

Planning Applications Sub Committee 13 December 2024

Addendum for Agenda Item 3, 1 Undershaft

1. Additional Representations

Four additional representations have been received

- One from the Elected Lime Street Ward Team (support)
- One from CC Land (supportive of the proposed changes, comments regarding visible sky from St Helen's remain)
- One from Lloyds (withdrawing previous objection)
- One from Eastern City Business Improvement District (BID) (supportive of a number of provisions in the application particularly the public realm proposals)

Copies of the letters are appended to this addendum. The content of the letters is as follows:

The Elected Lime Street Ward Team (Alderman and 4 Councillors)

“After the original plans for redevelopment of 1 Undershaft were deferred in the Planning and Transportation Committee Meeting held in July 2024, the entire elected Lime Street team (Alderman and 4 Councillors) took part in detailed and close engagement with the architect and developers during August and September, to save the maximum possible amount of street level public space. We also discussed other potential changes which we felt would enhance use of space and improve building access at or just above street level.

As a result, a revised design which retains additional public space and reconfigures the lower floors was created. Following these changes and after careful consideration of the revised proposals we are now prepared to support this development in our ward. We support the submission of the revised design to the Planning & Transportation committee in December and keen to continue collaborating both with this committee as well as the development team to achieve the best possible long-term result for those who work in or visit the ward.”

CC Land

“C C Land welcome the redesign of St Helen's Square achieved by setting back and redesigning the proposed building line and main entrance. In particular, we welcome the increase in the ground floor footprint of St Helen's Square, compared to the original application, and the introduction of the digital screen.

C C Land is supportive of these proposed changes which we believe will result in a much improved public realm compared to the original planning application. We are

grateful that our concerns relating to the design of St Helen's Square, combined with those expressed by the insurance industry, have been addressed in a positive way.

We believe our previous comments relating to the terrace gardens and the loss of visible sky from St Helen's Square, were valid, and those concerns remain”.

Lloyds

The representation is in respect of Lloyd's formal position on the revised application. It notes that “Lloyds are not opposed to the re-design and will not be making further representations to the planning department, in respect of 1 Undershaft. We therefore withdraw our objection dated 1 July...”

Eastern City BID

The content of the letter can be summarised as follows:

The Eastern City BID are supportive of the significant development pipeline and projected growth in the area. A number of provisions in the application area welcome as they support the BID's Public Realm Vision, these include:

- The updated plan to deliver enhanced activation at ground floor, specifically on St Helen's Square, which is a much beloved and well used area of open public space in the area. The BID would welcome the opportunity to work with the developer on footfall driving activities to bring greater animation to this space;
- The enhanced greening plan for the public spaces at ground floor, which will support efforts to improve the biodiversity of the Eastern City and improve the overall look and feel of the scheme;
- The feature staircase and fully accessible lifts to the elevated public spaces will support the accessibility and visibility of these new public areas, which is incredibly important. We would encourage efforts to make these gateways highly visible to ensure that accessing these spaces is as seamless as possible.

2. Revised Representation

A revised representation has been received from Transport for London Infrastructure Protection (a copy of the representation is attached to this addendum). This representation supersedes the response received on 21 May 2024 and can be summarised as follows:

Transport for London (Infrastructure Protection) do not object in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to London Underground/DLR infrastructure. Therefore it is recommended that the following condition be secured:

The development hereby permitted shall not be commenced until the following documents, in consultation with London Underground/DLR, have been submitted to and approved in writing by the Local Planning Authority and all development shall be carried out in accordance with the approved details:

Provide details of Ground Movement Assessment (GMA) on London Underground structures and tunnels.

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

Officer response: the recommended condition would be added to the condition schedule.

3. **Representation Correction**

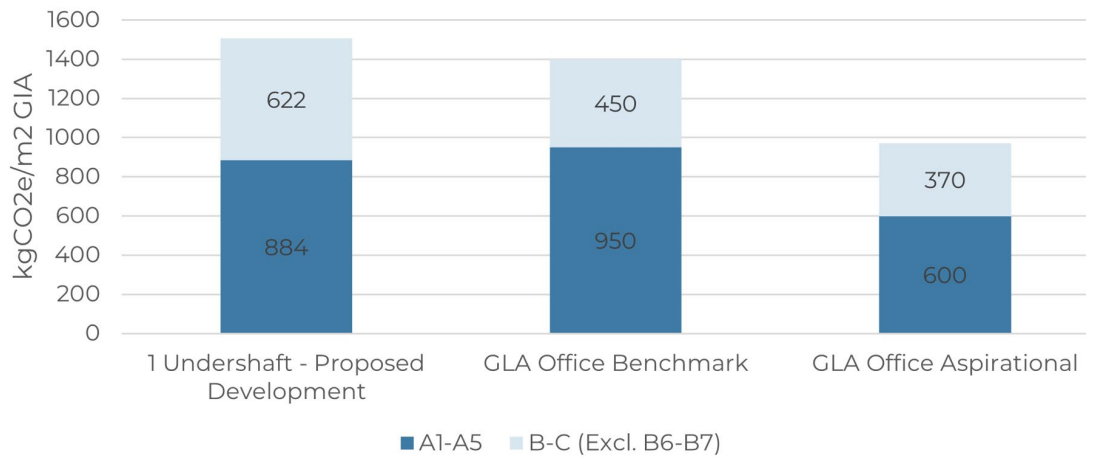
The representations from the church dated 1 July 2024 were not included in the background papers pack in error. Notwithstanding, the content of the representations is summarised at p127 -129 of the committee report. The representations are appended to this addendum.

4. **Sustainability**

Sections 11 to 17 of the Factsheet (p20 – 23 of the committee pack) should be superseded by the following to include updated figures.

11. RETAINED FABRIC	Retained substructure – 22% by mass (to include basement 2 slabs, basement retaining walls, basement 4 raft, and piles beneath) Superstructure – 0% (100% new-build)
12. OPERATIONAL CARBON EMISSION SAVINGS	Improvements against Part L 2021: 9% GLA requirement: 35%
13. OPERATIONAL CARBON EMISSIONS	119,665 tonnes CO ₂ over 60 years 0.664 tonnes CO ₂ per square meter over 60 years (includes life-cycle modules B6+B7)
14. EMBODIED CARBON EMISSIONS	PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA BENCHMARKS

Whole Life Embodied Carbon Comparison



Embodied carbon comparison to GLA Benchmark [kg CO₂e/m²]

Upfront embodied carbon: 159,415 tonnes CO₂e / 884 kgCO₂e per sqm





Embodied carbon: 270,816 tonnes CO₂e / 1,501 kgCO₂e per sqm

15. WHOLE LIFE - CYCLE CARBON EMISSIONS

Total embodied and operational carbon: 390,481 tonnes CO₂
 Embodied and operational carbon per square meter: 2,165kg CO₂/sqm

16. WHOLE LIFE - CYCLE CARBON OPTIONS

Carbon Optioneering

	Option 1 Minor Refurb	Option 2 Major Refurb	Option 3 Major Refurb with Extension	Option 4 New Build
				
Structure	Full retention	Full retention	Full retention of superstructure, partial retention of substructure, extension	Demolition of existing superstructure, partial retention of basement and foundations
Façade	Full Replacement, retaining current aesthetic	Full Replacement, retaining current aesthetic	New unitted façade	New unitted façade
MEP	Full replacement, retaining current % gas and % electric split	New MEP, 100% electric	New MEP, 100% electric	New MEP, 100% electric
Finishes and FF&E	New Finishes and FF&E	New Finishes and FF&E	New Finishes and FF&E	New Finishes and FF&E
GIA, m2	51662	51662	157510	183142
Reference Study Period, years	60	60	60	60
Upfront Embodied Carbon (A1-A5), kgCO2e/m2 GIA	450	469	744	900
% Substructure retained relative to existing (by mass)	100%	100%	40%	40%
% Superstructure retained relative to existing (by mass)	100%	100%	100%	0%
% Façade retained relative to existing (by mass)	0%	0%	0%	0%
Lifecycle Embodied Carbon (A-C Excl. B6-B7), kgCO2e/m2 GIA	1218	1271	1376	1548
Operational Energy (B6), kgCO2e/m2 GIA	1842	305	137	137
Total WLCA (A-C excl. B7)+pre-demolition, kgCO2e/m2 GIA	3060	1576	1516	1697
Lifecycle Embodied Carbon (A-C Excl. B6-B7), tonnes CO2e	62942	65657	216732	283545
Operational Energy (B6), tonnesCO2e	95152	15747	21604	25120
Total WLCA (A-C excl. B7)+pre-demolition, tonnes CO2e	158094	81404	238736	310847

17. TARGET BREEAM RATING

Score of office uses: 86.44%
Score retail and other uses: 86.82%

Good	Very Good	Excellent	Outstanding
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Policy target Excellent or Outstanding

Paragraph 1684 and the subsequent table should read as follows with the text in bold added:

The table below shows whole life-cycle carbon emissions per square meter for the whole building in relation to the GLA benchmarks for offices at planning application stage (including cultural uses – the GLA guidance advises to select the most relevant building use in providing data). The revised 2023 scheme data are shown in bold, and the 2023 scheme data (where different from the revised scheme) in brackets. **The operational carbon intensity has slightly reduced compared to the 2023 scheme,**

and as a result the whole life-cycle carbon intensity would be lower, as shown below:

Scope	Proposed Redevelopment	Benchmark	GLA Benchmark
RICS components	kgCO2/m2	kgCO2/m2	
A1-A5	884 (883)	< 950	GLA Standard
		< 600	GLA Aspirational
B-C (excl. B6/B7)	622 (623)		
A-C (excluding B6-B7)	1,501	< 1400	GLA Standard
		< 970	GLA Aspirational
B6+B7	664 (746)		
A-C (including B6-B7)	2,165 (2,247)		

Paragraph 1685 of the report should read as follows with the updated figures in bold:

The proposed whole site development would result in overall whole life-cycle carbon emissions of ~~405,284,965~~ **390,480,848** kgCO2 being emitted over a 60-year period. Of this figure, the operational carbon emissions would account for ~~134,469,105~~ **119,664,988** kgCO2 (~~33.2%~~ **30.6%** of the building's whole life-cycle carbon), and the embodied carbon emissions for 270,815,860 kgCO2, (~~66.8%~~ **69.4%** of the building's whole life-cycle carbon).

5. Public Realm

Section 7 of the Factsheet (p20 of the committee pack) should be superseded by the following to include updated figures.

	Existing	Original Scheme (Dec 2023)	Revised 2023 scheme (October 2024)
St Helens Square	2,450 sqm	1,752 sqm (698 sqm reduction)	1,945 sqm (505 sqm reduction)
Public Realm (GF)	4,669 sqm	3,821 sqm	3,967 sqm

Podium (Level 11)	0 sqm	2,459sqm	2,515 sqm
TOTAL	4,669 sqm	6,280 sqm	6,482 sqm

- Page 173, paragraph 273; ‘3942sqm’ should be replaced with ‘3,134sqm’.
- Page 173, paragraph 274 b; ‘Western Public Space’ should be replaced with ‘Undershaft Square’.
- Page 175, paragraph 278 5; ‘Cultural Plan’ should be replaced with ‘Cultural Management Plan’.
- Page 178 paragraph 283 c; ‘concrete’ should be replaced with ‘grey stone’.
- Page 182 paragraph 294; ‘2.4m should be replaced with ‘2.5m’.
- Page 187, paragraph 317; ‘3,976sqm’ should be replaced with ‘3967sqm’.
- Page 187, paragraph 317; ‘7,555sqm’ should be replaced with ‘7546sqm’.

6. Amendments

- Page 5, second paragraph, second sentence should read “The proposal comprised demolition of the existing building and its replacement with a new 73 storey (plus ground)...”
- Page 146 paragraph 171: 104, 50 sqm should be replaced with 104,500 sqm.
- Page 184 the title ‘Level 73 and 73 Terrace’ should be replaced with ‘Level 72 and Level 73 Viewing Gallery’.
- Page 165 paragraph 244 correct 10 CorTen external columns to 9 CorTen external columns.
- Page 168 paragraph 258 correct four monorail systems to three monorail systems.
- Page 235 paragraph 557 correct 1 Leadenhall to 122 Leadenhall.
- Page 347 paragraph 1132 reference is made to three blue badge bays. This should be two blue badge bays.

**To the attention of Planning and
Transportation Committee**



Dear Chair and Town Clerk,

After the original plans for redevelopment of 1 Undershaft were deferred in the Planning and Transportation Committee Meeting held in July 2024, the entire elected Lime Street team (Alderman and 4 Councillors) took part in detailed and close engagement with the architect and developers during August and September, to save the maximum possible amount of street level public space. We also discussed other potential changes which we felt would enhance use of space and improve building access at or just above street level.

As a result, a revised design which retains additional public space and reconfigures the lower floors was created. Following these changes and after careful consideration of the revised proposals we are now prepared to support this development in our ward. We support the submission of the revised design to the Planning & Transportation committee in December and keen to continue collaborating both with this committee as well as the development team to achieve the best possible long-term result for those who work in or visit the ward.

Yours Sincerely,

Lime Street Ward Team

**Alderman Sir Charles Bowman
Deputy Henry Colthurst
Councillors**

**Dominic Christian
Anthony Fitzpatrick
Irem Yerdelen**



For the attention of Gemma Delves

City of London
Guildhall
PO Box 270
London EC2P 2EJ

10 December 2024

Dear Gemma

Ref: 23/01423/FULEIA

1 Undershaft, London EC3A 8EE

Representations by C C Land, owners of The Leadenhall Building

Further to our objection to the above application submitted in letters dated 23 April 2024 and 14 June 2024, we would like to thank you for consulting with us on the proposed amendments.

C C Land welcome the redesign of St Helen's Square achieved by setting back and redesigning the proposed building line and main entrance. In particular, we welcome the increase in the ground floor footprint of St Helen's Square, compared to the original application, and the introduction of the digital screen.

C C Land is supportive of these proposed changes which we believe will result in a much-improved public realm compared to the original planning application. We are grateful that our concerns relating to the design of St Helen's Square, combined with those expressed by the insurance industry, have been addressed in a positive way.

We believe our previous comments relating to the terrace gardens and the loss of visible sky from St Helen's Square, were valid, and those concerns remain.

Yours sincerely

Justin Black
Head of Development
C C Land UK

Cc

From: Blacker, Terry <
Sent: 11 December 2024 13:43
To: Wilson, Peter
Cc: Delves, Gemma
Subject: RE: 1 Undershaft / Lloyds

THIS IS AN EXTERNAL EMAIL

Dear Peter

Following our discussion, I wanted to write in respect of Lloyd's formal position related to the revised planning application. Please note that Lloyd's are not opposed to the re-design and will not be making further representation to the planning department, in respect of 1 Undershaft. We therefore withdraw our objection dated 1st July, attached.

I hope that this is helpful.

Kind regards

Terry Blacker

Terry Blacker

Head of Corporate Real Estate

Lloyd's

One Lime Street, EC3M 7HA



Bruce Carnegie-Brown
Chairman

1 July 2024

Chief Planning Officer
City of London Corporation
Guildhall EC2P 2EJ



Dear Chief Planning Officer

1 Undershaft

I write to add my voice to those who have expressed concern about the loss of open space which would result from the proposed re-development of 1 Undershaft.

The City of London has a commendable record of opening up additional public space at street level whenever new development plans are approved. For the first time in recent memory, the plans for 1 Undershaft would rob the City of a really important convening space. The compensatory offer of public amenity space on the 11th floor of the new building does not address this and I believe the necessary security requirements would make outdoor space on the 11th floor significantly less attractive than the space it would replace.

I urge you to reject these plans as currently presented.

Yours faithfully



Environment Department
City of London
PO Box 270
Guildhall
London EC2P 2EJ

Submitted via email to PLNComments@cityoflondon.gov.uk

FAO: Gemma Delves, Planning Case Officer

Planning Application Ref: 23/01423/FULEIA

Re: Planning Consultation for 1 Undershaft London EC3A 8EE

Tuesday 10th December 2024

Dear Gemma,

The Eastern City is proud to be making a representation in relation to the above planning application. We are a Business Improvement District (BID) covering the tall building cluster in the City of London. Our investment partnership is made up of the businesses that call this part of the Square Mile home, primarily financial and professional services companies that make up around 40% of the businesses in this area.

We operate under a mandate from those paying member businesses to deliver our Business Plan (2022-2027), providing hyper local area wide projects and services to support business growth and vibrancy, working with occupiers, property owners and developers and our public sector partners.

Given our holistic and strategic approach, it is appropriate that we make representations on key planning applications, and in particular, those that have an impact on the wider area, public amenity provision and ground floor public realm.

For clarity, it is not the role of the BID to explicitly support or oppose any specific planning application and this is not the purpose of this letter. Rather, we view aspects of the above application in relation to our published evidence base – namely our [Public Realm Vision \(2024\)](#) – which is rooted in insight, data and consultation with our member businesses, key stakeholders and the public.

We are supportive of the significant development pipeline and projected growth in the area. We see this as a positive thing for the Eastern City, bringing benefits such as increased vibrancy and economic growth to this globally important area and unique part of the City. This is an area that has driven change for 2000 years, a hub of economic activity and the growing Destination City agenda. We are excited about the opportunities provided by the future growth of the area. In the context of this growth, our public realm and the ‘spaces between the buildings’ are ever more important.

We are grateful to the developer for their consultation and positive engagement with the BID through the planning process. We have shared our Public Realm Vision with them and drawn specific attention to the development’s strategic location in the Eastern City, aligned with the project family routes set out in the document. We would urge consideration of these priority

areas in relation to the proposed development's wider context. In addition, the Public Realm Vision outlines our seven key principles, which are:

- Welcoming publicly accessible spaces – designing spaces that are inviting and accommodating;
- Resilient trees and planting – ensuring the area is as green as possible;
- Lively uses and activity – creating a dynamic and energetic place;
- Intuitive navigation – making it easier to reach your destination;
- Historic character and lighting – celebrating and improving the heritage features;
- A mobility environment which is accessible to all – establishing environments where modes of movement can co-exist;
- A safe and secure neighbourhood – promoting spaces where all users feel safe.

Considering the above scheme against these principles, we welcome a number of provisions in the application and look forward to working with the developer should the scheme receive approval.

Specifically, we wish to draw attention to the following aspects of this application, which support our outlined principles above;

- The updated plan to deliver enhanced activation at ground floor, specifically on St Helen's Square, which is a much beloved and well used area of open public space in the area. The BID would welcome the opportunity to work with the developer on footfall driving activities to bring greater animation to this space;
- The enhanced greening plan for the public spaces at ground floor, which will support efforts to improve the biodiversity of the Eastern City and improve the overall look and feel of the scheme;
- The feature staircase and fully accessible lifts to the elevated public spaces will support the accessibility and visibility of these new public areas, which is incredibly important. We would encourage efforts to make these gateways highly visible to ensure that accessing these spaces is as seamless as possible.

We hope this is a helpful contribution ahead of the committee meeting on Friday 13th December 2024.

Yours sincerely



Nick Carty
Chair, Eastern City

From: Location Enquiries < >
Sent: 28 November 2024 18:12
To: Watson, Davis
Subject: RE: Planning Application 23/01423/FULEIA NOTIFICATION

THIS IS AN EXTERNAL EMAIL

Good afternoon Davis,

Location: 1 Undershaft London EC3A 8EE

Demolition of the existing buildings, retention and partial expansion of existing basement plus construction of a ground, plus 73 storey building (plus plant) for office use (Use Class E(g)); Retail/food and beverage (Use Class E(a)-(b)); Public amenity space (Flexible Class E(a)-(d) / Class F1 / Sui Generis); publicly accessible education space and viewing gallery at levels 72 and 73 (Sui Generis); public cycle hub (Sui Generis); plus podium garden at level 11, public realm improvement works, ancillary basement cycle parking, servicing, plant, highway works and other works associated with the proposed development.

I am writing to enquire if it is still possible to include a comment on the proposal above. Upon review of the application and drawings upon receipt of the sub-committee meeting we would like to revise our original response dated 21 May 2024.

REVISED RESPONSE

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 LU/DLR infrastructure.

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

The development hereby permitted shall not be commenced until the following documents, in consultation with London Underground/DLR, have been submitted to and approved in writing by the local planning authority which:

1. Provide details of Ground Movement Assessment (GMA) on London Underground structures and tunnels.

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 a 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



Mitigating risk - while helping London develop.

Please consider the environment before printing this e-mail.



St Helen's Bishopsgate

Ms Georgia McBirney
Corporation of London
PO Box 270
Guildhall
London
EC2P 2EJ

■ St Helen's Church
Great St Helen's
London EC3A 6AT

■ reception@st-helens.org.uk
+44(0)20 7283 2231

■ www.st-helens.org.uk

1st July 2024

Dear Ms McBirney

Planned redevelopment of One Undershaft (ref. 23/01423/FULEIA)

Update on discussions between Aroland and St Helen's Church

On 23rd February 2024 Washbourne Consulting Limited lodged concerns about the planned redevelopment of 1 Undershaft on behalf of their client St Helen Bishopsgate. Concerns were expressed about the impact of the development on the setting, daily activity and fabric of St Helen Bishopsgate and St Andrew Undershaft.

Since then (and prior to that) Aroland Holdings, along with development managers Perennial Holdings and Stanhope PLC, have been in constructive discussions with the churches of St Helen Bishopsgate and St Andrew Undershaft with respect to the impact the proposed scheme would have on each church. Discussions have centred on the potential impacts on the physical integrity and fabric of the church buildings and on the conduct of the ministry conducted within each building. The latter issue is recognised as a particular concern for the churches.

Good progress has been made on potential measures to mitigate the likely impacts of the development, both during and after construction. Whilst some details of the revised NMA are still to be finalised and documented, based on the principles already agreed, the constructive approach of the developer, and assuming their continued good faith, the church is withdrawing its objection to the planned scheme.

This letter aims to update you on the progress of those discussions and the measures being contemplated to address concerns. With Aroland's support, the letter is also asking for an additional, noise-related, planning condition, related to the road surfacing of Undershaft.

■ CHARITY NAME
The Parochial Church Council
of the Ecclesiastical Parish of
St Helen, Bishopsgate

■ REGISTERED CHARITY NO. 1131501

Impact on the setting of the churches and use of s.106 funds

Such a large development will have a major impact on its surroundings, including the setting of the two churches. The Planning Committee acknowledges this in paragraph 589 of their report: "...would have an overbearing presence in relation to the church...".

We make no comment on the design of the scheme, but remain concerned about the impact that the overshadowing will have on the environmental conditions around St Helen's, and the condition of its fabric. As Historic England points out: "...St Helen's Church already appears to be suffering from biological growth due to moisture. This will be exacerbated by the proposed development...".

Whilst we have not yet agreed any specific measures or remedies, since the impact is not yet fully known, Aroland is committed to work with us to ensure the church and churchyard are protected from any further deterioration, and this is included in the Heads of Terms for the NMA.

Protection of the church's work during demolition and construction

Aroland is committed to ensuring that mitigation measures implemented during the development are acceptable to the Churches. The parties are in active discussion with respect to heads of terms for a neighbourly matters agreement, which includes, amongst other items:

- Expansion of the "protected time periods" offered to the Churches, to cover St Helens and St Andrews, during which noisy works will be precluded to limit the impact on the ministry
- A protocol for the control of noise, dust and vibration
- Noise mitigation measures on the development site and new glazing for the church office (the developer has offered to install permanent secondary glazing for the whole of the church, which would make a major difference to noise levels during and after construction; unfortunately, that has so far been refused by the Diocese of London given the historic nature of the church)
- Periodic cleaning during and after construction
- Contributing to enhancements to the infrastructure of St Helens, including its drainage and ventilation
- Potential access to excess heat from 1US
- Designing and implementing a lighting improvement scheme, along with re-landscaping the South Square
- Regularisation of the boundaries between the church and 1 Undershaft

Protection of the church's work after construction

The churches are a very active and intensively used part of the City community. They also need to be quiet spaces for reflection, meditation, teaching, prayer and worship. Within the scheme they are recognised as sensitive receptors, since their age and construction does not have the sound attenuation of modern buildings.

We have therefore been discussing with the developers how to keep noise levels, post-construction, at the same level as present-day levels. The two major areas of concern remain noise from the roadway, which is being relocated much closer to the church building, and noise from the use of 1US.

We have agreed measures in principle with Aroland, but are asking for conditions to be attached to any planning permissions granted, or obligations added into the section 106 agreement, to ensure that they do not get overlooked. Two of these are already included in the draft Conditions set out in the planning recommendations. The roadway surface and traffic management would be an additional condition, as well as further strengthening of noise control measures:

Controlling noise from the use of the building:

- We support the draft Conditions for controlling excess noise levels from the Podium Garden on Level 11 and outdoor terraces on levels 30 & 48 (covered by draft Conditions 4 & 5)

- We would like the management protocols for the education centre entrance to be enhanced, so that arriving and departing large school groups do not lead to excessive noise during the church's quiet periods (strengthening of section 106 obligations)

Minimising traffic noise from the relocated Undershaft:

- Use of appropriately quiet road surfaces for Undershaft (given the proximity of the new road layout to the church, the quietest possible road surface is needed)

- A traffic management system for Undershaft which minimises traffic and can be effectively enforced

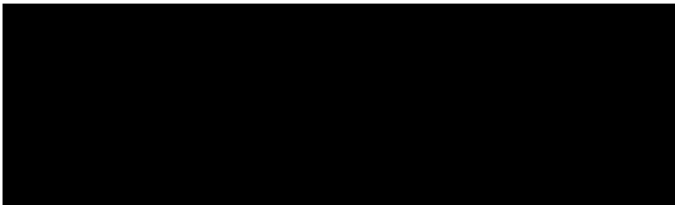
These have been discussed with Aroland and their advisers and have their support. Washbourne Consulting has provided, separately, some potential wording for the enhancements.

Neighbourly Matters Agreement

The proposed neighbourly matters agreement is intended to address the specific requirements and concerns of the Churches, and the Heads of Terms for this are almost finalised . The parties have maintained a collaborative relationship throughout the negotiations and, assuming all of the church's remaining concerns can be satisfactorily addressed, we expect that the neighbourly matters agreement could be concluded in short order once heads of terms have been finalised.

Based on progress so far, and the good faith shown by the developers, the church is withdrawing its previous objections. But it is asking the planning authorities to attach conditions to any permissions granted (in particular to cover the noise-related areas outlined above).

Yours sincerely,



Jeremy Anderson CBE
Vice-Chair, Parochial Church Council of St Helen Bishopsgate

From: Mike Washbourne <[REDACTED]>
Sent: Monday, July 1, 2024 11:04 AM
To: McBirney, Georgia <[REDACTED]>; Delves, Gemma <[REDACTED]>; Elizabeth Christie <[REDACTED]>; Paul Conolly <[REDACTED]>; Jeremy Anderson <[REDACTED]>
Cc: Chris Skelt <[REDACTED]>; Richard Tett <[REDACTED]>
Subject: 1 Undershaft - St Helens Bishopsgate and St Andrew Undershaft
Importance: High

THIS IS AN EXTERNAL EMAIL

Dear Georgia,

Thank you for our discussion this morning.

You have taken a note of the points we ran through and will be discussing these with colleagues, in order to confirm the Corporation's position.

I have explained my client's position with regard to SHB's intention to write to your department ahead of tomorrow morning's planning committee, to confirm the churches' position in terms of the proposed development / the planning application.

We have agreed to speak again at 3 / 3.30pm this afternoon and you are kindly going to let me know which time.

As I explained, my client SHB and SAU have over the past few days had productive meetings with Aroland and Stanhope.

Most issues have been resolved and the Neighbourly Matters Agreement (NMA) is nearing conclusion for co-signatures. You have suggested that we send the latest version ASAP, for the Corporation's understanding and for context. In that respect, I am copying in those most closely involved at SHB with the NMA and we will advise again very shortly.

I queried whether the NMA would be referenced in the S106 and you are seeking instructions in that regard.

The most important outcome for SHB from discussions at the end of last week is that both parties wish to enable the s106 funds (£500k) to be used for the fabric of the church, as well as for the churchyard. I understand this has Aroland's full support – and I am copying in Liz Christie (to whom I hope to speak later this morning).

In short, we are asking that the use of the s.106 funds should include both the churchyard and the external fabric of the designated heritage asset. As noted by Heritage England, St Helen's Church is already suffering from biological growth due to moisture (stemming from a lack of sunlight reaching the building). It will be exacerbated by the proposed development.

This will degrade the quality of the public realm and the sight of the church in its midst. We would like the s.106 parameters to include the cleaning and protection of the church fabric to protect the asset and maximise its public benefit contribution.

I went through with you SHB's request that the Corporation strengthen certain planning conditions (as currently drafted in the committee report) and for two aspects to be added as new conditions. I understand that these matters have Aroland's support.

New condition: to ensure that the composition and surface treatment for Undershaft shall be composed of the quietest material available and so maintained in the future (suitable wording required – this is a departure from the 'standard reference' to the Corporation's Highways department's materials palette).

New condition: to ensure that effective traffic management proposals are drawn up and agreed with the objective of seeking to minimise traffic movement along Undershaft (suitable wording required).

Condition 5 – we would ask that this be amended, re. Level 11 Podium. The current draft is inadequate and needs broadening. We would suggest:

5 Amplified Music

"No amplified or other music shall be played on the roof terraces, balconies or Level 11 Podium Garden.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan and to protect St Helen Bishopsgate from possible adverse impact: DM15.7, DM21.3.

No amplified or other music, speeches or any noise shall be played on the roof terraces, balconies or Level 11 Podium Garden. Further, noise levels on the roof terraces, balconies or Level 11 Podium Garden shall be limited so as not to cause the noise level inside St Helen Bishopsgate to exceed the current noise level."

(Note: if agreed, this amended condition will require current noise levels to be measured to give the detail for C5, which is of course, welcomed by my client)

We have been discussing with Aroland SHB's wish to see modification and expansion of the wording of draft Condition 46 – and Liz has responded by arguing that condition 46 is intended to be an approval of details condition only, rather than an operational condition.

What SHB is seeking is typically covered off in the detailed drafting of the s106 management plans for the respective places. Provided that access, signage/wayfinding, booking, queuing etc arrangements would be covered off in these management plans. Provided SHB will be able to see the various management plans and be afforded an opportunity to discuss these with you and your colleagues and to input accordingly as they are drawn up and ratified, this appears to be an effective way forward. You have agreed to liaise with colleagues on this point and to let us know later today.

The s106 Heads of Terms are listed on pages 426-427 of the committee report and include for:

- a. Public viewing gallery management plan;
- b. Level 11 public podium strategy;
- c. Education and Museum Space Management and Promotion Plan; and
- d. Delivery and Servicing Management Plan (including Consolidation).

SHB would wish to be involved in these 4 areas.

We understand that site servicing will be dealt with in the Delivery and Servicing Management Plan which the Corporation wishes to see in a single consolidated delivery plan for the building, rather than individual spaces. Again, my client would wish to have your authority's express agreement that they may see the document as it is prepared and be able to make comments along the way.

Condition 46: to be amended. I understand that my client's suggestion that the following text be added to the current draft is supported by Aroland. We would suggest strengthening the condition by adding the following text:

"Arrangements for accessing, navigating and managing the ground floor lobby entrances to the podium terrace, public garden walkway, education and cultural attractions and the public viewing gallery and how these aspects of the development will handle visitors, site servicing, signage and wayfinding, group bookings, and people congregating, queuing, arriving and exiting such facilities will be carefully managed, especially to limit noise impacts and disruption e.g. from queues of people waiting outside and in proximity to St Helens Bishopsgate and St Andrew Undershaft".

Town Legal have suggested that a short note be added in the committee addendum relating to pages 426 and 427 of the committee report to the following effect:

"St Helen's Bishopsgate have requested that arrangements for accessing the public spaces in the building, including signage/wayfinding, queuing and booking arrangements, should be managed in a way to limit noise impacts and disruption to St Helen's Bishopsgate and St Andrew Undershaft. These matters will be dealt with in the relevant management plans listed above. These management plans will also require ongoing monitoring and review of the operation of these spaces and an ability for the City to request amendments to the relevant management plan if necessary".

This seems fair and appropriate – and we would appreciate your response on the suggestion.

I trust this note is clear and appropriate and I look forward to discussing matters with you later today.

Kind regards,

Mike

mobile [REDACTED]

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