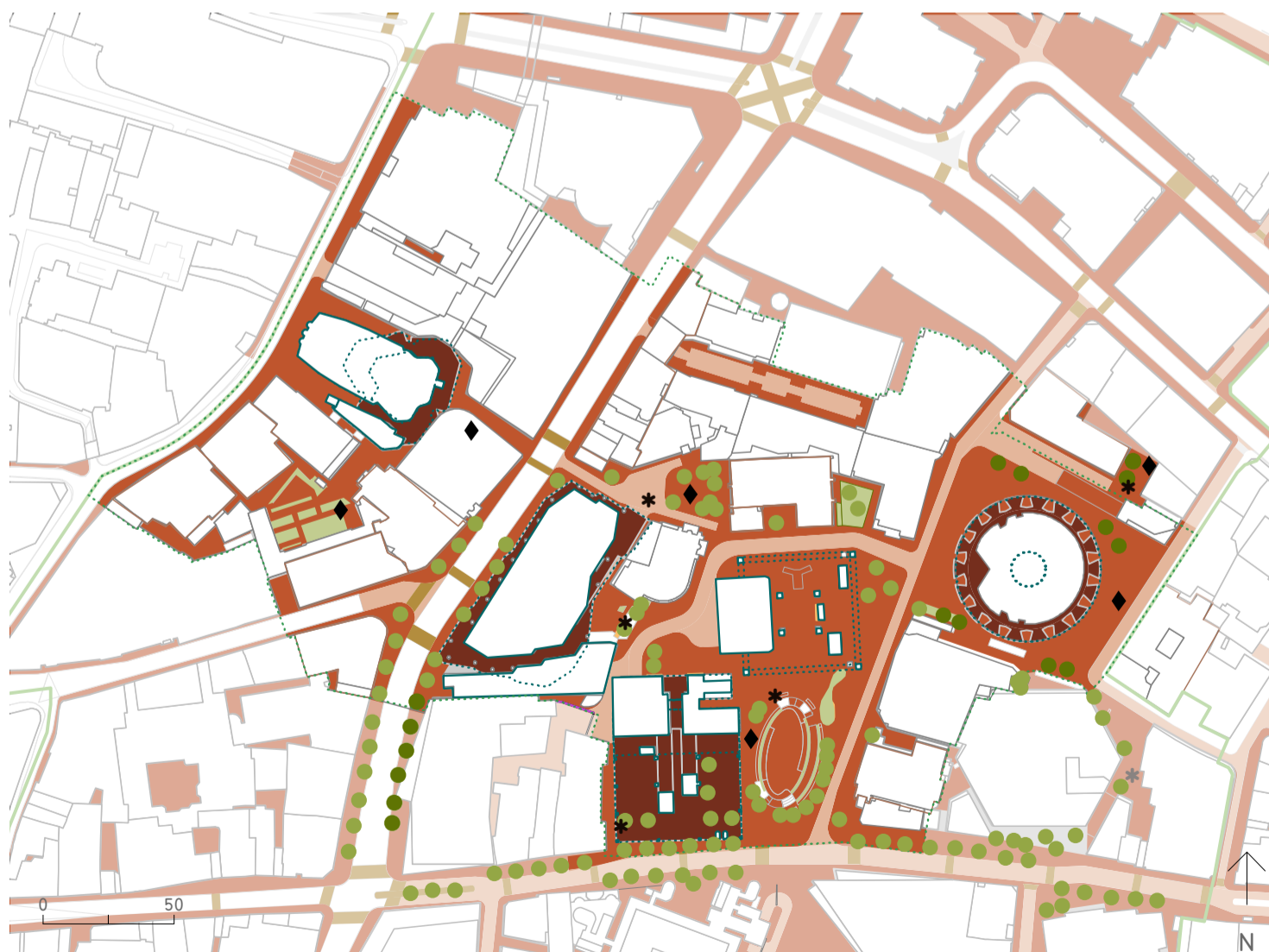
The Leadenhall Building undercroft addresses Leadenhall Street

POINTS OF ARRIVAL, MOVEMENT AND ENTRANCES



- EC Partnership area
- EC Partnership character area
- Tall building ownership
- Tall building - ground floor
- Tall building - upper level
- External space private-public
- TRANSPORT
- △ Entrance / exit - rail
- △ Entrance / exit - underground
- Bus stop
- Cycle route - proposed - phase 1
- Cycle route - proposed - phase 2
- Santander cycle hire
- ENTRANCES
- ▲ Office lobby / commercial
- ▲ Cycle storage
- ▲ Servicing
- ▲ Hotel / residential
- ▲ Visitor access to rooftop amenity
- ▲ Retail / food and drink

EXISTING AND PROPOSED PUBLIC REALM



- EC Partnership area
- EC Partnership character area
- Tall building - ground floor
- Tall building - upper level
- PUBLIC REALM
- Carriageway - pedestrian priority
- Footway
- Footway - covered
- Crossing
- Green space
- Sports ground / amenity
- Tree - existing
- Tree - proposed
- * Sculpture
- ◆ Area of seating



Discreet retail units in 30 St Mary Axe



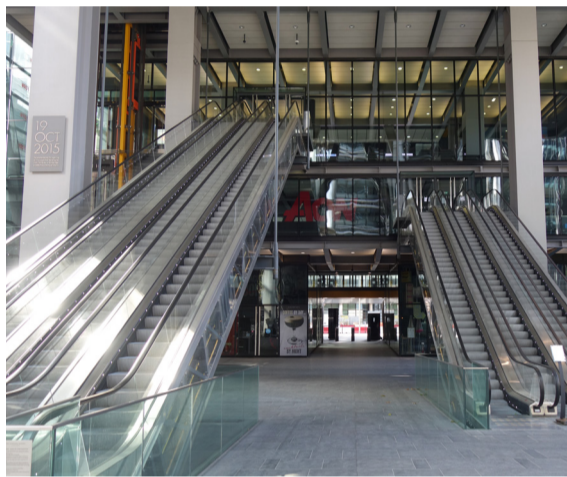
The Leatherseller's Company courtyard visible from Bishopsgate



Narrow footways and the grand scale of buildings on Bishopsgate



Geometric patterns of light reflected from 30 St Mary Axe



The route north beneath the Leadenhall Building leads to Undershaft



The route south leads to The Lloyd's building



The façade of the Baltic Exchange addresses the open space surrounding 30 St Mary Axe



Visitors survey the remarkable heart of the area



St Helen's Bishopsgate



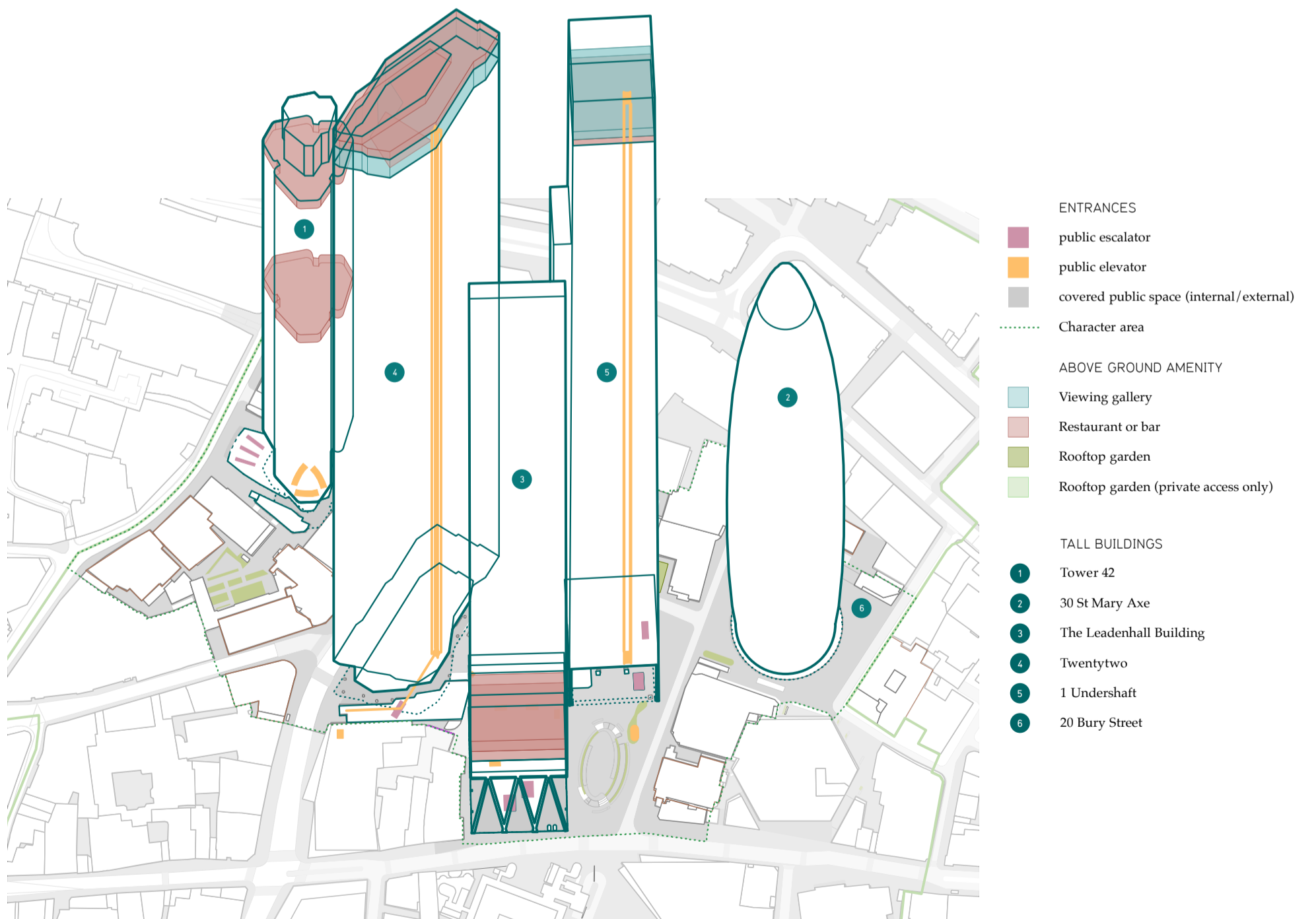
Undershaft runs along the back of the Leadenhall building

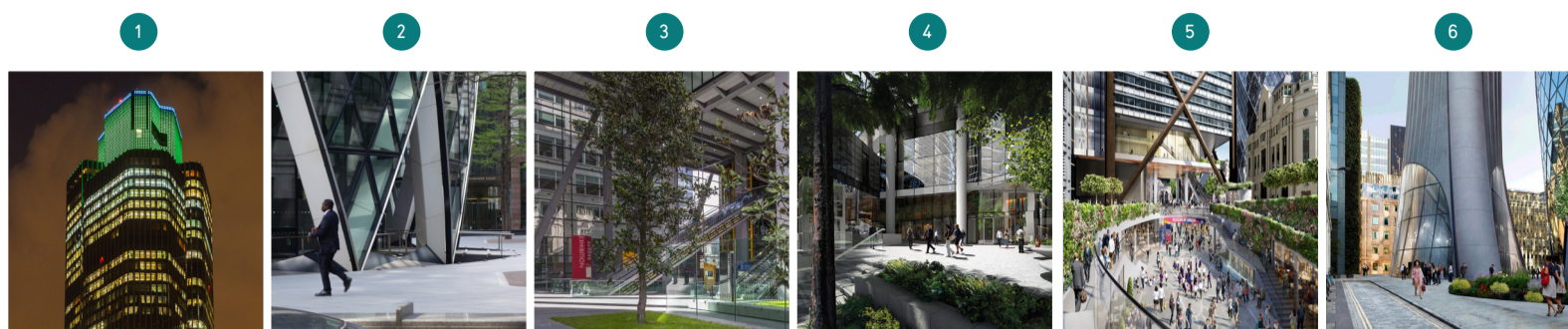


Great St Helen's towards 30 St Mary Axe



The Avenue at the base of Tower 42





Name	Tower 42, 25 Old Broad Street	30 St Mary Axe	The Leadenhall Building, 122 Leadenhall Street	Twentytwo, 22 Bishopsgate	1 Undershaft	20 Bury Street
Also known as	The NatWest Tower	The Gherkin (formerly the Swiss Re Building)	The Cheesegrater	Replaced the Pinnacle	The Trellis	The Tulip
Developer	National Westminster Bank	Swiss Re	British Land and Oxford Properties	AXA IM – Real Assets and Lipton Rogers Developments	Aroland Holdings	J Safra Group
Owner	Nathan Kirsh	J Safra Group	C C Land Holdings Limited	Axa	Aroland Holdings	J Safra Group
Architect	Richard Seifert & Partners	Foster & Partners	Rogers Stirk Harbour & Partners	PLP Architects	Eric Parry Architects	Foster & Partners
Status	Built	Built	Built	Under construction	Planning granted	Under appeal
Year completed or estimated year of completion	1980 (reclad 1995)	2003	2014	2020	further information required	further information required
Height (m)	183	180	225	279	310	305
No. of floors	47	41	48	62	73	n/a
Main use	Commercial	Commercial	Commercial	Commercial	Commercial	Visitor attraction
Floor area (sqm)	30,100	47,950	84,424	116,128	154,100	5,545

Base

Private-public external space	The Avenue: pedestrian walkway connecting Bishopsgate to Old Broad Street with benches, sculptures and lighting	Public hard open space surrounding the building with stone benches, trees and memorial	Six storey covered open space and route north south underneath the building with planting and public art	Crosby Square and 'art corridor': landscaped stepped public realm with pedestrian through route.	Open pedestrian space under building. St Helen's Square and Lower Court: elliptical retail space at lower ground floor	Two-storey pavilion with visitors entrance to tower, retail at ground floor and a public roof garden and alterations to public realm
Area (sqm)	2,560	2,670	2,660	2,200	6,640	n/a
Retail/Food and drink no. of units		Restaurant (Level 0)	Two double storey retail units at ground floor and a bar/restaurant at (Levels 2-3)	"The Market" (Level 2), event spaces (Levels 3-6) (not publically accessible)	Retail gallery, shops, F&D, (Levels 0 & -1)	Retail unit in pavilion building

Top

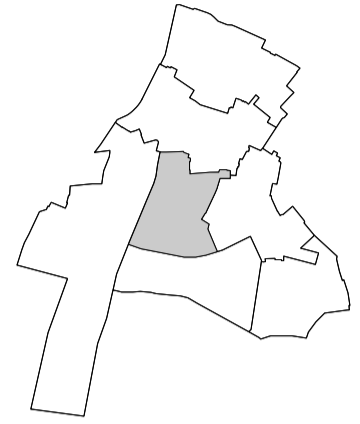
Garden/viewing gallery	none	none	none	Viewing gallery	Viewing gallery and education centre	Viewing Gallery (4-7), Gondola Ride (4-7) and Education Facilities (3)
Area (sqm)	n/a	n/a	n/a	further information required	2930	2960
Retail/Food and provision	Reservation only bar (Level 42)	Restaurant (tenant use only), private events space		Bar (Level 60), Restaurant (Level 59)	Restaurant (Level 70)	Restaurant (Levels 8-9), Bar (Levels 11-12)

Other contributions to the public realm	15 Bishopsgate (6 storey podium building), Bar /restaurant (Level 24), LED multi-media lighting system around Levels 39 to 45 (featured the Olympic Rings during 2012 Olympic and Paralympic Games).		Mechanical workings of building visible to exterior, private events space "Landing Forty Two"	Publically accessible ground level with art display		
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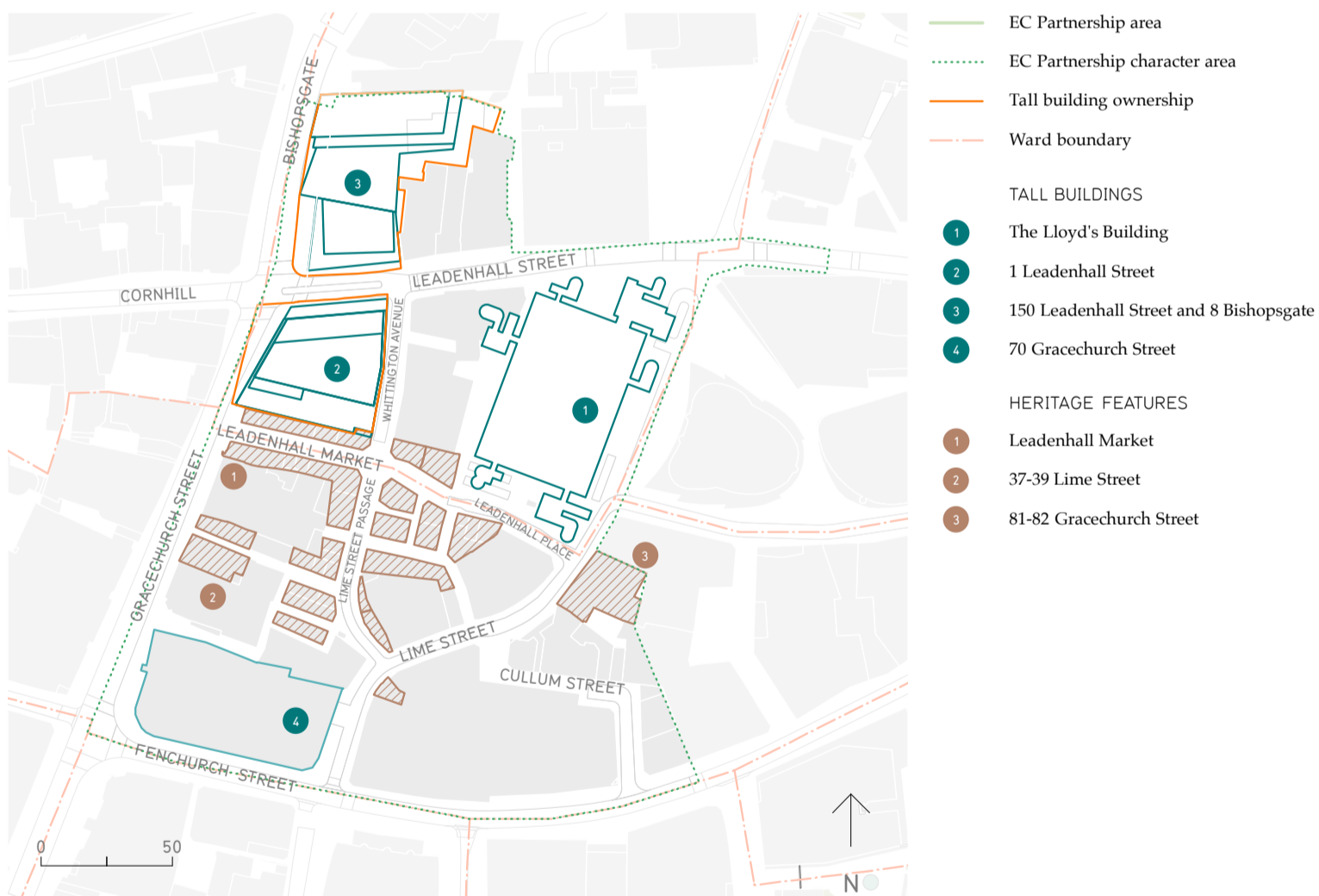
2. LEADENHALL MARKET THE CITY'S COVERED MARKET

The enjoyable character of the market makes it a central feature of the EC Partnership area and a hinge between the central and southern clusters of tall buildings. Its elegant double height entrance is a key moment along the length of Gracechurch Street and views into its colourful covered space are particularly memorable during the evening when the arcade is lit. New developments will intensify focus on the market and the west end of Leadenhall Street will be framed by two tall buildings, with an arcade on Bishopsgate.

As one of the principle shopping centres within the City of London intensification of the market is proposed to address the deficit in retail provision: 'The vision for the market to become a retail destination is supported by its popularity with visitors and tourists, and would help to generate more income and dwell time' (p.63, Eastern Cluster Area Enhancement Strategy: Site Analysis). East of the market, Lime Street links the market back to St Mary Axe to the north and the potential also seems to exist to draw activity southwards, where it presently has less presence but could reach towards areas south of Fenchurch Street.



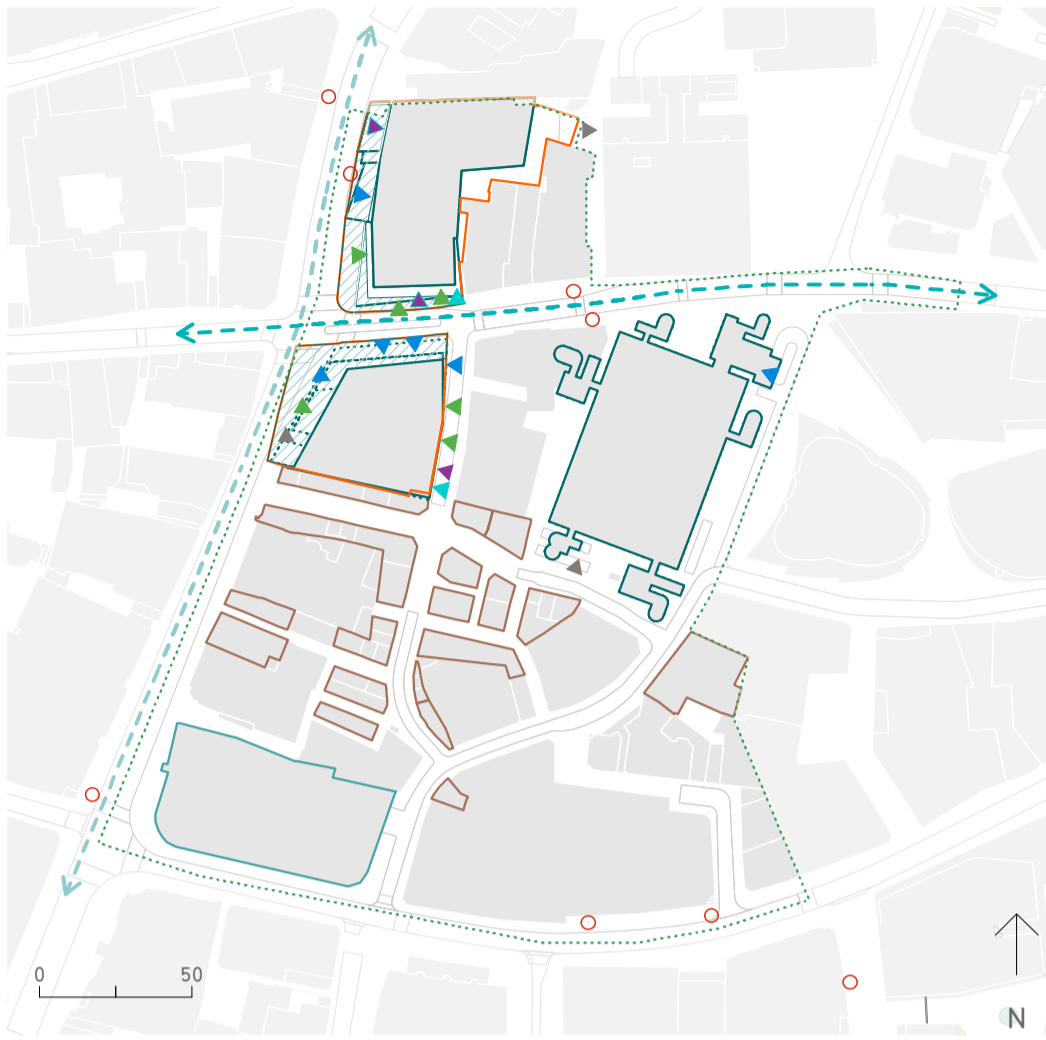
BUILT FABRIC AND OPEN SPACES





20 Fenchurch Street from the southern approach to Leadenhall Market

POINTS OF ARRIVAL, MOVEMENT AND ENTRANCES

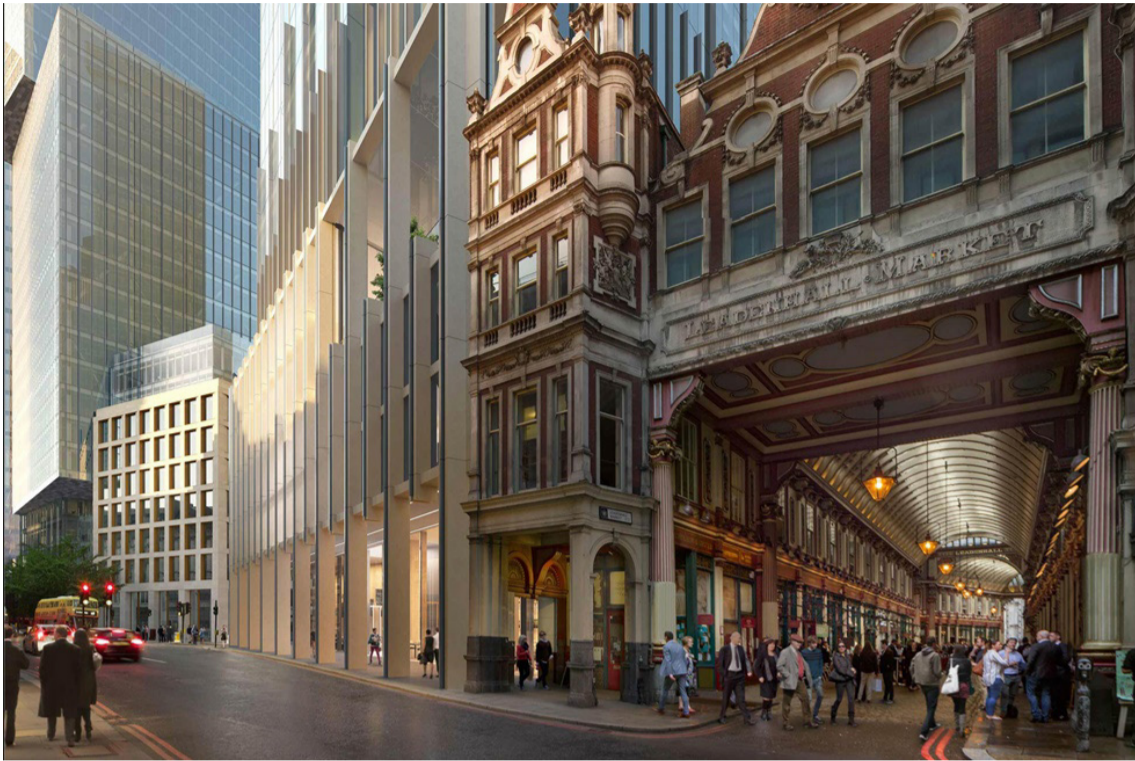


- EC Partnership area
- EC Partnership character area
- Tall building ownership
- Tall building - ground floor
- Tall building - upper level
- External space private-public
- TRANSPORT
- △ Entrance / exit - rail
- △ Entrance / exit - underground
- Bus stop
- Cycle route - proposed - phase 1
- Cycle route - proposed - phase 2
- Santander cycle hire
- ENTRANCES
- ▲ Office lobby / commercial
- ▲ Cycle storage
- ▲ Servicing
- ▲ Hotel / residential
- ▲ Visitor access to rooftop amenity
- ▲ Retail / food and drink

EXISTING AND PROPOSED PUBLIC REALM



- EC Partnership area
- EC Partnership character area
- Tall building - ground floor
- Tall building - upper level
- PUBLIC REALM
- Carriageway - pedestrian priority
- Footway
- Footway - covered
- Crossing
- Green space
- Sports ground / amenity
- Tree - existing
- Tree - proposed
- * Sculpture
- ◆ Area of seating



Proposed arcade to 1 Leadenhall Street north of the entrance to Leadenhall Market



Local services along Leadenhall Market



Outdoor dining in Leadenhall Market



Lime Street Passage leading south from the market



The cross streets within the market



20 Fenchurch Street from the south end of the market



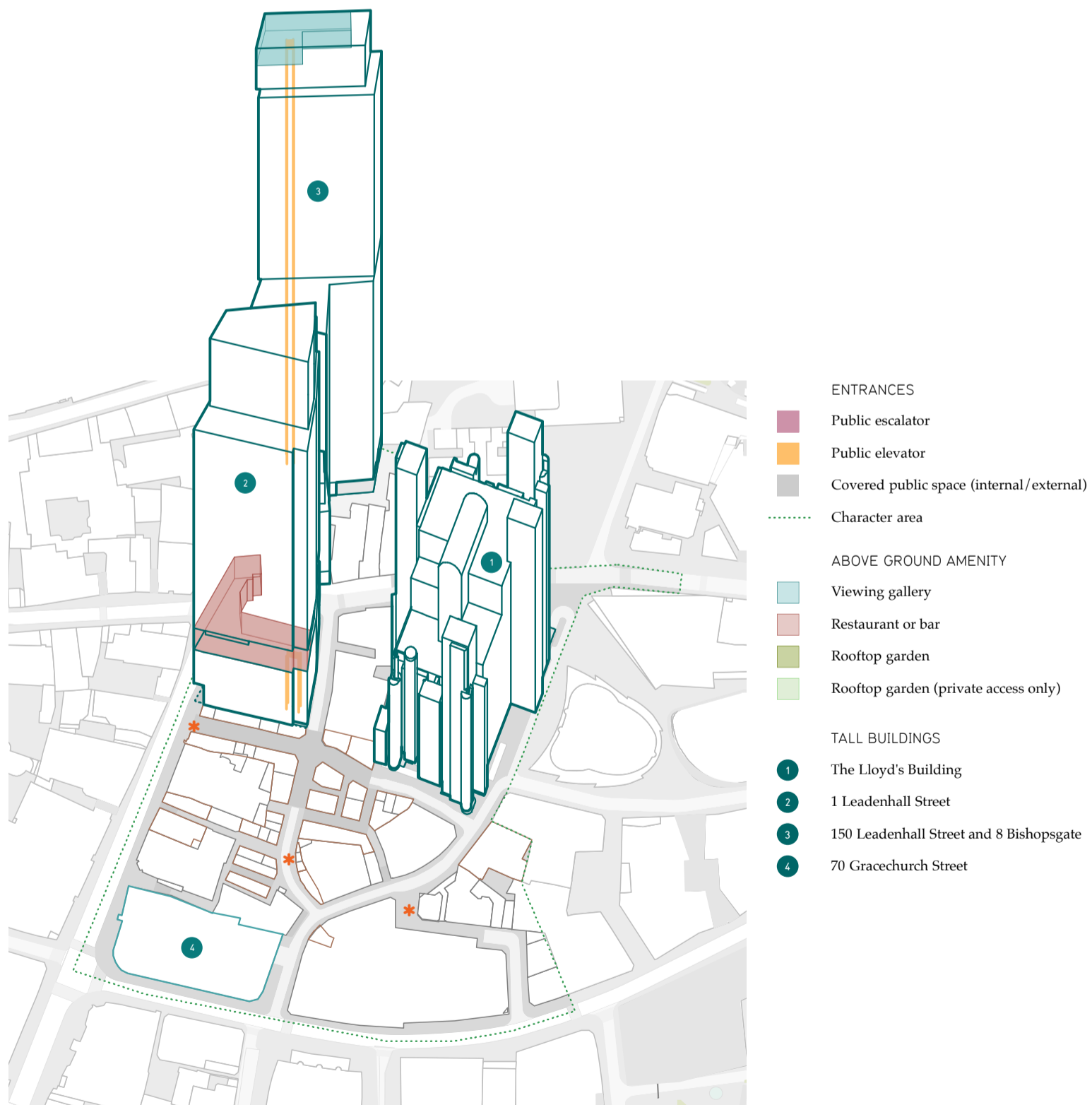
Lime Street and glimpses of the market from Fenchurch Street

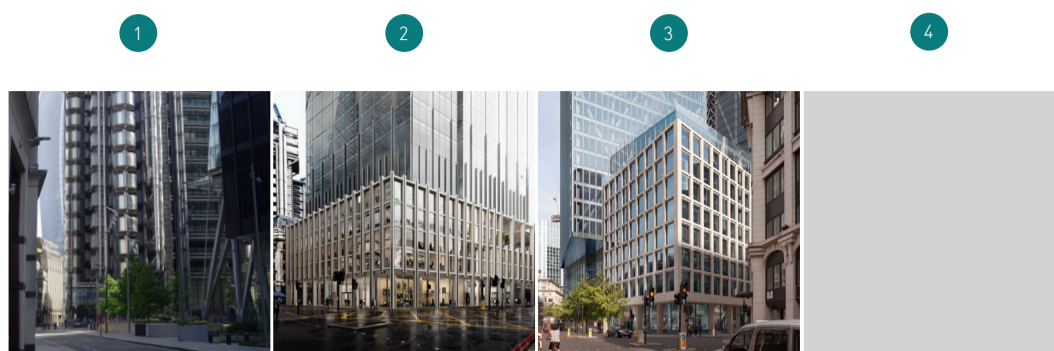


The south end of Lime Street towards Fenchurch Street



Whittington Avenue





Name	Lloyd's Building, 1 Lime Street	1 Leadenhall Street	150 Leadenhall Street and 8 Bishopsgate	70 Gracechurch Street
Also known as			Prussian Blue	The Forum
Developer	Lloyd's of London	Brookfield Properties	Mitsubishi Estate London and Stanhope	Tenacity Group
Owner	Ping An Insurance	Brookfield Properties	MEC London Property	Tenacity Group
Architect	Richard Rogers Partnership	Make	WilkinsonEyre	KPF
Status	Built	Under construction	Under construction	Pre-planning
Year completed or estimated year of completion	1986	2022	2022	further information required
Height (m)*	84	176	221	further information required
Floors	12-14	35	50	32
Main use	Commercial	Commercial	Commercial	Commercial
Floor area (sqm)	55,000	63,613	87,355	further information required

Base

Private-public external space	Below street level surroundings to the building – not currently publically accessible	Widening of footways and streetscape improvements to Whittington Avenue	Widening of footways at junction	Multi-storey experience space and public routes through the building
Area (sqm)		875	680	further information required
Retail/Food and drink no. of units		Retail units (Levels 0–4)	Retail/ café /restaurant / office (Levels 0–1)	
Area (sqm)		775	644	

Top

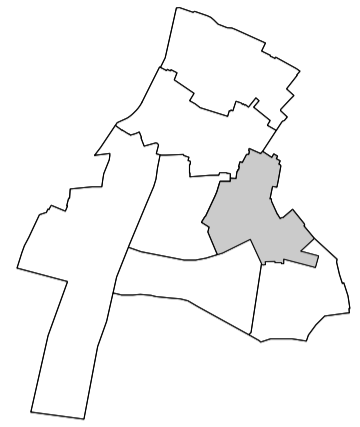
Garden / viewing gallery			Rooftop viewing gallery (Level 50)	Rooftop gallery
Area (sqm)			820	further information required
No. of hours open / week				
Retail / Food and drink				

Other contributions to the public realm		Viewing gallery (Level 4)		
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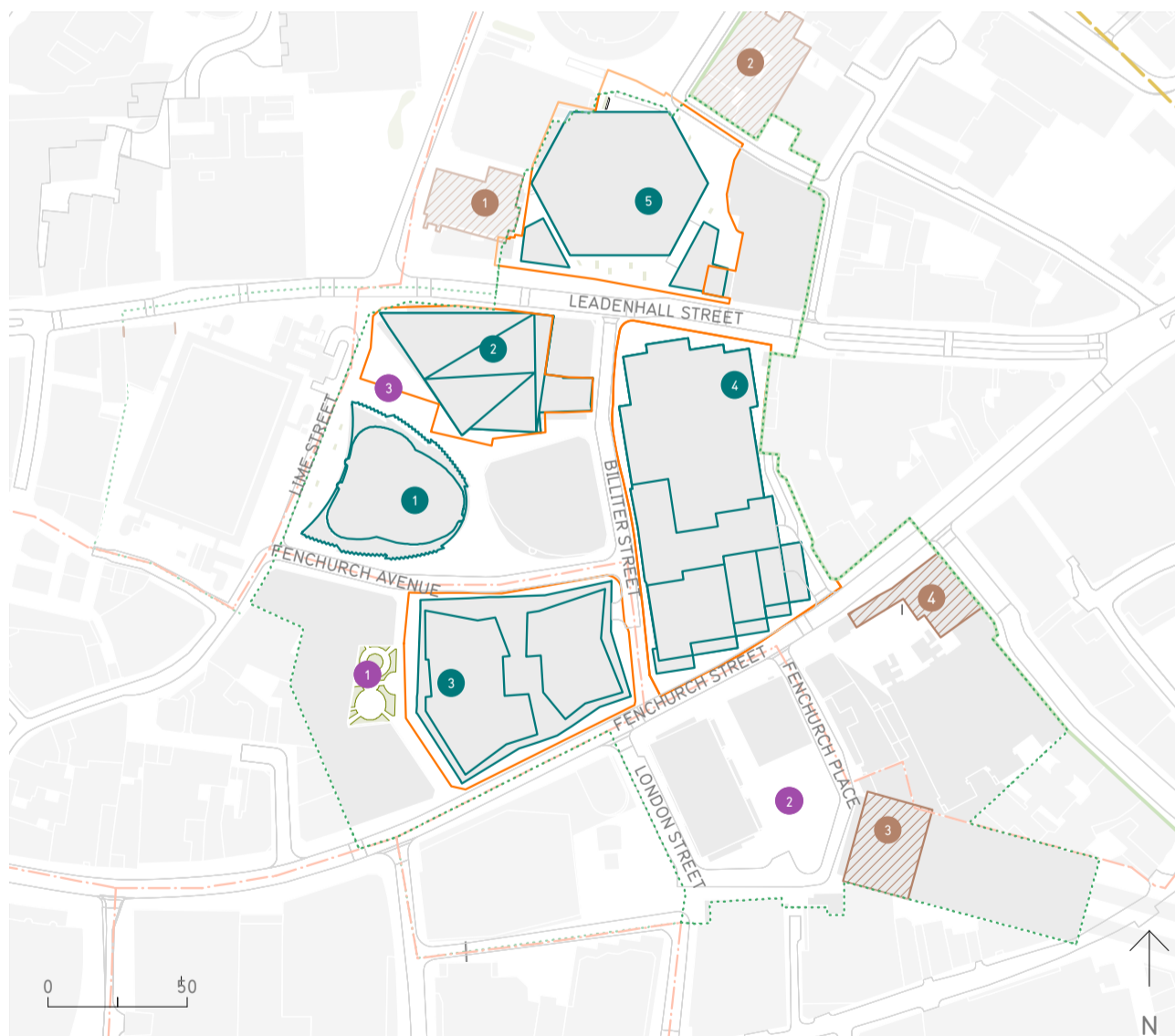
3. EAST FENCHURCH THE SOUTH EAST GATEWAY

East of Lime Street and south of Leadenhall Street a south-eastern extension of the central cluster of tall buildings is emerging. The diagonal connection, between 53-54 Lime Street and the Willis Building, gives this a strong orientation towards Fenchurch Street Station and the Tower. The south east corner of this area is defined by Fenchurch Street Station. Recently the project for improvements the station by Weston Williamson and Partners has won planning permission and listed building consent. Improvements include the reconfiguration of ground-floor retail units to create a larger public space and new first-floor shops and restaurants around an 'adaptable break out space' with views of the surrounding city. Plans to pedestrianise the area surrounding the station are under consideration to increase capacity and to better link the station to the underground network. Initiatives to improve Fenchurch Street Station and its immediate surroundings could offer a significant public realm improvement contribution to the area.

Alongside its south-easterly orientation there remain a number of important north-south connections, and because the street pattern contracts towards Aldgate, routes across the area shorten. Billiter Street is key. Its eastern side will be framed by the stepped towers of 40 Leadenhall Street and views north will address 100 Leadenhall, where new connections will be introduced linking with 30 St Mary Axe and Bury Street.



BUILT FABRIC AND OPEN SPACES

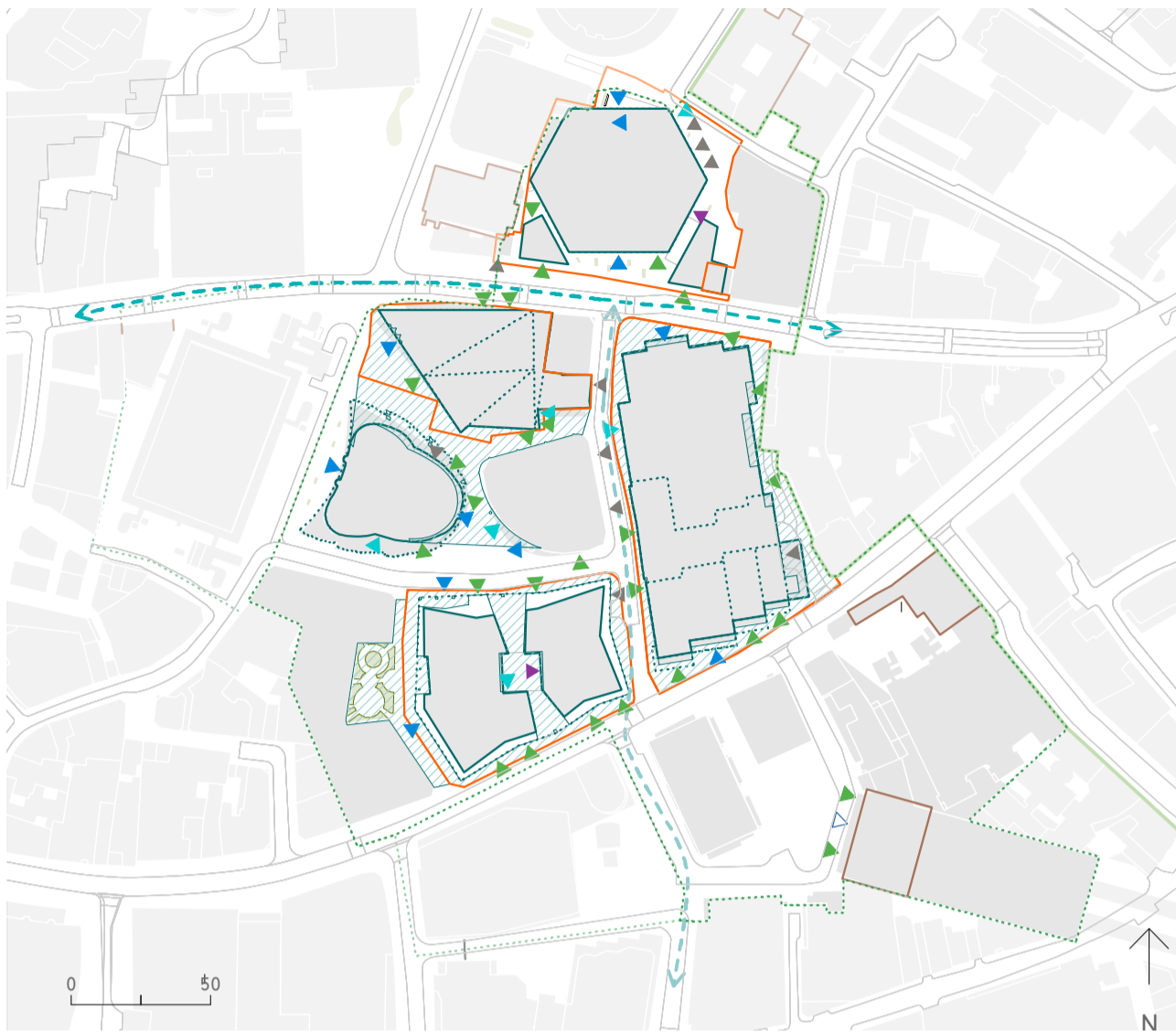


- EC Partnership area
 - EC Partnership character area
 - Tall building ownership
 - Ward boundary
- TALL BUILDINGS
- 1 51 Lime Street
 - 2 54 Lime Street
 - 3 120 Fenchurch Street
 - 4 40 Leadenhall Street
 - 5 100 Leadenhall Street
- HERITAGE FEATURES
- 1 St Andrews Undershaft
 - 2 Holland House
 - 3 Fenchurch Street Station
 - 4 Clothworkers Hall
- Course of historic city wall
- OPEN SPACES
- 1 Fen Court Garden
 - 2 Fenchurch Street station forecourt
 - 3 Private-public open space



120 Fenchurch Street and 52-54 Lime Street from Mincing Lane

POINTS OF ARRIVAL, MOVEMENT AND ENTRANCES



- EC Partnership area
- ⋯ EC Partnership character area
- Tall building ownership
- Tall building - ground floor
- ⋯ Tall building - upper level
- External space private-public
- TRANSPORT
- △ Entrance / exit - rail
- △ Entrance / exit - underground
- Bus stop
- Cycle route - proposed - phase 1
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- Footway - covered
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- * Sculpture
- ◆ Area of seating



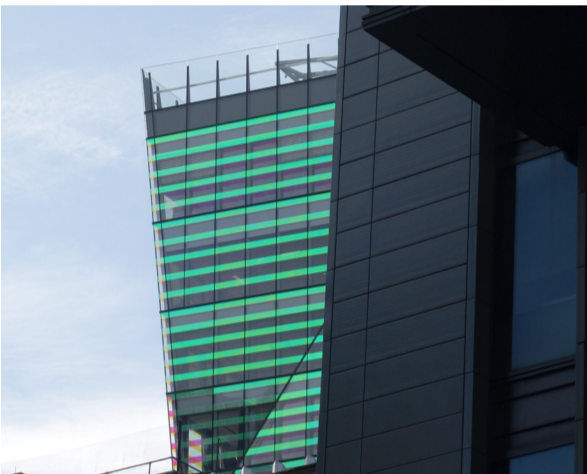
Fen Court pocket park incorporating historic fragments, planting, seating and public art



Staggered benches outside restaurants in the Willis Building



The green glow from the rooftop of 120 Fenchurch Street is reflected throughout the area



The rooftop of 120 Fenchurch Street is glimpsed intermittently



Coloured fins make the building enjoyable when viewed from below



The double height base of 120 Fenchurch Street



The domestic scale of the ground floor of 120 Fenchurch Street



Historic buildings recall previous trading



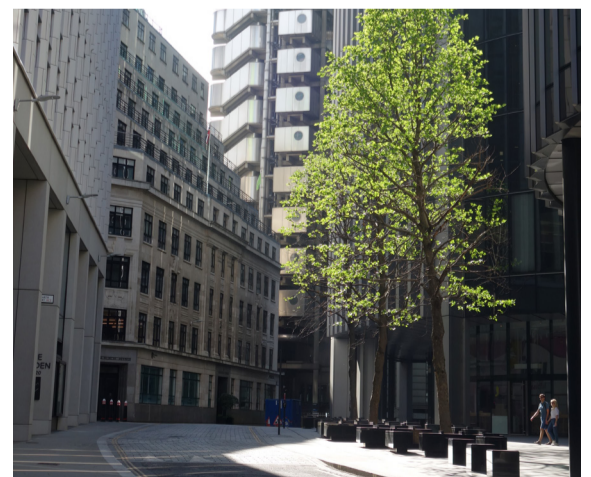
The forecourt to Fenchurch Street Station is a large open space with planting and seating



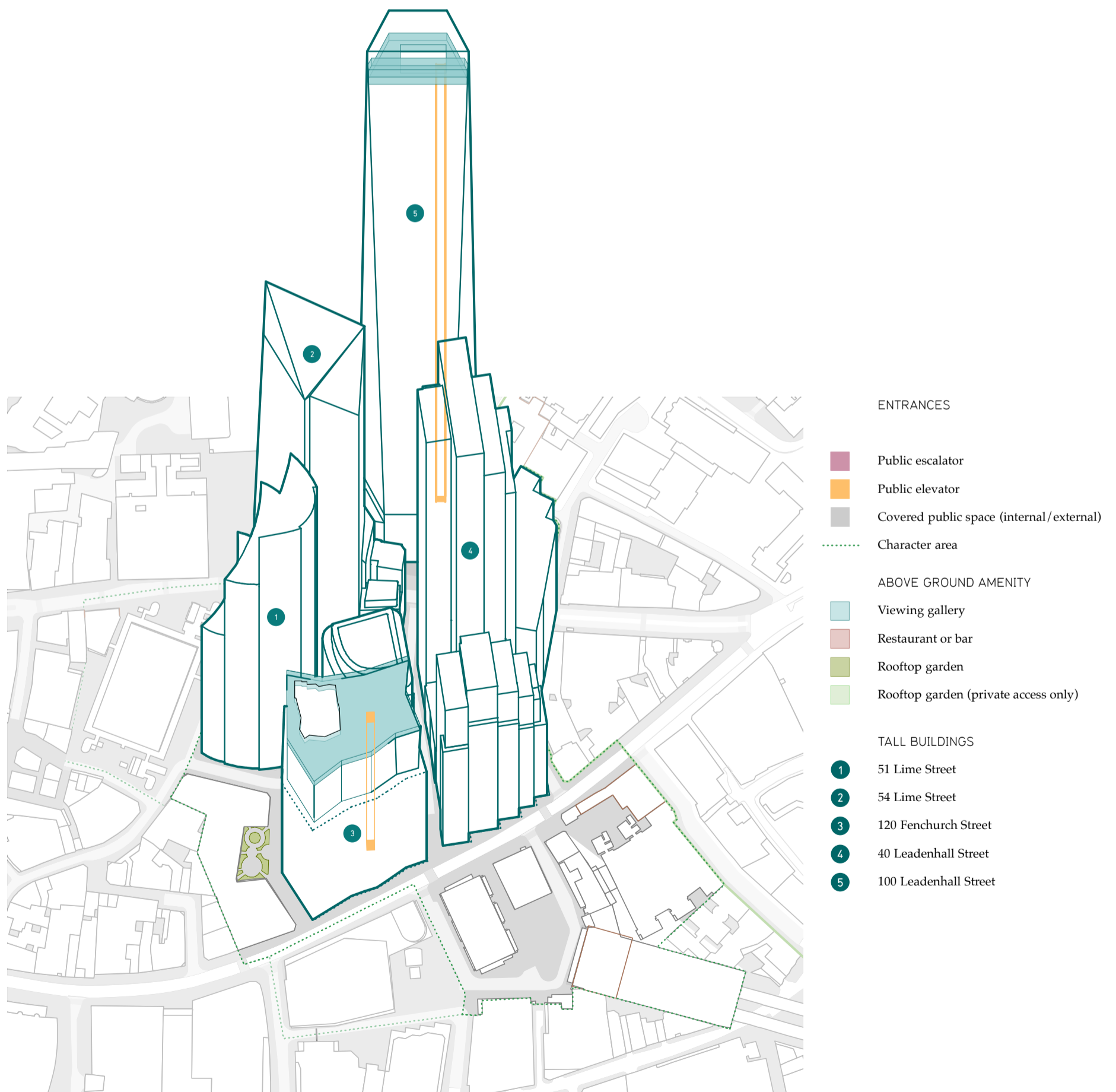
The station connects north to the central cluster

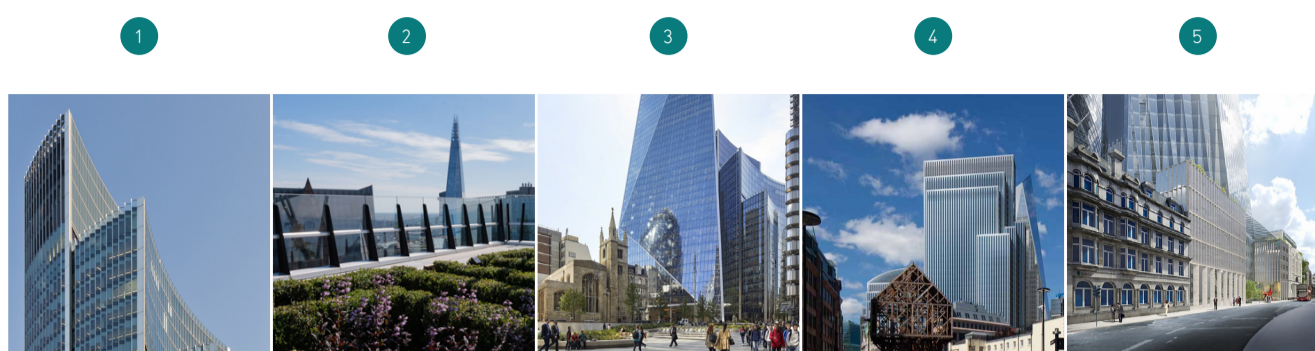


The station forecourt is level with a stepped route on its south side leading towards Tower Hill



Along the south side of the Willis Building, Fenchurch Avenue allows views towards the Lloyd's Building





Name	51 Lime Street	52–54 Lime Street	120 Fenchurch Street	40 Leadenhall Street	100 Leadenhall Street
Also known as	The Willis Building	The Scalpel		Gotham City, Leadenhall Triangle	Diamond Tower
Developer	British Land	W.R. Berkley Corp.	Generali Real Estate	M&G Real Estate	London & Oriental
Owner	St Martins Property Investmenst Ltd	W.R. Berkley Corp.	Generali Real Estate	M&G Real Estate	Lai Sun Development Company Limited
Architect	Foster & Partners	KPF	Eric Parry Architects (roof garden with Latz and Partners)	Make	SOM
Status	Built	Built	Built	Under construction	Planning granted
Year completed or estimated year of completion	2007	2018	2017 (roof garden opened 2019)	2024	2026
Height (m)*	125	190	84	170	263
Floors	28	38	15	34	56
Main use	Commercial	Commercial	Commercial	Commercial	Commercial
Floor area (sqm)	69,685	60,464	39,020	84,500	118,510

Base

Private-public external space	Planting and seating, sculpture reclaimed from the previous building, linear benches and green wall, Fen Court Garden	New public square at entrance with planting leading to route connecting Leadenhall Street and Lime Street to Fenchurch Avenue and Billiter Street	Public passageway running north-south through the centre of the building with central court and soffit LED screen, improved perimeter footway and setting to Fen Court Garden	Footway widening on Leadenhall Street and Fenchurch Street allowed by ground floor plan profile	Includes yard to church and new walkway created between Bury St and Leadenhall St
Area (sqm)	755	2,075	1,645	1,990	1,050
Retail/Food and drink provision	restaurant	2 retail/restaurant units and a retail kiosk	5 retail units	retail (details not known)	4 retail units

Top

Garden / viewing gallery	none	none	Roof garden (Level 14) first come first served to capacity of 120	not developed at time of publication	Viewing gallery with 360 degree views
Area (sqm)			2,410		1,855
No. of hours open / week			77 summer, 59.5 winter		not yet known
Retail / Food and drink provision			Restaurant (Level 14)		none

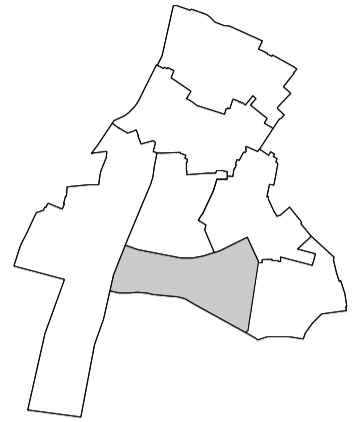
Other contributions to the public realm			Roof garden events programme, projection of reflection on surrounding streets and buildings	Almost 15% to be publically accessible	
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4. MONUMENT

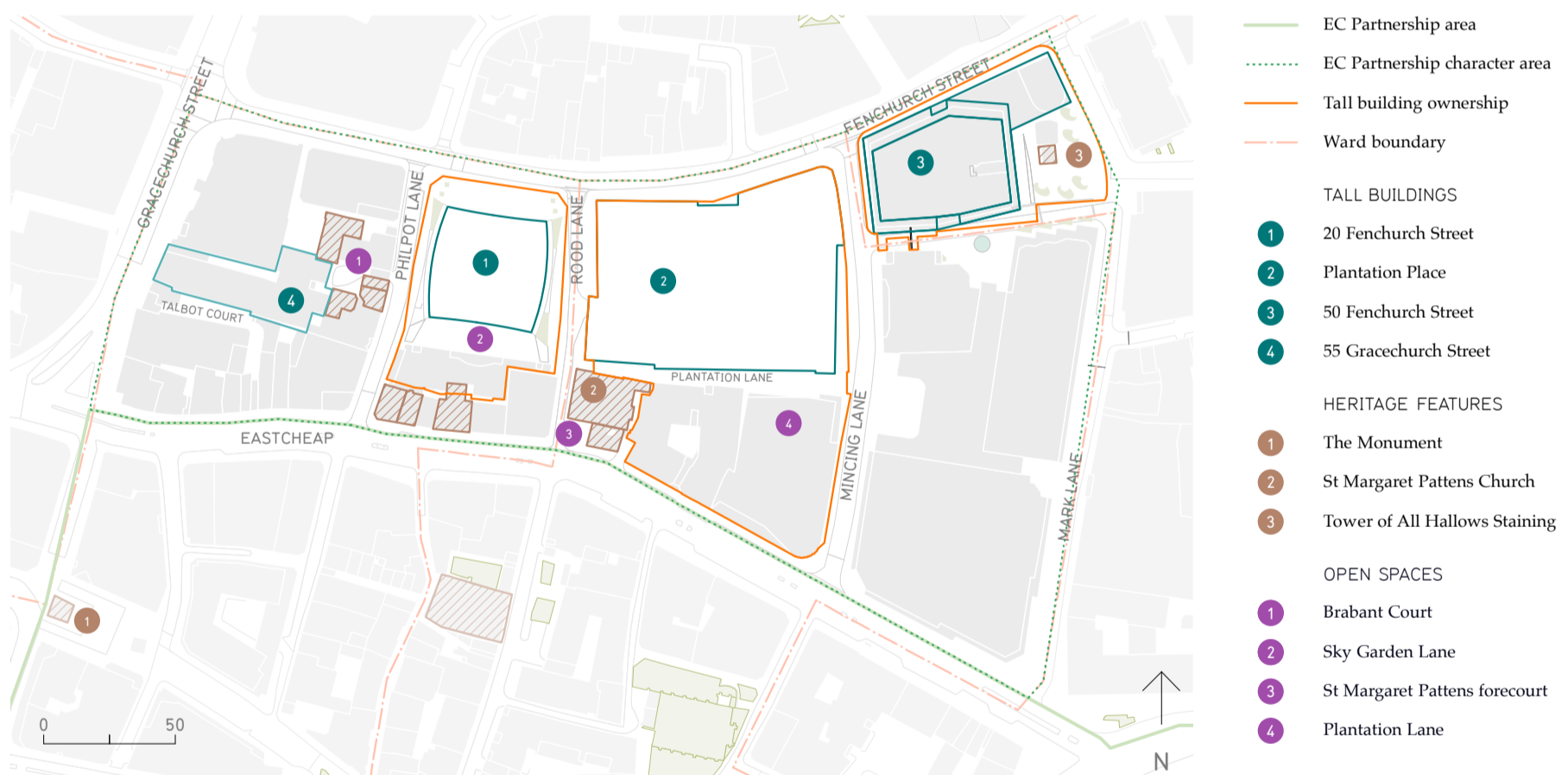
SOUTH CLUSTER AND RIVER CONNECTIONS

This area forms the southern cluster of tall buildings and is closest to, and most clearly visible from, the river. Its loose grid of sloping north-south streets are traversed by more level and larger east-west routes - Fenchurch Street and Eastcheap. Fenchurch Street was identified as a priority project in the Fenchurch and Monument Strategy and its importance as an east-west transport route and principal shopping centre supports arguments for improving pedestrian movement along it. Improvements to both Fenchurch Street, and Eastcheap, could provide wider footways, improve crossing locations, provide space for tree planting and better support movement across the area and towards the river.

Away from the main roads the atmosphere is calmer than further north. High quality public realm improvements have introduced greenery and other attractive features. Through the centre of the area, between Fenchurch Street and Eastcheap, runs an east-west route connecting Plantation Lane (with the art work 'Time and Tide' by Turner prize winner Simon Patterson) to St Margaret Pattens' (1687) by Christopher Wren, and the base of 20 Fenchurch Street where a pocket park has been created. Potential exists to extend and connect these existing improvements strengthening the quality of the public realm in this area overall and enhancing streets between Monument, the Tower and the Pool of London.



BUILT FABRIC AND OPEN SPACES





The south end of Lime Street on Fenchurch Street



Philpot Lane offers views back to the central cluster



The green wall at the base of 20 Fenchurch Street



Plantation Lane



St Margaret Patten's church



Rood Lane offers connections south towards the river



Philpot Lane towards the Leadenhall Building



The pocket park on the south side of 20 Fenchurch Street



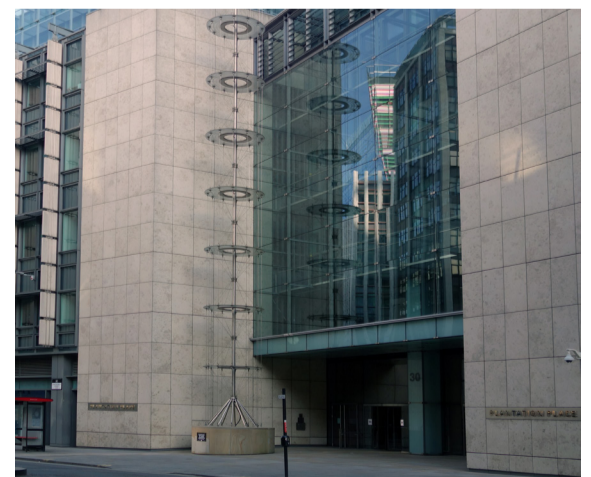
The frontage of 20 Fenchurch Street



Planters at the top of Rood Lane

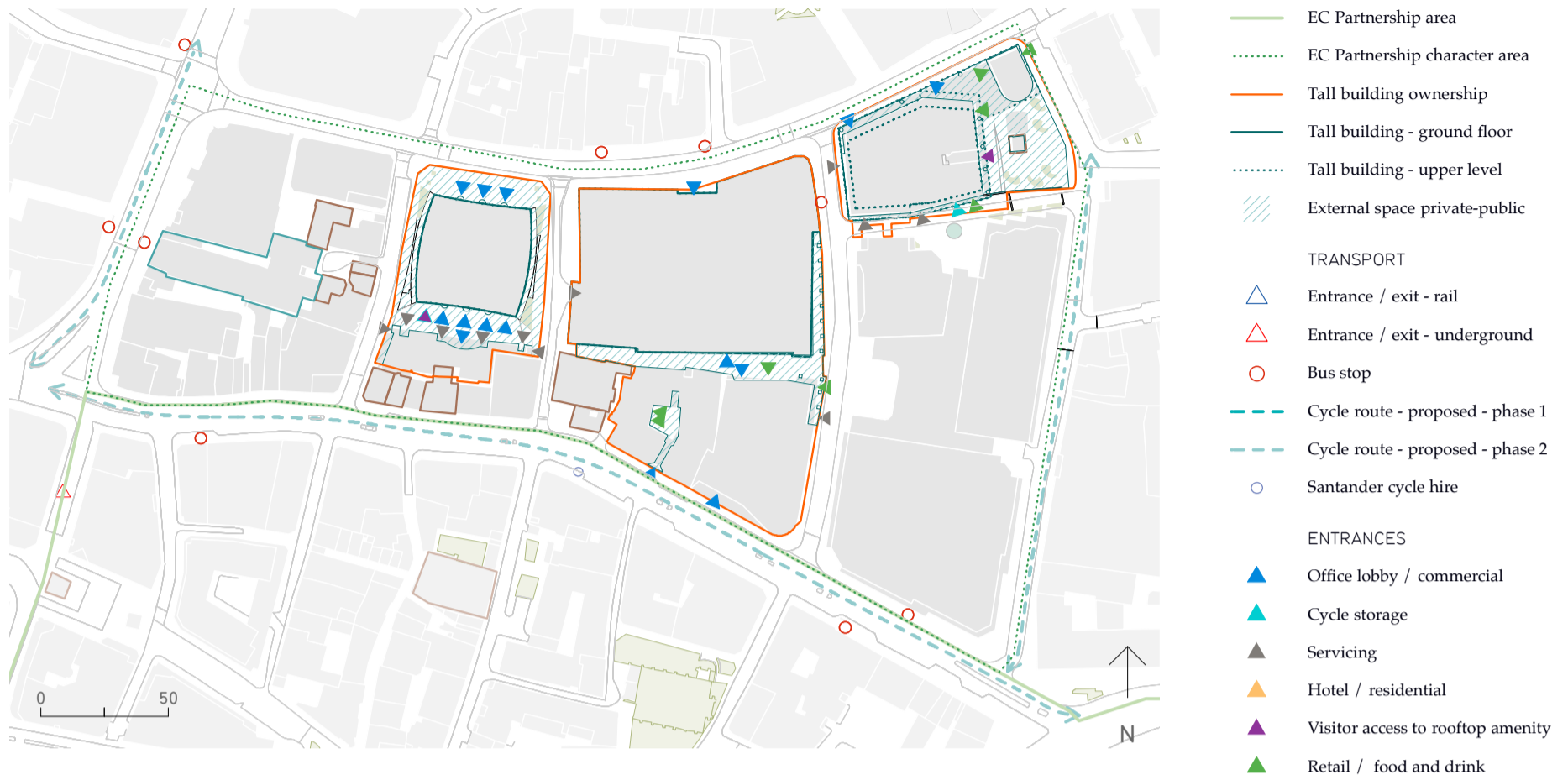


Brabant Court

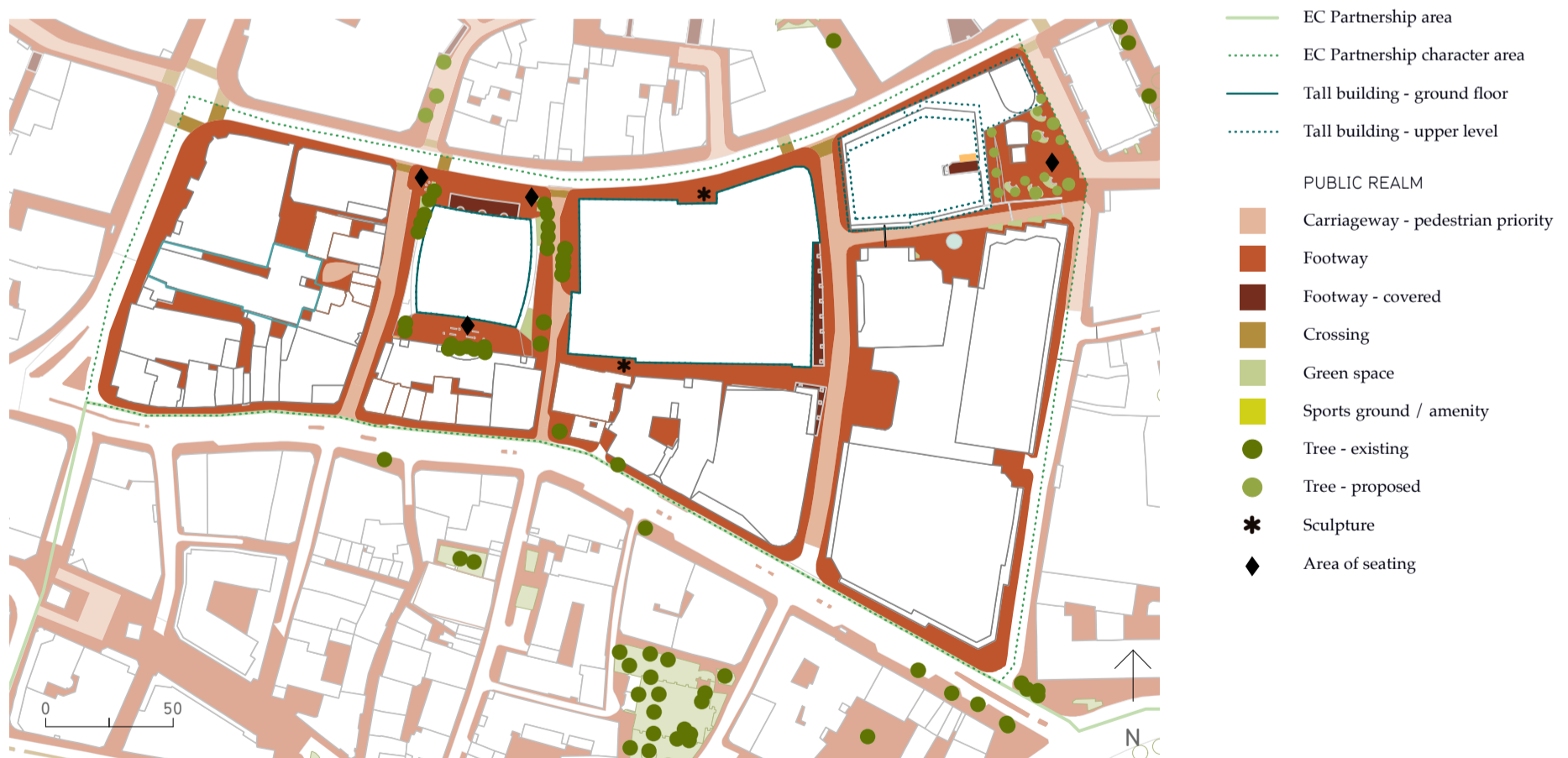


Art work outside Plantation Place

POINTS OF ARRIVAL, MOVEMENT AND ENTRANCES

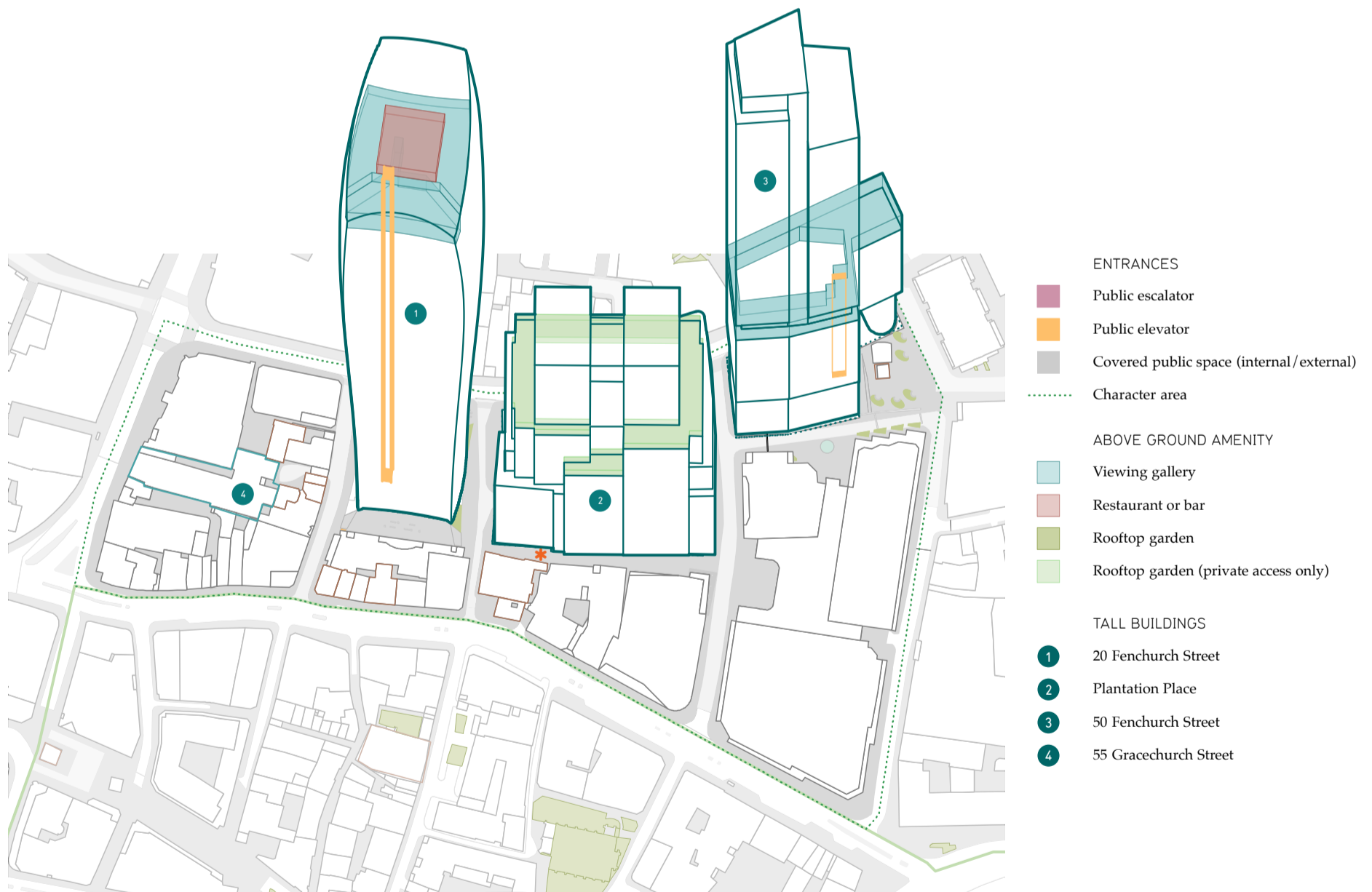


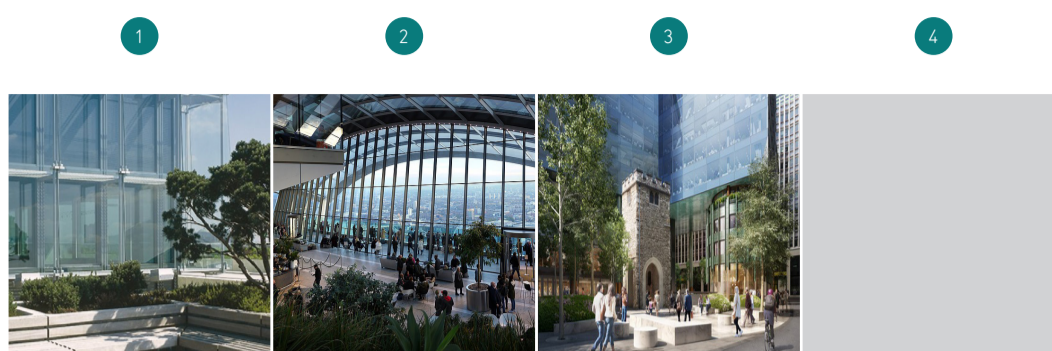
EXISTING AND PROPOSED PUBLIC REALM





20 Fenchurch Street and Plantation Place from Fenchurch Street





Name	20 Fenchurch Street	Plantation Place, 31–35 Fenchurch Street	50 Fenchurch Street	55 Gracechurch Street
Also known as	The Walkie Talkie		Clothworkers’ Hall	
Developer	Canary Wharf Group; Land Securities PLC	British Land	Clothworkers’ Company	Tenacity Group
Owner	Lee Kum Kee Group	Safra	Clothworkers’ Company	Tenacity Group
Architect	Rafael Viñoly	Arup Group	Eric Parry Architects	Fletcher Priest
Status	Built	Built	Planning granted	Pre-planning
Year completed or estimated year of completion	2014	2004	2026	further information required
Height (m)*	160	86	150	further information required
Floors	37	15	35	further information required
Main use	Commercial	Commercial	Commercial	Commercial
Floor area (sqm)	63,800	78,300	94,336	further information required

Base

Private-public external space	Tree planting to Fenchurch Street and additional planting around the perimeter of the building. Raised pocket park / plaza and green wall to ancillary building. Levels with Fenchurch Street to the south connecting Philpot Lane and Rood Lane.	Plantation Lane running east west from Wren’s church to Mincing Lane.	Provision of new hard and soft landscaping and improved setting to Grade I listed All Hallows Staining and access to Grade II-listed Lambe’s Chapel Crypt	Pedestrian route connecting
Area (sqm)	2,280	1,210	1,530	further information required
Retail/Food and drink provision	restaurant and bar	retail and food and drink units	retail and food and drink units	further information required

Top

Garden / viewing gallery	Sky Garden (Levels 36, 37, 38)	Roof gardens not publically accessible but were open for Open House London 2014	Roof garden and winter garden	Landscaped south-facing terrace.
Area (m2)	560			further information required
No. of hours open / week	76			
Retail / Food and drink provision				

Other contributions to public realm		‘Time and Tide’, designed by Arup in collaboration with artist Simon Patterson, depicting the surface of the moon. Ground surface in natural stone inscribed with text.	20 storeys of vertical landscaping.	
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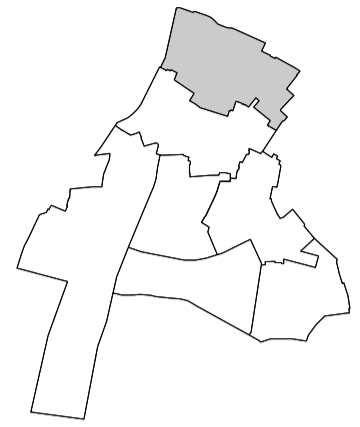
5. WALL

BISHOPSGATE AND ALDGATE CONNECTIONS

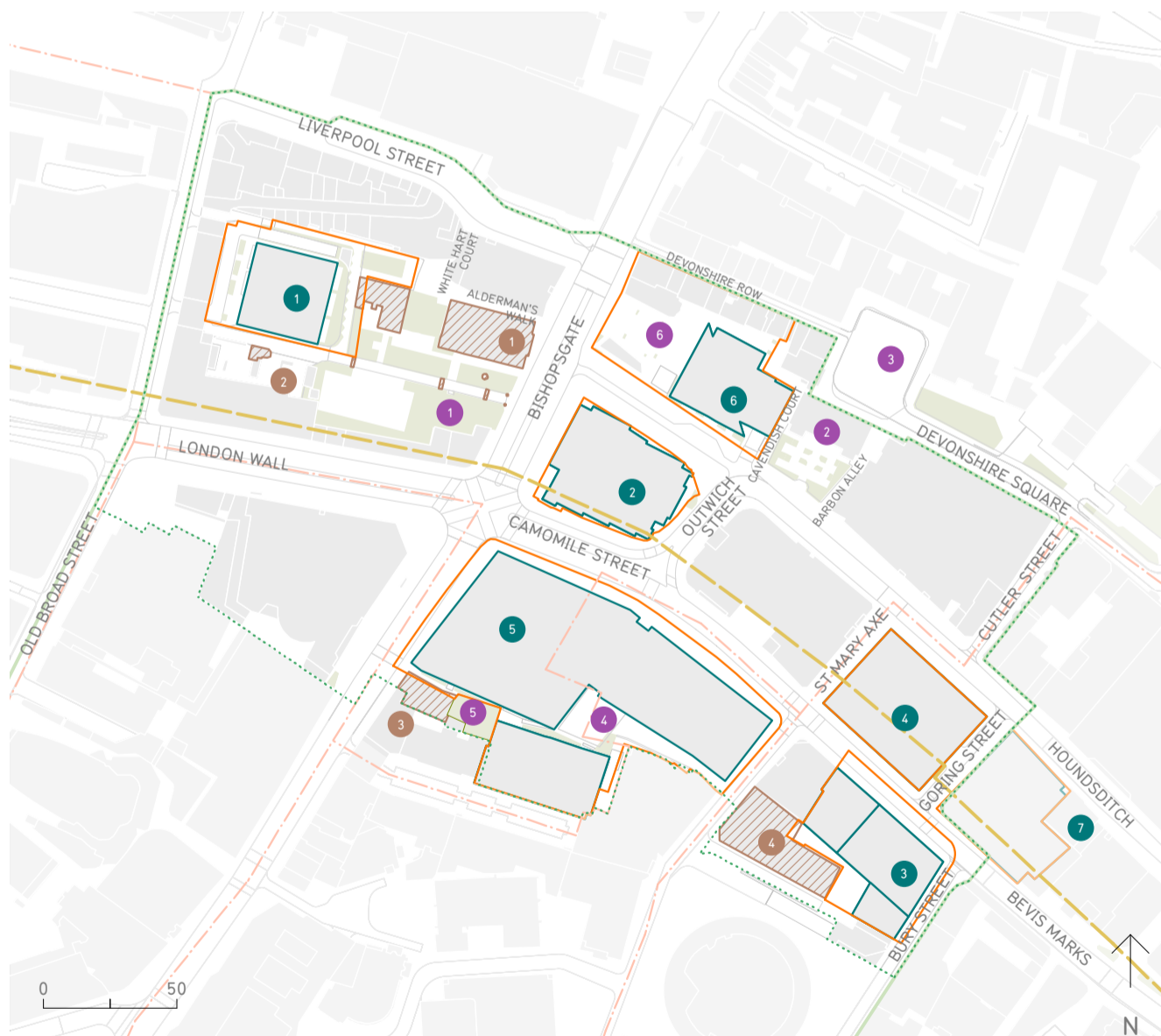
The north end of the EC Partnership areas is a gateway for those arriving from Liverpool Street or Aldgate. Direct, diagonal movement from Liverpool Street Station and Bishopsgate into the centre of the EC Partnership area is via Camomile Street, at the western end of Bevis Marks, continuing through Clerk's Place underneath 100 Bishopsgate.

Overall the street pattern across this northern part of the area has a strong west-east orientation connected by a ladder of shorter, narrower north-south streets. These offer alternative and only slightly less direct routes towards the central cluster. Given by the line of the city wall, the two parallel long routes – Bevis Marks and Houndsditch – also connect the two destinations which grew up around entry points to the city at Bishopsgate and Aldgate. Larger open spaces such as Aldgate Plaza, as well as Creechurch Lane, where there is an aspiration to intensify activity, are also accessible via these streets.

Along its northern edge, Botolph's Bishopsgate (1725-9) and its churchyard and Devonshire Row, together with the improvements around Dashwood House, offer a band of enjoyable gardens and human scale open spaces. These contrast with streets further south in this area where green space, active frontages and other amenity and measures might be introduced to enhance workers' and visitors' sense of arrival.



BUILT FABRIC AND OPEN SPACES

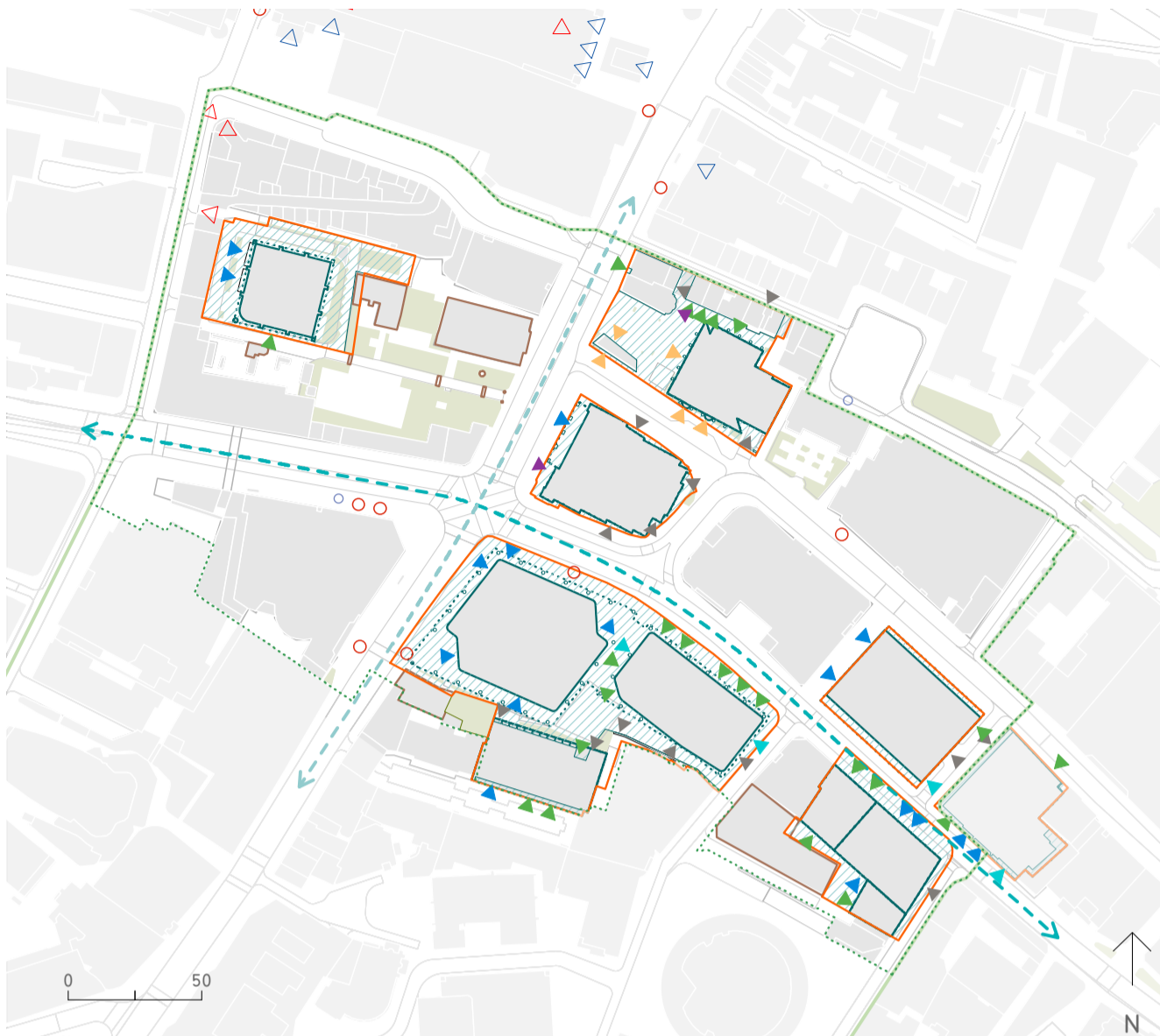


- EC Partnership area
 - EC Partnership character area
 - Tall building ownership
 - - - Ward boundary
- TALL BUILDINGS
- 1 Dashwood House
 - 2 Salesforce Tower, 110 Bishopsgate
 - 3 6 Bevis Marks
 - 4 70 St Mary Axe
 - 5 100 Bishopsgate
 - 6 One Bishopsgate Plaza, 150 Bishopsgate
 - 7 Bevis Marks House
- OPEN SPACES
- 1 St Botolph-without-Bishopsgate churchyard
 - 2 Jubilee Gardens
 - 3 Devonshire Square
 - 4 Clerk's Place
 - 5 St Ethelburga's churchyard
 - 6 Bishopsgate Plaza
- HERITAGE FEATURES
- 1 St Botolph-without-Bishopsgate
 - 2 The Victorian Bath House
 - 3 St Ethelburga's Centre
 - 4 The Baltic Exchange
- Course of historic city wall



100 Bishopsgate from Devonshire Square

POINTS OF ARRIVAL, MOVEMENT AND ENTRANCES



- EC Partnership area
- EC Partnership character area
- Tall building ownership
- Tall building - ground floor
- Tall building - upper level
- External space private-public
- TRANSPORT
- △ Entrance / exit - rail
- △ Entrance / exit - underground
- Bus stop
- Cycle route - proposed - phase 1
- Cycle route - proposed - phase 2
- Santander cycle hire
- ENTRANCES
- ▲ Office lobby / commercial
- ▲ Cycle storage
- ▲ Servicing
- ▲ Hotel / residential
- ▲ Visitor access to rooftop amenity
- ▲ Retail / food and drink

EXISTING AND PROPOSED PUBLIC REALM



- EC Partnership area
- EC Partnership character area
- Tall building - ground floor
- Tall building - upper level
- PUBLIC REALM
- Carriageway - pedestrian priority
- Footway
- Footway - covered
- Crossing
- Green space
- Sports ground / amenity
- Tree - existing
- Tree - proposed
- * Sculpture
- ◆ Area of seating



The station concourse of Liverpool Street Station



The Victorian red brick building of Liverpool Street Station gives orientation from Bishopsgate



Routes into the EC Partnership area run between Dashwood House and The Victorian Bath House to St Botolph churchyard



Bishopsgate from St Botolph churchyard towards Salesforce Tower



Devonshire Square is a small gravel space surrounded by small trees where moveable seating has been introduced



Seating and planting in Cutlers Gardens east of Devonshire Square



The junction of Camomile Street immediately north of 100 Bishopsgate



Bevis Marks presents opportunities for greening



The permeable ground floor of 100 Bishopsgate allows views to artworks and the street beyond



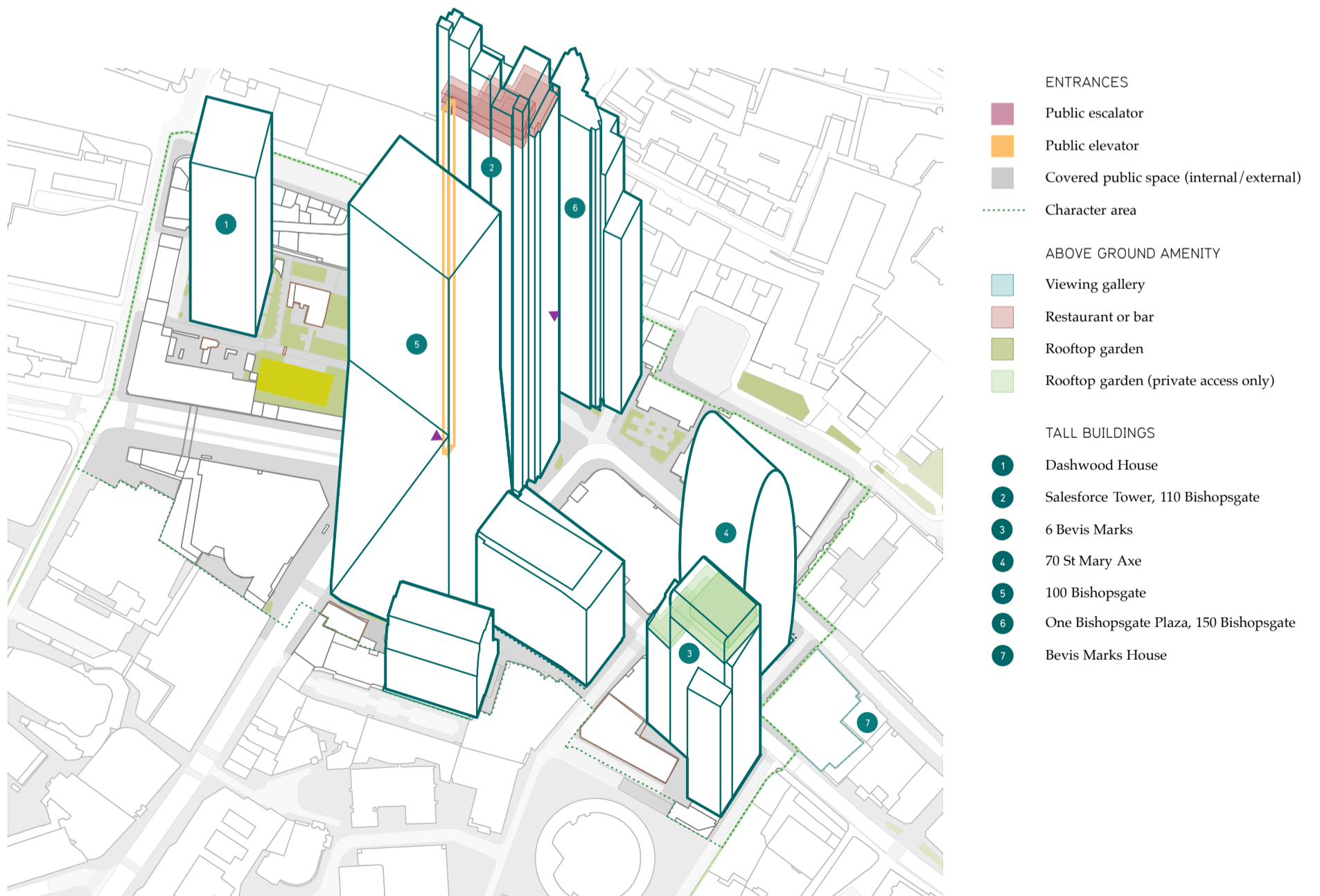
Clerk's Place connects north to Camomile Street and Outwich Street

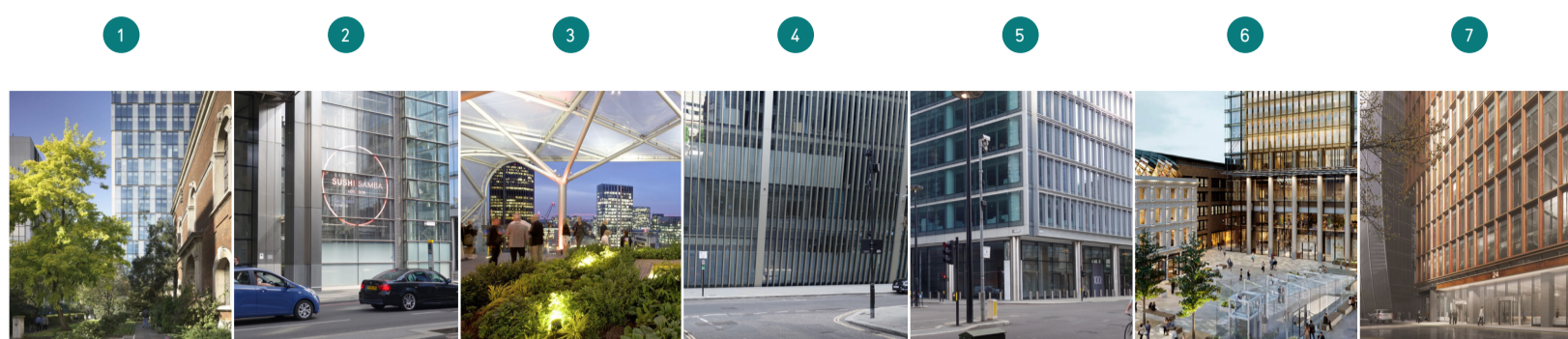


Public art marks the intersection of routes in Clerk's Place



St Ethelburga's on Bishopsgate





Name	Dashwood House, 69 Old Broad Street	Salesforce Tower, 110 Bishopsgate	6 Bevis Marks	70 St Mary Axe	100 Bishopsgate	One Bishopsgate Plaza, 150 Bishopsgate	Bevis Marks House, 21–22 & 24 Bevis Marks
Also known as		Heron Tower		Can of Ham		Heron Plaza	
Developer	Land Securities Ltd	Heron International PLC	BlackRock Property Singapore Ptd Ltd; AXA Investment Managers – Real Assets; CORE; Wells Fargo	TIAA Henderson	Great Portland Estates PLC	UOL Group	Fairplay Estates Ltd.
Owner	Dashwood House Ltd	Heron International PLC	Monteverde Bevis Marks Ltd	Nuveen	Brookfield	UOL Group	Fairplay Estates Ltd.
Architect	Fletcher Priest Architects	KPF	Fletcher Priest Architects	Foggo Associates	Allies and Morrison; Woods Bagot; Arney Fender Katsalidis	PLP	KPF
Status	Built	Built	Built	Built	Built	Under construction	Planning granted
Year/est. year of completion	2008	2011	2014	2019	2020		Further information required
Height (m)*	74	230	74	90	187	150	104
Floors	18	46	17	22	41	43	19
Main use	Commercial	Commercial	Commercial	Commercial	Commercial	Hotel, residential	Commercial
Floor area (sqm)	14,700	66,260	20,700	41,515	73,000	49,800	16,300

Base

Private-public external space	Improvements to pedestrian footways north and south of the building with new planting and seating	Partial pedestrianisation of Houndsditch	Paved outdoor space with seating next to the Baltic Exchange building	Extensions of footway along Houndsditch and Bevis Marks street frontages	Open public space and routes north, south and east from the centre of the site between the three buildings; green wall to Exchequer Court (neighbouring building)	New plaza facing Bishopsgate; New arcade and new public passageway at 3 Devonshire Row connecting plaza, Devonshire Row and the EC Partnership area; extension of the landscaped Houndsditch towards the east	Widened footway due to set backs of building profile
Area (sqm)	1,580	380	830	235	2,350	1,320	250
Retail/Food and drink provision	one food and drink unit	one food and drink unit	three food and drink / retail units	one food and drink unit	one food and drink unit	five food and drink / retail units	two food and drink / retail units

Top

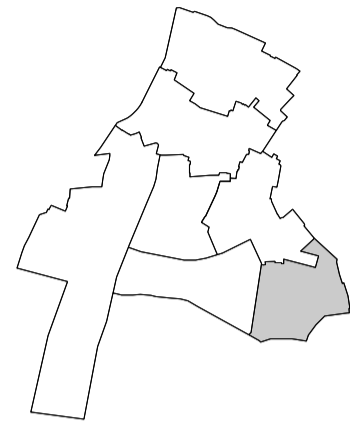
Garden/viewing gallery	none	none	Roof garden	none	none	none	none
Area (sqm)			930				
No. of hours open / week							
Retail / Food and drink provision		Restaurant, events space and bar (Sushi Samba) (Levels 38–40)				Rooftop restaurant	

Other contributions to public realm		Salesforce’s Ohana Floor can be rented for events for up to 150 guests.	Sky court garden on roof, private access only.	Widening of footways along Bevis Marks and Houndsditch to create landscaped areas including trees and street furniture on St Mary Axe	Ongoing discussions with St Ethelburga’s church regarding the church garden		Events space at Level 17 with mezzanine at Level 18, planting to terraces and green wall.
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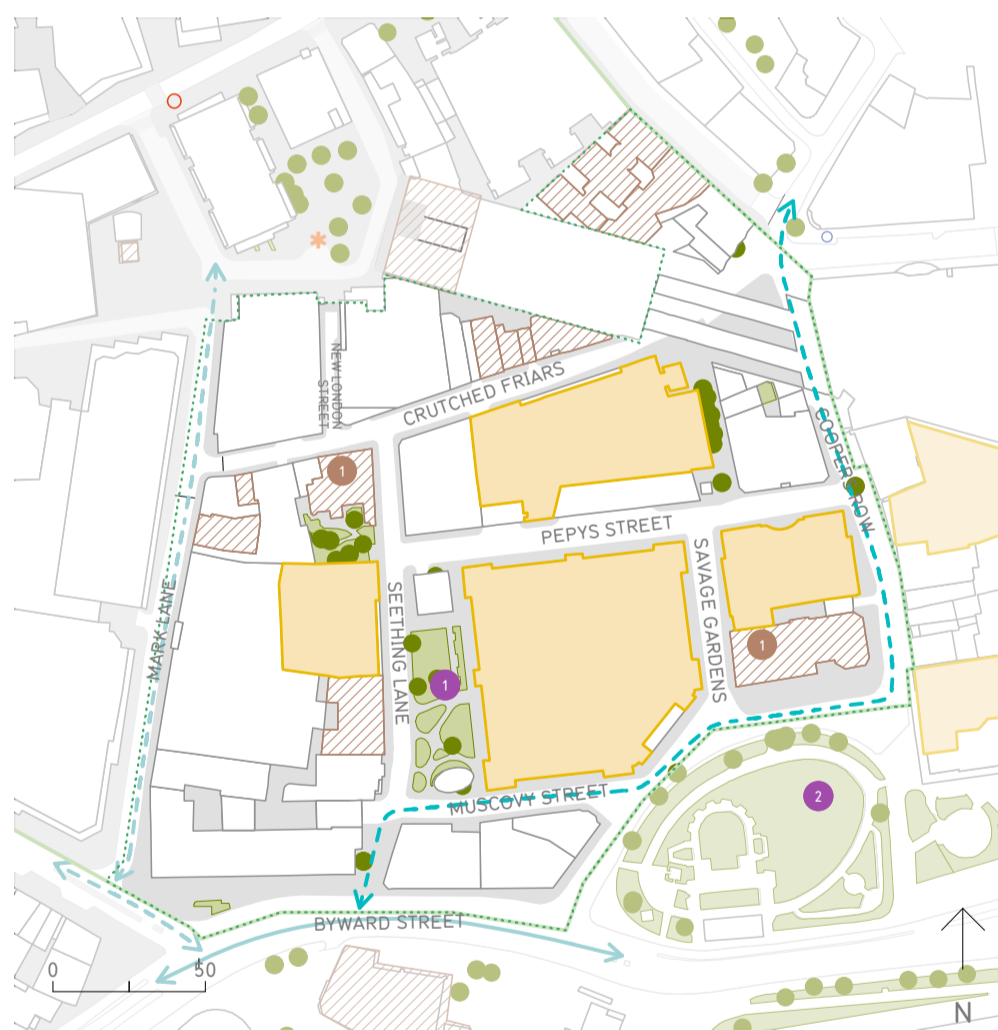
6. TOWER HILL

A COSMOPOLITAN QUARTER FOR VISITORS

Where the ground level steps down south of Fenchurch Street Station, Crutched Friars runs underneath the Victorian railway viaduct. This dramatic space, as well as Coopers Row and Savage Gardens which offer extraordinary views towards the Tower and Tower Bridge, are key assets of this locale adjacent to the tall buildings cluster. The area itself is rich in historical interest. St Olave's Church is the resting place of Samuel Pepys. The southern edge of the area is framed by Byward Street and the formal Portland Stone architecture of Trinity House facing Trinity Square Gardens. Additionally the attractive grid of streets and green spaces such as Seething Lane Garden offer valuable amenity. Further amenity could benefit those working in nearby areas as well as strengthening connections north for visitors to the hotels. Long north-south connections across the area frame views back north towards the tall buildings providing orientation and the potential to view the cluster from a distance.



BUILT FABRIC AND OPEN SPACES



- | | | | |
|-------------------|-------------------------------|--------------|-----------------------------------|
| | EC Partnership area | | TRANSPORT |
| | EC Partnership character area | | Entrance / exit - rail |
| | Ward boundary | | Entrance / exit - underground |
| | Hotel | | Bus stop |
| HERITAGE FEATURES | | | Cycle route - proposed - phase 1 |
| | 1 St Olave's Church | | Cycle route - proposed - phase 2 |
| | 2 Trinity House | | Santander cycle hire |
| OPEN SPACES | | PUBLIC REALM | |
| | 1 Seething Lane garden | | Carriageway - pedestrian priority |
| | 2 Trinity Square Gardens | | Footway |
| | 3 St Olave's churchyard | | Footway - covered |
| | | | Crossing |
| | | | Green space |
| | | | Sports ground / amenity |
| | | | Tree - existing |
| | | | Tree - proposed |
| | | | Sculpture |



Crutched Friars is a dramatic street running underneath the station



The Tower of London from Cooper's Row



Hotels in this area have streetside spaces for spill out activity



New London Street frames views towards St Olave's church



All Hallows by the Tower is visible along Great Tower Street



Seething Lane garden has recently been redesigned and garden is a delightful green space



Improved surfaces on Bywards Street connect with Trinity Square Gardens



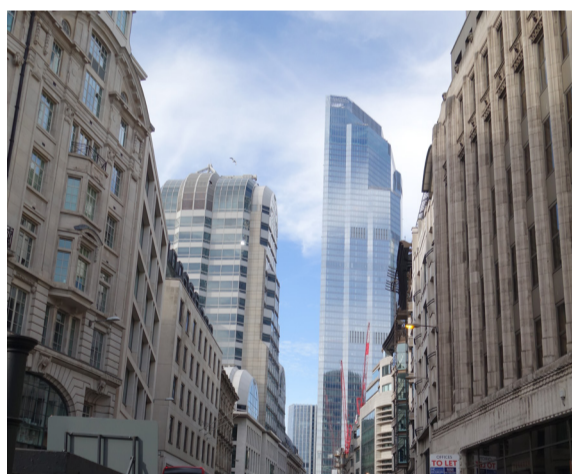
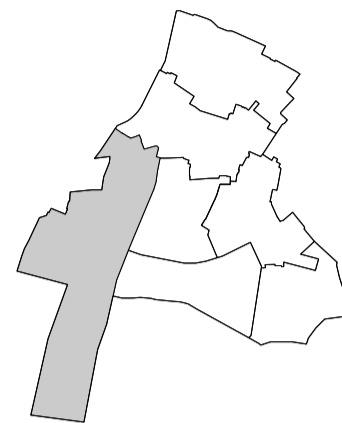
Great Tower Street



Great Tower Street is a significant route and well used by visitors to historic attractions

7. HISTORIC BANK ATMOSPHERIC STREETS AND PASSAGES

This district is a place of extraordinary heritage which complements the contemporary architecture of the tall buildings cluster. Running between Bank junction and Bishopsgate, forming the eastern side of the EC Partnership area, it extends to London Bridge. The built fabric is predominantly office buildings of around 6-9 storeys, some of which frame spectacular views towards the tall buildings to the east. Threadneedle Street, Cornhill and Lombard Street are particularly dignified and impressive thoroughfares emanating from Bank junction. Between these run numerous smaller routes, lanes and alleyways, and a complex of smaller atmospheric courtyards. Peppered with churchyards and fragments of the City's history as a financial centre, this 'inner world' of lanes and courtyards will see greater footfall with the opening of the new entrance to Bank underground station on Cannon Street. As part of peoples' day-to-day arrival experience in the area, with places to socialise such as the historic pubs, chop houses and newer 'high-end' establishments, these spaces can only intensify the offer of the EC Partnership area. At a larger scale, London Bridge, while in need of improvements at its approach, provides a wonderful opportunity to view London's riverscape and gives invitation to venture south to attractions such as Borough Market.



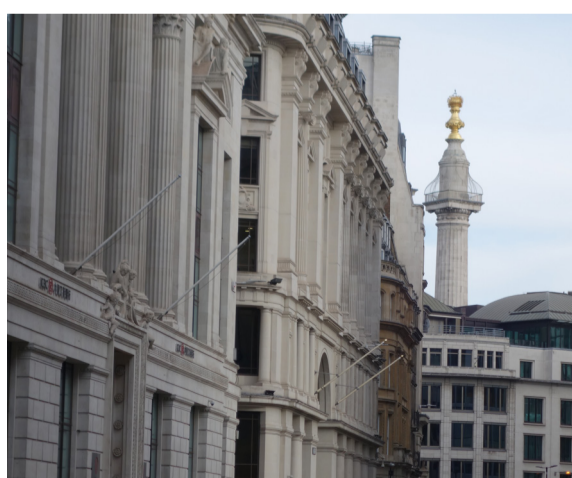
Twentytwo from the south end of Gracechurch Street



Historic banking memorabilia on a facade on Eastcheap



Tower 42 from Threadneedle Street



The Monument is aligned with the south end of Gracechurch Street



The Scottish Widows building on Change Alley



Narrow lanes lead onto main thoroughfares

BUILT FABRIC AND OPEN SPACES

- EC Partnership area
- - - EC Partnership character area
- - - Ward boundary

- HERITAGE FEATURES
- 1 Merchant Taylor's Hall
- 2 Church of St Michael Cornhill
- 3 Church of St Edmund the King
- 4 Guild Church of St Mary
- 5 St Clements Church
- 6 Fishmonger's Hall
- 7 The Monument
- 8 St Peter upon Cornhill
- 9 St Mary Abchurch

- OPEN SPACES
- 1 Hanseatic Walk
- 2 George Yard
- 3 St Michael's churchyard
- 4 St Peter's churchyard
- 5 St Mary Abchurch forecourt

- TRANSPORT
- △ Entrance / exit - rail
- △ Entrance / exit - underground
- Bus stop
- - - Cycle route - proposed - phase 1
- - - Cycle route - proposed - phase 2
- Santander cycle hire

- PUBLIC REALM
- Carriageway - pedestrian priority
- Footway
- Footway - covered
- Crossing
- Green space
- Sports ground / amenity
- Tree - existing
- Tree - proposed
- * Sculpture





Lombard Street

SOCIAL LIFE IN THE EASTERN CITY

EC PARTNERSHIP STAKEHOLDER ROUNDTABLE

Towards completion of the audit Publica facilitated a ‘roundtable’ event, bringing together a diverse group of local stakeholders. The aim of the session was to enrich the research and observational work by hearing about peoples’ lived experience of the Eastern City. Participants discussed their experiences of current conditions and thoughts on opportunities for the area’s public realm in the future. The discussion followed a short introductory conversation led by Publica and focussing on four topics, each topic introduced through a short ‘scene-setting’ presentation using social media documenting experiences of the Eastern city. The content was provided to participants in a pre-event briefing. The four topics are described below together with an anonymised summary of the contributions.

The event took place from 14.00 – 16.00 on 8th July 2020. The EC Partnership would like to thank the following attendees for their thoughtful and inspiring contributions:

- Andrew Reynolds (Chair, EC Partnership)
- Loris Tinacci (London & Oriental) 100 Leadenhall Street, Co chair
- Charlie Fairbanks Smith
- Vicky Fairhall (Brookfield) Head of Development at Brookfield (100 Bishopsgate, 1 Leadenhall)
- Amanda Hitchcock (Brookfield) General Manager at 99 Bishopsgate
- Elisha Walia (AON) Head of Public Affairs
- Harry Badham (AXA) leads the real estate development team at AXA in the UK
- Grace Gibson (AXA) part of the real assets team for 22 Bishopsgate
- Jack Kent (Lloyds) leads the real estate team for Lloyds
- Kate Giblin (Lloyds) heads marketing and events for Lloyds
- Zahur Khan (CoL) Transportation and Public Realm Director
- Rob Edwards (TfL) Lead sponsor for TfL improvement schemes
- As well as Rachael Smith, Katherine Fleming, Kate Hart and Ruth Duston from Primera, and Lucy Musgrave and Lucy Pritchard from Publica.

Participants at the virtual roundtable



TOPICS/QUESTIONS	PARTICIPANT 1	PARTICIPANT 2	PARTICIPANT 3	PARTICIPANT 4	PARTICIPANT 5
Which specific places do you enjoy within the area and what is it you like about them? Are there places you visit in the EC Partnership area which are not near the tall buildings cluster?	London Bridge – not the station, the bridge – whenever you cross that bridge, and you look at London west and east, and the river beneath you, it's very special. And aligned to that the Tower of London – maybe because I just finished Hilary Mantel's book – regal is the wrong word for it – it feels like it carries the whole weight of the country on it in many ways. I think the Barbican is hugely undervalued. And the changes the City has made in terms of pedestrianising Beech Street is a real exemplar in how we can deal with things. The spaces, uses and programmes are world class. I think we need to embrace the whole of the City with that kind of cultural lead as well as some of the more physical elements.	The area at the bottom of the Leadenhall Building – how engaging and vibrant that can be with food markets and seating etc. There are bits which are difficult about it, there's a pinch point getting to it. I don't think I've ever walked there from Bishopsgate and not walked in the road. And me and a lot of people are doing the same thing. In terms of usable area in the heart of the city though that's where I would go as a bit of an escape. It has a bit of life to it. Some sort of widening could make it easier and more accessible than it is.	Recently I went to the Spitalfields area – they've put in a lovely greenspace and it's changed the whole feel of the area. It's really absolutely delightful. The pop ups and the food ... more and more people at work are frequenting the area. Broadgate is very good for placemaking and events. At Christmas they do an amazing Winter Wonderland which creates a lot of traffic through the area and in walking around and getting to Broadgate there are many interesting routes.	I agree Leadenhall Market is a wonderful place and we could make more of it. I think the whole of Lime Street - I know a lot of work has been done there and traffic's been reduced - but perhaps we could go a step further and make that more a place people can congregate. I think of the wonderful back lanes - particularly the other side of Gracechurch Street from Leadenhall Market - there are a number of alleyways which are wonderful with little shops here and there, the odd bar or things like that we could make more of. Also, some other church type buildings - one particular one on Cornhill close to the junction with Bishopsgate. And one final one, I don't know what it's called, but behind Gracechurch Street where the old Barclays Bank building used to be there's a big piece of space there.	Postman's Park – it would be lovely to have more of those hidden away green spaces. It is the enclosed secret nature of it. Where the Victorian Bathhouse is. I've been to St Ethelburga's. Gappy type spaces.
What changes would you like to see in the social life of the City? What would you take away and what would you add?	Linking across the bridges. Tate Modern is the most popular tourist attraction in the country. Borough Market is the busiest market in the country. Linking to those, where you've got the opposite of homogeneity, you've got something that changes every day and real face to face traders. I think that's what we need to focus on. The one thing that brings me down is the level of homogeneity. What we've seen being incredibly successful, whether on Instagram or elsewhere, is spaces that don't have so many mainstream brands.		I've never felt unsafe in the City. The more you head up to Shoreditch it's a different kind of clientele on a Thursday or Friday night than in the City itself. Even on the weekends when I've taken the kids up there and we've walked around the City not once have I felt unsafe. I walk from London Bridge up Bishopsgate every day and the last few months, as I've continued to work through this lockdown, have been delightful. The sculpture in the City initiative was amazing because actually we found there were a lot more people being directed around to these places where they were displaying all of these art works.	I've been working here since the eighties and I think I know it quite well, but I probably don't. I'd love to see a series of way-marked walks that visitors, tourists, and employees can use that pick up these lovely spots that people have been talking about. There's not a lot of culture in terms of live entertainment. And I think some of these lovely open spaces could lend themselves to mini, theatre-style spaces where you could hold events, music, theatre in the evenings, afternoons, and particularly at weekends as well.	I really love what they did with the Bloomberg building, which I know is slightly away from the area. They've taken that area where everyone is standing outside and put it so that its away from where people are trying to get. And it's just a really interesting space – they had cinemas there for a little while, they had Pride Week where it was a rainbow and there are lots of restaurants along that space - it's really quite nice. Everywhere there's a bar there are thousands of people outside. It can be really off putting in terms of staying in the City after work or going out at lunch time on a Friday because it's just so rammed.
Which streets do you find most enjoyable across the area and what is it you like about them?	Any City street is so grey – the more green we can get in the better. If I do have a favourite street it's probably in the Barbican, and walking around the walkways and the lakes, but only if I'm not in a hurry, because it's the most infuriating place if you're in a hurry.	St Mary Axe – I think of the juxtaposition between the church and the Gherkin and the Leadenhall Building and one side where you've got more space and there are things happening – there's a bit of life to it – and you can actually walk there it's much quieter... but it doesn't quite make the cut because I don't think it's brought to life as much as it could be. 30 St Mary Axe - there is such potential for there to be something really cool at the bottom of that and we could use that space better than we do. It has real potential from so many different angles, I think it just needs to be utilised more. And it needs to be better communicated.		The definition of a good street would be a single level street that you can walk along without fear of tripping over. Without fear of a cycle rushing past with a middle-aged man in lycra on it. The thing I've seen in other cities is that the streets change more during the course of the day. There's one street in the morning when people go for work and then it opens and changes for lunch and in the evening.	The Comcast building in Philadelphia – it is quite Hong Kong style - you bring your kids there on the weekend to see the light show and then you go to one of the restaurants on the lower ground floor to get a treat. The character of the City is that it feels a little bit like you're in Mary Poppins – I know that I'm American – but these little windy streets and you can see the history of all those buildings. It'd be great to have walks to help people find little places that are quite hard to find. The thing I think people like about Leadenhall is that it's independent.
Are there places in the Eastern City which make you feel part of London as a whole?	One of my favourite runs – up and down the river – but it's still a minefield. You just get lost at every corner. The statistic we like to quote is that there are 20 million people within a one hour transport journey.			Being in real estate I'm quite fortunate to get into parts of buildings that not everybody gets to. I think it would be lovely if we can give more access to more people to some of these special places in London – not just by booking two months in advance and paying £25 a head – but actually making it much more accessible to more people.	Walking over London Bridge is just one of those things that makes me stop and think, 'holy moly I actually live here.' Tower 42 – at City Social – looking out across the City and across the river. It's just one of those – wow – moments that I don't actually think you get in other parts of London. If we're talking about value to all Londoners accessibility is a really big problem in the City. Both from the traffic volumes perspective, the street furniture – there's a lot going on that makes it less than successful.

PARTICIPANT 6	PARTICIPANT 7	PARTICIPANT 8	PARTICIPANT 9	PARTICIPANT 10	PARTICIPANT 11
<p>One thing that we want to do is actually move away from a traffic dominated city. Most of the people that come into the city - workers - there's half a million of them normally outside of lockdown. It's dominated by people walking. So the issue is finding opportunity from a functional point of view that actually leads to a more imaginative cultural use of those spaces by the people who live and work in the area. St Mary Axe is something we would like to concentrate more on because people use it, we've used it as a lunchtime street in the past, we'd like to do more of those, and generally for the City Cluster area trying to get rid of more of the traffic and allowing those who really need to have access for servicing.</p>	<p>Leadenhall Market - the hub around which everything revolves - it is part of the ecosystem. My big bugbear is that it has huge potential, and huge history, but I don't think we've done enough with it.</p>	<p>Walking up Lime Street – perhaps we could go a step further. And make it a place people congregate. It's the global epicentre of the insurance market and that's quite exciting– think of what it represents. I think an area of opportunity is the ground plane under St Mary Axe – it doesn't do what it could. Of course the sculpture in the City programme is great, but we can definitely do more.</p>		<p>It's not quite inside a building but Liverpool Street station itself, because the mainline stations are incredible places in London. It's a place where you see the world go by. In terms of the opportunity to transform a place I've got to say Bishopsgate. It's a road that should be fabulous but it clearly it isn't, but hopefully we'll get it better.</p>	<p>Some of the quiet gardens in and around the City. Rooftop gardens, and how we can make much more of those, but also some of the other fantastic green spaces.</p> <p>What makes this area unique is all the tall buildings - looking up, we've got lots of nice restaurants, and green spaces. So really taking advantage of that.</p> <p>The City has such a rich mix in terms of its offer. It's got some fantastic spaces, and some fantastic buildings. I think what Covid has taught all of us is that the ecology of the City is mainly made up of its workforce and yet there is such a rich mix of assets that there's a market there in terms of promoting the cultural and leisure aspects.</p>
<p>Part of our plans for the future of the area is to introduce a Zero Emissions Zone. So we're experimenting with the country's first Zero Emissions Street and that is Beech Street at the moment, and we've got plans for two more - one of them being in the City Cluster. I completely hear all the comments about not enough pavement space because that is a typical thing for the City being quite Medieval in its street structure and many of the pavements are sub-standard as a result in regard to current regulations. If we can remove traffic from the area we can reallocate space in relation to need. In a funny way the current crisis has lent itself to experimenting.</p>		<p>I'd love it if we could reduce traffic in the area. Just the sheer number of vehicles. Obviously more long term we need to give more of the space back to pedestrians. We could have some ideas like shared e-bikes or scooters, just to make the area a bit easier to get around and more sustainable.</p>	<p>As a relatively new person coming back to the City it takes a while to work out where to go and where not to go. Pavements, lack of space. That was the one thing that really struck me was just trying to walk. Trying to get from A to B, and you just can't.</p>	<p>I think the City of London doesn't relate to its neighbouring areas very well. It doesn't really relate to Tower Hamlets, it doesn't really relate to Borough High Street, and I think it's quite introverted?</p>	<p>When we look at the tall buildings cluster we have created these vertical communities and I think it's looking at how those spaces can connect those buildings together that brings people that work there and that visit to utilise those spaces in a better and more positive way. The other thing about the Covid pandemic is it's encouraging people to think about how people move about the city more generally. That in itself could encourage greater collaboration between neighbouring areas. One of the things I'd love to see happening is a change in the law to allow some of these new forms of transport to be used.</p>
<p>Just two examples: The area around St Paul's Cathedral, some of you might remember used to be a coach park and very grey and dreary - it's absolutely nothing like that now. And people do come in droves because Millennium Bridge allows people to come across, and you get a great view of St Paul's. And then we try to keep people there with the amenity in the area. And then the other thing I'd like to see is more raised walkways like at London Wall - the refurbished ones. It's a great place for people to go. In terms of town planning we don't have much space in plan view but we do have verticality.</p>	<p>My dream favourite would be Lime Street because there's such potential there to make it properly traffic free and then we can also look at extending the activities out onto the street – whether it's pop up restaurants, changing the licensing on the restaurants. I think that's what the City's got to get to. Cosmopolitan, not a tourist destination but it's mixed all the time.</p> <p>Leadenhall Market: It's not diverse there. If you want to celebrate the place it's got to be more appealing to everyone.</p>	<p>One of my favourite places is the little alleyways around Birchin Lane, St Michael's Alley, and places like that. When I first came to London I'd never seen anything like that before, it's just intriguing walking around there. Then standing in St Helen's Square, it couldn't be more different.</p>	<p>On Leadenhall Market I think it's really interesting it's continuously mentioned. Talking about dream streets - how awful Whittington Avenue is at the moment, and what it could be as that welcoming entrance to the market.</p>	<p>Slightly east of the area but the City of London scheme by the John Cass school. The difference between what it used to be and what it is now is a fantastic example.</p>	<p>There is a narrative starting to change. We've got the Aldgate Partnership which is a cross-borough partnership so that's a great opportunity in terms of collaboration. Also, in light of Covid, the Culture Mile has been really reaching out to Islington and looking at how they can collaborate a lot more on that whole cultural offer. Hopefully we've got a bit of a sea change ahead of us that means that the City will be a lot more outward looking. The City clearly isn't very diverse. It's trying to make progress on that, but it's been very insular for many years.</p>
<p>I think because of less traffic people don't feel the urge to get to the next traffic signal and beat the traffic across. A lot of this is all to do with fear and self preservation. So having less traffic on the street has allowed people to enjoy their journey more. It's a cultural thing, it'll take time. Britain hasn't actually adopted cycling until relatively recently. Other things are how we make the pedestrian and cyclist more dominant. So we've put in an advisory 15 mph speed limit which the police are going to try to help us with. We're approaching the Department for Transport to trial 15mph as a new way forward.</p>		<p>Perhaps we should have a strand of this purely for those from a disadvantaged background. The City is very aspirational and can be perceived as elitist so it would be great to even this out.</p>	<p>I think the cycling has definitely slowed down - it definitely makes me feel more like cycling.</p> <p>We could create an 'EC Open House' to allow the public on occasions into our buildings.</p> <p>Digital technology provides another opportunity for looking at how movement could be better resourced.</p> <p>The thing I wanted to mention is the homelessness factor - and I don't know whether that's a problem across London.</p>	<p>London's biggest asset is the River Thames. The north side here in the city has spent many years turning its back on the city in terms of various planning decisions. Lower Thames Street is awful. What should be one of the best things about the City – it's riverfront – is patchy at best.</p>	<p>Homelessness is an issue. Prior to Covid we did notice quite an increase. During lockdown a lot were housed in hotels across Westminster and the City. We are working in partnership with the relative agencies. Each local authority has been asked to submit a strategy.</p> <p>Another thing is Smarter Technology. The street names themselves should be celebrated, and some of the more quirky names that you see around the City. Digital technology provides another opportunity for looking at how movement could be better resourced.</p>

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