**Title:** 1 Undershaft – The City of London’s New Skyscraper Where the Public Comes First

**Authors:**
- Eric Parry, Principal, Eric Parry Architects
- Nick Jackson, Director, Eric Parry Architects
- Tanya Parkin, Associate Director, Eric Parry Architects

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Rethinking the Skyscraper | 反思摩天大楼

1 Undershaft – The City of London’s New Skyscraper Where the Public Comes First
「1 Undershaft」– 以人为本的伦敦金融城新摩天大楼

Abstract | 摘要

The paper will describe the aims underpinning the proposed development at 1 Undershaft in the City of London. The project will be exemplary in putting the public first, featuring a new square at the tower base and offering the capital’s highest free viewing gallery at the crown. Additionally, 1 Undershaft will be one of the tallest buildings in the City of London, establishing a new benchmark for high rise development in London for the next decade by providing flexible, high-quality, open-planned office accommodations within an elegant tapered form expressed through its unique external structural coren mega-frame. At ground level, the building is elevated to open up the public space, creating an animated public realm with a lowered landscaped court and retail gallery. Transfer zones within the building sky lobbies continue the public activity of the building.

Keywords: City, Eric Parry, London, Tower, and Undershaft

本文将介绍位于伦敦金融城拟建的「1 Undershaft」大楼。这将是一个以人为本的新摩天大楼，大楼底部建有新的公共广场，并在顶部设有市内最高的公共开放观景廊。「1 Undershaft」大楼将成为伦敦金融城最高的建筑，它将为未来十年伦敦的高层建筑定立新标杆，通过其独特的外部结构巨型支架，展现优雅的形态，并提供高品质、灵活的开放式写字楼空间。大楼在地面开辟一个公共空间，配合园区和零售区，创造充满动感的公共环境。大楼内的空中大堂作为转乘区，持续为建筑物提供公共的互动空间。

No. 1 Undershaft will be the tallest building in the eastern cluster of tall buildings in the City of London. The City’s skyline is a complex and rapidly evolving story of opportunity and constraint. To date, it is made up of buildings of two camps: those that have autonomous forms – like the Gherkin or the stalled Helter Skelter – and those shaped by viewing corridors determined by St. Paul’s Cathedral – like the Scapell or the Cheesegrater. As a group, they lack a central building to settle the existing and future choreography of tall buildings. This is perhaps most significant for the workers, citizens, and aldermen of the City at ground level, as developments can leave scars like meteor strikes on the medieval street pattern.

Our design of 1 Undershaft responds to these two issues of the skyline and the street, reconciling urban complexities with a clear and ambitious public realm located at the top and base of the building. This is mediated by the seven expressed structural braces of the tower, with a proportion of height to width that is seven to one, and supports floors (Figure 1).

小结

该项目包括73层的办公楼，以及底层和地下LG层的改良型公共区域。大楼顶部为一个拥有世界最高观景廊的空中大堂。大楼采用七个交叉支撑结构来支撑73层楼的办公楼，以及底层和地下的公共区域。大楼顶部的观景廊将为市民和游客提供一个全新的公共空间。
Summary

The scheme consists of a 73-story office building with an enhanced public realm space at the top, ground, and lower ground levels.

- 154,100 square meters (1,658,700 square feet) gross external area
- 128,780 square meters (1,386,200 square feet) gross internal area of office space
- 2,005 square meters (21,500 square feet) of gross internal retail space at lower ground floor
- 1,200 square meters (1,2900 square feet) of gross internal restaurant space at level 70
- 2,810 square meters (30,200 square feet) of gross internal publicly accessible viewing gallery and education center at levels 71-72 and associated entrance lobby at basement-level B1

- A public realm space of 1.6 acres
- Six disabled parking bays
- 1,664 cycle parking spaces and associated cyclist facilities

The new building will create high-quality office accommodation in flexible open-plan floors to meet the requirements of the next generation of businesses within the City of London. The new office will have generous floor to ceiling heights, as well as high-levels of natural light and fresh air intake to provide a healthier working environment than is possible within the existing building. It is designed with sustainability and efficiency at its helm, minimizing the waste of materials, energy, and water throughout its lifetime.

Additionally, the new building will provide extensive public spaces, creating a community that is truly open and accessible to all. A viewing gallery is located at the top of the building, which provides 360-degree views of London and an education center large enough to accommodate two learning rooms for school-sized classes to visit and engage with London. A separate public restaurant is located on the floor beneath the viewing gallery.

History and Urban Context

The Rise of London's Skyline

London as a whole is the amalgam of two cities: to the east, the City of London was built on Roman foundations created during

Figure 1.1 Undershaft, view of the proposed new building with other consented schemes within the Eastern Cluster. (Source: Eric Parry Architects & DBOX)

伦敦东区其他同意方案提出的新大楼。（来源：Eric Parry 建筑师事务所以及DBOX）

伦敦城市天际线的崛起

伦敦由两个城市的基础上发展建立起来的：伦敦东面的伦敦城始建于公元一世纪的罗马帝国。伦敦西面的西敏寺市在公元11世纪由皇室创立。围绕这两个中心及之间的土地，以至泰晤士河以南的地区，都拥有不同且复杂的行政分组。现由Canary Wharf在伦敦码头区的建设开发把整个金融区连接起来。当英王威廉一世(William the
the 1st century AD, while to the west, the City of Westminster was conceived by royalty in the 11th century AD. Surrounding these two centers, and filling the spaces between and south of the river Thames, is a complex grouping of supportive and competitive Boroughs – now joined by the financial district of Canary Wharf developed on the footprint of London’s Docklands. When William the Conqueror successfully established Norman rule of England towards the end of the 11th century, he was judicious in building the Tower of London at the eastern approach of the Thames to the City of London – not within the city boundaries – and he gave to the City its freedom to continue its mercantile work in perpetuity. This strong sense of independence persists, most radically represented in contemporary terms by the seismic shift in the City of London’s skyline. This mercantile grip on the City, evidenced through its political structure of Corporation, Livery companies, and Aldermen, was again flexed after the great fire of 1666 when royal attempts were made to iron out its medieval street pattern – and rapidly rebuffed.

Within the City, as Claes Visscher’s view of London of 1616 vividly depicts (Figure 2), St. Paul’s Cathedral dominates the skyline as the umbilical connection of London Bridge does the ground. This balance continued, and has been repeatedly depicted as such since. The importance of a clear horizon around the dome of St Paul’s has been legislated for by a series of viewing corridors within which height is carefully controlled.

In light of global competition and demand, the City of London has adapted, within the constraints of its street pattern and skyline, to define areas appropriate for taller buildings, thus giving rise to a very particular topographical idea – the Eastern Cluster. It was defined by a forward thinking planning department at the Corporation of London in agreement with wider London’s political body, including the Mayor.

The Site and Surrounding Area

Within the Eastern Cluster, the proximity of adjacent existing and proposed buildings was of the utmost importance in the development of design ideas for 1 Undershaft. Factors such as the overall grouping of buildings, their proximity to one another, and the significant heritage of surrounding streets, markets, churches, and adjacent conservation areas places considerable constraints on any proposal (Figure 3). The existing 28-story building has five levels of basement beneath the tower, whilst the remaining area of the site has an extensive two-story basement under the plaza known as St. Helen’s Square. This basement area contains car parking, loading bays, storage, and vegetated areas accessed by aggressively intrusive vehicle ramps immediately adjacent to the Church of St. Helen’s Bishopsgate.

The site centers London’s financial and insurance industries, with its southern edge bounded by Leadenhall Street. On the southern side of Leadenhall Street is the Grade I listed Lloyd’s Building, designed by Richard Rogers (1986). At the southeast corner, St. Mary Axe and Lime Street meet Leadenhall Street, also the location of one of the busiest pedestrian crossings in the City. On the southeast corner of the junction is the site of a Conqueror) in公元11世纪末成为英格兰国王后，便开始于泰晤士河东面建造伦敦塔。他选择不在城市边界内建设伦敦塔的做法是明智的，因为让他让伦敦金融城的建筑布局可以一直自由地发展出来。这种强烈的独立意识，持续通过不断转变的伦敦金融城天际线呈现出来，并且在1666年伦敦大火后城市能够迅速复元中得到证实。

在全球的竞争和热切需求下，伦敦金融城已适应了在街道格局和城市天际线的限制范围内，确定适合建设更高建筑的区域。而这也开启了非常特殊的高层商业开发区 - 伦敦城东区(Eastern Cluster)，该称号由伦敦规划部门提出，并受到广泛的政治团体包括市长接纳。

项目土地与周边地区

在伦敦城东区内，邻近现有的建筑和拟
38-story under-construction building known as the Scalpel (52-54 Lime Street).

The easternmost edge of the site is bounded by St. Mary Axe. At the southern end is the church, St. Andrew Undershaw, constructed circa 1532. Further north, opposite the junction of St. Mary Axe and Undershaw, is St. Mary Axe, known as the Gherkin and designed by Foster and Partners (2003).

The northern edge of the site is bounded by the St. Helen’s Place Conservation Area and the Grade I listed St. Helen’s Church which dates back to 1210, in addition to Great St. Helen’s, the short road leading from Bishopsgate to the Churchyard to the east of the Church. A pedestrianized paved area connects Great St. Helen’s to Undershaw. At the northeast corner is 1 Great St. Helen’s, occupied by the insurance company Hiscox. In addition to the two churches immediately adjacent to the site, St. Ethelburga is located just to the north of St. Helen’s Place, while to the southwest is St. Michael and Cornhill, and beyond to the northwest is St. Botolph without Bishopsgate Church.

Running across the northern part of the site is Undershaw. The name derives from the shaft of the maypole that, until the middle of the 16th century, was traditionally set up in the space opposite St. Andrew Undershaw. The road provides access to the service entrances for 6-8 Bishopsgate and 122 Leadenhall Street.

The western edge of the site is bounded by a set of steps leading up to the site of the recently consented 22 Bishopsgate and 122 Leadenhall Street – known as the Cheeseegrater and completed in 2014. To the southwest of the site is the close-knit townscape of the Leadenhall Market Conservation Area and the ancient lanes of Lime Street and Cullum Street. With its narrow passageways, this historic setting dramatically contrasts the larger-scale 122 Leadenhall Street and other emerging tall buildings.

People and Transport

The majority of the working population travels daily into this area during the week, meaning that during the weekends and at night, there is limited occupation within the City of London. Consequently, the majority of pedestrians in the area will be business workers.

The historic Leadenhall Market and The Royal Exchange, with established retail, cafés, and restaurants, attract workers and tourists to the community. Neighboring 30 St. Mary Axe and the Grade I listed Lloyd’s building also effectively brings pedestrian traffic to the immediate area. Additionally, the Tower of London World Heritage Site is located within one kilometer of the site.

The site is well-served by public transport links and proximal to a number of major transport stations, including train stations at Fenchurch and Liverpool Streets, and Moorgate. The nearby tube stations are Aldgate, Bank, Monument, and Liverpool Street.

The site is surrounded by the primary routes of Bishopsgate and Leadenhall Street, and the tertiary one-way St. Mary Axe. Significant pedestrian flows from the nearby stations occur in morning and evening peak periods, during which pedestrians cross the site from the northwest, the east, and the south. There are also high levels of pedestrian movement at lunchtimes. The pedestrian crossing on Leadenhall Street, near the junction of St. Mary Axe and Lime Street, is one of the busiest crossings in the area.

Local Impact – Future Workstyles within the City

The proposed building recognizes the continued growth of the City of London as the financial center of Europe, with 1 Undershaw leading the next generation of buildings in both representing and securing the ongoing reputation and growth of the City. The City has forecasted a growth of 50,000 new jobs within the Square Mile between 2013 and 2023 (Future Workstyles and Future Workplaces within the City of London March 2015).

The Future Workstyles report describes the demand for new buildings and the changing nature of the office environment that will be required to sustain the City’s economic growth. Future offices will have to provide better floor to ceiling height, quality of daylight, and ventilation than has been previously considered an acceptable standard. There will need to be an allowance for significant amenity spaces within buildings for tenants to occupy, including quality dining, exercise, and relaxation spaces, thereby creating the collaborative environment that is central to retaining effective staff in the future economy.

The report also highlights the importance of a high-quality public realm being brought forward in parallel, as future generations will begin to expect a similar standard of external environment as the one they enjoy within the new generation of buildings.

The building also acknowledges the importance of culture within the City. As well as providing spaces for the public at street level, it will offer a generous space at its crown for a project’s building on ‘1 Undershaw’大楼的设计至为重要。在设计考虑上，整个建筑群内大厦之间的距离, 以街道、市场、教堂和临近保护区的重要遗产等受到限制（图3）。现有的28层高大楼内设有五层地库, 工体内著名的圣海伦广场(St Helen’s Square)之下另建有两层的地库广场。该地库广场包含停车场、卸货区、仓储区及工厂区，并设有车道直达紧邻的圣海伦主教门教堂(Church of St Helen’s Bishops)。

项目工地处于伦敦金融业和保险业的中心地带, 工地南边以Leadenhall Street为界, 在Leadenhall Street南侧是一级历史建筑Lloyd’s Building，于1986年由英国著名建筑师Richard Rogers设计。在St Mary Axe东南面、Lime Street和Leadenhall Street的交界是当地最繁忙的行人过路处之一, 其东南面是正在兴建中的38层高层大楼——Scalpel (Lime Street 52–54号)。

工地东边以St Mary Axe为界, 南面是1532年建成的St Andrew Undershaw教堂。往北面方向, 在St Mary Axe及Undershaw交界, St Mary Axe 30号的位置是由Foster + Partners建筑工程事务所于2003年设计的Gherkin大楼。

工地北侧以St Helen’s Place保护区及圣海伦教堂(St Helen’s Church)为分界, 圣海伦教堂为一级历史建筑物，其历史可追溯到1210年。东北面是Great St Helen’s 1号, 为保险公司Hiscox的办公大楼, 除了两座教堂紧邻工地, 圣海伦广场北面是St Ethelburga, 西南面是St Michael和Cornhill, 西北面后方是St Botolph。

工地北端是Undershaw, 这个名字来自对面在15世纪中建设的St Andrew Undershaw。该段道路提供了Bishopsgate 6-8号及Leadenhall Street 122号的入口。

工地西边可步行至最近宣布建设的Bishopsgate 22号大楼, 以及于2014年落成的Leadenhall Street 122号Cheeseegrater大楼。工地西南面是历史城镇景观保护区Leadenhall Market, 以及Lime Street和Cullum Street的古老小巷。这个历史悠久的位置, 加上狭窄的街道, 与大型的Leadenhall Street 122号大楼和附近新建的高层建筑有着强烈的对比。

人流和交通

大多数的工作人员每天都会来到这个区域。这也意味着，伦敦金融城在周末和夜间人流较稀少。因此在该区域的大部分行人皆是上班族。

历史悠久的Leadenhall Market和皇家交易所(The Royal Exchange)提供了零售、
free public viewing gallery, education center, and restaurant.

**Urban Character**

At ground level, the building is raised to enable the public realm to extend across the site and under the building. The public realm includes a below-ground level, where extensive new retail space and restaurant space is provided. The public access to the viewing gallery is also located at this lower level, within a dedicated and spacious entrance lobby. The void opening in the ground-level public realm provides light into, and a visual link with, the level below. Incorporated within this opening is a dedicated cycle ramp which sweeps down to provide access to the basement-level B2.

Access to the main office reception is via five escalators, all of which provide connections from the public realm to the elevated double-height reception space 12 meters above ground. A combination of single-decker and double-decker high-speed lifts connect the reception space to the office floors directly, or via two transfer zones which also provide amenity zones for tenants’ benefit.

In order to maximize the public space at ground level, opening vistas from north to south (Figure 4 & 5), three key design ideas coalesced: first, the existing vehicle ramp needs to be removed and replaced by vehicle lifts accessing a service and recycling bay in the basement; second, the primary lift and service core of the building needs to be shifted away from a center core location to a side core placed at the western edge of the available site; and thirdly, the plan area of the tower needs to be enlarged within the available site into a square with four corner supports to minimize the need for central piers.

Figure 4. Public realm landscape plan. (Source: Eric Parry Architects)

图4. 公共空间景观规划。 (来源：Eric Parry 建筑师事务所)

Figure 5. Public realm section. (Source: Eric Parry Architects)

图5. 公共空间部分。 (来源：Eric Parry 建筑师事务所)
The simplicity of the structural idea echoed the ambition for the haptic presence within the earlier described complex urban setting. The surrounding neighbors of the cluster are predominantly glass-skinned, with a variety of high performance unitized systems and examples of separated double-layered glass construction. Their structures are either veiled or entirely concealed behind these. Therefore, they all have a tendency towards a dark tonality accented by an underlying green chromatic range.

The side core arrangement adds to the required structural capacity of the envelope and the need for bracing to stiffen a form of the intended relative slenderness and height of the structure. Like the marvelous pragmatic structural solutions for many earlier 20th century industrial buildings (externally braced water cooling towers for instance), the expression of the bracing became a driving aesthetic for the exterior of the building. Following this idea was a desire that the bracing should be materially expressed, rather than overlaid, necessitating a non-ferrous or weathering steel solution. The choice of the latter follows several innovative projects that have involved both metallurgic and fire protection research and development to enable the expression and presence of the material. Likewise, a series of our commercial projects have involved recessive façades to create both a material presence other than glass and solar control.

Within the depth of the extended bracing of 1 Undershaft, are continuous horizontal bands of white vitreous enamel brise-soleil shrouding.

The tower climbs and tapers down, allowing a more defined sense of the building’s height. The change in horizontal bands of white vitreous enamel brise-soleil is repeated throughout the building, providing a consistent and visually driven aesthetic. The use of white vitreous enamel brise-soleil as a material choice is a departure from the more common use of glass, providing a unique and distinctive look for the building.

Located at the edge of the City of London, the building stands as a testament to the power of design and the importance of considering the surrounding context. The architectural elements and materials used throughout the building are carefully selected to create a cohesive and visually appealing structure. The use of white vitreous enamel brise-soleil as a material choice is a departure from the more common use of glass, providing a unique and distinctive look for the building.

In conclusion, the building is a remarkable example of modern architectural design, incorporating innovative materials and a cohesive use of materials to create a visually striking and functional structure. The use of white vitreous enamel brise-soleil as a material choice is a departure from the more common use of glass, providing a unique and distinctive look for the building.
Figure 8. Plans. (Source: Eric Parry Architects)

Figure 9. East elevation and section. (Source: Eric Parry Architects)

the envelope, removed yet supported by the unitized glass systems (Figure 6 & 7). The combination of the deep absorbent rust-red of the weathering steel bracing and corner sections will contrast sharply with the reflective white of the brise-soleil, together marking the simple form of the building against the materiality of the other buildings in the Eastern Cluster.

The sides of the tower taper slightly over its height. If the lines were to be extended beyond the height of the tower, they would eventually converge at a point ten times the height of the building – 2,940 meters above London. As the building gently tapers over its entire height, each floor plan varies accordingly (Figure 8 & 9).

The tower comprises seven cross braces, with the lowest three spanning over 12 floors and the upper four spanning 10 floors. Through nodes, the external braces transfer the horizontal loads into a structural frame within the building envelope. The structural members externally and internally reduce in size as they progress up the building, further accentuating the perspective effect of the tower's taper. The loading from the internal perimeter columns to the four main corner columns is transferred at

塔楼外立面由7个交叉支撑围护组成,最低处的3个交叉支撑围护各跨度12层高,高处的4个交叉支撑围护各跨度10层高。外部支撑用过各节点将水平荷载转移到建筑外体内的结构框架。建筑内部的结构柱尺寸随高度往上而减小,更着重突出塔锥的视觉化效果。内部边柱及四角柱的荷载转移到建筑底部,增加了建筑底柱的尺寸。

重要的是这种转移减少了公共广场区域垂直柱的数量,使地面及地下层的公共区域更少地受视感和体感影响（图10）。

核心筒位于建筑西侧,大约比正面幕墙高出10米。这背部幕墙反映出该区域核心筒的功能及布局的各种容纳条件（图11）。

垂直运输系统

为了使这栋细长、美观的大楼能够提供高品质的弹性空间,做好电梯系统的设计至关重要。电梯的高效运送能力是项目成功的基本因素。根据此大楼的规模和高度,采用空中大堂转换层是最佳解决方案。这在其他地方很常见,但在伦敦这还是第一个采用空中大堂转换层的项目。

大楼西侧的偏移中心的核心筒将设置电梯井道。其中,49层以下的电梯井道设在大楼的背部。48层到49层之间的转换层可连
Figure 10. Transport diagrams. (Source: Eric Parry Architects & Space Syntax)
图10. 交通图表。（来源: Eric Parry建筑师事务所以及Space Syntax）

the base of the building, increasing their size. Critically, this transfer enables the public realm, at both ground and lower levels, to be less interrupted visually and physically by reducing the number of vertical columns within the new public square (Figure 10).

The core forms the western elevation of the building, protruding by approximately 10 meters from the face of the main façade. The façade of this "backpack" reflects a variety of conditions that need to be accommodated for due to the function and layout of the core in that area (Figure 11).

Vertical Transport
To achieve the objective of creating a slender and elegant building capable of providing high-quality flexible spaces, it was imperative that the lifting strategy should complement

接背部与大楼中间的核心筒。中央核心筒内的电梯服务50层至69层。核心筒的多样安排是为了适应六个电梯分区，并考虑不同电梯分区的电梯坑和机房的变化。这就形成了典型的办公室平面布置。

该大楼共有六个电梯分区，办公室人员通过选定目的楼层进入相应分区的客梯。除了服务于办公楼层的电梯外，还有独立的公共电梯。公共电梯以大约350人/小时的速度把人员带到公共观景廊。公共电梯始于地下LG层的主入口区域，可直接到达71层和71层低层的观景廊、教育中心及展览区，以及70层的公共餐厅。

顶层的公共体验
这个公众观景台将是全伦敦最高的观景平台，且具备独特的教育以及文化特色（图12）。在离地面285米的平台上，人们可以360度无死角地俯瞰伦敦的全景。这
the design approach. The efficient vertical transportation of people up the building is fundamental to the success of the scheme, therefore a lift strategy based on the use of intermediate skylobby transfer floors was selected as the best solution for the size and height of the building. While common in other parts of the world, this will be the first building in London to adopt this type of approach.

The offset core to the west of the building houses its lifts. Up to level 49, the lift shafts are contained in the backpack to the tower. At levels 48 and 49, the transfer floor connects the backpack to the central core within the square form of the building. This core contains the lifts serving levels 50 to 69. The core arrangement varies to accommodate six lifting zones and incorporates the associated lift pits and motor rooms where the lift zones change. This informs the layout of the typical office floor plans.

There are six lifting zones. The office occupant will enter a passenger lift serving the allocated lifting zone, which is dependent on their destination level. In addition to the lifts serving the office floors, separate public lifts will take around 350 people every hour to the public viewing gallery. The education center and learning rooms are at level 71, and a separate public restaurant is provided on the floor below the viewing gallery at level 70.

Access to the public spaces at the top of the building will be free to all visitors. The entry to the viewing gallery, education center, and restaurant is located next to the retail gallery at the below-ground level. Sufficient space is provided for security checks and waiting areas needed for an attraction of this nature. Access is located here to avoid interference with the pedestrian movements across the square at ground level. The public will travel up to the arrival space at level 71, directly from the lower ground entrance lobby via two lifts.

As part of the viewing gallery, an education center is proposed with two classroom spaces designed to help school parties learn about the history of London and how the capital has developed. It will support young visitors in their learning and help them understand the views across London from the gallery.

On entry to the arrival lobby, visitors ascend gentle ramps to the north or south up to the highest level of the building. The generous width of the routes allow people space to pause and look out, or take the time to...
investigate the information and gallery on the other side. The continuous journey moves through spaces of varying heights, maximizing the views outwards until culminating in the central diorama at the upper level.

The intent for the viewing gallery and education center is that it would be developed and implemented in conjunction with a suitable body, such as the Museum of London. The cultural, heritage and educational aspect is supported by the City of London and is complimentary to the City of London’s Cultural Strategy.

Currently the client and the Museum of London are working together on a shared ambition to deliver London’s highest public viewing gallery and education space in 1 Undershaft. Both parties are currently looking at how the public space could work as an education facility to support the Museum’s charitable aims and ambition to reach every London schoolchild.

From the top of the tallest building in the City of London students would be able to see for miles around and the hope is that using the Museum of London’s extensive expertise, the capital’s children will be able to learn about the past, present and future of the city from this vantage point. The Museum’s proposed involvement is consistent with the principles of the Cultural Hub which includes a commitment to delivering the highest quality education, outreach and learning to those visiting the City.

Sharon Ament, Director of the Museum of London, said: “The Museum of London is proud to be working with Aroland Holdings to explore how together we could utilize the Museum’s expertise to establish a world-class educational offer that delivers genuine public benefit for London.”

The scheme aims to provide a public realm at the ground plane of the highest quality and the tallest building in the City of London, at the center of the Eastern Cluster. An outstanding public space is proposed at its apex, extending the public experience.

The intent is to create an efficient, refined and timeless building: a building of exceptional quality when seen from anywhere within London, both at close quarters, in glimpsed views and in the grander set piece of London’s skyline.

伦敦博物馆希望惠及伦敦所有学生的慈善目的。

该项目将在这座位于伦敦金融城最高楼的顶部，学生们可以观赏到方圆数里范围内的景致。通过伦敦博物馆的大量专业资源，学生们还可以在这个有利位置了解这座城市的过去、现在和未来。博物馆提出的参与方案也与文化中心的原则相一致，即向伦敦金融城的访客提供最高品质的教育、学习和延展服务。

伦敦博物馆的总监Sharon Ament如此说到:

“伦敦博物馆很荣幸可以跟Aroland Holdings一起探索如何利用博物馆的专业资源建立一个世界级的教育中心，为伦敦的公众带来独一无二的益处。”

该项目将在这座位于伦敦金融城最高楼的顶部，学生们可以观赏到方圆数里范围内的景致。通过伦敦博物馆的大量专业资源建立一个世界级的教育中心，为伦敦的公众带来独一无二的益处。”

该博物馆提出的参与方案也与文化中心的原则相一致，即向伦敦金融城的访客提供最高品质的教育、学习和延展服务。

该项目的目的在于打造一个高效、精致、永恒的大楼，从伦敦的任何一个角落都可以看见的拥有超凡品质的大楼。无论是近者、远者还是作为伦敦天际线的一部分。