

From: [PlanningGatewayOne](#)
To: [PLN - Comments](#)
Subject: RE: Planning Application Consultation: 25/00529/FULEIA (Our Ref 25-0146)
Date: 02 May 2025 10:21:47
Attachments: [image001.png](#)

THIS IS AN EXTERNAL EMAIL

Good morning,

Thank you for your email in relation to 25/00529/FULEIA

HSE is the statutory consultee for planning applications that involve or may involve a relevant building. Relevant building is defined as:

- contains two or more dwellings or educational accommodation and
- meets the height condition of 18m or more in height, or 7 or more storeys

“Dwellings” includes flats, and “educational accommodation” means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A(9) of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended by article 4 of the 2021 Order.

However, from the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

Once again thank you for your email, if you require further advice with regard to this application, please do not hesitate to contact the planning gateway one team quoting our reference number in all future correspondence.

Kind Regards

Allison Gray

Allison Gray | Operational Support Planning Gateway One | Building Safety Division

✉: planninggatewayone@hse.gov.uk



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

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>
Sent: 02 May 2025 10:04
To: PlanningGatewayOne <PlanningGatewayOne@hse.gov.uk>
Subject: Planning Application Consultation: 25/00529/FULEIA

Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .
Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Alex Thwaites
Environment Department
City of London

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PLNComments@cityoflondon.gov.uk

02 May 2025
Crossrail Ref: CRL-IP-3419

Transport for London
Crossrail Safeguarding
5 Endeavour Square
LONDON
E20 1JN

Dear Alex Thwaites,

25/00529/FULEIA : 130 Fenchurch Street London EC3M 5DJ

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

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 02 May 2025, requesting the views of TfL on the above application. I confirm that this application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction.

I have no comment on the application.

If you require any further information, please contact:
CRL_Safeguarding@tfl.gov.uk

Yours sincerely,

Safeguarding Officer (Elizabeth line)
TfL Infrastructure Protection Team
Floor 7 Red Zone: 5 Endeavour Square : London : E20 1JN

.....
Note: please send, by email, all planning application consultations that are captured by the SoS Safeguarding Direction to CRL_Safeguarding@tfl.gov.uk
.....

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).

From: [Active Travel England Planning](#)
To: [Pln - CC - Development Dc](#)
Subject: LPA Reference: 25/00529/FULEIA Standing Advice Response
Date: 02 May 2025 15:24:10

You don't often get email from planning-consultations@activetravelengland.gov.uk. [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

LPA Reference: 25/00529/FULEIA

ATE Reference: ATE/25/00647/FULL

Site Address: 135 FENCHURCH STREET, LONDON, EC3M 5DJ

Proposal: Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Standing Advice

Dear Sir/Madam,

Thank you for your email.

In relation to the above planning consultation and given the role of Transport for London (TfL) in promoting and supporting active travel through the planning process, Active Travel England (ATE) will not be providing detailed comments on development proposals in Greater London at the current time. However, ATE and TfL have jointly produced a standing advice note, which recommends that TfL is consulted on this application where this has not already occurred via a Stage 1 referral to the Mayor of London. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

Regards,



Development Management Team

Active Travel England

West Offices Station Rise, York, YO1 6GA

Follow us on Twitter [@activetraveleng](#)

Instagram [@activetravelengland](#) and on [LinkedIn](#)

]]>

[ref:a0zTw000003pw9tIAA;576948da66ed31385174ae657b0fb581:ref]

From: [NATS Safeguarding](#)
To: [PLN - Comments](#)
Subject: RE: Planning Application Consultation: 25/00529/FULEIA [SG37998]
Date: 08 May 2025 09:59:03
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

THIS IS AN EXTERNAL EMAIL

Our Ref: SG37998

Dear Sir/Madam

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Yours faithfully

NATS

NATS Safeguarding

E: natssafeguarding@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



NATS Internal

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>

Sent: 02 May 2025 10:17

To: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Subject: Planning Application Consultation: 25/00529/FULEIA

Your attachments have been security checked by Mimecast Attachment Protection. Files where no threat or malware was detected are attached.

Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .

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

Kind Regards

Planning Administration

On behalf of

Alex Thwaites

Environment Department

City of London

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NATS means NATS (En Route) plc (company number: 4129273), NATS (Services) Ltd (company number 4129270), NATSNAV Ltd (company number: 4164590) or NATS Ltd (company number 3155567) or NATS Holdings Ltd (company number 4138218). All companies are registered in England and their registered office is at 4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL.

Alex Thwaites
City of London
Dept. of the Built Environment
PO Box 270
London
EC2P 2EJ

Our ref: NE/2025/138147/01
Your ref: 25/00529/FULEIA
Date: 8 May 2025

Dear Alex,

130 Fenchurch Street London EC3M 5DJ

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Thank you for consulting us on the above planning application. There are no environmental constraints within our remit at this site, and therefore **we have no comments** on application. Please consider the general advice on water resources, for which we recommend the applicant considers for this application.

Water Resources

Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants.

We recommend that all new non-residential developments of 1000sqm gross floor area or more (i.e. 'major' developments) should achieve the [BREEAM 'excellent' standard](#) for water consumption (category 'WAT 01'), or equivalent. This standard may already be a requirement of the local planning authority.

Cont/d..



INVESTOR IN PEOPLE



We also recommend you contact your local planning authority for more information.

Pre Application Advice

Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk

Further information on our charged planning advice service is available at; <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>.

Final comments

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.

Should you have any queries regarding this response, please do not hesitate to contact me on HNLsustainableplaces@environment-agency.gov.uk, quoting the reference at the beginning of this letter.

Yours sincerely,

Harry Scott
Planning Advisor

E-mail: HNLsustainableplaces@environment-agency.gov.uk
Telephone: 02030251774

Alex Thwaites
Environment Department
City of London

13 May 2025

Dear Amy

Re: Planning Application No: 25/00529/FULEIA - Demolition of existing buildings and the construction of a mixed-use development of 34 storeys above ground level at 145.86m AGL & 161.46m AOD at 130 Fenchurch Street, London EC3M 5DJ

Our Ref: LGW5844

Thank you for your letter/email dated 02 May 2025, regarding the above-mentioned consultation.

It appears from the details submitted under this consultation that there will be no impacts with regard to aerodrome safeguarding in relation to London Gatwick.

This response relates only to London Gatwick, other airports will have different requirements.

For information, please note that the DfT Circular 'Town & Country Planning (safeguarded aerodromes, technical sites & Military Explosives Storage Areas) Direction 2002, under Annexe 2 'High Structures', requires that Local Planning Authorities notify CAA of any buildings or works extending 91.4m or more above ground level, as soon as permission has been granted. Please notify CAA at arops@caa.co.uk

For details of the information to be submitted please refer to the circular at [The town and country planning \(safeguarded aerodromes, technical sites and military explosives storage areas\) direction 2002 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/264441/The_town_and_country_planning_(safeguarded_aerodromes,_technical_sites_and_military_explosives_storage_areas)_direction_2002_-_GOV.UK.pdf)

If you have any queries, please do not hesitate to contact me.

Yours sincerely

Amanda Purdye, Aerodrome Safeguarding Officer
For and on behalf of London Gatwick
Email: gal.safeguarding@gatwickairport.com

Date: 14 May 2025
Our ref: 511790
Your ref: 25/00529/FULEIA



City of London

BY EMAIL ONLY

PLNComments@cityoflondon.gov.uk

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Dear Sir/Madam,

Planning consultation: Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Location: 130 Fenchurch Street London EC3M 5DJ

Thank you for your consultation on the above dated 02 May 2025 which was received by Natural England on 02 May 2025.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out at Annex A.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours faithfully

Samuel Norton
Consultations Team

Annex A – Natural England general advice

Protected Landscapes

Paragraph 189 of the [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/national-planning-policy-framework) (NPPF) requires great weight to be given to conserving and enhancing landscape and scenic beauty within Areas of Outstanding Natural Beauty (known as National Landscapes), National Parks, and the Broads and states that the scale and extent of development within all these areas should be limited. Paragraph 190 requires exceptional circumstances to be demonstrated to justify major development within a designated landscape and sets out criteria which should be applied in considering relevant development proposals. Section 245 of the [Levelling-up and Regeneration Act 2023 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2023/1/section/245) places a duty on relevant authorities (including local planning authorities) to seek to further the statutory purposes of a National Park, the Broads or an Area of Outstanding Natural Beauty in England in exercising their functions. This duty also applies to proposals outside the designated area but impacting on its natural beauty.

The local planning authority should carefully consider any impacts on the statutory purposes of protected landscapes and their settings in line with the NPPF, relevant development plan policies and the Section 245 duty. The relevant National Landscape Partnership or Conservation Board may be able to offer advice on the impacts of the proposal on the natural beauty of the area and the aims and objectives of the statutory management plan, as well as environmental enhancement opportunities. Where available, a local Landscape Character Assessment can also be a helpful guide to the landscape's sensitivity to development and its capacity to accommodate proposed development.

Wider landscapes

Paragraph 187 of the NPPF highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape and Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Guidelines for Landscape and Visual Impact Assessment \(GLVIA3\) - Landscape Institute](https://www.landscapeinstitute.org/resources/guidelines-for-landscape-and-visual-impact-assessment-glvia3/) for further guidance.

Biodiversity duty

Section 40 of the [Natural Environment and Rural Communities Act 2006 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2006/14/section/40) places a duty on the local planning authority to conserve and enhance biodiversity as part of its decision making. We refer you to the [Complying with the biodiversity duty - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/complying-with-the-biodiversity-duty) for further information.

Designated nature conservation sites

Paragraphs 193-195 of the NPPF set out the principles for determining applications impacting on Sites of Special Scientific Interest (SSSI) and habitats sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)). Both the direct and indirect impacts of the development should be considered.

A Habitats Regulations Assessment is needed where a proposal might affect a habitat site (see [Habitats regulations assessments: protecting a European site - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/habitats-regulations-assessments-protecting-a-european-site) and Natural England must be consulted on 'appropriate assessments' (see [Appropriate assessment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/appropriate-assessment) for more information for planning authorities).

Natural England must also be consulted where development is in or likely to affect a SSSI and provides advice on potential impacts on SSSIs either via the [SSSI Impact Risk Zones \(England\) \(arcgis.com\)](https://arcgis.com) or as standard or bespoke consultation responses. Section 28G of the Wildlife and Countryside Act 1981 places a duty on all public bodies to take reasonable steps, consistent with the proper exercise of their functions, to further the conservation and enhancement of the features for which an SSSI has been notified ([Sites of special scientific interest: public body responsibilities - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/sites-of-special-scientific-interest-public-body-responsibilities)).

Protected Species

Natural England has produced [Protected species and development: advice for local planning authorities - GOV.UK](https://www.gov.uk/government/publications/protected-species-and-development-advice-for-local-planning-authorities) (standing advice) to help planning authorities understand the impact of particular developments on protected species.

Annex A – Natural England general advice

Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances. A protected species licence may be required in certain cases. We refer you to [Wildlife licences: when you need to apply](https://www.gov.uk/wildlife-licences) (www.gov.uk) for more information.

Local sites and priority habitats and species

The local planning authority should consider the impacts of the proposed development on any local wildlife or geodiversity site, in line with paragraphs 187, 188 and 192 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity to help nature's recovery. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local environmental records centre, wildlife trust, geoconservation groups or recording societies. Emerging [Local nature recovery strategies - GOV.UK](https://www.gov.uk/government/publications/local-nature-recovery-strategies) (www.gov.uk) may also provide further useful information.

Those habitats and species which are of particular importance for nature conservation are included as 'priority habitats and species' in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest on the Magic website or as Local Wildlife Sites. We refer you to [Habitats and species of principal importance in England](https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england) (gov.uk) for a list of priority habitats and species in England. You should consider priority habitats and species when applying your 'biodiversity duty' to your policy or decision making

Natural England does not routinely hold priority species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. We refer you to the [Brownfield Hub - Buglife](https://www.brownfieldhub.org.uk/) for more information and Natural England's [Open Mosaic Habitat \(Draft\) - data.gov.uk](https://data.gov.uk/dataset/open-mosaic-habitat-inventory) (Open Mosaic Habitat inventory), which can be used as the starting point for detailed brownfield land assessments.

Biodiversity and wider environmental gains

Development should provide net gains for biodiversity in line with the NPPF paragraphs 187(d), 192 and 193. Major development (defined in the [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/115111/national-planning-policy-framework-2019.pdf) glossary) is required by law to deliver a biodiversity gain of at least 10% from 12 February 2024 and this requirement is also applies extended to small scale development from April 2024. For nationally significant infrastructure projects (NSIPs), it is anticipated that the requirement for biodiversity net gain will be implemented from 2025.

[Biodiversity Net Gain](https://www.gov.uk/government/publications/biodiversity-net-gain-guidance) guidance (gov.uk) provides more information on biodiversity net gain and includes a link to the [Biodiversity Net Gain Planning Practice Guidance](https://www.gov.uk/government/publications/biodiversity-net-gain-planning-practice-guidance) (gov.uk).

The statutory biodiversity metric should be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. We refer you to [Calculate biodiversity value with the statutory biodiversity metric](https://www.gov.uk/government/publications/calculate-biodiversity-value-with-the-statutory-biodiversity-metric) for more information. For small development sites, [The Small Sites Metric](https://www.gov.uk/government/publications/the-small-sites-metric) may be used. This is a simplified version of the statutory biodiversity metric and is designed for use where certain criteria are met.

The mitigation hierarchy as set out in paragraph 193 of the NPPF should be followed to firstly consider what existing habitats within the site can be retained or enhanced. Where on-site measures are not possible, provision off-site will need to be considered.

Where off-site delivery of biodiversity gain is proposed on a special site designated for nature (e.g. a SSSI or habitats site) prior consent or assent may be required from Natural England. More information is available on [Sites of Special Scientific Interest: managing your land](https://www.gov.uk/government/publications/sites-of-special-scientific-interest-managing-your-land)

Annex A – Natural England general advice

Development also provides opportunities to secure wider biodiversity enhancements and environmental gains, as outlined in the NPPF (paragraphs 8, 77, 109, 125, 187, 188, 192 and 193). Opportunities for enhancement might include incorporating features to support specific species within the design of new buildings such as swift or bat boxes or designing lighting to encourage wildlife.

[The Environmental Benefits from Nature Tool - Beta Test Version - JP038 \(naturalengland.org.uk\)](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside the statutory biodiversity metric.

[Natural environment - GOV.UK \(www.gov.uk\)](#) provides further information on biodiversity net gain, the mitigation hierarchy and wider environmental net gain.

Ancient woodland, ancient and veteran trees

The local planning authority should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 193 of the NPPF. The [Natural England Access to Evidence - Ancient woodlands Map](#) can help to identify ancient woodland. Natural England and the Forestry Commission have produced [Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK \(www.gov.uk\)](#) (standing advice) for planning authorities. It should be considered when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 187, 188). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in the [Guide to assessing development proposals on agricultural land - GOV.UK \(www.gov.uk\)](#). [Find open data - data.gov.uk](#) on Agricultural Land Classification or use the information available on [MAGIC \(defra.gov.uk\)](#).

The Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites \(publishing.service.gov.uk\)](#) provides guidance on soil protection, and we recommend its use in the design and construction of development, including any planning conditions. For mineral working and landfilling, we refer you to [Reclaim minerals extraction and landfill sites to agriculture - GOV.UK \(www.gov.uk\)](#), which provides guidance on soil protection for site restoration and aftercare. The [Soils Guidance \(quarrying.org\)](#) provides detailed guidance on soil handling for mineral sites.

Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Green Infrastructure

For evidence-based advice and tools on how to design, deliver and manage green and blue infrastructure (GI) we refer you to [Green Infrastructure Home \(naturalengland.org.uk\)](#) (the Green Infrastructure Framework). GI should create and maintain green liveable places that enable people to experience and connect with nature, and that offer everyone, wherever they live, access to good quality parks, greenspaces, recreational, walking and cycling routes that are inclusive, safe, welcoming, well-managed and accessible for all. GI provision should enhance ecological networks, support ecosystems services and connect as a living network at local, regional and national scales.

Development should be designed to meet the 15 [GI How Principles \(naturalengland.org.uk\)](#). The GI Standards can be used to inform the quality, quantity and type of GI to be provided. Major development should have a GI plan including a long-term delivery and management plan. Relevant aspects of local authority GI strategies should be delivered where appropriate.

Annex A – Natural England general advice

The [Green Infrastructure Map \(naturalengland.org.uk\)](https://naturalengland.org.uk/green-infrastructure-map) and [GI Mapping Analysis \(naturalengland.org.uk\)](https://naturalengland.org.uk/gi-mapping-analysis) are GI mapping resources that can be used to help assess deficiencies in greenspace provision and identify priority locations for new GI provision.

Access and Recreation:

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths, together with the creation of new footpaths and bridleways should be considered. Links to urban fringe areas should also be explored to strengthen access networks, reduce fragmentation, and promote wider green infrastructure.

Rights of Way, Access land, Coastal access and National Trails:

Paragraphs 105, 185, 187 and 193 of the NPPF highlight the importance of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development.

Consideration should also be given to the potential impacts on any nearby National Trails. We refer you to [Find your perfect trail, and discover the land of myths and legend - National Trails](#) for information including contact details for the National Trail Officer.

The King Charles III England Coast Path (KCIIIECP) is a National Trail around the whole of the English Coast. It has an associated coastal margin subject to public access rights. Parts of the KCIIIECP are not on Public Rights of Way but are subject to public access rights. Consideration should be given to the impact of any development on the KCIIIECP and the benefits of maintaining a continuous coastal route.

Appropriate mitigation measures should be incorporated for any adverse impacts on Rights of Way, Access land, Coastal access, and National Trails.

Further information is set out in the Planning Practice Guidance on the [Natural environment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/natural-environment).



Historic England

Alex Thwaites
City of London PO Box 270
Guildhall
London EC2P 2EJ

Your Ref: 25/00529/FULEIA
Our Ref: 232341

Contact: Helen Hawkins

22 May 2025

Dear Alex,

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
NATIONAL PLANNING POLICY FRAMEWORK 2024**

130 Fenchurch Street London EC3M 5DJ

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Recommend Archaeology Conditions

Thank you for your consultation received on 02 May 2025.

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

Assessment of Significance and Impact



Historic England, 4th Floor, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 Facsimile 020 7973 3001

HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.

The proposed development is in an area of archaeological interest. The City of London was founded almost two thousand years ago and London has been Britain's largest and most important urban settlement for most of that time. Consequently, the City of London Local Plan 2015 says that all of the City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks.

An archaeological ES chapter and desk-based assessment accompanied the planning application (Mills Whipp 2025). An archaeological evaluation was also carried out on the site in advance of the planning application being submitted (PCA 2024). The ES and DBA identified that the site lies close to the centre of the Roman Provincial capital of Londinium, to the east of the Basilica – Forum complex. Substantial Roman buildings have been found in the area, most recently at 50 Fenchurch Street, and a Roman road may have crossed the site on the western side. In the late 14th century a garden was converted into a graveyard for St Gabriel's to the north of the site, although burials are not anticipated to extend onto the site itself. The whole site was destroyed in the Fire of London 1666 but soon rebuilt with dense houses, yards and alleys. Much of the site was destroyed in the Second World War. The present building was erected by 1958 with additions in 1970. The archaeological evaluation identified heavily truncated traces of Roman features in the south-western part of the site and on the east. In the north the basements were shallower but extensive modern foundations were present. Post-medieval and medieval deposits were found in this area and augering suggests Roman features may be present at depth. The proposed new basement floors will remove any surviving archaeological deposits across the site.

Although the evaluation found material of Roman and post-medieval date, it did not identify any highly significant remains and therefore archaeological conditions are believed to be suitable to allow for excavation, recording and dissemination of the remaining archaeology on the site.

Planning Policies

NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 207 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

NPPF paragraphs 202 and 210 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.



Historic England, 4th Floor, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 Facsimile 020 7973 3001

HistoricEngland.org.uk

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If you grant planning consent, paragraph 218 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

Recommendations

The significance of the asset and scale of harm to it is such that the effect can be managed using a planning condition.

I therefore recommend attaching two conditions as follows:

Condition 1 Investigation

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Informative The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Condition 2 Foundation Design

No development except demolition to slab level shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason Heritage assets of archaeological interest survive on the site. The planning authority wishes to ensure that significant remains are not disturbed or damaged by foundation works but are, where appropriate, preserved.



Historic England, 4th Floor, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 Facsimile 020 7973 3001

HistoricEngland.org.uk

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Correspondence or information which you send us may therefore become publicly available.

Informative The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed foundation designs for approval.

These pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to these pre-commencement conditions please let us know their reasons and any alternatives suggested. Without these pre-commencement conditions being imposed the application should be refused as it would not comply with NPPF paragraph 218.

I envisage that the archaeological fieldwork would comprise the following:

Excavation

Archaeological excavation is a structured investigation with defined research objectives which normally takes place as a condition of planning permission. It will involve the investigation and recording of an area of archaeological interest including the recovery of artefacts and environmental evidence. Once on-site works have been completed a 'post-excavation assessment' will be prepared followed by an appropriate level of further analysis, publication and archiving.

Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Public engagement

Where appropriate, local planning authorities and the developer are advised to make investigative works open to and interpreted for the public and to include that as part of the WSI. Opportunities for public engagement, proportionate to the significance of the investigation, could, for example, include enabling participation in investigation, providing viewing platforms and interpretation panels, jointly designed open days in partnership with the local community, public talks and online forums as well as coverage in local media. Once analysed, the results and the knowledge gained may be communicated, in addition to formal publication and deposition of the archive, through displays, exhibitions and popular publications and might inform site design and public art.



Historic England, 4th Floor, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 Facsimile 020 7973 3001

HistoricEngland.org.uk

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Correspondence or information which you send us may therefore become publicly available.

You can find more information on archaeology and planning in Greater London on our website.

This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.

Yours sincerely

Helen Hawkins

Archaeology Adviser
Greater London Archaeological Advisory Service
London and South East Region



Historic England, 4th Floor, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 Facsimile 020 7973 3001

HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.

From: [REDACTED]
To: [REDACTED]
Subject: Port of London Authority response Plan ref: 25/00529/FULEIA
Date: 23 May 2025 17:22:03

THIS IS AN EXTERNAL EMAIL

FAO: Alex Thwaites

Dear Alex

Thank you for consulting the Port of London Authority (PLA) on the above mentioned planning application, for the;

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

At 130 Fenchurch Street, London. I have now had the opportunity to review the submitted document and can confirm the PLA has no comments to make

Regards

Michael

Michael Atkins
Senior Planning Officer

Port of London Authority
T: [REDACTED] / M: [REDACTED]

Follow us at @LondonPortAuth



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From: devcon.team@thameswater.co.uk
To: [PLN - Comments](#)
Subject: 3rd Party Planning Application - 25/00529/FULEIA
Date: 27 May 2025 10:10:09

THIS IS AN EXTERNAL EMAIL

Corporation of London, Department of Planning & Transportation, , Guildhall, London, EC2P 2EJ

27 May 2025

Our DTS Ref: 41429
Your Ref: 25/00529/FULEIA

Dear Sir/Madam,

Re: 130, FENCHURCH STREET, LONDON, -, EC3M 5DJ

Waste Comments:

Waste Comments: The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Thames Water would advise that with regard to the COMBINED WASTE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments:

Water Comments: The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in

writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. As such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://www.thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.

Supplementary Comments:

Yours faithfully,
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ,
Tel: 020 3577 9998,
Email: devcon.team@thameswater.co.uk



Your ref:
My ref: 25/03130/OBS

Please reply to: Nikki Mitchell
Tel No: [REDACTED]
Email: [REDACTED]

Alex Thwaites
City Of London
City Of London
PO Box 270
Guildhall
London
EC2P 2EJ

Town Planning & Building Control
Westminster City Council
PO Box 732
Redhill, RH1 9FL

27 May 2025

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has considered the proposals described below and has decided it DOES NOT WISH TO COMMENT ON THE PROPOSAL(S).

SCHEDULE

Application No.:	25/03130/OBS	Application Date:	
Date Received:	02.05.2025	Date Amended:	02.05.2025

Plan Nos: Letter dated 2 May 2025 from City of London.

Address: Development Site At 130, Fenchurch Street, City Of London, London

Proposal: Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Yours faithfully,

[REDACTED]

Tracy Darke
Director of Town Planning & Building Control

Note:

- '3f' The Plain English Crystal Mark applies to those conditions, reasons and informatives in this letter which have an associated reference number with the prefix C, R, X or I.
- The terms 'you' and 'your' include anyone who owns or occupies the land or is involved with the development.
- The terms 'us' and 'we' refer to the Council as local planning authority.



Surveyor to the
Fabric
The Chapter House
St Paul's Cathedral
St Paul's Churchyard
London EC4M 8AD

Tel: 
Web: www.caroe.com

Alex Thwaites
Development Division
Corporation of the City of London
Sent via email only

28 May 2025

Dear Alex,

Letter of Response: 130 Fenchurch Street, London, EC3M 5DJ (ref: 25/00529/FULEIA)

I write on behalf of the Chapter of the Cathedral Church of St Paul in London, regarding the live planning application for proposals at 130 Fenchurch Street as referenced above. You will recall that we responded to pre-application consultation last year.

Background

This letter of comment has been prepared regarding proposals at the above site, following a review of submission material.

The Cathedral was previously approached for comment on this scheme at pre-application stage. This included a presentation given by the project team held 2nd October 2024, and additional follow-up information later provided. The scheme does not markedly differ from that offered at pre-application stage. As such, the comments below are based upon that previously offered for comment.

Comment

The proposals lie within the City Cluster, and thus within the setting of the Grade I listed Cathedral. In terms of view management, riparian views along the Thames and identified within the LVMF are of relevance. In addition, whilst not within the St Paul's Heights Policy Area, those local views identified are of relevance in terms of the backdrop and skyline setting of the Cathedral, as noted within the City's *Protected Views SPD*. Given the location of the site, it is noted that the scheme has potential to impact views along the Processional Way.

The Processional Way

We welcome the design response of the proposals in relation to avoiding impacts as appreciable along the Processional Way. In recent years we have begun to see a very positive shift in the way that proposals respond to this highly significant and sensitive aspect of the Cathedral's setting. This is matched by the evolving sophistication of the technology used to visualise and test proposals. The acknowledgement that the proposals will not be seen from anywhere along the Processional Way is therefore welcomed. We also now have a greater understanding of the role of the 300mm offset from the Fleet Street building line used for visualisations – and why the hard building line is not used in these instances. We still, however, seek assurance that Officers ensure that the scheme will not cause 'technical' visibility or any impacts along the Processional Way. As long as you are confident in the assessment methodology, we have no further comment.

Contribution to the Cluster & Interaction with Emerging Policy

The proposals will add a new tall building to the city cluster. As noted within the consultation meeting, those views of some relevance to the cathedral are those strategic and local views along the river corridor from the southwest.

As discussed within our other representations on nearby schemes (see 60 and 70 Gracechurch Street), the Cathedral is interested in the overall design direction of the cluster in this regard. We are interested that City officers appear to take issue with our concerns relating to the urban design direction and form of the cluster. It seemed that Officers felt this was a matter which should be outside our role and interest. We would be happy to discuss this aspect of our commentary further.

Our concern remains that a number of development proposals appear to deploy their design approach to 20 Fenchurch Street 'the Walkie Talkie' as a datum or target – seeking to create development that both forms a plateau in the overall form of the cluster. This development for 130 Fenchurch Street appears to be seeking to reach up to and envelop the 'outlier' of 20 Fenchurch Street.

St Paul's feels that there is a collective 'urban design' discussion to be had about how the cluster is successfully formed and shaped as policy has been progressively opening up sites for substantial growth to the south and towards the river. This development process is happening very rapidly. The City are curious as to why St Paul's is interested in these townscape issues. Our view is that our locus does rightly consider the character and composition of key views of the Cathedral. These may also have heritage implications.

This is of importance to those schemes discussed above given where they are located in relation to the Cathedral. However, it is also of relevance to 130 Fenchurch Street – given the proposals seek to build up to the height of the nearby consented 50 Fenchurch Street & the Walkie Talkie (the former here considered part of the baseline, though not yet complete). Whilst the proposals at 130 would be screened by the cumulative baseline, they still seek the same approach – using the Walkie Talkie as a 'target', rather than the earlier building remaining an outlier. There is of course planning history in the Inspector's judgements from 2009 regarding what was then judged as an anomaly in the formal planning and urban design of the Cluster. This is clearly also linked to emerging policy within the City Plan 2040, and thus part of wider conversations occurring to date.

Conclusions

From the information provided, we understand that perhaps the most prominent risk of heritage harm and adverse visual impact – as appreciable along the Processional Way, has been successfully avoided. As noted above, we seek assurance from Officers that this is the case.

However, we do have wider queries about the future form of the Cluster that are of relevance to and are characterised by the proposals at 130 Fenchurch Street. We suggest that there can and should be a more express and transparent, public conversation around urban design issues relating to the Cluster at Planning Committee, as this is a more strategic matter that should not be determined on a case by case basis.

We hope this is a response that furthers the shared aims of the Cathedral and the City.

Yours sincerely,



Surveyor to the Fabric

cc: Tom Nancollas, Assistant Director (Design), City of London
Joanna Parker, Principal Planning Officer (Design), City of London
Rebecca Thompson, Director of Property, St Paul's Cathedral

Directors:

Oliver Caroe RIBA AABC
Mark Hammond RIAS RIBA AABC

Associates and Designers:

Touseer Ahmad RIBA AABC CEPH
Matthew Cox RIBA CA MAPM
Andrew Senior ARP

Your Ref:
Our Ref: 25/01462/OBS



City Of London

PO Box 270,
Guildhall
London
EC2P 2EJ

28th May 2025

RE: REQUEST FOR OBSERVATIONS

Dear City Of London

**DECISION NOTICE
TOWN AND COUNTRY PLANNING ACT 1990.**

REQUEST FOR OBSERVATIONS

I refer to your application detailed below and have to inform you that this Council has considered the under-mentioned proposal and **RAISES NO OBJECTION**

Application Number: 25/01462/OBS Date of Application: 02.05.2025 Date of Decision 28.05.2025

Proposed Development At:
Adjoining Borough Observations Within The Corporation Of London

For:	Observations on a proposed development within the adjoining Borough of City of London with respect to Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development at 130 Fenchurch Street London EC3M 5DJ. Reference number : 25/00529/FULEIA
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Approved Plans

Conditions

Lambeth Planning
PO Box 80771
London
SW2 9QQ

Telephone 020 7926 1180
www.lambeth.gov.uk
planning@lambeth.gov.uk

Notes to Applicant:

Yours sincerely



Rob Bristow

Director - Planning, Transport & Sustainability
Climate and Inclusive Growth Directorate

Date printed: 28th May 2025



LPA Ref: 25/00529/FULEIA

London City Airport Ref: 2025/LCY/116

Date: 28/05/2025

Dear Alex Thwaites,

Thank you for consulting London City Airport. This proposal has been assessed from an aerodrome safeguarding perspective. Accordingly, it was found **to have the potential to conflict** with London City Airport's safeguarding criteria. If the local planning authority are of a mind to approve this application, then London City Airport suggests the condition contained in this letter is added to any future approval.

LPA Reference	25/00529/FULEIA
Proposal	Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.
Location	130 Fenchurch Street London EC3M 5DJ
Borough	City of London
Case Officer	Alex Thwaites

London City Airport's response must change to an objection unless these conditions are applied to this planning permission.

Permanent Obstacle Lighting Scheme

Obstacle lights shall be placed on [specify the building(s) or other structure(s)]. These obstacle lights must be steady state red lights with a minimum intensity of [specify 32 or 2000 candelas]

Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with UK regulation.

Reason: Permanent illuminated obstacle lights are required on the development [if possible specify the part(s) of the development] to avoid endangering the safe movement of aircraft and the operation of London City Airport.

Photovoltaic cells (Glint & Glare) Condition

No solar photovoltaic panels shall be fixed in place until the developer has completed a "Glint and Glare Assessment" which has been submitted to and approved in writing by the Local Planning Authority in consultation with London City Airport. Installation, operation, and maintenance of the solar photovoltaic panels shall thereafter be in accordance with the approved "Glint and Glare Assessment", which is approved by London City Airport.

Reason: London City Airport requires a glint and glare assessment to determine the full impact on Air Traffic Control facilities and pilots.

We would also like to make you aware of the following:

CAA Crane Notification:

Where a building or crane is 100m or higher, developers and crane operators are advised to notify the CAA (arops@caa.co.uk) and Defence Geographic Centre (dvof@mod.gov.uk).

The following details should be provided before the crane is erected:

- the crane's precise location
- an accurate maximum height
- start and completion dates

This response represents the view of London City Airport Ltd as of the date of this letter and applies solely to the above stated application. This letter does not provide any indication of the position of any other party, whether they are an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to London City Airport in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee London City Airport Ltd requires that it be further consulted on any such changes prior to any planning permission, or any consent being granted.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of London City Airport, or not to attach conditions which London City Airport has advised, it shall notify London

City Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Kind regards,

Madison Atkinson

On behalf of London City Airport

SOUTHWARK COUNCIL

LBS Registered Number: 25/OB/0027

Date of issue of this decision: 02/06/2025



LBS Reg. No.: 25/OB/0027

Date of Issue of Decision: 02/06/2025

Your Ref No.:

Applicant City of London Corporation

NO COMMENTS made in reference to your consultation on the following development:

Request for observations from City of London Corporation for 'Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development'.

At 130 Fenchurch Street London EC3M 5DJ

In accordance with your letter received on 13 May 2025 and supporting documents.

Signed: *Stephen Platts* Director of Planning and Growth

Planning Department

Submission by email:

PLNComments@cityoflondon.gov.uk

Dalia Alghoul
Town planning Technician
1 Stratford Place,
London
E15 1AZ

Date: 5 June 2025

NR Reference:
TPA/3PT/25/075

Network Rail Consultation Response

Reference: 25/00529/FULEIA
Location: 130 Fenchurch Street London EC3M 5DJ

Dear Sir/Madam,

Thank you for consulting Network Rail (NR) regarding the planning application reference: 25/00529/FULEIA. We would like to be contacted for future applications in the vicinity of Liverpool Street Station.

After reviewing the applicant's transport assessment, NR has no comments regarding Fenchurch Street and Moorgate Stations, as the impact on these stations is relatively low and there are no capacity concerns.

However, concerning Liverpool Street Station, the transport assessment indicates that the majority of the additional rail trips will involve this station. NR would like to take this opportunity to remind the City of London of the following:

Liverpool Street Station Capacity Considerations

As we review the application, it is important to highlight our concerns regarding the forecasted growth in rail demand at Liverpool Street Station (LST). NR remains worried about the cumulative impact of multiple consented and proposed major developments in the immediate vicinity of LST, particularly concerning medium-term pedestrian flow and station concourse capacity.

Currently, there is no committed or funded scheme to address the increasing pressure on pedestrian infrastructure within and around the station.



This is a material consideration that should be weighed by the City of London when assessing the overall acceptability of ongoing developments in the area.

We encourage the City to continue considering the potential allocation of its Community Infrastructure Levy (CIL) funds to address the collective infrastructure challenges created by cumulative growth.

I trust this clearly outlines Network Rail's position on the planning application. Should you require any more information from Network Rail, please do not hesitate to contact me.

Kind regards,



Dalia Alghoul

Town Planning Technician | Property | Eastern Route | Anglia
1 Stratford Place | London | E15 1AZ



www.networkrail.co.uk/property



Mr Alex Thwaites
City of London Corporation
Planning Department

Direct Dial: -

Our ref: P01592510
25 June 2025

Dear Mr Thwaites

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**130 FENCHURCH STREET LONDON EC3M 5DJ
Application No. 25/00529/FULEIA**

Thank you for your letter of 2 May 2025 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

Summary

The application site is within the setting of the Tower of London World Heritage Site (WHS), a heritage asset of exceptional and international significance. The proposals remain largely unchanged from the scheme we commented on at pre-application stage (4 December 2024) and involve replacing the current approx. 14 storey office building with a new 34 storey tower.

The HIA provided indicates the new building would be visible in protected views of the WHS, adding incrementally to the growing cumulative impact of the Eastern Cluster on its significance and Outstanding Universal Value (OUV), as well as the local heritage context around Leadenhall Market.

While the impact of this proposal would be modest and the level of harm low, we consider it could be reduced through a reduction in the height and mass.

We recommend that you should only approve the scheme if persuaded that the harm has been sufficiently minimised and that the remaining harm is outweighed by public benefits. In making this decision you will need to give great weight to the conservation of the designated heritage assets.

Historic England Advice

Significance of the site and those heritage assets affected by proposals



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a) The site

The site sits within the City of London's Eastern Cluster and is currently made up of a 14 storey office building with two-storey podium fronting onto the north side of Fenchurch Street.

Fountain House was completed in 1958 to designs by W.H Rogers and is the first example of podium and tower of the post-war period in the City of London, emulating the model established by Lever House in New York just six years prior.

Whilst not a designated heritage asset, Fountain House is a good early example of the podium with tower model whose architectural quality and scale reflect the post-war ambition to rebuild the City.

b) The Tower of London World Heritage Site

The Tower of London's attributes, as defined in the adopted WHS Management Plan (2016), convey its Outstanding Universal Value as an internationally important monument. The property is an outstanding example of late 11th century innovative Norman military architecture. It is the most complete survival of an 11th century fortress palace remaining in Europe. The property is a model example of a medieval fortress palace.

Evidence of the complete nature and surviving medieval remains of the fortress is a key attribute of OUV and is best appreciated from the heart of the castle within the Inner Ward. This space is dominated by the White Tower and is framed by historic buildings of diverse materials and styles which reflect the complex history and sequential development of the fortress.

A special characteristic of the Inner Ward is the sense of intimacy as a place apart from the modern city beyond, set behind the high walls and surrounded by historic buildings, including the grade I chapel royal of St Peter ad Vincula, which is an important part of the medieval remains attribute of OUV.

Setting supports the appreciation of this attribute in views over and between its enclosing buildings and walls which emphasise the sense of separation between the Tower and the evolving 21st century cityscape around it.

The sense of seclusion in these views and their contribution to the integrity of this attribute of OUV has been eroded by the increasing visibility of tall buildings behind the church and above the walls in recent years.

For both protection and control of the City of London, the Tower had a landmark siting. As gateway to the capital, the Tower was in effect the gateway to the new Norman



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kingdom. Sited strategically at a bend in the River Thames, it has been a crucial demarcation point between the power of the developing City of London, and the power of the monarchy.

It had the dual role of providing protection for the City through its defensive structure and the provision of a garrison, and of also controlling the citizens by the same means. The Tower literally 'towered' over its surroundings until the 19th century. Its setting therefore makes a particularly important contribution to the site's OUV.

The Tower's exceptional historic and architectural importance is reflected in its multi-designation as a World Heritage Site, scheduled monument, collection of listed buildings, and conservation area.

c) Fen Court

Directly northeast of the site is Fen Court, an intimate courtyard which is the only surviving remnant of the burial ground which belonged to the former church of St Gabriel which was destroyed in the Great Fire of 1666.

Three ornately carved 18th century table tombs still survive in the courtyard. The space also includes a series of stone sculptures added in 2008 by Michael Visocchi inscribed with a poem by Lemn Sissay entitled the Gilt of Cain, which commemorates the abolition of the slave trade.

Whilst not a designated heritage asset, Fen Court is an important remnant of the area's ecclesiastical past, and is managed by the City as a protected open space.

d) 37-39 Lime Street

Northwest of the site is 37-39 Lime Street, a 1929 classical office building of six storeys by Leo Sylvester Sullivan with carved details by Henry Poole. The building is listed at grade II and contributes positively to the wider townscape character of the Leadenhall Market Conservation Area.

The strong architectural profile and scale of this building reflects the prominence these buildings historically had on the junction of Lime Street and Leadenhall Place, and their historic role as part of the commercial hub which developed around Leadenhall Market during the 20th century. These characteristics and associations remain appreciable from within its immediate setting, and in local views from within the conservation area.

e) Leadenhall Market Conservation Area

Leadenhall Market Conservation Area (LMCA) is centred around Horace Jones'



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Victorian market hall complex of 1881. The LMCA is made up of predominantly 4-5 storey Victorian buildings around streets which form intimate thoroughfares to the majestic market hall at the centre which is listed at grade II*.

The market halls are cathedral like spaces, with high level louvered glass lanterns designed to allow air and natural light to pour into the spaces within. The quality of this light is key to understanding the ornate character and significance of how these buildings were designed and operated and contributes to their continued enjoyment as public and commercial buildings.

Like many City conservation areas, LMCA has a tightly drawn boundary which was expanded in 2007 to include 37-39 Lime Street, meaning the application site directly abuts the eastern boundary of the conservation area.

Proposals and their impact

a) The proposals

The scheme proposes total demolition of the existing Fountain House and podium building, and construction of a tower of 34 storeys (161.46m AOD) with three basements. The massing would step down via a series of terraces to the north, with a curved elevation of segmented glass panels facing onto Fenchurch Street.

At ground level, the building would be set back beneath a series of 'V' shaped columns, with a new east to west access route created from Cullum Street through to Fen Court.

There are two expired consents for this site, involving tall buildings of similar height to the existing Fountain House of up to 18 storeys in 2016 (14/00496/FULMAJ) and up to 19 storeys in 2019 (16/00809/FULMAJ).

b) Impact

i. Tower of London WHS

A Heritage Impact Assessment (HIA) has been prepared as part of the submission.

The scheme would appear in part or wholly within three strategically important views of the Tower of London identified within the London View Management Framework.

The impact of the proposals in these views would be neutral, being largely lost amongst the backdrop of existing towers within the Eastern Cluster, and would therefore be unlikely to cause harm to the WHS's landmark siting and dominance attributes of OUV.



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The HIA indicates the proposed tower would be marginally visible in the key view *from within* the Inner Ward of Tower of London WHS, west of the White Tower, with the western flank of the tower appearing to the side of the chapel of St Peter Ad Vincula. However, this view is part of a kinetic experience and from other locations within the Inner Ward the building is likely to be more visible.

This would add incrementally to the cumulative impact of tall buildings on the intimate experience of this part of the Tower of London, including the scheme at 50 Fenchurch Street which largely obscures the proposals at 130 Fenchurch Street. The effect would be to further increase the relative prominence of the Eastern Cluster within the Inner Ward, leading to a low level of harm to the medieval remains attribute of OUV.

ii. Local Historic Environment

The proposals have the potential to improve the pedestrian experience at ground level and access through to Fen Court, which could be a potential heritage benefit.

The scheme would however have an adverse impact on the local historic environment around Leadenhall Market, by merit of its significantly increased scale and massing.

Fen Court is a small space which is highly susceptible to loss of light and encroachment from surrounding development. The increased height and bulk of the proposed tower appears likely to further restrict the natural light reaching this space, when considered in relation to the existing podium and tower.

Leadenhall Market Conservation Area is currently experiencing a high degree of change, particularly in the scale of new towers being proposed around the central market halls, leading to an incremental erosion to the amount of natural light reaching the listed building.

This proposal directly adjoins the boundary of the conservation area and would add to this cumulative impact on the conservation area, and potentially the market halls, and the more intimate experience of views and spaces which are so characteristic of the LMCA.

Legislation, policy and guidance

London Plan Policy HC2 World Heritage Sites, requires development proposals in the setting of WHSs to conserve, promote and enhance their OUV, including the authenticity, integrity and significance of their attributes, and support their management and protection.

Adopted City (CS12 and CS14) and London Plan (HC1 and HC2) policies require



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proposed developments to avoid harm to the OUV of the Tower, and that the cumulative impacts of incremental change in its setting require careful management.

The NPPF requires planning policies and decisions to reflect relevant international obligations and statutory requirements (Paragraph 2). This includes those obligations under the 1972 World Heritage Convention which require that the UK Government protects and conserves the World Heritage within its territory.

Section 16 of the Framework sets out how the historic environment should be conserved and enhanced. It makes clear that heritage assets ranging from those of local historic value to World Heritage Sites are an irreplaceable resource and should be conserved in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of existing and future generations (Paragraph 202).

Paragraph 208 states that development proposals should seek to avoid or minimise any conflict between the conservation of the heritage asset and any aspect of the proposal. In practice that means that alternative solutions should be fully explored before any application is determined.

Paragraph 212 states that that when considering the impact of a proposed development on a heritage asset (which includes its setting), local planning authorities should give 'great weight' to preserving the asset's significance. The more important the asset, the greater the weight should be.

Any harm or loss should require clear and convincing justification (paragraph 200). If any harm is deemed to be 'less than substantial', it should be weighed against the public benefits of the proposals (Paragraph 215).

Position

Historic England has some concerns regarding the scale of the proposed tower, which has the potential to impact the setting of multiple designated heritage assets, including the Tower of London WHS, the conservation area and associated buildings.

This impact, which we raised at pre-application stage, would be derived from the height and increased width of the proposed development as compared to the existing building.

For the purposes of the NPPF, we consider this harm would be low on the range of less than substantial harm. However, the cumulative harm, when considered alongside other existing and consented developments, has the potential to be greater.

A reduction in the height and mass of the tower could potentially avoid this harm and



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any cumulative impact on the Tower of London.

These changes would in turn have the added benefit of knitting the scheme more successfully into its local context, bridging the change in scale of the new tall building and the lower-scale, more intimate historic environment of the LMCA.

Recommendation

You should only approve the scheme if persuaded that the harm has been sufficiently minimised (NPPF 208) and that the remaining harm is outweighed by public benefits (NPPF 215).

Your authority should take these representations into account in determining the application. If you propose to determine the application in its current form, please inform us of the date of the committee and send us a copy of your report at the earliest opportunity.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

Yours sincerely

Benedict Dewfield-Oakley

Inspector of Historic Buildings and Areas

E-mail: [REDACTED]

cc: Dr Helen Woodhouse, Senior International Adviser, Historic England - [REDACTED]



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PLANNING DECISION NOTICE

Alex Thwaites
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Development Management Service
Planning and Development
Islington Town Hall
London, N1 2UD
Planning@islington.gov.uk
W www.islington.gov.uk

Case Officer: Robin Tulloch
E: planning@islington.gov.uk

Issue Date: 7 July 2025
Application No: P2025/1258/OBS

(Please quote in all correspondence)

TOWN AND COUNTRY PLANNING ACTS

BOROUGH COUNCIL'S DECISION: Observations to adjoining borough – no comments

Notice is hereby given, in respect to the request for observation(s), of the above stated response of Islington Borough Council, the Local Planning Authority, in pursuance of its powers under the above mentioned Acts and Rules, Orders and Regulations made thereunder. The response relates to the application / development referred to below, at the location indicated.

The observations (if any) of the Borough Council are noted below.

Location:	Basement Retail Unit, Fountain House, 130 Fenchurch Street, London, EC3M 5DJ
------------------	--

Application Type:	Observations to Adjoining Borough	Application Received	02-May-2025
Application Valid:	02-May-2025	Application Target	26-Jun-2025

DEVELOPMENT:

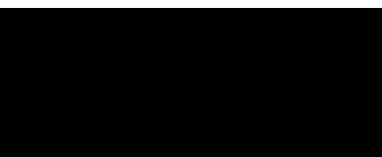
Observations on Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development

OBSERVATIONS:

London Borough of Islington has no comments.

Certified that this document contains a true record of a decision of the Council

Yours faithfully



KAREN SULLIVAN

**SERVICE DIRECTOR - PLANNING AND DEVELOPMENT
AND PROPER OFFICER**

Alex Thwaites
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Development Management
Planning and Building Control
Housing and Regeneration Directorate
Tower Hamlets Town Hall
160 Whitechapel Road
London E1 1BJ
www.towerhamlets.gov.uk

Application Number: PA/25/00809
Your ref: 25/00529/FULEIA

Enquiries to: Robin Bennett
Tel:
Email:

9 July, 2025

Dear Alex Thwaites,

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

OBSERVATIONS TO A NEIGHBOURING PLANNING AUTHORITY

**Location
Proposal**

130 Fenchurch Street London EC3M 5DJ
Observation requested by City of London for phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Thank you for your letter requesting the observations of the London Borough of Tower Hamlets on the above referenced application. I would be grateful if you would take the observations set out below into consideration in determining the application:-

1. LBTH has no comments to make.

If you require any further information please contact the officer named at the top of this letter.

Yours sincerely,



The best of London in one borough

Tower Hamlets Council
Tower Hamlets Town Hall
160 Whitechapel Road
London
E1 1BJ



Sripriya Sudhakar, Director Planning and Building Control



To: Alex Thwaites, City of London

From: Gavin McLaughlin

TfL Reference: TFL/2025/0343

Your Reference: 25/00529/FULEIA

Date: We

Proposed Development: *Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.*

130 Fenchurch Street EC3M 5DJ – TfL Comments

Summary

The proposed development supports active and sustainable travel, reducing car dominance in line with Healthy Streets indicators. The Active Travel Zone (ATZ) assessment and public realm enhancements including widened pedestrian space and new street trees are welcomed. Cycle parking provision and end-of-trip facilities are broadly compliant with London Plan Policy T5 and should be secured.

The development is car-free, with no Blue Badge parking on-site, which aligns with Policy T6, subject to confirmation of accessible on-street provision. Servicing and delivery arrangements, including dual-use public realm and loading bay, are supported and should be secured via planning conditions.

The Construction Logistics Plan (CLP) is broadly accepted in principle, noting that the City is the relevant highway authority, and Bus Stop Y outside 30 Fenchurch Street should be kept open throughout construction. Further detail is required on the length and positioning of any pedestrian diversions including full temporary Traffic Management plans showing on-street measures. The City should secure monitoring funding and any funding needed for temporary supporting highway works by their section 278 (s278) team.

This is particularly important due to the close proximity of potentially simultaneous construction activity at 44-50 Fenchurch Street. The programmes for this development and that one should be co-ordinated to minimise impact; the current submitted CLP acknowledges the neighbouring site without detailed consideration for alignment with it.

Improvements identified in the Active Travel Zone (ATZ) Assessment should be funded by the applicant (see below). Further information is needed on a serious collision nearby, to confirm any further highway works mitigation required there.

Planning obligations from the previous permission should also be increased pro rata and re-secured (also see below). Section 106 (s106) obligations are required to secure full long-term public access and access to the servicing area by out of hours cyclists such as night works, and disabled drivers, whenever possible, on request. This could also be addressed through the Delivery and Servicing Plan (DSP) and its supporting conditions.

Site Description

The site has a Public Transport Accessibility Level (PTAL) of 6B, the highest rating, in very close proximity to multiple public transport stations and bus services.

Active Travel

The proposal broadly supports active and sustainable travel, reducing car dominance in line with Healthy Streets indicators. The ATZ assessment has considered suitable routes and modes with day and nighttime access. Public realm improvements including permissive paths and shared surfaces enhance inclusive access and align with Policies T1, T2, T5, D3, D5, D8.

The following local highway improvements identified in the ATZ (Active Travel Zone) assessment should be secured and delivered by the City:

- ROUTE 1 – TO ALDGATE EAST STATION
 - Provide tactile paving on the western side of the crossing at the junction with Fenchurch Street station and reinstate/upgrade tactile paving on the eastern side.
 - Wayfinding signage should be placed to direct pedestrians along the eastern footway of Fenchurch Place instead of the western footway on Fenchurch Place.
- ROUTE 2 – TO LIVERPOOL STREET STATION
 - Reinstate road markings illustrating a contraflow cycle lane on St Mary Axe.
- ROUTE 4 – TO CANNON STREET STATION
 - New tactile paving required at both sides of the informal pedestrian island crossing on Cannon Street.
 - Cycle parking outside Cannon Street station should be repaired / replaced / increased, subject to current occupancy, which has not been mentioned or clearly assessed.
- ROUTE 5 - BANK
 - On the pedestrian approach from Lombard Street, the footways around Bank junction are all shown to be narrow and in poor repair without any tactile paving. This should be addressed if possible but may be more appropriate to form part of a wider City-led highway scheme.
- ROUTE 6 - TOWER HILL STATION
 - Tactile paving should be added to both sides of the Coopers Row Vehicle Crossover as recommended.

The ATZ assessment also fails to assess a serious injury on Mark Lane just south of Dunster Court southeast of the site, simply stating that "Given the overall pedestrian and cycle flows in the study area on a daily basis, the level of recorded collisions is considered low." The details of the collision should be clarified and discussed further with TfL and City officers prior to determination, in order to determine any necessary mitigation via s278 or s106.

Cycle Parking

The proposed quantum and design of cycle parking aligns with Policy T5 and should be secured by the Council. Provision includes 860 long stay and 48 short stay spaces, with a mix of two-tier racks, vertical racks, and accessible Sheffield stands. End-of-trip facilities including showers and lockers are provided at acceptable ratios, considering site constraints.

Car Parking

The development is proposed to be car-free, with no Blue Badge parking on-site, in line with Policy T6. TfL requests confirmation of accessible on-street Blue Badge parking and step-free access to ensure compliance with Policy D5 Inclusive Design.

Deliveries, Servicing and Construction

The Delivery and Servicing Plan and Outline Construction Logistics Plan should be secured by the Council, in line with Policies T4 and T7. Servicing strategy includes timed restrictions and dual-use public realm/loading bay, with consolidation supported by the City of London.

Network Impact

The Transport Assessment outlines forecast travel demand and trip generation. The assessment is broadly accepted although mitigation measures including cycle improvements and Legible London contributions should be secured. A Travel Plan has been provided and should be secured by the Council.

Planning History and Obligations

An application for a building of 20 storeys above ground (106.35m AOD) at the site was approved under Local reference 16/00809/FULMAJ on 29 March 2019; however this subsequently expired on 29 March 2022.

We understand from a Freedom of Information (FOI) request publicly available online that the previous planning permission secured an off-site Affordable Housing contribution of £597,524.00.

The City should confirm this will be uplifted pro rata for the additional floorspace.

The latest submitted Planning Statement refers to heads of terms to be secured by s106 including Affordable Housing; Highway Works Obligations (to be scoped and agreed); Carbon Offsetting; Cycle Improvements Contribution and a Legible London Contribution.

It should be clarified if any of this can be made available for local or strategic transport improvements such as at Bank.

We understand a Cultural Implementation Strategy will also be secured, in relation to which it should be clarified if this will include plans and provision for visits by large groups. Coach visits by school children should be discouraged due to the lack of available local loading areas and general street space.

TfL will be happy to advise on appropriate locations for signage and local cycle infrastructure improvements in the local area. Please advise if sums have yet been agreed, as this is not in the Planning Statements.

In relation to long-term management of the public space, we understand the following is proposed:

- The public route through the Site would be open to members of the public except between midnight and 6am; and
- The dual use public realm/servicing area on the western side of the ground floor would be publicly accessible, except for the hours of 23:00-07:00 when closed for use as overnight servicing.

The applicant should confirm and planning obligations should secure management arrangements for cyclists arriving out of ours to gain access via the staff and for disabled drivers with a Blue Badge to be given access to the servicing spaces whenever they are unused for deliveries.

Tel: 020 8921 5222



City of London
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London
EC2P 2EJ

Directorate of Place and Growth
The Woolwich Centre, 2nd Floor
35 Wellington Street
London, SE18 6HQ

25/1512/K
25/00529/FULEIA
13 August 2025

DECISION NOTICE – RAISE NO OBJECTION

Dear Sir/Madam,

Town & Country Planning Act 1990 (As Amended)
The Town and Country Planning (General Permitted Development) (England) Order 2015

Site:	130 Fenchurch Street London EC3M 5DJ
Applicant:	C/O Agent
Proposal:	Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Drawings

I refer to your letter dated 02 May 2025 enclosing details in respect of the above.

The Royal Borough has now formally considered the matter and raises no objections.

The Council has **NO** further observations to make.

Thank you for consulting me on this matter.

Yours faithfully



Assistant Director

From: [Active Travel England Planning](#)
To: [Pln - CC - Development Dc](#)
Subject: LPA Reference: 25/00529/FULEIA Standing Advice Response
Date: 27 August 2025 14:39:57

You don't often get email from planning-consultations@activetravelengland.gov.uk. [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

LPA Reference: 25/00529/FULEIA

ATE Reference: ATE/25/00647/FULL

Site Address: 135 FENCHURCH STREET, LONDON, EC3M 5DJ

Proposal: Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

Standing Advice

Dear Sir/Madam,

Thank you for your email.

In relation to the above planning consultation and given the role of Transport for London (TfL) in promoting and supporting active travel through the planning process, Active Travel England (ATE) will not be providing detailed comments on development proposals in Greater London at the current time. However, ATE and TfL have jointly produced a standing advice note, which recommends that TfL is consulted on this application where this has not already occurred via a Stage 1 referral to the Mayor of London. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

Regards,



Development Management Team

Active Travel England

West Offices Station Rise, York, YO1 6GA

Follow us on Twitter [@activetraveleng](#)

Instagram [@activetravelengland](#) and on [LinkedIn](#)

]]>

[ref:a0zTw000003pw9tIAA;ea4ec548b4b75a58c03145886807cef5:ref]



RE: Planning Application Consultation: 25/00529/FULEIA [SG37998]

From NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Date Wed 8/27/2025 17:24
To PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc NATS Safeguarding <NATSSafeguarding@nats.co.uk>

THIS IS AN EXTERNAL EMAIL

Dear Sirs, NATS acknowledges receipt of the further consultation following minor changes to the scheme and the submission of further information. Its position of No Objection remains valid.

Regards
S. Rossi
NATS Safeguarding Office



Sacha Rossi
ATC Systems Safeguarding Engineer

D: [REDACTED]

E: [REDACTED]

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL

www.nats.co.uk

NATS Internal

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>
Sent: 27 August 2025 12:48
To: NATS Safeguarding <NATSSafeguarding@nats.co.uk>
Subject: [SG37998] Planning Application Consultation: 25/00529/FULEIA

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Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .
Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Alex Thwaites
Environment Department
City of London

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From: [CAA \[mailto:CAA@airport-safeguarding.co.uk\]](mailto:CAA@airport-safeguarding.co.uk)
To: [CAA \[mailto:CAA@airport-safeguarding.co.uk\]](mailto:CAA@airport-safeguarding.co.uk)
Subject: [CAA \[mailto:CAA@airport-safeguarding.co.uk\]](mailto:CAA@airport-safeguarding.co.uk)
Date: 18 August 2012 09:45
Attachments: [CAA \[mailto:CAA@airport-safeguarding.co.uk\]](mailto:CAA@airport-safeguarding.co.uk)

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Dear Sir/Madam,

CAA Building Notification

As the proposed development exceeds 5T, Air ASD, upon grant of permission, City of Council are required to notify the Civil Aviation Authority (CAA) as required under Annex 2 para 39 - 32 of DTI/ODPM Circular 01/2002 'Safeguarding of Aerodromes & Military Explosives Storage Areas'.

CAA Crane Notification

where a crane is 150m or higher, crane operators are advised to notify the CAA (crane@caa.co.uk) and Defence Geographic Centre (jaw@mod.gov.uk) via Crane notification [Civil Aviation Authority (caa.co.uk)]

<http://caa.co.uk/CAA/Comments/submit/index.html> and crane@caa.co.uk via Crane notification [Civil Aviation Authority (caa.co.uk)]

The following details should be provided before the crane is erected:

- the crane's precise location
- an accurate maximum height
- start and completion dates

Kind regards,

Simon Wilson Airport Planning Manager

On behalf of Heathrow Airport Ltd.



Airport Safeguarding Limited | Advice Building (ETC), Terminal
International Airport, Heathrow, TW2 1FJ
United Kingdom

Tel: 0181 606 1000

Visit our website: www.airport-safeguarding.co.uk or connect
on LinkedIn - www.airport-safeguarding.co.uk



From: PLNComments@cityoflondon.gov.uk [mailto:PLNComments@cityoflondon.gov.uk]

Sent: 17 August 2012 12:48

To: CAA@airport-safeguarding.co.uk [mailto:CAA@airport-safeguarding.co.uk]

Subject: Planning Application Consultation: 25/0528/11/11A

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Dear Sir/Madam

Please see attached consultation for 25/0528/11/11A Planning Application.

Reply via your contacts to PLNComments@cityoflondon.gov.uk

Kind Regards,

Planning Administration

On behalf of

Alex Theodorou

Environmental Department

City of London

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**Re: Planning Application Consultation: 25/00529/FULEIA**

From DD - Airport Safeguarding/BAA <safeguarding@heathrow.com>
Date Thu 8/28/2025 10:46
To PLN - Comments <PLNComments@cityoflondon.gov.uk>

THIS IS AN EXTERNAL EMAIL

Classification: Internal

Dear Sir/Madam,

We have now assessed the proposed amendments for the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to draw your attention to the following:

CAA Building Notification

As the proposed development exceeds 91.4m AGL, upon grant of permission, City of London are required to notify the Civil Aviation Authority (CAA) as required under Annex 2 paras 30 – 32 of DfT/ODPM Circular 01/2003 'Safeguarding of Aerodromes & Military Explosives Storage Areas'.

CAA Crane Notification

where a crane is 100m or higher, crane operators are advised to notify the CAA (arops@caa.co.uk) and Defence Geographic Centre (dvof@mod.gov.uk) via Crane notification | Civil Aviation Authority (caa.co.uk)

<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

The following details should be provided before the crane is erected:

- the crane's precise location
- an accurate maximum height
- start and completion dates

Kind regards

Simon Vince | Airport Planning Manager

On behalf of Heathrow Airport Ltd.



Airport Safeguarding Limited | Admin Building (EDC), Teesside International Airport, Darlington, DL2 1LU
United Kingdom

T: [REDACTED] | **M:** [REDACTED]

[WEBSITE](#) [REDACTED]

Visit our website: [Home - Airport Safeguarding Limited](#) or connect on LinkedIn - Airport Safeguarding Limited.



From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>
Sent: 27 August 2025 12:48
To: DD - Airport Safeguarding/BAA <safeguarding@heathrow.com>
Subject: Planning Application Consultation: 25/00529/FULEIA

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Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .
Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Alex Thwaites
Environment Department
City of London

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LPA Ref: 25/00529/FULEIA

London City Airport Ref: 2025/LCY/223

Date: 28/08/2025

Dear Alex Thwaites,

Thank you for consulting London City Airport. This proposal has been assessed from an aerodrome safeguarding perspective. Accordingly, it was found **to have the potential to conflict** with London City Airport's safeguarding criteria. If the local planning authority are of a mind to approve this application, then London City Airport suggests the condition contained in this letter is added to any future approval.

LPA Reference	25/00529/FULEIA
Proposal	Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development. RE-CONSULTATION
Location	130 Fenchurch Street London EC3M 5DJ
Borough	City of London
Case Officer	Alex Thwaites

London City Airport's response must change to an objection unless these conditions are applied to this planning permission.

Permanent Obstacle Lighting Scheme

Obstacle lights shall be placed on [specify the building(s) or other structure(s)]. These obstacle lights must be steady state red lights with a minimum intensity of [specify 32 or 2000 candelas] Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with UK regulation.

Reason: Permanent illuminated obstacle lights are required on the development [if possible specify the part(s) of the development] to avoid endangering the safe movement of aircraft and the operation of London City Airport.

Photovoltaic cells (Glint & Glare) Condition

No solar photovoltaic panels shall be fixed in place until the developer has completed a "Glint and Glare Assessment" which has been submitted to and approved in writing by the Local Planning Authority in consultation with London City Airport. Installation, operation, and maintenance of the solar photovoltaic panels shall thereafter be in accordance with the approved "Glint and Glare Assessment", which is approved by London City Airport.

Reason: London City Airport requires a glint and glare assessment to determine the full impact on Air Traffic Control facilities and pilots.

We would also like to make you aware of the following:

CAA Crane Notification:

Where a building or crane is 100m or higher, developers and crane operators are advised to notify the CAA (arops@caa.co.uk) and Defence Geographic Centre (dvof@mod.gov.uk).

The following details should be provided before the crane is erected:

- the crane's precise location
- an accurate maximum height
- start and completion dates

This response represents the view of London City Airport Ltd as of the date of this letter and applies solely to the above stated application. This letter does not provide any indication of the position of any other party, whether they are an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to London City Airport in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee London City Airport Ltd requires that it be further consulted on any such changes prior to any planning permission, or any consent being granted.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of London City Airport, or not to attach conditions which London City Airport has advised, it shall notify London City Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Kind regards,

Simon Vince

On behalf of London City Airport



RE: Planning Application Consultation: 25/00529/FULEIA

From Devcon Team <devcon.team@thameswater.co.uk>

Date Thu 8/28/2025 14:05

To PLN - Comments <PLNComments@cityoflondon.gov.uk>

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Good Afternoon,

Thank you for your e-mail.

Having reviewed the application we note that there are no changes to the figures in the application and therefore our comments remain the same and conditions still stand as per our previous response dated 27 May 2025.

Kind Regards,

Saira Irshad
Development Planner
Asset Management & Engineering
Tel: 0203 577 9956
devcon.team@thameswater.co.uk

Maple Lodge STW, Denham Way, Rickmansworth, WD3 9SQ

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

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>

Sent: 27 August 2025 12:48

To: Devcon Team <devcon.team@thameswater.co.uk>

Subject: Planning Application Consultation: 25/00529/FULEIA

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Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .
Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Alex Thwaites
Environment Department
City of London

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[url=http%3A%2F%2Fwww.twitter.com%2Fthameswater&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7C8b33c87299514d3b28e108dde6338346%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638919831142446534%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbGlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=%2BCFOV9ZrTH1WY5h8VG%2BewBhAlvuxXXrEPDoUDEQuY0%3D&reserved=0](http%3A%2F%2Fwww.twitter.com%2Fthameswater&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7C8b33c87299514d3b28e108dde6338346%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638919831142446534%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbGlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=%2BCFOV9ZrTH1WY5h8VG%2BewBhAlvuxXXrEPDoUDEQuY0%3D&reserved=0) or find us on

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[url=http%3A%2F%2Fwww.facebook.com%2Fthameswater&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7C8b33c87299514d3b28e108dde6338346%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638919831142472424%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbGlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=8y6%2F1BL8qSuiS%2FkxPfwFU84%2FVDPD7EiONeD8pMnlskM%3D&reserved=0](http%3A%2F%2Fwww.facebook.com%2Fthameswater&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7C8b33c87299514d3b28e108dde6338346%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638919831142472424%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbGlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=8y6%2F1BL8qSuiS%2FkxPfwFU84%2FVDPD7EiONeD8pMnlskM%3D&reserved=0). We're happy to help you 24/7.

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PLNComments@cityoflondon.gov.uk

29 August 2025
Crossrail Ref: CRL-IP-3496

Transport for London
Crossrail Safeguarding
5 Endeavour Square
LONDON
E20 1JN

Dear Alex Thwaites,

25/00529/FULEIA : 130 Fenchurch Street London EC3M 5DJ

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

[RECONSULTATION under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) following receipt of further information in relation to the Environmental Statement, including further testing to wind microclimate for off-site terraces at 50 Fenchurch Street outlined in the letter dated 22 August 2025. Minor amendments to the Proposed Development include changes to balustrade heights to terraces and internal layout alterations].

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 27 August 2025, requesting the views of TfL on the above application. I confirm that this application relates to land outside the limits of land subject to consultation by the Crossrail Safeguarding Direction.

I have no comment on the application.

If you require any further information, please contact:

CRL_Safeguarding@tfl.gov.uk

Yours sincerely,

Safeguarding Officer (Elizabeth line)

TfL Infrastructure Protection Team

Floor 7 Red Zone: 5 Endeavour Square : London : E20 1JN

.....

Note: please send, by email, all planning application consultations that are captured by the SoS Safeguarding Direction to CRL_Safeguarding@tfl.gov.uk

.....

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).



RE: Planning Application Consultation: 25/00529/FULEIA (Our ref 25-0635)

From PlanningGatewayOne <PlanningGatewayOne@hse.gov.uk>

Date Tue 9/2/2025 13:13

To PLN - Comments <PLNComments@cityoflondon.gov.uk>

THIS IS AN EXTERNAL EMAIL

Dear Sir/Madam,

Thank you for your email in relation to the above application.

HSE is the statutory consultee for planning applications that involve or may involve a relevant building.

Relevant building is defined as:

- contains two or more dwellings or educational accommodation and
- meets the height condition of 18m or more in height, or 7 or more storeys

“Dwellings” includes flats, and “educational accommodation” means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A (9) of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended by article 4 of the 2021 Order.

However, from the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

Once again thank you for your email, if you require further advice with regards to this application, please do not hesitate to contact the planning gateway one team quoting our reference number in all future correspondence

Kind regards

Lisa Gaskill | Operational Support | Planning Gateway One

Health and Safety Executive | Building Safety Division

planninggatewayone@hse.gov.uk



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

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>

Sent: 27 August 2025 12:49

To: PlanningGatewayOne <PlanningGatewayOne@hse.gov.uk>

Subject: Planning Application Consultation: 25/00529/FULEIA

Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .
Reply with your comments to PLNComments@cityoflondon.gov.uk.

Kind Regards

Planning Administration

On behalf of

Alex Thwaites
Environment Department
City of London

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[url=http%3A%2F%2Fwww.cityoflondon.gov.uk%2F&data=05%7C02%7CPlanningGatewayOne%40hse.gov.uk%7Cf93f5234c5aa49b09d8608dde55faade%7C6b5953be6b1d4980b26b56ed8b0bf3dc%7C0%7C0%7C638918921369635180%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoITWFpbCIsIlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=i032OUg%2BrNu64OsMJ5uH8oggCpOHMF0vXdvYE22QdGY%3D&reserved=0](http%3A%2F%2Fwww.cityoflondon.gov.uk%2F&data=05%7C02%7CPlanningGatewayOne%40hse.gov.uk%7Cf93f5234c5aa49b09d8608dde55faade%7C6b5953be6b1d4980b26b56ed8b0bf3dc%7C0%7C0%7C638918921369635180%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoITWFpbCIsIlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=i032OUg%2BrNu64OsMJ5uH8oggCpOHMF0vXdvYE22QdGY%3D&reserved=0)

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Os nad chi yw'r derbynnydd bwriadedig, mae unrhyw ddatgeliad, copïo, dosbarthu neu unrhyw gamau eraill a gymerir gan ddefnyddio'r wybodaeth sydd yn yr e-bost hwn wedi'u gwahardd yn llym. Rhowch wybod i'r anfonwr am y gwall fel y gellir dilyn gweithdrefnau mewnol, a dileu'r cyfathrebiad o'ch system ar unwaith wedi hynny.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: 25/00529/FULEIA - 130 Fenchurch Street London EC3M 5DJ
Date: 04 September 2025 09:45:13
Attachments: [ufm77_English_Heritage_Consultation_Email.pdf](#)
[130 Fenchurch Street rec cond_232341.pdf](#)

THIS IS AN EXTERNAL EMAIL

Hi Alex

Thank you for consulting me on this amended application. The proposed amendments do not affect my previous advice, which I have attached for information

Kind regards

Helen

Helen Hawkins BA MA MCIFA

Archaeology Adviser, City of London
Greater London Archaeology Advisory Service (GLAAS)
Phone: [REDACTED] Mobile: [REDACTED]

Historic England, 4th Floor, Cannon Bridge House, 25 Dowgate Hill. London EC4R 2YA

www.historicengland.org.uk

Please send all your planning and pre-planning archaeology consultations to:
e-glaas@historicengland.org.uk

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Dear Sir/Madam

Please see attached consultation for proposed works involving a material change to a building which is listed grade NO.

The application and associated documents are available for viewing at <http://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=SUVCH9FHK4S00>

Kind Regards

Planning Administration
Environment Department
City of London Corporation

On behalf of

Alex Thwaites
[REDACTED]

Details

OUR REF: 25/00529/FULEIA

ADDRESS: 130 Fenchurch Street London EC3M 5DJ (Grid Reference: 533213, 180953)

PROPOSAL: Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

[RECONSULTATION under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) following receipt of further information in relation to the Environmental Statement, including further testing to wind microclimate for off-site terraces at 50 Fenchurch Street outlined in the letter dated 22 August 2025. Minor amendments to the Proposed Development include changes to balustrade heights to terraces and internal layout alterations].

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Alex Thwaites
Corporation Of London
Development Plan
PO Box 270
London
EC2P 2EJ

Our ref: NE/2025/138147/02-L01
Your ref: 25/00529/FULEIA
Date: 11 September 2025

Dear Alex

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (class E(g)), culture (class F1/e), public viewing gallery (sui generis), flexible retail (class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

[RECONSULTATION under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) following receipt of further information in relation to the Environmental Statement, including further testing to wind microclimate for off-site terraces at 50 Fenchurch Street outlined in the letter dated 22 August 2025. Minor amendments to the proposed development include changes to balustrade heights to terraces and internal layout alterations].

130 Fenchurch Street London EC3M 5DJ

Thank you for consulting us on the above planning application. There are no environmental constraints within our remit at this site, and therefore **we have no comments** on application. Please consider the general advice on water resources, for which we recommend the applicant considers for this application.

Water Resources

Increased water efficiency in new developments potentially enables more growth to be realised without an increased availability of water resources. Developers can highlight responsible water use as a positive corporate social responsibility message that will boost the commercial appeal of the development. For the homeowner/tenant, lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures in all developments, particularly in those that are new. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract

investment to the area. Therefore, water efficient technology, fixtures and fittings should be all considered as an integral part of new developments and/or refurbishments. The technology used to achieve improved water efficiency (e.g. efficient fittings, greywater recycling, etc) is also an attractive feature for many prospective building owners and tenants.

We recommend that all new non-residential developments of 1000sqm gross floor area or more (i.e. 'major' developments) should achieve the [BREEAM 'excellent' standard](#) for water consumption (category 'WAT 01'), or equivalent. This standard may already be a requirement of the local planning authority.

We also recommend you contact your local planning authority for more information.

Pre Application Advice

Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk

Further information on our charged planning advice service is available at; <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>.

Final comments

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.

Should you have any queries regarding this response, please do not hesitate to contact me on HNLsustainableplaces@environment-agency.gov.uk, quoting the reference at the beginning of this letter.

Yours sincerely

Mr Andy Goymer
Planning Specialist

Direct dial 0203 025 5486

Direct e-mail HNLsustainableplaces@environment-agency.gov.uk

From: [REDACTED]
To: [REDACTED]
Subject: Port of London Authority response Plan ref: 25/00529/FULEIA 130 Fenchurch Street
Date: 11 September 2025 14:54:36

THIS IS AN EXTERNAL EMAIL

FAO: Alex Thwaites

Dear Alex

Thank you for consulting the Port of London Authority (PLA) on the re-consultation for the above mentioned planning application, for the;

Phased development for the demolition of all buildings and structures to existing slab level, erection of a new building comprising 3 basement levels, ground plus 34 storeys (161.46m AOD, 145.86m AGL) to provide a mixed use office (Class E(g)), culture (Class F1/E), public viewing gallery (Sui Generis), flexible retail (Class E(a)-(b)) development with soft and hard landscaping, pedestrian and vehicular access, cycle parking, flexible public realm including programmable space with associated highway works and all other works associated with the development.

At 130 Fenchurch Street, London. I have now had the opportunity to review the submitted documents and can confirm the PLA has no comments to make

Regards

Michael

Michael Atkins
Senior Planning Officer

Port of London Authority
T: [REDACTED] / M: [REDACTED]

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From: [SM-NE-Consultations \(NE\)](#)
To: [PLN - Comments](#)
Subject: Planning Application Consultation: 25/00529/FULEIA
Date: 12 September 2025 15:01:56
Attachments: [image001.png](#)
[ufm57_Standard_Consultation_Email.pdf](#)

THIS IS AN EXTERNAL EMAIL

Dear Alex Thwaites

Our ref: **526045**

Your ref: **25/00529/FULEIA**

Thank you for your consultation.

Natural England has previously commented on this proposal and made comments to the authority in our response dated **14 May 2025** reference number **(511790)**.

The advice provided in our previous response applies equally to this **amendment**. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which **significantly** affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

Yours faithfully

David Reid

Officer

Natural England

Consultation Service

Natural England, County Hall, Spetchley Road, Worcester, U.K., WR5 2NP

Email: consultations@naturalengland.org.uk

www.gov.uk/natural-england



Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate

account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)

For further information on the Pre-submission Screening Service see [here](#)

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

From: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>

Sent: 27 August 2025 12:48

To: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>

Subject: Planning Application Consultation: 25/00529/FULEIA

Dear Sir/Madam

Please see attached consultation for 130 Fenchurch Street London EC3M 5DJ .

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

Kind Regards

Planning Administration

On behalf of

Alex Thwaites

Environment Department

City of London

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