

Committee:	Date:
Planning and Transportation	1 December 2014
<p>Subject:</p> <p>Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1</p> <p>Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing.</p>	
Ward: Farringdon Within	Public For Decision
Registered No: 13/00605/FULEIA	Registered on: 21 June 2013
Conservation Area: NO	Listed Building: No
<p><u>Summary</u></p> <p>The proposal is for a ground plus five storey building as over site development (OSD) on the site of the Crossrail ticket hall permitted under Schedule 7 of the Crossrail act 2008. The building would provide 11,211sq.m. of office floor space (B1) and 286sq.m of retail space (A1-A5). The scheme is the subject of an E.I.A as required by the Crossrail Act.</p> <p>A number of objections to it have been raised. The principal grounds of objection are that the building would harm the setting of the listed Smithfield Market and Charterhouse Square, would create light spillage to Charterhouse Square and adjoining residential properties and affect the daylight and sunlight to some nearby properties.</p> <p>It is considered that less than substantial harm is caused to these important the designated heritage assets (the conservation area and setting of listed buildings) and that on balance a scheme has been developed that is well designed and would ensure that the site Crossrail infrastructure would not remain exposed for an indefinite period. The proposed building is a high quality contemporary design whose appearance and facing materials makes clear references to its surroundings and would provide an appropriate marker for the new ticket hall. The uses would be appropriate for this part of Smithfield and the designated area of intensification.</p> <p>A number of matters are subject to conditions and clauses in the proposed S106 mitigation measures for light spillage and vehicle management.</p> <p>On balance it is considered that the scheme provides a development which does not cause substantial harm to designated and non- designated heritage assets and that it provides public benefits which outweigh the less than substantial harm.</p>	

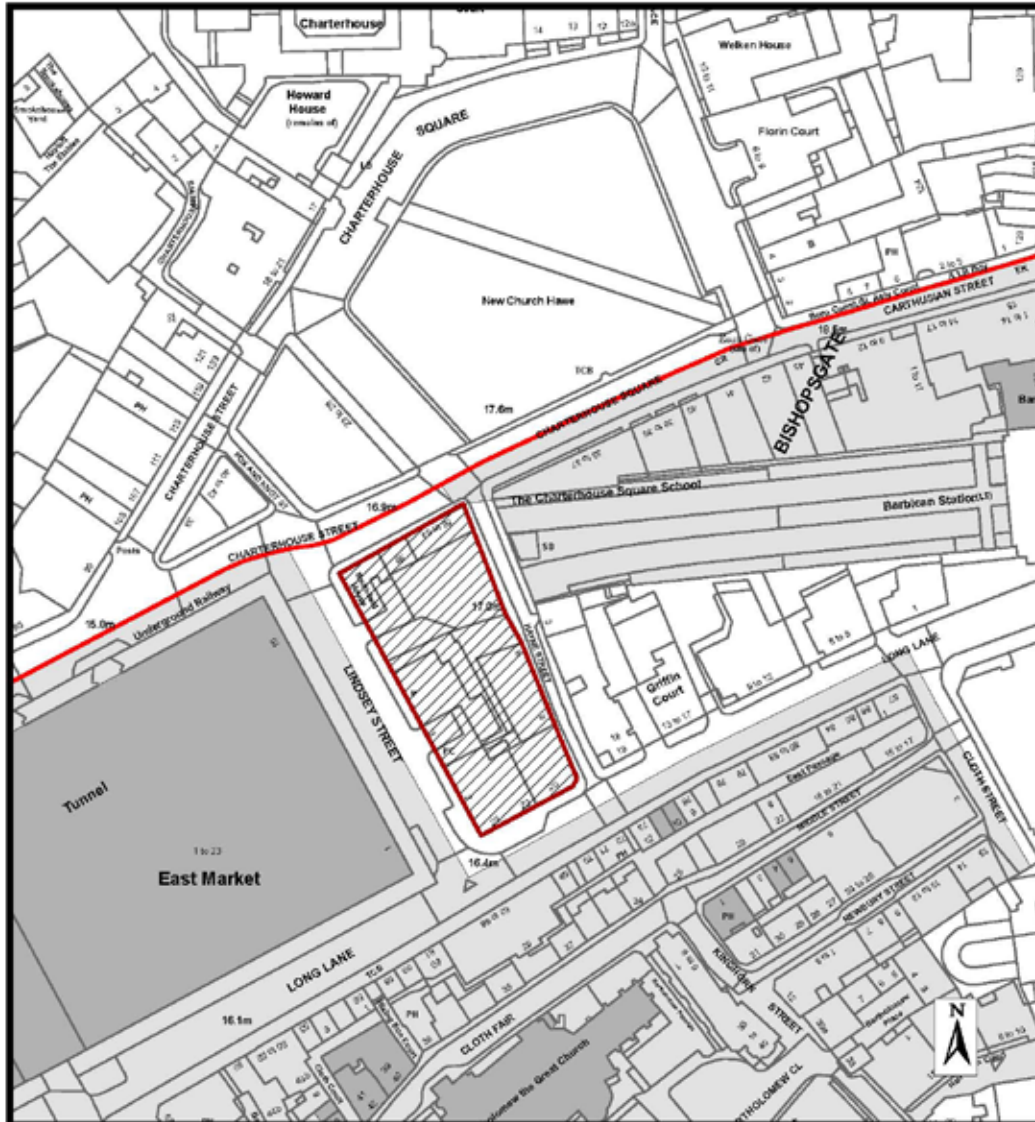
Recommendation

(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

Site Location Plan



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ADDRESS:
Farringdon East Crossrail Oversight Development

CASE No.
13/00605/FULEIA

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT



View looking south along Lindsey Street showing Crossrail station ticket hall without the proposed building over the station site



View looking south along Lindsey Street showing proposed building
Case No. 13/00605/FULEIA: Farringdon East Crossrail Oversite

Site

1. The site is bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street. The previous buildings on the application site at Farringdon East have been demolished to allow construction of the Crossrail works. The Crossrail works comprise the ticket hall, Barbican Link providing a passenger interchange between Crossrail and Barbican platforms, ventilation and an emergency escape core.

Relevant Planning History

2. Under the provisions of Schedule 7 to the Crossrail Act 2008, 'Plans & Specifications'. Approval was granted on 17 November 2011 by the City for the construction of a new ticket hall station service structure and Barbican Station link bridge at Farringdon East. The new trains that are to be provided by Crossrail will be approximately 200m long, which will necessitate dual station entrances and two ticket halls at Farringdon. An additional Crossrail station, Farringdon West, will therefore be located at Cowcross Street approximately 300 metres to the west of the site, within the London Borough of Islington.
3. The Crossrail and OSD works at Farringdon West are in Islington and fall outside the scope of this application.
4. The previous buildings on the application site at Farringdon East have been demolished to allow construction of the Crossrail works. The Crossrail Schedule 7 works comprise the ticket hall, Barbican Link providing a passenger interchange between Crossrail and Barbican platforms, ventilation and an emergency escape core.
5. The ticket hall structure would be part one and part three storeys high, occupying the southern end of the site at ground floor level fronting onto Long Lane and the southern ends of Lindsey Street and Hayne Street. The spaces within the void area not occupied by the Crossrail operational development would be available for the OSD. The Crossrail works at the application site are expected to be completed by July 2018.
6. Crossrail has an undertaking to submit a planning application for any replacement or further development taking place over the works site (the OSD). This is to optimise the development opportunities above and around the Crossrail infrastructure, where former buildings have been demolished, and to ensure that gaps in the townscape are repaired.
7. Without the OSD, only the ticket hall the ventilation and emergency escape core which would provide would occupy the site. The existing solution offers no frame to the eastern edge of the market or the south west corner of Charterhouse Street.
8. In instances where developers already had an interest in the sites, Crossrail has entered into 'collaboration agreements' to bring the OSD forward. Where no developer is in place (the non-collaboration sites), the Secretary of State has undertaken to submit a planning application itself within two years of start of works on site. The OSD would then be

marketed to a future developer with receipts going back into the Crossrail project. As no developer is in place, the Farringdon East OSD is a 'non-collaboration site' and Crossrail has submitted the application.

Proposal

9. The development would comprise a ground plus five storeys OSD at Farringdon East Station (OSD), would be a maximum of 30 meters above ground and is described as follows:

Office (Use Class B1) with associated cycle parking, servicing, storage and plant and use of void spaces within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1 – A5), office entrances and servicing.
10. The proposals would provide 11,211 square metres of offices (B1) and 286 square metres of retail space (A1-A5).45 cycle parking spaces would be provided at mezzanine level for the office occupier and 5 cycle parking spaces would be provided within the retail units.
11. There would be no basement accommodation as this would be entirely taken up by Crossrail.
12. The ground floor would include an office entrance and lobby fronting Lindsey Street, a retail unit on the corner of Lindsey Street and Charterhouse Street and a small retail unit on the corner of Charterhouse Street and Hayne Street. These units would be separated by the Station emergency escape and ducts. The servicing for the offices would be provided by a vehicle service bay shared with the Crossrail Station previously approved under Schedule 7 of the Crossrail Act. As a result of the constraints imposed by the Crossrail Station the retail units would have to be serviced from the street.
13. The building would be feature terracotta vertical framing coloured to one side which would signpost the station and provide a different appearance to each elevation dependant on the direction from which it is viewed.
14. The application was submitted on the 21 June 2013 but has been held in abeyance pending discussions.

Consultations

City of London Consultations

15. The Director of Markets and Consumer Protection raised concern that the entrance to the service area would be located opposite 3 Hayne Street that is in residential use. The position of the service area was permitted under the Crossrail Act and would be shared with the ticket hall. Conditions in respect of equipment noise, the ventilation of the catering units etc. have been requested and would be attached to the permission.
16. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some

detailed matters remain to be dealt with under conditions and the Section 106 agreement.

External Consultations

17. A number of comments regarding the proposals have been received from external organisations or individuals. Responses to these representations are given within the Considerations section of this report. These are summarised below.
18. Natural England considered that the development would have no significant impact on any statutory designated sites landscapes or species and would encourage the introduction of green infrastructure. A substantial area of the roof around the perimeter of the plant enclosure would be greened. They conclude that the development should complement and enhance local distinctiveness.
19. English Heritage considers that the historic built environment in the area is of very high significance. They support the principle of developing above the Crossrail Station and agree that containing the necessary station vent shafts etc. within a well-designed new building is appropriate. However they note that the height of the new building would have an overbearing impact upon the setting of the grade II* listed Smithfield Market and reduce its dominance in this part of Smithfield in certain views. In this regard, they urge the City, when coming to a decision, to weigh harm against the public benefits of the development in accordance with paragraph 134 of the NPPF.
20. The GLA in their Stage 1 Consultation Response considers that the principle of a mixed use office and retail over site development would be appropriate for this location in the Central Activities Zone and is strongly supported. They note that the proposed building would entirely fill the urban block, providing a small element of retail frontage at ground and office accommodation in the five storeys above, maximising the use of the site that would underused by the approved Crossrail infrastructure.
21. They consider that the height of the proposed building corresponds to the adjacent buildings on Charterhouse Square and Hayne Street. While the proposed building would be larger in scale relative to some of its neighbours, it is considered that the single mass would sit comfortably in its surrounding context and provides a subtle silhouette. However they consider that a building of much larger in scale would be likely to be unacceptable. They consider that the views submitted by the applicant of the impact of the building on a number of local views, demonstrate that the proposed building would not significantly harm the setting of either of the Charterhouse Square Conservation Area or the Smithfield Conservation Area or the listed buildings in the vicinity.
22. They consider that the design of the development responds appropriately to the surrounding heritage assets whilst creating an urban marker for the new Farringdon Crossrail Station. The resulting contemporary building is of a high architectural quality and responds well to the challenging context of the site. They suggest that further

consideration be given to the treatment of Hayne Street to address any possible antisocial behaviour and security issues that may arise.

23. Their comments include those of Transport for London.
24. The City Heritage Society considers the proposals to be imposing, would dominate the area with the massing and bulk of the proposed building compromising the setting of the market and does not appear to respond to its context in the Smithfield Area. Their main concern is the setting of the Smithfield Market building and the apparent lack of any relationship to this historic element of this area in the City.
25. The London Borough of Islington state that as the site is adjacent to Charterhouse Square Conservation Area and other heritage assets they raise the following objections: The copper clad domes of the Smithfield Market should be 'read' against the open sky for them to be appreciated. They consider that this would only be possible if the proposed building were to be reduced by 2 storeys. They state that this would in addition ensure that the building would be less dominant in relation to the market buildings and would reduce its impact on Charterhouse Square. They support the proposed uses but raise concerns about the hours of operation of the retail units.
26. They question Crossrail's data and conclusions of the lorry movement forecasts both in the construction and operational stages.
27. The Smithfield Tenants' Association commented that they did not receive a letter during the first round of consultations. My records indicated that they were consulted but they appear not to have received the letter. They have since replied to the second round of consultations and their comments relate to the effects of construction on the operation of the market. Any permission would be subject to pre-commencement conditions requiring the submission and approval of a construction method statement and logistics plan. The Tenants' Association would be consulted on receipt of these documents.
28. The Charterhouse set out their plans to embark on a scheme to open a museum and open the Square to the public in 2016. They are concerned that the proposed scale of the over-site development would threaten the plans by the Charterhouse to enhance the square. In particular they are concerned that the proposed massing is out of scale with its surroundings and suggest that it would benefit from 'fragmentation' by lowering the North east Corner and deepening the facade and that the materials proposed for the facades would be out of keeping with those of the adjacent buildings.
29. Their greatest concern is that light spillage from the windows would harm the meditative nature of Charterhouse Square and engulf the low level gas lighting that preserves its unique character. They are seeking assurances that should the development be granted permission the building management plan would incorporate mitigation measures to deal with light emission.
30. They are concerned that vehicular activity associated with the development would put pedestrians using the narrow footpaths and

streets when visiting the Charterhouse complex at risk from vehicular activity associated with the development.

31. They add that the potential use of the retail uses as licenced premises would add to the nuisance caused to residents and the mess left in Charterhouse Square which is left for the charity to clear up.
32. Sutton's Hospital is a charity that provides care and end of life support to over 40 gentlemen within the Charterhouse complex. They have raised the same issues and concerns as the Charterhouse.
33. The Smithfield Trust strongly object to the proposals and feel that the design does not adequately address the future importance of the eastern ticket hall and the increase in pedestrian activity. They feel it is "ill-conceived" in terms of design layout and particularly the architectural design of the facade considering the many listed buildings in the vicinity. They consider it to be a "non-descript" modern office block that does not in any way relate to the historic character of the locality. They "categorically implore" the City to refuse the scheme and encourage the applicants to come back with a new design that would fit the historic character of the area and can be "recognised throughout the world".
34. Save Britain's Heritage object to the bulk and scale of the proposal which is considered to cause substantial harm to the neighbouring conservation areas and to the setting of the Charterhouse. SAVE accepts that the site needs to be brought back into use but considers that there is no need for a building of the scale proposed. The introduction of retail uses to Charterhouse Square is also considered to be detrimental to the largely residential character of Charterhouse Square.
35. A number of local residents have made comments listed below which reflect those set out above:
 - a) Loss of light to their premises;
 - b) Loss of privacy;
 - c) Enclosure of Hayne Street giving a canyon effect;
 - d) Adverse effect on Charterhouse Square Garden;
 - e) Height of building is out of context to those in the vicinity;
 - f) Harm to the Smithfield Market building;
 - g) Light spillage from the building would have an adverse effect on the Charterhouse Garden and cause a nuisance to residents;
 - h) Poor design and inappropriate use of materials;
 - i) The benefit of the increase in the provision of new office floor space is not sufficient to outweigh the other detrimental factors;
 - j) Loss of views of the Market Buildings from Charterhouse Square;
 - k) Loss of sunlight to the Square;

- l) The North East corner should be reduced in height to maintain views of the market building;
- m) The retail use would create a nuisance and increase footfall through the Square;
- n) It is an inappropriate area for licenced premises;
- o) The building should be lower and designed for use by small businesses that characterise the area;
- p) Florin court Freehold Ltd and Florin Court Management Ltd have objected for similar reasons as those above and are set out in the attached copy of their letter. In addition they raise concern about the likely increase in HGV lorry movements in the area and the increase in noise, pollution that would be added to that caused by the market traffic. They feel that they would also present a safety issue for the elderly residents of the Charterhouse.

Policy Context

- 36. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
- 37. The City of London Local Plan was published in December 2013 and was subsequently submitted to the Secretary of State for examination by a Planning Inspector. The Inspector's report on the Local Plan was issued on 12th November 2014. The Inspector found that the Local Plan was sound and he did not make any recommendations for material modifications. The Inspector's report is before you today.
- 38. The National Planning Policy Framework (NPPF) (para 216) states that "decision-takers may give weight to relevant policies in emerging plans according to...the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given)". It is intended that the Local Plan will be adopted by the Common Council on 15th January 2015. Upon adoption the Local Plan will supersede the Core Strategy and UDP.
- 39. The Draft Local Plan incorporates the Core Strategy which has been carried forward with limited alterations. These alterations include, "Protecting existing office accommodation where there are strong economic reasons why the loss of offices would be inappropriate (policy CS1 – Offices) and greater restriction on where additional housing should be located (policy CS21 Housing). It includes new policies for Development Management.
- 40. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework, Riverside Appraisal of the Thames Policy Area and the City Open Spaces Strategy 2008.

41. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Environmental Impact Assessment

42. This application is accompanied by an Environmental Statement (ES). This proposal would not normally require to be accompanied by an ES but is required to do so by the Crossrail Act.
43. The Crossrail Statement (ERM 2005) assessed the construction and the structures required for the operation of the railway. However, Section 14 of the Crossrail Act 2008 provides that, where a building is demolished or substantially demolished for the purpose of the Crossrail works, any later planning application for the replacement development (for example an Over Site Development (OSD) over a Crossrail station) must be accompanied by an Environmental Impact Assessment (EIA). This is irrespective of whether the development is defined as 'EIA development under the EIA Regulations, on the basis that the replacement development forms part of the overall Crossrail project and in this sense, the Crossrail Act seeks to ensure that all the direct and indirect environmental effects of the development authorised by the Act are properly assessed at the appropriate stage.
44. The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.

Considerations

45. The Corporation, in determining the planning application has the following main statutory duties to perform:-
- to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
 - In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to the desirability of preserving the setting of listed buildings; to have regard to the purpose of conserving biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006.
46. In considering the planning application before you, account has to be taken of the environmental information including the Environmental

Statement, the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.

47. The Environmental Statement is available in the Members' Room, along with the application, drawings and the representations received in respect of the application.
48. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
49. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and the saved policies of the Unitary Development Plan.
 - The impact of the proposal on heritage assets.
 - The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.
 - The effect of the Crossrail structures on the design and configuration of the building.

Economic Development Issues

Offices

50. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
51. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.
52. The site is located within the North of the City, Key City Place area as identified in the Core Strategy and subject to Policy CS5. This recognises the impacts and benefits Crossrail have upon this part of the City and its potential to 'lead the way as an 'eco-design' district within the City', capitalising on its mixed use character and improved public transport.
53. The London Plan identifies Farringdon/Smithfield as an Area of Intensification where opportunities should be taken to accommodate growth in employment and new homes, although the City considers that the majority of this growth should be accommodated in Camden and Islington, 'with some growth within the wider northern and western areas of the City'.

54. The building would provide high quality office accommodation to meet the demands of the City's commercial occupiers. The site would provide 11,211 sq. m of high quality office accommodation at part first and second floors and in complete floors at third, fourth and fifth floors. There is a relatively small entrance lobby at ground floor accessed from Lindsey Street.
55. The applicants' case for the amount and configuration of floor space is summarised below:
 - The Crossrail Scheme at Farringdon East proposes a new office building of 8,034sq.m net internal area. Commercially, the Farringdon area of the City is becoming more and more attractive to major occupiers with the Crossrail infrastructure and the technology media and telecommunications sector being the major drivers for this;
 - The OSD scheme would provide much needed new build space in this specific area; however, the configuration of the building is compromised at the lower levels by the Crossrail Station beneath.
56. Major office occupiers seeking accommodation in Central London, and particularly the City, require efficiently configured and large floor plate offices, generally in the range of 929sq.m. to 1911sq.m. The average floor plate size for pre-lettings in the City over the past 10 years has been 11579sq.m. (and 1207sq.m for Central London).
57. The lower floors of the proposed development are therefore at the lower end of the range required by modern office occupiers.
58. The overall quantum of space should be sufficient to attract a pre-let. Any reduction in space would remove this as a likely option and therefore would increase risk and reduce the attractiveness of the opportunity to the development market.
59. The compromised configuration is likely to reduce the rents achievable for the lower levels of the property; only the upper levels would be able to achieve the full market rent. The larger, more regular floor plates are required to ensure the overall let-ability and viability of the development.
60. The presence of the station at ground and basement levels restricts the space available to accommodate lower value 'back-office', supporting functions and plant, which could potentially be displaced to upper levels, reducing the net office accommodation at upper levels which could result in discounted rents in these locations.
61. The design of the OSD needs to minimise any adverse impact of the station operational activity on the office accommodation in order to maintain value. Potentially, a reduction in the height of the building could adversely impact occupier perceptions of the accommodation.
62. This scheme is required to assist in the funding of the Crossrail scheme.
63. A copy of the Commercial Supporting Statement is attached.

Retail

64. 286sq.m of retail use (classes A1 to A5) would be provided in two units in the void spaces that would be left by the Crossrail accommodation on the north-east and north-west corners. This would be appropriate to this mixed use area in close proximity to the new ticket hall.
65. Concerns were raised about the potential use of the retail units as licenced premises causing nuisance to residents and mess in Charterhouse Square. Nuisance issues would be addressed through conditions relating to hours of operation.
66. SAVE have raised the issue of introducing retail uses onto the site. Two retail uses are proposed on the north east and west corners of the building. The larger unit would front onto Lindsey Street with only a short return onto Charterhouse Street, short of Charterhouse Square itself. The second retail unit is effectively a kiosk unit located on the corner of Charterhouse Street and Hayne Street. Although this unit would front onto the western end of the Square, it is considered unlikely that this unit would generate significant visual or noise nuisance or change to the character of the Square.

Railway Infrastructure

67. The ground area of Farringdon East site and the below ground levels will be largely occupied by railway infrastructure associated with the Crossrail Station. This imposes significant constraints on the site as only a part of the ground level area and no below ground level areas would be available for any over-site development building.
68. In addition to the ticket hall, the station areas will accommodate escalators and an inclined lift leading down to a lower level intermediate concourse. A pair of escape stairs will provide emergency evacuation routes from the station which will exit on Charterhouse Street on the north side of the site. The ventilation requirements of the station include substantial draught relief ducts and very large forced ventilation extract fans. This equipment will be housed within a three storey high enclosure located on the eastern part of the site on Hayne Street. The proposed building on the site will have to accommodate the ticket hall, the extract fan structure and the other above ground railway related infrastructure within its overall envelope.

Proposed Appearance

69. Various height and massing options were considered for the site. These options took account of the need to accommodate a viable quantity of floorspace, the need to incorporate the railway associated infrastructure, to relate appropriately with the neighbouring and nearby listed buildings, and with the local townscape of the adjoining conservation areas.
70. Various building forms with set-backs on the north and south sides and overall heights of up to eight storeys were investigated in early design studies. The final form of the building is a simple rectangular block six storeys in height. This height is noticeably tall in comparison to the

general pattern of development within the surrounding area but is only marginally higher than the neighbouring 23-28 Charterhouse Square, located immediately to the north. It is considered that due to its large size within the locality, the status of the building within the urban hierarchy would identify it as a marker for the Crossrail station.

71. Entrances for the ticket hall not part of this application will be accommodated within the south east and south west corners of the site on Long Lane and the building has been designed to sympathetically accommodate it. The office entrance lobby would be located at ground floor level and entered from Lindsey Street. Due to the site constraints there is room for only the office entrance lobby at ground floor level, the remainder of the office floorspace would be located on the upper floors. The retail frontage would extend part way along Lindsey Street and Hayne Street.
72. The draught relief ducts and forced ventilation extract fans, large ventilation outlets associated with the station and railway, and the building's service entrance would be located on the Hayne Street frontage and integrated within the overall facade design. The building would be high in relation to the narrow width of Hayne Street at its southern end but the street opens up northwards as it bridges the wide railway cutting within which Barbican Station is located.
73. The rationale for the overall appearance of the building to create a distinct order to the facades into a strong base, a clear body and a visually lighter top. This carefully scaled interpretation of the proportions of many of the surrounding Victorian buildings, along with the choice of facing materials seeks to integrate this large contemporary building into its surrounding context rather than to create a deliberately contrasting statement building.
74. The strong base would allow the three key functions of the ground floor, the station entrance, the office lobby and the retail units to assume appropriate significance. The base would be slightly recessed back from the upper floors and would be distinguished by a greater degree of glazing which would help activate the facades at pavement level. The middle levels of the facade would accommodate the majority of the office floors. The uppermost storey will appear lighter than the lower levels and would help to reduce the monolithic height of the structure.
75. The visual rhythm of the facade has also been designed to recall the vertical proportions of the surrounding buildings and fine grain of the surrounding streetscape. The window openings would narrow at each storey and as the elements become closer on each succeeding storey, they become finer. The cladding of the elevations on all but the upper floor would comprise a terracotta framework with windows inset within deep reveals. The vertical terracotta elements would feature coloured faience to the window reveals, on one side only, which would provide a different reading dependent on the direction that the building would be viewed from. The colours have been chosen to pick up references from the different context of each of the facades. The fifth, attic, floor would

be fully glazed with closely spaced external fritted glass structural fins maintaining the facade rhythm at the top of the building. The set-back plant room would be faced in standing seam copper cladding to relate to the market building opposite. Window frames, louvres and other metal elements would be given a bronze anodised finish.

Design and Heritage Considerations

76. The proposals need to take account of the policies of the National Planning Policy Framework (NPPF) (March 2012). Paragraph 129 of the NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including the setting of any asset). The assessment of significance should be taken into account when considering the impact of a proposal.
77. The development will not have a direct impact on any heritage asset. However, there are a large number of heritage assets in the surrounding area, the setting of which could be impacted by the proposals.

Listing of Designated Heritage Assets Potentially Impacted by the Proposals

78. Twenty three listed buildings have been identified as potentially impacted by the proposed development. These are:

Name and Grade of Listing	Street Name
Master's House, The Charterhouse Grade I	Charterhouse Square
The Charterhouse Grade I	Charterhouse Square
East building of Central Market Grade II*	West Smithfield
Railings/gates - New Church Hawe Grade II	Charterhouse Square
Four lamp posts Grade II	Charterhouse Square
Warden's House, Gatehouse, St Bart's College Grade II	Charterhouse Square
Number 12A Charterhouse Square & walls and railings Grade II	
Six bollards on N and NW sides of the Square Grade II	Charterhouse Square
Numbers 4 & 5 Charterhouse Square and attached railings Grade II	
89 Charterhouse Street Grade II	
74 & 75 Long Lane Grade II	
Smithfield Poultry Market Grade II	Charterhouse St/Long Lane

Number 14 Charterhouse Square and attached railings Grade II	
Numbers 12-13 Charterhouse Square and attached railings Grade II	
Gates at NW corner leading into Charterhouse St Grade II	Charterhouse Square
K2 telephone box on south side of Square Grade II	Charterhouse Square
Fox and Anchor, 115 Charterhouse Street Grade II	
119 Charterhouse Street Grade II	
Florin Court, Charterhouse Square Grade II	
Barbican Estate Grade II	
Settled street surface Grade II	Charterhouse Square
67-77 Charterhouse Street Grade II	
79-83 Charterhouse Street Grade II	

79. There are three conservation areas in the vicinity of the site: the City of London's Smithfield Conservation Area; the City of London's Charterhouse Square Conservation Area, and the L.B. Islington's Charterhouse Square Conservation Area.
80. Charterhouse Square is a protected London Square.

Assessment of the Impact of the Proposal on the Significance of the Designated Heritage Assets

81. The significance of each of the above assets has been assessed in conformity with English Heritage's methodologies set out in their documents; "The Setting of Heritage Assets (2011)" and "Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment (2008)".
82. The results of the assessment of the proposals on the above heritage assets are summarised below.

Charterhouse Square

83. The proposed building will not be seen in conjunction with the listed buildings on the north and east sides of the Square. It will, however, be seen from within their setting, especially in the winter months and will contribute to the sense of enclosure experienced within the Square and will add to the variety of buildings which form its frontage. The masonry grid frame would re-establish the street edge

and enclosure at the Square's south western corner, and the building would provide the locality with a new high quality building that relates positively to elements of its settings.

Charterhouse Street – Eastern End

84. The secluded character of Charterhouse Square and the active, commercial character of the market both contribute to the setting of the listed buildings in this locality and this small section of Charterhouse Street. The proposed building would be of a scale and materials and subtle colouration that will positively reinforce the character of the market space glimpsed from within this backstreet enclave of narrow fronted buildings. The coloured faience on the window reveals of the proposed buildings will reflect the historic use of tilework locally on commercial buildings such as the Fox and Anchor Public House.

Charterhouse Street (west end) and Smithfield Market

85. The proposed building will have a significant impact on the setting of the 1866 Smithfield Meat Market building, and on the character and appearance of the of the market complex overall. The proposed building would be substantially bigger in terms of site area than its immediate neighbour to the north 23-28 Charterhouse Square and significantly taller than the neighbouring Meat Market buildings to the west. The octagonal corner towers of the Market building with their copper domes would from many viewpoints be seen against a new backdrop of development. In some near and longer distance views, the towers would no longer be seen against clear sky or alternatively against a lesser amount of clear sky.
86. The setting of the building's corner towers and domes are of importance in terms of the character and the historic interest of the Market buildings, and are a key element of the character of the conservation areas. The corner towers identify the Market in longer views and emphasise the scale of the Market building in comparison to the surrounding buildings. The Market building's towers form important skyline landmarks that are key elements of the character of all three conservation areas. The presence of the new building would visually diminish the prominence of the eastern towers and their domes. The new building would be a more prominent landmark forming the visual termination to the run of market buildings in many views from the west when compared to the buildings that formerly existed on the site.
87. The repeating masonry grid design of the new building would complement the rhythm of the stone dressings on the east market buildings. The coloured faience will relate to colours found on the tiles used in the market and on other buildings in the locality, the varied colours of copper granite, brick and paintwork evident on buildings nearby.

Long Lane

88. The south elevation of the proposed building fronts Long Lane to the south west of numbers 74 and 75. Its presence would have no impact on the significance of these buildings. The yellows and oranges

selected for the window reveals on the Hayne Street elevation will relate to the brickwork which generally predominates in the locality and would introduce a brighter, contrasting, visual counter to the neighbouring dark brick office buildings on the north of Long Lane.

Barbican Estate and Landscape

89. The proposals would have a negligible impact on the setting of the Barbican and no impact on its significance.

Smithfield Conservation Area

90. Although the site is located outside of the boundary of the conservation area, the potential impact of the development would be significant in providing a new termination to the run of market buildings at the eastern end of the Market complex and a new landmark.

Charterhouse Square Conservation Area – City of London & L.B. Islington, and Charterhouse Square as a Protected London Square

91. The proposed building would be located opposite the south west corner of the Square and will not be seen in conjunction with the listed buildings on the north and east sides, though it will be seen from within their settings. The building would re-establish the street edge and enclosure at the south west corner of the Square. The proposed building would be seen through tree foliage from within the Square and will be significantly more visible in winter. Some existing views of the Market building's north eastern corner tower and dome would be lost or diminished in a limited area looking southwest along Charterhouse Square. As with the Smithfield conservation area, the proposed building would form a new local landmark and although located outside of the Charterhouse Square conservation area boundaries (City of London and L.B. Islington) would have an impact on views from within the conservation area boundary though the impact is considered to be less than harmful.

Assessment Conclusions

92. The proposals require careful consideration due to the sensitivity of the site's location and the significance of the important heritage assets in the vicinity.
93. The Smithfield Conservation Area is significant for its concentration of historic buildings and infrastructure relating to three long-established institutions: the former Priory of St Bartholomew the Great; St Bartholomew's Hospital and the Meat Markets. The Charterhouse has authoritatively been described as one of the most important monuments of London and the Charterhouse Square conservation areas (City of London and L.B. Islington) have its preservation and enhancement at heart. The impact of the proposals on the settings of the nearby listed buildings and any harm to their significance must be fully considered.
94. When assessing the impact of a proposed development on the significance of a designated heritage asset, paragraph 132 of the NPPF states that "...great weight should be given to the asset's

conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting...any harm or loss should require clear and convincing justification.”

95. Where a proposal would result in harm to the significance of a designated heritage asset, it should be identified whether the harm is substantial or less than substantial. If the harm is substantial the proposed development should be considered in respect of paragraph 133 of the NPPF and if the harm is less than substantial the development should be considered in respect of paragraph 134 of the NPPF.
96. The Market building has considerable historical, aesthetical and communal significance. The Market building, served by railway lines below, was designed to be the primary wholesale meat market for London and was designed by the reputable Victorian architect and engineer Horace Jones, giving the building great historical value. The building is also of key aesthetic value for its highly decorative red brick and stone architecture and the way this succeeds in integrating its very large footprint into the surrounding townscape. It also possesses communal value for its role within the local meat trading community.
97. The proposal would result in some harm to the setting of the Eastern Meat Market buildings and so to its aesthetic significance. The contribution made by the octagonal corner towers and copper clad domes to the local townscape and their presence within some local views would be diminished by the scale of the proposed building.
98. The setting of the Charterhouse would be changed in nature to but not significantly harmed in that the views out from Charterhouse Square would be affected by the presence of a new building of a greater scale than most of the surrounding development. These views outwards would usually be seen in close relationship with 23-28 Charterhouse Street which is only marginally lower in height than the proposed building and which already closes the western side of Charterhouse Square.
99. Overall, it is considered that the harm caused by the proposal is less than substantial and therefore the approach set out in paragraph 134 of the NPPF should be applied to this case. Paragraph 134 of the NPPF states that “any less than substantial harm to the significance of a designated asset should be outweighed by the public benefits of the proposal. Great weight should be afforded to the desirability of preserving the listed building and the setting of listed buildings or any special features of special architectural or historic interest which they possess”.

Public Benefits of the Proposal

100. There are three principal potential public benefits that the scheme offers to off-set the less than substantial harm that the proposals would cause to the setting of the Market buildings or the loss of some views from Charterhouse Square. These are: i) the detrimental impact on the

immediate townscape including the settings of the heritage assets listed above were no building to be constructed over the station site, ii) the provision of a new high quality building; and iii) provision of high quality office space and retail in the Smithfield Area of Intensification.

Townscape Benefit of a Building Concealing the Railway Infrastructure

101. The applicant is of the view that due to the difficult nature of the site, the proposed quantum of floorspace on the site is required for the development to attract a letting of the building prior to construction. A reduction in floorspace would remove this as a likely option and therefore would increase risk and reduce the attractiveness of the opportunity to the development market. Were a building not to be constructed on the site, the unsightly partially exposed infrastructure and the perimeter hoardings around the parts of the site not occupied by the ticket hall would be in place for an undetermined period resulting in visual detrimental to the setting to the heritage assets outlined above.

Provision of a New High Quality Building

102. The building is a high quality contemporary design whose appearance and facing materials make clear references to its surroundings. It is acknowledged that the building is of a scale that is large for its context. However, it is considered by the applicant to be the minimum quantum of floorspace to provide surety that the development would take place and that the provision of the proposed building is preferable to the long term vacancy of the site.

Provision of High Quality Floorspace in the Smithfield Area of Intensification.

103. The economic benefits of the proposal are fully outlined in the Economic Development Issues section above.

London View Management Framework

104. The Mayor's London View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan. The LVMF sets out the strategic context for the protection of identified landmarks. The development falls within the policy area for the geometrically protected view of St Paul's Cathedral from Alexandra Palace but does not rise sufficiently high to have any impact on this long distance protected vista.

Daylight, Sunlight and Overshadowing

105. Policy CS21 of the Core Strategy seeks to protect residential amenity, and Policy HOUS10 of the UDP seeks to ensure that where practicable the privacy, outlook and daylighting levels of residential accommodation are respected by the form of adjacent development. Policy ENV35 of the UDP seeks to resist development which would noticeably reduce the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's (BRE) guidelines.

106. A daylight and sunlight review has been carried out by Gordon Ingram Associates. The analysis has been undertaken for the proposed development and the neighbouring residential receptors by reference to the BRE Guidelines 2011.
107. The following surrounding residential properties have been identified as receptors which may experience effects:
- 3 Hayne Street;
 - Upper two floors of 13-17 Long Lane;
 - Upper floors of 71-72 Long Lane (known as the Old Red Cow Pub);
 - Upper floors of 74 Long Lane (known as 11 East Passage);
 - Upper floors of 75 Long Lane (known as 10 East Passage); and
 - Upper floors of 73 long Lane (known as 9 East Passage).

3 Hayne Street

108. The daylight and sunlight analysis as submitted originally identified 20 windows. Since the application was submitted in 2013 submission, further internal layout information has been secured for this property. The information demonstrates that all five windows directly facing towards the site serve non habitable rooms and therefore are not considered to be material for a daylight and sunlight analysis and have thus been discounted. The revised study indicates that 13 out of the 15 windows affected would comply with the BRE Guidelines in regards to daylight received. Two windows would be experience a significant loss. However these windows serve a kitchen with a large sky light and therefore the room would exceed the target average daylight factor which measures light available to the room.
109. In regards to sunlight none of the windows within 3 Hayne Street meet the BRE Guidelines for winter and total sunlight one window would meet the BRE Guidelines. Two windows serving the kitchen space would experience 100% loss in in annual sunlight and no change in winter sunlight. However, these windows have low existing levels of sunlight (below the recommended BRE levels) and serve a kitchen, which compared to living rooms is considered to be less sensitive in regards to sunlight.
110. The remaining window would experience a reduction in sunlight of 36.8%, however, would retain an annual average probable sunlight hours of 24% which is marginally below the BRE target of 25%. This window has existing marginalised levels of sunlight would trigger a disproportionate percentage alteration resulting in a breach of the guidelines.

13-17 Long Lane

111. The results of the technical assessments for 13-17 Long Lane indicate full BRE compliance in regards to daylight. In regards to sunlight 11 of the 12 windows assessed would meet the BRE criteria although one window will experience a 50% reduction in winter sunlight, although the

existing levels are low in which a relatively low reduction in light would result in a disproportionately high percentage change.

71-72 Long Lane

112. The predicted reduction in daylight to 9 out of 10 windows assessed would be minor significant adverse and the impact on the one remaining window would be moderate significant adverse.

9 East Passage

113. The results of the daylight analysis indicate that there would be compliance with BRE Guidelines in regards to daylight for three of the windows. One of the rooms would experience a minor reduction in the area of the room that would receive direct daylight.

10 East Passage

114. The results of the daylight analysis indicate that there would be compliance with BRE Guidelines in regards to daylight for all 8 windows. One of the rooms would experience a moderate reduction in terms of the area of the room that would receive direct daylight.

11 East Passage

115. In terms of daylight of the 5 windows considered within this property 4 would comply with the BRE Guidelines and one would experience a reduction of 30.55% which is considered to be a minor significant adverse reduction. However all of the rooms would retain a daylight distribution of at least 0.8 times their former value and therefore comply with the BRE Guidelines.
116. The BRE guidelines acknowledge the percentage values can be misleading, particularly where baseline values are small. In these circumstances a small change in the quantum of light received could represent a high percentage change in the overall figure, implying that there would be a significant change in daylight or sunlight, whereas in reality the difference would be negligible. Furthermore, it should be taken into consideration that the BRE guidelines should be interpreted flexibly as they provide for suburban residential layouts and not dense inner city environments such as that occurring at the application site.
117. The sunlight and daylight assessment has been carried out for all the habitable rooms of nearby properties and the BRE Guidelines suggest that different targets may be used in special circumstances. For instance in and historic city centre a target of a VSC of 18% could be used as a value. All of the windows that do not comply with the guidelines would have a VSC greater than 18%.
118. The closest area of open space is the Charterhouse Garden. The development would be far enough from the garden so as not to have an effect on the daylight and sunlight received by the open space.
119. Concerns have been raised that light spillage from the building would have a detrimental effect on the meditative nature of Charterhouse Square and engulf the low level gas lighting that preserves its unique

character. Others raised the issue of light spillage affecting the amenity of local residents.

120. A condition, requiring the submission of a lighting strategy prior to commencement on the site. The strategy to demonstrate that the use of directional and sensor lighting, appropriate screening or blinds and effective building management would limit any light spillage and protect the setting of Charterhouse Square is attached.
121. The information in this section relates to an assessment of impacts on daylight and sunlight only and would not affect any owners claim for rights of light.

Transport, Servicing & Parking

122. The position and size of the servicing bay on Hayne Street, which would be shared by the Crossrail ticket hall, is largely dictated by the approval under Schedule 7 of the Crossrail Act. The loading bay would only accommodate smaller vehicles and as such a Delivery and Servicing Plan would need to be secured within a Section 106 Agreement.
123. There would be no car or motorcycle parking proposed. 75 cycle parking spaces would be provided and an increase in the number of showers would be preferred. However, the constraints imposed by the station accommodation means that space for these facilities is limited.
124. There would be no changes to the extent of the public highway.
125. Pedestrian activity around the site will increase with the opening of the ticket hall. Crossrail are committed to carrying out street enhancement and highways improvement around the site to improve facilities for pedestrians, cyclists and other users. They are currently discussing these proposals with officers from the street enhancement and highways teams.
126. The refuse storage and collection facilities have been agreed with the City's Waste and Amenity Planning Manager.
127. L.B. Islington queried the lorry movement forecasts both in the construction and operational stages. These will be subject to further examination when a construction management plan and more detailed transport analysis information would be the subject of conditions.

Street Enhancement

128. The increase in both pedestrian and vehicular activity generated by the new station is acknowledged by Crossrail. This increased activity would be addressed by a programme of local street enhancement and highway works surrounding the site which is currently being developed by Crossrail and the City's Environmental Enhancement Team.
129. The issues concerning the safety of pedestrians using the narrow footpaths and streets, and potential anti-social behaviour on Hayne Street raised in the GLA's comments will be considered as part of the above programme.

Access

130. The City's Access Officer welcomes the multi coloured facade and variation in colour palettes for each elevation. There would be no parking spaces for disabled users due to the restricted nature of the site and servicing area.

Sustainability & Energy

131. As part of the supporting documentation, the applicants have submitted a Sustainability Statement, including a BREEAM New Construction 2011 (Offices) pre-assessment and an Energy Assessment.
132. By utilizing passive design and energy efficiency measures, the development is estimated to achieve 10% carbon emissions savings over the Building Regulations 2010 compliant baseline scheme. The intention is to connect the development into the local district heating network Citigen. If hot and chilled water were not be available from Citigen, it is proposed to incorporate air source heat pumps. These would be supplemented by ground source heat pumps provided by Crossrail which would not be used in combination with Citigen as a combined cooling, heat and power system would negate the benefits of ground source heat pumps.
133. The carbon emissions savings would be increased by the installation of photovoltaic panels with a size of 330sq.m laid flat on the roof. The submitted energy strategy demonstrates that the development has the potential to achieve a 39% carbon emission reduction over a Building Regulations compliant building. This would exceed the London Plan target of 25% which was applicable at the time of the submission of the application. Details of the final energy strategy to be adopted for the development have been requested by condition.
134. The BREEAM pre-assessment rating for the building has an "excellent" rating and indicates no outstanding issues which should be addressed in the City context.
135. The sustainability statement addresses climate change adaptation and sustainable design of the development, in particular energy efficiency, sustainable materials, conserving water resources, sustainable drainage, waste management, pollution, urban greening and biodiversity. A large green roof area of 500sq.m. would be provided to minimize solar gain and contribute to rainwater attenuation, biodiversity and visual amenity. The proposed range of climate change adaptation and sustainable design measures is considered to be acceptable, subject to further details to be considered under the conditions.

Planning Obligations and Community Infrastructure Levy

136. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
 - restricting the development or use of land in any specified way;

- requiring specified operations or activities to be carried out in, on or under or over the land;
 - requiring the land to be used in any specified way; or
 - requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
137. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
138. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
139. Regulation 123 states that a planning obligation may not constitute a reason to grant planning permission to the extent that it provide funding for infrastructure included in the regulations "Regulation 123" list as the type of infrastructure on what CIL will be spent on.
140. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The policy repeated the tests set out above and states that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

Mayor of London Policies

Mayoral Community Infrastructure Levy (CIL)

141. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail until 2019. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

Mayoral Planning Obligations

142. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an

indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m.

143. Developments liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail would not be double charged. The Mayors approach is to treat CIL payment as a credit towards planning obligation.
144. At the time of preparing this report the Mayoral CIL has been calculated to be £553,350. The full Mayoral planning obligation has been calculated to be £1,535,380. This would be reduced to £982,030 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
145. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	553,350	531,216	22,134
Mayoral planning obligation net liability*	982,030	982,030	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
Total liability in accordance with the Mayor of London's policies	1,538,880	1,513,246	25,634

*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

City of London’s Planning Obligations SPG policy

City Planning Obligations

City CIL

- 146. The City introduced its CIL on 1st July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices, £150 for Residential Riverside, £95 for Residential rest of the city and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £830,025. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
- 147. Under the CIL regulations the City Corporation is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure required to meet the requirements of the City’s Development Plan.

City Planning Obligations

- 148. On 1st July 2014 the City’s Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£46 per tonne of carbon offset). The section 106 agreement would normally follow the agreement template available on the City of London website.
- 149. In this case the proposed net increase in floorspace would be 11067sq.m. On the basis of the figure indicated in the Supplementary Planning Document, the planning obligation figure would be £254,541. It is the City’s practice to index-link all financial contributions with reference to the appropriate index from the 1st July 2014 to the date of permission.
- 150. The planning obligation contributions would be allocated in accordance with the Supplementary Planning Document as follows:

Liability in accordance with the City of London’s policies	Contribution £	Available for Allocation £	Retained for Administration Charge £
City Community Infrastructure Levy	830,025	531,216	22,134
City Planning Obligation Affordable Housing	221,340	219,127	2,213

City Planning Obligation Local, Training, Skills and Job Brokerage	33,201	32,869	332
City Planning Obligation Monitoring costs	1000	Nil	1000
Total liability in accordance with the City of London's policies	1,085,566	783,212	25,679

151. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Affordable Housing

152. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

Local Training, Skills and Job Brokerage

153. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

Delivery and Servicing Management Plan

154. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City will be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan will be subject to an annual review.

Travel Plan

155. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. The obligations in relation to this shall apply for the life of the building

Highway Reparation and other Highways obligations

156. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.

157. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

Utility Connections

158. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

Local Training, Skills and Job Brokerage Strategy (Construction)

159. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.
160. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

Local Procurement

161. The developer has agreed to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives

e.g. a local procurement tracker can be used to capture this information.

162. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.
163. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation.

Carbon Offsetting

164. The London Plan sets a target for major developments to achieve an overall carbon dioxide emission reduction of 40% from 2013-2016, through the use of on-site renewable energy generation. A detailed assessment will be required by condition. If the assessment demonstrated that the target is not met on site the applicant will be required to meet the shortfall through aThe scheme is the subject of an E.I.A. is a conservation led scheme which retains and refurbishes the perimeter buildings around the site except to West Poultry Avenue and the Iron Mountain Building but removes the interiors of the General Market and Annex Market and redevelops them to provide new office floorspace. The perimeter buildings will be in retail use and new publically accessible private routes will be created through the sites.
165. The scheme has been negotiated with English Heritage who is now supportive of it.
166. A number of comments have been made in support of the scheme and a large number of objections to it have been raised. The principal grounds of objection are that the buildings in their entirety contribute to the character of the Conservation Area and that the loss of the interior and roofscape would neither preserve or enhance the Conservation Area and would result in substantial harm to the undesignated heritage assets.
167. It is considered that less than substantial harm is caused to these important non-designated heritage assets and to the designated heritage assets (the conservation area and setting of listed buildings) and that on balance a scheme has been developed that is well designed and secures a future for these buildings and provide uses which are appropriate to the site and the Conservation Area.
168. A number of matters are subject to conditions and clauses in the proposed S106 including Crossrail access and site concerns.
169. On balance it is considered that the scheme provides a development which does not cause substantial harm to designated and non-designated heritage assets and that it provides public benefits which outweigh the less than substantial harm. cash in lieu contribution. The contribution will be secured through the section 106 agreement, at an

initial cost of £60? per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on commencement or implementation of development.

Monitoring and Administrative Costs

170. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.
171. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.
172. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Site Specific Mitigation

173. The City Corporation will principally seek to mitigate the impact of development and provide necessary infrastructure through the use of CIL but, in some circumstances, it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are still yet to be fully scoped.

Conclusion

174. The submission of the application for over site development is required by the Crossrail Act in order to repair the gap that would result from the construction of the Farringdon East Ticket Hall and to optimise the development opportunities above and around the Crossrail infrastructure. The proposed uses are appropriate to the mixed use nature of Smithfield and the London Plan's designation of an Area of Intensification.
175. The development would affect the settings of a number of heritage assets and is considered to cause less than substantial harm to the Eastern Meat Market building.
176. The building whilst of a modern design incorporates features and materials that would successfully relate to its surroundings.
177. The development would provide the benefit of ensuring that the site is developed and that the unsightly Crossrail infrastructure would not remain exposed for an indefinite period and would provide a high quality contemporary building that would provide a marker for the new Crossrail ticket hall.
178. The building would result in the loss of light to some of the surrounding residential properties and these are considered to be significant for 71-72 Long Lane but this would be uncharacteristic of a development in a dense urban environment. The most affected windows within 3 Hayne

Street serve non-habitable areas and a kitchen which is considered less sensitive to daylight and sunlight.

179. The applicants have agreed to the addition of a condition requiring details of measures to mitigate the effects of any light spillage on surrounding properties and spaces.
180. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it. For the reasons set out above the proposals are on balance would accord with the development plan.

Background papers

Internal

Memo dated 22.08.2013 Director of Markets and Consumer Protection

External

Letter dated 06.08.2013 English Heritage
Email dated 15.08.2013 Sutton's Hospital
Letter dated 19.08.2013 London Borough of Islington
Letter dated 22.08.2013 Transport for London
Email dated 22.08.2013 Dr. Shanil Patel
Letter dated 02.09.2013 Greater London Authority
Letter dated 04.10.2013 City Heritage Society
Email dated 24.10.2013 Michael Chambers
Letter dated 16.09.2014 English Heritage
Letter dated 22.09.2014 London Borough of Islington
Email dated 29.08.2014 M. Fenning
Email dated 15.09.2014 Richard Martin
Letter dated 25.09.2014 Smithfield Market Tenants Association
Email dated 25.09.2014 Mr. & Mrs. Allen & Deirdre Jones
Email dated 25.09.2014 Michael Coombes
Email dated 30.09.2014 Helen Burggraf
Email dated 30.09.2014 P. Llewellyn
Letter dated 01.10.2014 The Charterhouse
Email dated 01.10.2014 John Cutts
Email dated 01.10.2014 Tracy Tasker
Letter dated 02.10.2014 Florin Crt. Freehold Ltd & Florin Crt. Management Ltd
Email dated 02.10.2014 Kim Thomas
Letter dated 06.10.2014 Save Britain's Heritage
Letter dated 06.10.2014 The Smithfield Trust

Environmental Statement June 2013

Appendix 2 – Townscape, Built Heritage and Visual Impact June 2013

Environmental Statement Document Number: C136-SWN-x-xxx-M123-000xx

Daylight and Sunlight Document Number: C136-SWN-T1-XST-M123-50003

Outline Framework Servicing and Delivery Plan August 2014

High Level Assessment of Disabled Parking Demand August 2014

Design and Access Statement June 2013

Planning Statement June 2013

Heritage Assessment Supplementary Methodology Note, Tavernor Consultancy, 10 November 2014

Email, GVA Grimley (Georgina Church) 21 October 2014

Email, Deloitte LLP (Robert Black) 14 November 2014

Appendix A

London Plan Policies

The London Plan policies which are most relevant to this application are set out below:

Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.

Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

Policy 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 2.18 Protect, promote, expand and manage the extent and quality of and access to London's network of green infrastructure.

Policy 3.1 Protect and enhance facilities and services that meet the needs of particular groups and communities.

Policy 3.2 New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

Policy 3.16 Protection and enhancement of social infrastructure - additional and enhanced social infrastructure provision to meet the needs of a growing and diverse population.

Policy 3.18 Support proposals that enhance school and educational facilities and resist loss of education facilities unless it can be demonstrated there is no ongoing or future demand. Encourage multiple use of educational facilities for community or recreational use.

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

Promote London as a suitable location for European and other international agencies and businesses.

Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Policy 5.9 Reduce the impact of the urban heat island effect in London and encourage the design of places and spaces to avoid overheating and excessive heat generation, and to reduce overheating due to the impacts of climate change and the urban heat island effect on an area wide basis.

Policy 5.10 Promote and support urban greening, such as new planting in the public realm (including streets, squares and plazas) and multifunctional green infrastructure, to contribute to the adaptation to, and reduction of, the effects of climate change.

Policy 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 6.1 The Mayor will work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

Policy 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.6 Buildings and structures should:

- a. be of the highest architectural quality
- b. be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c. comprise details and materials that complement, not necessarily replicate, the local architectural character
- d. not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings
- e. incorporate best practice in resource management and climate change mitigation and adaptation
- f. provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g. be adaptable to different activities and land uses, particularly at ground level
- h. meet the principles of inclusive design
- i. optimise the potential of sites.

Policy 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.

Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Policy 7.15 Minimise existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separate new noise sensitive development from major noise sources.

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Unitary Development Plan and Core Strategy Policies

CS10 Promote high quality environment

To promote a high standard and sustainable design of buildings, streets and spaces, having regard to their surroundings and the character of the City and creating an inclusive and attractive environment.

CS12 Conserve or enhance heritage assets

To conserve or enhance the significance of the City's heritage assets and their settings, and provide an attractive environment for the City's communities and visitors.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

UTIL6 Provision for waste collection

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

CS1 Provide additional offices

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

CS5 Meet challenges facing North of City

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

ECON6 Maintain character of Smithfield

To ensure that development maintains or enhances the varied and special character of Smithfield by:

- i. normally requiring that development proposals for sites including existing non-B1 uses shall maintain the amount and proportion of non-B1 uses on the site;

- ii. seeking a proportion of non-B1 uses in development proposals for sites wholly in B1 (office) use;
- iii. seeking a variety of uses other than B1 to be located at street level.

When assessing the suitability of sites for mixed uses the potential difficulties of accessing and servicing mixed uses on small sites will be taken into consideration.

ENV28 Design of building services

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

ENV29 High standard of shopfront design

To ensure that the provision of shopfronts is of a high standard of design and appearance and to resist inappropriate designs and alterations.

ENV35 To protect daylight and sunlight

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

ENV8 Promote high quality open spaces

To promote and ensure high standards in the layout, design, surface treatment and landscaping of open spaces and streets, and to seek the retention of existing surfaces and features which contribute positively to the character and appearance of the location and the City.

IMP5 Separate uses to be self contained

To require that individual uses within mixed developments are separate and self-contained.

SHOP3 Seek increased retail facilities

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;

- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

TRANS15 Seek off-street servicing

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;
- ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and
- iii. to enable vehicles to enter and leave premises in a forward direction.

TRANS21 Seek parking for disabled people

To seek the provision and improvement of parking arrangements for disabled people.

UTIL6 Provision for waste collection

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

SCHEDULE

APPLICATION: 13/00605/FULEIA

Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London

Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of ten years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 3 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the

Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.

- 4 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London)
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 5 Before any works hereby permitted are begun a detailed assessment of the potential for the use of renewable energy in this development shall be submitted to and approved in writing by the Local Planning Authority. The assessment must provide a full assessment of renewable energy technologies and identify any which will be incorporated into the development. The technologies identified as being incorporated into the development and approved under this condition shall be incorporated into the development and maintained as approved for the life of the development.
REASON: To ensure compliance with the following policy of the Core Strategy: CS15.
- 6 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.
- 7 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 8 Before any works thereby affected are begun, detailed elevations of the frontage(s) to the shop(s) must be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this

permission shall be carried out in accordance with the approved details.

REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV6, ENV29, CS10.

- 9 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 10 Details of the position and size of the green roof, the type of planting and the contribution of the green roof to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.
- 11 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
 - (c) details of a typical bay of the development;
 - (d) details of faience including elevations, plans and cross-sections at scale 1:10 showing details of individual castings of the faience blocks, full details of colour, and details of jointing;
 - (e) details of ground floor elevations;
 - (f) details of the ground floor office entrance(s);
 - (g) details of the integration of railway associated infrastructure, equipment, entrances and exits, grills, vents or louvres, services, etc. located within the building's exterior envelope;
 - (h) details of windows and upper floor glazing treatment;
 - (i) details of the entrance and internal treatment of the service yard;
 - (j) details of soffits, hand rails and balustrades;

(k) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;

(l) details of plant, ductwork, ventilation and air-conditioning to serve the [A1] [A3] [A4] [A5] use(s);

(m) details of all ground level surfaces including materials to be used;

(n) details of external surfaces within the site boundary including hard and soft landscaping;

(o) details of the means of reducing light spillage from the building to adjacent properties.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy:

- 12 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 13 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 14 No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 15 No live or recorded music that can be heard outside the premises shall be played.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 16 The (A3/A4) (use/premises) hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- 17 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS16, CS21.
- 18 Unless otherwise approved by the Local Planning Authority the doors and windows to any bar or restaurant on the Hayne Street frontages shall be kept closed. The doors may be used only in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 19 Self-closing mechanisms must be fitted on the doors at Hayne Street frontage before the Class (A3/A4) use commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 20 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises.
The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 21 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour

penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.

- 22 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Core Strategy: CS15.
- 23 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS10, CS15, CS21.
- 24 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of one pedal cycle per 250sq.m. of floorspace (minimum 75 spaces). The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 25 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Unitary Development Plan: TRANS22.
- 26 The approved loading and unloading areas shall be available at all times for use throughout the life of the building for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing facilities are maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.

- 27 Provision shall be made for disabled people to obtain access to the building via the principal entrance without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Core Strategy: CS10
- 28 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.
- 29 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: DDA-M123-OD016-1-25200 P01.1; DDA-M123-OD016-1-25201 P01.1; DDA-M123-OD016-1-25202 P01.1; DDA-M123-OD016-1-25203 P01.1; DDA-M123-OD016-1-25000 P03; DDA-M123-OD016-A-25000 P04; DDA-M123-OD016-B-25000 P01.2; DDA-M123-OD016-C-25000 P01.2; DDA-M123-OD016-D-25000 P01.2; DDA-M123-OD016-E-25000 P01.1; DDA-M123-OD016-F-25000 P01.1; DDA-M123-OD016-G-25000 P01.2; DDB-M123-OD016-Z-25000 P01.1; DDB-M123-OD016-Z-25002 P01.1; DDC-M123-OD016-Z-25501 P01.1; DDC-M123-OD016-Z-25503 P01.1; DDC-M123-OD016-Z-25701 P01.1; DDC-M123-OD016-Z-25702 P01.1; DDC-M123-OD016-Z-25703 P01.1; DDC-M123-OD016-Z-25704 P01.1; DDD-M123-OD016-Z-25048 P01.1; DDD-M123-OD016-Z-25049 P01.1; DDD-M123-OD016-Z-25050 P01.1; DDD-M123-OD016-Z-25051 P01.1; DDD-M123-OD016-Z-25044 P01.1; DDD-M123-OD016-Z-25045 P01.1; DDD-M123-OD016-Z-25046 P01.1; DDD-M123-OD016-Z-25047 P01.1;
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 2 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 3 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Health Team should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc. Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:
 - the identification, encapsulation and removal of asbestos in accordance with a planned programme;
 - provision for window cleaning (internal and external) to be carried out safely.
 - (f) The use of premises for the storage, handling, preparation or sale of food.
 - (g) Use of the premises for public entertainment.
 - (h) Approvals relating to the storage and collection of wastes.
 - (i) The detailed layout of public conveniences.
 - (j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
 - (k) The control of noise from plant and equipment;
 - (l) Methods of odour control.
- 4 The Markets and Consumer Protection Department must be consulted on the use of premises for the storage, handling, preparation or sale of food and associated extract arrangements, sound insulation arrangements, control of noise during construction, Health & Safety arrangements, flues and chimneys etc.

- 5 You are advised to contact the Markets and Consumer Protection Department who will advise in respect of Food Hygiene and Safety, Health and Safety at Work, Environmental Impact and any other matters relevant to that department. Should the Markets and Consumer Protection Department require any external design alterations you should advise the Planning Department which will advise as to whether planning permission will be required for such works.
- 6 The Directorate of the Built Environment should be consulted on:
 - (a) Any intention to carry out works that would have an impact on a listed building.
 - (b) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window cill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licenses do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. In such cases please also contact the Corporate Property Officer, City Surveyor's Department.
 - (d) Bridges over highways.
 - (e) Permanent Highway Stopping-Up Orders, dedication of land for highway purposes, declaration, diversion and stopping up of City and Riverside Walkways.
 - (f) Underground construction works within the vicinity of St. Paul's Cathedral as defined by the St. Paul's Cathedral Preservation Act 1935.
 - (g) The display of any advertisement material on the premises which may be subject to the City of London Corporation's Byelaws.
- 7 This approval relates only to the details listed above and must not be construed as approval of any other details shown on the approved drawings.

- 8 Prospective occupiers are advised that the property is located close to Smithfield Market which operates throughout the night.
- 9 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 10 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.



ENGLISH HERITAGE
LONDON OFFICE

PLANNING & TRANSPORTATION		
PSDD	CPO	PPI
TPD	09 AUG 2013	LTF
OM		SSE
No	119197	PP
FILE		BB

Mr Ted Rayment
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3774
Direct Fax: 020 7973 3792

Our ref: P00248465

6 August 2013

Dear Mr Rayment

Notifications under Circular 01/2001, Circular 08/2009 & T&CP (Development Management Procedure) Order 2010
LAND BOUNDED BY CHARTERHOUSE STREET, LINDSEY STREET, LONG LANE AND HAYNE STREET, LONDON, EC1
Application No 13/00605/FULEIA

Thank you for your letter of 11 July 2013 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail, but offer the following general observations.

English Heritage Advice

The development site is located at the east end of Smithfield Market, directly adjacent to (but not within) Smithfield Conservation Area and Charterhouse Square Conservation Area. The site borders Charterhouse Square itself, which is protected under the London Squares Act. There are several listed buildings nearby, most notably the grade II* listed Smithfield Market directly west of the development site. The settings of numerous other nearby listed buildings will be affected by the proposed over site development on the Farringdon East Crossrail Site. In our view, the historic built environment in this area is of very high significance.

We support the principle of developing above the Crossrail Station, and agree that containing the necessary station vent shafts etc. within a well designed new building is appropriate. However, we note that the height of the proposed new building means that it will have an overbearing impact upon the setting of the grade II* listed Smithfield Market and reduce its dominance in this part of historic Smithfield in certain views. In this regard, we urge your council, when coming to a decision, to weigh this harm against the public benefits of the development in accordance with paragraph 134 of the NPPF.

Recommendation



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Handwritten initials/signature

LONDON OFFICE

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

Yours sincerely

Michael Dunn

Principal Inspector of Historic Buildings and Areas
E-mail: michael.dunn@english-heritage.org.uk



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

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All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in
the FOIA or EIR applies.*

Rayment, Ted

From: PlnComments@cityoflondon.gov.uk
Sent: 15 August 2013 13:58
To: Rayment, Ted
Subject: Application Comments for 13/00605/FULEIA

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 1:57 PM on 15 Aug 2013 from Brigadier Charlie Hobson.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street,
Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last.

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Brigadier Charlie Hobson

Email:

Address: Sutton's Hospital in Charterhouse Charterhouse Square
LONDON

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: This development may have regenerative benefits but it lacks due consideration and sensitivity in its design. As stakeholders in a scheme to improve access and enjoyment of Charterhouse Square, we believe the lack of proper consultation will compromise a significant heritage and rare green space. The proposal exploits a +55m AOD viewing corridor from Alexandra Palace which is a height alien to the proportions of the listed Smithfield and Charterhouse contexts. Façades and massing do not empathise with the context; the proposal will over-shadow and over-power the scale of Charterhouse Sq and would benefit from being lower in

this corner. Mitigation and management of light pollution is insufficient as its extensive glazed façade will flood the area and such light spill will be particularly evident from the thinly fenestrated 5th floor, which at 22.6m above the street will contrast most sharply. Light at these heights would considerably harm the meditative character of Charterhouse Sq, engulfing low-level gas lighting that preserves its unique character. We would also seek assurances that the building management plan incorporates mitigation measures for light emission. The design claims to reflect a C19th industrial planar typology with precedent north-west on Farringdon Rd, but details show a façade depth of 350mm (labelled 1:10 on 2/25047 but drawn 1:20). This thin non-load bearing terracotta façade does not relate to the solidity of tile clad cold-store buildings of the market or domestic proportioned public houses. The use of flat colour from 1st to 4th floors appears superficial and arbitrary and critical elevations that might demonstrate contextual awareness are absent (Hayne Street) or mislabelled (Long Lane is labelled Lindsey Street). We question if full exploitation of footprint and height limits for commercial gain is of sufficient benefit to either the City of London or context given the significant issues it will raise for the enduring quality of the area.

PLANNING DECISION NOTICE

City of London
Department Of Planning & Transportation
18th Floor, St. Alphage House
2 Fore Street
London
EC2Y 5DH

Development Management Service
Planning and Development Division
Environment & Regeneration Department
PO Box 333
222 Upper Street
LONDON N1 1YA
Case Officer: Victor Grayson
T: 020 7527 6726
E: planning@islington.gov.uk
Issue Date: 19 August 2013
Application No: P2013/2602/OBS
(Please quote in all correspondence)

Dear Sir or Madam

TOWN AND COUNTRY PLANNING ACTS

BOROUGH COUNCIL'S DECISION: Observations to adjoining borough - 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:	Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street , London, EC1		
Application Type:	Observations to Adjoining Borough		
Date of Application:	11 July 2013	Application Received:	18 July 2013
Application Valid:	18 July 2013	Application Target:	08 August 2013

DEVELOPMENT:

Observations to the City of London in connection with a ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211 sqm) with associated cycle parking, servicing, storage and plant, and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (A1-A5) (286 sqm), office entrance and servicing.

OBSERVATIONS:

This Council has considered the application and wish to **OBJECT** to the proposal for the reasons set-out below, and provide further comments.

Design and Conservation

The site is adjacent to Islington's Charterhouse Square Conservation Area and other heritage assets.

Buildings that are tall, high or taller than their surroundings, when proposed within the setting of an

historic green open space, can have a negative impact on the perceived openness of the space and existing tall or high buildings do not justify new high buildings. The proposed development would have such an effect. Similar concerns were expressed at the Public Inquiry for the Moorfields School site, with regard to the impact of a development upon Bunhill Fields. These concerns were supported by the appeal inspector.

The copper domes of the listed Smithfield Market should be 'read' against open sky, as this enables them to be best appreciated. This would only be possible if the proposed building was reduced by two storeys. This would also ensure that the building was less dominant in relation to the listed market buildings, and would reduce the development's impact on Charterhouse Square.

Land use

The principle of office-led development above the station, with supporting ground floor retail uses, is acceptable and in line with Islington's strategic policy for the adjacent area.

Transportation and Highways

Section 9.26 (in chapter 9 of the Environmental Statement - Traffic and Transportation) mentions that the closure of the pedestrian crossing and footways will increase pedestrian vulnerability. Additional lorry restriction measures in the vicinity of Charterhouse School are mentioned but not detailed. LB Islington would want to comment and assess these measures before they were implemented.

With regard to lorry movements, section 9.61 and figures 9.1 and 9.2, the Eastern Ticket Hall (ETH) lorry movements work at the moment but may need to change in response to future development demands in the wider area. Also to note is that both figure 9.1 and 9.2 are out of date when looking at the Western Ticket Hall (WTH) lorry entrance / exit provisions as they show the exit / entrance from the old Cardinal Tower car park entrance (on Cowcross Street). Both plans should be updated to reflect the current arrangements.

In relation to section 9.66, LB Islington's Highways team has little faith in the Crossrail lorry movement forecasts, as the actual lorry movements (particularly for the WTH) have been significantly underestimated. However, we accept that the ETH Over Site Development (OSD) predictions are likely to be more accurate due to the nature of the construction involved.

With regard to parking and loading, in relation to any parking suspensions, provision of disabled parking bays or additional motorcycle parking on the northern side of Charterhouse Street and /or Carthusian Street (sections 9.68, 9.69, 9.105, 9.107 and 9.108) approvals will need to be secured from LB Islington for this side of the road. There is likely to be an issue of capacity in providing additional disabled / motor cycle parking on Charterhouse Street that would need to be assessed and presented to LB Islington. Loss of existing provision i.e. changing loading bays into motorcycle bays would likely meet with resistance from local businesses.

With regard to the OSD delivery programme, in relation to section 9.82 Highways are seeking clarification that the 18-20 months duration for construction includes the construction related fit-out activities. LB Islington asks for this to be confirmed.

Section 9.95 notes flexibility when ODS construction lorry movements occur and overlap with peak Crossrail movements (construction peaks for short durations), and that co-ordination of movement between contractors should be possible. This is a nice idea but has not been a strength of Crossrail's contractors so far. LB Islington would welcome the provision of a Delivery and Servicing Plan to help manage and mitigate movements between contractors, particularly at peak times.

As a more general point, LB Islington would like to see the existing Crossrail Transport Liaison Group meeting arrangements continue throughout the OSD construction phase for both the ETH and WTH (and various contractors) so construction impacts of both sites can be coordinated and managed appropriately.

Energy

LB Islington supports the proposed connection to Citigen's district heating and cooling network.

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**

Transport for London



Our ref: 13/0768
Your ref: 13/00605/FULEIA

To: Ted Rayment, City of London

- by email only -

22 August 2013

Dear Ted

**13/00605/FULEIA
FARRINGDON EAST STATION (OVER STATION DEVELOPMENT)
CITY OF LONDON**

I write following receipt of the above planning application.

The following comments represent the views of Transport for London officers and are made on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.

Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

Site and Surroundings

The site is bounded by Lindsey Street, Charterhouse Square, Long Lane, and Hayne Street. The nearest section of the Transport for London Road Network (TLRN) is Farringdon Street, some 400m to the west, while the gyratory at St Pauls, 300m to the south, forms part of the Strategic Road Network (SRN).

Farringdon station is 400m west of the site, although Barbican station is closer, lying 150m to the east. Both stations are served by the Circle, Metropolitan and Hammersmith & City lines. Farringdon is also served by Thameslink services, as well as Crossrail from 2019, when the ongoing Thameslink upgrade is also likely to be completed. 8 bus routes operate within 450m of the site. Given its central location and proximity to a variety of public transport services, the site has an excellent estimated Public Transport Accessibility Level (PTAL) of 6b, on a scale of 1a to 6b, where 6b is the most accessible.

The application proposes Over Station Development above the Farringdon station Eastern Ticket Hall.

Transport Safeguarding

TfL raises no concerns regarding the impact of the proposal on the safeguarding of TfL's infrastructure. The applicant is in ongoing discussions with TfL in this respect. The applicant has confirmed that the proposed development is programmed to be constructed once the main works at Farringdon have been completed; Crossrail will become operational during the period that this development is under construction. The application is therefore considered to be consistent with London Plan policy 6.1

MAYOR OF LONDON



Transport for London
Group Planning

Windsor House
42 – 50 Victoria Street
London SW1H 0TL

Phone 020 7222 5600
Fax 020 7126 4275
www.tfl.gov.uk



VAT number 756 2770 08

Please do not hesitate to contact me, should you wish to discuss any of the above.

Yours sincerely,

GARETH FAIRWEATHER

Principal Planner

Email:

Direct line:

Hassall, Pam

From: Shanil Patel <
Sent: 22 August 2013 22:12
To: PLN - Comments
Subject: Attn Ted Rayment Ref: 13/00605/FULEIA

I am the owner/occupier of Flat 3, 17 Long Lane and wish to voice objections to the above planned development above the new Farringdon East Station.

From the plans it appears the proposed new development will extend higher than the building previously occupying the site, resulting in a major reduction in natural light to my flat. It seems my residence will also be directly overlooked by offices only several feet away resulting in a loss of privacy which was not the case with the previous buildings. I have been led to believe following the demolition of the previous buildings that any new development would be no more than the same height as previous buildings, which not reflected in the current plans. My residence was not previously completely overlooked by any building and had views of London, which would not be the case with the current plans. This is most clearly demonstrated on the plans showing the South Elevation compared to the plans showing the Existing West and South Elevation (prior to demolition).

I trust the views of local residents of the City of London directly affected by this plan will be taken into account when considering the approval of this proposed larger commercial development.

Yours faithfully,

Dr Shanil Patel

ACKNOWLEDGED



Memo

To Development Manager West
FAO: Ted Rayment
Department of Planning & Transportation, GUILDHALL



From Dawn Patel
Environmental Health Officer
Department of Environmental Services
Telephone 020 7606 3030
Email dawn.patel@cityoflondon.go.uk

Date 22 August 2013
Our Ref 201309350
Your Ref PT_EVR/13/00605/FULLEIA

Subject Town and Country Planning Act 1990

Address: Land bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street
(Crossrail Farringdon East Oversight Development)

Thank you for your memorandum dated 11 July 2013.

Noise from servicing area

I would advise that this application be refused on the grounds that the service area is located in close proximity to the nearest residential receptor and the noise associated with its use would have a detrimental impact upon the amenity of the existing resident at 3 Hayne Street.

Further to my previous memo dated 6 October 2010 (copy attached), the loading bay/service area appears to be located directly opposite the nearest noise sensitive receptor at 3 Hayne Street. This department objects to this location as noise from activities in this location is likely to adversely impact upon the amenity of the existing residential receptor. Noise sources such as these should be designed as far away from noise sensitive receptors as possible. In this regard, I would reiterate my previous comments detailed in my previous memo, copied below for reference:

The location of the proposed loading bay needs to be identified. There are residents in close proximity of the proposed site and noise from activities associated with loading bays is known to cause disturbance to neighboring residents and have adverse impact upon amenity. Loading bays should be carefully located away from sensitive receptors. Internal loading areas that can be sealed appropriately to prevent noise escape require careful design.

In addition to, there are concerns that vehicles will be required to reverse into the servicing area in Hayne Street. Vehicles that use reversing beepers would have an additional detrimental impact to the existing residential amenity.

I would strongly advise that the service area be relocated in order to maximize the distance from, and limit the noise impact on the resident at 3 Hayne Street. However if minded to approve, I would advise the conditions below be attached to any consent.

Noise and odour from kitchen extract(s)

The application does not indicate the location for kitchen extract(s). The flue(s) should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building. I would advise that this application be refused until the applicant submits details to satisfy this requirement so as to avoid noise and odour detrimentally affecting the existing amenity.

Conditions

The service area shall be acoustically sealed to ensure that noise from within the service area does not escape from the envelope of the building.

- a) Details shall be submitted to the local planning authority for approval with a report outlining how this will be achieved.
- b) Following installation but before use, measurements of noise from the service area must be taken and a report demonstrating that the building envelope as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- c) Noisy activities shall not take place within the service area at any time unless the area is sealed so that noise cannot escape the envelope of the building in accordance with details approved in part a and b of this condition.

REASON: To protect the amenities of neighbouring residential occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

Full details of the energy system serving the development shall be submitted to and approved by the local planning authority prior to installation.

REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.

Hours of opening

I16B The (A3/A4) (use/premises) hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core

Strategy: CS15, CS21.

Hours of servicing

- I18B No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS16, CS21.

To keep windows/doors closed

- I19B Unless otherwise approved by the Local Planning Authority the doors and windows to any bar or restaurant on the Hayne Street frontages shall be kept closed. The doors may be used only in an emergency or for maintenance purposes.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

To require 'self-closing' doors

- I20B Self-closing mechanisms must be fitted on the doors of A3/A4 use classes on the Hayne Street facade before the Class (A3/A4) use commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.

- M7B (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

M12B Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.

REASON: *To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.*

Fumes from Use Class A affecting offices or residential

M18B Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.

REASON: *In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.*

Noise and vibration from mechanical systems or other plant

M19B Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: *In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Core Strategy: CS15.*

Fumes from Use Class A affecting the area

M27 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.

Reason: *In order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS10, CS15, CS21.*

Informative

Cooling Towers

- (l) Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

Ventilation of Sewer Gases

- (o) The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

Food Hygiene and Safety

- (p) Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.
- (q) If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

- (r) From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer

Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.

- 16A The Markets and Consumer Protection Department must be consulted on the use of premises for the storage, handling, preparation or sale of food and associated extract arrangements, sound insulation arrangements, control of noise during construction, Health & Safety arrangements, flues and chimneys etc.
- 17A You are advised to contact the Markets and Consumer Protection Department who will advise in respect of Food Hygiene and Safety, Health and Safety at Work, Environmental Impact and any other matters relevant to that department. Should the Markets and Consumer Protection Department require any external design alterations you should advise the Planning Department which will advise as to whether planning permission will be required for such works.
- 20B Ventilation for any kitchens will need to be provided to roof level. Planning permission will be required for any ducts, vents or plant that would materially affect the external appearance of the building. It cannot be assumed that ductwork will be permitted on the exterior of the building.
- 21A The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

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Dawn Patel
Environmental Health Officer

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

Ted Rayment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Our ref: D&P/3215/JF01
Your ref: 13/00605/FULEIA
Date: 28 August 2013

PSDD	020	PPD
TPD	02 SEP 2013	LTP
OM		SBE
No	119615	PP
FILE		DD

Dear Mr Rayment,

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

Land bounded by Charterhouse Street, Lindsay Street, Long Lane and Hayne Street, EC1

Local Planning Authority Reference: 13/00605/FULEIA

I refer to the copy of the above planning application, which was received from you on 18 July 2013. On 28 August 2013 Sir Edward Lister, Deputy Mayor and Chief of Staff, acting under delegated authority, considered a report on this proposal, reference D&P/3215/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Deputy Mayor considers that while the application is broadly supported in strategic planning terms, there are some outstanding issues that need to be resolved and these are set out in paragraph 51 of the above-mentioned report.

If your Council subsequently resolves to grant permission on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, a statement of any conditions the authority proposes to impose and (if applicable) a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

If your Council resolves to refuse permission it need not consult the Mayor again (pursuant to Article 5(2) of the Order), and your Council may therefore proceed to determine the application without further reference to the GLA. However, you should still send a copy of the decision notice to the Mayor, pursuant to Article 5 (3) of the Order.

Please note that the Transport for London case officer for this application is Gareth Fairweather, telephone 020 3058 7024.

Yours sincerely,

Colin Wilson

Senior Manager– Development & Projects

cc John Biggs, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Alex Williams, TfL
Mary Bather, GVA, 10 Stratton Street, London, W1J 8JR



CITY HERITAGE SOCIETY

585 Upper Richmond Road West,
Richmond, Surrey TW10 5DU

Department of the Built Environment
City of London
The Guildhall
London EC2 P2EJ

4 October 2013

PO Box 270

Dear Sirs,

13/00605/FULEIA: Land Bounded By Charterhouse Street,, Lindsey Street, Long Lane And Hayne Street, London, EC1

The proposals are imposing and appear to dominate the area with the massing and bulk of the proposed building compromising the setting of the market. It is over dominant in scale, and the overall shape and volume of the scheme needs to be reconsidered.

It is a basic rectangular block at a very prominent site within Smithfield and is a key element in the streetscapes of Long Lane and Charterhouse Street. It is out of scale within this historic part of the City and is a missed opportunity for such an important site. Although it incorporates Farringdon East Crossrail Station at the lower levels the upper sections could have been viewed as an opportunity for a more diverse character, rather than just extruding the floor plate upwards. It does not appear to respond to its context in the Smithfield area.

Our main concern is the setting of the Smithfield Market building and the apparent lack of any relationship to this historic element of this area in the City.

These proposals do need to be looked at again

We therefore object to the proposal as submitted and hope that a more considered and sympathetic design can be developed.

The City Heritage Society

CHS/P/ah
October 2013

Rayment, Ted

From: Ball, Matthew
Sent: 25 October 2013 12:46
To: Rayment, Ted
Cc: Ball, Matthew
Subject: FW: Application Comments for 13/00605/FULEIA

Tick taken out.

Regards,

Matthew Ball
Administrative Assistant
Department of the Built Environment
020 7332 1712

From: PinComments@cityoflondon.gov.uk [<mailto:PinComments@cityoflondon.gov.uk>]
Sent: 24 October 2013 18:24
To: PLN - Comments
Subject: Application Comments for 13/00605/FULEIA

Planning Application comments has been made. A summary of the comments is provided below.

Comments were submitted at 6:23 PM on 24 Oct 2013 from Mr Michael Chambers.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street,
Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last.

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Mr Michael Chambers
Email:
Address: 3 Hayne Street London

Comments Details

Commenter Type: Neighbour

Stance:

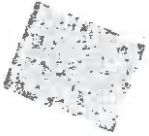
Customer objects to the Planning Application

Reasons for comment:

- Residential Amenity

Comments:

I own and occupy the house at 3 Hayne Street. The proposed development, only a few yards away from my door, will cut out a substantial amount of light, and put the building into darkness. Previously, the front of the property faced an open space used as a garage. Now it will be like facing onto a dark canyon. My enjoyment of the property will be severely prejudiced.





13/00605

ENGLISH HERITAGE

LONDON OFFICE

Mr Ted Rayment
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3775
Direct Fax: 020 7973 3792

Our ref: W: P00248465

16 September 2014

Dear Mr Rayment

Notifications under Circular 01/2001, Circular 08/2009 & T&CP (Development Management Procedure) Order 2010 **16 SEP 2014**
LAND BOUNDED BY CHARTERHOUSE STREET, LINDSEY STREET, LONG LANE AND HAYNE STREET, LONDON, EC1
Application No 13/00605/FULEIA

Thank you for your letter of 12 September 2014 notifying English Heritage of the amendments to the application for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

In returning the application to you without comment, English Heritage stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk



English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



ENGLISH HERITAGE

LONDON OFFICE

Yours sincerely



Tom Nancollas
Business Officer

E-mail: thomas.nancollas@english-heritage.org.uk



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

*English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR).
All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in
the FOIA or EIR applies.*

OFFICE COPY

Building Control Information

City of London - Mr Ted Rayment
 Department of the Built Environment
 P.O. Box 270
 Guildhall
 London
 EC2P 2EJ

Development Management Service
 Planning and Development
 PO Box 3333
 222 Upper Street
 LONDON N1 1YA
T 020 7527 2278 **F** 020 7527 2731
E Planning@islington.gov.uk
W www.islington.gov.uk
 Our ref: P2014/3807/OBS
 Your ref:
 Date: 22 September 2014
 Please reply to:
Building Control Service

ACKNOWLEDGED

22 SEP 2014

Dear Sir or Madam

Reference:	P2014/3807/OBS <i>quote on any reply</i>	Type:	Observations to Adjoining Borough
Location:	Land Bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street, London, EC1		
Proposal:	Islington East Station, comprising office (B1) (11,211sq.m.) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1 - A5), (286sq.m.) office entrance and servicing.		

We note you have recently submitted the above application to the Planning and Development Service.

The work is likely to be subject to **The Building Regulations 2010 and The Building Act 1984**. Building owners are required to carry out work in a manner that complies with the minimum requirements of both these statutory documents and the associated approved documents that relate to matters such as structural integrity, fire safety, ventilation, energy conservation and others. Islington Council's Building Control Service can help you meet these national standards by using a flexible approach to assist your designer and builder to achieve a successful outcome at every opportunity. The service administers Building Regulations on behalf of central government by checking plans, carrying out site visits and certifying compliance with a suitable Completion Certificate.

Islington Building Control: Why choose us?

- Cost effective and independent solutions from a non-profit making organisation
- Confidential and trusted service
- Access to technical advice and services 08:00 – 17:00 on weekdays
- Comprehensive pre-application advice service
- Site visits when you need them, appropriately agreed for your specific project
- Liaison with the fire service and other local authorities or statutory consultees
- Fully accessible services

Islington Building Control: What do we offer?

We are committed to a high level of customer care and have a highly qualified technical and



administrative team available to provide expert advice and support. We provide services relating to all aspects of Building Regulations work, and favour a development team approach for all projects ranging from small domestic alterations to large multi-million pound development projects. We offer pre-application guidance, advice and site visits during construction as well as staged approval for larger developments. All our services can be tailored to coordinate and complement your design process.

We also have detailed knowledge and historical data relating to the local building stock, experience of a wide range of building types, specialist engineering and fire safety expertise, highly competitive fees, close links with the fire authority and a willingness to seek solutions on your behalf should difficulties or unforeseen problems arise.

Through our association with Local Authority Building Control (LABC), the national organisation representing Building Control services we are also able to offer:

- Partnership schemes enabling a company to partner with a local authority service for all aspects of design, plan examination, pre-application guidance and consultations, wherever they undertake development work;
- National Registered Details Certification - national type approval allowing your product solution to be instantly accepted by more than 300 local authorities across the country;
- Consultancy services such as BREAAAM assessments, SAP calculations and fire engineering;
- Warranties and insurance – sometimes things go wrong and insurance provides a useful safety net.

Making an application for services:

- Building notices – allow you to start work straight away
- Full plans approvals – obtain approval for the whole scheme in advance
- Regularisations and reversions
- Pre-application advice
- Same day inspections for urgent jobs
- Weekend and evening inspections can often be arranged
- Staged approvals for complex projects

More information together with application forms and associated fees can be found at:

<http://www.islington.gov.uk/buildingcontrol>

If you are considering using our services, please contact us via email below and advise us of a convenient time to call back for a free informal discussion regarding your proposed work. Please include your planning application reference so that our surveyor can review your building works in advance.

Building Control Service

Email: building.control@islington.gov.uk

Tel: 020 7527 5999

Ball, Matthew

From: PLN - Comments
Subject: FW: Comments for Planning Application 13/00605/FULEIA

From: PLN - Comments
Sent: 30 September 2014 10:02
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

29 AUG 2014

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 10:01 AM on 30 Sep 2014 from Ms M Fenning.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Ms M Fenning
Email:
Address: 59 Florin Court London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment: - Residential Amenity
Comments: I oppose planning application 13/00605/FULEIA due to - its impact on the historic environment -loss of amenity due to light pollution - its inappropriate design and incongruous materials I live in Charterhouse Square. The

proposed design for Farringdon East Station is completely out of keeping with the neighbouring Charterhouse Square Conservation Area. It does not successfully relate to the neighbouring streetscape in terms of scale and design. In the City of London's own Charterhouse Square Conservation Area SPD, Note 10 on Open Spaces and Trees, it says of Charterhouse Square that " After dark, the character of the gardens is further enhanced by the use of permanent gas lamps." The proposed side elevation of Farringdon East will flood our square with unnecessary harsh modern light changing the historic character at night. Why does this newbuild have to be so transparent on the elevation facing us, decimating the atmosphere of our gas lit square? Its glass modernity is discordant with an historic area built primarily of red brick and stone. There has been no attempt to match these predominant materials found in both Smithfield and Charterhouse Square Conservation Areas. Whilst I accept that Farringdon East Station is a necessity, a better, more sympathetic design is required and one that does not blight the local conservation areas. Is it not after all a main principle of the City's vision for the City streets to "preserve historic character"- (Charterhouse Square Conservation Area SPD note 14 - Environment Enhancement)?

From: PLN - Comments
Subject: FW: Comments for Planning Application 13/00605/FULEIA

From: PLN - Comments
Sent: 15 September 2014 19:06
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 7:05 PM on 15 Sep 2014 from Mr Richard Martin.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street,
Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

15 SEP 2014

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Mr Richard Martin
Email: Not specified
Address: 114 Florin Court London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: I wish to support the objection of Brigadier Charlie Hobson who is doing an excellent job of creating a scheme to improve Charterhouse Square This development may have regenerative benefits but it lacks

due consideration and sensitivity in its design and will compromise a significant heritage and rare green space. The proposal exploits a +55m AOD viewing corridor from Alexandra Palace which is a height alien to the proportions of the listed Smithfield and Charterhouse contexts. Façades and massing do not empathise with the context; the proposal will over-shadow and overpower the scale of Charterhouse Sq and would benefit from being lower in this corner. Mitigation and management of light pollution is insufficient as its extensive glazed façade will flood the area and such light spill will be particularly evident from the thinly fenestrated 5th floor, which at 22.6m above the street will contrast most sharply. Light at these heights would considerably harm the meditative character of Charterhouse Sq, engulfing low-level gas lighting that preserves its unique character. We would also seek assurances that the building management plan incorporates mitigation measures for light emission. The design claims to reflect a C19th industrial planar typology with precedent north-west on Farringdon Rd, but details show a façade depth of 350mm (labelled 1:10 on 2/25047 but drawn 1:20). This thin non-load bearing terracotta façade does not relate to the solidity of tile clad cold-store buildings of the market or domestic proportioned public houses. The use of flat colour from 1st to 4th floors appears superficial and arbitrary and critical elevations that might demonstrate contextual awareness are absent (Hayne Street) or mislabelled (Long Lane is labelled Lindsey Street). We question if full exploitation of footprint and height limits for commercial gain is of sufficient benefit to either the City of London or context given the significant issues it will raise

13/0000



SMITHFIELD MARKET TENANTS' ASSOCIATION

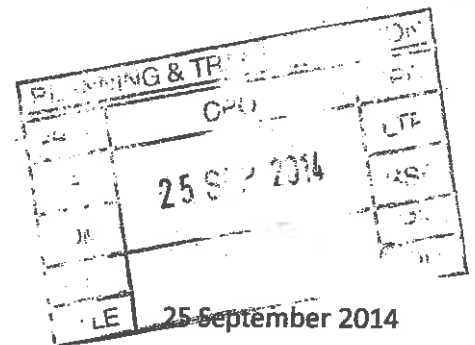
225 Central Markets · London · EC1A 9LH

Tel 020 7248 3151 · Fax 020 7329 6464

email

www.smithfieldmarket.com

Ted Rayment
Assistant Director (Development Management)
City of London
Department of the Built Environment
PO Box 270
Guildhall
London EC2P 2EJ



Dear Mr Rayment

13/00605/FULEIA – Land Bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street, London EC1

We are in receipt of your letter of 11 September 2014 regarding the above application. We did not receive a letter when the initial application was received in 2013, hence our lack of comment then.

This Association represents its members who are tenants of, and trade at, Smithfield Market.

This letter is to set out the Association's observations and representations in respect of the planning application for the above site.

Our concerns are with the construction phase of the proposed works and the ongoing servicing of the building and the potential impact on the operations of Smithfield Market and, by extension, the livelihoods of the meat traders who operate in the Market. In particular, we wish to make the following points:

1. Market Loading Bays

We should like to point out that the Market Loading Bays on the east side of Lindsey Street, numbers 37 to 39, have been unavailable to the Market while the Crossrail works have been ongoing. We expect that they will be restored to Market use at the earliest opportunity. We should not like this fact to be lost during the planning process for the site.

2. Disruption

We trust that construction at the site will be undertaken in such a way as to minimise any disruption to Market operations. For information, from Sunday to Thursday nights, Market operations involve lorries carrying deliveries of meat arriving to be unloaded, beginning from 10 pm and, on Sunday nights in particular, as early as 9 pm. This requires free movement around the

ACKNOWLEDGED

S

Market for lorries up to 44 tonnes, including access into and out of the loading bays, lock-ons and other access points. The Market is then open for selling from 3am to 10am.

Contractors currently working at the site for Crossrail attend regular liaison meetings with representatives of the Market (the Superintendent and the Tenants' Association), City of London traffic management personnel, the Borough of Islington, TfL and others in order to mitigate the impact of their works on the area. It would be sensible to continue these arrangements during the development of the site.

3. Dust

The Market is already subject to dust monitoring for the Crossrail works and readings are regularly supplied to us. As an EU-approved Market and subject to stringent food hygiene legislation and monitoring by the Food Standards Agency, it is clearly important that all measures to mitigate any increase in wind-borne dust particles are taken. In extreme circumstances, it has not been unknown for meat to have to be condemned due to contamination and this is clearly something we would wish to avoid. We would like assurances that the concentration of dust particles will be adequately monitored close to the Market and that the results of such monitoring will be supplied to us.

4. Vibration and Noise

It should be noted that although the Market itself operates mainly at night, there are office staff present in the buildings during the day. The north-east part of the Market buildings was particularly susceptible to piling operations at the Eastern Ticket Hall site, suffering from high levels of noise and vibration.

Our fundamental concern is that sufficient controls are put in place on the developers to ensure that Market operations can continue unaffected. I trust that you will take our representations into account when considering this application.

Yours faithfully

G Lawrence
Chairman

Hampson, Rebecca

From: PLN - Comments
Sent: 25 September 2014 15:37
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.
Comments were submitted at 3:36 PM on 25 Sep 2014 from Mr and Mrs Allen and Deirdre Jones.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

Case Officer: Ted Rayment
[Click for further information](#)

Customer Details

Name: Mr and Mrs Allen and Deirdre Jones
Email:
Address: 41 Charterhouse Square London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment: - Residential Amenity
Comments: We are long-term residents of Charterhouse Square and have recently attended a meeting at the Charterhouse about the square's conservation and development as a social and public amenity. The light levels in this proposal are designed to be sensitive and appropriate to this historic environment and most people present at the meeting expressed concern about the large block of light that will emanate from the new building at Farringdon

East Station which will dominate the south west corner of the Square, with a large radius of vision from both the Square and the street. It is a pity that the facade of the proposed building is anonymous and anodyne in common with any commercial development throughout the country. The building's appearance is an architectural failure of nerve.

Hampson, Rebecca

From: PLN - Comments
Sent: 25 September 2014 17:41
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 5:41 PM on 25 Sep 2014 from Mr Michael Coombes.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Mr Michael Coombes
Email:
Address: 29 Cathedral Lodge 110 Aldersgate Street London

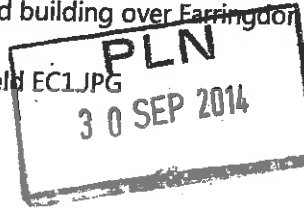
Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment: - Noise
Comments: I wish to support the objection of Brigadier Charlie Hobson with particular reference to the light pollution of Charterhouse square This development may have regenerative benefits but it lacks due consideration and sensitivity in its design and will compromise a significant heritage and rare green space. The proposal exploits a +55m AOD viewing corridor from Alexandra Palace which is a height alien to the proportions of the listed

Smithfield and Charterhouse contexts. Facades and massing do not empathise with the context; the proposal will over-shadow and over-power the scale of Charterhouse Sq and would benefit from being lower in this corner. Mitigation and management of light pollution is insufficient as its extensive glazed facade will flood the area and such light spill will be particularly evident from the thinly fenestrated 5th floor, which at 22.6m above the street will contrast most sharply. Light at these heights would considerably harm the meditative character of Charterhouse Sq, engulfing low-level gas lighting that preserves its unique character. We would also seek assurances that the building management plan incorporates mitigation measures for light emission. The design claims to reflect a C19th industrial planar typology with precedent north-west on Farringdon Rd, but details show a facade depth of 350mm (labelled 1:10 on 2/25047 but drawn 1:20). This thin non-load bearing terracotta facade does not relate to the solidity of tile clad cold-store buildings of the market or domestic proportioned public houses. The use of flat colour from 1st to 4th floors appears superficial and arbitrary and critical elevations that might demonstrate contextual awareness are absent (Hayne Street) or mislabelled (Long Lane is labelled Lindsey Street). We question if full exploitation of footprint and height limits for commercial gain is of sufficient benefit to either the City of London or context given the significant issues it will raise

Hampson, Rebecca

From: Helen Burggraf <[REDACTED]>
Sent: 30 September 2014 23:10
To: PLN - Comments
Subject: Comments for T Rayment re: Charterhouse St/Smithfield building over Farringdon East
Attachments: DSC00524.JPG; DSC00798.JPG; weekend urinal, Smithfield EC1.JPG



Dear Mr Rayment,

I'm a resident of Charterhouse Square, and have lived here since June 2006. As you know (I hope), it's a historically precious part of old London, and at the moment, in great danger, mainly from Crossrail and related development.

That anyone was allowed to install the horrifically bright Belisha beacons right on the square a few months back (City of London's doing, not Islington's) is a measure of how vulnerable this area is. Pedestrians definitely need help up at Aldersgate, yet there's nothing for them there. So they play chicken with the cars and trucks up there, trying to cross Charterhouse Street, while the few pedestrians that cross a block to the east have their way lit up for them as though it were Times Square, not Charterhouse Square.

Still, that's a nightmare for another day, and anyway, once something like that's been installed, it'd be easier to build Shard Two next to St Paul's than to get anyone to restore the ordinary, painted Belishas that were there before.

The reason I'm writing to you now is to object, strongly, to the planned development for the land bounded by Charterhouse Street, Lindsay Street, Long Lane and Hayne Street. Around here, the site is known to residents mainly as "that big hole in the ground where a Crossrail station is scheduled to be built", although some of us also still remember that it was where a "Miami Beach-style" Art Deco building known by the name of its longtime tenant, Chambers & Partners, once stood. (It was torn down to make way for Crossrail.) You can be reminded of the Chambers & Partners building here:

<http://393communications.com/chambers-says-farewell-to-art-deco-building/>

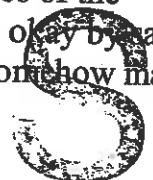
and here: <https://www.flickr.com/photos/16737475@N03/5700679884/>

ACKNOWLEDGED

I only mention that building because I think that if you're going to tear a gem like this down, the least you can do is replace it with something decent.

The two main problems with the proposed building, as I see it, are as follows:

1. It is way too tall relative to the buildings around it, and bulky; and
2. it's toe-curlingly colourful, as the architects seemed unable to resist calling attention to their work somehow, and chose to add a paintbox full of different colours to the insides of the external window frames. (You know what I mean...they've tried to make it seem okay by saying the colours "pick up" various hues in the surrounding cityscape, as though this somehow makes



it okay.)

It doesn't.

Far better would be for the architecture of this building to be utterly neutral, a modern interpretation of the local vernacular styles, like the buildings around Paternoster Square echo their surroundings, so as not to compete with the historic structures all around it.

Back to the height: Well, yes, it is "just" "ground plus five storeys" high (or "six stories" to normal people, in other words), like some of the buildings around it.

But the older buildings around it are six *Victorian* storeys high; these are six *modern-day developer* storeys in height, which are altogether different, and higher.

Far more revealing -- and thus not prominently disclosed, if at all -- would be to compare the height of the proposed building in feet or metres with the height, say, of the row of buildings next door, the red brick ones opposite Charterhouse Square.

(The shocking difference in height is, though, clearly obvious in some of the elevation drawings.)

A third consideration, which I mention to everyone in connection with this new train station is the desperate need in this neighbourhood for proper, 24-hour toilet facilities, which are desperately lacking, especially for women.

That's because the area is full of nightclubs, restaurants and so on, and this is only likely to continue, especially after Smithfield meat market is turned into the shopping mall we all know is its sad, investment banker heaven destiny.

Right now, men have the option of the public urinals that are set up at the junction of Charterhouse Street and St John's, on weekends; and, I regret to report, peeing through the gates of Charterhouse Square (where, as it happens, plague victims lie buried). Women, well, they're out of luck around here at 2 in the morning, if they need a loo.

In this day and age, it would be nice to think that London's urban planners might come up with something better than open-air public urinals, such as the ones we get on weekends down near Fabric. And now, with this building in the planning stages, is the time to think about such things.

Even below-street-level toilets like the Victorians used to have would be better than nothing (and the open air public urinals), providing they could be accessed 24/7, and were safe.

One final point: It is a shame that the City of London Planning Department could not have made more of an effort to inform the residents of Charterhouse Square of their plans for this site. The fact that everyone north of Charterhouse Street is technically in the borough of Islington should not be an excuse for you guys not to ask people up here what they think.

Ideally, you would have press-released the plans for this building to the Evening Standard; but for obvious reasons (likelihood of opposition), the developer would not have wanted that.

Still, you could have posted notices; put flyers in some of the buildings, such as Florin Court, which has 92 flats, many of which will look out on this site (see photograph of that view, taken from the roof), and which will now have this multi-coloured massive box to contemplate instead of the meat market's spires.

Even those of us who trekked down to your offices during business hours could take with us almost nothing; photos are not allowed (really!? Why not?!), and most of the images on the website cannot be opened either.

As a result, I expect this Crayola-coloured monster box of building will be waved through -- just as the original plan for West Smithfield was last year, in spite of vehement opposition, (only for Eric Pickles to intervene).

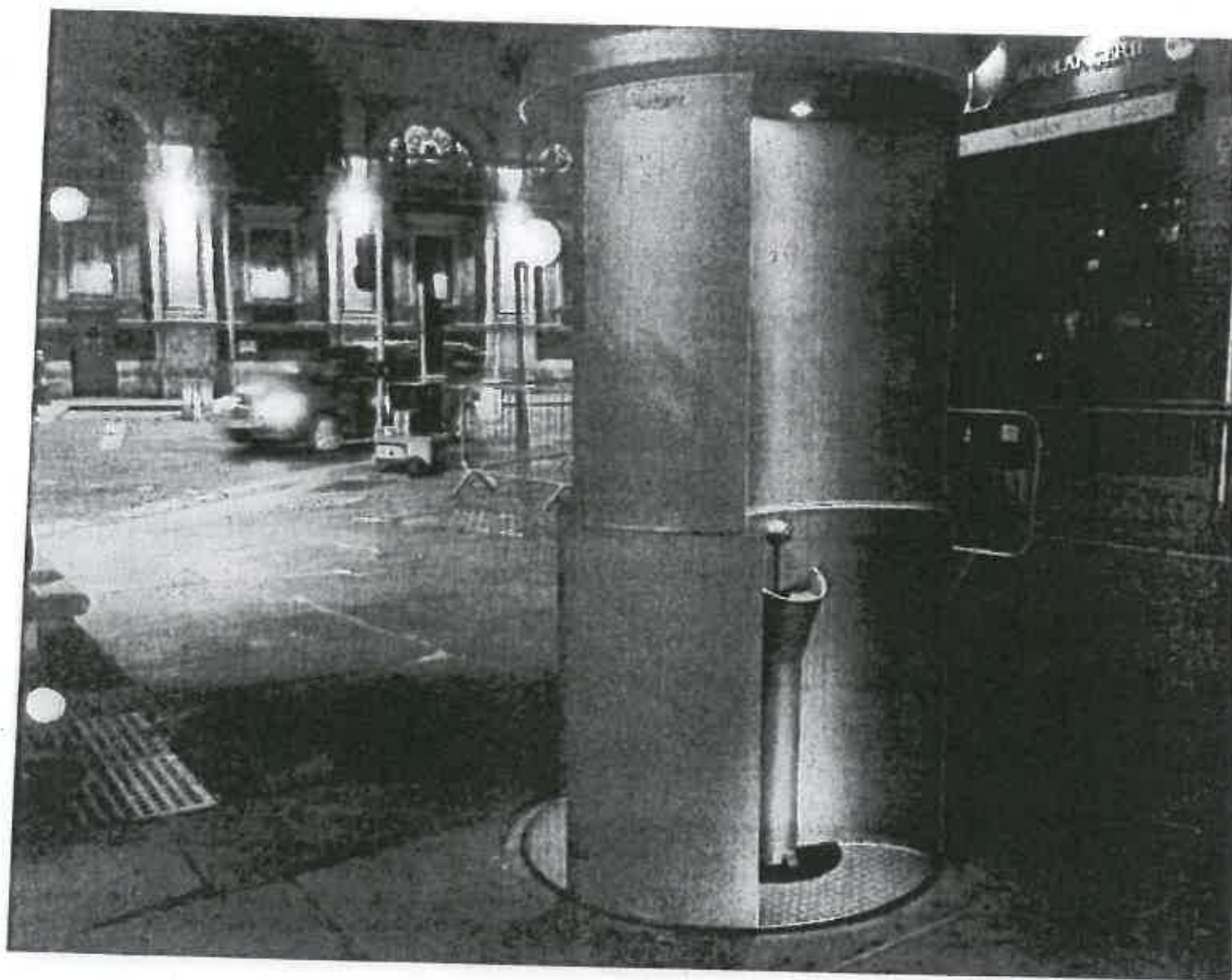
Do feel free to call me if you would like me to elaborate further on my concerns.

Sincerely,

Helen Roberts

39 Florin Court
6 - 9 Charterhouse Square
London EC1M 6EU







Ball, Matthew

From: PLN - Comments
Subject: FW: Comments for Planning Application 13/00605/FULEIA

From: PLN - Comments
Sent: 30 September 2014 13:27
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 1:27 PM on 30 Sep 2014 from Mr P Llewellyn.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

20 AUG 2014

Proposal:

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Mr P Llewellyn
Email: [REDACTED]
Address: 84 Florin Court London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: 1. The design of the five story building, as proposed, is far too high with respect to existing local buildings, overbearing, and imposing, particularly on the end which

meets Charterhouse street and square. Far too much natural light will be blocked out, and it will change the area for the worse. 2. The materials used in its construction are also completely out of keeping with the area of Charterhouse and the conservation area. There is far too much glass. 3. Moreover, it would appear from this design that there will be significant (and too much) overspill into the area from the artificial lighting, which presumably will be on for much of the periods of darkness. 4. I also object specifically to the use of the ground level, on the Charterhouse street side for retail units which will likely import far too much noise into this quiet and tranquil location. I request that the design, construction, and proposed use of the building's internal spaces be reviewed, and other more suitable options, more in keeping with the area's heritage and character, be put forward.

the Charterhouse

Charterhouse Square, London EC1M 6AN

Brigadier Charlie Hobson OBE
Master of Charterhouse
Tel: 020 7253 9503

Mr Ted Rayment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Email:

1 October 2014

08
122727

Dear Mr Rayment

We represent the interests of Sutton's Hospital in Charterhouse, Charterhouse Square EC1M 6AN and wish to provide the following comments in consideration of the planning application reference number 13/00605/FULEIA. The Charterhouse is a 403 year old charity that provides care and end of life support to over 40 gentlemen.

There is an irony in the timing of this scheme in that it is scheduled to take place at the same time that the Charterhouse, using public money (through the Heritage Lottery Fund) and other funds raised from the charitable sector, is developing its own scheme for the Square. The Charterhouse plans will enhance this unique part of the Capital so that its history and heritage can be enjoyed by tourist and Londoner alike by creating a new Museum in partnership with the Museum of London.

The scale of the Crossrail Eastern Ticket Hall oversight development threatens the Charterhouse plans and it seems a shame that attention was not paid to the representation made by the project architects in August 2013. It is even more of a shame that our 650 year site, and a conservation area, seems not to have encouraged a much more collaborative approach as we have done with our "Revealing the Charterhouse" project.

Charterhouse Square has never been extensively developed. This is because it's sacred origins as a burial ground for the many thousands of victims of the Black Death and subsequent incarnation as part of a very important monastery protected the site. It is also a unique echo of what was once a common feature in London, ie a public square which owned by a particular grand house (in this case the Charterhouse).

The Charterhouse will embark on a scheme to open a museum at the Charterhouse and will open the Square to the public in 2016. This project has been gestating since 2011 and will be realised in the autumn of 2016. The Square is being reworked by Todd Longsaff-Gowan who is Landscape Architect to Historic Royal Palaces. At the suggestion of one of the Royal Governors of the Charterhouse, The Prince of Wales, a new pavilion will be introduced to the eastern side of the Square. Taking its cue from the existing gas lighting outside the Charterhouse, the entire Square will be lit by gas mantles – which will create an effect of antiquity every evening. We have a meeting soon with the Prince of Wales who will no doubt take an overview on how your project will look next to ours.

This scheme is threatened by the proposed oversite development both in its scale and because the glass building will create significant light pollution which will negate the gas lighting and dominate the western side of the Square. It seems churlish that a dialogue is not occurring over this project when ours is designed to enhance the daily life of those working and living close to the Square, by opening the Square up to the public. We see no such initiative elsewhere in this area.

Specifically the Charterhouse has serious reservations with both the elevations and lighting over the Charterhouse Square and minor ones over the provision of yet more retail elements in and around Charterhouse Square.

Massing

The current proposal adopts the viewing corridor from Alexandra Palace to St. Paul's Cathedral as a principle of massing height. This definition of height is alien to the surrounding context of Smithfield Meat Market or Charterhouse complex, and these adjoining listed buildings will not be subject to any comparably proportioned development in the future.

The proposal is higher than the parapet (before addition of plant height) of the next tallest neighbour at 23-28 Charterhouse Square. Higher rise development is focused to the western end of the market and beyond, where the topography falls toward the former River Fleet with the Meat Market building providing a clear and substantial margin between.

The singular mass of the proposal as it stands would benefit from fragmentation: the north east corner to Charterhouse Square needs lowering and the façade deepening so that the building is not so ubiquitous across elevations and lacking in empathy with context.

The proposal will over-shadow Charterhouse Square and over-power it in terms of scale. This would diminish its role as an integral and vital verdant open space for both the City of London and Islington Borough.

Lighting

Artificial lighting constitutes the greatest concern, as mitigation and management of light pollution is clearly insufficient. Buildings within the Smithfields and Charterhouse precincts are lit consistently only at ground level, framing the 24-hour street level activity. The extensive glazed façade to the proposal will flood the surrounding context with an exceptional level and height of artificial light, arrogating the area in conflict with buildings of a higher architectural and cultural significance. An unprecedented level of electric lighting would considerably harm the meditative character of Charterhouse Square and engulf the deliberately retained low-level gas lighting that preserves its unique character.

The Charterhouse complex continues to serve a philanthropic residential role in London as it has done for 402 years and the proposed lighting scheme shows no consideration for disturbance of elderly inhabitants. Whilst the building design should be redressed, we would seek assurances that the building management plan incorporates mitigation measures for light emission currently lacking in documentation of the proposal.

Footpath

The footpath to the east of the proposal is not of sufficient depth at approximately 1.6m to accommodate grouped pedestrian traffic (such as school groups) visiting the historic precincts to the north east of the



proposal from the main station entrance - such pedestrians are particularly at risk to injury since heavy utility vehicle traffic is focused to this route. The blind façade and environmental contamination at ground level defined by this 'back-of-house' activity furthers the potentially anti-social character of this street.

The materials used in its construction are out of keeping with the area. Every building currently on Charterhouse Square is made of brick and the use of such an expanse of glass is out of keeping on a historic square. A finish which is more in keeping with the existing buildings should be considered.

Retail Usage

Islington Council recognises the over-saturation of licensed premises in the area of Clerkenwell and The Licensing Authority has adopted a special policy relating to cumulative impact. This applies to the area which adjoins the boundary with the City of London along Charterhouse Square and Charterhouse Street, Hayne Street and Lindsey Street. The planning application by including retail classifications that allow licensed premises is at odds with this policy and fails to take into consideration the serious issues affecting residents in the area. Sadly we spend a lot of time and money as a private Square, clearing up the mess and nuisance caused by the aftermath of the city workers enjoying the retail outlets around us. We hope that the City will contribute towards the manpower and cleaning costs that we as a charity, at present, have to incur?

Yours Sincerely



Hampson, Rebecca

From: PLN - Comments
Sent: 01 October 2014 22:27
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 10:27 PM on 01 Oct 2014 from Mr John Cutts.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street,
Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Mr John Cutts

Email:

Address: 115 Florin Court 6-9 Charterhouse Square London

ACKNOWLEDGED

Comments Details

Committer Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: There has been insufficient pre-application consultation with residents. Community engagement has concentrated on those within the City of London and has excluded us as a neighbouring community within Islington. The community engagement letters of the 29th May 2013 were not shared with Florin Court at 6-9 Charterhouse Square despite Florin Court being the



largest residential building in the immediate vicinity with 124 residential units. The proposed unit is out of keeping with the surrounding buildings, is too high with excessive retail and using an inappropriate colour scheme.

Hampson, Rebecca

From: PLN - Comments
Sent: 01 October 2014 00:44
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 12:44 AM on 01 Oct 2014 from Ms Tracy Tasker.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

Case Officer: Ted Rayment

[Click for further information](#)

Customer Details

Name: Ms Tracy Tasker

Email:

Address: 77 Florin Court 6-9 Charterhouse Square London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: 1. The building is too tall at almost twice as high as its neighbours 23-28 Charterhouse Square. The new building dominates the view & makes a detrimental impact on the character & appearance of the Charterhouse Square Conservation Area. The height obstructs the view from the upper floors and roof garden of Florin Court, of the Grade 11* listed Smithfield

Market. 2. The arbitrary use of many colours does not reflect the surrounding area rather it competes with the colour palette of the ornate metal work and roof of Smithfield Market. 3. The materials used in its construction are out of keeping with the area. 4. The overspill from the artificial lighting will impact negatively on the outlook for residents of Florin Court with light pollution within the Charterhouse Sq Conservation Area. 5. I object to the retail space(A1-A3) fronting Charterhouse Street/Square: a)The shop/bar/cafe signage will add even more arbitrary colours to a frontage that is currently uniform b) It will result in increased noise levels & footfall to the detriment of the local residents & the tranquil nature of Charterhouse Sq e)New retail units in the area are to be sited at the far Western end of Smithfield Market &along the site that corners Charterhouse St & Farringdon Rd. Any new retail units should be concentrated in those areas & not overspill into the residential area of Charterhouse Sq. f) Islington Council recognises the over-saturation of licensed premises in the area & The Licensing Authority has adopted a special policy relating to cumulative impact. This applies to the area adjoining the boundary with the City of London along Charterhouse Sq, Charterhouse St, & Lindsey St. Permitting retail classifications that allow licensed premises is at odds with this policy & fails to take into account the issues affecting residents. 6.Alternative options appropriate for small scale design&creative businesses that make up the local economy should be considered or this is a wasted opportunity.

FLORIN COURT

Florin Court Freehold Ltd and Florin Court Management Ltd,
Registered Office New City House, 71 Rivington Street, London, EC2A 3AY

1st October 2014

Dear Ted Rayment

FILED	
TID	02001
CL	
No	122708
FILE	

We represent the interests of Florin Court, 6-9 Charterhouse Square EC1M 6ET and wish to provide the following comments in consideration of the planning application reference number 13/00605/FULEIA.

The building is very tall resulting in an excessively abrupt change of scale along the south side of Charterhouse Square – the proposed North elevation shows a building almost twice as high as its neighbours 23-28 Charterhouse Square to the east, more than twice high if you include the plantroom.

The new building dominates the view towards the SW and makes a detrimental impact on the character and appearance of the Charterhouse Square Conservation Area. With respect to the height of existing local buildings, it is overbearing, and imposing. The height of the proposed building obstructs the view from the upper floors and roof garden of Florin Court of the Grade 11* listed Smithfield Market which was previously afforded such views with the original building footprint on the site that comprised single and two storey buildings.

The arbitrary use of so many colours does not reflect the surrounding area rather it competes with the colour palette of the ornate metal and roof canopy of Smithfield Market and ignores the historical medieval context that makes the Charterhouse Square Conservation Area unique.

The materials used in its construction are out of keeping with the area. Every building currently on Charterhouse Square is made of brick and the use of such an expanse of glass is out of keeping on a historic square. A finish which is more in keeping with the existing buildings should be considered.

It would appear from this design that there will be significant (and too much) overspill into the area from the artificial lighting, which presumably will be on for much of the periods of darkness. Despite the design statements reference to tree coverage from Charterhouse Square shielding the building the density of light emitting from the proposed building and the fact that the trees are without leaf cover for part of the year, will impact negatively on the outlook for residents of Florin Court, resulting in light pollution.

The inclusion of retail space (A1-A5) fronting Charterhouse Street/Square should be re-considered:

- a) The resulting shop/bar/cafe signage will add even more arbitrary colours to a frontage that is currently uniform (23-28 Charterhouse Square)

ACKNOWLEDGED

S

FLORIN COURT

Florin Court Freehold Ltd and Florin Court Management Ltd,
Registered Office New City House, 71 Rivington Street, London, EC2A 3AY
florin@managedliving.co.uk

- b) It will add to light spillage
- c) It will result in increased noise levels and footfall to the detriment of the local residents and the tranquil nature of Charterhouse Square
- d) The retail units are not required to service the office facility within the building. There are sufficient retail units along Long Lane, St John Street, Cowcross Street and Aldersgate Street.
- e) New retail units in the area are to be sited at the far Western end of Smithfield Market with the proposed development of this site and also along the site that corners Charterhouse Street and Farringdon Road adjacent to the newly opened Farringdon/Thameslink Station. Any new retail units should be concentrated in those areas and not overspill into the residential area of Charterhouse Square.
- f) Islington Council recognises the over-saturation of licensed premises in the area of Clerkenwell and The Licensing Authority has adopted a special policy relating to cumulative impact. This applies to the area which adjoins the boundary with the City of London along Charterhouse Square and Charterhouse Street, Hayne Street and Lindsey Street. The planning application by including retail classifications that allow licensed premises is at odds with this policy and fails to take into consideration the issues affecting residents in the area.

The proposed use of the building's internal spaces should be reviewed, and other more suitable options, more in keeping with and suitable for the area's heritage, character and creative & design businesses that make up the local economy should be put forward.

It is to be commended that the new station will use heating and cooling from Citigen, the district combined heat and power system located nearby however consideration should be given as part of the sustainability strategy for the pipework to be extended along Charterhouse Street and Charterhouse Square in order to connect Citigen to local businesses and residential units. Currently the Citigen network runs along the Long Lane to connect to the proposed scheme not along Charterhouse Street as stated. This presents a real opportunity to connect the area up to the district heating system which should not be overlooked.

Consideration needs to be given as to how to reduce the noise impact on local residents and businesses during the construction period. The area has been in a period of noticeable disruption for a considerable time given the extensive Crossrail works that are taking place. Working hours need to be restricted to daytime weekdays.

The increase in the number of HGV's in the area that are required to service the new building will add to the noise and pollution already experienced by residents in Charterhouse Square by the large number of HGVs already using the area 6 days a week servicing Smithfield Market. They also prevent a safety issue for the elderly residents of The Charterhouse.

FLORIN COURT

Florin Court Freehold Ltd and Florin Court Management Ltd,
Registered Office New City House, 71 Rivington Street, London, EC2A 3AY
florin@managedliving.co.uk

There has been insufficient pre-application consultation with residents in relation to the proposed Farringdon East Oversight. Community engagement has concentrated on those within the City of London and has excluded the neighbouring community within Islington. The community engagement letters of the 29th May 2013 were not dropped to residents of Florin Court at 6-9 Charterhouse Square despite Florin Court being the largest residential building in the immediate vicinity, housing 124 residential units.

Yours sincerely,

The Directors of FCML and FCFL.

Tracy Tasker, John Cutts, Jennifer Cooper, Preston Llewellyn

Hampson, Rebecca

From: PLN - Comments
Sent: 02 October 2014 18:49
To: PLN - Comments
Subject: Comments for Planning Application 13/00605/FULEIA

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 6:48 PM on 02 Oct 2014 from Ms Kim Thomas.

Application Summary

Address: Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

Proposal: Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing. This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from GVA at a cost of £35.00 (CD) as long as stocks last. REVISED & ADDITIONAL INFORMATION RECEIVED (DAYLIGHT/SUNLIGHT, SERVICING, PARKING FOR DISABLED).

Case Officer: Ted Rayment

[Click for further information](#)

ACKNOWLEDGED

PLN
02 OCT 2014

Customer Details

Name: Ms Kim Thomas
Email: _____
Address: 4 Charterhouse Sq London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: We recently purchased the residential freehold at 4 Charterhouse Square because of the delightful atmosphere of the square. The fact that the square is a conservation area weighed heavily in our choice. The character of all the listed buildings-including our own-created by the red brick, stone and relatively low building heights will be seriously compromised by the

proposed design. The building proposed is entirely too high and the materials proposed for the facade are absolutely inappropriate and incongruous with the rest of Charterhouse Square. It would create a sharp architectural dissonance in a uniquely historic area of London. Personally from our property it will obstruct our views onto Smithfield Market, out on to the roofs to the west and block afternoon sunlight, particularly in winter. It also appears there will be quite a bit of light pollution after dark from this building. We are very welcoming of the Crossrail station being in our immediate neighbourhood, however we would have expected the design to be more respectful and observant of the conservation needs of the square. We would also have expected the city of London to be better at communicating with the Islington residents and neighbours to this project on how its plans would impact our views and the nature of our neighbourhood. I only found out about this plan and the possibility to object through word of mouth. I've received no postal notification at all.

OFFICE COPY

SAVE
BRITAIN'S HERITAGE
 70 Cowcross Street, London EC1M 6EJ

Mr Ted Rayment
 Corporation of London
 Department of Planning and Transportation
 By Email

06 OCT 2014

3rd October 2014

ACKNOWLEDGED

Dear Mr Rayment,

13/00605/FULEIA

Ground plus five storey over site development at Farringdon East Station, comprising office (B1) (11,211sq.m) with associated cycle parking, servicing, storage and plant and use of void space within the station infrastructure fronting onto Lindsey Street, Charterhouse Square and Hayne Street for retail use (Use Classes A1-A5), (286sq.m) office entrance and servicing.

Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1

SAVE writes to **object** to this application.

We were alerted to this application at a late stage but I have acquainted myself with the documents and the observations made by individuals and statutory consultees.

The main issue is the bulk and scale of the proposed development that SAVE considers causes substantial harm to the neighbouring conservation areas: Charterhouse and Smithfield. The site abuts both these conservation areas and is visible from them. In addition the introduction of retail into Charterhouse Square is not desirable as it is predominantly residential at present.

The site of the proposed development also forms the setting of several listed buildings in both conservation areas. These include the Grade 1 listed Masters House and The Charterhouse, the Grade 2* listed Smithfield Market, Grade 2 Listed Florin Court on Charterhouse Square, the art deco apartment building built by Guy Morgan & Partners in

70 Cowcross Street London EC1M 6EJ

T: 020 7253 3500 F: 020 7253 3400 E: office@savebritainsheritage.org

www.savebritainsheritage.org

Registered Charity 269129



1936. 4, 5 & 22 Charterhouse Square are also Grade II listed along with the open space of Charterhouse Square itself, including the green and the setted street. Other listed buildings adjacent to the site include 74 & 75 Long Lane as well as the row of buildings that includes 107 to 123 Charterhouse Square.

The Pevsner Guide for North London states: "The Charterhouse is infinitely the most important monument of Finsbury, and indeed one of the most important of all London."

As is clear from the letter of objection from The Charterhouse, the proposed development would cause substantial harm to its setting. In addition The Charterhouse has been working on highly sensitive and thoughtful landscaping of the square, but yet there has been no joined up thinking with this new proposal. This needs to be addressed and thorough consultation should be undertaken with The Charterhouse and its architects.

The Design and Access Statement by PLP Architecture is poorly presented and lacking in its analysis of the architectural significance of the area. For example the description of the Charterhouse conservation area: "The character of buildings framing the square is diverse in age, style and material." This is not a sufficient analysis of one of the most historic squares in London.

The proposed building is to contain retail, offices, as well as the ticket office. Charterhouse is a residential square. At present there is no retail on ground level on Charterhouse Square, with the exception of a furniture/design showroom that is at raised ground level. The proposed retail on the Square will change the atmosphere of the square dramatically. This is an important consideration: it is vital that quiet residential areas are respected as such, not only for the sake of the residents but because this comprises the atmosphere of the square.

At the moment there is retail, cafes, restaurants and bars, just beyond the square on Carthusian Street, and the end of Charterhouse Street where it meets the Square, but the Square has remained residential and tranquil.

The Square is also a vital green space in an area with no parks. Every pocket of green is valuable and needs to be cherished.

Undoubtedly the opening of Crossrail will attract a much higher level of footfall to the area. In the light of this it is important to consider carefully the implications of introducing retail to the square.

Conservation Areas

In July this year the Secretary of State issued a decision regarding a public inquiry over a planning application regarding the West Smithfield buildings. This decision is of material significance and is important for considering the character of the adjoining conservation areas. In it he wrote:

"In design terms, the proposed development would not be an appropriate or effective response to local character and history, and nor would it reflect the particular identity of the local surroundings, so it would not make a positive contribution to local character and distinctiveness."

This is relevant to this proposal. Even though the site falls outside the two conservation areas, it adjoins them so affects their setting and the setting of the listed buildings within them.

The Secretary of State also writes:

"While the proposal would be consistent with some local development plan policies promoting intensification, rejuvenation and regeneration, it would not be consistent with those policies intended to protect the historic environment from harmful development and he attaches greater weight to the latter policies."

"There is some tension between the City of London Corporation's policies aimed at increasing office space and those setting out a positive strategy for the conservation and enjoyment of the historic environment... there is no pressing need for offices in this particular location sufficient to justify such a harmful intervention. (IR447)."

This should also be considered in relation to this proposal. In the Planning Statement, the provision of offices is cited as the chief public benefit of the scheme. The above statements by the Secretary of State clearly state the necessity of striking the right balance between policies that promote intensification, rejuvenation and regeneration, and those policies that protect the historic environment from harmful development. In recognition of the historic significance of the area he came down on the side of the latter policies.

National Planning Policy

Para 131 states:

131. In determining planning applications, local planning authorities should take account of:

- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- *the desirability of new development making a positive contribution to local character and distinctiveness.*

SAVE considers that the proposed development will compromise the sustainability of the Charterhouse as a heritage asset. As the CoL has been informed the Charterhouse is working on plans to increase visitor numbers. The proposed development will cause

substantial harm to the adjoining Charterhouse Sq conservation area and compromise its appeal as a tourist destination.

Para 132 states:

132. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

The Charterhouse and Masters Lodge are Grade 1 listed. Their significance will be harmed through development within its setting. There is not sufficient justification for this. The significance of the Smithfield conservation area will also be damaged.

Para 133 states:

133. Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

The final point is relevant to this case. While SAVE accepts that a ticket office must be built on the site, there is no need for a building on this scale, that causes substantial harm to adjoining conservation areas and the settings of listed buildings.

Para 134 states:

134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

SAVE considers that the harm that would be incurred by this building is not outweighed by the public benefits it would introduce. SAVE holds that it is possible to build a station and ticket office without incurring substantial harm.

Massing

The building will be the highest on Charterhouse Square and will be higher than the existing 19th century and early 20th century buildings on Longacre. It is very misleading to state, as the Design and Access Statement does, that it is a 5 storey building: the first floor is the equivalent of 2 storeys. In addition the facility for the fan and chiller plant on the roof is the equivalent of another storey, albeit not over the entire building.

The building will be in effect 3 stories higher than the neighbouring houses on Charterhouse Square. This is an unacceptable and unjustified increase in height that will substantially harm the Charterhouse Square conservation area. In addition it is of negligible architectural merit, unlike the many listed buildings around it, that will be dominated by it.

SAVE does not accept the descriptions of the proposed new building in the Design and Access Statement as being Victorian in the layout of the facades – this is highly misleading. In addition SAVE emphatically does not accept that the use of coloured ceramic tiles will counterbalance the bulk and massing of the building.

The proposed height and bulk is inappropriate development in a medieval part of London. The proposed monolith is replacing a group of buildings of a variety of size that stood on the site pre-demolition. These included a Tripe Pavilion of great charm. There has been no attempt to reflect the fine grain of the surrounding streets including Charterhouse Square. On the contrary, the building appears to be taking its cue from the weakest building on Charterhouse Square 23-28.

In the Design and Access statement it is stated:

“3.6 The proposed development comprises a single massing with no setbacks, designed to complement and not dominate the adjacent Grade II* Smithfield Market building. The proposed building height of ground plus five storeys also responds to the neighbouring 23-28 Charterhouse Square.”

23-28 Charterhouse Square is not listed. Since its construction in the 1980s there has been an increased number of listings in the area, thanks to an increased appreciation of its historic character. This is reflected in the decision over West Smithfield buildings made this summer by the Secretary of State, following a public inquiry.

Therefore it betrays extremely low design aspirations if 23-28 Charterhouse Square is being cited as the main influence for this development. In addition 23-28 Charterhouse

Square is an office building and not a ticket office/station. Surely the City of London and Crossrail are missing an opportunity to build a fine civic building, that actually looks like a public station.

Several of the pictures in the Design and Access statement, eg on p.75 and fig 7.5 illustrate how overbearing the building will be to its surroundings.

Smithfield Market has a continuous frontage, but the reason it works is that it is a finely considered classical ensemble, it is highly decorative and the stone and brick work fit in with the brick and stone buildings around it. In addition the building is low, with tall vertical emphases only at the corners in the form of copper domed towers. The continuous frontage is complemented by the variety of frontages around the market.

The proposed building would not complement Smithfield Market's frontage – it would be in uncomfortable competition with it.

In addition, as viewed from the top of St John's Street, looking towards Charterhouse Square, the north east tower of Smithfield Market is at present viewed against a backdrop of the sky, and was designed to be thus viewed. If built, the proposed building would now form a backdrop to this tower, and the south east tower. SAVE concurs with the comments of Islington Council regarding this:

"The copper domes of the listed Smithfield Market should be 'read' against open sky, as this enables them to be best appreciated. This would only be possible if the proposed building was reduced by two storeys. This would also ensure that the building was less dominant in relation to the listed market buildings, and would reduce the development's impact on Charterhouse Square."

"Buildings that are tall, high or taller than their surroundings, when proposed within the setting of an historic green open space, can have a negative impact on the perceived openness of the space and existing tall or high buildings do not justify new high buildings. The proposed development would have such an effect."

However SAVE suggests that not only should the height be dropped by 2 storeys, the building should be redesigned in such a way that it is no longer a single large rectangular block with no variety in its frontages or silhouette.

Materials

The materials proposed for the building ie predominantly glass, with coloured fins, is out of character of the area: the majority of the buildings are of brick and stone. This adds to the inappropriateness of the proposed design for the area, and increases the overbearing quality of the design.

Light pollution

The extensive glazing of the building means that it will be powerfully lit, destroying the serenity of the residential square. This is a clash of offices and residential that would lead

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to a deterioration of the standard of living for residents of the square and cause substantial harm to the Charterhouse Square conservation area.

SAVE concurs with Eric Parry architects who write:

"The Charterhouse complex continues to serve a philanthropic residential role in London as it has done for 402 years and the proposed lighting scheme shows no consideration for disturbance of elderly inhabitants."

"Whilst the building design should be redressed, we would seek assurances that the building management plan incorporates mitigation measures for light emission currently lacking in documentation of the proposal."

The interpretation of advice from English Heritage

English Heritage wrote a letter expressing strong concern about the site, saying, "we note that the height of the proposed new buildings means that it will have an overbearing impact upon the setting of the grade II* listed Smithfield Market and reduce its dominance in this part of historic Smithfield in certain views. In this regard, we urge your council, when coming to a decision, to weigh this harm against the public benefits of the development in accordance with paragraph 34 of the NPPF."

However this is interpreted in a misleadingly positive way in the Design and Access Statement as follows:

"4. 4

English Heritage has been consulted and whilst some concerns have been raised over the proposal, officers have acknowledged that the site presents a unique circumstance, given the influence of Crossrail, and that the OSD scheme may provide the best solution when viewed within this context.

4. 5

English Heritage understood that the OSD needs to be a viable and implementable proposal and it's preference was to see a development brought forward above the station for townscape reasons.

4. 6

English Heritage Officers also acknowledged a lower height building would not be preferable as the height may be disproportionate given the long length of the site block, concluding that 5 storeys seemed more successful

than 4.”

Please could CoL advise where in the documentation is this interpretation supported?

Conclusion

In conclusion, this proposal does not give enough consideration to the Square as a historic space. None of the Planning Benefits have anything to do with historic conservation – this goes against the NPPF and the decision of the Secretary of State re the West Smithfield Buildings.

In the light of the fact that this decision, which is of material consideration, was published July 7th 2014, it is suggested that a full revision of the proposal is undertaken.

For the reasons stated in this letter, SAVE respectfully asks the Planning Committee for the City of London to reject this proposal.

If your authority is minded to grant this application we believe there is an urgent case for call in and a public inquiry at which the major issues raised can be fully examined, tested and challenged.

Yours sincerely,

Clementine Cecil

Director

SAVE Britain's Heritage



THE SMITHFIELD TRUST

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Mr Ted Rayment
Corporation of London
Department of Planning and Transportaion

By Email

3rd October 2014

ACKNOWLEDGED

Dear Mr Rayment

Re: 13/00605/FULEIA

I write to you as Chairman of Smithfield Trust, which you are no doubt aware is a charity which was established in the early 1980's as an amenity group particularly concerned with retaining the character of this unique part of London.

08 OCT 2014

I am writing to strongly object, on behalf of the Trust, to the above planning application. I recognise the importance and significance of the construction of Crossrail. However, as a founding member of the Farringdon Crossrail Community Liaison Forum, it was apparent to me it had not been widely recognised the importance of this station. In particular, having regard to the fact the station will also serve the Thameslink line and London Underground, Farringdon station will therefore be unique in the world in that it will provide almost direct rail links to five airports, i.e. Gatwick, Heathrow, Luton, Stansted and City, plus only one stop from Eurostar.

Indeed, I understand that there will be 140 trains per hour stopping at Farringdon!

I would mention also that I am a member of the Kings Cross Conservation Advisory Committee and we were actively involved in the design of the development of the booking hall and adjacent buildings which has been widely admired.

Whilst the western ticket hall will no doubt handle the majority of pedestrian flow, the eastern ticket hall will no doubt have a major importance as it is quite clear that this will be particularly convenient for access to the south and west side of the City. In my view, the design of the proposed scheme does not adequately address this point, as concerning the design, I feel this is ill-conceived in terms of not only the basic design layout, but particularly the architectural design of the façade of the building, considering the many Grade I and Grade II listed buildings in the vicinity.

In my view, it is a "non-descript" modern office block. It does not in any way relate to the historic character of the locality, particularly as it is an integral part of the Conservation Area. The development of the eastern ticket hall presents the situation to create a building which compliments

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the buildings comprising Smithfield Market and the other very special buildings in the area, i.e. the Charterhouse and St Bartholomew's Hospital and St Bartholomew's Church.

In my opinion, there is an opportunity for a station building to be designed of architectural interest and quality, almost in the way that the many underground stations, constructed in the 1930's, are now recognised for their very special design features. I believe the City of London Corporation, having regard to their unrivalled position in the world of possessing a city comprising an architectural balance of quality and design, stretching back several hundred centuries, have the opportunity to insist on a design and development which can be recognised throughout the world.

Having regard to the foregoing, I would implore the Committee to categorically refuse the application and encourage the applicants to bring forward a completely new design which fully recognises the points that I have raised as it is felt very strongly that this is a significant chance to achieve a building of very special character and design.

I trust the foregoing is explanatory but should any points require clarification I look forward to hearing from you.

Kind regards

Yours sincerely



Ian Lerner
Chairman