

7 Townscape and Visual Effects

7.1 Introduction

7.1.1 This chapter provides a Townscape and Visual Impact assessment (TVIA) of the Bank Station Capacity Upgrade (BSCU).

7.1.2 Townscape is defined as the physical and social characteristics of the built urban environment and the hard and soft open spaces within it, together with the way in which people perceive those characteristics. It is this mix of characteristics and perceptions that make up and contribute to townscape character and create a 'sense of place' or identity. This chapter therefore provides information on the likely effects of the BSCU on the townscape resources and visual receptors within and around the BSCU Work Sites. A clear distinction is drawn between the two:

- townscape resources relate to the physical characteristics or components of the environment which together form the character of that townscape, including buildings, roads, paths, vegetation and water areas; and
- visual receptors are individuals whose views of that townscape could change as a result of the BSCU, such as pedestrians, people working in offices, or people in vehicles passing through the area.

7.1.3 The assessment of impacts on cultural heritage resources, including listed buildings, conservation areas and scheduled monuments, which includes consideration of the settings of these features and so has some cross-over with townscape, is covered in Chapter 10: Built Heritage. Equally, the contribution of these historic elements to the townscape and the way they are affected by the BSCU are discussed in this chapter.

7.1.4 The assessment takes into account both the immediate townscape and the wider skyline of London, as well as the views potentially affected.

7.2 Legislative and Planning Policy Context

Legislation and National Policy

Planning (Listed Buildings and Conservation Areas) Act 1990

7.2.1 The *Planning (Listed Buildings and Conservation Areas) Act 1990* sets out the legal provisions that must be taken into account in the decision making process. These tests are as follows:

- development proposals that affect a listed building or its setting: in deciding whether to grant listed building consent, special regard shall be had to the desirability of preserving a listed building or its setting or any features of

special architectural or historic interest which it possesses (*Section 16(2) and 66(1)*); and

- development proposals that relate to any buildings or other land in a conservation area: special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (*Section 72*).

National Planning Policy Framework (Department for Communities and Local Government, 2012)

- 7.2.2 *Paragraph 9 of the National Planning Policy Framework (NPPF) states that: Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including ... replacing poor design with better design and improving the conditions in which people live, work, travel and take leisure.*
- 7.2.3 *Section 7 of the NPPF relates to the requirement for good design. Paragraph 56 states that: The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.*
- 7.2.4 *Paragraph 58 requires planning policies and decisions to aim to ensure that developments establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to work and visit. Developments should respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation and be visually attractive as a result of good architecture and appropriate landscaping.*
- 7.2.5 *Paragraph 60 further states that policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.*
- 7.2.6 *Paragraph 137 encourages local planning authorities to look for opportunities for new development within Conservation Areas and ... within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.*

Planning Practice Guidance: (Department for Communities and Local Government, 2014)

- 7.2.7 The national *Planning Practice Guidance (PPG): Design – Section 1: The Importance of Good Design*, states that: *As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Section 3 focuses on the qualities that define well designed places and spaces, stating that: A well designed space has a distinctive character.* It lists the physical aspects that contribute to distinctiveness, including the local pattern of street blocks and plots, building forms, details, materials, style and vernacular. It further adds that: *Distinctiveness is not solely about the built environment – it also reflects an area’s function, history, culture and its potential need for change.*
- 7.2.8 *PPG: Conserving and Enhancing the Historic Environment – Section 3* is entitled *Decision-taking: Historic Environment*. *Paragraph 009* explains the importance of ‘significance’ in decision-taking, in terms of direct physical change or change to the settings of heritage assets. *Paragraph 013* relates to the question: *What is the setting of a heritage asset and how should it be taken into account?* The *setting of a heritage asset* is defined in the glossary to the *NPPF* as: *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*
- 7.2.9 In deciding how to assess if a proposal causes substantial harm, *Paragraph 017* of *PPG Section 3* states that what matters is *the impact on the significance of the heritage asset*. *Paragraph 18* deals with *harm in relation to conservation areas* and *Paragraph 019* deals with the question: *How can proposals avoid or minimise harm to the significance of a heritage asset?*

Regional Policy

The London Plan (Mayor of London, 2011)

- 7.2.10 The strategic aim of *Policy 7.4* is that: *Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area’s visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.*

- 7.2.11 The strategic aim of *Policy 7.6* is that: *Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.*
- 7.2.12 *Policy 7.11* of *The London Plan* introduces the *London View Management Framework (LVMF)* (Mayor of London, 2012) and defines named protected views. *They include significant buildings or urban landscapes that help to define London at a strategic level. Development will be assessed for its impact on the designated view.* The relevant views are identified in paragraph 7.4.34, below, in relation to the *LVMF*.
- 7.2.13 *Policy 7.12: Implementing the London View Management Framework* states that: *New development should not harm, and where possible should make a positive contribution to, the characteristics and composition of the strategic views and their landmark elements. It should also preserve or enhance viewers' ability to recognise and to appreciate strategically important landmarks in these views.*
- 7.2.14 Other policies of *The London Plan* applicable to the design of the BSCU include *Policy 7.1: Building London's Neighbourhoods and Communities*; *Policy 7.2: An Inclusive Environment*; and *Policy 7.5: Public Realm*.

Local Policy

Unitary Development Plan (City of London Corporation, 2007)

- 7.2.15 The 'Saved' *Unitary Development Plan (UDP)* policies of particular relevance to this assessment are set out below.
- 7.2.16 *Policy ENV 8* aims: *To promote and ensure high standards in the layout, design, surface treatment and landscaping of open spaces and streets, and to seek the retention of existing surfaces and features which contribute positively to the character and appearance of the location and the City.*
- 7.2.17 *Policy ENV 11* aims: *To resist the demolition of buildings which make a positive contribution to the character or appearance of a conservation area and to encourage their sympathetic refurbishment.*
- 7.2.18 *Policy ENV 28* aims: *To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.*
- 7.2.19 *Policy ENV 29* aims: *To ensure that the provision of shop fronts is of a high standard of design and appearance.*

Core Strategy (City of London Corporation, 2011)

- 7.2.20 A number of *Core Strategy* policies are of relevance to this assessment, in particular *Strategic Objective 3: City Culture and Heritage*, and associated *Policies CS10, CS12 and CS13*.
- 7.2.21 *Strategic Objective 3 aims to promote a high quality of architecture and street scene appropriate to the City's position at the historic core of London, complementing and integrating the City's heritage assets and supporting the continued development of the City as a cultural destination for its own communities and visitors.*
- 7.2.22 *Policy CS10: Design, aims to promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City.*
- 7.2.23 *Policy CS12: Historic Environment, aims to conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.*
- 7.2.24 *Policy CS13: Protected Views, aims to protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks. This will be implemented alongside policy in the LVMF and detailed guidance given in the Protected Views Supplementary Planning Document (SPD) (City of London Corporation, 2012a).*
- 7.2.25 *Policy CS13 places emphasis on securing the protection of views, both local and strategic, of St Paul's Cathedral and the Tower of London, with specific reference to the Tower of London World Heritage Site Management Plan (Historic Royal Palaces, 2007), in addition to local views of and from The Monument.*

City of London Draft Local Plan (City of London Corporation, 2013a)

- 7.2.26 The City of London Corporation *Draft Local Plan* will replace the *Core Strategy* and *UDP* when adopted in 2015.
- 7.2.27 *Draft Policy DM10.1* requires all developments to be *of a high standard of design and to avoid harm to the townscape and public realm*.

Other Local Policy

Protected Views Supplementary Planning Document (City of London Corporation, 2012a)

- 7.2.28 This *SPD* provides guidance for the City of London Corporation local view protection policy relating to St. Paul's Cathedral (known as the St. Paul's Heights), relevant strategic (*LVMF*) views, views to and from The Monument,

and views of historic City of London landmarks and skyline features that should be taken into consideration in development proposals. Figure 3 of the *SPD* includes indicative viewpoints to St Paul's Cathedral, with the view westwards from Cannon Street identified.

City of London Corporation Area Strategies

- 7.2.29 The City of London Corporation's *Area Strategies* are intended to enable a coordinated approach to considering planning applications or any works to the highways or public realm in the City of London. Three *Area Strategies* are of particular relevance to the BSCU Project, namely the *Bank Area Enhancement Strategy (2013b)*, the *Fenchurch and Monument Area Enhancement Strategy (2013c)* and the *Riverside Walk Enhancement Strategy (2005)*.

Bank Conservation Area Character Summary and Management Strategy (City of London Corporation, 2012b)

- 7.2.30 This adopted *SPD* to the *Core Strategy* provides a comprehensive description of the character of Bank Conservation Area, and is discussed in greater detail in Section 7.4 of this chapter.
- 7.2.31 The management strategy set out in the *Bank Conservation Area SPD* requires development schemes and enhancement projects to take account of the wider policies and guidance concerning the conservation and enhancement of the Conservation Area in relation to its special architectural and historic interest.

7.3 Assessment Methodology

Temporal Scope

Whole Block Site and Arthur Street Work Site

- 7.3.1 Townscape and visual impacts are assessed during the demolition and construction phases and thereafter during the operational phase. The baseline year is taken as 2013, since this is when the majority of baseline work for the TVIA was undertaken, including the representative viewpoint photography.
- 7.3.2 For the purposes of this assessment, the demolition and construction phases are assessed as one, and are taken to comprise the following elements:
- demolition of the Whole Block Site excluding 20 Abchurch Lane;
 - construction of the BSCU (with the majority of 20 Abchurch Lane remaining in place) and Arthur Street Work Site operational; and
 - early operational – a potential temporary situation with the new Station Entrance Hall completed but prior to construction of an over site development (OSD) (with the majority of 20 Abchurch Lane and its façade remaining in place).

7.3.3 The operational phase is taken as the final situation of the fully operational Station Entrance Hall integrated as part of an OSD, with the Arthur Street Work Site restored to its baseline state. The proposed (and now consented) 10 King William Street OSD is also considered in terms of the potential for cumulative effects (Section 7.9).

Utilities Works

7.3.4 In order to construct the BSCU a number of works to relocate and strengthen various utilities are required, as described in Chapter 4: The Proposed Development.

Assessment Guidance

7.3.5 Impacts have been assessed as a function of both the magnitude of the impact or change and the sensitivity of the townscape resource or visual receptor affected. The methodology draws upon the following established best practice guidance:

- *Guidelines for Landscape and Visual Impact Assessment, Third Edition (Landscape Institute and Institute of Environmental Management and Assessment, 2013)*; and
- *Landscape Character Assessment: Guidance for England and Scotland (Countryside Agency and Scottish Natural Heritage, 2002)*.

7.3.6 Although these publications refer to 'landscape', the European Landscape Convention definition of landscape confirms that it includes the landscapes of villages, towns and cities, i.e. townscapes. So 'townscape' is defined as the landscape within the built-up area, including the buildings and the relationships between them (*Landscape Institute and Institute of Environmental Management and Assessment, 2013*).

7.3.7 Accurate Visual Representations (AVRs) of the Whole Block Site have been produced by Miller Hare Limited in accordance with a suitable methodology (see Appendix A7.1) in compliance with:

- *London View Management Framework, Appendix C: Accurate Visual Representations (Mayor of London, 2012)*; in conjunction with
- *Advice Note 01/11: Photography and photomontage in landscape and visual impact assessment (Landscape Institute, 2011)*.

7.3.8 Geographical data sets have been created to test the theoretical visibility of the BSCU, which were used to inform both the design and also the visual assessment and field surveys. Field surveys were undertaken to verify the desk based study and refine the Zone of Visual Influence (ZVI) of the BSCU at ground level. The study area for the assessment is based principally on the

ZVI, and extends to 200m around the Whole Block Site and Arthur Street Work Site – see Figure 7.1 in the ES Figures Volume. Beyond 200m views tend to be glimpses between buildings obscured by intervening features, in particular vehicles, including double-decker buses, but also the many pedestrians on the streets; changes at greater distance would therefore be likely to have only very low impacts and so not result in significant effects.

7.3.9 In London and especially this part of London, there are numerous elevated and distant viewpoints that cannot be verified individually. It is generally expected that impacts would be minor from these, but where designated under the LVMF, they have been considered.

7.3.10 Studies have been carried-out in consideration of:

- townscape character, including site context, topography, buildings and pattern of built form, vegetation and open spaces, roads and pedestrian routes; and
- visual receptor groups identified for the purposes of assessing the likely impact of the BSCU on visual amenity with reference to a series of representative views.

Representative Viewpoints

7.3.11 Fundamental to the assessment and design evolution of the Station Entrance Hall has been early consultation with stakeholders including the City of London Corporation. Ten viewpoints were identified and agreed as representative for the purposes of developing the design of an OSD, of which the Station Entrance Hall will form a constituent element. These viewpoints have therefore been used as the basis of the visual assessment of the Whole Block Site, and are also considered to reflect the key views identified within the *Bank Conservation Area SPD*.

7.3.12 With agreement from the City of London Corporation's design officer, fully rendered AVRs from four of the 10 viewpoints have been produced for the purposes of informing the impact assessment and illustrating the Station Entrance Hall.

7.3.13 Three additional viewpoints were agreed for the purposes of assessing the impact of the Arthur Street Work Site during the construction phase. Illustrative 3D images have also been produced from these viewpoints, illustrating the construction works (see Appendix A7.2).

7.3.14 The viewpoint locations are shown on Figure 7.2 in the ES Figures Volume and listed in Table 7.1. Photographs of the existing view from each viewpoint are included at Appendices A7.1 and A7.2.

Table 7.1: Representative Viewpoints

Viewpoint No.	Viewpoint Location
Whole Block Site	
1	Looking south-east along King William Street from its junction with Lombard Street.
2	Looking south-east along King William Street from its junction with Abchurch Lane – includes VVM.
3	Looking south-west along the northern section of Nicholas Lane – includes VVM.
4	Looking north-west along King William Street (from No. 68) at its junction with Cannon Street.
5	Looking north-west from The Monument junction of King William Street, Cannon Street and Gracechurch Street.
6	Looking west along Cannon Street from its junction with Martin Lane – includes VVM.
7	Looking east along Cannon Street from its junction with Laurence Pountney Hill – includes VVM.
8	Looking out of Abchurch Yard towards the Whole Block Site.
9	Looking east along Cannon Street from its junction with Bush Lane.
10	Looking north-west from The Monument viewing gallery.
Arthur Street Work Site	
11	Looking west from The Monument viewing gallery.
12	Looking west into Arthur Street from King William Street at its junction with Monument Street.
13	Looking north into Arthur Street from Upper Thames Street at its junction with Swan Lane.

Classification of Impacts

7.3.15 The following sub-sections are structured as follows:

- ‘Townscape Character Assessment Methodology’, including:
 - criteria for classification of sensitivity of townscape character areas (TCAs) and townscape resources – Tables 7.2 and 7.3; and
 - criteria for determining magnitude of townscape impact – Table 7.4.
- ‘Visual Assessment Methodology’, including:
 - criteria for classification of sensitivity of visual receptors – Table 7.5; and
 - criteria for determining magnitude of visual impact – Table 7.6.
- ‘Assessment of Effects Methodology’, including:

- classification of townscape and visual effects – Table 7.7; and
- aspects of classification of townscape and visual effects – Table 7.8.

7.3.16 Distinctions are drawn between impacts that are temporary (lasting for the construction period), permanent (including long term) and residual (remaining after additional mitigation applied). Townscape and visual impacts are further categorised as being either direct (e.g. introduction of built form), or indirect (e.g. off-site visual impact of construction traffic).

Townscape Character Assessment Methodology

7.3.17 Townscape impacts can arise from physical changes to the townscape, which affect its character. The assessment of impacts on heritage resources, including listed buildings, conservation areas and scheduled monuments, is covered in Chapter 10: Built Heritage, where these are considered as an historic asset. The contribution of these historic elements to the townscape and the way they are affected by the BSCU are discussed in this chapter.

7.3.18 Townscape character is described in terms of distinct blocks of townscape. Each block is described as a Townscape Character Area (TCA) and is defined through identification of homogeneity in scale, materials, land use, heritage, street pattern or open space. Within the study area, four TCAs have been identified and these are described at Paragraph 7.4.32. These TCAs allow for a better understanding of the impact on the overall townscape as a result of the proposed BSCU project. Effects are evaluated for each TCA on the basis of magnitude of impact as well as its sensitivity to impact.

7.3.19 Each TCA is assigned a sensitivity based on the character and quality of the existing townscape and its ability to accommodate change of the type proposed, classified as set out in Table 7.2. These classifications are further informed by the criteria set out in Table 7.3.

Table 7.2: Criteria for Classification of Sensitivity of TCAs

Classification	Sensitivity of Townscape Area
Very High	Townscape of national or global importance, for example World Heritage Site.
High	Townscape of highly valued or relatively distinctive components and characteristics, sensitive to small changes.
Medium	Townscape of relatively common components and characteristics, reasonably tolerant of changes.
Low	Townscape of relatively inconsequential components and characteristics, the nature of which is potentially tolerant of substantial change.

Table 7.3: Criteria for Classification of Sensitivity of Townscape Resources

Resource	Sensitivity			
	Very High	High	Medium	Low
Townscape quality / condition	Townscape of exceptionally high quality and condition	High or moderate quality / good condition and largely intact	Moderate or low quality / moderate condition demonstrating some intactness	Low quality / poor condition and disparate elements
Sense of place / legibility	Unique sense of place	Strong sense of place / identity	Moderate sense of place / identity	No sense of place
Unspoilt character	Totally unspoilt townscape	Demonstrates largely unspoilt characteristics	Demonstrates a degree of change but with some unspoilt characteristics	Demonstrates high degree of change
Scarcity of the resource	Irreplaceable townscape	Particularly scarce or fragile townscape	Mainly common features, but occasional interesting features	Common features found in many cities/towns
Historic interest	Historic interest of designated national or global importance	Historic interest which contributes significantly to townscape character	Some historic interest which contributes to townscape character	Limited to no historic interest
Tranquillity	Relaxing and peaceful	Provides tranquil / reflective locations	High use townscape with some quiet areas	High use townscape

7.3.20 Magnitude of impact is determined through considerations of the scale of the development and its fit within the existing townscape, classified as set out in Table 7.4.

Table 7.4: Criteria for Determining Magnitude of Townscape Impact

Classification	Magnitude of Impact
High	Ranging from a limited change in townscape characteristics over an extensive area, to an intensive change over a more limited area.
Medium	Moderate change in a localised area.
Low	Minor change in a localised area.
Very Low	Virtually imperceptible change in any component.
Neutral	No change discernible in any component.

Visual Assessment Methodology

- 7.3.21 The visual assessment considers the potential impacts on views of specified receptor groups during the day. Impacts during the night, in a well-lit urban environment, are expected to be broadly analogous with day time impacts.
- 7.3.22 The key selected viewpoints listed in Table 7.1 cover different receptor groups, directions and distances and have been selected to represent the full range of visual impacts of the BSCU. Visual receptors are assigned a category of sensitivity based on a combination of the activity and expectations of the predominant receptor type (e.g. tourists, people at work etc.) and the location, context and importance of the existing view, with reference to the viewpoints. Sensitivity of visual receptors is classified as in Table 7.5.

Table 7.5: Criteria for Classification of Sensitivity of Visual Receptors

Classification	Sensitivity of Receptor
Very High	Recognised view of particular significance, for example historic view from scheduled monument or World Heritage Site.
High	Views for receptors with proprietary interest and/or prolonged viewing opportunities, or engaged in activity resulting in a high interest or appreciation of the view (e.g. residents or visitors engaged in recreation or tourism whose attention is focussed on the townscape) and/or a high value of existing view (e.g. conservation area).
Medium	Activity resulting in a medium interest or appreciation of the view (e.g. people engaged in outdoor activity that does not focus on an appreciation of the townscape, such as walking or cycling to work) and/or a medium value of existing view (e.g. urban area with no particular historic or aesthetic value). Views for receptors with moderate interest in their environment, such as people in offices, pedestrians, and people in restaurants and bars.
Low	Activity resulting in a low interest or appreciation of the view, or passing or momentary interest in everyday surroundings (e.g. people at work or people in vehicles travelling through the area) and/or low value of existing view (e.g. poor quality urban area).

- 7.3.23 Magnitude of visual impact is determined from a combination of the degree of change to the view due to the BSCU, including the extent of the area over which the changes will be visible, the period of exposure to the view and reversibility, classified as in Table 7.6.

Table 7.6: Criteria for Determining Magnitude of Visual Impact

Classification	Magnitude of Impact
High	High degree of change to existing view (e.g. loss of characteristic features) and/or high degree of exposure to view (e.g. close or open views).
Medium	Medium degree of change to existing view (e.g. partial loss of characteristic features) and/or medium degree of exposure to view (e.g. middle-distance or partial views).
Low	Low degree of change to existing view (e.g. limited loss of characteristic features) and/or low degree of exposure to view (e.g. long-distance, interrupted or glimpsed views).
Very Low	Barely perceptible change to existing view and/or very brief exposure to view.
Neutral	No change discernible in existing view.

Assessment of Effects Methodology

- 7.3.24 The significance of townscape and visual effects is determined by considering the interaction of the sensitivity of receptor and magnitude of impact. This interaction results in categorisation of effects as shown in Table 7.7.

Table 7.7: Classification of Townscape and Visual Effects

Sensitivity of Receptor	Magnitude of Impact			
	High	Medium	Low	Very Low
Very High	Major	Major	Moderate	Moderate
High	Major	Moderate	Moderate	Minor
Medium	Moderate	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible

- 7.3.25 The descriptions in Table 7.8 further assist in determining the magnitude of effects and whether they are likely to be significant.

Table 7.8: Aspects of Classification of Townscape and Visual Effects

Level of Effect	Townscape and Visual Criteria	
Major	<ul style="list-style-type: none"> • Potentially associated with sites and features of national importance or effects likely to be important considerations at a regional or district scale (beneficial or adverse). Major effects may relate to resources or features which are unique and which, if lost, cannot be replaced or relocated. • Beneficial or adverse effects which even in isolation, are likely to be key factors in the decision making process. 	
	<p>Townscape: where the proposed changes would be sufficiently large to substantially alter important townscape features / valued aspects of townscape.</p>	<p>Visual: where the proposed changes would be sufficient to substantially alter a nationally important view, or view of high scenic quality.</p>
Moderate	<ul style="list-style-type: none"> • These effects are likely to be important at a local scale and the cumulative effects of such issues could lead to an increase in the overall effects on a particular area or on a particular resource or receptor. • Effects which on their own could have a material influence on decision making and particularly so when combined with other similar effects. 	
	<p>Townscape: where the proposed changes would noticeably alter a townscape feature or aspect of townscape (beneficial or adverse) or be out of scale with the underlying character of an area (likely to be adverse).</p>	<p>Visual: where the proposed changes to views would noticeably alter a view (beneficial or adverse) or be out of scale with the existing view (likely to be adverse).</p>
Minor	<ul style="list-style-type: none"> • These effects could be raised as local issues and could be of relevance in the detailed design of the project. • In isolation, these factors are not likely to be critical in the decision making process, however, when combined with other effects, could be relevant, particularly if they lead to a cumulative adverse effect on a particular resource or receptor. 	
	<p>Townscape: where proposed changes would be at slight variance with the underlying character of an area and townscape features (beneficial or adverse).</p>	<p>Visual: where proposed changes to views would be intermittent and/or at slight variance with the existing view (beneficial or adverse).</p>
Negligible	<ul style="list-style-type: none"> • Effects which are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error. • Effects which are unlikely to influence decision making, irrespective of other effects. 	
	<p>Townscape: where proposed changes would have an indiscernible effect on the character of an area and townscape features.</p>	<p>Visual: where proposed changes would have an indiscernible effect on views / visual amenity.</p>
Neutral	No effect.	No effect.

7.3.26 Effects classified as major are likely to be significant. Those classified as minor or negligible are not likely to be significant. However, following the classification of effects using this methodology, further consideration of whether an effect is significant and requires mitigation has been carried-out using professional judgement, taking account of:

- the positive or negative nature of the effect;
- whether the effect is permanent or temporary; and
- the duration/frequency or likelihood of the effect.

7.3.27 If mitigation is proposed, the residual effect following mitigation is categorised using the same system. The final stage of the assessment is to consider whether residual effects are likely and therefore significant.

7.4 Baseline Conditions

Background to the Bank Area

Townscape Context

7.4.1 The BSCU Work Sites are located in the south-east of the City of London. The Whole Block Site is bounded to the north by King William Street, the east by Nicholas Lane, the south by Cannon Street and the west by Abchurch Lane. The block size is typical of the immediate locality. Arthur Street is a short, curved street, with junctions onto King William Street and Upper Thames Street at its eastern and southern ends respectively. The wider study area has a distinctive townscape character which derives from the scale and quality of its buildings within this historic part of the City of London.

7.4.2 The Whole Block Site lies in a densely developed urban area on the southern edge of Bank Conservation Area, the largest of 26 conservation areas in the City of London, covering an area of over 24ha. Arthur Street to the south is located outside the Conservation Area. Also within the assessment study area are Laurence Pountney Hill Conservation Area and parts of Queen Street and Eastcheap Conservation Areas. These are shown on Figure 7.3 (see ES Figures Volume). Other elements of works associated with the BSCU such as utilities works, potential grout shaft works and enabling works to existing infrastructure will be undertaken within the Bank and Laurence Pountney Hill Conservation Areas and in the vicinity of Queen Street Conservation Area on Walbrook.

7.4.3 Historic institutions such as ancient trade guilds, livery companies and historically significant churches form a key part of the townscape of the Bank area. The Bank of England, the Royal Exchange and Mansion House (all listed buildings) sit centrally around Bank Junction, forming part of a wider network of

landmark historic sites within the City of London including St. Paul's Cathedral, Leadenhall Market and the Guildhall.

Street Pattern

- 7.4.4 Much of the street pattern of the study area still follows the layout of medieval London, with narrow alleys such as Clement's Lane, Nicholas Lane and Abchurch Lane; Sherborne Lane links through from Abchurch Lane to King William Street via Abchurch Yard. These streets, due to narrow widths, closed vistas and a lack of signage, can in places be difficult to navigate but they do create a distinctive character to this part of London.
- 7.4.5 The network of alleys and lanes makes the area highly permeable, especially for pedestrians, providing short-cuts to different areas of the City of London. Being one of the most densely developed areas of the City of London, the roads and footways are busy and often overcrowded. The recommendations of the *Bank Area Enhancement Strategy* (City of London Corporation, 2013b) include a number of improvements to the pedestrian and cycling environment.
- 7.4.6 The main roads such as King William Street, Cannon Street and Bank Junction are busy, noisy and congested. King William Street and Cannon Street themselves are heavily used by vehicles, particularly buses, taxis and goods vehicles. The side streets in the area are much quieter, some being closed to through traffic and others limited to one-way flow.
- 7.4.7 Although King William Street and Cannon Street are wide in comparison with the surrounding streets, their substantial buildings have a strong influence on the proportions of the space creating significant enclosure. The space is frequently dominated by traffic, particularly buses, which can severely foreshorten street views and interrupt vistas, in addition to reducing the quality of experience for pedestrians.
- 7.4.8 The greatest activity and pedestrian footfall occurs around Bank and Monument Junctions and along Cannon Street, particularly around the Bank and Monument London Underground Stations. Monument Junction also acts as a 'gateway' to the City of London for those entering by road from south of the River Thames.

Built Form

- 7.4.9 The Bank area is one of historic importance to the City of London having been synonymous with commercial activity since the 11th century. Its focus as a centre for London's trade, finance and banking communities has over the centuries shaped its urban form, character and built environment. The character of the Bank area today reflects the layering of new over old, in particular the distinct medieval pattern of the streets and the hidden churches and gardens. The grand civic buildings clustered around Bank Junction persist

amidst bold new developments reflecting the continuing growth of the financial sector over recent decades.

- 7.4.10 There are several architecturally notable buildings close to the Whole Block Site, many of which are listed; impacts on these are assessed in detail in Chapter 10: Built Heritage. Most notably these buildings include: the Grade I Listed Bank of England and Grade I Listed Monument by Sir Christopher Wren (also a Scheduled Monument), at either end of King William Street; the Grade I Listed St Mary Abchurch by Wren; and the distinctive architecture of the north-west front of the Grade I Listed St Mary Woolnoth by Hawksmoor. The cupola of the House of Fraser store (68 King William Street) at Monument Junction is also a key landmark from the south.
- 7.4.11 The parapet level along both sides of King William Street is relatively consistent, particularly in the immediate surroundings of the Whole Block Site where buildings are generally between five and eight storeys high. The impression of a constant roof line at around fifth floor level is maintained by stepping back upper storeys away from the street.
- 7.4.12 Cannon Street presents a far more varied roofscape and inconsistent roofline, with north and south sides also varying in architectural form. Taller buildings on the southern side include 110 Cannon Street, a modern block directly opposite Nicholas Lane, which is 12 storeys and is set back resulting in a different feel at ground level.

Uses

- 7.4.13 The Bank area is firmly established as a financial centre. Although the predominant use is office and a large proportion of the ground floor is taken up by entrance foyers, numerous shops and food and drink premises also occupy the street level to serve the working population. The residential population is small.
- 7.4.14 Almost all upper floor space is in office use. As a result, the character of the area is markedly more tranquil in the evenings and particularly the weekends.
- 7.4.15 Tourists and other visitors attracted by the Bank of England, the 17th and 18th century churches, the Mansion House and The Monument contrast with the large numbers of people going about their work.
- 7.4.16 Cannon Street has the greater mix of uses including an increased quantity and range of retail and food and drink premises. The grain of use and unit size amongst the older buildings is also much finer than on King William Street with several units per block along the street frontage. However, various recent developments outside the conservation areas deviate from this pattern; for example Cannon Street Station and Cannon Place, the Walbrook building, and Bloomberg Place (currently under construction). Abchurch Lane and Abchurch

Yard contain a mix of office, food and drink outlets and the church of St Mary Abchurch itself.

Open Space and Vegetation

- 7.4.17 There is little open space in the area and very few street trees within the immediate vicinity of the BSCU Work Sites. The main exception locally is Abchurch Yard, a small paved square in front of the entrance to St Mary Abchurch, directly adjacent to the Whole Block Site. Abchurch Yard has seating alongside bars and cafés and also accommodates a mobile coffee stall.

Area Strategies

Bank Area Enhancement Strategy (City of London Corporation, 2013b)

- 7.4.18 The *Bank Area Enhancement Strategy (Strategy)* sets out the City of London Corporation's vision for transport and public realm improvements in the Bank area over a 10 year period. In particular it recognises the existing congestion and the significant extra pressure that continued development will put on the area's streets and public spaces; increased numbers of commuters, workers and visitors will need to be successfully accommodated on the area's streets in order that it remains a dynamic, attractive and desirable place to work. The BSCU proposals will reduce existing footway congestion and create additional capacity within the station for the future.
- 7.4.19 The *Strategy* identifies that there is considerable potential in the Bank area to carry-out enhancements to the north-south routes, which will become increasingly vital walking routes, enabling pedestrians to avoid the congestion of Bank Junction. The route between the southern end of Old Broad Street and Cannon Street, which includes Nicholas Lane crossing King William Street, is highlighted. In addition to Nicholas Lane, Abchurch Lane which also runs north-south between Lombard Street and Cannon Street, severed by King William Street, is identified for an improved pedestrian environment; these are indicated on the map on *page 16 of Part 1 of the Strategy*.
- 7.4.20 Abchurch Yard is identified as a public space for improvement. The *Strategy* proposes that the existing public spaces in the area be enhanced by rationalising street furniture, upgrading seating areas and providing more seats. It points out that the high status and historic significance of many of these spaces mean that they require a high quality yet simple design approach with the use of robust materials that can withstand intensive use.

Fenchurch and Monument Area Enhancement Strategy (City of London Corporation, 2013c)

- 7.4.21 The key objectives include improvement to the pedestrian environment and accessibility of streets and crossings to ensure that streets and spaces are inclusive and accessible to all. They also seek to preserve or enhance the special character of the area and its heritage assets, in particular protecting and enhancing the local views of and from The Monument.
- 7.4.22 Identified as a Key Opportunity Area are the east/west corridors, including the Cannon Street/Eastcheap corridor that crosses the strategy area. These are described as some of the busiest streets in the locality whose high concentrations of traffic and pedestrians will only increase as the Eastern Cluster tall buildings develop.
- 7.4.23 Also identified as a Key Opportunity Area are the north/south routes, including the Gracechurch Street/Monument Junction/King William Street route. These are described as some of the main pedestrian routes for the nearby rail and underground stations.

Riverside Walk Enhancement Strategy (City of London Corporation, 2005)

- 7.4.24 South of Upper and Lower Thames Street, opposite the southern end of the Arthur Street Work Site, is the Riverside Walk Area of the City of London. The *Riverside Walk Enhancement Strategy* is principally concerned with the completion, enhancement and management of the Riverside Walk itself. This includes the creation of universally accessible connections between the riverside and the rest of the City of London and between sections of the walkways and adjacent areas, with the aim of making the Riverside Walk a truly public space that is accessible to, and caters for the needs of all sections of the community and visitors.

Bank Conservation Area

- 7.4.25 The characteristics which contribute to the special interest of Bank Conservation Area are summarised by the *Bank Conservation Area Character Summary and Management Strategy SPD* as follows:
- *an area where buildings and streets are harmonised by their predominant use of solid masonry facades with regular punched openings, enriched by abundant classical modelling and surface detail;*
 - *a number of nationally significant and well-known buildings, the headquarters of major corporations, and internationally significant churches;*
 - *an area defined by the design and use of buildings for banking and associated commercial activities;*

- *an area of large-scale commercial buildings set on principal thoroughfares within a network of historic streets, courtyards and alleyways, which creates a distinctive and dense urban environment;*
- *the largest concentration in the City of London of Grade I, Grade II* and Grade II listed buildings, as well as numerous unlisted buildings of high architectural quality from different periods;*
- *a visual character and groundscape that is enriched by a wealth of materials, features, monuments, public sculpture, signs, plaques, statuary, and other structures;*
- *an area characterised by the restrained presence of modern signage and advertising;*
- *an area associated with nationally significant cultural and historic events and notable people.*

7.4.26 Further details of features of historic importance can be found in Chapter 10: Built Heritage. The way the BSCU seeks to align with the requirements of the management strategy set out within the *Bank Conservation Area SPD* are set out in Section 7.5.

Views and Vistas

7.4.27 The *Bank Conservation Area SPD* lists a total of 82 views, to illustrate the range of distant and local views which exist in Bank. Local views shown in the vicinity of the Whole Block Site are from Abchurch Lane and Yard, north and south (View 77), and looking south down King William Street to The Monument finial (View 81). Distant views include the view from No. 1 Prince's Street to King William Street and The Monument (View 43) and from London Bridge Approach to 68 King William Street (View 59). These key view locations are shown on Figure 7.2 (see ES Figures Volume).

7.4.28 Views relate to the hierarchy of spaces within the area, especially the principal routes such as King William Street, which provides views north towards the Bank of England and south towards The Monument. Local views are described in the *SPD* as *essential to the character of the conservation area, achieved in the narrow alleyways and courtyards where the medieval street plan frequently results in unexpected changes in direction, providing interesting glimpses of rear elevations and otherwise hidden buildings. Views of churches are generally experienced unexpectedly from oblique angles, with only St Mary Woolnorth visible face-on at a distance from several angles as part of the main junction. Views of tall buildings and church towers or spires are often afforded along lanes and alleys.*

Architecture and Materials

- 7.4.29 The *Bank Conservation Area SPD* describes the centuries of development and renewal experienced by the Bank area, corresponding to periods of growth and prosperity as well as emerging architectural styles and influences. Changes in architectural taste, materials and construction technologies over the past centuries have each left their mark. As a reflection of its significance as a commercial and administrative centre, the quality of architecture in much of the area has remained consistently high, as demonstrated by the number of prominent architects who have contributed to it. A broad cross-section of architectural periods is represented in the Bank Conservation Area, with notable examples surviving from the 18th, 19th and 20th centuries.
- 7.4.30 Portland stone is the most prevalent building material in the Bank Conservation Area, and is most conspicuous due to its use on the majority of the area's monumental public buildings and a significant proportion of street elevations on principal routes. This is particularly evident on King William Street. The Victorian buildings display a far more eclectic mixture of materials, characteristic of wider architectural trends, including terracotta, sandstone, and pink and grey granite, often combined with Portland stone or brick; this is more evident on Cannon Street.
- 7.4.31 A key characteristic of the area's open spaces is the visual variety obtained from the use of natural materials for street paving, including a predominance of York stone paving with granite kerbs, and granite setts or other stone setts and asphalt in many streets, courtyards and alleys, as well as open spaces such as Abchurch Yard.

Townscape Character Areas

- 7.4.32 Four TCAs are identified within the study area, based on the townscape descriptions set out above. These are shown on Figure 7.4 (see ES Figures Volume) and are as follows:
- Bank TCA: the Whole Block Site lies within the southern edge of this TCA, which comprises the area within Bank Conservation Area north of Cannon Street and west of Gracechurch Street. Key features and defining characteristics are considered to be represented by the *Bank Area Enhancement Strategy* and the *Bank Conservation Area SPD*.
 - Fenchurch and Monument TCA: the Arthur Street Work Site is within this TCA. It adjoins Bank TCA to the east of Gracechurch Street and south of Cannon Street (north of Upper Thames Street). The underlying pattern of streets, alleyways and courts, originates from Roman times, and the smaller-scale medieval street pattern of north/south routes which subsequently emerged, contrasts with the more heavily trafficked east/west connector routes. Bomb damage during the Second World War resulted in

extensive rebuilding of parts of the area, for example around Cannon Street station. Many of the smaller-scale streetscapes were replaced with large building footprints, a process that has continued through the post-war period to the present day. The remaining historic fabric has resulted in the designation of three conservation areas: Laurence Pountney Hill and Queen Street and Eastcheap Conservation Areas, the fringes of both of which lie just within the study area.

- Walbrook TCA: this is the area north of Cannon Street and directly west of St Swithin's Lane, comprising large-scale, recent development, principally the Walbrook building and extending west to include the Bloomberg Place development currently under construction.
- Riverside Walk TCA: this is the area between Upper Thames Street and the River Thames, about 150m south of the Whole Block Site, and directly opposite the southern end of the Arthur Street Work Site across Upper Thames Street. It includes the river front and open water. Built form comprises mostly large blocks fronting Upper or Lower Thames Street to the north and the River Thames to the south. Occasional glimpses of the river can be seen between the buildings.

7.4.33 Other elements of works associated with the BSCU such as utilities works and potential grout shaft works will also be undertaken within the Bank, Walbrook, and Fenchurch and Monument Townscape Character Areas.

Key Views

London View Management Framework

7.4.34 There are three Viewing Places (all London Panoramas) designated within the *LVMF* which are relevant to the BSCU, as follows:

- Designated View 4 – the Whole Block Site is partly within, and the Arthur Street Work Site entirely within, the Background Wider Setting Consultation Area of the Protected Vista from Assessment Point 4A.1 from Primrose Hill to St Paul's Cathedral (*LVMF pages 262-3*);
- Designated View 5 – the Whole Block Site is partly within the Wider Setting Consultation Area and the Arthur Street Work Site entirely within the Viewing Corridor of the Wider Setting Consultation Area of the Protected Vista from Assessment Point 5A.2 from Greenwich Park to St Paul's Cathedral (*LVMF pages 266-7*); and
- Designated View 6 – the Arthur Street Work Site is partly within the Wider Setting Consultation Area of the Protected Vista from Assessment Point 6A.1 from Blackheath Point to St Paul's Cathedral (*LVMF pages 268-9*).

Protected Views Supplementary Planning Document (City of London Corporation, 2012a)

- 7.4.35 This *SPD* provides guidance for the City of London Corporation local view protection policy. It relates to St. Paul's Cathedral (known as the St. Paul's Heights); relevant strategic (*LVMF*) views; views to and from The Monument; and views of historic City of London landmarks and skyline features. It requires that these should be taken into consideration in development proposals. Figure 3 of the *SPD* includes indicative viewpoints to St Paul's Cathedral, with the view westwards from Cannon Street identified.
- 7.4.36 The Whole Block Site and Arthur Street Work Site are well clear of the St Paul's Heights Policy Area shown on Figure 3 of the Protected Views *SPD*, lying over 200m and 125m to its east respectively. Also shown in that figure are indicative viewpoints (rather than specific assessment points), intended to represent general viewing areas looking towards St Paul's Cathedral. These include the view looking west from the western end of Cannon Street; however, a view of part of St Paul's Cathedral does extend to the eastern end of Cannon Street from where the south-western tower forms the focal point to the vista.
- 7.4.37 The *SPD* also provides further guidance to *Core Strategy Policy CS13*, which protects local views of and from The Monument. The *SPD* identifies five specific view cones, which make up The Monument Views Policy Area, none of which encompasses the Whole Block Site. View 5 is directed at St Paul's Cathedral to the north-west and encompasses the view looking down onto the eastern end of Arthur Street, including the eastern part of the Arthur Street Work Site. View 4 potentially encompasses the southern end of Arthur Street, however, that end of the street lies behind 33 King William Street and the Arthur Street Work Site will not therefore be visible in View 4.
- 7.4.38 *Paragraph 4.14* of the *SPD* also deals with Northern Views as follows: *Although specific views to the north have not been identified on the Proposals Map they collectively form a spectacular panorama of diverse City buildings. The principal axial views are provided by King William Street and Gracechurch Street / Bishopsgate, leading the eye into the Bank conservation area and the fringe of the City's Eastern Cluster of tall buildings to the north. Any proposed increases in the height of buildings near the Monument will be assessed in terms of their impact on views to and from the Monument.* The view of the Whole Block Site to the north-west from The Monument viewing gallery has therefore been taken into account in this assessment.
- 7.4.39 *Paragraph 4.18* states that the ground level views of The Monument described in the *SPD* are of great value and should be protected and enhanced in accordance with *Core Strategy policy CS13*. Although such views are restricted by the scale of surrounding development, it is possible to obtain views looking south-east along King William Street of the Whole Block Site

together with The Monument; as highlighted by *Paragraph 4.21: The view extends down King William Street to the junction with Cannon Street, diminishing as the viewer moves closer to the Monument itself.* Conversely, there are direct views out from the base of The Monument towards the eastern end of the Arthur Street Work Site.

- 7.4.40 The SPD provides further guidance to *Core Strategy Policies CS12 and CS13* in protecting the integrity of the Tower of London World Heritage Site and its local setting. Both the Whole Block Site and the Arthur Street Work Site are well clear of the defined local setting, lying over 350m and 225m to the north at their closest points.

Zone of Visual Influence and Key Features

- 7.4.41 The ZVI for street views defined by the arrangement of buildings within 200m of the Whole Block Site and Arthur Street Work Site is shown on Figure 7.5 (see ES Figures Volume). The extent of the ZVI is limited by the dense nature of the urban area. At ground level, views of the Whole Block Site are restricted principally to surrounding streets. These are illustrated by viewpoints 1 to 9, listed in Table 7.1 (photographs from each viewpoint are at Appendix A7.1). The locations of the viewpoints are shown on Figure 7.2.
- 7.4.42 Similarly, ground level views of the Arthur Street Work Site are restricted principally to surrounding streets, with glimpsed views from elsewhere. Key views from King William Street and Upper Thames Street are illustrated by viewpoints 12 and 13, listed in Table 7.1 (photographs from each viewpoint are at Appendix A7.2).
- 7.4.43 The urban form in the local area creates two long vistas along King William Street (see viewpoints 1 and 4) and Cannon Street (see viewpoints 6 and 9). King William Street provides a viewing corridor from Bank Junction to The Monument, while Cannon Street provides a view from Monument Junction to St Paul's Cathedral.
- 7.4.44 The Whole Block Site and Arthur Street Work Site are also visible from adjacent and nearby buildings, corresponding roughly with the ZVI at ground level, as well as from some tall buildings further afield.
- 7.4.45 Of particular importance to the views in the study area is the relationship of the Whole Block Site to some important buildings and streetscapes, owing to the potentially heightened sensitivity of receptors at these locations. These include the following:
- Grade I Listed St Mary Woolnoth on King William Street – see viewpoint 1;
 - Grade I Listed St Mary Abchurch on Abchurch Yard – see viewpoint 8;

- line of Grade II listed buildings on King William Street , comprising 1 and 3-7 King William Street (also turning the corner to include 14 Abchurch Lane) – see viewpoints 1, 2, 4 and 5;
 - line of Grade II listed buildings on Cannon Street, comprising 111, 115-117, 121, 123-127 Cannon Street (including 4 Abchurch Yard) and 129 Cannon Street – see viewpoints 6, 7 and 9.
- 7.4.46 The visual relationship with St Mary Abchurch is a key consideration due to its abutting the Whole Block Site and its architectural and historic importance in the streetscape (see viewpoint 8). Views from The Monument (and its viewing gallery) will also be sensitive given the historic significance of this building (see viewpoints 10 and 11).

Visual Receptors

- 7.4.47 Based on the visual assessment of the existing site and surroundings, the following visual receptor groups have been identified for the purposes of assessing the likely impact of the BSCU on visual amenity.

Whole Block Site:

- pedestrians on King William Street, including tourists, visitors and other recreational users, and also the local workforce and commuters;
- pedestrians on Cannon Street, including tourists, visitors and other recreational users, and also the local workforce and commuters;
- pedestrians using Abchurch Lane/Yard and Nicholas Lane including tourists, visitors and other recreational users, and also the local workforce and commuters;
- visitors to the viewing gallery of The Monument (Whole Block Site and Arthur Street Work Site);
- cyclists, drivers and passengers of private vehicles and public transport on King William Street and Cannon Street;
- office workers and other users of buildings on King William Street and Cannon Street;
- residents of 1 Abchurch Yard; and
- people in tall office buildings in the wider area, including the new high level garden at 20 Fenchurch Street.

Arthur Street Work Site (construction phase only):

- pedestrians in the immediate vicinity of Arthur Street on King William Street, including tourists, visitors and other recreational users, and also the local workforce and commuters;
- pedestrians on Martin Lane and Laurence Pountney Hill, including tourists, visitors and other recreational users, and also the local workforce and commuters;
- pedestrians in the immediate vicinity of Arthur Street on Upper Thames Street and Swan Lane;
- visitors to The Monument at street level and pedestrians on Monument Street;
- cyclists, drivers and passengers of private vehicles and public transport in the immediate vicinity of Arthur Street;
- office workers and other users of buildings fronting both sides of Arthur Street and buildings on King William Street and Upper Thames Street; and
- residents of 8 Martin Lane and Flat 8 on the sixth floor of 28 Martin Lane.

Utilities Work Sites:

- pedestrians on King William Street, at Monument Junction and the southern end of Prince's Street, including tourists, visitors and other recreational users, and also the local workforce and commuters;
- cyclists, drivers and passengers of private vehicles and public transport on King William Street, at Monument Junction and the southern end of Prince's Street;
- office workers and other users of buildings primarily on King William Street, at Monument Junction, Walbrook and the southern end of Prince's Street;
- pedestrians on the northern section of Walbrook, opposite the Mansion House, including tourists, visitors and other recreational users, and also the local workforce and commuters; and
- pedestrians on the southern section of Walbrook, passing the Walbrook building and Bloomberg Place, including tourists, visitors and other recreational users, and also the local workforce and commuters.

7.5 Incorporated Mitigation

Demolition and Construction

- 7.5.1 The construction methodology and programme requirements for the BSCU are set out in Appendix A8.2: Outline Construction Logistics Plan. The methodology is based on minimising the impact upon the surrounding area by making the sites as self-sufficient within their boundaries as possible and a commitment to implementing industry best practice. Mitigation measures during demolition and construction are set out in Appendix A4.1: Draft Code of Construction Practice. These measures are summarised below.
- 7.5.2 All activities will be subject to pre-planned method statements in accordance with appropriate legislation, in particular the *Construction (Design and Management) Regulations 2007* and the *Management of Health and Safety at Work Regulations 1999*.
- 7.5.3 The work sites will be surrounded by hoardings to protect the public from the works and to reduce visual effects due to the presence of construction traffic, plant and equipment, as well as demolition of existing and construction of new built fabric. The hoardings will create an orderly appearance and reduce as far as possible any negative effects on townscape character and visual amenity, including compliance with requirements for noise barriers. Hoardings will generally be 3.6m high and in all cases a minimum of 2.4m high, and will be maintained in good condition throughout the length of construction works, all in accordance with the requirements of the City of London Corporation; any graffiti or fly-posting will be removed promptly.
- 7.5.4 The hoardings will be used to display publicity material about the development, and will have strategically placed observation windows to allow the public, including allowance for children and wheelchair users, to view progress on site.
- 7.5.5 Lighting will be provided to site boundaries, with illumination sufficient to ensure the safety of the public, including disabled people. In particular, precautions will be taken to avoid shadows cast by the hoardings onto surrounding footpaths, roads and amenity areas.
- 7.5.6 The roads providing access to the work sites will be maintained free of excessive dust and mud as far as is reasonably practicable. The surrounding roads and pavements will be maintained to a reasonable standard.
- 7.5.7 To help keep areas outside the work sites tidy, the outside perimeters will be maintained free of litter.
- 7.5.8 Because surrounding buildings will have views over the work sites, the internal image of the sites will also be appropriately managed. As far as is reasonable,

the work sites will be organised, clean and tidy, and maintained through good housekeeping. This will include regularly clearing litter across the sites.

- 7.5.9 Regard will also be given to the impact site lighting could have on surrounding receptors to ensure it is located and aligned so as not to intrude into nearby properties or constitute a traffic hazard.

Principles of Design

- 7.5.10 The key aim of the new Station Entrance Hall design is to replace the existing street frontage with an exemplary piece of contemporary architecture that will not only complement its sensitive historic setting, but also provide a high quality station entrance appropriate to its City of London location. Studies informed the design in relation to pedestrian movements and existing built form, including visual assessments using 3D computer modelling and wireline photomontages.

- 7.5.11 The principles used to guide the design of the new Station Entrance Hall are summarised as follows:

- **Presence:** the new Station Entrance Hall will form a clear presence and an anchor on Cannon Street, creating a sense of place and refuge, whilst its external appearance will be recognisable as part of a family of London Underground stations. Particular consideration has been given to direct views from Laurence Pountney Lane and both directions along Cannon Street, in addition to secondary views from Nicholas Lane.
- **Signage:** the London Underground sign is a key part of the design.
- **Relationship with OSD:** the new Station Entrance Hall will be differentiated from any OSD above and next to it. This will entail both vertical and horizontal differentiation on Cannon Street, where the Station Entrance will be emphasised by its double height in comparison to adjacent retail.
- **Nicholas Lane elevation:** this elevation will be semi-active along the majority of its length to contribute to a positive public realm on Nicholas Lane.
- **Nicholas Lane transition:** there will be a clear transition point on Nicholas Lane where the new Station Entrance Hall abuts the corner retail, both to provide the feeling of an anchor to the building and to reflect the corner retail introduced to Phoenix House directly opposite.
- **Ventilation louvres:** these will be integrated wherever possible into the design of the Nicholas Lane elevation, above head height and behind rain screen cladding (some high level louvres will also open onto King William Street).

- **Public realm:** will be simple, clear, uncluttered and create the feeling of a continuous public space between the street and the interior of the Station Entrance Hall. When closed, the appearance of the Station Entrance has been carefully considered to avoid the creation of dead spaces and unattractive façades.
- **Orientation:** the most important view for orientation is from the northern end of Nicholas Lane (beyond King William Street) and the design provides key elements to orientate people towards the station. Due to constrained footways the need for signage on the street has been avoided.
- **Materials:** consideration has been given to the use of materials both outside and inside the new Station Entrance Hall that are sympathetic to those in the surroundings area.
- **Station Entrance Hall interior:** the interior will maximise natural daylight but be supplemented by functional station lighting. Provision has also been incorporated into the design for aspects such as advertising, signage and maintenance infrastructure.

Mitigation Inherent in the Design

Architectural Concept

- 7.5.12 The vision for the new Station Entrance Hall is that it should be elegant and contemporary, but with a timeless quality designed to reflect and enhance the sensitive historic context, public realm and local environment. It is designed to be sympathetic to and enhance Bank Conservation Area, and also to accord with the *Bank Area Enhancement Strategy*. It will be of a simple and uncluttered design to aid the flow of passengers in and out of the station.
- 7.5.13 The new Station Entrance opening onto Cannon Street is intended to have a contemporary presence that provides a strong visual and functional identity at street level. Legibility of the Station Entrance is key to ensuring that passengers can easily locate it.
- 7.5.14 The following elements will enable the Station Entrance to provide a distinct presence on the streetscape and be identified as a London Underground station from a distance:
- canopy extending over the footway;
 - London Underground blue fascia spanning the entrance opening;
 - strategically positioned London Underground signs; and
 - use of different materials.

Cannon Street Frontage

- 7.5.15 The Station Entrance will be of a high quality, expressive architectural design which will reflect London Underground's aspiration for a world class station, appropriate to the world class importance of the Bank area as a historic and financial hub.
- 7.5.16 On Cannon Street the ground floor area within the western part of the Whole Block Site is proposed as retail use. Although the Station Entrance will be integrated into the overall design of an OSD, it is intended to have a distinctive identity and be the most prominent feature of the Cannon Street façade.

King William Street Frontage

- 7.5.17 The design has been developed to provide an active frontage in the form of station retail on the corner with Nicholas Lane. The architectural treatment has been coordinated with that of the assumed OSD, which will draw reference from the existing classical buildings on the street.

Nicholas Lane Frontage

- 7.5.18 The frontage along Nicholas Lane will activate the public realm through a combination of new retail at the northern end and views into the station at the southern end.
- 7.5.19 The central section of the Nicholas Lane façade will be occupied by plant rooms, which will include bronze louvres required for ventilation. The louvres will receive an aesthetic clad façade in keeping with the surroundings. The rest of that façade will be clad in Portland stone with large glazed areas at the southern end of the block providing good natural light to the new Station Entrance Hall and establishing clear legibility for passengers. There will also be glazing for the proposed retail unit at the northern end at the corner with King William Street.

Urban Realm

- 7.5.20 The urban realm strategy extends from the Cannon Street area outside the Station Entrance and along Nicholas Lane. A key proposal to enhance the urban fabric is to realign the built form of the north-east corner of the Whole Block Site in order to open up Nicholas Lane. This will both provide a strong visual link from King William Street to the Station Entrance, and re-establish visual continuity with the northern stretch of Nicholas Lane.
- 7.5.21 A key constraint is the requirement to maintain service access to Phoenix House, including on-street servicing from Nicholas Lane. The design will maintain the existing Nicholas Lane layout to avoid affecting the Phoenix House servicing strategy.

- 7.5.22 City of London Corporation approved bollards will line the Cannon Street Station Entrance perimeter, both to provide protection from vehicles, and to provide safe meeting areas for passengers outside the Station Entrance.

Materials

- 7.5.23 The design aims to create strong visual connections between the Station Entrance Hall and its context, and to be as transparent as possible to provide clarity to passengers.
- 7.5.24 The proposed materials are sympathetic to the heritage of the area, and all are City of London Corporation approved. Three key materials are proposed: Portland stone cladding, which is abundant in the Bank area, bronze cladding and detailing, which is used throughout the City of London, and curtain wall glazing.
- 7.5.25 Inside the Station Entrance Hall, back-painted glass will clad all internal walls, discreetly obscuring the back of house rooms and giving a clean, high quality impression. The soffit provides an opportunity for architectural expression in the new Station Entrance Hall, integrating lighting, PA equipment and other services, and will extend to meet the external canopy on Cannon Street creating a unified aesthetic.

Response to the London View Management Framework

- 7.5.26 The LVMF consultation areas set vertical datum levels which new development should keep below for the relevant part of the site. The BSCU complies with these requirements.

7.6 Assessment of Effects

- 7.6.1 The likely impacts on townscape and visual amenity are assessed at two stages:
- temporary effects during the Whole Block Site demolition phase (excluding 20 Abchurch Lane, which would be demolished as part of a replacement OSD construction), BSCU construction phase (including utilities works) and a possible early operational phase in the event of a break between completion of the BSCU and start of OSD construction; and
 - permanent effects on completion of the BSCU during the operational phase, with an OSD in place.

- 7.6.2 After the new Station Entrance Hall has been constructed and is operational and before an OSD is completed, there could be a period when it will appear as a standalone double-height station head house. At this point, the remainder of the Whole Block Site will be surrounded by hoardings. The design of the new Station Entrance Hall will enable an OSD to be built whilst the Station Entrance remains open and fully operational. However, it is also possible that an OSD construction could start before the BSCU construction works are complete. All these scenarios are covered by the construction phase assessment.
- 7.6.3 Demolition and construction will result in impacts on the local townscape including:
- temporary loss of existing townscape features and interruption to the continuity of street façades;
 - temporary reduction in townscape quality due to the presence of construction traffic, plant and equipment and the introduction/removal of built fabric (buildings, frontages etc); and
 - temporary loss of street space due to temporary land take (hoarding and gantries etc).
- 7.6.4 During the demolition phase of the Whole Block Site, gantry structures will be used along the site boundary on King William Street and Cannon Street, which will extend to the edge of the kerb line along the length of these roads where they border the Whole Block Site.
- 7.6.5 Nicholas Lane will be closed during demolition. During demolition of the buildings on the east side of Abchurch Lane, a scaffold structure will be installed on the eastern footway for safety purposes. Abchurch Lane will remain open to traffic and the western footway will be available to pedestrians, except during some specific stages of the demolition process, when traffic may need to be restricted for periods of up to 48 hours.
- 7.6.6 These same impacts will result also in visual effects through the qualitative changes they bring about on the townscape, as well as their obstruction of or intrusion into views, for example through:
- presence of construction traffic, plant and equipment;
 - introduction/removal of built fabric (buildings, frontages etc); and
 - site safety/security lighting.

7.6.7 The demolition and construction impacts will potentially result in temporary adverse effects. However, the completed BSCU, in conjunction with an OSD, will have a considerable positive impact on the local context including:

- beneficial impacts on townscape character, including good quality design, attributable to the introduction of the new Station Entrance Hall integrated within the OSD in place of the existing assortment of buildings of varying architectural merit;
- new identity established through the introduction of contemporary façades and materials characteristic of the area, comprising natural stone and bronze in combination with efficient modern glazing systems;
- improvements to the urban realm streetscape, consisting of surfacing to the Cannon Street and Nicholas Lane frontages, and greater legibility for pedestrians, including after dark when the Station Entrance Hall is lit;
- introduction of active frontages on Nicholas Lane, including the north-eastern corner of the Whole Block Site frontage turning the corner onto King William Street;
- cutback at the north-eastern corner to enhance permeability by opening-up a clear vista along Nicholas Lane, re-establishing visual connectivity; this represents a substantial enhancement to the urban fabric and public realm streetscape in terms of navigability; and
- beneficial impacts on views and visual amenity attributable to the architectural expression given to the new street façades.

Receptor Sensitivity

7.6.8 The sensitivity of each receptor to change as a result of the proposal is set out in Table 7.9.

Table 7.9: Sensitivity of Townscape and Visual Receptors

Receptor	Sensitivity
Townscape	
Bank TCA	High – the whole of the Bank TCA lies within Bank Conservation Area, which is therefore particularly sensitive to change.
Fenchurch and Monument TCA	Medium – whereas the majority of this TCA is of relatively common characteristics, it does encompass Laurence Pountney Hill Conservation Area and parts of Queen Street and Eastcheap Conservation Areas, and is adjacent to Bank Conservation Area.
Walbrook TCA	Low – this TCA comprises mostly large-scale buildings, recently built or under construction.
Riverside Walk TCA	Medium – townscape of relatively common characteristics, reasonably tolerant of change.
Visual Amenity – Whole Block Site	
Pedestrians on King William Street – viewpoints 1, 2, 4 and 5	
<ul style="list-style-type: none"> • Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of Bank Conservation Area and buildings of historic interest. Many tourists may have the express purpose of looking at their surroundings. The Whole Block Site façade fronting King William Street is an important element in the streetscape.
<ul style="list-style-type: none"> • Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Pedestrians on Cannon Street – viewpoints 5, 6, 7 and 9	
<ul style="list-style-type: none"> • Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of Bank Conservation Area and buildings of historic interest. Many tourists may have the express purpose of looking at their surroundings. The Whole Block Site façade fronting Cannon Street is an important element in the streetscape.
<ul style="list-style-type: none"> • Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Pedestrians using Abchurch Lane/Yard and Nicholas Lane – viewpoints 3 and 8	
<ul style="list-style-type: none"> • Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of Bank Conservation Area and buildings of historic interest. Whereas the nature of the lanes tends to focus views towards the end of the vista ahead, they are narrow and adjacent buildings are therefore very close, concentrating their influence on visual amenity. Abchurch Yard is a stopping place where visitors can appreciate the historic buildings forming the square.

Receptor	Sensitivity
<ul style="list-style-type: none"> Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Visitors to the viewing gallery of The Monument – viewpoints 10 and 11	Very High – visitors climb to the viewing gallery of this scheduled monument with the express purpose of enjoying the view.
Cyclists and people in vehicles on King William Street and Cannon Street	Low – cyclists must concentrate on the road and traffic and are generally not looking at their surroundings; in this urban area, cyclists mostly have the express purpose of getting to their destination. Similarly drivers are mostly concentrating on the road. Passengers have more opportunity to enjoy their surroundings, but views are kinetic, directional, fleeting (subject to traffic speed) and the range of view determined by window size, so views of the Whole Block Site would be limited in duration and constricted in extent.
People working on King William Street and Cannon Street	Medium – although people at work tend to be concentrating on the task before them, employment in this area is chiefly office-based and views from office windows make a contribution to health and wellbeing for people engaged in an indoor activity for days at a time.
Residents of 1 Abchurch Yard	High – as a residential receptor, the sensitivity to change is judged to be high, although the rear of this property faces onto Abchurch Yard with the result that no main living room windows overlook the Whole Block Site and residents are unlikely to be spending time looking out of these rear windows.
People in tall office buildings in the wider area	Low – the Whole Block Site represents a relatively small element in the townscape, where change will be inconsequential compared with the wider townscape of the City of London as seen from tall buildings, including the roof garden of 20 Fenchurch Street.
Visual Amenity – Arthur Street Work Site	
Pedestrians on King William Street, Gracechurch Street and London Bridge, including Monument Junction – viewpoint 12	
<ul style="list-style-type: none"> Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of the Bank and Monument areas and buildings of historic interest; tourists have the express purpose of looking at their surroundings.
<ul style="list-style-type: none"> Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Pedestrians on Martin Lane and Laurence Pountney Hill	
<ul style="list-style-type: none"> Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of the Bank area and buildings of historic interest. Whereas the nature of the lanes tends to focus views towards the end of the vista ahead, they are narrow and adjacent buildings are therefore

Receptor	Sensitivity
	very close, concentrating their influence on visual amenity. There is a glimpse of Arthur Street from Laurence Pountney Hill Conservation Area.
<ul style="list-style-type: none"> Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Pedestrians on Upper Thames Street and Swan Lane – viewpoint 13	Medium – these roads are outside the main tourist area and are not inviting for pedestrians in terms of their character, however, Swan Lane does lead to the River Thames.
Visitors to The Monument at street level, including Monument Street – viewpoint 12	High – The Monument is a scheduled monument and Grade I Listed building, attracting many visitors.
Cyclists and people in vehicles in the vicinity of Arthur Street	Low – cyclists must concentrate on the road and traffic and are generally not looking at their surroundings; in this urban area, cyclists mostly have the express purpose of getting to their destination. Similarly drivers are mostly concentrating on the road. Passengers have more opportunity to enjoy their surroundings, but views are kinetic, directional, fleeting (subject to traffic speed) and the range of view determined by window size, so views of the Arthur Street Work Site would be limited in duration and constricted in extent.
Office workers with views overlooking Arthur Street	Medium – although people at work tend to be concentrating on the task before them, employment in this area is chiefly office-based and views from office windows make a contribution to health and wellbeing for people engaged in an indoor activity for days at a time.
Residents of Flat 8 on the sixth floor of 28 Martin Lane	High – as a residential receptor, the sensitivity to change is judged to be high, although the windows facing Arthur Street are set back from the parapet, with oblique views of the street below.
Residents of 8 Martin Lane (above The Olde Wine Shades)	High – as a residential receptor, the sensitivity to change is judged to be high, although the windows face directly onto buildings on the opposite side of Martin Lane, with only oblique views towards Arthur Street.
Visual Amenity – Utilities Work Sites	
Pedestrians on King William Street, at Monument Junction and the southern end of Prince's Street	
<ul style="list-style-type: none"> Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of Bank Conservation Area and buildings of historic interest. Many tourists may have the express purpose of looking at their surroundings.
<ul style="list-style-type: none"> Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.

Receptor	Sensitivity
Pedestrians on the northern section of Walbrook, opposite the Mansion House	
<ul style="list-style-type: none"> • Tourists, visitors and other recreational users 	High – these types of pedestrians move at a pace which enables them to appreciate the townscape of Bank Conservation Area and buildings of historic interest. Many tourists may have the express purpose of looking at their surroundings.
<ul style="list-style-type: none"> • Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Pedestrians on the southern section of Walbrook, passing the Walbrook building and Bloomberg Place	
<ul style="list-style-type: none"> • Tourists, visitors and other recreational users 	Medium – people are likely only to be using this road as an access route between Cannon Street and Bank Junction as it is of no historic interest.
<ul style="list-style-type: none"> • Local workforce and commuters 	Low – people are going about their business with the express purpose of getting from one place to another as quickly as possible and are less concerned about their surroundings.
Cyclists and people in vehicles on King William Street, at Monument Junction and the southern end of Prince's Street	Low – cyclists must concentrate on the road and traffic and are generally not looking at their surroundings; in this urban area, cyclists mostly have the express purpose of getting to their destination. Similarly drivers are mostly concentrating on the road. Passengers have more opportunity to enjoy their surroundings, but views are kinetic, directional, fleeting (subject to traffic speed) and the range of view determined by window size, so views of utilities work sites would be limited in duration and constricted in extent.
People working on King William Street, at Monument Junction, Walbrook and the southern end of Prince's Street	Medium – although people at work tend to be concentrating on the task before them, employment in this area is chiefly office-based and views from office windows make a contribution to health and wellbeing for people engaged in an indoor activity for days at a time.

Demolition and Construction

Demolition of the Whole Block Site and BSCU construction

- 7.6.9 Tables 7.10 to 7.13 in turn address the effects of construction and demolition on: townscape; visual amenity of the Whole Block Site; visual amenity of the Arthur Street Work Site; and visual amenity of the utilities work sites.
- 7.6.10 As discussed previously, 3D images of the Arthur Street Work Site during the construction phase have been produced for three representative viewpoints. These are included at Appendix A7.2, and are as follows:
- Viewpoint 11 shows the Arthur Street Work Site looking west from The Monument viewing gallery;
 - Viewpoint 12 shows the Arthur Street Work Site looking west from King William Street at its junction with Monument Street; and
 - Viewpoint 13 shows the Arthur Street Work Site looking north from Upper Thames Street at its junction with Swan Lane.

Table 7.10: Assessment of Effects on Townscape – Demolition and Construction

Receptor	Sensitivity	Impact	Effect and significance
Bank TCA	High	Medium direct and indirect	<p>Moderate temporary adverse – significant: demolition and construction works on the Whole Block Site will represent an intensive change within the Bank Conservation Area. The gap in the streetscape created by the demolition of the existing block will be apparent for the duration of the construction phase. For the majority of the six year construction period, work will be below ground, with only the taller plant, including cranes and gantries, along with the remaining building at 20 Abchurch Lane being visible above the hoardings.</p> <p>The effects of impacts arising from the Low Level 2 and London Bridge Sewer works located within this TCA (two on King William Street and one on Prince's Street) over a 13 month period, and the presence of the potential compensation grout shaft on Walbrook for the majority of the construction period, have also been taken into account in the judgement of significance.</p>
Fenchurch and Monument TCA	Medium	Medium direct and indirect	<p>Moderate temporary adverse – not significant: a relatively small part of the overall TCA will be affected by the Arthur Street Work Site, and there will be no direct impact on any conservation area. Demolition and construction works on the Whole Block Site will have only an indirect effect on the TCA through inter-visibility. Some limited, short-term impact will result from the strengthening works to BT chambers at Monument Junction.</p> <p>Lying to the south of Bank TCA, this area is less sensitive as the work sites are not within conservation areas and less tranquil due to the two dual-carriageways – Upper Thames Street and King William Street. The Laurence Pountney Hill Conservation Area will be only very marginally and indirectly affected due to oblique views along Laurence Pountney Lane and Laurence Pountney Hill. The setting of The Monument will be affected to some extent. Although the Arthur Street Work Site will effectively occupy the whole street, this remains a small proportion of the whole TCA.</p>
Walbrook TCA	Low	Very Low indirect	<p>Negligible temporary adverse – not significant: almost imperceptible indirect effect through a very oblique angle of view of the Whole Block Site along Cannon Street. The location of the Low Level 2 Sewer shaft within this TCA, on Walbrook, is not sensitive due to its position between the Walbrook building and Bloomberg Place, which will still be under construction (at the fit-out stage) while the shaft is in place.</p>
Riverside Walk TCA	Medium	Low indirect	<p>Minor temporary adverse – not significant: this TCA will be marginally and indirectly affected by construction of the BSCU on the Arthur Street Work Site due to inter-visibility across Upper Thames Street and along Swan Lane. Further almost imperceptible indirect impacts will result from distant inter-visibility with the Whole Block Site along Laurence Pountney Lane.</p>

Table 7.11: Assessment of Effects on Visual Amenity of Whole Block Site – Demolition and Construction

Receptor	Sensitivity	Impact	Effect and Significance
Pedestrians on King William Street – viewpoints 1, 2, 4 and 5			<p>Demolition works followed by interruption to the King William Street frontage through the construction phase will result in a loss of characteristic features with a high degree of exposure to views. Construction works will represent a highly intrusive feature in views within Bank Conservation Area.</p> <p>The construction works will be particularly noticeable within the immediate vicinity of the Whole Block Site and also on the approaches from north and south. In addition to affecting the quality of the visual amenity of Bank Conservation Area generally, this will also affect people's enjoyment of the listed buildings along the street, although the Grade I listed St Mary Woolnoth is beyond the immediate vicinity and its setting therefore less affected (viewpoint 1).</p> <p>The mitigation (hoardings in particular) will be effective at providing screening to the close-up, low-level views typical for such receptors, however, the gantries are likely to be particularly intrusive. These impacts are assessed for the following two receptor groups:</p>
• Tourists, visitors and other recreational users	High	Medium direct	Moderate temporary adverse – significant
• Local workforce and commuters	Low	Medium direct	Minor temporary adverse – not significant
Pedestrians on Cannon Street – viewpoints 5, 6, 7 and 9			<p>Demolition works followed by interruption to the Cannon Street frontage through the construction phase will result in a loss of characteristic features with a high degree of exposure to views. Construction works will represent a highly intrusive feature in views within Bank Conservation Area.</p> <p>The construction works will be particularly noticeable within the immediate vicinity of the Whole Block Site and also on the approaches from east and west. In addition to a reduction in the quality of the visual amenity of Bank Conservation Area (northern side only), this will also affect people's enjoyment of the listed buildings along the street.</p>

Receptor	Sensitivity	Impact	Effect and Significance
			The mitigation (hoardings in particular) will be effective at providing screening to the close-up, low-level views typical for such receptors, however, the gantries are likely to be particularly intrusive. These impacts are assessed for the following two receptor groups:
• Tourists, visitors and other recreational users	High	Medium direct	Moderate temporary adverse – significant
• Local workforce and commuters	Low	Medium direct	Minor temporary adverse – not significant
Pedestrians using Abchurch Lane/Yard and Nicholas Lane – viewpoints 3 and 8			Demolition works followed by the absence of buildings on one side of each lane through the construction phase will result in a loss of characteristic features with a high degree of exposure to views, including views from Abchurch Yard. Construction works will represent a highly intrusive feature within Bank Conservation Area. The visual amenity of the stretches of both Nicholas Lane and Abchurch Lane, including Abchurch Yard, between King William Street and Cannon Street will be severely affected due to the immediate proximity of the construction works. On the southward approaches, on Abchurch Lane the Whole Block Site only becomes visible nearing its junction with King William Street, but on Nicholas Lane, the north-eastern corner is visible all the way from Lombard Street (viewpoint 3). In view of the close proximity, and taking into account the historic value of St Mary Abchurch and the value of Abchurch Yard as one of the few urban open spaces locally, retention of 20 Abchurch Lane throughout the construction period will assist in minimising the level of temporary adverse effects. The mitigation (hoardings in particular) will be effective at providing screening to the close-up, low-level views typical for such receptors. These impacts are assessed for the following two receptor groups:
• Tourists, visitors and other recreational users	High	High direct	Major temporary adverse – significant for people on Abchurch Lane, but not significant for people on Nicholas Lane

Receptor	Sensitivity	Impact	Effect and Significance
• Local workforce and commuters	Low	High direct	Moderate temporary adverse – not significant
Visitors to the viewing gallery of The Monument – viewpoints 10 and 11 (including 3D model)	Very High	Low direct	Moderate temporary adverse – not significant: construction sites are a typical feature of the City of London and the demolition and construction works, both on the Whole Block Site and the Arthur Street Work Site, will represent a small part of the overall townscape seen from the viewing gallery. During the construction phase, the resulting gap in the townscape of Bank Conservation Area will be largely hidden by intervening buildings. Although people at this location are assessed as having a very high sensitivity, most of the Whole Block Site is concealed by Phoenix House at the junction of King William Street and Cannon Street, which will minimise visibility of the construction works. Cranes will become prominent features and could further obscure views of St Mary Abchurch, but cranes are a characteristic feature of many views across London in any case. Crucially, the view of St Paul's Cathedral will not be affected.
Cyclists and people in vehicles on King William Street and Cannon Street	Low	Medium direct	Minor temporary adverse – not significant: generally the visual amenity of people travelling in vehicles will be affected in similar ways as for pedestrians, described above, except that views are kinetic and directional, and restricted from inside a vehicle. The mitigation (hoardings in particular) will be effective at providing screening to the close-up, low-level views typical for such receptors, however, the gantries are likely to be particularly intrusive.
People working in buildings on King William Street and Cannon Street	Medium	Low direct	Minor temporary adverse – not significant: the number of windows with direct views towards the Whole Block Site is limited and therefore the amount of people affected is not likely to be significant. For people in buildings, open views are only really possible from buildings directly opposite the Whole Block Site. Further away in either direction along King William Street and Cannon Street, views become more oblique and only possible by getting close up to a window. Views are not possible from buildings on the same side of the street, without leaning out of a window.
Residents of 1 Abchurch Yard	High	Low direct	Moderate temporary adverse – not significant: the rear of this property faces onto Abchurch Yard so no main living room windows overlook the Whole Block Site and residents are unlikely to be spending time looking out.

Receptor	Sensitivity	Impact	Effect and Significance
People in tall office buildings in the wider area	Low	Very Low direct	<p>Negligible temporary adverse – not significant: demolition activity and the temporary gap in the streetscape during the construction phase will represent a low level of change in the context of views of the wider townscape of the City of London.</p> <p>Whereas the impact of the construction works, in particular tall elements such as cranes, will be visible from various tall buildings in the wider area, it will be perceived in the context of the diverse, wider townscape, along with other major construction projects.</p>

Table 7.12: Assessment of Effects on Visual Amenity of Arthur Street Work Site – Demolition and Construction

Receptor	Sensitivity	Impact	Effect and Significance
Pedestrians on King William Street, Gracechurch Street and London Bridge, including Monument Junction – viewpoint 12 (including 3D model)			<p>The Arthur Street Work Site will be visible to varying degrees, most noticeably from King William Street, but also to a lesser extent on the northward approach on London Bridge, from the southern end of Gracechurch Street at the south-eastern corner of Bank Conservation Area, and also from Monument Junction, where views of construction work on the Whole Block Site will also be possible.</p> <p>People on King William Street in the immediate vicinity of the Arthur Street Work Site will experience direct views of construction work beyond the hoardings. From King William Street, upper parts of the gantry and silos will be visible. Only partial views from London Bridge will be possible on the northward approach through intervening traffic. From Gracechurch Street, views will be beyond the busy Monument Junction.</p> <p>These impacts are represented by the following two receptor groups:</p>
• Tourists, visitors and other recreational users	High	Low direct	Moderate temporary adverse – significant
• Local workforce and commuters	Low	Low direct	Negligible temporary adverse – not significant
Pedestrians on Martin Lane and Laurence Pountney Hill			<p>There are glimpses through a narrow gap into the southern part of Arthur Street on the southward and eastward approaches respectively along these two lanes, including from Laurence Pountney Hill Conservation Area.</p> <p>Glimpsed views of the Arthur Street hoardings will be possible on the southward approach</p>

Receptor	Sensitivity	Impact	Effect and Significance
			along Martin Lane and the eastward approach along Laurence Pountney Hill. These impacts are represented by the following two receptor groups:
• Tourists, visitors and other recreational users	High	Low direct	Moderate temporary adverse – not significant
• Local workforce and commuters	Low	Low direct	Negligible temporary adverse – not significant
Pedestrians on Upper Thames Street and Swan Lane – viewpoint 13 (including 3D model)	Medium	Low direct	Minor temporary adverse – not significant: there are views into the southern end of Arthur Street from a short stretch of Upper Thames Street, and heading north from the River Thames along Swan Lane looking across the Upper Thames Street dual-carriageway. From Upper Thames Street and Swan Lane, the main vehicular access forming part of the hoarding stopping-off Arthur Street will be apparent, but the existing buildings and skyline will remain prominent beyond.
Visitors to The Monument at street level, including Monument Street – viewpoint 12 (including 3D model)	High	Low direct	Moderate temporary adverse – significant: this is a key tourist destination, with direct views looking west along Monument Street focusing on the eastern end of Arthur Street, from a distance of around 70m, although views are across the King William Street dual-carriageway and therefore interrupted by heavy traffic and street furniture.
Cyclists and people in vehicles in the vicinity of Arthur Street	Low	Low direct	Negligible temporary adverse – not significant: generally the visual amenity of people travelling in vehicles will be affected in similar ways as for pedestrians, described above, but viewing opportunity is much lower. Altogether, the effects of glimpsed views for people chiefly travelling along the dual-carriageway sections of King William Street and Upper Thames Street are likely to be less pronounced than for pedestrians. The mitigation (hoardings in particular) will be effective at providing screening to the close-up, low-level views typical for such receptors.
Office workers with views overlooking Arthur	Medium	Medium	Moderate temporary adverse – significant: a number of office buildings on Arthur Street, King William Street and Upper Thames Street have windows with views focusing on Arthur Street. The proposal for the Arthur Street Work Site to occupy the whole of Arthur Street

Receptor	Sensitivity	Impact	Effect and Significance
Street			will result in views out of windows of those buildings overlooking the street being substantially impacted.
Residents of Flat 8 on the sixth floor of 28 Martin Lane	High	Low	Moderate temporary adverse – not significant: there are views to each end of Arthur Street from the balcony of Flat 8. However, this is an elevated location from where the eye is likely to be drawn to more distant features, with the street below forming a relatively minor element.
Residents of 8 Martin Lane	High	Low	Moderate temporary adverse – not significant: there are oblique views towards the southern part of Arthur Street, but it would be necessary to be leaning out of a window to obtain an open view.

Table 7.13: Assessment of Effects on Visual Amenity of Utilities Work Sites – Demolition and Construction

Receptor	Sensitivity	Impact	Effect and Significance
Pedestrians on King William Street, at Monument Junction and the southern end of Prince's Street			Views of the historic streetscape within the vista along King William Street extending between the Bank of England and Monument Junction will be affected by the utilities work sites. The Low Level 2 and London Bridge Sewer works are all within Bank Conservation Area, and the Monument Junction strengthening works just outside. They are located adjacent or close to a number of listed buildings including the Bank of England, St Mary Woolnoth, and 1 and 3-7 King William Street. However, all of those buildings will continue to be clearly visible, though not necessarily from every location. Hoardings will be effective at screening unsightly works, but the combination of the works and the hoardings together, and the cumulative effect of the sites over a 13 month period will represent a medium degree of change to the existing view.
• Tourists, visitors and other recreational users	High	Medium direct	Moderate temporary adverse – significant
• Local workforce and commuters	Low	Medium direct	Minor temporary adverse – not significant

Receptor	Sensitivity	Impact	Effect and Significance
Pedestrians on the northern section of Walbrook, opposite the Mansion House			The visual amenity of the street and settings of historic buildings within Bank Conservation Area, including the listed Mansion House, will be affected by the presence of the potential compensation grout shaft site for a period of up to five years. However, access to Walbrook will be maintained and hoardings will be effective at screening unsightly works. The potential Walbrook grout shaft could also result in localised adverse effects on visual amenity from some viewpoints on Queen Victoria Street, Poultry and Mansion House Street, partially affecting people's enjoyment of other listed buildings including 1 Queen Victoria Street, 27-32 Poultry and 1 Prince's Street.
• Tourists, visitors and other recreational users	High	Medium direct	Moderate temporary adverse – significant
• Local workforce and commuters	Low	Medium direct	Minor temporary adverse – not significant
Pedestrians on the southern section of Walbrook, passing the Walbrook building and Bloomberg Place			The location of the Low Level 2 Sewer shaft on this stretch of Walbrook is not visually sensitive due to its position between the Walbrook building and Bloomberg Place, which will still be under construction (at the fit-out stage) while the shaft is in place. It is not within a conservation area and there are no listed buildings within the immediate vicinity of the work site. The work site will be temporary, in place for 13 months.
• Tourists, visitors and other recreational users	Medium	Low	Minor temporary adverse – not significant
• Local workforce and commuters	Low	Low	Negligible temporary adverse – not significant
Cyclists and people in vehicles on King William Street, at	Low	Medium	Minor temporary adverse – not significant: generally the visual amenity of people travelling in vehicles will be affected in similar ways as for pedestrians, described above, except that views are kinetic and directional, and restricted from inside a vehicle. The mitigation (hoardings in particular) will be effective at providing screening to the close-up,

Receptor	Sensitivity	Impact	Effect and Significance
Monument Junction and the southern end of Prince's Street			low-level views typical for such receptors.
People working on King William Street, at Monument Junction, Walbrook and the southern end of Prince's Street	Medium	Low	Minor temporary adverse – not significant: the number of windows with direct views towards each individual work site is limited and therefore the amount of people affected is not likely to be significant. For people in buildings, open views are only really possible from buildings directly opposite a site, so the utilities work sites potentially affecting the visual amenity of these receptors are unlikely to be seen cumulatively.

General Utilities Works including Arthur Street Utilities Diversions

- 7.6.11 Utilities works will potentially result in direct adverse townscape impacts within the Bank, Fenchurch and Monument and Walbrook TCAs and potentially indirect impacts upon the Riverside Walk TCA. Such impacts would also occur within Bank Conservation Area and close to Laurence Pountney Hill Conservation Area. Utilities works will potentially also result in adverse effects on the visual amenity of some receptors. Dependent on the location of works, effects would range from negligible to moderate adverse; however, the works are temporary and therefore in the main, not considered significant in the context of the wider townscape. Works in the vicinity of the Whole Block Site, could result in temporary adverse townscape effects which might be considered significant when combined with works within the Whole Block Site itself.

Blockade

- 7.6.12 None of the measures in the blockade of the Northern Line are expected to have any townscape or visual impacts.

Operational Phase

- 7.6.13 As discussed previously, fully rendered AVRs have been produced for four of the representative viewpoints. These are included at Appendix A7.1. They show the new Station Entrance Hall in the context of an OSD, which is assumed to be constructed at this location.
- 7.6.14 AVR 2 shows the retail and back of house elements of the new Station Entrance Hall looking south along King William Street towards the northern corner of the Whole Block Site on the opposite side of the road, where it turns into Abchurch Lane. To its north (right) is the Grade II Listed 3-7 King William Street, and to its south (left) is Phoenix House.
- 7.6.15 AVR 3 shows the approach towards the new Station Entrance Hall along Nicholas Lane from the opposite (eastern) side of King William Street. A key improvement to this façade is the cutback at the north-eastern corner of the Whole Block Site, which opens-up a clear vista along Nicholas Lane. This establishes an important visual connectivity between the stretches of Nicholas Lane on each side of King William Street, and represents a substantial enhancement to the public realm.
- 7.6.16 AVR 6 shows the Station Entrance in the context of Cannon Street from the east looking towards the south-eastern corner of the Whole Block Site from the opposite (south) side of the road. This is the southern edge of Bank Conservation Area and the view illustrates the relationship of the new Station Entrance Hall with the line of listed buildings fronting Cannon Street beyond (west) of the Whole Block Site.

- 7.6.17 AVR 7 is again from the southern side of Cannon Street, looking towards the south-western corner of the Whole Block Site from the west. To its west (left) are 129 and 131-133 Cannon Street, and to its east (right) is Phoenix House.
- 7.6.18 The beneficial effects of the completed Station Entrance Hall in association with an OSD are set out in Table 7.14. The ZVI of the Station Entrance Hall is shown on Figure 7.6 (see ES Figures Volume).
- 7.6.19 Upon completion of the BSCU, the Arthur Street Work Site will be restored to its pre-existing condition. The utilities work sites would also have been restored to their existing condition by this stage. This is assumed to represent a reversion to the baseline situation, and therefore no assessment of the Arthur Street Work Site or the utilities work sites is included for the operational phase.

Table 7.14: Assessment of Effects – Operation

Receptor	Sensitivity	Impact	Effect and significance
Townscape			
Bank TCA	High	Medium direct and indirect	Moderate permanent beneficial – not significant: the Station Entrance Hall will comprise a high quality building, designed in response to its townscape context in terms of function, materials and elevational treatment. Although only a small part of this extensive TCA will be directly affected, the contemporary design will contrast with and complement its neighbours, both old and new, resulting in an enhancement both to this TCA and also the Bank Conservation Area, when assessed in conjunction with an OSD. This will be supplemented by the enhanced urban realm and, overall, the development will contribute to the continual process of evolution of the City of London over time.
Fenchurch and Monument TCA	Medium	Low indirect	Minor permanent beneficial – not significant: this TCA will only be indirectly affected by the enhanced Cannon Street frontage. The area immediately to the south of the Whole Block Site is less sensitive as it is not within a conservation area, although the Laurence Pountney Hill Conservation Area will very marginally benefit due to inter-visibility through oblique views along Laurence Pountney Lane.
Walbrook TCA	Low	Very low indirect	Negligible permanent beneficial – not significant: almost imperceptible indirect effect through a very oblique angle of inter-visibility with the Station Entrance along Cannon Street.
Riverside Walk TCA	Medium	Very Low indirect	Negligible permanent beneficial – not significant: this TCA will indirectly benefit very marginally due to inter-visibility resulting from the visual link with the Station Entrance along Laurence Pountney Lane.
Visual Amenity			
Pedestrians on King William Street – AVR 2			In conjunction with an OSD, the new frontage of the proposed retail unit on King William Street will be noticeable to a limited extent to pedestrians, offering a marginal enhancement to the visual amenity of Bank Conservation Area locally. These impacts are represented by the following two receptor groups:
• Tourists, visitors and other recreational users	High	Low direct	Moderate permanent beneficial – not significant

Receptor	Sensitivity	Impact	Effect and significance
• Local workforce and commuters	Low	Low direct	Negligible permanent beneficial – not significant
Pedestrians on Cannon Street – AVR6 and 7			The enhanced building frontage and urban realm on Cannon Street will be particularly noticeable within the immediate vicinity of the Station Entrance, but also on the approaches from east and west. In addition to enhancing the quality of the visual amenity of Bank Conservation Area (northern side only), this will also affect people's enjoyment of the listed buildings along the street, due to the introduction of a high quality, contemporary design, which will be responsive to, but also contrast with the historic buildings. In conjunction with an OSD, the Station Entrance Hall will make a positive contribution to the eclectic mix of architectural styles and ages on Cannon Street. These impacts are represented by the following two receptor groups:
• Tourists, visitors and other recreational users	High	Medium direct	Moderate permanent beneficial – significant
• Local workforce and commuters	Low	Medium direct	Minor permanent beneficial – not significant
Pedestrians using Abchurch Lane/Yard and Nicholas Lane – AVR3			The visual amenity of the stretch of Nicholas Lane between King William Street and Cannon Street will be substantially enhanced by the new building frontage at street level, and the improved urban realm. On the southward approach from Lombard Street towards the Station Entrance along Nicholas Lane, the improved connectivity across King William Street will be apparent due to the realignment of the north-eastern corner of the Whole Block Site, greatly enhancing legibility. The Abchurch Lane/Yard frontage will not benefit in the same way, however, the façade of 20 Abchurch Lane will remain and with an OSD in place, the effect will be neutral. These impacts are represented by the following two receptor groups:
• Tourists, visitors and other recreational users	High	Medium direct	Moderate permanent beneficial – not significant

Receptor	Sensitivity	Impact	Effect and significance
• Local workforce and commuters	Low	Medium direct	Minor permanent beneficial – not significant
Visitors to the viewing gallery of The Monument	Very High	Very Low direct	Moderate permanent beneficial – not significant: much of the Station Entrance Hall will be concealed by Phoenix House and other, closer, intervening buildings, with the result that it will be largely obscured, except for the King William Street elevation seen at an oblique angle in conjunction with an OSD.
Cyclists and people in vehicles on King William Street and Cannon Street	Low	Medium direct	Minor permanent beneficial – not significant: generally the visual amenity of people travelling in vehicles will be affected in similar ways as for pedestrians, described above. The main differences are that from a vehicle, views are kinetic, directional and limited by size of window, so altogether, the beneficial effects are likely to be less pronounced.
People working on King William Street and Cannon Street	Medium	Low direct	Minor permanent beneficial – not significant: for people in buildings, open views of the Station Entrance Hall will only be possible from buildings directly opposite, where the enhanced visual amenity resulting from the new elevations will be apparent in the context of an OSD. Further away in either direction along King William Street and Cannon Street, views become more oblique and only possible by getting close up to a window. Views are not possible from buildings on the same side of the street, without leaning out of a window. Therefore the visual amenity of the street scene for the majority of people at work is unlikely to change substantially.
Residents of 1 Abchurch Yard	High	Very Low direct	Minor permanent neutral – not significant: The rear of this property faces onto Abchurch Yard, from where the finished elevations of the Station Entrance Hall will not be visible. The façade of 20 Abchurch Lane will remain and with an OSD in place, the impact will be generally imperceptible.
People in tall office buildings in the wider area	Low	Very Low direct	Negligible permanent beneficial – not significant: views of the Station Entrance Hall from tall buildings in the wider area will be limited by the enclosure provided by surrounding buildings. Where it is visible, it will be perceived in the context of an OSD and the diverse, wider townscape of the City of London.

7.7 Mitigation

7.7.1 No additional mitigation is proposed further to that incorporated into the design.

7.8 Residual Effects

7.8.1 As no additional mitigation is proposed, the residual effects arising from the demolition of the Whole Block Site, construction of the BSCU and operation of the new Station Entrance Hall will remain the same as those reported (as set out in Tables 7.10 to 7.14).

7.9 Inter-relationships and Cumulative Effects

7.9.1 The potential for inter-relationships and cumulative effects with other developments is considered in Chapter 17: Inter-relationships and Cumulative Effects. The screening of other developments identified only the 10 King William Street Over Site Development, 33 King William Street redevelopment and Bloomberg Place development as having the potential to result in cumulative effects.

7.9.2 Potential for cumulative effects could arise from the following scenarios:

- effects between the operational BSCU and OSD;
- effects between the construction of the 33 King William Street redevelopment and construction of the BSCU; and
- effects with the Bloomberg Place development during construction and operation.

BSCU and the OSD

7.9.3 At this stage, the exact phasing of the construction of the OSD is uncertain. There is potential that deconstruction of 20 Abchurch Lane, and construction of an OSD will overlap with the final stages of the BSCU. However, whilst it is expected that construction of an OSD within one year of completion of the BSCU is likely, there could be a gap between completion of the BSCU and construction of an OSD. If for any reason there should be a delay to the start of the OSD, the effects on townscape and visual amenity would remain as currently assessed in the Section 7.6 during the construction phase. In either scenario, normal construction site management practices as outlined in the draft CoCP will be followed to mitigate potential adverse effects, including use of suitable site hoardings.

7.9.4 In the case of the most likely scenario, where one construction phase merges into the next, benefits would result from a reduced overall length of construction period. In the second less likely scenario, the resulting effect would be a pause in construction activity, although there would be an obvious gap in the built form, where the operational Station Entrance Hall and the retained 20

Abchurch Lane would appear incongruously together on the Whole Block Site. However, the site would be left in a tidy state, with suitable hoardings and appropriate temporary finishes to the Station Entrance Hall.

- 7.9.5 In conjunction with the operational Station Entrance Hall, the completed OSD is likely to result in significant beneficial effects on townscape and visual amenity.

BSCU and 33 King William Street Redevelopment

- 7.9.6 Construction of the 33 King William Street redevelopment is anticipated to overlap marginally with the BSCU. The effect of the Arthur Street Work Site on the character of Fenchurch and Monument TCA is judged not to be significant because a relatively small part of the overall TCA will be directly affected and there will be no direct impact on any conservation area. By commencement of the Arthur Street works in 2016, the 33 King William Street development is anticipated to be largely complete, with only cladding and fit-out work on-going to shortly beyond Q1 2016. Other than an extension in the period of overall works, adverse cumulative effects will therefore be largely indiscernible and are not considered likely to be significant based on their potential to impact on only a small part of the TCA.

Bloomberg Place Development during Construction and Operation

- 7.9.7 The Bloomberg Place development lies in the Walbrook TCA, where intervisibility with the Station Entrance is limited to oblique, distant views along Cannon Street. The predicted impact of the Station Entrance Hall operation on the Walbrook TCA is classified as negligible and it is not therefore considered that significant cumulative effects will result.
- 7.9.8 The Low Level 2 Sewer works adjacent to the Bloomberg Place development will potentially result in temporary adverse townscape impacts within the Bank and Walbrook TCAs, as well as within Bank Conservation Area. The works will also potentially result in temporary adverse effects on the visual amenity of nearby receptors. However, construction of Bloomberg Place is anticipated to be largely complete ahead of commencement of any utilities works associated with the BSCU (at fit-out stage), therefore cumulative effects are not considered likely.

7.10 Limitations

- 7.10.1 The TVIA has been undertaken in accordance with recognised industry guidelines. These include categorising individual visual receptors into receptor groups – for example, it is not practical to assess views from every point along a street, rather, all the pedestrians using a particular street, for whatever purpose, are classified as a single receptor group.
- 7.10.2 Guidelines also require visual assessment to be undertaken from publicly accessible vantage points. However, it is also important to assess the likely effects on views from private properties for people living and working in an

area. For the purposes of this assessment, assumptions have been made about views from windows of nearby buildings and also from tall buildings in the wider area, where it is either not possible or not practical to gain access.

- 7.10.3 Also in line with recognised guidelines, visual assessments rely upon photographs from a series of representative viewpoints, in this case from 13 locations. These are not intended to illustrate every possible location from where there might be a view of the BSCU, but rather to present a selection of views from a variety of angles and distances, sufficient to inform decisions about the BSCU.

7.11 Conclusions

- 7.11.1 During demolition of the Whole Block Site and construction of the BSCU, townscape effects will range from negligible to moderate adverse on townscape receptors. Most of these have been classified as not significant due to their temporary and indirect nature. However, the BSCU will result in significant temporary adverse effects on the townscape of the Bank area, given the architectural sensitivity of this historic area.
- 7.11.2 During demolition and construction of the Whole Block Site, effects on visual amenity will mostly be minor or moderate adverse, and most are classified as not significant due to the temporary nature of the demolition and construction phases or the limited extent of direct views for the receptors. However, it is considered that the impacts of views of demolition and construction operations on the Whole Block Site will be highly intrusive for tourists, visitors and other recreational users on King William Street, Cannon Street and Abchurch Lane and Yard, and these adverse effects are considered significant although they are temporary in nature.
- 7.11.3 The effect on visual amenity of the impacts of construction operations at the Arthur Street Work Site is also considered significant for some people although, again, temporary in nature. The affected receptor groups are tourists, visitors and other recreational users on King William Street and Monument Street, visitors to The Monument at street level and office workers with views overlooking Arthur Street.
- 7.11.4 Upon completion of the BSCU and subsequently during the operational phase of the Station Entrance Hall, the predicted townscape effects are beneficial, although it is not considered that any of the effects will be significant.
- 7.11.5 However, significant beneficial effects on visual amenity will be experienced by many visual receptors using Cannon Street.

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