## Key Issues

Development within the historic City of London (CoL) presents a variety of opportunities and constraints, some of which are common, others are project specific.

Common constraints within the CoL include concerns relating to daylight and sunlight impacts, particularly as a result of intensified development within the Eastern Cluster, for which 1 Leadenhall marks the south east corner. Another significant consideration within the CoL is the effect of new development on the wind microclimate, and in particular pedestrian comfort levels. As well as constituting key considerations for the assessment of each new development, both technical topics pose a raft of cumulative impacts which require detailed attention and in some cases, mitigation measures.

The EIA for 1 Leadenhall also presented site specific considerations which were assessed by the technical teams. For example, immediately south of the site is the Grade II* listed Leadenhall Market. Therefore, it was important to consider the effect on the setting of this listed heritage asset, as well as material impacts upon the market itself. However, this also presented an opportunity and as a result, the 1 Leadenhall proposals included the provision of a public viewing gallery at the second floor, providing panoramic views over the rooftops of the CoL and the ornate roof of Leadenhall Market.

Other key site considerations included pedestrian movements at the crossroads for Bishopsgate, Cornhill, Leadenhall Street, and Gracechurch Street, as well as impacts upon St Peter-upon-Cornhill, a Grade I Listed church on the opposite side of Gracechurch Street.

## Purpose of the project

Once complete and operational, 1 Leadenhall will represent a landmark entrance to the City of London’s historic insurance district. Furthermore, 1 Leadenhall will provide high quality office space and offer public realm and retail enhancements compared to the existing site and land uses.

It is also envisaged that 1 Leadenhall will form a key component of the City of London’s drive to provide an additional 1,150,000m² gross office space during the period 2011–2026 to meet the needs of projected long term economic and employment growth, as set out within the City of London’s Local Plan (2015).

## Description of the project

1 Leadenhall is an office-led development within the City of London, located at the crossroads of Bishopsgate, Leadenhall Street, Gracechurch Street, and Cornhill.

Detailed planning permission (ref. 16/00859/FULEIA) was sought for:

Demolition of the existing building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant.
Lessons learnt

The assessment of 1 Leadenhall was built upon AECOM’s extensive experience of preparing EIA’s for similar developments within the City of London and wider London area. However, this project also allowed for several lessons to be learnt and applied to future assessments.

During the EIA Scoping Stage consultation was held with the City of London and it was agreed that due to the nature of waste arising from the 1 Leadenhall development, it would be appropriate to ‘scope out’ waste and recycling from the EIA process, provided a dedicated and detailed Operational Waste Management Strategy was prepared in order to support the planning application. However, following further review, due to available capacity within the City of London’s waste management infrastructure, and existing cross-Borough management agreements, it was concluded that waste and recycling should be included within the final Environmental Statement (ES) to enable further investigation into local waste management solutions. This has therefore supported appropriate scoping for similar developments within the City of London.

During the assessment of traffic and transport effects standard growing factors were applied to the recorded traffic counts in order to accurately represent the future scenario with regards to vehicle movements. However, due to the sites location within the centre of the City of London it was very quickly clear this approach would not work and a tailor-made approach would be required. In line with this bespoke traffic counts were applied so as to accurately assess future traffic conditions.

Maintaining or improving the existing wind microclimate was very important to the City of London and as such a decision was taken to involve wind engineers early in the -

Lessons learnt cont. -

design process. As a result, key features of the design that would assist the pedestrian wind conditions were identified and safeguarded as the design developed. This allowed future problems to be avoided.

Additionally, during the wind microclimate assessment it was identified that the 1 Leadenhall development in combination with identified cumulative schemes, would lead to the deterioration of wind conditions by one level of the Lawson Comfort Criteria. Following further analysis of the results, it was determined that the deterioration of wind conditions was as a result of the identified cumulative schemes, and it was found that the development of 1 Leadenhall would be likely to mitigate against some of these cumulative impacts, resulting in a calmer wind microclimate. This demonstrated the importance of including this cumulative scenario within the assessment and its importance to understand likely environmental effects.

Overall AECOM’s prior experience of coordinating and project managing complex urban regeneration EIA’s across London, as well as the availability of experienced internal and external technical consultants enabled a proactive and integrated approach to the entire design process. This allowed potential negative effects to be identified early on in the process and subsequently avoided, highlighting the importance of experienced EIA project managers and assessors involvement.

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