
From: Location Enquiries
Sent: 17 October 2024 09:27
To: PLN - Comments
Subject: FW: Planning Application Consultation: 24/00209/FULMAJ

THIS IS AN EXTERNAL EMAIL

Good morning Amy,

#####Following clarification from the outside party, please find revised response below.#####

24/00209/FULMAJ

Location: Tenter House 45 Moorfields London EC2Y 9AE
Demolition of the Class E unit (and related structures), ground and basement floor slab, car park and access ramp of Tenter House together with the demolition of part of the City Point Plaza floor slab and New Union Street, to provide a new part 14-storey and part 21-storey [+95.25m AOD] office building (Class E(g)(i)) [26,345sq.m GIA], with one ground floor retail unit (Class E(a/b)) [287sq.m GIA], community floorspace at ground floor level (Class F2(b) [142sq.m GIA], new level plaza (open space), and a reconstructed New Union Street, together with cycle parking, waste storage, servicing, landscaping, plant, and other associated works [Total 35,533 sq.m GEA]. Note: Demolition of the existing 11 storey building (except for the Class E Unit and its related structures) will take place pursuant to planning permission reference 17/01050/FULMAJ [RECONSULTATION DUE TO SCHEME AMENDMENTS, INCLUDING REDUCED HEIGHT, AND ADDITIONAL INFORMATION].

Thank you for your consultation.

Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. Therefore, it will need to be demonstrated to the satisfaction of LUL engineers that:

- our right of support is not compromised;
- the development will not have any detrimental effect on our structures either in the short or long term;
- the design must be such that the loading imposed on our structures is not increased or removed;
- we offer no right of support to the development or land.

Therefore, we request that the grant of planning permission be subject to the following separate numbered conditions to be discharged in a phased manner as and when they are completed.

a) Phase 1 – Demolition of existing building down to slab level

All demolition works to take place in accordance with the information approved under (24/00310/MDC).

b) Phase 2: Plaza Works

No works (other than demolition down to basement floor slab level as per the requirements of 12a) and b) above) shall be commenced until detailed design and method statements (in consultation with London Underground), for all of the foundations, basement and ground floor structures below the Plaza, or for any other structures below ground level / Plaza, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which

- a. provides details on all proposed structures;
- b. provides details on the use of tall plant/scaffolding;
- c. accommodates the location of the existing London Underground structures;
- d. accommodate ground movement arising from the construction thereof;
- e. mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

c) Phase 3 and 4: Basement and Tenter House construction

No works (other than demolition and the Plaza Works as per the requirements of 12 a) 12 b) above) shall be commenced until detailed design and method statements (in consultation with London Underground), for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- a. provides details on all proposed structures;
- b. provides details on the use of tall plant/scaffolding;
- c. accommodates the location of the existing London Underground structures;
- d. demonstrates access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering LUL'S land;
- e. demonstrate that there will at no time be any potential security risk to LUL'S railway, property or structures;
- f. accommodate ground movement arising from the construction thereof; and
- g. mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

Kind regards,

Mehmet Kani | Safeguarding Engineer

LU/DLR | Infrastructure Protection | Engineering
Transport for London

7th Floor Zone B, 5 Endeavour Square, Stratford E20 1JN

Please consider the environment before printing this e-mail.

From: Location Enquiries
Sent: Monday, September 30, 2024 5:26 PM
To:
Subject: RE: Planning Application Consultation: 24/00209/FULMAJ

FAO Amy Williams,

Please find amended response with our recommendations numbered per phase

24/00209/FULMAJ

Location: Tenter House 45 Moorfields London EC2Y 9AE
Demolition of the Class E unit (and related structures), ground and basement floor slab, car park and access ramp of Tenter House together with the demolition of part of the City Point Plaza floor slab and New Union Street, to provide a new part 14-storey and part 21-storey [+95.25m AOD] office building (Class E(g)(i)) [26,345sq.m GIA], with one ground floor retail unit (Class E(a/b)) [287sq.m GIA], community floorspace at ground floor level (Class F2(b)) [142sq.m GIA], new level plaza (open space), and a reconstructed New Union Street, together with cycle parking, waste storage, servicing, landscaping, plant, and other associated works [Total 35,533 sq.m GEA].

Note: Demolition of the existing 11 storey building (except for the Class E Unit and its related structures) will take place pursuant to planning permission reference 17/01050/FULMAJ

[RECONSULTATION DUE TO SCHEME AMENDMENTS, INCLUDING REDUCED HEIGHT, AND ADDITIONAL INFORMATION].

Thank you for your consultation.

Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. Therefore, it will need to be demonstrated to the satisfaction of LUL engineers that:

- our right of support is not compromised;
- the development will not have any detrimental effect on our structures either in the short or long term;
- the design must be such that the loading imposed on our structures is not increased or removed;
- we offer no right of support to the development or land.

Therefore, we request that the grant of planning permission be subject to conditions to secure the following:

a) Enabling works

No preparatory works (including removal of roof top plant enclosures; roof top plant rooms; rear conservatory; signage; main reception (including glass cladding); stone cladding panels; rear extension to loading bay; and removal of the railings to the terrace) shall take place until a detailed design and method statement (in consultation with London Underground) for such works has been submitted to and approved in writing by the local planning authority which:

1. provides details on all existing structures;
2. provides details on the use of tall plant / scaffolding;
3. accommodates the location of the existing London Underground Structures;
4. demonstrates that access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering LUL'S land to demonstrate that there will at no time be any potential security risk to our railway, property or structures;
5. accommodates ground movement arising from the demolition thereof.

b) Phase 1 – Demolition of existing building down to slab level

No demolition (other than preparatory works covered by part (a) of this condition) shall take place until a detailed design and method statement (in consultation with London Underground) for demolition has been submitted to and approved in writing by the local planning authority which:

1. provides details on all existing structures;
2. provides details on the use of tall plant /scaffolding;
3. accommodates the location of the existing London Underground Structures;
4. demonstrates that access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering LUL'S land to demonstrate that there will at no time be any potential security risk to LUL'S railway, property or structures;
5. accommodates ground movement arising from the demolition thereof.

c) Phase 2: Plaza Works

No works (other than demolition as per the requirements of 12a) and b) above) shall be commenced until detailed design and method statements (in consultation with London Underground), for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

1. provides details on all proposed structures;
2. provides details on the use of tall plant/scaffolding;
3. accommodates the location of the existing London Underground structures;
4. accommodate ground movement arising from the construction thereof; and
5. mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

d) Phase 3 and 4: Basement and Tenter House construction

No works (other than demolition and the Plaza Works as per the requirements of 12 a) 12 b) and 12 c) above) shall be commenced until detailed design and method statements (in consultation with London Underground), for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

1. provides details on all proposed structures;
2. provides details on the use of tall plant/scaffolding;
3. accommodates the location of the existing London Underground structures;

4. demonstrates access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering LUL'S land;
5. demonstrate that there will at no time be any potential security risk to LUL'S railway, property or structures;
6. accommodate ground movement arising from the construction thereof; and
7. mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

Kind regards,

Mehmet Kani | Safeguarding Engineer

LU/DLR | Infrastructure Protection | Engineering
Transport for London

7th Floor Zone B, 5 Endeavour Square, Stratford E20 1JN



Please consider the environment before printing this e-mail.

-----Original Message-----

From:

Sent: Monday, September 9, 2024 9:53 AM

To: Location Enquiries

Subject: Planning Application Consultation: 24/00209/FULMAJ

Dear Sir/Madam

Please see attached consultation under Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 for Tenter House 45 Moorfields London EC2Y 9AE .

Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Amy Williams
Environment Department
City of London

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This message has been scanned for malware by Forcepoint. www.forcepoint.com



18 October 2024
Crossrail Ref: **CRL-IP-3275A** (Revised conditions)

Dear Amy Williams,

24/00209/FULMAJ : Tenter House 45 Moorfields London EC2Y 9AE

Demolition of the Class E unit (and related structures), ground and basement floor slab, car park and access ramp of Tenter House together with the demolition of part of the City Point Plaza floor slab and New Union Street, to provide a new part 14-storey and part 21-storey [+95.25m AOD] office building (Class E(g)(i)) [26,345sq.m GIA], with one ground floor retail unit (Class E(a/b)) [287sq.m GIA], community floorspace at ground floor level (Class F2(b)) [142sq.m GIA], new level plaza (open space), and a reconstructed New Union Street, together with cycle parking, waste storage, servicing, landscaping, plant, and other associated works [Total 35,533 sq.m GEA].

Transport for London (TfL) administers the Crossrail Safeguarding Direction made by the Secretary of State for Transport on 24 January 2008.

Thank you for your letter dated 17 October 2024, requesting an amendment to the CRL_Safeguarding conditions (CRL-IP-3275 dated 20240930) applied to the above application. I confirm that this application relates to land within the limits of land subject to consultation by the Crossrail Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:

CRL_Safeguarding is happy to amend the conditions as requested to read as follows:

Elizabeth line condition for foundation design and settlement

C1 **The below ground works to the Plaza hereby permitted shall not be commenced until** detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling, any temporary works, and site investigations, have been submitted to and approved in writing by the Local Planning Authority which:-

AND

Construction works to the main building hereby permitted shall not be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling, any temporary works, and site investigations, have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the Elizabeth line infrastructure, including any temporary works associated with the Elizabeth line (formerly known as Crossrail),
- (ii) Mitigate the effects on the Elizabeth line, of ground movement arising from the development. The development shall be carried out in all respects in accordance with the approved design and method statements.

All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i) and C1 (ii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

REASON: To ensure that the development does not prejudice operation of Crossrail and to protect the amenity of occupiers of the proposed building in accordance with the following polices of the Local Plan: CS5, DM16.1.

Elizabeth line Informative - transmitted groundbourne noise & vibration

I1 The Developer is recommended to assess and mitigate the possible effects of noise and vibration arising from the operation of the Elizabeth line

If you require any further information, please contact:

[Redacted]

Yours sincerely,

Will Orlik

Safeguarding Officer (Elizabeth line)

[Redacted]

TfL Infrastructure Protection Team
Floor 7 B5 : 5 Endeavour Square : London : E20 1JN

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Please send, by email, all planning application consultations that are captured by the SoS Crossrail Safeguarding Direction to [Redacted]

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The Elizabeth line (Crossrail) is a new railway that links Heathrow, Maidenhead and Reading in the west to Shenfield and Abbey Wood in the east, using existing Network Rail tracks and new stations and tunnels under Central London.

Transport for London (TfL) administers the Crossrail Safeguarding Direction made by the Secretary of State for Transport on 24 January 2008. The Direction was extended on 29 April 2009 (Maidenhead to Reading) and 14 October 2009 (Abbey Wood to Gravesend and Hoo Junction).