

3 The Site and Surroundings

3.1 Introduction

3.1.1 In order to identify issues that will need to be addressed by the Environmental Impact Assessment (EIA) and documented in the Environmental Statement (ES), it is necessary to understand the characteristics of the BSCU. The following sections describe the location of the BSCU, utilities works and below ground tunnelling works, and summarise the existing environmental features and conditions of these and the surrounding areas. Further detail on this environmental baseline is provided in the relevant topic chapters.

3.1.2 The BSCU will be constructed and operated within the limits of deviation applied for as part of the Transport and Works Act Order (TWAO) application as shown on the BSCU Order Deposited Plans and Sections.

3.2 Below Ground Works

3.2.1 The Bank Monument Station Complex is an amalgamation of London Underground stations containing:

- six lines - District, Circle, Waterloo & City, Central, Northern Lines and the Docklands Light Railway (DLR);
- five sets of platforms – District & Circle, Waterloo & City, Central, Northern Lines and the DLR terminus;
- three existing ticket halls – Central Line (under Bank Junction), Northern Line (under Lombard Street) and Monument (under Monument Junction) as well as the Bloomberg entrance currently under construction for the Waterloo & City Line; and
- 15 entrance/exits.

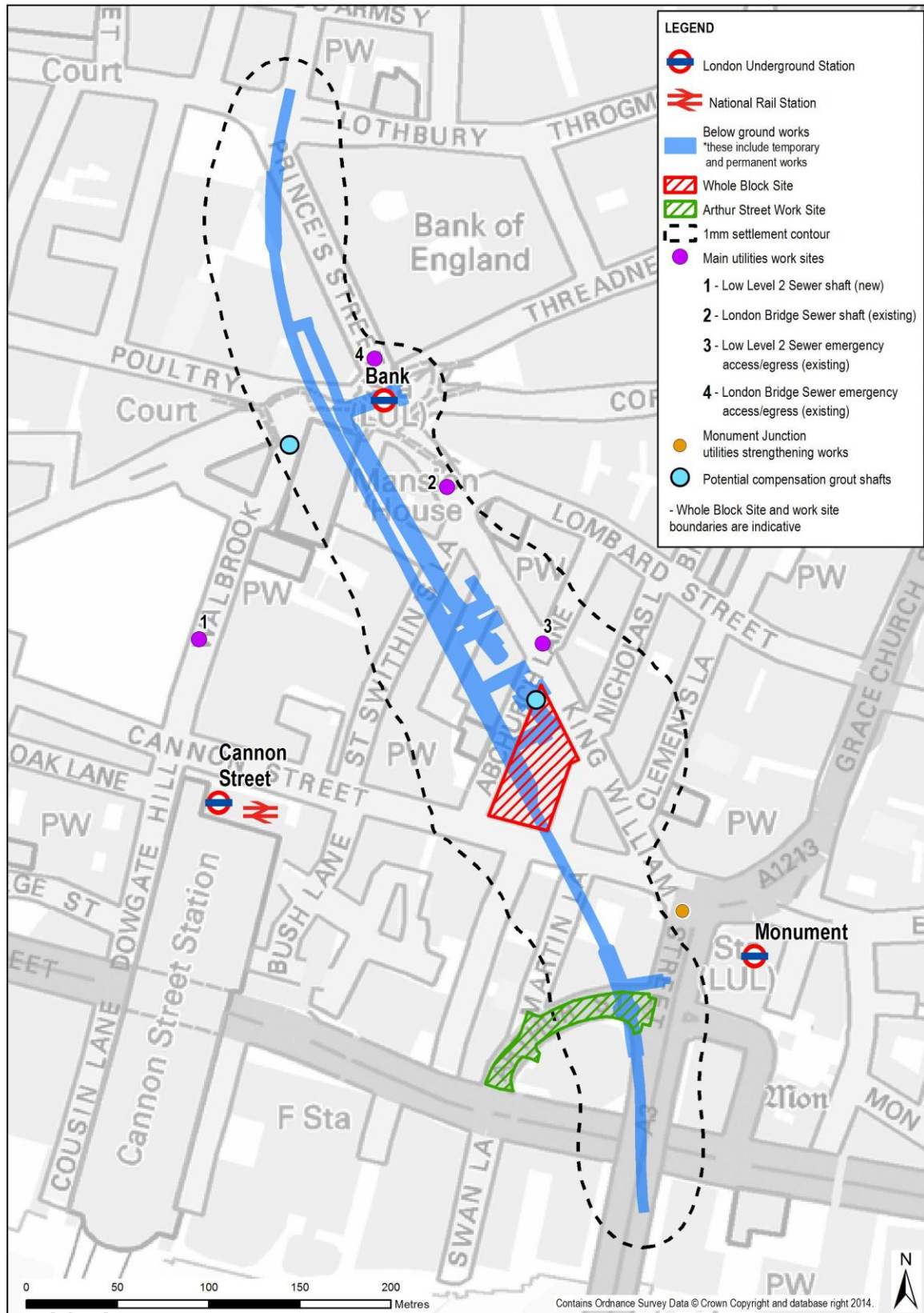
3.2.2 The Bank Monument Station Complex broadly sits along a north-south axis under King William Street (the Northern Line and Docklands Light Railway (DLR) tunnels) and an east-west axis under Poultry/Cornhill to the north (the Central Line tunnels) and along Cannon Street to the south (District and Circle Line tunnels).

3.2.3 Tunnelling and shaft excavations will generate ground movements in the overlying and surrounding ground which have the potential to result in effects upon buildings. An area within which ground settlement of up to 1mm is predicted is shown in Figure 3.1, as this is the area in which effects may be greater than that which normally occurs due to seasonal temperature variations.

3.3 Above Ground Work Sites

- 3.3.1 The BSCU will be constructed from two main work sites. The first work site will be at the site bounded by King William Street, Nicholas Lane, Cannon Street and Abchurch Lane (the Whole Block Site - note that this is referred to as the Cannon Street Work Site in consultation material). A second smaller work site will be located on Arthur Street. The disused King William Street underground station located beneath the junction of King William Street and Arthur Street will be used for logistics purposes during construction.
- 3.3.2 Works to divert and protect utilities are also proposed. These will affect Arthur Street, Cannon Street, King William Street and Walbrook. Other protective works to utilities in the area will need to be carried out between 2016 and 2017. The works will be undertaken within trenches excavated in the highway.
- 3.3.3 Protective works to buildings (including listed buildings) and roads will be carried out where the ground movements and damage analysis indicates this is required (within the area within which ground settlement of up to 1mm is predicted). If required, grouting will be undertaken from the new or existing tunnels or via shafts within the Whole Block Site and outside Mansion House on Walbrook.
- 3.3.4 The locations of the BSCU Work Sites are shown in Figure 3.1.

Figure 3.1: The BSCU Work Sites



The Whole Block Site

- 3.3.5 The main work site at the Whole Block Site is currently comprised of six buildings, as shown in Figure 3.2. The majority of these buildings will be demolished during the period Quarter 2 2016 – Quarter 1 2017. Full demolition will include: 135-141 Cannon Street, 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane and 143-149 Cannon Street. The rear extension of 20 Abchurch Lane will also be demolished and the rear of the main building made good. The main building and associated façade will be retained and used for project offices and site welfare facilities during construction works.
- 3.3.6 The existing buildings provide a total of approximately 12,000 square metres (m²) (net internal area), primarily supporting office space, as well as shops and restaurants.

Figure 3.2: The Whole Block Site – Existing Buildings



- 3.3.7 The Whole Block Site is located within the Bank Conservation Area (see Section 3.4). The Cannon Street and Nicholas Street frontages are located within the City of London Area of Archaeological Potential.

- 3.3.8 The southern half of the site falls within the London View Management Framework (LVMF) Protected View 5A.2 from Greenwich Park (wider setting) and the southern edge of the site falls within the Protected View 4A.1 from Primrose Hill to St Paul's Cathedral (background).

The Arthur Street Work Site

- 3.3.9 The Arthur Street Work Site will occupy the majority of the road between Upper Thames Street and King William Street.

3.4 Surroundings

Bank

- 3.4.2 The Bank area is at the heart of the City of London, London's international financial and business centre. It plays a vital role in the economic development of London and the country as a whole.
- 3.4.3 The River Thames and London Bridge are located approximately 300m to the south of the Whole Block Site and 120m south of the Arthur Street Work Site.
- 3.4.4 Whilst the local area is firmly established as a financial centre, in recent years it has seen a growth in the retail sector as well as its night-time and weekend economies.
- 3.4.5 The character of the area amalgamates the old and the new with its medieval street pattern, historic churches, civic buildings and new developments reflecting the growth of the financial sector over recent decades.
- 3.4.6 The character of the area is one of continual change, with the Walbrook Building, New Court (Rothschild Bank Headquarters) and Cannon Place forming the most recent additions. Future developments at One King William Street and Bloomberg Place will contribute to this trend. Chapter 17: Inter-relationships and Cumulative Effects discusses developments considered for inclusion in this assessment.

The Bank Monument Station Complex

- 3.4.7 The Bank Monument Station Complex is the result of the amalgamation of a number of stations over the last 130 years, namely Bank Station, King William Street Station and Monument Station.
- 3.4.8 In relation to the streets above, the Northern and DLR tunnels run below King William Street, the Central Line below Poultry and Threadneedle Street, and the District and Circle Lines below Cannon Street.
- 3.4.9 Bank Station's street presence is limited to numerous small, narrow entrances with stairs leading down to the Bullring subway (beneath Bank Junction) and Central Line ticket hall.

3.4.10 There are 14 entrances which are grouped around:

- Bank Junction portal entrances (six);
- Lombard Street portal entrances (one);
- King William Street lift (one);
- Poultry/Queen Victoria Street portal entrances (two); and
- Monument Station portal entrances and ticket hall (four).

3.4.11 An additional street level entrance hall is under construction on Walbrook as part of the Bloomberg Place development.

Historic Development

3.4.12 The Bank area is the site of one of the earliest Roman settlements in London, built around the Walbrook River and forming a Basilica and Forum around what is now Gracechurch Street to the east of the application site.

3.4.13 In the 10th and 11th centuries, medieval street patterns and grains were established that are still evident today were established. The area became a focus for trade and commerce from the 11th century onwards.

3.4.14 Links to the church and monastic houses resulted in numerous churches being founded in the area from as early as 1055 through to the 13th century.

3.4.15 In the 16th century, the Royal Exchange was established by Sir Thomas Gresham. The area was largely destroyed through a combination of the plague of 1665 and the Great Fire of London in 1666. The *Rebuilding of London Act of 1666* ensured that all new properties would be built in brick and stone with only the door cases and window frames made of timber.

3.4.16 In the 18th century private banks began to appear with development generally rebuilding on pre-existing plots with notable exceptions being the Bank of England (1732-34) and the Mansion House (1739-53). London's position as a main financial centre was enhanced by the French invasion of the Netherlands in 1794 which resulted in many investors leaving the continent and relocating to the City of London. This also drove improvements and development across the City, including the removal of the City Wall to allow growth beyond its historic limits and to improve traffic circulation.

3.4.17 In the 19th century, the City of London continued to develop as Great Britain emerged as the world's dominant power following the Napoleonic Wars in 1815. It was at this time that King William Street was superimposed over the medieval street pattern (1829-1835) connecting (the new) London Bridge to Bank and Moorgate. In the 1840s, Cannon Street was widened and extended to St Paul's Cathedral.

- 3.4.18 The Bank Conservation Area focused around Bank Junction is the City of London's largest conservation area. It was originally designated in 1971 and has been subsequently extended. In addition to the high concentration of listed buildings, there are also many unlisted historic buildings of high architectural quality and heritage value.
- 3.4.19 Numerous listed buildings are present within the Bank Conservation Area including: Grade I St Mary Abchurch and Mansion House (official residence of the Lord Mayor of London); Grade II 15 Abchurch Lane and 3-7 King William Street and 'Old Wine Shades'. Four Scheduled Monuments are also present, namely: the site of the Roman Governor's Palace, the Skinners' Hall, The Monument (also a Grade I listed building) and The Fishmongers' Hall (also a Grade II* listed building).
- 3.4.20 There are also a number of churches in the vicinity of the BSCU, including the St Mary Abchurch off Abchurch Lane, St Clement's Church to the south-east off Clement's Lane, and St Mary Woolnoth Church to the north-west off Lombard Street.

Residents

- 3.4.21 The closest residential properties to the Whole Block Site lie approximately 25m to the west of the boundary on Abchurch Yard and 70m to the south-east of the site on Martin Lane and Laurence Pountney Lane. There are a total of 74 dwellings within 250m of the Whole Block Site boundary, the majority of which are currently short term lets.
- 3.4.22 The closest residential properties to the Arthur Street Work Site are at 28 Martin Lane, approximately 25m to the north-west of the site. Whereas the main parts of the building are set back from Arthur Street, at sixth floor level two flats extend over 24-27 Martin Lane, providing aspects and including balconies facing onto Martin Lane and Arthur Street. A further residential property is located 25m to the north-west of the Arthur Street Site on Martin Lane.
- 3.4.23 A plan showing residential properties, heritage assets and places of worship is provided in Figure 3.3 (see ES Figures Volume).

Transport Network

Local roads

- 3.4.24 Two main roads, King William Street and Cannon Street, run north and south of the Whole Block Site. They are linked by the narrow Abchurch Lane and Nicholas Lane.
- 3.4.25 King William Street is a busy local distributor road that forms part of the London Cycle Network and provides a key route for buses. It is characterised by

imposing stone facades and period architecture which provides a degree of unity to the streetscape (see Figure 3.4).

Figure 3.4: Existing View Looking From 85 King William Street, South–East Towards 10 King William Street



- 3.4.26 The footway on the southern side of King William Street is approximately 2m wide along the south side of the carriageway and provides for connections between Monument and Bank. The footway on the northern side of King William Street is wider, at approximately 3.5m.
- 3.4.27 Cannon Street is a busy main road that is part of the Strategic Road Network, and provides a number of bus routes. Immediately around the proposed new Station Entrance, Cannon Street provides a wide footway (approximately 5m wide along the north side of the carriageway tapering to approximately 3.5m wide at its narrowest point).
- 3.4.28 It is fronted by retail premises, including the ground floors of numbers 135 to 149 within the footprint of the Whole Block Site. The road is characterised by a diverse streetscape of varied narrow buildings five to seven storeys high (see Figure 3.5).

Figure 3.5: Existing View From 110 Cannon Street, Looking West Towards 135-149 Cannon Street



- 3.4.29 Abchurch Lane is a very narrow road with narrow footways on either side of the carriageway (at a maximum of 1.5m) and a one-way traffic restriction, which provides an important north-south pedestrian route. Abchurch Yard opens on to the lane, providing a public square with bars and restaurants on the western façade and a mobile coffee shop. The Grade I listed St Mary Abchurch sits to the north of the yard. Stone facades form an imposing historic streetscape. See Figure 3.6.

Figure 3.6: Existing View from Abchurch Yard Facing 20 Abchurch Lane



- 3.4.30 Nicholas Lane provides an important north-south pedestrian route. It is similarly narrow, footways are 2m at the widest point but restricted to 1m pinchpoints for much of its length. The enclosing tall buildings are generally contemporary.
- 3.4.31 Arthur Street has footways on either side of the carriageway and links to King William Street/London Bridge at its north-eastern end and Upper Thames Street at its southern end. Arthur Street also includes a junction with Martin Lane which is no-through-road. The majority of Arthur Street is two-way; however, the presence of a bus gate at the junction with King William Street effectively imposes a one-way system on through traffic. The exception to this is an exclusive through-route for Route 344 buses. Three properties have service yards, or vehicle garages, accessed from Arthur Street, these are: 12 Arthur Street, 24-28 King William Street and 33 King William Street.

London Underground

- 3.4.32 The closest London Underground station to the Bank Monument Station Complex is Cannon Street which is served by the District & Circle Lines, as well as national rail services.

National Rail

- 3.4.33 As well as Cannon Street, Liverpool Street, Fenchurch Street, Moorgate and London Bridge Stations are all within reasonable walking distance and provide access to mainline rail services. Blackfriars and City Thameslink Stations are also available with a slightly longer walk time.

London Buses

- 3.4.34 There are numerous bus stops around Cannon Street and Bank junctions serving 21 different routes, connecting directly with 19 of London's 33 boroughs.

Cycling

- 3.4.35 There is a network of cycle routes around Bank Station and four docking stations for the Barclays Cycle Hire scheme are located within approximately 300m.