



Planning Applications Sub-Committee
SUPPLEMENTARY PACK 1.1
Comments Received via Email (Vol.1 of 3)

Date: TUESDAY, 10 FEBRUARY 2026

Time: 1.45 pm

Venue: LIVERY HALL, GUILDHALL

4. **SITE COMPRISING LIVERPOOL STREET STATION, 50 LIVERPOOL STREET, SUN STREET PASSAGE, 40 LIVERPOOL STREET (IN PART), HOPE SQUARE AND BISHOPSGATE PLAZA LONDON, EC2M 7PY (25/00494/FULEIA AND ASSOCIATED LISTED BUILDING CONSENTS 25/00474/LBC, 25/00479/LBC, 25/00475/LBC, 25/00476LBC AND 25/00477/LBC)**

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 3 - 410)

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Civic Voice

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info@civicvoice.org.uk
01305 595152

Registered as a charity in England & Wales. Charity No: 1134476
Company No: 7142946

LIVERPOOL STREET STATION REDEVELOPMENT

City of London planning ref: 25/00494/FUL

29th May 2025

To whom it may concern

Civic Voice is the national membership organisation for civic societies, local charities focussed on **making places better** through community participation and engagement.

We are commenting on this planning application, as we see it is a project of more than local significance.

1. Rail passenger numbers in Liverpool Street Station have tripled since the 1980s, making it London's busiest station. With some 120 million passengers annually, this figure is projected to rise to about 200 million.
2. This planning and listed building application is for extensive alterations to the Station, together with a major development of office floorspace above the concourse, that will finance the work, all costing about £1billion in total. It is to be built in stages, with the Station continuing in operation.
3. The western Train Shed was built in 1875, extended in 1894, and is **Listed Grade 2**. Its special architectural and historic interest includes Gothic detail, brickwork, and roofscape. The eastern Train Shed platforms are not part of the application site, and have been incorporated into an earlier development fronting onto Bishopsgate. The adjoining Hotel (not part of the application site) was built in 1884, extended in 1901, and is **Listed Grade 2 star**.
4. The Bishopsgate **Conservation Area** (CA1) covers the southern end of the site, including the Listed Hotel, and the area to the east and south of the project, but not the Listed Train Shed itself.
5. The site is somewhat to the north of the City's designated High Building Cluster (originally designed in the 1960's) that designates and identifies the main financial hub of the UK. (Policy S12/2 & Fig 14). Part of the site is within one of the protected height corridors, being the backdrop to the long view of the dome of St Paul's Cathedral from Richmond Park.

6. In 1985-91 the Broadgate development added a new building to the western end of the Hotel, in an interesting classical Italianate idiom, and an asset to the Conservation area. It is not listed. The Station's underground concourse links to the Broadgate shopping areas.
7. Some of the 1991 works are now considered to detract from the Listed character of the Train Shed. These include the raised walkways, ticket office, Station reception, modern offices, entrance pavilion. Their removal would open up long views down the length of the Train Shed, and allow better views of the northern wall of the Hotel. An earlier scheme generated substantial (c2,000) public objections, and was not proceeded with.
8. The parapet of the proposed office block is some 74m (240 feet) high**, with an additional 7m of added penthouse. (** which equates to **90m AOD** ie above sea level). It has terraced and set-back corners, in part to reflect the height limits required for the protection of the St Paul's views.
9. There are aspects of the current proposal that can be commended – rooftop planting and public access, the linking of station areas to the landscape of Exchange Square, the step-free access for passengers, more concourse space, the imaginative brick vaulting and entrances, better views of the original Train Shed.
10. Nevertheless, the crudeness of the proposed office block, its poor relationship to its neighbours, and the seemingly utter indifference to the character and nature and scale of the Conservation Area is seen as a major stumbling block. It is out of scale, and far too bulky, and is not in accord with the City's important Local Plan limits on building height (see below). It also changes the nature and scale of the street by projecting the upper floors over the public highway. It disrespects the scale and character of the nearby buildings, quite contrary to what should be expected on an important site, and a major public-facing transport hub in this Conservation area.

The whole nature and form of the proposed office building therefore needs to be reconsidered.

11. Taking the Local Plan Policies and assessing the application against them, what do we find?
12. Tall buildings are defined in both the current and emerging Local Plans as those that are 75m or more above AOD (sea level) ie **not** measured from ground level. (*City Plan 2040 Policy S12/1 p192*)
13. But the parapet height of the roof of the proposed office building is **90m AOD**, with roof structures adding another **7m**, so the proposals do not conform to Policy.
14. Additionally, in the Local Plan Figure 14 we see specifically mapped areas "*where Tall Buildings may (Policy S12/2) be appropriate*", but the application site is not included. Again, not conforming to Policy.
15. In the emerging Local Plan we see (8) that "*Tall buildings must have regard to*": (b) the "*character and amenity of their surroundings*": (c) "*the significance of*

- Heritage Assets and their immediate and wider settings*: (d) *the “environmental impact on surrounding buildings and public realm, including daylight and sunlight”*
16. None of these Policies are met. The proposed office on the Liverpool Street frontage is far too bulky and high (at 240 feet), and crudely ignores and dominates the adjoining Grade 2 star Hotel.
 17. Its upper floors also project into the defined public highway (which is not part of its site), and radically alters the street scale and character of this part of the Conservation area, without any justification.
 18. In Policy (10d) we see that tall buildings must *“make a positive contribution to the townscape character”* – but on the contrary, the proposal is an oversized intrusion and ignores the existing scale and street lines.
 19. Also (10f) and *“maintain an adequate distance between buildings”* – but its projection into the street space comes well forward of the front façade of the Hotel, alters the street scale, and diminishes the natural daylight to the buildings on the opposite side.
 20. Also, in 11.5.4 *“outside the identified tall buildings areas, (they) would be likely to very (sic) significant impacts on Heritage Assets”*. The adverse effect on the Listed Hotel is significant, by both the projecting façade line and scale/height of the massive new office form.
 21. Also in 11.5.5: *“New development should be designed to fit in well within the existing context”* and *“respond to townscape character”*: but it simply does not, as explained above.
 22. The existing Local Plan 2015 -2026 specifically **identifies the site in an “area inappropriate for tall buildings”**. (Figure N, page 121).
 23. In addition to the Local Plan, the **NPPF 2024** Policies have relevance: encouraging for example:
 - a. 13C *“Effective engagement between applicants, communities and Local Planning Authorities”*: We are not aware that the current scheme has evolved with local community interests
 - b. 135C *“Development should be sympathetic to local character and history”*: Local character and the relationship to the Conservation area is ignored.
 - c. 139 Development *“should be refused ...where it fails to reflect local design policies”*: This proposal fails to meet these, as set out above.
 - d. 214 (Local Planning Authorities should refuse consent to) *“a development that would lead to substantial harm to a Heritage Asset”*: The Listed Hotel building that adjoins the development has been included on the drawings but appears to be effectively ignored.
 - e. 219 *“New development within Conservation Areas (should) enhance and reveal the significance”* (of Heritage Assets). A 240 feet high monolith projecting forward of the much smaller and human-scaled adjoining Hotel could not be said to do that.
 24. So the urban design and character of the proposed development is not considered to accord with either the Local Plan Policies, the emerging City Plan 2040, nor with the NPPF policies on Conservation Areas.

25. Other points could be mentioned, and these are set out in item 27 below.
26. **The view of Civic Voice therefore is that the application as it stands is fundamentally flawed, and should not be approved.**
27. What could be the way forward? Taking the positive lead from the NPPF reference 13C above, as the Station certainly needs improvement, the applicants could instead be encouraged to consider an alternative design approach, perhaps along the following lines.
28. The **total height** has to be kept well below the City Plan AOD height of 75m (c59m above ground).
29. **Set back** the Liverpool Street frontage behind the Listed Grade 2star Hotel, to allow a view of its corner, and rebuild the missing elements (lost when the 1991 Italianate building was introduced).
30. **Lower the height** of the Liverpool Street frontage to reflect the c43m height of the Listed Hotel.
31. **Lower the height** of the Bishopsgate frontage to reflect both the scale of the buildings in the Conservation area opposite, and the Listed Hotel.
32. Fully comply with the **St Paul's viewing corridor** height limits, (Policy S13 p201 & Fig 16) and not rely on the presence of the building to the west, which presumably does not currently comply: (see Policy S13 para 11.6.8 on eventual restitution): modern City buildings appear to have a short lifespan.
33. Further develop the admirable and imaginative use of the brick arching, but could this be integrated with the elevational ideas of the upper floors? Currently the two design concepts seem not to work together: rather than the bland anonymity of the curtain wall, should the upper floors continue to develop the **strong brickwork idiom**? Could this be the way to register the image of the Station as a building distinct from the "bland office pack", as a building for the public, a place of destination? One that **enhanced** the Conservation area?
34. **Sustainability**: the carbon savings of the current scheme seem well below the current GLA targets, resulting in (1.4.11) a £1m shortfall financial penalty. Given that the project is to be developed over a number of years, and that the RIBA, RICS and others are pressing for introduction of new Building Control (section Z) standards, how can this new scheme achieve a better result?
35. **Energy**: Currently the scheme shows c100 solar rooftop panels (some shadowed from direct sun). Should energy generation be increased, perhaps at the expense of some rooftop planting, and/or perhaps by considering elevational potential? Connection to a future district energy scheme (fig 16) should be designed for.
36. For a full and seamless passenger interchange, links to the **bus and taxi stops** in the area currently appear almost haphazard, as though they were simply drawn on "as existing". Ideally, there should be safe, obvious and weather-protected no-step routes as an integral part of the overall design. Onward and inward journey routes need to be an embedded part of the wider passenger and local pedestrian system, with signage, transport information.

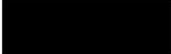
37. Building a major structure above the concourse presumably means that the natural daylight through the **glazed roof** will be affected. Will this offer an opportunity for imaginative lighting solutions?
38. Whilst these comments on the current scheme are undoubtedly critical, we believe that there are opportunities to develop a really worthwhile approach, and create a much improved Station, one that would deliver much needed improvements to a major public facility, and also enhance its Conservation area and wider setting.

We hope these comments are helpful.

Best wishes



Rob Hattersley
CEO, Civic Voice
On behalf of the trustees and expert panel

From: 
To: 
Subject: Liverpool Street Station Planning Application 25/00494/FULEIA
Date: 05 June 2025 16:16:39


THIS IS AN EXTERNAL EMAIL

To Whom it May Concern,

I am a member of the Victorian Society and was a contributing member of the original Liverpool Street Station Campaign (LISSCA) in 1974-75. As a student at the Bartlett School of Architecture, I collaborated with fellow student Maurice Ward on an redevelopment plan for Liverpool Street Station as an alternative to British Rails proposal to demolish and rebuild the station. Our plan was adopted by LISSCA was used in evidence during the Public Inquiry in 1976. Aspects of our plan including the extension of the eastern portion of the main train shed were ultimately adopted in the redeveloped station in 1979. With this in mind I wish to make the following comments concerning the current proposal for the redevelopment of Liverpool Street Station.

I have read portions of AECOM's Environmental Report and reviewed the proposed demolition plans and proposed new construction plans. The one positive element in the proposal is the demolition of the northern portion of the high concourse and the shops. This was an ill-conceived obstruction to the newly improved double-nave train shed.

This is countered by the proposed demolition of a portion of the train-shed. That alone should be enough to prevent approval of the application. The cumulative effect of the proposed development would be to obliterate any visual presence the station would have from the street. Demolition of the remaining portion of the original station building and the less important 1990s entrance pavilions would be replaced by monstrous office building entrances that have no relationship in scale or purpose with the station. These would also visually isolate the Great Eastern Hotel and eliminate any visual connection with the station. While the entrance 1990s entrance pavilions are not of great historic value, they do provide a recognizable and historically sympathetic entrances to the station. The proposed development makes the station disappear. This hardly represents heritage mitigation.

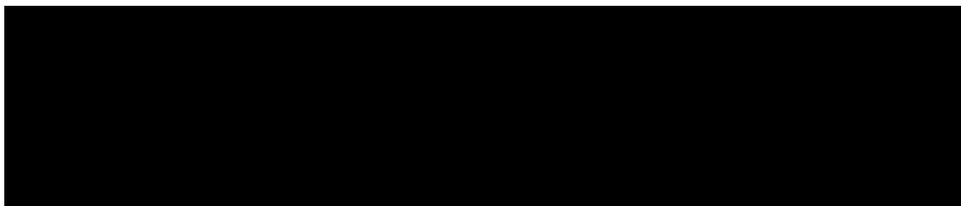
I do not see that the noted operational and accessible shortcomings of the station can justify the gross impact this development would have on the station and the surrounding area.

To suggest that there is no other alternative to correct these shortcomings is nonsense. The AECOM fails to mention the alternative of not building the development. There is no public benefit to this development and the only motivation is greed.

I hope planning permission will be denied and the developer will give up after this second failed attempt to destroy a historic rail station.

Kind regards,
George B. Bryant
353 E. Roumfort Road
Philadelphia, PA
U.S.A.

From:
To:
Cc:



Subject: Re: 25/00494/FULEIA Liverpool St. Station
Date: 09 June 2025 14:18:10

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Adding in my full name and address as requested:

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

- Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

Kind regards
Bobby syme

20 Braemar Road
London
E138EH

Tom Sleigh
Chair of the Planning & Transport
Committee
City of London Corporation
Guildhall
PO Box 270 London
EC2P 2EJ

Andrew Wilson
18 Cannon Street
Bury St Edmunds
Suffolk,
IP33 1JU

9th June 2025

Dear Mr Tom Sleigh,

Re: Objection to Planning Application Reference Number 25/00494/FULEIA – Liverpool Street Station

I wish to formally object to the proposed development outlined in Planning Application Reference Number 23/00453/FULEIA, specifically concerning the redevelopment in and around London Liverpool Street Station.

More specifically, I raise objections to:

1. Substantial harm to the Grade II-listed station

The proposal involves the demolition of the existing station concourse roof and its replacement with a new structure of an entirely different character and scale. This would result in the loss of significant elements of original historic fabric and compromise the architectural integrity and setting of the surviving 19th-century train shed.

This represents substantial harm to a Grade II-listed building, and under the National Planning Policy Framework (NPPF, updated February 2025):

Paragraph 213: *“Any harm to, or loss of, the significance of a designated heritage asset ... should require clear and convincing justification. Substantial harm to or loss of: a) Grade II listed buildings ... should be exceptional.”*

The applicant has failed to demonstrate such exceptional justification, and the harm to this designated asset is unjustified.

2. Intrusive retail additions damaging the station’s historic interior

The proposals include the insertion of a significant volume of new retail units—including two suspended galleries—within the surviving 19th-century train sheds. These insertions would obscure original spatial relationships, compromise architectural legibility, and introduce commercial clutter into what is historically a grand and open transportation hall.

This level of intervention erodes the special interest and significance of the Grade II-listed station and is inconsistent with the duty to preserve listed buildings under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3. Harm to the Grade II*-listed Great Eastern Hotel

The adjacent Great Eastern Hotel (now part of the Andaz Hotel) is Grade II* listed and represents one of the few remaining functioning Victorian railway hotels in the City. The proposed 20-storey tower rising above the station concourse would

overwhelm its scale, silhouette, and architectural coherence, causing substantial harm to its setting.

The NPPF recognises that:

Paragraph 212: *“Great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be).”*

Paragraph 213: *Harm to assets of the highest significance—such as Grade II* buildings—requires “clear and convincing justification”.*

No such justification has been demonstrated.

4. Substantial harm to the Bishopsgate Conservation Area

The application site lies within the Bishopsgate Conservation Area, defined by a coherent streetscape of low- and medium-scale buildings with predominantly Victorian and Edwardian character. The proposed 20-storey tower constitutes an incongruous vertical intrusion and would destroy the harmonious townscape of this sensitive heritage environment.

This is contrary to both:

- NPPF Paragraph 212, which requires local planning authorities to conserve the character and appearance of Conservation Areas; and
- City of London Local Plan 2015 Policy CS14, which explicitly states that tall buildings should be refused in inappropriate areas, including Conservation Areas and the St. Paul’s Heights Zone.

5. Wider cumulative impacts on heritage settings

- The height, bulk and visual prominence of the proposed development would have a harmful cumulative impact on the settings of multiple designated heritage assets, including:
 - Grade I-listed churches by Sir Christopher Wren (e.g., St Mary-le-Bow, St Stephen Walbrook),
- St Botolph-without-Bishopsgate, adjacent to the development site,
- And other nearby listed and non-designated heritage assets throughout the City.

This violates the principles outlined in NPPF Paragraphs 212–214, which stress that local planning authorities must give great weight to the conservation of heritage assets, and must refuse proposals that cause substantial harm unless public benefits clearly and convincingly outweigh that harm.

Conclusion

Liverpool Street Station is a vital piece of London's architectural and transport heritage, and its value lies not simply in its function but in its form, history, and urban context. The current proposals cause substantial harm to designated heritage assets, fail to offer the exceptional justification required by the NPPF, and contradict both national and local policy regarding heritage protection, conservation areas, and tall building siting.

I therefore urge the Planning Authority to refuse Planning Application 23/00453/FULEIA, in line with the NPPF (2025) and the City of London Local Plan, and to uphold the duty to protect London’s historic environment for current and future generations.

Yours sincerely,



Andrew J Wilson

From: [REDACTED]
To: [REDACTED]
Subject: Re: 25/00494/FULEIA - Planning Application - Consultation
Date: 05 June 2025 13:02:01

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Planning Administration Team / Case Officer Kieran McCallum

I am in receipt of your letter Your ref 25/00494/FULEIA Dated 5 June 2025.

Thank you for the opportunity to make further comments on the development proposed – I am just an individual with a long-standing affection for Liverpool Street Station. However, I believe that there are still many who object to the recent proposals and would like to add my penn'orth of comments to theirs.

My grandfather was stationed at the Great Eastern Hotel as a Staff Officer in WW2 (having served in the Boer War and in France in WW1). He entertained my mother over tea when she was a trainee nurse at St Thomes' in 1939, before she met and married my father.

As a child, I travelled from Suffolk, through the station to school in Kent when the station was a grimy warren of passages. I rejoiced at its redevelopment subsequently into the Victorian wonder it is today. I now use the station frequently from my home in London Fields, E8.

I am not totally against the proposed development. The more recent additions, shopping concourse and the Bishopsgate entrance are now dated and tired, but much of the remainder is satisfactory. The lightness and space around the building is a delight amongst the high-rise developments in the area. I welcome Network Rail's proposals to improve the handling of passengers.

However, at a glance, the illustrations and descriptions around the planning proposals appear cynical and aim to distract the viewer and local residents from what the Victorian Society has described as a 'perverse view of the site as ripe for development' and should not be considered as a money making opportunity. I would agree. Not one, but two towers, as illustrated, at 97.67m could be considered obscene. The illustrations shown do not fully demonstrate the development's impact, and in fact they are faded into the skyline, so I believe are not a true representation of the final result.

Others have mentioned that the wondrous developments at St Pancras and Kings Cross have shown that these Victorian buildings can be adapted to the 21st Century and celebrate our heritage and the Railway Age, past and for the future, without resorting to overbearing glass and steel eyesores. Considering the under-occupation of office property in The City (depending on your sources), they may well become a millstone around the neck of Network Rail in the future.

With best regards

Michael Taylor
150 Middleton Road
London Fields
London E8 4LP

Tel [REDACTED]

Mob [REDACTED]

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA Liverpool Street Station
Date: 10 June 2025 13:36:41

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

**FAO Mr Tom Sleigh
Chair of Planning and Transport Committee**

I object to the planning application **25/00494/FULEIA** as the plans will result in substantial harm to the significance, and integrity, of nationally important heritage assets.

Specifically, I object to:

1. Demolition work on the existing concourse roof which would constitute harm to a Grade 2 listed building and compromise the setting of the 19th century train sheds.
2. The planned extensive retail units, including two elevated retail galleries, to be situated within the 19th century train sheds, which would harm and diminish the interest and significance of a Grade 2 listed building.
3. The harm that would result to the setting of surrounding Grade 2 listed heritage assets, including the Grade 2* listed Great Eastern Hotel
4. The detriment and degradation that would result from a 97 metre tower, dwarfing the listed Great Eastern Hotel and surrounding listed buildings in the Bishopsgate Conservation Area.

The National Planning Policy Framework, paragraph NPPF 213 states,

" Substantial harm to or loss of Grade Two listed buildings should be exceptional"

Network Rail claim that Liverpool Street Station is a working building, not "an artifact". Yet they state the increase in retail space "will serve to turn Liverpool Street into a destination in itself". A Grade 2 listed building should not be sacrificed on the altar of increased consumer footfall.

Yours faithfully

J. Cooper (Ms)
27 Northway Road
SE5 9AN

From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA 50 Liverpool Street
Date: 10 June 2025 12:42:11

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THIS IS AN EXTERNAL EMAIL

I object to this application that will result in considerable harm to important heritage assets. In particular the demolition and replacement of the existing roof structure and station concourse of this Grade II listed station. One that was originally created as a "sophisticated, innovative and structurally ambitious exemplar of station design". All natural light would be lost to the solid structure required to support a hulking tower 21 stories high.

I object also to the insertion of new retail units within the C19 train sheds. Including two elevated retail galleries causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The consequence of constructing of a 21 storey tower over the station concourse will be additional impact and harm caused to surrounding listed heritage assets. In particular to a Grade II* listed hotel of special interest as the last continually functioning C19 hotel in the City.

I object also to the substantial harm the scheme would cause to the Bishopsgate Conservation Area by its imposition of a tall building in an area characterised by low and medium scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Paragraph NPPF 213 in the National Planning Policy Framework, states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Development at King's Cross and St Pancras has revelled in the glory of its building, why can't Liverpool Street?

Karren Mair
2 Milner Square
Flat 17 Waterloo Gardens
London N1 1TY

From: [REDACTED]
To: [REDACTED]
Subject: RE: 25/00494/FULEIA - Planning Application - Consultation
Date: 09 June 2025 09:12:05

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hi There, thanks for your email.

I object to this revised application, which would still cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

The scale of the proposed building in the context of the existing station and hotel buildings and that of the conservation area.

The overhang of the proposed new building, the lack of any interesting architectural detail other than some token set backs towards the top of the massed blocks. The building offers nothing on a human scale to the street scape.

I still strongly feel allowing this to go ahead would be an error that would degrade the location for a generation or more. The same hubris that allowed the 1990's internal modifications to be made which are now universally recognized as a mistake and requiring removal.

I would appreciate it you could keep me informed.

Many thanks
Gareth

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 05 June 2025 10:26
Cc: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 25/00494/FULEIA - Planning Application - Consultation

Dear Sir or Madam,

Please see the attached letter pertaining to consultation for planning application 25/00494/FULEIA.

Kind regards,

Planning Administration Team

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From: [REDACTED]
To: [REDACTED]
Subject: Liverpool st station development
Date: 05 June 2025 10:33:12

[REDACTED]

THIS IS AN EXTERNAL EMAIL

The plans will not only destroy a beautiful Victorian station but also cause huge disruption to the travelling public.

Do we really need more office space in the already crowded city?

I think not

Regards Derek Broome

Sent from my iPhone

From: [Jess Cooper](#)
To: [PLN - Comments](#)
Cc:

Subject: Planning Application 25/00494/FULEIA/ Liverpool Street Station
Date: 10 June 2025 13:25:13

Some people who received this message don't often get email from [\[REDACTED\]](#) [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

*FAO Mr Tom Sleigh
Chair of Planning and Transport Committee*

I object to the planning application 25/00494/FULEIA as the plans will result in substantial harm to the significance, and integrity, of nationally important heritage assets.

Specifically, I object to:

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2. The planned extensive retail units, including two elevated retail galleries, to be situated within the 19th century train sheds, which would harm and diminish the interest and significance of a Grade 2 listed building.
3. The harm that would result to the setting of surrounding Grade 2 listed heritage assets, including the Grade 2* listed Great Eastern Hotel
4. The detriment and degradation that would result from a 97 metre tower, dwarfing the listed Great Eastern Hotel and surrounding listed buildings in the Bishopsgate Conservation Area.

The **National Planning Policy Framework**, paragraph NPPF 213 states,

" Substantial harm to or loss of Grade Two listed buildings should be exceptional"

Network Rail claim that Liverpool Street Station is a working building, not "an artifact". Yet they state the increase in retail space "*will serve to turn Liverpool Street into a destination in itself*". A historic building should not be sacrificed on the altar of a shopping experience.

Yours faithfully

J. Cooper (Ms)
27 Northway Road
SE5 9AN

From: [Phil](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc:



Subject: Planning Objection Liverpool Street Development
Date: 10 June 2025 18:26:09

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THIS IS AN EXTERNAL EMAIL

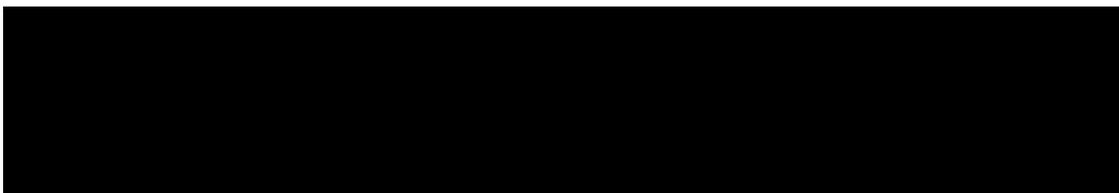
Dear Chair of the Planning & Transport Committee: Tom Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- The above is in reference to Paragraph NPPF 213: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Best regards,

Philipp Hass



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: 25/00494/FULEIA
Date: 13 June 2025 08:58:53

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I was unable to send this with the copy recipients indicated as I subsequently learned I was using the wrong punctuation – a crafty way to minimise responses !

Here is my response:

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

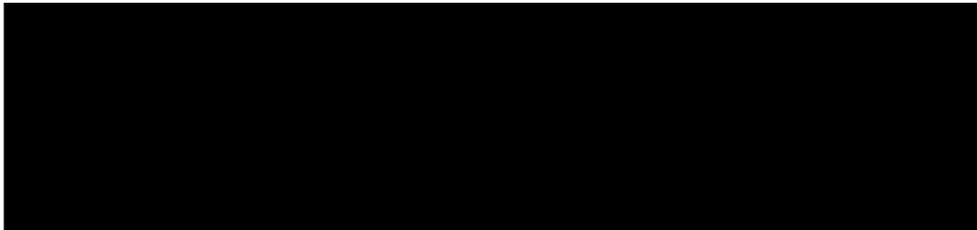
- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church.
- National Planning Policy Framework Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”
- THE GOVERNMENT PLANS TO IMPROVE NATIONAL INFRASTRUCTURE WILL PLACE BIG DEMANDS ON HUMAN AND MATERIAL RESOURCES AND THEREE ARE OTHER

SCHEMES WITH A MUCH HIGHER PRIORITY THAN THIS
VANITY PROJECT. LETS SECURE OUR DEFENCE,POWER AND
WATER SUPPLY BEFORE MESSING ABOUT WITH RAILWAY
STATIONS.

SIGNED DENIS DUNSTONE

WENDEN PLACE FARM, WENDENS AMBO, CB11 4JY

From:
To:
Cc:



Subject: Liverpool Street Station: 25/00494/FULEIA
Date: 12 June 2025 14:08:19

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of several nationally important heritage assets. More specifically, I raise objections to:

- The fact that substantial harm will be caused to the Grade II-listed station by the demolition of the roof structure of the existing station concourse and its replacement with a new structure that would compromise the setting of the surviving C19 train shed.
- The insertion of numerous new retail units within the C19 train shed, including the construction of two elevated retail galleries, which will result in a high level of harm to the special interest and significance of this Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel, which is the last continually functioning C19 hotel in the City, resulting from the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a monolithic tall building in an area characterised by low- and medium-scale structures. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would adversely affect the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and the nearby St Botolph's church.
- Paragraph NPPF 213 of the National Planning Policy Framework states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." I can see no reason why the proposed development would satisfy this requirement. The scale of the development looms over and dwarfs its surroundings and is clearly totally out of place.

I urge you to reject these plans and communicate to all concerned that you wish to retain the existing historical structure of the City, which has been severely eroded in recent decades, for the benefit and enjoyment of future generations, rather than the (relatively) short-term, profit-related motive of developers. Now's the time to call a halt to the wilful destruction of our capital.

Yours faithfully,
Martin Henderson

4 Chomlea Mansions, Devisdale Road
Altrincham, Gtr. Manchester WA14 2AT

T: [REDACTED]

M: [REDACTED]

From:
To:
Cc:



Subject: Objection to 25/00494/FULEIA
Date: 12 June 2025 18:38:01

Algunos contactos que recibieron este mensaje no suelen recibir correos electrónicos de

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

National Planning Policy Framework Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

My main objection is that maintaining a historical building is not just about not demolishing it (although in this case, you are partially demolishing the building by replacing the roof). It's keeping the environment so you can appreciate that building. Just keeping one single building and deeply altering all the other neighbouring buildings clearly violates the purpose of preserving our heritage. It's a pure box-ticking exercise.

Please reject this plan and don't promote an ugly and impersonal city of London.

Regards
Manuel Martinez
53 E Fletcher Ct
N1 3PP London

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Station Plans
Date: 12 June 2025 17:49:53

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I have registered an objection to this on the planning portal, but wanted to email also to register my horror at what is proposed and my shock too that the proposal should be coming from Network Rail and not some developer driven only to make a fast buck. The level of destruction to such an important historic building inherent in these plans is horrific and must be rejected:

The National Planning Policy Framework Paragraph NPPF 213 states:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” There can be no justification for an exception in this instance and no justification for the substantial harm it would cause to the fabric and significance of a nationally important heritage asset.

A sample of specific objections includes:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. This would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area.
- In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church.

The City gains hugely from visitors from within the UK and from abroad. Part of the attraction for those visitors is the history and amenity created by historic buildings like Liverpool St Station and the area around it. I am appalled that Network Rail would seek to impose such a destructive and inappropriate scheme on this area of national significance.

They should reflect on the loss we would have experienced had St Pancras been demolished as was at one point proposed. Because it was not it has been reborn as the heart of Eurostar in London and a huge part of the rejuvenation of that area. Again, please, this proposal must be rejected to ensure we do not lose a similar magnificent building for current and future generations.

Yours sincerely

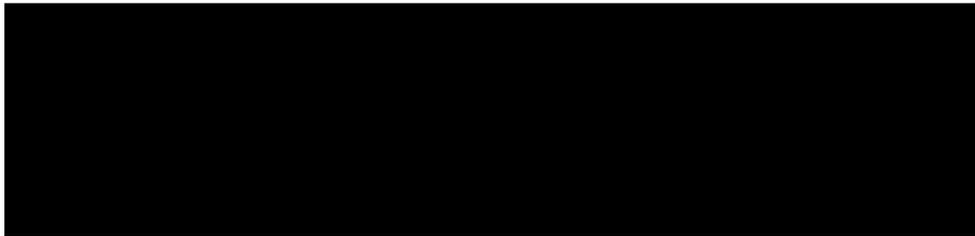
Nick Green
34 Rivermead Court

London
SW6 3RX



And past ward member.

From:
To:
Cc:



Subject: Objection to Planning Application 25/00494/FULEIA
Date: 12 June 2025 18:03:02

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

As an architectural historian I am shocked, disappointed and saddened that the design for this new building seems to take no consideration of the listed building, namely Liverpool Street Station right next to it. Unlike many emerging metropolises, London is steeped in history with many wonderful buildings from the 17th, 18th and 19th centuries. Buildings which are admired the world over. Whilst buildings of the 21st century can be exciting and beautiful, let's remember our heritage.

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

What are the key issues to cover in my objection?

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated

heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

- Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Jacqueline Barnett. BA (Hons)MA
Architectural Historian
8 Brockworth Close
St Josephs Gate
London
NW7 4AZ

•

From: [REDACTED]
To: [REDACTED]
Subject: Re: 25/00494/FULEIA - Site Comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza London EC2M 7PY
Date: 15 June 2025 19:50:00
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

My name is Lydia Inglis. My address is Chapmans, Nottingham Fee, Blewbury, Oxfordshire OX11 9PG

On Fri, 13 Jun 2025 at 15:54, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ

www.cityoflondon.gov.uk

From: Lydia Inglis <[REDACTED]>
Sent: 12 June 2025 13:14
To: PLN - Comments <[REDACTED]>; Sleigh, Tom (Deputy)
<[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>;
<[REDACTED]> Bagchi, Samapti
<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>;
King, Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: 25/00494/FULEIA - Site Comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza London EC2M 7PY

Some people who received this message don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. Specifically, I object to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which counsels against planning permission for tall buildings in inappropriate areas, such as in conservation areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact the setting of numerous designated and undesignated heritage assets nearby, including St Botolph's church.
- Paragraph NPPF 213 states: *substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.*

Kind regards,

Lydia Inglis

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From: Jeffrey Bridges <[REDACTED]>
Sent: 28 July 2025 12:54
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: RE: Objection - Planning Reference 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr. Watson,

Thank you for your email.

My full details are.:

Jeffrey Bridges
Cedars
Whatlington Road
Battle
East Sussex
TN33 0NA

Formerly of Harrow, Middlesex and a once regular passenger through Liverpool Street station and the City.

Kind regards

Jeffrey Bridges

Sent via BT Email App

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 28 July 2025 11:11:46 BST
To: Jeffrey Bridges <[REDACTED]>
Subject: RE: Objection - Planning Reference 25/00494/FULEIA

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |
www.cityoflondon.gov.uk

From: Jeffrey Bridges <[REDACTED]>
Sent: 03 July 2025 22:02
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>; Sleigh, Tom (Deputy) <[REDACTED]>
Subject: Objection - Planning Reference 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Planning application reference number: **25/00494/FULEIA**

Chair of the Planning & Transport Committee: **Tom Sleigh**

I object strongly to this application, which would cause substantial harm to the significance of nationally important assets. To be more specific, I am most concerned at the substantial harm to the Grade II Listed station, through the demolition of the historic roof structure of the existing station concourse and its replacement with a new structure. This would also compromise the setting of the surviving C19 train shed. The insertion of extensive amounts of new retail units within the C19 train sheds, including construction of two elevated retail galleries. This would cause high level harm to the special interest and significance of the Grade II Listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey

tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

May I draw attention to the National Planning Policy Framework. Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

J.S.R. Bridges

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From: [fergus brunning](#)
To: [PLN - Comments](#)
Subject: Planning App 25/00494/FULEIA Liverpool Street Station
Date: 15 June 2025 19:06:31

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

To Tom Sleigh Chair of the Planning & Transport Committee,

I object to this application which would cause harm to nationally important heritage assets. I believe this contravenes the National Planning Policy, Paragraph NPPF 213 which states "Substantial loss or harm to or loss of grade II listed buildings ... should be exceptional."

Specifically-I object to Substantial harm to the grade II listed station (Liverpool Street) through the demolition of the roof structure and its replacement with a new structure which will also compromise the setting of the surviving C19 train shed; the insertion of excessive amounts of new retail units within the C19 sheds and the inevitable harm to the special interest and significance of the grade II- listed heritage asset; the impact to the setting of surrounding listed heritage assets - in particular the grade-II listed hotel 9 the last fully functioning C19 hotel in the city through the construction of an unnecessary 20 storey tower over the station concourse.

Furthermore, I object to the substantial harm the scheme would cause to the Bishopsgate Conservation Area. This is contrary to the 2015 City Plan which requires refusal of planning permission for tall buildings in inappropriate areas. This will "inappropriately" impact the St Paul's Cathedral Heights area and other local heritage assets, including Grade 1 listed Wren churches such as neighbouring St Botolph's.

Frankly, you should be protecting or opening vistas to the heritage sites allow London's historic churches to sing to each other as in the old song-, if you don't know the song leave London and to reference another London song -Don't turn back!.

I strongly urge you abandon this unnecessary scheme- look to the sympathetic redevelopments of King's Cross and St Pancras. Every time a Victorian station is renewed and uncovered a gem reappears. New development leads to congestion and shame. Note Euston- one of London's key hubs and a modernist disaster.

On a personal note, I remember the present "re-development" which opened the station and emphasised its historic features. I've commuted through it regularly and live on the Weaver line and use it regularly at all hours, I find it works very well- unlike EUSTON. Remember -if you destroy it it will be gone-sadly lost like the Euston Arch- what a legacy you will leave!

Yours sincerely,

Fergus Brunning
68a Falmer Road
Enfield
EN1 1PY

From: [Ailsa Boyd](#)
To:
Cc:

Subject: Planning App 25/00494/FULEIA Liverpool Street Station
Date: 14 June 2025 13:54:06

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh

I object to this application which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

These issues add up to a clear contravention of the National Planning Policy Framework Paragraph NPPF 213 which states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” The plans constitute substantial harm, and loss of the existing beautiful buildings, and the resulting unremarkable building should in no way be permitted as an exception.

Environmental issues are increasingly important. Why cut off free daylight and replace with electric lighting during the day, by turning the busiest station in the UK into a grim underground space? And this is apart from the health and wellbeing of the millions of commuters making their way through the station, who will never make their way up to the putative roof gardens. In terms of sustainability, the building was subject to award-winning major improvements less than 40 years ago, that respected the history and practicalities of the station, without complete obliteration. The wholesale destruction of those non-listed parts is a cynical approach to development, that does not take into account the heritage of the whole area. In the 1985-91 development, Derbyshire's team knew this, and for example, closely replicated the historical design of the trainshed, thus making a similar contribution to the special interest of the listed building (see Donald Insall Associates, 4.2.1 p. 144).

One of the many things that Victorian architects knew how to do was present industrial buildings as beautiful, functional palaces of art and progress. We no longer have the prejudice against sooty Victorian buildings that characterised commentators of the post-war years, like Driberg. The plans in this proposal demonstrate that Network Rail and Acme do not know this, only how to extract the maximum square footage and profits out of the air we breathe and diminish and destroy the existing beauties of our built environment. This is an opportunity to work with the benefits of what is there, rather than obliterate it with a virtually featureless glass box with trees on a barely accessible roof garden. The needs of modern access and passenger numbers could be achieved, without being financed by an enormous steel and glass box which is not of the highest calibre, and its concomitant destruction of existing which outweighs the benefits.

Although based in Glasgow, I visit London regularly and am a member of the Victorian Society. I am an independent art historian with a particular research interest and publications record in the built heritage and environment of our cities. The renovation of the stations in the Kings Cross area shown what a beautiful opportunity Victorian stations offer us, to create modern, bustling, commercially viable destinations, that function for the modern world and are pleasant to be in, whilst also respecting and utilising the enormous asset of the Victorian architecture. These plans would be highly detrimental not only to the building they directly impact, but the wider historic and architectural integrity of the immediate area and the landscape view of the city.

Yours sincerely,

Dr Ailsa Boyd
'Roselea', 100 Dixon Avenue
Crosshill
Glasgow G42 8EL

From:
To:
Cc:



Subject: Chair Planning & Transport Committee:Tom Sleight: re 25/00494/FULEIA
Date: 10 June 2025 19:20:16

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm a nationally important heritage asset. I use Liverpool Street Station often and value the moments I spend in the inspiring and also efficient space.

Specifically I object to changing the roof and interior space of a still-inspiring station. I object to a change in the natural light coming into the station.
I also object to loads more retail shops that will ruin the interior views and cause ridiculous crowding.

I object to a huge glass building looming over a handsome Victorian structure.

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." What you propose does not merit making such an exception.

Sincerely

Laura Agustín
7 Leathersellers Close EN5 4JB

From: [frances.manderson](#)
To: [PLN - Comments](#)
Subject: Re: Comments for Planning Application 25/00494/FULEIA
Date: 11 June 2025 10:59:00

You don't often get email from [REDACTED] [learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

This is correct but partial. I had difficulty typing my full message. I also feel more unisex baby changing rooms are needed as well as more toilets, especially female toilets. Thank you.

On Wed, Jun 11, 2025, 10:34 <PlnComments@cityoflondon.gov.uk> wrote:

Comments for Planning Application 25/00494/FULEIA

Dear Sir/Madam,

Frances Palau-Manderson,

You have been sent this email because you or somebody else has submitted a comment on a Planning Application to your local authority using your email address. A summary of your comments is provided below.

Comments were submitted at 11/06/2025 10:34 AM from Frances Palau-Manderson.

Application Summary

Address: Site Comprising Liverpool Street Station, [50 Liverpool Street, Sun Street Passage](#), 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza London EC2M 7PY

Proposal: Phased development comprising partial demolition and alterations, including station concourse, trainsheds, and truss/columns, demolition of [50 Liverpool Street](#), demolition of Bishopsgate Square entrance and Hope Square entrance; works to Sun Street Passage; Works of reconstruction and remodelling of station basement, lower and upper concourse levels, new station columns/truss and roof (in part); introduction of new lifts, escalators and stairs and service spine at basement; increased operational space; insertion of new ticket gates; creation of new station entrances from Hope Square and Bishopsgate Square; creation of new units at lower and upper concourse levels for Class E (shops, cafe, restaurants), hot food takeaway (Sui Generis) and pub/bar (Sui Generis); creation of new upper concourses and associated new public access from Exchange Square including new walkways; provision of over-station development reaching a maximum height of 97.67m AOD to accommodate Class E use (commercial, service and business); and creation of an auditorium (Sui Generis) at Level 18 with ancillary terrace; creation of a public amenity terrace (Sui Generis) at Level 18 with access from Hope Square entrance; provision of private office terraces; provision of cycle parking and associated access ramp, servicing, refuse and ancillary plant; alterations to pedestrian and vehicular access including provision of new ramp; public realm works to Hope Square and Bishopsgate Square; and associated works.

Case Officer: Kieran McCallum

[Click for further information](#)

Customer Details

Name: Frances Palau-Manderson

Email: [REDACTED]

Address: [27 Cowley Road Romford RM3 7ET](#)

Comments Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Reasons for comment:

Comments: [Toilets] Need quick unclogging, CCTV, security, replenishing soap and hand sanitizers.

Kind regards

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From: [Richard Cohen](#)
To: [PLN - Comments](#)
Subject: Re: Redevelopment of Liverpool Street station 25/00494/FULEIA
Date: 17 June 2025 11:23:56

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THIS IS AN EXTERNAL EMAIL

Dear Ms Begum

Thanks for your email. I tried to use the link provided in the original email I received about the redevelopment of Liverpool Street station but it may not have gone through correctly. My home address is **63a St Giles High Street London WC2H 8LE**. I am obtainable by telephone on either [REDACTED] (mobile) or [REDACTED] (landline).

With best wishes

Yours sincerely

Richard Cohen

On 17/06/2025 11:13, PLN - Comments wrote:

Dear Richard Cohen,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards
Shupi Begum

Shupi Begum
Planning Administrator | Development Division
City of London Corporation | Environment Department | Guildhall
| London | EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

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

From: Richard Cohen [REDACTED]
Sent: 11 June 2025 09:59
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Subject: Redevelopment of Liverpool Street station 25/00494/FULEIA

[Some people who received this message don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to significant and nationally important heritage assets. More specifically, I raise objections to:

1. The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
 2. The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
 3. The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel - the last continually functioning C19 hotel in the City - through the construction of a 20-storey tower over the station concourse.
 4. The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.
 5. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Finally I would like to cite the National Planning Policy Framework which states that "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." There is no doubt that the harm this proposed development will cause to a Grade 2 listed building is substantial and the development should not be allowed to proceed.

Thanks for your attention in this matter.

With best wishes

Richard Cohen

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From: [Tim Clarke](#)
To: [PLN - Comments](#)
Cc: [McCallum, Kieran](#)
Subject: Re: Destruction of Heritage: Liverpool Street Station 25/00494/FULEIA
Date: 17 June 2025 11:29:24

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THIS IS AN EXTERNAL EMAIL

Shupi

Thanks for requesting the additional information, my address is:

Adderbury
8 Avenue Road
Witham
Essex
CM8 2DT

Regards

Tim Clarke

On Tuesday, 17 June 2025 at 10:58:30 BST, PLN - Comments <plncomments@cityoflondon.gov.uk> wrote:

Dear Tim Clarke,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum

Planning Administrator|Development Division

City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk

Juliemma McLoughlin

Executive Director Environment

From: Tim Clarke [REDACTED]
Sent: 10 June 2025 21:37
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Destruction of Heritage: Liverpool Street Station 25/00494/FULEIA

THIS IS AN EXTERNAL EMAIL

To whom it may concern.

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

1. The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
2. The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
3. The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II* listed hotel - the last continually functioning C19 hotel in the City - through the construction of a 20-storey tower over the station concourse.
4. The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.
5. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Under the National Planning Policy Framework paragraph 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Do not make an exception, please, this regular user of the station delights in the history of the building and desires to do so not only for myself, but for future passengers and historians.

My uncle was in charge of the building during the blitz. It survived the German onslaught, I hope it survives the onslaught of greed.

Regards

Tim Clarke

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Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

From: [stephanie.king](#)
To: [PLN - Comments](#)
Subject: Re: Objection: Planning application reference number 25/00494/FULEIA Liverpool Street Station
Date: 18 June 2025 10:16:49

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THIS IS AN EXTERNAL EMAIL

Dear Shupi

Thank you for getting in touch to allow my comments to be taken in to consideration. My address is 59 Thorpe Street, York, YO23 1NJ.

I'm sorry to have taken up your time, and thank you again.

Best wishes

Stephanie

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 18 June 2025 10:03
To: stephanie.king [REDACTED]
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: RE: Objection: Planning application reference number 25/00494/FULEIA Liverpool Street Station

Dear Stephanie King,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum
Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London |
EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

From: stephanie king [REDACTED]
Sent: 11 June 2025 13:40
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: Objection: Planning application reference number 25/00494/FULEIA Liverpool Street Station

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh and the Planning and Transport Committee,

I am writing regarding the plans to partially demolish and redevelop Liverpool Street Station. I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel –the last continually functioning C19 hotel in the City –through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Paragraph NPPF 213 of the National Planning Policy Framework states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be **exceptional**". I believe that the planned redevelopment is destructive and inappropriate and should be wholly reviewed.

Yours sincerely
Stephanie King

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From: [Sarah Weinberg](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: Objection to 25/00494/FULEIA
Date: 12 June 2025 11:32:00

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

<!--[if !supportLists]--> <!--[endif]-->The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving 19th Century train shed.

<!--[if !supportLists]--> <!--[endif]-->The insertion of extensive amounts of new retail units within the 19th Century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

<!--[if !supportLists]--> <!--[endif]-->The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th Century hotel in the City – through the construction of a 20-storey tower over the station concourse.

<!--[if !supportLists]--> <!--[endif]-->The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

I believe this application is contrary to the National Planning Policy Framework Paragraph NPPF 213, which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Submitted by:
Sarah Weinberg
16 Barlow Road
Hampton
TW12 2QP

From: [Vivienne Bellamy](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: OBJECTION to Planning Application 25/00494/FULEIA
Date: 12 June 2025 12:28:12

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THIS IS AN EXTERNAL EMAIL

Dear Sirs

I wish to object to Planning Application 25/00494/FULEIA which would cause substantial harm to the significance of nationally important heritage assets

My objection is raised with reference to National Planning Policy Framework Paragraph NPPF 200 which states: "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification."; and also Paragraph NPPF 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

More specifically, I raise objections to the following:

SUBSTANTIAL HARM TO THE GRADE II LISTED STATION through the demolition of the roof structure of the existing concourse and its replacement with a new structure, which would also compromise the setting of the surviving 19th century train shed over the platforms. The insertion of extensive amounts of new retail units within the C19 train shed, including the construction of two elevated retail galleries, would cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset. The architectural harmony and heritage significance achieved by the last redevelopment would be destroyed, and the natural light over the concourse would be lost.

SUBSTANTIAL HARM TO THE SETTING OF SURROUNDING LISTED HERITAGE BUILDINGS, IN PARTICULAR TO THE SIGNIFICANCE OF THE GRADE II* LISTED HOTEL through the construction of a 20-storey tower over the station concourse, along with internal alterations to its historic fabric to create new entrances. The proposed building is of grossly disproportionate scale and would trample on the station and the former Great Eastern Hotel, which is listed at Grade II* in recognition of its role as an impressive station frontage and for its lavish interiors. The picturesque silhouette and elegant grandeur of this priceless heritage asset would be radically compromised by the scale and bluntness of the new structures forced onto and through it. Furthermore, the change of use from hotel to office use would result in the loss of the last continually-functioning C19 hotel in the City.

SUBSTANTIAL HARM TO THE BISHOPSGATE CONSERVATION AREA AND THE NEARBY ST. PAUL'S CATHEDRAL HEIGHTS AREA by the imposition of a tall building in an area characterised by low and medium scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as Conservation Areas. The proposed tower and the bulk of the development planned for above the station will disrupt views protected under the London Views Management Framework, encroaching on celebrated views of some of London's great landmarks including St Paul's Cathedral. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

The distinctive and memorable character of Liverpool Street Station is a precious reminder of an era when Victorian architects and engineers were at their most inventive. Respecting the legacy of Liverpool Street, the former Great Eastern Hotel and the station behind requires that the history of the place as a whole is not decimated; that the significance and originality of its setting is undiminished.

There can be no justification for the substantial harm to heritage assets as outlined in this planning application. It is my belief that the proposed development is fundamentally misconceived and misses the opportunity to unlock real public benefits while also enhancing the station's heritage. Any improvements offered by the scheme would be modest and would only be achieved by sacrificing much of the character of one of London's most valued historic places.

Yours faithfully

Vivienne Bellamy
54 Iron Works
58 Dace Road
London E3 2NX

From: [Georgie Lyng](#)
To: [PLN - Comments](#)
Subject: Re: 25/00494/FULEIA - Planning Application - Consultation
Date: 12 June 2025 14:45:54

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THIS IS AN EXTERNAL EMAIL

Ah i remember it now. Indeed, more systematic rape and destruction of iconic British buildings and our heritage and culture - all being handed over to property developers to destroy and do whatever they like with because billionaire capitalists must get their own way as usual. Same ol same ol.

On 9 Jun 2025, at 14:28, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Contributor,

Thank you for your email.

Please note that you have been notified about this application due to the submission of a representation for a development previously proposed at the same site, namely: Site Comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza London EC2M 7PY (application reference: 23/00453/FULEIA).

You are not required to make a representation in relation to the currently proposed development, albeit you have been provided the opportunity to do so, given your previous interest to the proposed development at the site.

If you wish for your details to be removed from our list of contributors, please let us know and the planning authority will not notify you again for any development at this site.

Kind regards,

On behalf of
Kieran McCallum
Environment Department
City of London

From: Georgie Lyng [REDACTED]
Sent: 05 June 2025 11:26
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: 25/00494/FULEIA - Planning Application - Consultation

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THIS IS AN EXTERNAL EMAIL

Why have I received this ???

On 5 Jun 2025, at 10:25, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Please see the attached letter pertaining to consultation for planning application 25/00494/FULEIA.

Kind regards,

Planning Administration Team

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the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website:

<http://www.cityoflondon.gov.uk>

From: [Penny Sanford](#)
To: [PLN - Comments](#)
Cc: [Sleigh, Tom \(Deputy\)](#)
Subject: 25/00494/FULEIA OBJECTION
Date: 13 June 2025 10:02:01

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THIS IS AN EXTERNAL EMAIL

Dear Chair of the Planning & Transport Committee: Tom Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

The proposed redevelopment of Liverpool Street Station represents a profound threat to one of London's most iconic and historically significant architectural landmarks. To permit this would be to compromise not only the physical integrity of a Grade II-listed building, but also the cultural soul of the city.

The planned demolition of the station's existing concourse roof, and its replacement with a modern structure, is a direct assault on the historical character of the station. This original roof is integral to the identity and coherence of the surviving 19th-century train shed — to remove it is to erase a living piece of the city's railway and architectural heritage.

Equally concerning is the proposed insertion of elevated retail galleries within the train shed, which would clutter and commercialise the space in a manner entirely at odds with its historic function and aesthetic. This is not thoughtful regeneration, it is the desecration of an atmosphere that has endured since the Victorian era, reduced to a shopping mall aesthetic with no regard for the building's heritage status.

Most egregiously, the proposed 20-storey tower over the station concourse would irreparably damage the setting of the adjacent Grade II*-listed Liverpool Street Hotel, the last continuously operating 19th-century railway hotel in the City of London. It would dominate the skyline, dwarfing nearby buildings and severing the harmonious architectural relationship between the station and its surroundings.

This tower would also deal substantial harm to the Bishopsgate Conservation Area, an area deliberately protected due to its characteristically low- and medium-rise historic buildings. A development of this scale is fundamentally incompatible with the scale and rhythm of the conservation area. It would also undermine important views across the City, including of the Grade I-listed Wren churches and nearby St Botolph's, further severing the sense of historical continuity that makes this part of London so remarkable.

This proposal is not only culturally irresponsible — it is also legally questionable.

The **National Planning Policy Framework (NPPF)** is clear in its guidance:

Paragraph 213 states that “*Substantial harm to or loss of: a) Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional.*” There is nothing exceptional in this scheme — only another glass-and-steel high-rise, indistinguishable from so many others, that offers nothing to the cultural or historic fabric of the city.

The scheme further contravenes the **City of London's 2015 City Plan**, which mandates that tall buildings must not be constructed in inappropriate areas such as Conservation Areas or within protected views of St. Paul's Cathedral. This development clearly falls foul of those guidelines.

London's beauty lies in its layers, in the way history and modern life coexist. But these layers are being peeled away at an alarming rate, replaced by empty towers that reflect nothing but short-term commercial gain. Liverpool Street Station is more than a transport hub, it is a monument to the industrial, architectural, and social heritage of London. It should be protected, not sacrificed.

I urge you, in the strongest possible terms, to reject this planning application. Once this damage is done, it cannot be undone. And if we continue down this path, there will be very little left of the city's character worth protecting at all.

Sincerely,
Kaylee Sanford

51-52 Chandos Place, WC2N 4HS.

Sent from my iPhone

From: [Caroline Sandes](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool St Station - 25/00494/FULEIA
Date: 13 June 2025 15:24:38
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Davis,

Thank you for your email - yes:
Dr Caroline Sandes
33 Deverill Court
London SE20 7RZ.

All the best,
Caroline.

On Fri, 13 Jun 2025 at 15:21, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator

Environment Department
City of London Corporation

City of London Corporation | PO Box



270|London EC2P 2EJ|

www.cityoflondon.gov.uk

From: Caroline Sandes [REDACTED]
Sent: 13 June 2025 10:08
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Liverpool St Station - 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

Yours sincerely,

Dr Caroline Sandes

[REDACTED]

[REDACTED]

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From: [James Holland](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station. Proposed redevelopment 25/00494/FULEIA
Date: 13 June 2025 15:30:48

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THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Yes I am happy to provide my address. It is:

251 Bergholt Road
Colchester
Essex
CO4 5AT

Kind regards,
James Holland

On Friday, 13 June 2025 at 15:20:00 BST, PLN - Comments <plncomments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

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

From: James Holland [REDACTED]

Sent: 13 June 2025 11:16

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>

Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)

<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Liverpool Street Station. Proposed redevelopment 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

* The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.

*The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II-listed hotel - the last continually functioning C19 hotel in the City - through the construction of a 20-storey tower over the station concourse.

*The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

The National Planning Policy Framework Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." This is not exceptional.

I hope this extremely harmful and insensitive proposal will be rejected.

Yours sincerely,
James Holland

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From: [REDACTED]
To: [REDACTED]
Subject: RE:
Date: 13 June 2025 15:35:13
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Thank you and yes, this makes perfect sense. Details are:

Kate Calvert
1 Hargrave Road
London
N19 5SH
[REDACTED]

For the avoidance of doubt, although not living in proximity to Liverpool Street station, I travel to friends by train services operating from Liverpool Street.

Kind regards,

Kate Calvert

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 13 June 2025 15:19
To: Kate Calvert <[REDACTED]>
Subject: RE:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator



Environment Department
City of London Corporation

City of London Corporation| PO Box
270|London EC2P 2EJ|
www.cityoflondon.gov.uk

From: Kate Calvert <[REDACTED]>
Sent: 13 June 2025 11:29
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>; [REDACTED] Bagchi, Samapti <[REDACTED]>; Bell, Matthew <[REDACTED]>; Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy) <[REDACTED]>; Fitzpatrick, Anthony <[REDACTED]>; Fredericks, Marianne (Deputy) <[REDACTED]>; Gowman, Alison (Alderman) <[REDACTED]>; Goyal, Prem (Alderman) <[REDACTED]>; Gupta, Madush (Deputy) <[REDACTED]>; Hayes, Josephine <[REDACTED]>; Hodgson, Jaspreet (Deputy) <[REDACTED]>; Horscroft, Amy <[REDACTED]>; King, Elizabeth (Alderwoman) <[REDACTED]>; C E Lord <[REDACTED]>; Manchester, Antony <[REDACTED]>; Moss, Alastair (Deputy) <[REDACTED]>; Oliver, Deborah <[REDACTED]>; Pollard, Henry (Deputy) <[REDACTED]>; Pryke, Simon (Alderman) <[REDACTED]>; Qureishi, Nighat (Deputy) <[REDACTED]>; Robertshaw, Gaby <[REDACTED]>; Selka, Hugh <[REDACTED]>; Silk, Alethea <[REDACTED]>; Sonpar, Naresh <[REDACTED]>; Upton, William <[REDACTED]>; Waters, Matthew <[REDACTED]>; Webster, Jacqui <[REDACTED]>
Subject:

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I am writing to object to the proposals for Liverpool Street station which should be rejected as both harmful and contrary to policy.

Of particular relevance is the National Planning Policy Framework. Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” What is proposed here is substantial harm and loss of a significant part of a protected site.

Prioritising Quantity Over Quality

The overall project matches the pattern described in the new book *Less* by businessman Patrick Grant. This identifies how over the past 100 years the economy has increased profit by prioritising quantity over quality.

The proposals for Liverpool Street do precisely that – adding a large quantity of unnecessary new office space at the expense of the far higher quality and infinitely more functional original structure.

This creates short term profit but, just as with the in-built obsolescence of consumer goods, the benefit is short lived. The new build is of nothing like the quality of the original – which was built with pride to last – and experience from the equivalent project at London Bridge confirms that despite initial promises, in the end there is very, very limited public benefit from these schemes.

If It Isn't Broken, Don't Fix It

The current structure is perfectly adequate for purpose. If additional disabled access is needed, there are cheaper and less destructive ways of funding that than creating cut-price, ‘designer’ buildings.

Proposed New Uses Are Already Out of Date

There is no need for new office space now that offices are in much reduced demand, whether because of work from home patterns or artificial intelligence replacing jobs.

And the proposal to insert significant additional retail space within the 19th century train sheds would be seriously misguided. Even key London shopping streets are struggling in the face of a shift away from in person purchase. Elsewhere charity shops, empty barber and nail shops proliferate. There is no need for more spaces to be filled by the same.

There is No Future For This Scheme

The proposal offers nothing of more than fleeting value, being designed to meet uses which are already out of date.

Initially new developments may appear successful, but this is rarely for longer than the initial rent-free period. All that would be left here would be empty towers too expensive to demolish, and under them the equivalent of those abandoned 1960s shopping malls – not a good look for what should be a high quality public space.

The Scheme Would Harm the Sense of Place Which Makes London London

If permitted, the scheme would result in significant harm to the Grade II-listed station because of the demolition of the roof structure and replacement with a new structure which would compromise the surviving 19th century train shed.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

By introducing tall buildings in an area of low and medium scale the proposal would cause substantial harm to the Bishopsgate Conservation Area. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.

The scheme would also impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, including numerous Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Conclusion

Given all of the above, I request that the application is rejected and the City leads the way in reverting to a tradition which values things and places designed for long term pleasure and benefit for the public rather than short-term profit for a privileged few.

Kind regards,

Kate Calvert

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From: [Rosalind](#)
To: [PLN - Comments](#)
Subject: RE: Objections to Liverpool Street Planning Application
Date: 13 June 2025 15:41:37

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91c Mildmay Road
London N1 4PU

Sent from my Galaxy

----- Original message -----

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Date: 13/06/2025 15:13 (GMT+00:00)
To: ros91c [REDACTED]
Subject: RE: Objections to Liverpool Street Planning Application

Dear Rosalind Pearson

Thank you for your comments. In order to log them we need to have your address. Can you please provide this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Rosalind [REDACTED]
Sent: 10 June 2025 18:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>;

Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>

Subject: Objections to Liverpool Street Planning Application

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. In the National Planning Policy Framework Paragraph NPPF 213 states: “Substantial harm to or loss of grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

More specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Rosalind Pearson

Sent from my Galaxy

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From: [Catherine Griffiths](#)
To: [PLN - Comments](#)
Subject: Re: Objections to Liverpool Street Station and complex of buildings.planning application reference number:
25/00494/FULEIA
Date: 13 June 2025 16:49:38

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THIS IS AN EXTERNAL EMAIL

Dear Davis,

Thank you for explaining this. My details are
Catherine Griffiths
53 Blandford Road
London W41EA

Please submit with my objections.

Best wishes
Catherine Griffiths

Sent from my iPhone

On 13 Jun 2025, at 15:46, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation

<image001.png>

From: Catherine Griffiths [REDACTED]
Sent: 12 June 2025 15:43
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Objections to Liverpool Street Station and complex of buildings.planning application reference number: 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Sir,

The National Planning Policy Framework protects buildings of the significance of Liverpool Street Station which is Grade II*. It states that The Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

The current application for planning application reference number: **25/00494/FULEIA** should be rejected.

This application takes no account of the exceptional history and significance of the buildings, sheds and rooflines or of the environmental surroundings. It includes outright destruction of many historic and heritage features as well as over development and insensitivity to the setting.

In addition there is substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Please turn down the application and protect this significant building and allow for sensitive designs that can feature the many important details and construction already in place.

Yours faithfully

Catherine Griffiths

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From: [Lydia Collins](#)
To: [PLN - Comments](#)
Subject: Re: National Planning Policy Framework Paragraph NPPF 213 as it relates to the proposed development at Liverpool Station
Date: 13 June 2025 17:14:29
Attachments: [image001.png](#)

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Dear Davis
Apologies.

Lydia M C Collins
9 Stoberry Avenue
Wells
BA52TF

On 13 Jun 2025, at 15:43, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation

<image001.png>

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Box 270|London EC2P 2EJ|
www.cityoflondon.gov.uk

From: Lydia Collins [REDACTED]
Sent: 12 June 2025 14:20
To: tomsleigh@cityoflondon.gov.uk
Cc: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: National Planning Policy Framework Paragraph NPPF 213 as it relates to the proposed development at Liverpool Station

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Dear Team

I object most strongly to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City –through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Please reconsider in the light of the power of history to root us all at a time of too much change, and in the light of the policy framework which seeks to avoid such harmful developments.

Yours faithfully
Lydia Collins

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From: [Laura](#)
To: [PLN - Comments](#)
Subject: Re: I object to Network Rail and Acme's plans for Liverpool Street Station
Date: 13 June 2025 17:26:11
Attachments: [image001.png](#)

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Good afternoon

The address is [REDACTED]

Please remove my address from the planning committee as mentioned in your email to me below.

Thank you
Kind regards
Laura

On Fri, 13 Jun 2025, 16:26 PLN - Comments, <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the -Committee, but your comments will be anonymous and Planning Applications Subthat may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator

Environment Department
City of London Corporation



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270 | London EC2P 2EJ |

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From: Laura [REDACTED]
Sent: 12 June 2025 10:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: I object to Network Rail and Acme's plans for Liverpool Street Station

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THIS IS AN EXTERNAL EMAIL

Good morning

National Planning Policy Framework, Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

1. The substantial harm to the Grade II-listed station with the demolition of the roof structure of the existing station concourse and its replacement with a new structure. This would also compromise the setting of the surviving C19 train shed.
2. The insertion of extensive amounts of new retail units within the C19 train sheds, including the building of two elevated retail galleries, would cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
3. The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City of London – through the construction of a 20-storey tower over the station concourse.
4. The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low — and

medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Although I have taken the objections above from the Change.org website*, I wholeheartedly agree with their objections to the historic and much-loved railway station and train shed. Too much of our Victorian innovative, historically significant and architecturally important buildings are being either demolished or buried by modern monstrosities. It is not right to lose our heritage for the sake of so-called progress. The Liverpool Street Station — a Grade 2* Listed Building — is an historic, *protected* building and *must* be respected, as is, for future generations.

* [https://www.change.org/p/save-liverpool-street-station-from-destructive-redevelopment/u/33605990?cs_tk=A2qTTTPm8mUTUT-YUWgAAXicyyvNyQEABF8BvDaxZGE2ZmM5YmUzYmJmOTBiMTI4ZTBIMGZhNDU1NzQ3NDYyOTM1ODRhYzUyMTgxZGI4NmY5ZDM0MTE0YzYzODQ%3D&utm_campaign=34105676e2bd4b4188d9b7517fb7d53c&utm_content=initial_v0_9_0&utm_medium=email&utm_source=petition_update&utm_term=cs]

Thank you for taking the time to read my strong objections to this proposal.

Kind regards

Ms L Campbell

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From: [Christophe Blot](#)
To: [PLN - Comments](#)
Subject: Re: Objection to Planning Application 25/00494/FULEIA
Date: 13 June 2025 18:35:07

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Hello,

Sure, it's N1 6BS London.

Christophe

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Friday, June 13, 2025 3:15:46 PM
To: Christophe Blot [REDACTED]
Subject: RE: Objection to Planning Application 25/00494/FULEIA

Dear Christophe Blot

Thank you for your comments. In order to log them we need your postal address. Could you please provide this?

Kind regards

Ray Carroll



Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH
ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Christophe Blot [REDACTED]
Sent: 10 June 2025 18:19
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>;
Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti
<Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>;
Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy)
<John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony
<Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy)
<Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman)
<Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman)
<Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)
<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine

<Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)
<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy
<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord
<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony
<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)
<Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>;
Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman)
<Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy)
<Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby
<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>;
Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh
<Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>;
Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui
<Jacqui.Webster@cityoflondon.gov.uk>
Subject: Objection to Planning Application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Hello,

I am writing to formally object to the planning application, as it would cause significant harm to nationally important heritage assets. My specific objections are as follows:

1. ****Impact on the Grade II-listed Station****: The proposal includes the demolition of the roof structure of the existing station concourse and its replacement with a new structure. This change would compromise the integrity of the concourse and negatively affect the setting of the surviving 19th-century train shed.
2. ****New Retail Units****: The plans to insert numerous new retail units within the 19th-century train sheds, including the construction of two elevated retail galleries, would severely damage the special interest and significance of this Grade II-listed heritage asset.
3. ****Effect on Surrounding Listed Heritage Assets****: The construction of a 20-storey tower over the station concourse would harm the significance of the nearby Grade II*-listed hotel, which is the last continuously functioning 19th-century hotel in the City.
4. ****Bishopsgate Conservation Area****: The proposed tall building would cause

substantial harm to the Bishopsgate Conservation Area, an area known for low- and medium-scale buildings. This is contrary to the 2015 City Plan, which calls for the refusal of planning permission for tall buildings in inappropriate areas, such as Conservation Areas and the vicinity of St. Paul's Cathedral. Additionally, this proposal would affect the setting of several designated and undesignated heritage assets in the City and beyond, including many Grade I-listed churches designed by Christopher Wren and nearby St Botolph's Church.

This objection is in reference to paragraph NPPF 213, which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Thank you for considering my objections.

Sincerely,

Christophe

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From: [Alec Forshaw](#)
To: [PLN - Comments](#)
Subject: RE: OBJECTION TO LIVERPOOL STREET STATION APPLICATION 25/00494/FULEIA
Date: 13 June 2025 22:29:16

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THIS IS AN EXTERNAL EMAIL

Hello,

Yes name and address is:

ALEC FORSHAW

49 GREAT ORMOND STREET

LONDON WC1N 3HZ

Thank you

On 13/06/2025 15:46 BST PLN - Comments
<plncomments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation| PO Box
270|London EC2P 2EJ|

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From: Alec Forshaw [REDACTED]
Sent: 12 June 2025 15:26
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: OBJECTION TO LIVERPOOL STREET STATION APPLICATION
25/00494/FULEIA

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I am writing to object to the proposals contained in the above application.

They cause a very high degree of harm to designated heritage assets, including demolition of important parts of the Grade II listed station, and highly intrusive interventions into and above the station which will also have an overbearing and highly damaging impact on the setting of the Great Eastern Hotel, St Botolph's Church, the Bishopsgate and Devonshire Square conservation areas and many of the other heritage assets within these areas and the local vicinity.

Under the tests set out in NPPF, the degrees of substantial and less than substantial harm are not justified by the proposed public benefits, which can be achieved by less harmful means. The improvement works to the transport infrastructure, set out in the proposals, could more easily be achieved, in construction terms, WITHOUT the over-station-development (OSD), and at considerably less cost than is set out in the applicant's viability report. Indeed the excessive ambition and expense of the OSD makes the application scheme unviable according to the applicant's own assessment, and make the station improvement works unachievable. It would also result in the closure of the hotel and a very protracted construction programme owing to the need to retain the operational requirements of the station itself, almost impossible given the sheer scale and interventions of the OSD.

This a grossly misguided project which requires a major rethink, focussing just on the improvement works to the lifts, escalators, WCs etc. which I am

convinced could be achieved much more easily and quickly without the OSD. As for how that might be paid for, let's first see what that pruned-down scheme would actually cost.

The current application should be refused.

Name and address provided on request.

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From: [Genine Hook](#)
To: [PLN - Comments](#)
Subject: Re: Chair of the Planning & Transport Committee: Tom Sleigh - Objection planning application reference number: 25/00494/FULEIA
Date: 13 June 2025 23:48:30
Attachments: [image001.png](#)

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Dr Genine Hook
Unit 1
18 Clinton Court
Leongatha, Victoria, Australia 3953

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Saturday, 14 June 2025 12:56 AM
To: Genine Hook [REDACTED]
Subject: RE: Chair of the Planning & Transport Committee: Tom Sleigh - Objection planning application reference number: 25/00494/FULEIA

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator



Environment Department
City of London Corporation

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270 | London EC2P 2EJ |
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From: Genine Hook [REDACTED]
Sent: 12 June 2025 12:50
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Chair of the Planning & Transport Committee: Tom Sleigh - Objection planning application reference number: 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

Re: Development of Liverpool Street Station

As an Australian and a regular international visitor - please do not destroy what we travel to England to see.

"I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:"

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Make sure to reference the National Planning Policy Framework in your objection, otherwise your objection may be dismissed:
Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

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From: [Gill White](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station planning application 25/00494/FULEIA
Date: 24 June 2025 09:13:05

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THIS IS AN EXTERNAL EMAIL

Good morning,

My address is 49 Carden Road, London SE15 3UB

Gill White

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 23 June 2025 14:37
To: Gill White [REDACTED]
Subject: RE: Liverpool Street Station planning application 25/00494/FULEIA

Dear Ms White

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH
ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Gill White [REDACTED]
Sent: 22 June 2025 09:24
To: Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>; PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)

<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine
<Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)
<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy
<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord
<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony
<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)
<Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman)
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<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh
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<Jacqui.Webster@cityoflondon.gov.uk>
Subject: Liverpool Street Station planning application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

Re: Objection to planning application 25/00494/FULEIA

I write having learned to my horror of the appalling proposals to partially demolish and redevelop Liverpool Street station for the purpose of corporate profit to which I strongly object.

The proposal to remove the beautiful Victorian glass roof in order to build office blocks is simply appalling, not least because of the cynical attempt by the company to manipulate the planning application result by presenting unrelated customer complaints as evidence of support for the project. A full FOI request will reveal the extent of this at a later stage.

This station is a beautiful, unique and historic example of Victorian architecture and cannot be replaced. Where this has happened elsewhere (Charing Cross) the everyday experience of millions of Londoners and tourists has been significantly worsened by having to endure a dark, hot and oppressive concourse which will be the fate of the millions of Liverpool Street station passengers if Network Rail is allowed to proceed.

I urge you to consider the full implications of an application which seeks to destroy a part of Britain's cultural and architectural heritage in the name of short-term corporate gain and trust that the committee will take the view that the lives and experience of Londoners and visitors alike, are worth more than putting money in the pocket of Network Rail shareholders.

Sincerely,

Gill White

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From: [Mart humby](#)
To: [PLN - Comments](#)
Cc: [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: 23/00453/FULEIA Liverpool Street Station re development
Date: 17 June 2025 22:14:37

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THIS IS AN EXTERNAL EMAIL

Martin Humby
9 Union Street
Worcester WR1 2AS

Dear Shravan Jashvantrai Joshi ,
23/00453/FULEIA

I object to the current development plans of Liverpool Street Station at London EC2M 7PY.

Having studied the application, I believe it contravenes the National Planning Policy Framework. It states, paragraph NPPF 200 that “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification.”

There is no doubt that the latest submission by the developers, does not give as stated convincing justification, with no explanation, just a suggestion of more lifts, escalators and seating for travellers (see Network Rail social media PR campaign).

-The development is part of a gradual erosion and watering down of the character of this station, with each new development, of what is left of the original Victorian structure. It was significantly altered in the late 80s, early 90s with the loss of a lot of the original fabric and infrastructure. This current proposal will go even further by reducing what is left of the original station and NOT preserve it, just destroy more. From the plans it will certainly not be in an acceptable manner as stated by the National Planning Policy Framework.

The Victorian station has survived for 150 years because of its uniqueness, heritage and architectural importance, hence it is Grade II listed. The City of London's heritage would be significantly depleted if this application were to go ahead in its current form. There are plenty of other sites nearby that would suit such a construction as proposed for this site. Just not this one.

Therefore it is important to highlight here, that the life cycle for current buildings in this area can be measured by just a few decades, as can be attested with the Broadgate development (mid 80s), that replaced Broad Street Station, now also partly redeveloped again, which stood next door on that site for nearly 125 years.

So inevitably, in the not too distant future (30 years?), when this site comes up for redevelopment again, the current 2025 proposals (if accepted) would not be significant enough to be listed, not being of any longevity or historical value. So it will be an easier task to demolish them and argue again to remove yet more of the original features and architecture with something that is just functional & utilitarian.

The removal of the original roof structure and new entrance incorporating the 19th century hotel will irreparably harm the appearance of what is left of the building. The hotel, that is Grade II* listed and will cease to be recognizable, with plans for its replacement with an out of keeping new entrance & office development. The new entrance appears to be for disputable convenience & for architectural style of the new intended works. Not for the integrity of the listed structure facing on to Liverpool Street itself.

Having seen the artist impressions of the planned development, they show how the buildings would appear, to be reduced to a shadow of their former listed self. At best it will look like some a quasi 21st century Frankenstein, Victorian fantasy. At worst, some sort of botched AI nightmare, more akin to a 'steampunk' B movie.

-The high rise building planned for above the station is not in keeping or

to scale with the Bishopsgate Conservation area, making a mockery of creating it in the first place. It does not enhance the original architecture of the Victorian station below. It dwarfs it. The architecture & platforms below can only be best appreciated by the changing natural light, as was the intention of the original architects. Artificial light will not do this and kill any ambience that currently still exists.

-Further afield, the development of the oversized tall building, squeezed into an area above the station will affect the skyline of the City, where many of the buildings to the west are of a lower profile, similar and in keeping to the original Victorian area around Liverpool Street Station.

-The PR campaign on social media has been very biased in citing new lifts and more space without properly referencing the destruction to the existing historical buildings on site.

Finally, the new plans need to integrate and respect the whole of what remains of the existing Victorian station. But the project appears to lack any respect for the antiquity of the terminus or proper imagination to thoughtfully do it justice. There appears to be not enough historical insight or realistic fiscal backing for a decent makeover. It needs to integrate and respect the whole of what remains of the existing Victorian station.

Any necessary upgrades that might be needed to make this station a bit more user friendly to the travelling Public in the 21st century, should be around it and not takeover. It should not include demolition.

It is by no mistake that it is a Grade II listed structure. Therefore it should not be partially destroyed to create some whimsical, if not mythical 19th century imaginings of what the existing train sheds, hotel and frontage once were, which in my opinion seriously contravenes the National Planning Policy Framework, paragraph NPPF 200.

Yours faithfully

Martin Humby

From: [REDACTED]
To: [REDACTED]
Subject: Planning application, reference number: 25/00494/FULEIA Liverpool Street Station and Great Eastern Hotel
Date: 24 June 2025 12:00:17

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause gross (more than substantial) harm to the building, social and cultural heritage value of Liverpool Street Station and its associated Great Eastern Hotel. This would result from damage to the existing building fabric and its present street and conservation area context.

What are my principal concerns included in this objection?

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, undermining the setting of the surviving C19 train shed.

The insertion of new retail units within the C19 train sheds which would alter the visual and emotional reading of this historic railway building by the public, not least through the construction of two elevated retail galleries, which will create an impression, effectively solely, of a retail mall. This imposition of commercial buildings within the existing fabric would cause a gross and high level of harm to the special interest and significance of the Grade II-listed building.

The impact to the setting of surrounding listed heritage structures. Harm would be caused to the significance of the Grade II*-listed Great Eastern hotel. The construction of a 20-storey tower over the station concourse would reduce the significance of the listed building to the status of a decorative motif, undermining the original and present legislative purpose of existing heritage protection legislation.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings, contrary to the 2015 City Plan. In addition, the scheme would impact on the setting of numerous designated and undesignated buildings in the City and beyond, which continue, despite commercial pressures, to form a quintessential part of the character of this extended area of London.

The National Planning Policy Framework states in Paragraph NPPF 213:

“Substantial harm to or loss of grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

The declared purposes of the development here proposed are not exceptional and may be achieved elsewhere, leaving the station itself and the Great Eastern Hotel to fulfill the heritage role clearly and explicitly expressed by their current designations.

Christopher Willey

Varnes, Church Road

Lympstone

Exmouth

EX8 5JT

From:
To:
Cc:



Subject: Objection to proposed development of Liverpool St station
Date: 23 June 2025 18:29:03

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THIS IS AN EXTERNAL EMAIL

I wish to object strongly to the application for planning permission to alter Liverpool Street station, and to build over it a monumental tower that will seriously damage the architectural setting and structure of the station and of the associated station hotel. These are important heritage assets that belong to all of us and the proposal can only damage them irreparably.

In the 200th anniversary year of the start of passenger railways in Britain it seems particularly perverse that this scheme is being considered. The only benefit possibly to be envisaged lies in profit to the developers. The effective loss to the public of this important and much-loved group of buildings is depressing to contemplate and reflects many such losses in recent years across the city. Allowing this scheme to go ahead would effectively mean that the City of London saw no reason to uphold the protection allowed to listed buildings by the current legislation.

The proposed work on the roof structure of the concourse will undoubtedly adversely affect the 19th-century train sheds, as would the proposed 'stuffing' of new galleries simply to increase retail space for money making.

The proposal to build over the station with a massive tower shows an extraordinary lack of concern for this fine 19th-century station and it seems inconceivable that it is even contemplated. It would overwhelm both the station and the hotel and the damage that it would do to the Bishopsgate Conservation Area seems entirely at odds with the 2015 City Plan, making nonsense of the idea of a Conservation Area. The city is already bedevilled by 'daylight blockers'. Were this to go ahead, parts of the station and the hotel would be left like dismal 'mascots', pimped by the developers to suggest their 'concern' for the 'heritage' which they would doubtless use as a selling point.

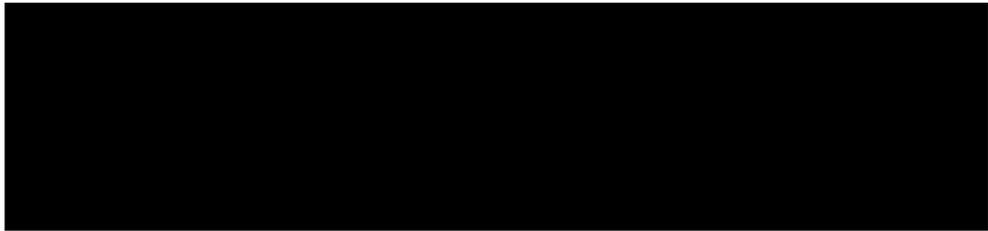
When one considers the bold but sensitive works that have been undertaken at St Pancras and Kings Cross, it seems particularly sad that the City, with all its resources, might permit this butchery and I hope that this proposal can be sent back to the drawing board with a requirement that any future plan shows the quality of design shown elsewhere for historic stations. If it goes ahead in its present form it will be tantamount to demolition of the station.

Sarah Medlam

39 Elmthorpe Road, Wolvercote, Oxford, OX2 8PA



From:
To:
Cc:



Subject: Objection to Planning Application 25/00494/FULEIA
Date: 23 June 2025 17:07:52

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THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh

As a user of Liverpool Street Station for many years I strongly object to this application which would cause substantial harm to the significance of nationally important heritage assets.

I draw your attention to the National Planning Policy Paragraph NPPF 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." I see no justification for this proposed vandalism.

Specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

Yours faithfully
Dr Diana Coben
Address:
The Barn
High Street
Hopton
Diss
Suffolk

IP22 2QX

From: [rachel langton](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station
Date: 23 June 2025 12:43:45

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140 Washington Road Worcester Park London KT4 8JJ
Sent from my iPhone

On 23 Jun 2025, at 12:37, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Ray Langton

Thank you for your comments. In order to log them we need your postal address.
Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll
Planning Business Administrator | Development Division
<image001.gif> City of London Corporation | Environment Department | Guildhall | London | EC2V
<image002.jpg> 7HH
ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: rachel langton [REDACTED]
Sent: 16 June 2025 21:07
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Liverpool Street Station

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I object to the current application to develop Liverpool Street Station., which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise the following objections:

There will be substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. This would also compromise the surviving 19 century train shed. This would be disastrous and would not improve train travel which is surely the

most important factor.

We do not need extensive amounts of new retail units within the 19th century train sheds, which would include the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset. It would be harmful to the environment.

There would be huge impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a 20-storey tower over the station concourse.

There would be substantial harm to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Paragraph 213 of The National Planning Policy Framework states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be **exceptional.**" Thus I think the plan being considered grossly goes against this and a far better plan is needed.

I recently visited the station and area for the first time and found it beautiful, stunning and worth retaining for our country and heritage.

Ray Langton

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From: [anthony barnett](#)
To: [PLN - Comments](#)
Cc: [McCallum, Kieran](#)
Subject: Re: 25/00494/FULEIA - Objection to Network Rail and Acme's plans for Liverpool Street Station
Date: 17 June 2025 15:29:38

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THIS IS AN EXTERNAL EMAIL

Thank you for your email, and apologies for omitting my details. My address is Hawkesworth Cottage, Nesfield, Ilkley LS29 0BS (N Yorks). Email & mobile below. For convenience, I have copied the body of my objection below:

I wish to object to this application which would cause substantial harm to the significance of nationally important heritage assets.

I was recently in London, and spent some time at Liverpool Street Station. The arguments against these proposals have been stated many times...I would only add that I cannot see why they have been put forward in the first place: if built, they would be an act of vandalism not seen on such a scale since the Blitz. They would blight this area forever to everyone's regret. Where is our conscience? Where is our sense of pride? Have we not understood how it is too late once the plans are approved? Have we not learnt from examples of successful sensitive regeneration?

Regards,

Anthony Barnett RIBA
AB Architects
[REDACTED]



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On Tue, 17 Jun 2025 at 11:08, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Anthony Barnett,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum

Planning Administrator|Development Division

City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk

Juliemma McLoughlin

Executive Director Environment

From: anthony barnett [REDACTED]
Sent: 11 June 2025 09:15
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)

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<William.Upton@cityoflondon.gov.uk>; Waters, Matthew
<Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui
<Jacqui.Webster@cityoflondon.gov.uk>

Subject: 25/00494/FULEIA - Objection to Network Rail and Acme's plans for Liverpool Street Station

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I wish to object to this application which would cause substantial harm to the significance of nationally important heritage assets.

I was recently in London, and spent some time at Liverpool Street Station. The arguments against these proposals have been stated many times...I would only add that I cannot see why they have been put forward in the first place: if built, they would be an act of vandalism not seen on such a scale since the Blitz. They would blight this area forever to everyone's regret. Where is our conscience? Where is our sense of pride? Have we not understood how it is too late once the plans are approved? Have we not learnt from examples of successful sensitive regeneration?

Regards,

Anthony Barnett RIBA
AB Architects

[REDACTED]



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From: [Helena Poldervaart](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Subject: Objection to plans for Liverpool St station 25/00494/FULEIA
Date: 17 June 2025 16:44:21

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THIS IS AN EXTERNAL EMAIL

Hello

I strongly object to some major aspects of these plans. I am a frequent user of the station.

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." These plans would cause significant and substantial harm to the station and its setting.

Impact on surrounding area

The proposed tower blocks are completely out of scale to the surrounding buildings, which are low to mid rise and sit within the Bishopsgate Conservation Area. They would make a mockery of the principles behind conservation areas. They would dwarf the station and the listed hotel.

Impact on station concourse

The tower block over the concourse will block out most of the natural light from what is currently an airy, pleasant space. As a station user, this is not the kind of experience I want.

Impact on listed train shed

The proposed retail units are wildly out of scale and style with the elegant, simple and attractive train shed. The loss of the current mezzanine shops will greatly improve the visual appeal of the concourse but the plans simply move the problem elsewhere. Other London termini, such as Paddington and London Bridge, have successfully incorporated shopping without impinging on the listed assets.

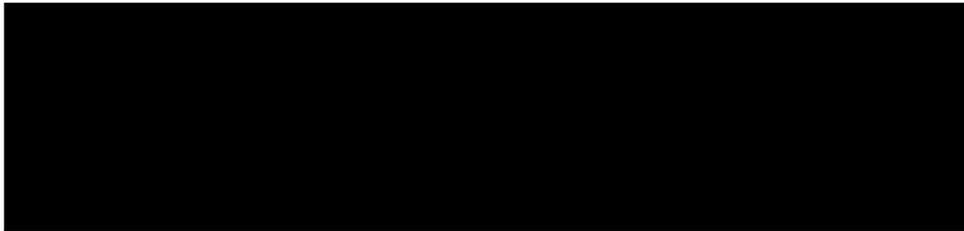
It must be possible to improve the station for the travelling public, without ruining so much else.

Yours sincerely

Helena Poldervaart

24 Aubrey Rd, London E17 4SL

From:
To:
Cc:



Subject: 25/00494/FULEIA
Date: 24 June 2025 08:09:52

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Make sure to reference the National Planning Policy Framework in your objection, otherwise your objection may be dismissed:
Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours sincerely,

Matthew Grocutt

T: [REDACTED]
E: [REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Objection to proposed development at Liverpool Street Station
Date: 22 June 2025 22:42:33

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THIS IS AN EXTERNAL EMAIL

Dear Sirs,

My name is Laurence Elks; address 1, Edenbridge Road, London E9 7DR.

I object as a member of the public but, in case it is of any interest, I have a long standing interest in the protection of heritage buildings and act as custodian of Hackney's oldest building, the Grade 1 listed Saint Augustine's Tower as well as having served as a trustee of Hackney Historic Buildings Trust for over 25 years.

My objection relates specifically to the harm the development proposal will make to the setting of Liverpool Street Station and I make specific reference for this purpose to Paragraph 213 of the National Planning Policy Framework.

I have viewed the planning documents and consider that the scale and massing of the proposed new building, and its proximity to the existing station, would not merely harm the setting of this heritage asset but would overwhelm it. Given the importance of London - and the City in particular - as a tourist and a heritage destination - I think it would be simply an embarrassment to have Liverpool Street station so marooned by the construction of this utterly alien building.

I don't doubt that it will be urged upon you that no planning application ticks every planning policy box and that the harm is justified by the benefits offered by the new building. I would just urge you to recognise that if you accept this argument, you would effectively be devastating the setting of this heritage asset and that this does not represent a balanced approach to planning policy.

I hope you will also recognise that a heritage-led approach to the conservation of London's historic railway termini, as exemplified by Kings Cross and St Pancras has important collateral benefits for tourism and service businesses in adjacent areas. Conversely, the creation of an alien environment, exemplified by Euston Station, destroys the service economy in the vicinity. I hope you also bear this in mind in bringing to bear a balance approach.

Best regards

Laurence Elks

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station - Planning Application 25/00494/FULEIA
Date: 22 June 2025 19:43:36

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THIS IS AN EXTERNAL EMAIL

For the attn of Tom Sleigh, Chair of the Planning & Transport Committee

-
Dear Sir,

I object to this application which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise the following objections to scheme:

- There will be substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed. This demonstrates that the applicants have a complete lack of understanding of architectural integrity, and/or are putting financial return substantially ahead of the community's architectural environment.
- The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, will cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset. Transforming an important heritage building into nothing more than a glorified airport terminal.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel –the last continually functioning 19th century hotel in the City –through the construction of a twenty-storey tower over the station concourse.
- The scheme will cause substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

In addition it would appear from the work undertaken by JLL that irreversible damage is being done to the City of London's historic landscape with a project that isn't financially viable, leaving us with the potential for a building in a key location that is poorly maintained and shabby because its owners cannot afford anything beyond the absolute minimum of maintenance and investment requirements.

I would further reinforce my objection to this completely abhorrent proposal by referencing National Planning Policy Framework Paragraph NPPF 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." I can see no justification for the proposals as they significantly damage the City of London's historic built environment, replacing historic buildings with inappropriate buildings of little architectural merit.

As you will see below, I live a long way from Liverpool Street station, but as someone who is a regular visitor to this part of London I care enormously about the historic cityscape, and these proposals will do untold damage to London's historic street scape.

Yours Faithfully
Laura Truin
Ellers
Middleton
Kirkby Lonsdale
Cumbria

From:
To:
Cc:



Subject: Liverpool Street Station - Planning Application 25/00494/FULEIA
Date: 22 June 2025 18:55:25

THIS IS AN EXTERNAL EMAIL

For the attn of Tom Sleigh, Chair of the Planning & Transport Committee

-
Dear Sir,

I object to this application which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise the following objections to scheme:

- There will be substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed. This demonstrates that the applicants have a complete lack of understanding of architectural integrity, and/or are putting financial return substantially ahead of the community's architectural environment.
- The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, will cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset. Transforming an important heritage building into nothing more than a glorified airport terminal.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel –the last continually functioning 19th century hotel in the City –through the construction of a twenty-storey tower over the station concourse.
- The scheme will cause substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

In addition it would appear from the work undertaken by JLL that irreversible damage is being done to the City of London's historic landscape with a project that isn't financially viable, leaving us with the potential for a building in a key location that is poorly maintained

and shabby because its owners cannot afford anything beyond the absolute minimum of maintenance and investment requirements.

I would further reinforce my objection to this completely abhorrent proposal by referencing National Planning Policy Framework Paragraph NPPF 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." I can see no justification for the proposals as they significantly damage the City of London's historic built environment, replacing historic buildings with inappropriate buildings of little architectural merit.

As you will see below, I live a long way from Liverpool Street station, but as someone who spent his childhood and young adult life in and around London, and who is still a regular visitor I care enormously about the historic cityscape, and these proposals will do untold damage to this part of London.

Yours Faithfully

Bill Truin

Ellers

Middleton

Kirkby Lonsdale

Cumbria

From:
To:
Cc:



Subject: Liverpool Street Station Planning Application 25/00494/FULEIA
Date: 22 June 2025 17:42:20

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to the Network Rail application 25/00494/FULEIA to place a 20-story block atop Liverpool Street Station, which would cause substantial harm to yet another irreplaceable heritage asset. More specifically, I raise objections to:

- The demolition of the roof of the concourse and its replacement with a new structure, thereby also compromising the setting of the 19th-century train sheds.
- The insertion of retail units into the 19th-century train sheds and the construction of two elevated retail galleries, which would cause a high level of harm to the special interest and significance of the Grade II- listed heritage asset.
- The negative impact to the setting of surrounding listed heritage assets, in particular to the significance of the Grade II*-listed Great Eastern Hotel due to the construction of a twenty-story tower over the station concourse.
- The substantial harm this development would cause to the Bishopsgate Conservation Area by the imposition of a twenty-story building into an area of established low- and medium-height buildings – which imposition is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, e.g. the St. Paul's Cathedral Heights area.
- The adverse effects that the development would cause to the setting of numerous designated and undesignated heritage assets in the City and surrounding areas, such as the nearby St. Botolph's church and many Grade I-listed Wren churches in the City.

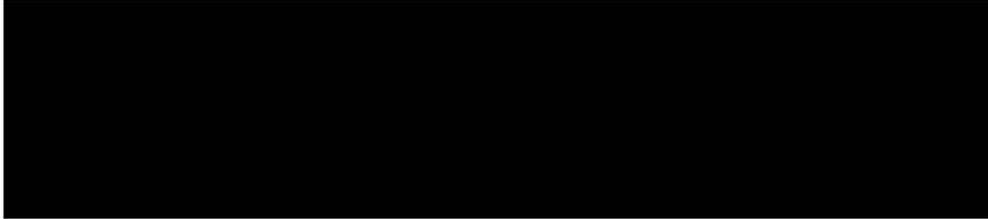
This scheme directly contravenes Paragraph 213 of the National Planning Policy Framework, which states that

Any harm to ... the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: (a) grade II listed buildings ... should be exceptional; (b) assets of the highest significance, notably ... grade I and II* listed buildings ... should be wholly exceptional.

Thank you for your consideration in this matter.

Jeanne Smith
528 W. Amerige Ave
Fullerton CA 92832

From:
To:
Cc:



Subject: To Tom Sleigh, Chair of the Planning & Transport Committee
Date: 22 June 2025 16:46:41

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

Re: Planning Application 25/00494/FULEIA.

I strongly object to this application which will cause substantial harm to nationally important heritage assets.

The National Planning Policy Framework states at Paragraph NPPF 213: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

This proposal is exceptional only in being a vast, greedy monolith, totally inappropriate to the location and surroundings, whose single aim is to maximise financial return for its backers, with no care to our heritage and built environment. There is a reason why laws protect our heritage assets – once gone, or destroyed by the impact of other buildings, they are gone for ever and we are all the poorer, for ever.

Specifically, I object on the following points:

- Substantial harm to the Grade II-listed station of Liverpool Street , caused by demolition of the roof of the concourse and its replacement with a new structure
- This new structure will also compromise the setting of the 19th century train shed
- Proposed terraces with greenery are a sop and will not conceal the bulk of this monster which will block daylight from the concourse
- Access and better toilets at Liverpool St Station (mentioned by many letters of support for the scheme) are of course desirable, but are a separate issue and moreover it is Network Rail’s responsibility to provide them; these practical aims in no way justify imposition by rapacious developers of this monster 20-storey building on the site
- Large numbers of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, will cause a high level of harm to the special interest and significance of this Grade II-listed heritage asset.

- Severe negative impact to the setting of the following surrounding listed heritage assets:
- Harm to the significance of the Grade II*-listed Great Eastern Hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse , ie twice the height of the hotel
- Substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings
- The latter is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area
- Further, the scheme will negatively impact the setting of numerous designated and undesignated heritage assets in the City and beyond , such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph’s church

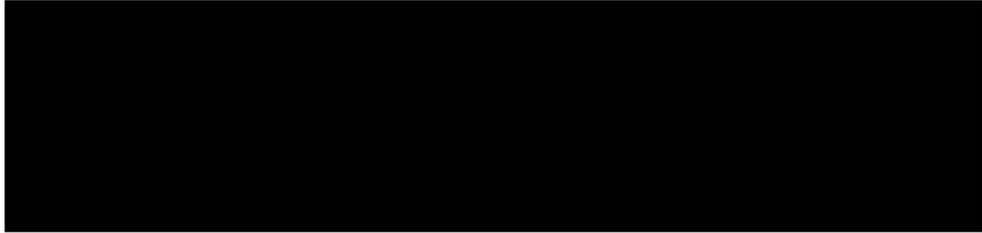
This scheme as proposed is without merit, in fact offers nothing but destruction and severe damage to our heritage and built environment, and should be rejected forthwith.

Yours sincerely
Elizabeth Hilliard

30 Braithwaite House
Bunhill Row EC1Y 8NE



From:
To:
Cc:



Subject: OBJECTION Liverpool Street Station Planning Appl 25/00494/FULEIA
Date: 23 June 2025 10:26:45

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

DEAR MR SLEIGH

I object to the plans that are underway to construct an extensive 20-storey office complex at Liverpool Street Station.

I am distressed that the no doubt temporary demands of the business world, at a time of world-wide turmoil and change, are pushing the Planning and Transport Committee to consider Planning Application 25/00494/FULEIA. Should this construction go ahead, it will inevitably cause the irreversible destruction of part of the precious historic premises at Liverpool Street Station through which thousands of people have passed over the last 150 years. Liverpool Street is still, to this day, the busiest railway station in the UK with 94.5 million passengers passing through between April 2023 and March 2024 (Figures from Office of Rail and Road)!

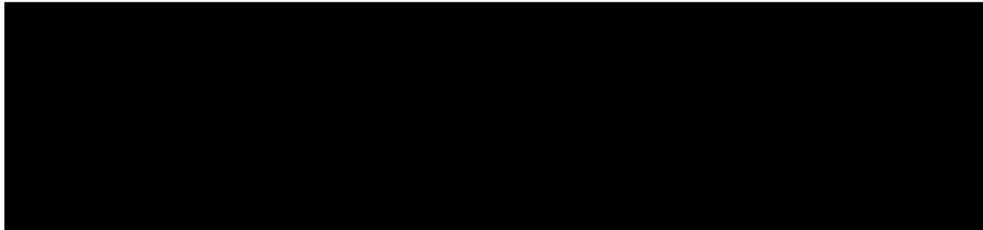
It is extraordinary that a huge 20-storey development is proposed in an area of considerable historic interest which past generations have done so much to preserve. For example, the Bishopsgate Conservation Area and the St Paul's Cathedral Heights area have so far been protected by the 2015 City Plan which requires refusal of planning permission for tall buildings in all Conservation Areas. In addition the new scheme would impact on many Grade-I listed Christopher Wren City churches and St Botolph's church.

I cannot understand why City planners would be in favour of a scheme that will effectively destroy so much of the area's history, rendering it a sterile wasteland at weekends. The National Planning Policy Framework Paragraph NPPF 213 states that "Substantial harm to or loss of (a) Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional".

Yours sincerely

Venetia Horton
19 Clarendon Drive
Thame
Oxfordshire OX9 3XP

From:
To:
Cc:



Subject: Objection to Planning Application reference number: 25/00494/FULEIA
Date: 23 June 2025 11:03:58

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I strongly object to this application, which, I believe, would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

National Planning Policy Framework

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

We need to cherish our beautiful old buildings, not decimate them.

Please register my objection.

Kind regards,

Anne Golding
30 Kingscourt Lane
Rodborough
Stroud GL5 3QR

Tel. [REDACTED]

Best regards,

Anne Golding

Mobile [REDACTED]

Dedham House
High Street
Dedham
Essex
CO7 6HJ

23rd June 2025

Dear Kieran McCallum,

Re: An application for planning permission (reference number 25/00494/FULEIA)

I am writing to register my strong objection to the current proposals for the redevelopment of Liverpool Street Station.

Despite repeated assurances from the developers that the project is sensitive to the architectural heritage of the site, the reality is quite the opposite. The proposed Modernist structures are in stark contrast to the historic Victorian Gothic character of Liverpool Street, and their scale and tone are completely out of sync with the listed buildings nearby—particularly the Great Eastern Hotel. Respecting heritage means more than preserving fragments; it requires a commitment to maintaining architectural continuity and atmosphere.

The new design claims to “fit gracefully” into the existing fabric of the city, but in practice it appears as an imposition. There is no evident effort to emulate, reference, or honour the defining features of the existing architecture. It’s telling that ACME has avoided designing in the Victorian Gothic style—despite claiming to value the site’s heritage. If preservation is truly the aim, then the architectural language must reflect that.

Furthermore, the argument that this redevelopment will ease congestion or improve passenger experience is tenuous. The vast office and retail additions seem more aligned with commercial expansion than genuine transport improvement. There is little evidence that these proposals respond meaningfully to the most pressing needs of commuters, and much of the supposed functionality appears secondary to the developer’s real aim: monetising the airspace above the station.

I also found the presentation by Mr Ludewig deeply underwhelming. In a flagship regeneration project, one expects a clear and compelling vision. Instead, the visualisations presented were lifeless, overcomplicated, and lacked coherence.

In its current form, this development risks becoming another example of London’s gradual erosion of its unique architectural identity. It replaces intimacy and history with generic, corporate architecture that could belong to any city in the world.

Liverpool Street deserves better. If development is necessary, let it be one that builds *within* the character of the site, not on top of it.

Yours sincerely,

Miranda Terry



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: application reference number: 25/00494/FULEIA Liverpool Street Station
Date: 24 June 2025 07:11:46

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THIS IS AN EXTERNAL EMAIL

To the Chair of the Planning & Transport Committee: Tom Sleigh

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. Which would also compromise the setting of the surviving C19 train shed.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel –the last continually functioning C19 hotel in the City –through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the city and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

I lived and worked in London for almost 30 years, and used Liverpool Street extensively while working in EC1. Just the roof alone is a beautiful piece of architecture that I believe must be conserved. So much of our railways and station heritage has gone, and I hope you will accept and take the concerns above into account.

Yours sincerely,
Robert Smith

From:
To:



Subject: Planning Application 25/00494/FULEIA.
Date: 23 June 2025 19:36:12

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

To: Tom Sleigh, Chair of the Planning & Transport Committee

I write to object to this application which would cause substantial harm to the significance of nationally important heritage assets.

I object to this new scheme – and with reference to the National Planning Policy Framework, Paragraph NPPF 213 that states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional....” for the following reasons:

It does substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The new scheme inserts large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The new scheme blocks natural light from the concourse which was always a characteristic feature of all Victorian railway stations.

There is negative impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-story tower over the station concourse.

There is – in the new scheme - substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterized by low-and medium-scale buildings. The new scheme is therefore exhibiting characteristics which are contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area.

In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph’s church.

Having lived and worked in this part of London in the past, I enjoy visiting it in the present and into the future, and so

I remain,

Yours faithfully
Henrietta Startup

From: [Mark Wareham](#)
To: [PLN - Comments](#)
Subject: Re: Objection to Harmful Plans for Liverpool Street Station
Date: 23 June 2025 17:17:05

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THIS IS AN EXTERNAL EMAIL

My postal address is 35 Maynard Road, London E17 9JE.
Thanks

On Mon, 23 Jun 2025, 12:39 PLN - Comments, <PLNComments@cityoflondon.gov.uk> wrote:

Dear Mark Wareham

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Mark Wareham [REDACTED]
Sent: 18 June 2025 15:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)

<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine
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<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy
<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>;
King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord
<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony
<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)
<Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah
<Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy)
<Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman)
<Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy)
<Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby
<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>;
Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh
<Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William
<William.Upton@cityoflondon.gov.uk>; Waters, Matthew
<Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui
<Jacqui.Webster@cityoflondon.gov.uk>

Subject: Objection to Harmful Plans for Liverpool Street Station

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets.

Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

More specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale

buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

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Website: <http://www.cityoflondon.gov.uk>

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: planning application reference number: 25/00494/FULEIA
Date: 24 June 2025 08:04:03

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Vile waste of money- no. I object. This is moronic.

Just to be clear it's your management of the building and the people in it that sucks, not the building.

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Seems like some private companies would benefit from a gigantic grossily unnecessary office block on top of a listed building and we see you and we won't allow it :)

Horton Kitchlew

From:
To:
Cc:



Subject: Injection to Liverpool Street station planning application reference number: 25/00494/FULEIA
Date: 23 June 2025 07:37:00

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sirs & madams

As a frequent user of Liverpool Street station I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- I also reference the National Planning Policy Framework Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Kind regards
Pauline March

From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street Station - Planning Application 25/00494/FULEIA.
Date: 23 June 2025 14:56:54

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Colin Eastaugh
58 Foyle Road
London
SE3 7RH

On Mon, 23 Jun 2025 at 14:49, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Colin Eastaugh

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

[REDACTED] | www.cityoflondon.gov.uk

From: Colin Eastaugh <[REDACTED]>
Sent: 21 June 2025 07:50
To: PLN - Comments <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>;
[REDACTED] Bagchi, Samapti
<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)

<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>;
King, Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: Liverpool Street Station - Planning Application 25/00494/FULEIA.

Some people who received this message don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

To Tom Sleigh, Chair of the Planning & Transport Committee

I object to this application which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

The proposed building because it goes against the National Planning Policy Framework, specifically paragraph NPPF 213 which states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

The demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.
The impact to the setting of surrounding listed heritage assets, including the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The impact on the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area.

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From: [Win Derbyshire](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station
Date: 23 June 2025 13:29:16

You don't often get email from [REDACTED] [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

My address is:- 5 South Esplanade, York YO1 9SJ

On Monday 23 June 2025 at 12:40:50 BST, PLN - Comments <plncomments@cityoflondon.gov.uk> wrote:

Dear Win Derbyshire

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind
regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division

City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Win Derbyshire [REDACTED]
Sent: 18 June 2025 16:01
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>;
tom.sleight@cityoflondon.gov.uk
Subject: Liverpool Street Station

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ref - 25/00494/FULEIA

I would like to object to this planning application as it will damage the station, an historic asset, and the surrounding conservation area, in accord with the relevant paragraph NPPF 213.

My late husband, the lead architect for the station redevelopment, would have been horrified.

Regards, Win Derbyshire

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18 Clark Street
Morecambe
LA4 5HR

18 June 2025

Dear Mr Sleigh

Re: Objection to planning application **25/00494/FULEIA**

I wish to register my strong objection to this scheme, which proposes serious permanent damage to a conservation area and to historic buildings and which is contrary to planning policy.

The application contravenes paragraph 213 of the National Planning Policy Framework which states, "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." In this case, substantial harm is proposed for the sake of a wholly unremarkable outcome and could have been avoided.

The loss of the roof structure of the Grade II listed concourse would be devastating and permanently detract from the character of the historic building.

The proposed building is out of scale in the Bishopsgate Conservation Area and would be severely detrimental to the surrounding historic buildings.

The proposed retail galleries would wreck the train sheds and are likely to be standing empty before long.

This is a crude and poorly conceived development which should not be inflicted on a great city. Please recommend refusal.

Yours faithfully
Cornelia van der Poll

From: [REDACTED]
To: [REDACTED]
Subject: Re: OBJECTION planning application 25/00494/FULEIA
Date: 23 June 2025 14:56:22

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Horsted house
135 Blackborough rd
Reigate
RH2 7DA
Sent from my iPhone

On 23 Jun 2025, at 14:42, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Julie Akerman

Thank you for your comments. In order to log them we need your postal address.
Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V
7HH

<image001.gif>

<image002.jpg>

www.cityoflondon.gov.uk

From: Julie and Will Akerman <[REDACTED]>
Sent: 21 June 2025 13:59
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>; [REDACTED] Bagchi, Samapti <[REDACTED]>; Bell, Matthew <[REDACTED]>; Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy) <[REDACTED]>; Fitzpatrick, Anthony <[REDACTED]>; Fredericks, Marianne (Deputy) <[REDACTED]>; Gowman, Alison (Alderman) <[REDACTED]>; Goyal, Prem (Alderman) <[REDACTED]>; Gupta, Madush (Deputy) <[REDACTED]>; Hayes, Josephine <[REDACTED]>; Hodgson, Jaspreet (Deputy) <[REDACTED]>; Horscroft, Amy <[REDACTED]>; Kelvin, Philip <[REDACTED]>

<[REDACTED]>; King, Elizabeth (Alderwoman)
<[REDACTED]>; C E Lord <[REDACTED]>;
Manchester, Antony <[REDACTED]>; Moss, Alastair
(Deputy) <[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh
<[REDACTED]>; Silk, Alethea <[REDACTED]>;
Sonpar, Naresh <[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: OBJECTION planning application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Development Management

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

Re: Objection to Planning Application 25/00494/FULEIA

Dear Tom Sleigh

I write to object to the above planning application, which would cause **substantial harm to the significance of nationally important heritage assets**. More specifically, I raise objections to the following elements of the proposal:

1. **The demolition of the existing station concourse roof** and its replacement with a new structure would result in irreversible harm to the **Grade II-listed station**. This intervention would also undermine the architectural and historical integrity of the surviving **19th-century train shed**, damaging its setting and historic fabric.
2. The insertion of **extensive new retail units** within the historic train sheds, including the addition of **two elevated retail galleries**, would cause a high degree of harm to the **special interest and significance** of the Grade II-listed asset. Such intrusive commercialisation is incompatible with the historic character and use of the site.
3. The construction of a **20-storey tower over the station concourse** would compromise the setting of several **surrounding listed buildings**, including the *Grade II-listed hotel**—the last continually functioning 19th-century hotel in the City. The scale and massing of the tower are inappropriate in this historically sensitive context.
4. The proposal would cause **substantial harm to the Bishopsgate Conservation Area**, where low- and medium-rise buildings define the character of the area. The imposition of a tall building contradicts the **City of London's 2015 City Plan**, which explicitly advises against granting planning permission for tall buildings in Conservation Areas and in the **St Paul's Cathedral Heights area**.

Additionally, the development would negatively impact the setting of multiple **designated and undesignated heritage assets**, including several **Grade I-listed Christopher Wren churches** and the nearby **St Botolph's church**, which contribute to the historic urban landscape of the City.

This level of harm is in clear conflict with **Paragraph 213 of the National Planning Policy Framework (NPPF)**, which states:

“Substantial harm to or loss of: a) Grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

I strongly urge the City of London Corporation to **refuse this planning application** on the grounds that it fails to meet national and local policy standards for the protection and preservation of heritage assets and conservation areas.

Yours faithfully,
Julie Akerman

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Objection to Planning Application 25/00494/FULEIA.
Date: 23 June 2025 14:47:09

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

It's 37B Maida Vale, London W9 1TP.

Many thanks

William

On Mon, Jun 23, 2025 at 2:46 PM PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear William Dunbar

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

[REDACTED] | www.cityoflondon.gov.uk

From: William Dunbar <[REDACTED]>
Sent: 21 June 2025 11:38
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>; [REDACTED] Bagchi, Samapti <[REDACTED]>; Bell, Matthew <[REDACTED]>; Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy) <[REDACTED]>; Fitzpatrick, Anthony <[REDACTED]>; Fredericks, Marianne (Deputy) <[REDACTED]>

<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>;
King, Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: Objection to Planning Application 25/00494/FULEIA.

Some people who received this message don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sir or Madam,

I object in the strongest possible terms to this application which would cause substantial harm to the significance of nationally important heritage assets. My objection is in line with the National Planning Policy Framework, specifically paragraph NPPF 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Furthermore, I raise specific objections to:

The irreparable harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The insertion of large amounts of new retail units in the 19th century train sheds,

including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.

In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

Yours sincerely,

William Dunbar

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street Station objection to planning
Date: 23 June 2025 14:44:06

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello

My address is:
3 Shelton Place
North Street
Heavitree
Exeter
Devon
EX1 2RE

Many thanks ,

Amy

Amy Shelton
Artist & Artistic Director



MOB: [REDACTED]
SITES: <https://linktr.ee/honeyscribe>

Charity Registration: No. 1165252

"The earth laughs in flowers" - Ralph Waldo Emerson

On Mon, 23 Jun 2025 at 2:41 pm, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Ms Shelton

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll

Planning Business Administrator | Development Division



From: Amy Shelton <[Redacted]>
Sent: 21 June 2025 14:42
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: [Redacted] Bagchi, Samapti <[Redacted]>; Bell, Matthew <[Redacted]>; Benn, Emily (Deputy) <[Redacted]>; Edwards, John (Deputy) <[Redacted]>; Fitzpatrick, Anthony <[Redacted]>; Fredericks, Marianne (Deputy) <[Redacted]>; Gowman, Alison (Alderman) <[Redacted]>; Goyal, Prem (Alderman) <[Redacted]>; Gupta, Madush (Deputy) <[Redacted]>; Hayes, Josephine <[Redacted]>; Hodgson, Jaspreet (Deputy) <[Redacted]>; Horscroft, Amy <[Redacted]>; Kelvin, Philip <[Redacted]>; King, Elizabeth (Alderwoman) <[Redacted]>; C E Lord <[Redacted]>; Manchester, Antony <[Redacted]>; Moss, Alastair (Deputy) <[Redacted]>; Oliver, Deborah <[Redacted]>; Pollard, Henry (Deputy) <[Redacted]>; Pryke, Simon (Alderman) <[Redacted]>; Qureishi, Nighat (Deputy) <[Redacted]>; Robertshaw, Gaby <[Redacted]>; Selka, Hugh <[Redacted]>; Silk, Alethea <[Redacted]>; Sonpar, Naresh <[Redacted]>; Upton, William <[Redacted]>; Waters, Matthew <[Redacted]>; Webster, Jacqui <[Redacted]>

Subject: Liverpool Street Station objection to planning

Some people who received this message don't often get email from [Redacted]

THIS IS AN EXTERNAL EMAIL

Dear Sir/ Madam,

I am writing to you as I object to the application to redevelop Liverpool Street Station, which would cause substantial harm to the significance of nationally important heritage assets.

More specifically, I raise objections to the substantial harm to this beautiful Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure which would also compromise the setting of the surviving C19 train shed.

The proposed development of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries will cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset. I also understand these plans will also harm the Grade II*-listed hotel which is I think, the last continually functioning C19 hotel in the City of London.

I believe that there is a plan to construct a 20-storey tower over the station concourse. The imposition of such a tall building in an area characterised by low- and medium-scale buildings seems very out of keeping. This is surely contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.

In addition, the scheme would surely impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Another passenger pointed out that the National Planning Policy Framework (Paragraph NPPF 213) states:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

I was told about the development on a recent journey I made to Liverpool Street. A group of people were talking about it. Surely the beauty and history of stations is part of our shared heritage. Paddington Station has developed a shopping area but this is adjacent not above their historic glass roof, preserving this historic and iconic building for generations to come.

I hope that the plans are not carried through. So many people love and have cherished memories of our iconic London train stations. My mother remembered coming back from being evacuated out of London during the war arriving by train vividly. Holding onto her mother's coat as they crossed the concourse so as not to lose one another she used to say the thrill of the glass roof always reminds her of that day.

Yours sincerely,

Amy Shelton.

Amy Shelton
Artist & Artistic Director

[REDACTED]

MOB: [REDACTED]

SITES: <https://linktr.ee/honeyscribe>

Charity Registration: No. 1165252

"The earth laughs in flowers" - Ralph Waldo Emerson

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Website: <http://www.cityoflondon.gov.uk>

From: [REDACTED]
To: [REDACTED]
Subject: RE: Planning Application 25/00494/FULEIA ... Liverpool Street STATION
Date: 23 June 2025 14:37:49

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Sent from my Galaxy
75 High Road, Leavenheath Colchester co64pe

----- Original message -----

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Date: 23/06/2025 14:32 (GMT+00:00)
To: Terry Smyth <[REDACTED]>
Subject: RE: Planning Application 25/00494/FULEIA ... Liverpool Street STATION

Dear Mr Smyth

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

[REDACTED] | www.cityoflondon.gov.uk

From: Terry Smyth <[REDACTED]>
Sent: 22 June 2025 15:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>;

[REDACTED] Bagchi, Samapti

<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>; King,
Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah <[REDACTED]>;
Pollard, Henry (Deputy) <[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William <[REDACTED]>;
Waters, Matthew <[REDACTED]>; Webster, Jacqui
<[REDACTED]>

Subject: Planning Application 25/00494/FULEIA ... Liverpool Street STATION
Importance: High

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[REDACTED]

THIS IS AN EXTERNAL EMAIL

Ref. National Planning Policy Framework. Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

“I object to this application which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:”

Substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, will compromise the setting of the 19th century train shed. And insertion of a large number of new retail units in the 19th

century train sheds, including the construction of two elevated retail galleries, will cause unacceptable levels of harm to the special interest and significance of this heritage asset. The construction of a grotesque twenty-storey tower over the station concourse will harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City. There would be substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

Dr. Terry Smyth

Fellow of the Royal Historical Society

Community Fellow

Department of History, School of Philosophy, History and Interdisciplinary Studies University of Essex (2017-2025)

Author of "Captive Fathers, Captive Children: Legacies of the War in the Far East"
<https://www.bloomsbury.com/uk/captive-fathers-captive-children-9781350194243/>

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Object to planning application 25/00494/FULEIA
Date: 23 June 2025 15:52:46

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Ray,

Here's my address:
Flat 8 Justice Apartments
74 Aylward St
London E10ER

Kind regards,
Corinna Braasch

On 23 Jun 2025, at 15:39, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Ms Braasch

Thank you for your comments. In order to log them we need your postal address.
Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll

Planning Business Administrator | Development Division

<image001.gif>

City of London Corporation | Environment Department | Guildhall | London | EC2V

<image002.jpg>

7HH

www.cityoflondon.gov.uk

From: Corinna Braasch <[REDACTED]>

Sent: 21 June 2025 22:10

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)

<[REDACTED]>

Cc: Joshi, Shравan <[REDACTED]>;

[REDACTED] Bagchi, Samapti

<[REDACTED]>; Bell, Matthew

<[REDACTED]>; Benn, Emily (Deputy)

<[REDACTED]>; Edwards, John (Deputy)

<[REDACTED]>; Fitzpatrick, Anthony

<[REDACTED]>; Fredericks, Marianne (Deputy)

<[REDACTED]>; Gowman, Alison (Alderman)

<[REDACTED]>; Goyal, Prem (Alderman)

<[REDACTED]>; Gupta, Madush (Deputy)

<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip
<[REDACTED]>; King, Elizabeth (Alderwoman)
<[REDACTED]>; C E Lord <[REDACTED]>;
Manchester, Antony <[REDACTED]>; Moss, Alastair
(Deputy) <[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh
<[REDACTED]>; Silk, Alethea <[REDACTED]>;
Sonpar, Naresh <[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: Object to planning application 25/00494/FULEIA

Some people who received this message don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello,

I object to application 25/00494/FULEIA, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary

to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Kind regards,

Corinna Braasch

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Planning Application 25/00494/FULEIA
Date: 23 June 2025 23:46:47

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Ray,

Thank you for the acknowledgement.
My postal address is:

Gary Drew
14 Shelley Close
Greenford
Middlesex
UB6 8RT

Kind regards,

Gary Drew

On Mon, 23 Jun 2025 at 14:30, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Mr Drew

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

[REDACTED] | www.cityoflondon.gov.uk

From: Gary Drew <[REDACTED]>
Sent: 23 June 2025 05:55

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy)

<[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>;
[REDACTED] Bagchi, Samapti
<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>;
King, Elizabeth (Alderswoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: Planning Application 25/00494/FULEIA

Some people who received this message don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleight,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

The destruction of parts of the current Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of a Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the beautiful Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Paragraph 213 of the National Planning Policy Framework “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

Your sincerely,

Gary Drew

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Website: <http://www.cityoflondon.gov.uk>

From:
To:
Cc:



Subject: Redevelopment of Liverpool Street Station
Date: 25 June 2025 10:46:44

You don't often get email from [REDACTED]

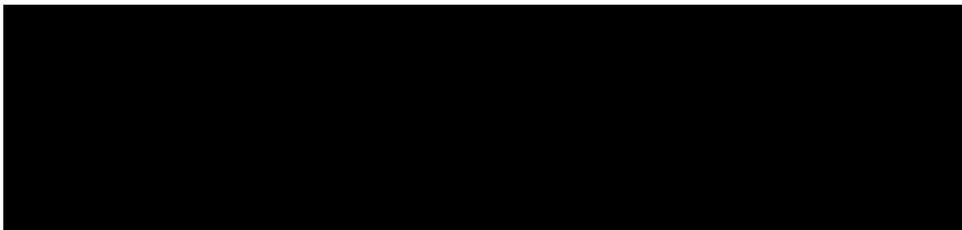
THIS IS AN EXTERNAL EMAIL

I object to this application (25/00494/FULEIA), which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Make sure to reference the National Planning Policy Framework in your objection, otherwise your objection may be dismissed:
Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

ian wright, 61 Warren Road, Chingford, London E4 6QR

From:
To:
Cc:



Subject: Objection to 25/00494/FULEIA
Date: 24 June 2025 22:56:07

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THIS IS AN EXTERNAL EMAIL

Dear council,

As a resident and Freeman of the City of London I object to this application, which would cause substantial harm to the significance of nationally important heritage assets.

More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel –the last continually functioning C19 hotel in the City –through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.
- In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

In short, think again.

Regards,

Charles Simon
Long Lane,
Farringdon,
EC1A.

From: [REDACTED]
To: [REDACTED]
Subject: Re: Objection to Network Rail and Acme's plans for Liverpool Street Station - planning application reference number: 25/00494/FULEIA
Date: 24 June 2025 08:44:48

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Ray - as requested my address is as follows:-

The Penthouse
11 Martello Road South
Poole
Dorset
BH13 7DP

Best regards
Fiona Cobb

On Mon, 23 Jun 2025 at 16:49, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Fional Cobb

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

[REDACTED] | www.cityoflondon.gov.uk

From: Fiona Cobb <[REDACTED]>
Sent: 21 June 2025 07:17
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>

[REDACTED] Bagchi, Samapti
<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>;
King, Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>

Subject: Objection to Network Rail and Acme's plans for Liverpool Street Station - planning application reference number: 25/00494/FULEIA

Some people who received this message don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

To: Chair of the Planning & Transport Committee: **Tom Sleigh**

I object to the planning application, reference number: 25/00494/FULEIA, for **Network Rail and Acme's plans for Liverpool Street Station** which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to the following:-

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise

the setting of the surviving C19 train shed.

- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church

This objection references the National Planning Policy Framework, specifically paragraph NPPF 213 “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

Respectfully

Fiona Cobb

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Planning Application 25/00494/FULEIA. - I OBJECT
Date: 23 June 2025 18:00:06

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Ray Carroll

Thank you for acknowledgement of my email. My postal address is York House, 5 Dereham Road Scarning Norfolk NR19 2BG. I have also submitted an online objection.

Kind regards
Ann Cordery

On 23 Jun 2025, at 14:40, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Ms Cordery

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall |
London | EC2V 7HH

<image001.gif><image002.jpg>

www.cityoflondon.gov.uk

From: ann cordery <[REDACTED]>
Sent: 21 June 2025 16:43
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <[REDACTED]>
Cc: Joshi, Shravan <[REDACTED]>; [REDACTED] Bagchi, Samapti <[REDACTED]>; Bell, Matthew <[REDACTED]>; Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy) <[REDACTED]>; Fitzpatrick, Anthony <[REDACTED]>; Fredericks, Marianne (Deputy) <[REDACTED]>; Gowman, Alison (Alderman) <[REDACTED]>; Goyal, Prem (Alderman) <[REDACTED]>; Gupta, Madush (Deputy) <[REDACTED]>; Hayes, Josephine <[REDACTED]>; Hodgson, Jaspreet (Deputy) <[REDACTED]>; Horscroft, Amy <[REDACTED]>; Kelvin, Philip <[REDACTED]>; King, Elizabeth (Alderman) <[REDACTED]>; C E Lord <[REDACTED]>; Manchester, Antony <[REDACTED]>; Moss, Alastair (Deputy) <[REDACTED]>; Oliver, Deborah <[REDACTED]>; Pollard, Henry (Deputy) <[REDACTED]>; Pryke, Simon (Alderman) <[REDACTED]>; Qureshi, Nighat (Deputy) <[REDACTED]>; Robertshaw, Gaby <[REDACTED]>; Selka, Hugh <[REDACTED]>; Silk, Alethea <[REDACTED]>; Sonpar, Naresh <[REDACTED]>; Upton, William <[REDACTED]>; Waters, Matthew <[REDACTED]>; Webster, Jacqui <[REDACTED]>; Cox Harriet <[REDACTED]>

Subject: Planning Application 25/00494/FULEIA. - I OBJECT

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleight

I object to the above application which I believe would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections for the following reasons:

This development would cause substantial and irrefutable harm to the Grade 11 listed station, through demolition of the concourse roof and its replacement with a new structure, compromising the setting of the 19th Century train shed.

New retail units which are proposed for insertion into the 19th century train sheds, to include construction of two elevated retail galleries, would inevitably cause harm to the special interest and significance of the Grade 11 listed heritage asset.

The impact this development would cause to the setting of surrounding listed heritage assets, in particular the significance of the Grade 11 listed hotel (the last fully functioning 19th century hotel in the City) which would be dwarfed by the construction of a twenty storey tower over the station concourse.

The harm caused to the Bishopsgate Conservation Area would be substantial, by the imposition of such a high and visually overpowering structure in an area of low and medium scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate settings, ie Conservation Areas and the St Pauls Cathedral Heights area. Inevitably the scheme would impact on the setting of heritage assets in the City and beyond, including many of the Grade 1 listed Christopher Wren Churches in the City and nearby St Boltoph's church.

I reference the National Planning Policy Framework. Paragraph NPPF 213, which states: "Substantial harm to or loss of: a) grade 11 listed buildings, or grade 11 register parks or gardens, should be exceptional.

Please register my wholehearted objection to this development.

sincerely
Ann Cordery

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Object: Liverpool Street Station Redevelopment
Date: 23 June 2025 17:53:46

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

4 Gort Beag Rathlin Island County Antrim BT54 6TD

On 2025-06-23 14:38, PLN - Comments wrote:

Dear Ms Anslow

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH
[REDACTED] | www.cityoflondon.gov.uk

From: [REDACTED]
Sent: 22 June 2025 06:43
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy)
<[REDACTED]>
Subject: Object: Liverpool Street Station Redevelopment

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Good morning:

I would like to register my OBJECTION to the proposed redevelopment at Liverpool Street Station.

I believe it would cause unpeaseable damage to one of the most beautiful, atmospheric, historic and characterful parts of London.

It would materially negatively impact adjacent Grade 1 building such as nearby churches and as the station itself is a Grade 2 structure surely it should be protected?

How could anyone contemplate such a monstrous, huge and incongruous structure? It is a repeat of the unspeakable destruction carried out at Spitalfields Market. Even after the moving of the vegetable market, the site retained charm and character. It was much beloved and organically developing to a new purpose. Then corporate interest drove a wanton annihilation and left a cold and characterless shell that it breaks my heart to see.

Please put a halt to this relentless and soulless process of destruction and listen to the heritage bodies that are protecting true treasures while being mindful of the need to sympathetically evolve and repurpose places

Geraldine Anslow



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From: [REDACTED]
To: [REDACTED]
Subject: Re: RE: 25/00494/FULEIA Objection
Date: 25 June 2025 12:17:48

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Yes no problem

114 Princess Road
Seaham
Co. Durham
SR7 7TB

Thank you

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

On 23/06/2025 2:29 pm, PLN - Comments wrote:

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<!-- /* Font Definitions */ @font-face {font-family:Helvetica; panose-1:2 11 6 4 2 2 2 2 2 4;} @font-face {font-family:Wingdings; panose-1:5 0 0 0 0 0 0 0 0 0;} @font-face {font-family:"Cambria Math"; panose-1:2 4 5 3 5 4 6 3 2 4;} @font-face {font-family:Calibri; panose-1:2 15 5 2 2 2 4 3 2 4;} @font-face {font-family:Aptos;} @font-face {font-family:"Segoe UI"; panose-1:2 11 5 2 4 2 4 2 2 3;} /* Style Definitions */ p.MsoNormal, li.MsoNormal, div.MsoNormal {margin:0cm; font-size:12.0pt; font-family:"Aptos",sans-serif;} a.link, span.MsoHyperlink {mso-style-priority:99; color:blue; text-decoration:underline;} span.EmailStyle20 {mso-style-type:personal-reply; font-family:"Aptos",sans-serif; color:windowtext;} .MsoChpDefault {mso-style-type:export-only; font-size:10.0pt; mso-ligatures:none;} @page WordSection1 {size:612.0pt 792.0pt; margin:72.0pt 72.0pt 72.0pt 72.0pt;} div.WordSection1 {page:WordSection1;} /* List Definitions */ @list l0 {mso-list-id:808740365; mso-list-template-ids:2092588848;} @list l0:level1 {mso-level-number-format:bullet; mso-level-text:\F0B7; mso-level-tab-stop:36.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Symbol;} @list l0:level2 {mso-level-number-format:bullet; mso-level-text:o; mso-level-tab-stop:72.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:"Courier New"; mso-bidi-font-family:"Times New Roman";} @list l0:level3 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:108.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} @list l0:level4 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:144.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} @list l0:level5 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:180.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} @list l0:level6 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:216.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} @list l0:level7 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:252.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} @list l0:level8 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:288.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} @list l0:level9 {mso-level-number-format:bullet; mso-level-text:\F0A7; mso-level-tab-stop:324.0pt; mso-level-number-position:left; text-indent:-18.0pt; mso-ansi-font-size:10.0pt; font-family:Wingdings;} ol {margin-bottom:0cm;} ul {margin-bottom:0cm;} -->
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Dear Mr Gray

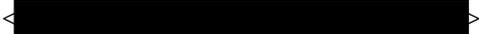
Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH
 | www.cityoflondon.gov.uk

From: C. Gray 
Sent: 23 June 2025 13:22
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
< >
Subject: 25/00494/FULEIA Objection

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THIS IS AN EXTERNAL EMAIL

I object to application 25/00494/FULEIA, which would cause substantial harm to the significance of nationally important heritage assets. I object to:
The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Regards,
Mr. C Gray

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From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA
Date: 22 June 2025 10:01:30

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

I object to planning application 25/00494/FULEIA, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The damage to the Grade II-listed station through the demolition of the existing concourse roof and its replacement with a new structure, which would also compromise the setting of the surviving 19th-century train shed.
- The proposal to insert extensive new retail units into the 19th-century train sheds, including two elevated retail galleries. This would result in a high level of harm to the special interest and historic value of the Grade II-listed building.
- The negative impact on the setting of surrounding listed buildings, particularly the Grade II*-listed hotel – the last continually operating 19th-century hotel in the City – which would be significantly affected by the construction of a 20-storey tower over the station concourse.
- The substantial harm this scheme would cause to the Bishopsgate Conservation Area by introducing a tall building in an area defined by lower-scale development. This directly contradicts the City of London's 2015 Plan, which advises against tall buildings in Conservation Areas and within the St Paul's Cathedral Heights area. The proposed development would also negatively affect the setting of numerous other heritage assets, both designated and undesignated – including many Grade I-listed Wren churches and the nearby St Botolph's church.

I also want to highlight that under the National Planning Policy Framework (NPPF), Paragraph 213 states:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

In this case, the scale of harm proposed to both listed buildings and the conservation area falls far short of what could reasonably be considered “exceptional.”

I urge you and the committee to reject this application.

Yours sincerely,

Chloe Hewson

21D Boston Road, W7 3SJ



Sent from my iPhone

From: [REDACTED]
To: [REDACTED]
Subject: OBJECTION Liverpool Street Station, Planning Application 25/00494/FULEIA
Date: 22 June 2025 10:54:22

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

1. The Destruction of Historic Fabric and Setting

The proposals involve the demolition of the roof structure of the existing station concourse, a key element of the Grade II-listed Liverpool Street Station. This would constitute substantial harm to a designated heritage asset, not only by removing historic fabric but also by compromising the setting of the surviving 19th-century train shed. The proposed replacement structure lacks sensitivity to the architectural and historic character of the station and its surroundings.

2. Insertion of Extensive Retail Development within Historic Sheds

The scheme includes significant commercial insertion within the 19th-century train sheds, notably through the construction of two elevated retail galleries. This introduces intrusive new development into the core of a listed building, resulting in a high level of harm to its special architectural and historic interest. These alterations detract from the historic spatial qualities and industrial character that underpin the asset's significance.

3. Harm to the Setting and Significance of the Grade II-Listed Andaz Hotel*

The development of a 20-storey tower above the station concourse would severely impact the setting and significance of the Grade II*-listed former Great Eastern Hotel (now Andaz Hotel), the last continually functioning 19th-century railway hotel in the City. The scale and massing of the tower are wholly inappropriate and would visually dominate this important heritage asset.

4. Harm to the Bishopsgate Conservation Area and Broader Historic Environment

The introduction of a tall building in the Bishopsgate Conservation Area is entirely contrary to the principles of the 2015 City Plan, which stipulates that planning permission should be refused for tall buildings in inappropriate locations, such as

conservation areas and the St Paul's Heights area. The redevelopment would irrevocably alter the character of the area, which is defined by low- to medium-rise historic development. Moreover, the scheme would impact the setting of numerous designated and undesignated heritage assets across the City, including many Grade I-listed City churches by Sir Christopher Wren, and St Botolph's Church.

5. National Policy Considerations

According to Paragraph 213 of the National Planning Policy Framework (NPPF):
"Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

The level of harm proposed by this application – including to multiple Grade II and II*-listed buildings and a conservation area – clearly meets the threshold of "substantial harm," and yet the justification offered by the applicant does not approach the level of public benefit necessary to override such harm. Accordingly, the proposal is in clear conflict with national policy and should be refused.

In sum, the application would result in substantial and unjustified harm to nationally important heritage assets, both individually and collectively. The proposal disregards established local and national planning policy designed to safeguard the historic environment. I therefore urge the planning authority to reject the application.

Yours sincerely,

Alister Mill

15 Hills Road
Buckhurst Hill
IG9 5RS

Sent from my phone

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA
Date: 21 June 2025 14:43:18

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I am writing in objection to the proposed plans for Liverpool Street Station. Planning Application 25/00494/FULEIA.

Yes, the station needs more lavatories, lifts and escalators and certainly it needs clearer signage but what it doesn't need is to be almost completely encased in offices and shops. The scale and size of the scheme, nearly surrounding the station with a 20 storey office block, is not even mentioned in the Press Release of 7 April 2025.

The model used for Public Consultation only showed the lower part of the proposed scheme and gave no indication of the full height. So it appears the public and press have not been apprised of the true scope and nature of the project.

Visually the scheme proposed is clumsy and old fashioned and the scale means the station, a Grade II* listed building will almost disappear from the streetscape on 3 sides and there will be a huge loss of daylight in the interior. A roof garden is not appropriate recompense for the loss of heritage and amenity.

Liverpool Street Station is a Grade II* Listed Building in the Bishopsgate Conservation Area, your ward.

The scheme by ACME goes against the 2015 City Plan which advocates the refusal of tall buildings in inappropriate areas and National Planning Policy Framework which states Paragraph NPPF 213

'substantive harm to or loss of a) Grade II Listed buildings...should be exceptional'.
i.e. not automatic.

But the public can only comment on the facts as given and it is apparent the facts given in this case do not adequately or realistically represent the size and scale of the project.

The City of London has a unique heritage and one that should be enhanced by redevelopment not by burying an iconic building under a surfeit of glass and metal.

I understand the commitment to raising London's international profile and reflecting the city's huge importance but this oversized Arndale Centre is surely a retrograde step. Visitors want to see London not another shopping mall with offices tacked on.

Yours sincerely,

Janice West
56 The Orchard
London
NW11 6YN

From: [REDACTED]
To: [REDACTED]
Subject: Planning Application 25/00494/FULEIA.
Date: 21 June 2025 18:36:31

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hi there,

My name is Peter Ross and my address is 35, Abingdon House, Boundary St, E2 7HJ. As a local resident, I'm writing to raise serious concerns about the proposed development at Liverpool Street Station.

First off, demolishing the concourse roof of this Grade II-listed station and replacing it with a modern structure would seriously damage both the building's character and the beautiful setting of the 19th-century train shed. It's hard to see how this could be justified.

The plan to insert large retail units into the train sheds is another red flag. These changes would significantly undermine the historic integrity and special interest of a listed heritage site.

There's also the issue of the new 20-storey tower. This would completely overwhelm the setting of nearby listed buildings, especially the Grade II*-listed hotel – the last 19th-century hotel in the City still in use. It's part of our living history, and this scheme threatens that.

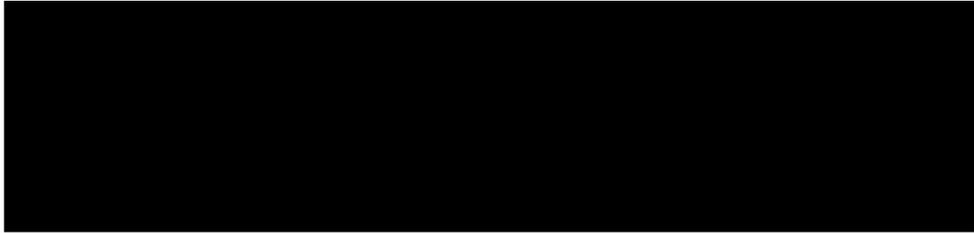
Then there's the impact on the Bishopsgate Conservation Area. A tall building like this just doesn't fit here – it goes against the 2015 City Plan, which explicitly states that tall buildings aren't appropriate in conservation areas. The scheme would also harm the setting of many nearby listed churches, including several by Christopher Wren and St Botolph's.

Finally, under Paragraph 213 of the National Planning Policy Framework, substantial harm to Grade II-listed buildings should be exceptional, and nothing about this scheme feels exceptional in a good way.

Kind regards,

Pete.

From:
To:
Cc:



Subject: RE: Planning application reference number 25/00494/FULEIA - objection
Date: 21 June 2025 18:36:59

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- the substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- the insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- the impact to the setting of surrounding listed heritage assets. In particular, it will harm the significance of the Grade II*listed hotel –the last continually functioning C19 hotel in the City –through the construction of a 20-storey tower over the station concourse.
- the substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low and medium scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I listed Christopher Wren City churches, and nearby St Botolph's church.

The National Planning Policy Framework in Section 16 Conserving and enhancing the historic environment paragraph 213 states:

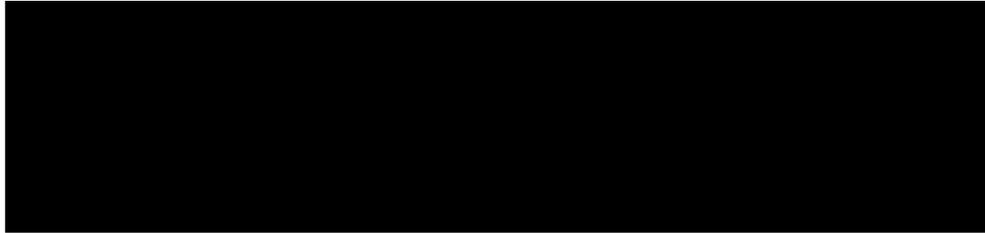
“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- (a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional*
- (b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage*

This planning proposal is not appropriate and will be detrimental to the area.

Theresa Wyatt
19 Hungerford Hse, Churchill Gdns, SW1V 3BQ

From:
To:
Cc:



Subject: Objection to the Proposed Redevelopment of Liverpool Street Station ref 25/00494/FULEIA
Date: 21 June 2025 19:28:48

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Dear Sir/Madam

Application Ref: **25/00494/FULEIA**

I am writing to register my strong objection to the proposed redevelopment and partial demolition of Liverpool Street Station, including the destruction of key architectural features of the Grade II*-listed station and the adjoining Grade II-listed former Great Eastern Hotel.

This proposal is unnecessary, damaging, and emblematic of a growing trend of speculative overdevelopment that prioritises profit over people, heritage, and sustainability. The station, already functioning well after a sensitive restoration in the 1990s, does not require such radical intervention—least of all one that would engulf its historic structures beneath an overbearing glass-and-steel tower for office and hotel use.

My objection is firmly in line with those expressed by respected bodies including the Victorian Society, Historic England, the Twentieth Century Society, and many other heritage and planning organisations. These institutions, grounded in expertise, preservation ethics and public accountability, have each raised serious concerns about the irreversible harm this scheme would inflict on one of London's most significant railway landmarks.

Their voices join a wider and growing chorus of opposition from commuters, historians, local residents, international heritage campaigners, and members of the public who understand that cities thrive not by destroying their history, but by valuing and integrating it. To ignore such overwhelming and informed resistance—and to disregard the basic principles of empathy, cultural stewardship and common sense—would be a serious dereliction of duty by the planning authority.

Moreover, the proposed demolition flies in the face of the UK's stated climate and conservation goals. The embodied carbon in the existing buildings would be lost, only to be replaced by resource-intensive construction that serves little demonstrable public need—particularly in an era of shifting work patterns and surplus commercial office space.

The idea that protected, Grade II and Grade II*-listed buildings can be so casually compromised sets a dangerous precedent and undermines the legitimacy of heritage protections across the country.

I urge you, in the strongest possible terms, to reject this application. Liverpool Street Station is a living piece of history, not a blank canvas for speculative development. It deserves preservation—not desecration.

Yours faithfully,

Doug Haywood

62 Siege House,
Sidney Street
London
E1 2HQ



From: [keith abbott](#)
To: [PLN - Comments: Sleigh, Tom \(Deputy\)](#)
Subject: Planning application reference number: 25/00494/FULEIA
Date: 19 June 2025 09:04:39

You don't often get email from [REDACTED] [learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

Re: Planning application reference number: **25/00494/FULEIA**

I object to this application, as I did with the previous very similar application to major work at Liverpool St Station, as this latest proposal would (again) cause substantial harm to the significance of nationally important heritage assets. Specifically I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure which would also compromise the setting of the surviving 19th century train shed.
- The insertion of extensive amounts of new retail units within the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of this Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area which is characterised by low and medium-scale buildings. This is contrary to the existing 2015 City Plan, which **requires** the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- This proposal flies in the face of the National Planning Policy Framework. Paragraph 213 of that policy framework states that: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

I hope that the City will see sense and reject this dreadful proposal for which

the economic argument is thin to say the least and certainly not worth the permanent disfiguration that would be wrought upon Liverpool St Station and the surrounding area.

Yours sincerely

Keith Abbott

Court Cottage
The Street
Postling
Kent
CT21 4EX

Sent from my iPad

From:
To:
Cc:



Subject: Objection to Planning Application 25/00494/FULEIA.
Date: 21 June 2025 10:40:06

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I am writing to object to the above application which in my opinion and in the opinion of many others would cause substantial harm to the significance of nationally important heritage assets.

I was born in London, and although I no longer live there I retain close ties to the city. It grieves me to see that Network Rail are planning to cause substantial harm to Liverpool Street Station, which is Grade II-listed, by demolishing the roof of the concourse and replacing it with an entirely new and massive structure which would also compromise the setting of the 19th century train shed, a heritage asset, by turning it into a retail complex. On top of this, Network Rail's plans will threaten the integrity of a fine 19th century hotel (maybe the only one remaining in this part of London), as well as spoil the skyline in an area with few high-rise buildings - surely contrary to the 2015 City Plan according to which planning permission should be refused for such buildings if located in Conservation Areas or similar.

Finally, I think it would set a very grave precedent if Network Rail were to be allowed to ride a coach and horses through the National Planning Policy Framework, paragraph 213 of which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional" [emphasis added]. The construction of a massive office block on top of Liverpool Street Station cannot be said to enhance, by any stretch of the imagination, the built environment in the surrounding area; indeed, the opposite is the case and it will cause considerable damage to that area as well as signal to developers that they have *carte blanche* to erase even more of what is left of nineteenth century London and the city's noble past.

Yours sincerely,

Paul Strickland

65 Avenue Albert Jonnart,
1200 Bruxelles,
Belgium

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA.
Date: 21 June 2025 10:46:22

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I am writing to object to the above application which in my opinion and in the opinion of many others would cause substantial harm to the significance of nationally important heritage assets.

I was born in London, and although I no longer live there I retain close ties to the city. It grieves me to see that Network Rail are planning to cause substantial harm to Liverpool Street Station, which is Grade II-listed, by demolishing the roof of the concourse and replacing it with an entirely new and massive structure which would also compromise the setting of the 19th century train shed, a heritage asset, by turning it into a retail complex. On top of this, Network Rail's plans will threaten the integrity of a fine 19th century hotel (maybe the only one remaining in this part of London), as well as spoil the skyline in an area with few high-rise buildings - surely contrary to the 2015 City Plan according to which planning permission should be refused for such buildings if located in Conservation Areas or similar.

Finally, I think it would set a very grave precedent if Network Rail were to be allowed to ride a coach and horses through the National Planning Policy Framework, paragraph 213 of which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional" [emphasis added]. The construction of a massive office block on top of Liverpool Street Station cannot be said to enhance, by any stretch of the imagination, the built environment in the surrounding area; indeed, the opposite is the case and it will cause considerable damage to that area as well as signal to developers that they have *carte blanche* to erase even more of what is left of nineteenth century London and the city's noble past.

Yours sincerely,

Paul Strickland

65 Avenue Albert Jonnart,
1200 Bruxelles,
Belgium

From:
To:
Cc:



Subject: OBJECTION TO: 25/00494/FULEIA & any other redevelopment/partial redevelopment of Liverpool Street station
Date: 21 June 2025 10:57:37

You don't often get email from [Redacted]

THIS IS AN EXTERNAL EMAIL

Dear Sir

RE: OBJECTION TO: 25/00494/FULEIA redevelopment/partial redevelopment of Liverpool Street station

I object to the redevelopment and/or partial redevelopment of Liverpool Street station in reference to the National Planning Policy Framework: Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

I believe it would cause substantial harm to the significance of nationally important heritage assets. My grandfather was a Freeman of the City, my father attended the City of London School for Boys and I am a first degree and masters graduate of City University - my graduation ceremonies being held in The Guildhall and St Paul's Cathedral. I worked and socialised in the City over many decades including Bishopsgate, Liverpool Street station is a key heritage building that should be preserved, not redeveloped.

More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City

and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Yours faithfully

Jane B Langley
13 Wallace Avenue, Worthing BN11 5RA

From: [REDACTED]
To: [REDACTED]
Subject: I object to Network Rail and Acme's plans for Liverpool Street Station?
Date: 21 June 2025 10:03:10

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. This application is against the National Planning Policy Framework. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

The National Planning Policy states:

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

You must with the above information refuse permission for this financially motivated development.

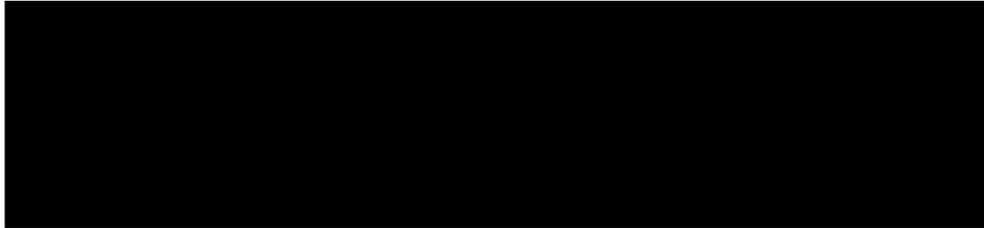
Yours Faithfully

Melanie Lidiard-Phillips

Willow Barn
Green Lane
Ashbourne
Derbyshire
De6 1PS

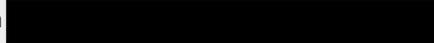
Sent from my iPhone

From:
To:
Cc:



Subject: Objection to 25/00494/FULEIA
Date: 21 June 2025 08:15:48

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THIS IS AN EXTERNAL EMAIL

FAO Chair of the Planning & Transport Committee: **Tom Sleigh**

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets.

More specifically, I raise objections to the substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.

I object to the insertion of extensive amounts of new retail units causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset. I

object to the impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse and the substantial harm the scheme would cause to the Bishopsgate Conservation Area, This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.

In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

I reference the National Planning Policy Framework. Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

Thank you

Abi Clayton
77 West Coker Road
Yeovil
BA20 2JD


From: [REDACTED]
To: [REDACTED]
Subject: Re: Objection to planning application reference number: 25/00494/FULEIA
Date: 23 June 2025 14:50:10

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Flat 4 Gabriel House, Islington Green, London N1 8DU

Sent from [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, June 23, 2025 2:48:22 PM
To: Helen Murphy <[REDACTED]>
Subject: RE: Objection to planning application reference number: 25/00494/FULEIA

Dear Helen Murphy

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH
[REDACTED] | www.cityoflondon.gov.uk

From: Helen Murphy <[REDACTED]>
Sent: 21 June 2025 09:00
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: [REDACTED] Joshi, Shравan <[REDACTED]>;
[REDACTED] Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>; King,
Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)

<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Oliver, Deborah <[REDACTED]>;
Upton, William <[REDACTED]>; [REDACTED]
Waters, Matthew <[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Benn, Emily (Deputy)
<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Fitzpatrick, Anthony <[REDACTED]>; Bagchi, Samapti
<[REDACTED]>

Subject: Objection to planning application reference number: 25/00494/FULEIA

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Chair of the Planning & Transport Committee: Tom Sleight

I object to Network Rail's planning application to partially demolish and inappropriately redevelop Liverpool Street Station (reference number: 25/00494/FULEIA)

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.
The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

The National Planning Policy Framework NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

I see absolutely no need to grant anyone permission to carry out the proposed act of vandalism which would inflict a great amount of disruption to all who use this station and the surrounding area and leave us with a lesser entity. It would give us another soulless shopping development we don't need. This is simply driven by greed and does not consider the people who use this station. The current light airy structure is a true rarity in London that must be preserved.

Yours faithfully,
Dr Helen Murphy

Sent from [Outlook for Android](#)

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street Station planning application 25/00494/FULEIA
Date: 23 June 2025 14:52:25

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

82 Barnet Grove
London E2 7BJ

Sent from my iPhone

On 23 Jun 2025, at 14:50, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Rowan Edwards

Thank you for your comments. In order to log them we need your postal address.
Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll
Planning Business Administrator | Development Division
<image001.gif> City of London Corporation | Environment Department | Guildhall | London | EC2V
<image002.jpg> 7HH

[REDACTED] | www.cityoflondon.gov.uk

From: Rowan Edwards <[REDACTED]>
Sent: 20 June 2025 13:31
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<[REDACTED]>
Subject: Liverpool Street Station planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I strongly object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to;

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.

- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- I refer you to the National Planning Policy Framework paragraph 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

For those reasons I ask you to refuse this application.

Kind regards
Rowan Edwards

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Information Regulations 2004, it may need to disclose this e-mail. Website:
<http://www.cityoflondon.gov.uk>

From: [REDACTED]
To: [REDACTED]
Subject: Re: Subject: Objection to Planning Application 25/00494/FULEIA
Date: 23 June 2025 14:55:50

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Horsted house
135 Blackborough rd
Reigate
RH2 7DA
Sent from my iPhone

On 23 Jun 2025, at 14:42, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Wi Akerman

Thank you for your comments. In order to log them we need your postal address.
Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V
7HH

<image001.gif>

<image002.jpg>

www.cityoflondon.gov.uk

From: St Barnabas Holdings <[REDACTED]>
Sent: 21 June 2025 14:06
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<[REDACTED]>
Cc: [REDACTED];
[REDACTED] Bagchi, Samapti <[REDACTED]>;
Bell, Matthew <[REDACTED]>; Benn, Emily (Deputy)
<[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip
<[REDACTED]>; King, Elizabeth (Alderwoman)

[REDACTED]; C E Lord <[REDACTED]>;
Manchester, Antony <[REDACTED]>; Moss, Alastair
(Deputy) <[REDACTED]>; Oliver, Deborah
<[REDACTED]>; Pollard, Henry (Deputy)
<[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureishi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh
<[REDACTED]>; Silk, Alethea <[REDACTED]>;
Sonpar, Naresh <[REDACTED]>; Upton, William
<[REDACTED]>; Waters, Matthew
<[REDACTED]>; Webster, Jacqui
<[REDACTED]>

Subject: Subject: Objection to Planning Application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Planning Team,

I am writing to formally object to planning application **25/00494/FULEIA**, on the grounds that the proposed development would cause **substantial harm to nationally important heritage assets**.

More specifically, I object to:

- The **demolition of the Grade II-listed station concourse roof**, and its replacement with a new structure, which would also compromise the setting of the surviving 19th-century train shed.
- The insertion of **extensive retail units**, including two elevated galleries, within the historic train sheds, which would significantly harm the listed station's special interest and architectural integrity.
- The **negative impact on surrounding listed buildings**, particularly the *Grade II-listed hotel**—the last continuously operating 19th-century hotel in the City—through the construction of a **20-storey tower** over the station.
- The **substantial harm to the Bishopsgate Conservation Area**, where tall buildings are inappropriate and contrary to the **2015 City Plan**. The proposal also affects the setting of numerous **designated and undesignated heritage assets**, including several **Grade I-listed Christopher Wren churches** and **St Botolph's church**.

The scale, intensity, and visual impact of the proposed scheme are inconsistent with the principles set out in the **National Planning Policy Framework (NPPF)**. Paragraph 213 clearly states that:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

In this case, I do not believe such harm has been justified, nor is it outweighed by public benefit.

I urge the City of London to **refuse this application** in order to safeguard the character, history, and significance of this important area.

Kind regards,

Wi Akerman

<image003.png>

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Please leave Liverpool st station alone .
Date: 25 June 2025 14:25:14
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I enclose my name and address .

Andrew Strowman
81 ROUNDWOOD Lane
HARPENDEN
Hers
AL5 3EX

On Wed, 25 Jun 2025 at 14:03, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation| PO Box
270|London EC2P 2EJ|

www.cityoflondon.gov.uk

From: ANDY STROWMAN <[REDACTED]>
Sent: 21 June 2025 10:18
To: PLN - Comments <[REDACTED]>
Subject: Please leave Liverpool st station alone .

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Bring back decent benches not some for for Nostradamus

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121 Esmond Road

Chiswick

London W4 1JE

24th June 2025

Dear Mr Sleigh,

Ref 25/00494/FULEIA

Liverpool Street Station redevelopment objection

I strongly object to this redevelopment plan on heritage and conservation grounds – Liverpool Street Station is a heritage asset of national, indeed international importance. I object on the following grounds:

- Damage to the station itself
- Damage to the station sheds
- The dwarfing of the station by the construction of a 20-storey tower
- The dwarfing of other historic buildings of national and international importance

The substantial harm caused would be exceptional and irretrievable.

Yours sincerely,

Professor Jane Davison

The Hon Tom Sleigh

Chair of the Planning and Transportation Committee, City of London Corporation

From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA
Date: 27 June 2025 09:25:00

[You don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

I strongly object to the proposed development at Liverpool Street Station. I use the station frequently and its light filled interior is a delight. The high vaulted ceiling, with traditional gothic style metal girders and glass ceiling complemented by the end wall with gothic shaped windows give the station real presence and recall the historic design of the great Victorian London stations. Once lost they cannot be replaced and Euston station is a classic example of complete historic vandalism. The massive tower block over Liverpool Street station will destroy all the historic interest of the interior.

In addition the tower blocks will loom enormous and adversely effect the setting of the Great Eastern hotel.

Both the station and hotel are grade II and grade II* listed buildings respectively. These proposals would cause substantial harm to both. Some other way needs to be found to raise money needed for a station upgrade.

Alice Robinson
26 Parkside
Vanbrugh Fields
London SE3 7QG
Sent from my iPhone

From:
To:
Cc:



Subject: Objection to the planning application for the redevelopment of Liverpool Street Station
Date: 27 June 2025 09:03:43

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

1. The substantial alteration of the Grade 2 listed station and demolition of the roof. Have we learned nothing from the conservation debacle that led to the destruction of the once beautiful Euston Station? I was under the impression that this sorry episode had awakened society to the importance of preserving our historic buildings and architectural heritage. Aren't there already enough anodyne glass boxes in the city without plonking one on top of such a beautiful historic building?

2. The building of yet more commercial units in the station. Do we really need to cram more bland identikit shops into the train sheds? Does every retail space in the United Kingdom have to match all others so closely that it's no longer possible to distinguish between them? There is no shortage of chain restaurants and tie shops in the area; this serves nobody but the people who stand to make a financial killing on the development. It is a depressing development.

3. The station itself does not exist in a vacuum, and the ghastly and unnecessary redevelopment will detract from the appearance of the buildings around it, particularly the grade 2 listed hotel. London should be striving to preserve these marks of originality, not rushing to efface them entirely.

4. The scale of the proposed development, which is out of keeping with the surrounding area. The City is the historical kernel of London, in which the financial sector rubs shoulders with the past. But there needs to be some balance in this, and the outsize proportions of the proposed building, which is to squat atop the station itself, will be a terrible addition to the area. It seems to me that the proposed development contravenes Paragraph NPPF 213 of the National Planning Policy Framework, which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

I can see no sense in this development other than financial gain, which should not be the driver of all such decisions.

Please consider this my objection in the strongest terms; I look forward to the rejection of these plans in due course.

Regards

David Warwick

--

David Warwick MA (Cantab) DipTrans IoLET MCIL

Translation from Portuguese and Italian into English

35 Park Court

Grosvenor Park Road

London E17 9PE

Mob. [REDACTED]

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: planning application reference 25/00494/FULEIA.
Date: 27 June 2025 08:57:49

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

RE planning application reference 25/00494/FULEIA.,

I am writing to register my strong objection to Network Rail's proposed redevelopment plans for Liverpool Street Station, which include the construction of immense tower blocks directly above the station's iconic concourse.

This proposal poses a serious threat to one of London's most distinctive transport landmarks. The station's carefully designed 20th-century concourse — with its cathedral-like roof and the natural light it allows to flood the space — would be bulldozed and replaced with overshadowing structures that erases its architectural significance. The previous redesign was done by talented architects and should have been finite. The present lifeless dated glass structure, show how devopment today are only working for their own greedy extra profit, with no regard for London. The daft smatterings of green do nothing for the environment either.

The introduction of such vast office blocks are not only grossly disproportionate in scale but wholly insensitive to the heritage of the site.

Of particular concern is the impact on the adjacent Grade II* listed Great Eastern Hotel. The proposed development would completely dominate this historic building, robbing it of its setting and visual prominence. Moreover, the conservation area as a whole would be dramatically and irreversibly harmed by the insertion of such a speculative commercial scheme.

Liverpool Street Station is not simply a transport hub — it is a civic space with architectural and cultural value. To sacrifice it for an oversized office towers would represent a short-sighted and destructive decision, driven by commercial gain at the expense of public heritage.

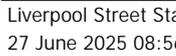
I urge you to reject this deeply flawed scheme and to consider more appropriate alternatives that respect the unique character and historical importance of this site.

Yours faithfully,

Peter Harris

Mobile [REDACTED]

29 Kempsford Gardens
London SW59LA UK

From: 
To: 
Subject: Liverpool Street Station 25/00494/FULEIR
Date: 27 June 2025 08:56:32


THIS IS AN EXTERNAL EMAIL

Dear City Planners

May I object to this application? The dumping of an office block on a listed building is inappropriate. Run-down suburban stations are in much greater need of development.

Also, the economics of the proposal are precarious. If the market turns against it it may become undeliverable.

Yours

Patrick Streeter
Devonshire Square
EC2M 4YJ

M A Goodall
60 Brunswick Street, London, E17 9NB

By email to: PLNComments@cityoflondon.gov.uk
By post to:

Mr Tom Sleigh
Chair of the Planning & Transport Committee
Environment Department
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Reference: 25/00494/FULEIA
26 June 2025

Dear Mr Sleigh

RE: 25/00494/FULEIA

Phased development comprising partial demolition and alterations, including station concourse, trainsheds, and truss/columns, demolition of 50 Liverpool Street, demolition of Bishopsgate Square entrance and Hope Square entrance; works to Sun Street Passage; Works of reconstruction and remodelling of station basement, lower and upper concourse levels, new station columns/truss and roof (in part); introduction of new lifts, escalators and stairs and service spine at basement; increased operational space; insertion of new ticket gates; creation of new station entrances from Hope Square and Bishopsgate Square; creation of new units at lower and upper concourse levels for Class E (shops, cafe, restaurants), hot food takeaway (Sui Generis) and pub/bar (Sui Generis); creation of new upper concourses and associated new public access from Exchange Square including new walkways; provision of over-station development reaching a maximum height of 97.67m AOD to accommodate Class E use (commercial, service and business); and creation of an auditorium (Sui Generis) at Level 18 with ancillary terrace; creation of a public amenity terrace (Sui Generis) at Level 18 with access from Hope Square entrance; provision of private office terraces; provision of cycle parking and associated access ramp, servicing, refuse and ancillary plant; alterations to pedestrian and vehicular access including provision of new ramp; public realm works to Hope Square and Bishopsgate Square; and associated works. | Site Comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza, London, EC2M 7PY.

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets, their setting, and the character of the adjacent Conservation Area. I object on the following grounds:

- 1 The proposals appear **unlikely to satisfy the requirements within the National Planning Policy Framework (NPPF)** relating to conservation and enhancement of designated heritage assets and the built environment, particularly paragraph 213 which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional".
- 2 The development proposed would cause **substantial harm** to a designated heritage asset - the Grade II listed railway station - through demolition of the existing roof structure of the concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.

- 3 The development would also have a substantial detrimental impact on the character and setting of surrounding listed heritage assets. In particular, the **harm caused** to the Grade II* listed hotel building, through the construction of a 20-storey tower over the station concourse.

- 4 By inserting a tall building over the station complex, the proposals would have a **profoundly negative impact on the Bishopsgate Conservation Area**. This is characterised by low- to medium-rise buildings and a variety of plot sizes and throughways which reflect the development of the area over time, including the creation of the station complex itself in the nineteenth century. The scheme proposed represents the imposition of an over-large and unsympathetic development which disregards its context, and the presence and character of neighbouring buildings and spaces. In addition, the scheme would impact on the setting and key views to numerous designated and undesignated heritage assets in the City and beyond, including a number of the Wren city churches, and nearby St Botolph's church.

As a regular user of Liverpool Street Station - as a commuter and for leisure journeys - and someone who works in the Bishopsgate area, I also make the following observation:

I am in favour of refinements to e.g. improve circulation within the station and the interchange between the railway and other transport links, enhance access and accessibility, and create better passenger facilities (e.g. WCs). But surely this can be achieved without recourse to an overbearing development which will cause harm to its surroundings and disruption to station users for years.

Thank you for taking this objection into account.

Yours sincerely
M A Goodall

From:
To:
Cc:



Subject: OBJECTION: - Planning Application: 25/00494/FULEIA
Date: 26 June 2025 19:31:32

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Dear Sirs,

OBJECTION

To the planning application regarding Liverpool Street Railway Station

Reference: Planning Application: **25/00494/FULEIA** -. was previously:
23/00453/FULEIA

Before I come to any details, I must state that my objection should be considered in the light of the National Planning Policy Framework, specifically Para' NPPF 200 – I quote:

“Any harm to, or loss of, the significance a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear & convincing justification.”

To which I would now add the following quote: *“I object to this application which would cause substantial harm to the significance of nationally important heritage assets.”* More specifically, I have objections which I list below.

To which I may add that this objection is very similar indeed to my original objection, of 2023, because, from the point-of-view of a regular user, this proposal is merely a “Prettying-up” of the previous proposed demolition, with a few little trims, in the hope that no-one will notice(!)

General Objection

Before I come to specifics, under numbered headings, there is a general objection to this proposed development. The proposals are clearly out-of-date & unnecessary, even before any material considerations of the physical buildings & structures & their heritage & provenance are considered.

The proposals are based on the idea, fashionable before the 2019-21 “Covid” pandemic, that London does not have sufficient office space. This is plainly completely untrue in 2023, and remains so in 2025 – possibly even more so than previously, given the changed circumstances of office working prevailing now & in the foreseeable future. Very few office workers are now coming into “Town” (Specifically, the City of London.) more than three-days-a-week, any more. And “home” or “remote” working is now, if not the

norm, hugely increased, compared to before said pandemic. There are vast swathes of existing office space, which are either empty, or being offered for much lower rentals than heretofore. Never mind all the other currently-in-building office projects which are already well in advance of this unnecessary & unwanted proposal.

The proposal therefore immediately fails the test proposed in NPPF 200, as it has zero convincing justification.

Now to more specific objections:

1: Gross harm, amounting to deliberate wrecking, of the Grade II Listed Station Building.

The most obvious aspect of this is a proposal to demolish & remove the reproduction glass-&-steel overall roof over the passenger concourse, & its replacement by a blank concrete raft.

This would deprive all users of the station of any natural light on the concourse & turning said space from a welcoming, airy amphitheatre into a depressing, dark & claustrophobic semi-subterranean hole-in-the-ground.

Secondary aspects would include the removal of all the various historical monuments & memorials along the current ground floor-level & above. These include the tablets memorialising Sir Henty Wilson, the gallant Captain Fryatt & lastly, the magnificent Great Eastern Railway War Memorial.

As per NPPF 200, there is zero justification for any of this gross corporate vandalism.

Along the same lines, the removal &/or blocking of the view & frontage of the buildings visible along the South side of the concourse & both platform & ground floor levels, has none of any commercial, practical, convenience or aesthetic value whatsoever.

This leads directly to the second specific objection:

2: Gross harm, also amounting to deliberate wrecking, of the Grade II* Listed Hotel.

The “Great Eastern Hotel” – as it was originally called – is a superb example of mid-to-late XIXth century architecture, which is still fulfilling its original purpose, as well as providing refreshment, liquid & solid to many thousands of passers-by & passengers.

As with the rest of the proposed reconstruction / development / destruction the provision of a cantilevered concrete (?) deck-on-stilts over the existing structure is not only impractical, its also truly hideous. The idea that working, & useful hotel could or should be converted into yet more unwanted, un-needed, superfluous “office space” { See my first, overall objection } is not only utterly ridiculous, but clearly violates both the spirit & the letter of the guiding principles contained in NPPF 200.

3: Substantial Harm to the local – Bishopsgate – Conservation Area.

Liverpool Street, itself is characterised by relatively low-rise buildings, most of which harmonise with each other & their surroundings. Which is one reason that it is a conservation area, of course.

The current, rebuilt South entrance to the station is a superb example of a modern redevelopment embracing the spirit & style of the original structures & re-energising & refreshing them, without detracting from the original in any way. The new proposal would

do away with all of that, & replace it with a “thing” that does not “fit” at all with the surrounding structures, nor the conservation area. This ties back, of course to my first & second numbered objections, since the whole array, at present, is “all of a piece” – which would be irretrievably lost if this shameful proposition is allowed to proceed.

It is a clear, obvious & un-needed violation of NPPF 200.

4: Interference with the “protected” views of St Paul’s Cathedral.

I have added this objection, as a result of “information received” so to speak. As I understand it, there are numerous sight-lines of the cathedral which enjoy legal protection, & which have been enforced over the years. The example that I (13/111/2023)St.)– which has its shape because, otherwise, it would block one of said protected sight-lines.

The proposed development, or destruction of the Liverpool St station that we know, would contravene this protected asset.

Summary

The proposed so-called development is un-necessary, unwanted, unloved, visually hideous, destructive for no obvious return, financially on extremely dubious grounds, given the changes in London office accommodation requirements, highly inconvenient for millions of travellers, and

Entirely within the boundaries for a complete rejection of these extremely short-sighted & - dare I say it – stupidly greedy proposals – under the guidelines put out in NPPF 200.

Or to paraphrase: Zero convincing justification, nor is it at all clear.

I remain, yours sincerely,

G. N. G. Tingey,

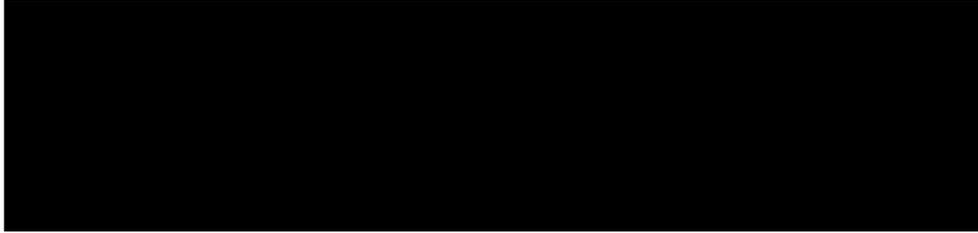
18, Woodbury Road,

Walthamstow, London E17 (SB)

Phone: [REDACTED]

- A user of Liverpool Street station since the age of six, which was the year 1951

From:
To:
Cc:



Subject: Objection Planning Application 25/00494/FULEIA
Date: 26 June 2025 17:55:19

Alcune persone che hanno ricevuto questo messaggio non ricevono spesso messaggi di posta elettronica da

THIS IS AN EXTERNAL EMAIL

To Tom Sleigh, Chair of the Planning & Transport Committee,

My name is Eugenia Biavati, resident at 85 Marchmont Street WC1N 1AL London, and I am writing to object to the Planning Application 25/00494/FULEIA, which would be detrimental and destructive to the significance of nationally important heritage assets.

I raise objections to:

- The substantial harm to the station, a Grade II-listed building which would see its roof demolished and its 19th century train shed compromised by the new structure
- The harm to the special interest and significance of the Grande II-listed heritage asset by adding a large number of new retail units and elevated retail galleries in the 19th century train sheds
- The impact this project would have not only on the station itself, but also on the setting of surrounding listed heritage assets, as the project will harm the last continually functioning 19th century Grade II-listed hotel in the City, as well as the significance of the listing itself
- The substantial and irrevocable harm the project will cause to the Bishopsgate Conservation Area with the imposition of a tall building in an area characterised by low and medium buildings, going against the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, namely Conservation Areas and the St Paul's Cathedral Heights area
- The fact that the National Planning Policy Framework explicitly states in Paragraph NPPF 213 that "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional" and nothing in this project justifies the substantial and irrevocable harm it would bring to the buildings and the area as a whole

I am joining the collective outrage of the residents of the area as well as the unprecedented coalition of heritage organisations who have joined forces to loudly oppose this appalling redevelopment. This project is a travesty that completely disregards the historical importance and the significance of the buildings they want to destroy. The

classification of the site as Grade II-listed buildings is not meaningless: it recognises these buildings' significance and historical value, and states that as such they are worth protecting. This project disregards the importance and significance of the listing and would irrevocably harm the area, altering it for the worse.

I add my voice and my outrage in asking – begging – to reconsider this senseless project and to reject it.

Yours Faithfully,

Eugenia Biavati

King's College London

85 Marchmont Street WC1N 1AL London

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station 25/00494/FULEIA - Objection
Date: 26 June 2025 13:16:53

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The demolition of the roof structure of the Grade II-listed station concourse, and its replacement with a new structure that would irrevocably alter the architectural character of the existing building. This intervention would also compromise the setting and visual integrity of the surviving nineteenth-century train shed, a structure of considerable historic and architectural value.
- The insertion of extensive new retail units within the nineteenth-century train sheds, including the construction of two elevated retail galleries. These interventions would significantly erode the historic openness and spatial legibility of the train sheds, thereby causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact of the proposed 20-storey tower on the setting of surrounding listed buildings, including substantial harm to the Grade II*-listed hotel adjacent to the station. As the last continually operating nineteenth-century railway hotel in the City, the hotel's historical integrity and landmark presence would be severely diminished by the visual dominance of the tower.
- The broader detrimental impact on the Bishopsgate Conservation Area, which is characterised by a coherent grain of low- and medium-rise historic development. The imposition of a tall building in this context is fundamentally at odds with the established character and appearance of the Conservation Area. It also conflicts with the strategic guidance set out in the 2015 City Plan, which states that tall buildings will not be permitted in inappropriate locations, including Conservation Areas and the St Paul's Cathedral Heights Policy Area.
- The cumulative impact on the setting of numerous designated and undesignated heritage assets, both within the City and beyond. These include the Grade I-listed City churches of Sir Christopher Wren, the nearby Church of St Botolph, and other historic buildings whose significance is closely tied to their townscape context and skyline prominence.

In accordance with the National Planning Policy Framework (NPPF), I draw your attention to Paragraph 213, which states that "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." This application would result in precisely such substantial harm to multiple Grade II-listed assets, with no demonstrable justification that meets the stringent tests for exceptionality.

In light of the above, I urge the Planning and Transportation Committee to refuse this application. The proposals conflict with both local and national policy and would result in irreversible harm to some of the City's most significant historic buildings and townscape assets.

Yours sincerely,

Russell Frew IHBC

Of 91 Cooks Rd, London SE17 3NX, United Kingdom

Ref.: TC

26 June 2025

Kieran McCallum
Development Division
City of London

By e-mail: PLNComments@cityoflondon.gov.uk

Application: 25/00494/FULEIA

Site: Site Comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza London EC2M 7PY

Proposal: Phased development comprising partial demolition and alterations, including station concourse, trainsheds, and truss/columns, demolition of 50 Liverpool Street, demolition of Bishopsgate Square entrance and Hope Square entrance; works to Sun Street Passage; Works of reconstruction and remodelling of station basement, lower and upper concourse levels, new station columns/truss and roof (in part); introduction of new lifts, escalators and stairs and service spine at basement; increased operational space; insertion of new ticket gates; creation of new station entrances from Hope Square and Bishopsgate Square; creation of new units at lower and upper concourse levels for Class E (shops, cafe, restaurants), hot food takeaway (Sui Generis) and pub/bar (Sui Generis); creation of new upper concourses and associated new public access from Exchange Square including new walkways; provision of over-station development reaching a maximum height of 97.67m AOD to accommodate Class E use (commercial, service and business); and creation of an auditorium (Sui Generis) at Level 18 with ancillary terrace; creation of a public amenity terrace (Sui Generis) at Level 18 with access from Hope Square entrance; provision of private office terraces; provision of cycle parking and associated access ramp, servicing, refuse and ancillary plant; alterations to pedestrian and vehicular access including provision of new ramp; public realm works to Hope Square and Bishopsgate Square; and associated works.

Theatres Trust

22 Charing Cross Road, London WC2H 0QL

Telephone 020 7836 8591 **Email** info@theatrestrust.org.uk **Website** theatrestrust.org.uk

X @TheatresTrust **Facebook** @theatres.trust **Instagram** @TheatresTrust

Chair Dave Moutrey OBE

CEO Joshua McTaggart

Trustees Vicky Browning OBE, Anna Collins, James Dacre, Liam Evans-Ford, Stephanie Hall, Annie Hampson OBE, Tracy Ann Oberman, Lucy Osborne, Saratha Rajeswaran, Truda Spruyt, Michèle Taylor MBE, Pauline Town

Remit:

Theatres Trust is the national advisory public body for theatres. We were established through the Theatres Trust Act 1976 'to promote the better protection of theatres' and provide statutory planning advice on theatre buildings and theatre use in England through The Town and Country Planning (Development Management Procedure) (England) Order 2015, requiring the Trust to be consulted by local authorities on planning applications which include 'development involving any land on which there is a theatre'.

Comment:

Thank you for consulting Theatres Trust on this application full planning permission with an EIA. It relates to the redevelopment of Liverpool Street Station.

There is not currently a theatre at this site, we appear to have been notified because the proposed plans contain an 'auditorium' at level 18 which is around one and a half stories in height.

At this stage there is limited detail on the design and function of this space, other than reference to it providing a cultural offer and 'for hire' space within the Planning Statement. We recommend that the purpose of this space is better defined and that an operator is identified at an early stage to ensure that it is designed and fitted out to meet their needs. If this is to be more of a theatre/performance space we would encourage further engagement with Theatres Trust to help ensure that it will be a viable and sustainable proposition.

We otherwise make no comment on the wider aspects of this scheme, including its scale, design or mix of uses.

Please contact us if we may be of further assistance or should you wish to discuss these comments in further detail.



Tom Clarke MRTPI

National Planning Adviser

Theatres Trust

22 Charing Cross Road, London WC2H 0QL

Telephone 020 7836 8591 **Email** info@theatrestrust.org.uk **Website** theatrestrust.org.uk

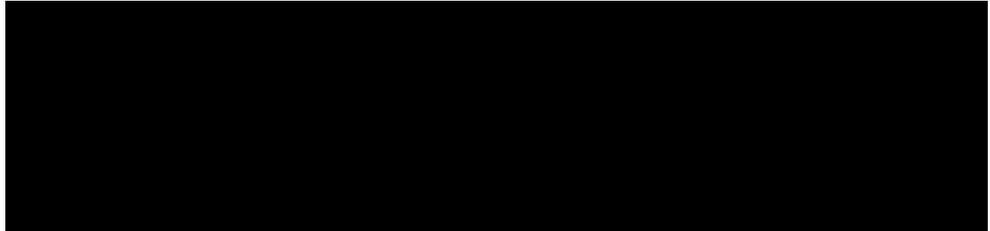
X @TheatresTrust **Facebook** @theatres.trust **Instagram** @TheatresTrust

Chair Dave Moutrey OBE

CEO Joshua McTaggart

Trustees Vicky Browning OBE, Anna Collins, James Dacre, Liam Evans-Ford, Stephanie Hall, Annie Hampson OBE, Tracy Ann Oberman, Lucy Osborne, Saratha Rajeswaran, Truda Spruyt, Michèle Taylor MBE, **Trustee Emerita** Dawn

From:
To:
Cc:



Subject: I object to Planning Application 25/00494/FULEIA
Date: 26 June 2025 11:19:28

You don't often get email from 

THIS IS AN EXTERNAL EMAIL

To whom it may concern

I object to this application which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.
- The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.
- Be sure to reference the National Planning Policy Framework, otherwise your objection may be dismissed. Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

As a past resident of the City and now as a resident of Tower Hamlets, I am troubled by the ongoing oppressive redevelopment at numerous sites in the square mile that make it a soul less magnet for tourists and retail. This is disrespectful to history, heritage and residents and means perpetual disruption of pavements and highways. It is in service of developers and contractors rather than for the local and transient populations. I invite you to consider more sustainable plans that are sensitive, proportionate and are more humane in design.

Rachel Matthews
Flat 10 Chater House
148-168 Roman Road
Bethnal Green
E2 0SA



From:
To:
Cc:



Subject: Objection to Liverpool Street Station planning application ref no 25/00494/FULEIA
Date: 26 June 2025 10:25:56

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sir

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. In particular I object to:

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed. The loss of natural light would also be a negative outcome of this development.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, which would cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The negative impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

I note that in the National Planning Policy Framework, paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Please take these objections into account and reject this planning application.

Yours faithfully
Damian Eaton
5 Middlestone Close
Gorleston
Great Yarmouth NR31 6JB



Virus-free. www.avg.com

From:
To:
Cc:



Subject: Objection to Liverpool Street Railway Station Proposed Development 25/00494/FULEIA
Date: 26 June 2025 09:29:52

Some people who received this message don't often get email from



THIS IS AN EXTERNAL EMAIL

Good Morning

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving nineteenth-century train shed.
- The insertion of extensive amounts of new retail units within the nineteenth-century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning nineteenth-century hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- The National Planning Policy Framework paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Although I do not live near the city of London, I know Liverpool Street station well, since I used to live in Suffolk.

Best wishes

John LeGrove

Sub-organist, St Thomas's Parish Church, Mellor
6 King Edward Avenue
Glossop
Derbyshire
SK13 7QZ
telephone: [REDACTED]

From:
To:
Cc:



Subject: application reference number: 25/00494/FULEIA plans to partially demolish and inappropriately develop Liverpool Street station
Date: 25 June 2025 22:12:16

Some people who received this message don't often get email from

THIS IS AN EXTERNAL EMAIL

I am writing to Object to this application, which would cause substantial harm to nationally important heritage assets associated with Liverpool Street Station

(planning application reference number: [25/00494/FULEIA plans to partially demolish and inappropriately develop Liverpool Street station](#))

This application contravenes the National Planning Policy Framework: Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

I object to the following aspects of this gross overdevelopment of a historic Victorian site, as a public asset that I and many others use regularly:

The substantial harm to the Grade II-listed station through demolition of the roof structure of the existing station concourse and its replacement with a new structure.

The inappropriate insertion of extensive new retail units within C19 train sheds, the construction of elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of an excessively tall building in an area characterised by low- and medium-scale buildings.

This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area.

In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church.

Dr HA Leaver, 5 Meadow Place, Edinburgh EH91JZ

Via email to:

Chair of the Planning & Transport Committee: **Tom Sleigh**

From: 
To: 
Subject: Re: Liverpool Street Station
Date: 25 June 2025 18:06:01

THIS IS AN EXTERNAL EMAIL

Dear Sir,

My name is Kathleen Murrell and my address is 6B Eliot Hill, London, SE137EB. Thank you.

Kathleen Murrell

On 25 Jun 2025, at 15:06, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation

<[image001.png](#)>
City of London Corporation| PO
Box 270|London EC2P 2EJ|
www.cityoflondon.gov.uk

From: Kathleen Murrell <
Sent: 25 June 2025 14:59
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Liverpool Street Station

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to demolition of much of this Grade 2 important and still quite beautiful building with a huge high-rise which would ruin it. Please do not allow this terrible destruction and save Liverpool Street Station.

Sincerely,

Kathleen Murrell

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From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA Liverpool Street Station
Date: 27 June 2025 10:34:30

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello

I am writing to object to the planned developments around Liverpool Street Station. These plans are not suitable for the conservation area and would overwhelm the adjacent grade II* Great Eastern Hotel.

The proposal should be rejected in full.

Best wishes,

Christina

Christina Hawkes
Greenscents
Barle Enterprise Centre
Dulverton
TA22 9BF

www.greenscents.co.uk

From: [REDACTED]
To: [REDACTED]
Subject: Objection
Date: 27 June 2025 10:13:32

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Planning Application Reference: 25/00494/FULEIA

To Whom It May Concern,

I write in strong and unequivocal objection to the proposed skyscraper next to Liverpool Street Station.

This plan is an architectural and cultural disgrace. Liverpool Street is not just a transit point — it is a historic landmark, a memorial, and a symbol of London's heritage, resilience, and human story. To overshadow it with a soulless glass tower is an act of vandalism, driven by profit, not public interest.

No one — not Londoners, commuters, historians, nor visitors — benefits from this development. It offers nothing but irreversible harm: it will dwarf the station, destroy protected views, and erase the area's unique character.

This is not progress — it's desecration. Reject this proposal entirely. London's history is not for sale.

Preserve our heritage. Stop this travesty.

--
15 Langthorne Street, Levenshulme, Manchester M19 2GR

From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA - Redevelopment of Liverpool Street Station
Date: 27 June 2025 14:37:03

[REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sirs

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets, viz Liverpool Street Station.

With respect to the National Planning Policy Framework paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

More specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving 19th Century train shed.

- The insertion of extensive amounts of new retail units within the 19th Century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th Century hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas,

such as in Conservation Areas and the St. Paul's Cathedral Heights area.

- In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Yours faithfully

Martin Ward

--

Martin Ward
778 Obelisk Rise
Northampton
NN2 8TP



From: [REDACTED]
To: [REDACTED]
Subject: 25/00484/FULEIA OBJECTION - phased development & demolition of 50 Liverpool Street, demolition of Bishopsgate Square entrance and Hope Square entrance
Date: 27 June 2025 13:06:01

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

from - Barbara Black
Address 100 Dickens House, Doddington Grove, Walworth London SE17 3SZ

OBJECTION TO planning application reference 25/00494/FULEIA

OBJECTION

00494/FULEIA | Phased development comprising partial demolition and alterations, including station concourse, trainsheds, and truss/columns, demolition of 50 Liverpool Street, demolition of Bishopsgate Square entrance and Hope Square entrance; works to Sun Street Passage; Works of reconstruction and remodelling of station basement, lower and upper concourse levels, new station columns/truss and roof (in part); introduction of new lifts, escalators and stairs and service spine at basement; creation of new units at lower and upper concourse levels for Class E | Site Comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza, London, EC2M 7PY.

I write to write to **object** to this application in the strongest terms on heritage grounds. The proposed scheme would cause substantial harm to a grade II listed building, the setting of multiple heritage assets of all listing grades and the Bishopsgate Conservation Area. I believe the scale of harm proposed is neither justified nor outweighed by the proposed public benefits. I understand that alternative options to over-station development were considered, such as providing a baseline minimum harm scheme or considering alternative sites for development to fund the station improvement works. This proposed development does not appear to be currently viable by the applicant. Furthermore proposals fail to satisfy local, regional and national planning policy for the preservation and enhancement of the City of London's historic environment.

Objections to this application for the following reasons:

1. Substantial harm to Liverpool Street Station

We consider that the proposed demolition of the grade II listed, 20th century concourse station roof and supporting structure would be substantially harmful in heritage terms. The 1985-1991 reconfiguration of the station was recognised in Historic England's recent reassessment of the station's statutory listing in 2022 as a key element of the station's historic and architectural significance. The entry states that Derbyshire's work "enhances the spatial quality and cohesiveness of the remodelled station's unified concourse" (LEN 1286133). The loss of listed 20th century fabric of sensitive and high-quality design would almost entirely remove the historic and architectural significance of the 1990s remodelling and permanently compromise the architectural continuity, harmony and cohesiveness of the station as a whole.

The special interest derived from the station's spatial quality in its entirety is recognised in the applicant's own Heritage Statement (para 4.2.4) as being of the "highest significance". It states (para 4.2.1) "with respect to the general spatial character of the roof, the original (1873-75) and the modern (1985-91) parts make a similar contribution to the spatial quality and, therefore, to the special interest of the listed building". It is therefore

considered extremely contradictory that, in light of this assessment, the level of harm attributed to the loss of a significant portion of the 20th century roof is deduced to be “low-level, less than substantial harm” (para 5.2.1).

The cathedral-like spatial quality of the 20th century and Victorian roof is created by the natural light which floods through the glass-vaulted roof. The erection of a vast office building above the concourse would cast the station below into shadow. We do not consider that the proposed stepped-back massing of the over-station development can mitigate the loss of daylight into the station. The proposed lighting scheme and reflective base of the underside of the office development would be a poor imitation of natural daylight, which is a key characteristic of the station’s design.

The proposed loss of highly ornate existing columns, which comprise part of Derbyshire’s listed 1985-1991 remodelling would further erode the significance of the station. In our view, the the proposed replacement columns are an over-scaled and over-engineered design solution to supporting immense over-station development. The increased massing and form of these columns from 930mm to 1500mm would disrupt the visual rhythm of the station’s carefully conceived interior.

When read as a whole, the proposed development would amount to substantial harm to a designated heritage asset by demolishing and disrupting heritage features which are recognised as being of fundamental importance to the character and significance of this listed building.

The harm caused through the extensive demolition of the grade II listed station to be substantial when assessed against NPPF (2024) policies 212, 213 and 214. Such harm cannot therefore accord with the Local Planning Authority’s legal duty to preserve and enhance listed buildings and their settings under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The application contravenes Policy HC1 of the London Plan (2021) which requires that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets significance and appreciation of their surroundings.

The substantial harm identified would generate further policy conflict in respect of Policy CS12 of the City Plan (2015) [Historic Environment].

The National Planning Practice Guidance (PPG) states that: “in determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset’s significance rather than the scale of the development that is to be assessed.” the harm identified above to the grade II listed station clearly reaches this threshold for substantial harm.

2. Substantial harm to the Bishopsgate Conservation Area

Object to the construction of a building up to 97.67m AOD (19 storeys) within the Bishopsgate Conservation Area. The City of London’s reappraisal of the Bishopsgate Conservation Area (BCA) in 2007 saw the station entrance onto Liverpool Street, 50 Liverpool Street and the Great Eastern Hotel included within its boundaries. The BCA Character Summary and Management Strategy SPD (2014) characterises Liverpool Street Station as “one of London’s principal gothic revival buildings” which, when considered alongside the hotel, forms “a notable Victorian townscape group”.

We consider that introducing a building of this vast bulk, scale and massing into this significant group of Victorian buildings would be substantially harmful to the character and appearance of the BCA. The proposed vast height would grossly dominate this historic streetscape and harm the setting of the Grade II* Great Eastern Hotel.

The demolition of 50 Liverpool Street and the station’s existing entrances would see a

further erosion of the character of the conservation area and a key layer of its historical evolution. Whilst not included in the station's listing, 50 Liverpool Street was designed to replicate the former Victorian station range and contributes positively to the prevailing character and scale of the surrounding BCA.

the harm caused by the proposed office building would cause substantial harm to the listed station's setting and the positive contribution it currently makes to the BCA. This harm would contravene the duty to preserve the BCA under Sections 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3. Substantial harm to setting of Grade II* Great Eastern Hotel

Object & opposed to the proposed 19-storey tall development within the setting of the grade II* listed hotel. The Great Eastern Hotel is a building of landmark quality, whose striking silhouette defines the corner of Liverpool Street and Bishopsgate. Development of this scale and massing within the hotel's setting would drastically diminish the building's architectural legibility and an appreciation of its significance and would amount to substantial harm.

NPPF (2024) para 213 provides that substantial harm to assets of the highest significance, including listing grades II* and I, should be wholly exceptional. Under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Local Planning Authority is under a legal duty to preserve and enhance listed buildings and their settings.

4. Public Benefits and Justification

There is a need to upgrade the accessibility and operational functionality of the station which would provide public benefits. NPPF Para 214 requires that where a proposed development will lead to substantial harm to a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss. A case for enabling development has not been made to outweigh the substantial heritage harms set out above for the following reasons:

1) The proposed scheme is not currently viable: The justification for the proposed over-station development is reliant upon its purported need to fund upgrades to the station (Financial Viability Assessment, para 2.2). However, the submitted financial viability assessment concludes that in the current market conditions "the Proposed Development is not technically viable, as a surplus is not generated once the costs of the Station Improvement Works are taken into consideration" (para 8.2). The viability of the scheme is reliant on an 'upswing in market conditions' over the 8+ year construction period. In our view, this is wholly inadequate to justify the substantial harm caused by the proposed scheme. We note that design elements, such as the roof garden, adds unnecessary cost to an already expensive scheme that is supposed to pay for station improvements. Consider that improvements to the station's functionality and accessibility could be

2) Inadequate consideration of alternative options – baseline scheme: We have not seen evidence that alternative options to over-station development have been given adequate consideration. A costed, baseline minimum harm scheme is needed to set out clearly the cost of necessary station upgrades versus the cost of the over-station development works. This is not clear in the submitted cost summary which, for example, includes as part of the station improvement costs over £13m for the station roof and £10m for the 'transfer structure' without clarity as to whether these costs are actually part of the intrusive works to the station for the purpose of an office development above.¹

We request that the LPA satisfies itself that all alternative options to over-station development have been explored and evidenced, including a costed, minimum harm baseline scheme for station improvement works. Without this information, there is

inadequate justification for the economic need for the proposed over- station development.

3) Inadequate consideration of alternative options – alternative sites: Para 3.7.1 of the Environment Statement, Vol I, Chapter 3 states that, “no other sites were considered” for the proposed development. As alternative approaches to station upgrades which do not rely on extensive loss of fabric, setting and significance and to heritage assets have not been considered, in our view the substantial harm proposed cannot be justified.

5. Acceptability of a tall building in this location

The application site, located outside the City of London’s Eastern Cluster, is within an area designated inappropriate for tall buildings. Policy CS14: Tall Buildings of the current City Plan (2015) indicates that a tall building on the majority of the application site would be inappropriate (see also: Figure N of CS14). Policy D9: Tall Buildings of the London Plan (2021) clearly states in para B (3) that, “tall buildings should only be developed in locations that are identified as suitable in Development Plans.” At a proposed total height of 97.67m AOD, and largely within the BCA, this application for a tall building runs counter to both of these local and regional policies.

6. Disruption to travel & timescales for delivery

The application provides that the indicative timescale for scheme completion is 2036. Improvements to the station’s functionality and accessibility could be delivered more efficiently and quickly without the time required for over-station works, which in turn would reduce the disruption to travellers. A minimum harm base scheme is needed to fully examine this option.

7. Views of St Paul’s

The primacy of St Paul’s Cathedral is recognised as a key component of London’s skyline and is recognised in the London View Management Framework (LVMF). The proposed development appears visible within LVMF Views 17B.1 and 17B.2 (Golden Jubilee/ Hungerford Bridges), and we have serious concerns regarding how View 15B.1 would be impacted in wintertime, without tree cover. The visibility of the scheme in these views appear to be visually intrusive on the setting and appreciation of St Paul’s Cathedral, which is a grade I listed building of national importance. We consider the proposals contravene Policy HC4 of the London Plan (2021) which requires that development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.

Regards
Barbara Black

From: [REDACTED]
To: [REDACTED]
Subject: Re: Planning application reference number: 25/00494/FULEIA
Date: 27 June 2025 12:08:14
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:"

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Paragraph NPPF 213 of the National Planning Policy Framework states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours sincerely,

John King OBE

John King

8 Greenfields,
Billericay,
Essex CM12 9QB

[REDACTED]
On Friday 27 June 2025 at 10:47:13 BST, PLN - Comments <plncomments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |
www.cityoflondon.gov.uk

From: [REDACTED]
Sent: 26 June 2025 09:49
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>
Subject: Planning application reference number: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise

objections to:"

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Paragraph NPPF 213 of the National Planning Policy Framework states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours sincerely,

John King OBE

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Planning Application: 25/00494/FULEIA - Reply
Date: 27 June 2025 11:38:56

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Watson:

Thank you for your e-mail.

My full address is:

9 Fort William
Douglas
Isle of Man
IM1 5BQ

Kind regards,

David Wertheim

On 27 Jun 2025, at 09:50, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation

<image001.png>
City of London Corporation| PO
Box 270|London EC2P 2EJ|
www.cityoflondon.gov.uk

From: David Wertheim [REDACTED]
Sent: 27 June 2025 09:23
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) [REDACTED]
Subject: Re: Planning Application: 25/00494/FULEIA

Some people who received this message don't often get email from [REDACTED]
THIS IS AN EXTERNAL EMAIL

Dear Sirs:

I wish to state my fundamental reasons to oppose strongly the application referenced above for the inappropriate re-development of Liverpool Street Station and the surroundings.

This application is wholly inconsistent with NPPF 213 requiring any that any development causing harm of loss to Grade II listed buildings must be exceptional. This is not.

This appalling application would cause substantial harm to important listed buildings and their surroundings. The harm would be immeasurable and irreparable.

The Station and sheds are Grade II listed and the adjacent Great Eastern Hotel Grade II* and the Bishopsgate Conservation Area and beyond contains many other listed and unlisted heritage assets.

The 2015 City Plan requires the refusal of planning permission for tall buildings in inappropriate areas. This is one such area.

This is not the time to repeat the planning errors of the 50s and 60s when other iconic London station structures such as Euston where flattened or such as St Pancras threatened. The latter has thankfully survived. The former is a disaster.

Kind regards,

David Wertheim

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From:
To:
Cc:



Subject: Objection to Liverpool Street planning proposal 25/00494/FULEIA
Date: 27 June 2025 11:29:18

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I am writing to oppose the planning proposal 25/00494/FULEIA for redevelopment of parts of Liverpool Street railway station.

As a local resident who has used Liverpool Street station for many years, I object to this proposal because it will cause considerable damage to architectural heritage of national significance.

The plan to erect a 20-storey tower over the station concourse will cause significant harm the Grade II* listed hotel at the station. Similarly, the demotion of the roof structure of the existing concourse will severely damage the Grade II listed station, and affect the setting of the 19th Century train shed.

The proposed plans show little sensitivity towards the historical features of the station and its attractiveness for the millions of travellers who use it every day.

Furthermore, damage will be done to the wider area covered by the Bishopsgate City Plan by erecting a tall tower in an area of buildings of lower height. As I'm sure you know, the 2015 City Plan requires the refusal of planning permission for tall buildings in inappropriate areas - and it would certainly be inappropriate, if this proposal were allowed to go ahead.

I also refer you to the National Planning Policy Framework, which states in paragraph 213 that: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." There is no justification for any such exception in the case of the proposed Liverpool Street development.

I therefore urge you to refuse planning permission for this proposal.

Yours sincerely,
Julian Duplain

10 John Pritchard House
Buxton Street
London
E1 5AS

From:
To:
Subject:

Date: 30 June 2025 10:45:29

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

From :- Jonathan Quayle,
2 Coastguard Cottages
Culver Down Road
Culver Down
Sandown
Isle of Wight
PO368QT

Email:- [REDACTED]

Telephone:- [REDACTED]

Good morning, my name is Jonathan Quayle, and I object strongly to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to the demolition of the existing station concourse. The removal of this beautiful & iconic space, would destroy the integrity of the whole Victorian structure. Whilst acknowledging improvements are needed to the station, this seems to be a case of throwing the baby out with the bath water. Improvements could be made, as they have been in other stations (Waterloo, St Pancras etc) without major demolition and intrusion.

There seems to be an unbalanced push to the introduction of large unnecessary retail elements to fund this project, whose inclusion will be at the cost of the bright, light filled iconic concourse, that still functions beautifully for its original purpose. Whilst the busy spaces that intersect it need improving due to congestion etc, including yet another shopping centre in a central London travel hub in an ever changing retail world, seems utter madness, the high streets of the UK are dead and dying.

In reference the National Planning Policy Framework:-

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." This application is in no shape or form exceptional. The brick replacement structure is a pastiche, with the exception of the brick colour, it has no respect for anything around it, above it retail & office space, something not in short supply in the city, there are plenty of poorly built interwar and later buildings that could make way for the needed space that is being argued for here.

To destroy a work of art, a cathedral of industry, to make way for another branch of Pret,

seems a lousy way to celebrate our forefathers who created this masterpiece. If we allow this debacle to go ahead, we will be no better than those who oversaw the destruction of the Euston Arch.

Signed:-

Jonathan Quayle,

Sandown, Isle of Wight.

From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street Station planning objection
Date: 30 June 2025 10:47:12
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Many thanks for your response and confirmation, hopefully the amended email below will be correct.

Again many thanks for your response on this important matter,

Kind regards,

Jonathan

Amended planning objection:-

From :- Jonathan Quayle,
2 Coastguard Cottages
Culver Down Road
Culver Down
Sandown
Isle of Wight
PO368QT

Email:- [REDACTED]

Telephone:- [REDACTED]

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Signed:-

Jonathan Quayle,

Sandown, Isle of Wight.

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>

Sent: 30 June 2025 08:45

To: JONATHAN Quayle <[REDACTED]>

Subject: RE: Liverpool Street Station planning objection

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |
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From: JONATHAN Quayle <[REDACTED]>
Sent: 29 June 2025 10:50
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; [REDACTED]
Cc: Joshi, Shравan <[REDACTED]>;
[REDACTED] Bagchi, Samapti
<[REDACTED]>; Bell, Matthew <[REDACTED]>;
Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)
<[REDACTED]>; Fitzpatrick, Anthony
<[REDACTED]>; Fredericks, Marianne (Deputy)
<[REDACTED]>; Gowman, Alison (Alderman)
<[REDACTED]>; Goyal CBE, Prem (Alderman)
<[REDACTED]>; Gupta, Madush (Deputy)
<[REDACTED]>; Hayes, Josephine
<[REDACTED]>; Hodgson, Jaspreet (Deputy)
<[REDACTED]>; Horscroft, Amy
<[REDACTED]>; Kelvin, Philip <[REDACTED]>; King,
Elizabeth (Alderwoman) <[REDACTED]>; C E Lord
<[REDACTED]>; Manchester, Antony
<[REDACTED]>; Moss, Alastair (Deputy)
<[REDACTED]>; Oliver, Deborah <[REDACTED]>;
Pollard, Henry (Deputy) <[REDACTED]>; Pryke, Simon (Alderman)
<[REDACTED]>; Qureshi, Nighat (Deputy)
<[REDACTED]>; Robertshaw, Gaby
<[REDACTED]>; Selka, Hugh <[REDACTED]>;
Silk, Alethea <[REDACTED]>; Sonpar, Naresh
<[REDACTED]>; Upton, William <[REDACTED]>;
Waters, Matthew <[REDACTED]>; Webster, Jacqui
<[REDACTED]>
Subject: Liverpool Street Station planning objection

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello there,

I wish to strongly object to this application (Liverpool Street Station redevelopments etc), which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to the demolition of the existing station concourse. The removal of this beautiful & iconic space, would destroy the integrity of the whole Victorian structure. Whilst acknowledging improvements are needed to the station, this seems to be a case of throwing the baby out with the bath water. Improvements could be made, as they have been in other stations (Waterloo, St Pancras etc) without major demolition and intrusion.

There seems to be an unbalanced push to the introduction of large unnecessary retail elements to fund this project, whose inclusion will be at the cost of the bright, light filled iconic concourse, that still functions beautifully for its original purpose. Whilst the busy spaces that intersect it need improving due to congestion etc, including yet another shopping centre in a central London travel hub in an ever changing retail world, seems utter madness, the high streets of the UK are dead and dying.

In reference the National Planning Policy Framework:-

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." This application is in no shape or form exceptional. The brick replacement structure is a pastiche, with the exception of the brick colour, it has no respect for anything around it, above it retail & office space, something not in short supply in the city, there are plenty of poorly built interwar and later buildings that could make way for the needed space that is being argued for here.

To destroy a work of art, a cathedral of industry, to make way for another branch of Pret, seems a lousy way to celebrate our forefathers who created this masterpiece. If we allow this debacle to go ahead, we will be no better than those who oversaw the destruction of the Euston Arch.

Jonathan Quayle, Sunday 29th June, 2025.

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Liverpool Street Station Proposed Plans
Date: 30 June 2025 10:23:01

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THIS IS AN EXTERNAL EMAIL

Dear Sirs,

I strongly object to the proposed plans to reconstruct Liverpool Street Station. As I step off the train from Hertfordshire it is lovely to see the light flooding through the Victorian Roof, but this will be lost if these plans go ahead.

The substantial harm to the Grade II* listed hotel through a 16-storey vertical extension, cantilevered over the existing historic building, internal alterations to historic fabric to create new entrances to the station concourse, and the change of use from hotel to office use, resulting in the loss of last continually functioning C19 hotel in the City. Contrary to the National Planning Policy Framework which requires clear and convincing justification for any harm to a listed building and refusal of consent if a development will lead to substantial harm.

Paragraph NPPF 200 states: "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification."

I also bring to your attention potential harm to the Grade I listed St Paul's Cathedral by the massing and height of the proposed tower which would disrupt views protected under the London Views Management Framework.

I also am concerned of the substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low and medium scale buildings. Contrary to the National Planning Policy Framework which requires Local planning authorities to look for opportunities to enhance or better reveal significance of a Conservation area.

I commuted in the late 80's during refurbishment works, the works did cause a great inconvenience there were no platform indicator boards, destinations scribbled on a chalkboard, you would get on the train and hope it was going to stop at Broxbourne! But it resulted in the now well functioning station, with its large concourse, accessible toilets and escalators. The many years of upheaval to commuters for these plans to be completed will be horrendous. We have good train services on the Cambridge and Hertford East Lines to Liverpool Street Station, this will be greatly disrupted if these major unnecessary and unwanted plans go ahead.

Yours faithfully,
Mrs Sue Elmes
81 Winford Drive
Broxbourne
EN10 6PJ

From: [West, Kate](#)
To: [PLN - Comments](#)
Cc: [McCallum, Kieran](#)
Subject: RE: Planning Application 25/00494/FULEIA Objection to Liverpool Street Station redevelopment
Date: 19 June 2025 16:40:04

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THIS IS AN EXTERNAL EMAIL

Dear Shupi

My full name and address is as follows

Kate west
45 Leicester Road
Wanstead
London E11 2DW

Please let me know if you require anything further

Kind regards

Kate

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Tuesday, 17. June 2025 10:17
To: West, Kate [REDACTED]
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: RE: Planning Application 25/00494/FULEIA Objection to Liverpool Street Station redevelopment

You don't often get email from plncomments@cityoflondon.gov.uk. [Learn why this is important](#)

Dear Kate West,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum

Shupi Begum
Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London |



EC2V 7HH

shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk

Juliemma McLoughlin

Executive Director Environment

From: West, Kate [REDACTED]
Sent: 10 June 2025 19:34
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Kate West <kate.west2@googlemail.com>; Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Planning Application 25/00494/FULEIA Objection to Liverpool Street Station redevelopment

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THIS IS AN EXTERNAL EMAIL

Dear Sirs

I object to the above referenced Planning Application relating to the proposed

redevelopment of Liverpool Street Station (the “**Proposal**”).

I have worked in the City for more than 3 decades and regularly travelled to and from (and passed by) Liverpool Street station and the surrounding area. The unique structure, nearby hotel and Bishopsgate Conservation Area and pleasing and proportionate to the area. The Proposal would include demolition of part of a listed building and the planned new building is ugly, overbearing and out of keeping with the area. I am particularly concerned with the height and overbearing planned tower block which will negatively impact the current Liverpool Street setting

In general, I am in favour of new buildings or renovation of existing buildings where they are sympathetic and complementary to the present rich heritage so many who live and work in the City enjoy but this Proposal is damaging to both the station, the Victorian hotel and the Bishopsgate conservation Area. The sheer scale and negative impact of the Proposal – particularly the tower- is out of keeping and unsympathetic to the area.

The Proposal does not seem to comply with paragraph 213 of the National Planning Policy Framework dated December 2024 as it negatively impacts the Liverpool Street Station building and setting and should be rejected.

Yours faithfully

Kate West

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From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA. Objection
Date: 30 June 2025 11:23:37

[You don't often get email from [REDACTED] Learn why this is important at [REDACTED]

THIS IS AN EXTERNAL EMAIL

Re: planning application 25/00494/FULEIA.

I am writing to object to the planning application above for the following reasons.

The compromise of the C19 Grade 11 listed station through partial demolition and alterations, specifically the the station concourse, train sheds and trusses and columns.

The overbearing redevelopment of surrounding building up to a maximum height of 97.67m which would diminish the importance of the Grade 11* C19 hotel in an area of low and medium sized buildings in a Conservation Area. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas and set a precedent for further inappropriate development on other Grade 1 listed buildings within the City.

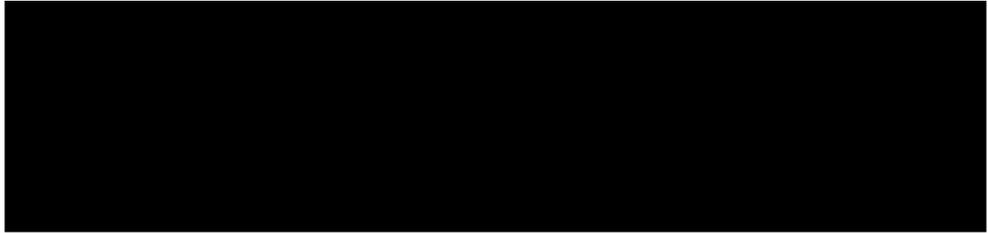
Please refer to the National Planning Policy Framework under paragraph NPPF 213.

Kind regards

Eleanor Jones
4, Fournier Street,
London
E1 6QE

Sent from my iPad

From:
To:
Cc:



Subject: Planning application for Liverpool Street station - Objection
Date: 30 June 2025 11:19:47

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

Re: planning application reference number: 25/00494/FULEIA

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Make sure to reference the National Planning Policy Framework in your objection, otherwise your objection may be dismissed:
Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

Kind regards,
Anthony Fulford

10 Hamilton Street, Cardiff. CF11 9BP

Sent from [Outlook](#)

From: [REDACTED]
To: [REDACTED]
Subject: Re: OBJECTION to planning application for Liverpool Street Station
Date: 30 June 2025 09:45:17
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

53 Seaforth Avenue, Wick, Caithness, KW1 5NE

Sent from [Outlook for iOS](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, June 30, 2025 9:43:29 AM
To: Peta Donachie <[REDACTED]>
Subject: RE: OBJECTION to planning application for Liverpool Street Station

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |
www.cityoflondon.gov.uk

From: Peta Donachie <[REDACTED]>
Sent: 29 June 2025 14:48

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)

<[REDACTED]>

Cc: Joshi, Shravan <[REDACTED]>;

[REDACTED] Bagchi, Samapti

<[REDACTED]>; Bell, Matthew <[REDACTED]>;

Benn, Emily (Deputy) <[REDACTED]>; Edwards, John (Deputy)

<[REDACTED]>; Fitzpatrick, Anthony

<[REDACTED]>; Fredericks, Marianne (Deputy)

<[REDACTED]>; Gowman, Alison (Alderman)

<[REDACTED]>; Goyal CBE, Prem (Alderman)

<[REDACTED]>; Gupta, Madush (Deputy)

<[REDACTED]>; Hayes, Josephine

<[REDACTED]>; Hodgson, Jaspreet (Deputy)

<[REDACTED]>; Horscroft, Amy

<[REDACTED]>; Kelvin, Philip <[REDACTED]>; King,

Elizabeth (Alderman) <[REDACTED]>; C E Lord

<[REDACTED]>; Manchester, Antony

<[REDACTED]>; Moss, Alastair (Deputy)

<[REDACTED]>; Oliver, Deborah <[REDACTED]>;

Pollard, Henry (Deputy) <[REDACTED]>; Pryke, Simon (Alderman)

<[REDACTED]>; Qureishi, Nighat (Deputy)

<[REDACTED]>; Robertshaw, Gaby

<[REDACTED]>; Selka, Hugh <[REDACTED]>;

Silk, Alethea <[REDACTED]>; Sonpar, Naresh

<[REDACTED]>; Upton, William <[REDACTED]>;

Waters, Matthew <[REDACTED]>; Webster, Jacqui

<[REDACTED]>

Subject: OBJECTION to planning application for Liverpool Street Station

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise my objections:-

- in line with the National Planning Policy Framework
Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

The demolition of our history, Beecham already did a good job of with swathing cuts which destroyed a lot of railway and railway building infrastructure and you are following in his footsteps.

I along with many others when we visit cities love the architecture of them. I don't know

who thought that this could possibly be a good idea.

I agree with the Victorian Society in that:-

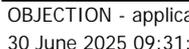
- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Leave our heritage alone.

regards Peta

Peta Donachie

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From: 
To: 
Subject: OBJECTION - application 25/00494/FULEIA
Date: 30 June 2025 09:31:34

THIS IS AN EXTERNAL EMAIL

I am a frequent user of the station and live nearby.

I object to the proposed development of Liverpool Street on the following grounds:

1. The proposed development would result in substantial harm to the Grade II-listed station, primarily through the demolition of the existing concourse roof and its replacement with a new structure. This intervention would significantly compromise the historic character and setting of the adjacent 19th-century train shed.

2. Additionally, the introduction of extensive new retail space within the 19th-century train sheds—including the construction of two elevated retail galleries—would cause a considerable level of harm to the special architectural and historic interest of this Grade II-listed heritage asset.

3. The scheme would also adversely affect the setting of surrounding listed buildings. Of particular concern is the impact on the Grade II*-listed hotel, which is the last continuously operating 19th-century hotel in the City. The construction of a twenty-storey tower directly above the station concourse would significantly diminish its historic setting and significance.

4. The proposal would further inflict substantial harm on the Bishopsgate Conservation Area by introducing a tall building into an area defined by its predominantly low- and medium-rise character. This directly contravenes the 2015 City Plan, which calls for the refusal of planning applications for tall buildings in areas deemed inappropriate—such as Conservation Areas and the St. Paul’s Heights policy area. Moreover, the development would negatively affect the setting of numerous designated and non-designated heritage assets both within the City and beyond, including several Grade I-listed churches designed by Christopher Wren and the nearby St Botolph’s church.

In accordance with Paragraph 213 of the National Planning Policy Framework (NPPF), “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” The scale of harm posed by this scheme fails to meet the criteria of exceptionality required under national policy and should therefore be **refused**.

Brenda Szlesinger

112 Thomas More House

Barbican

London EC2Y 8BU

From: [REDACTED]
To: [REDACTED]
Subject: Plans to build over Liverpool Street Station
Date: 30 June 2025 09:13:33

[You don't often get email from [REDACTED] Learn why this is important at [REDACTED]

THIS IS AN EXTERNAL EMAIL

I Object to any plan to build over Liverpool Street Station, in any way. It is astonishing to me that anyone would want to do this, or may be allowed. I cannot go into the legalities or detailed criticism of the proposal, and speak simply as someone living locally in Hackney who is familiar with the station, values it and wants to see it left alone. I fully support the more detailed objections being offered by other individuals and interested organisations. Please refuse this abhorrent application.

Sincerely, Molly Porter
65A Navarino Road, E8 1AG

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application No. 25/00494/FULEIA – Redevelopment of Liverpool Street Station
Date: 30 June 2025 09:08:55
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

To: Department of the Built Environment

City of London Corporation

PO Box 270

Guildhall

London EC2P 2EJ

Email: plans@cityoflondon.gov.uk

Date: 30th June 2025

**Subject: Objection to Proposed Redevelopment of Liverpool Street Station
(Application No: 25/00494/FULEIA)**

Dear Sir/Madam,

I am writing to express my formal objection to the proposed redevelopment of Liverpool Street Station, as outlined in application number 25/00494/FULEIA. As a heritage architect and a resident who has lived and worked in the area for the past 33 years, I feel a profound connection to this historic site, and I believe that the proposed plans pose significant risks to its architectural integrity and the character of our community.

Liverpool Street Station is not merely a transit hub; it is a landmark that embodies the rich history of London's railway development and serves as a testament to the city's architectural evolution. The station is one of the finest and busiest in the country. The proposed redevelopment threatens to overshadow this heritage with designs that do not appear to respect the existing architectural qualities and historical context of the station. It is vital that any changes made to such an iconic structure honour its legacy and enhance its presence within the urban fabric of the city.

Having worked in the field of architecture for many years, I understand the necessity of modernization and development. However, it is crucial that such projects are approached with a sensitivity that considers the historical significance of the structures involved. The proposed

redevelopment seems to be lacking in this regard (as did the former proposal), and I worry that it may lead to a disjointed urban environment that detracts from the cohesive character that Liverpool Street Station currently embodies. Further, the loss of the wonderful quality of natural daylight within the station is of major concern. Furthermore, as a long-time resident, I am acutely aware of the potential consequences that this redevelopment may have on the local community. The station is a vital link for residents and businesses alike, and any alterations should prioritize the well-being of those who live and work in the vicinity. The anticipated increase in congestion and disruption during the construction phase raises concerns about pedestrian safety and accessibility, which must be addressed in any development plan.

I urge the planning committee to reconsider the proposed plans for Liverpool Street Station and to engage with the community in a dialogue that respects both the heritage of this important landmark and the needs of its users. It is essential that we protect our historical sites while ensuring that any developments serve the greater good of the community.

My concerns fall into these categories:

- Heritage Harm
- Impact on local character and amenity
- Insufficient justification for public benefit
- Precedent and policy

Thank you for considering my objection. I look forward to your response.

Yours sincerely,

Chris Dyson RIAS, RIBA, FRSA

Founder Chris Dyson Architects



Chris Dyson Architects LLP

1 Fashion Street, London E1 6LY

Reception: [REDACTED]

Mobile: [REDACTED]

E: [REDACTED]

chris.dyson.co.uk | [LinkedIn](#) | [Instagram](#)



Recent Awards: RIBA Award, RIBA London Sustainability Award, Surface Design Award, AJ Small Projects Prize, Sunday Times Homes Award & Brick Award.

Shortlisted & commended by the World Architecture Festival, Architecture Today Awards, Civic Trust, Manser Medal, AR Future Projects, Don't Move Improve, Blueprint and Architect of the Year.

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station Redevelopment
Date: 30 June 2025 08:43:07

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THIS IS AN EXTERNAL EMAIL

Dear Sir/Madam,

I am writing to object to planning application **25/00494/FULEIA**, which proposes constructing a 97 m (19-storey) speculative office block above Liverpool Street Station. I urge you to refuse this proposal for the following reasons:

1. Destruction of Historic Concourse

The proposed development would necessitate demolition of the current 20th-century concourse roof - a space described as “light-filled, cathedral-like”. This irreversible loss would fundamentally alter the character and historic integrity of a station recently uplifted to Grade II* status

2. Ill-considered Over-Station Plan

Network Rail justifies the above-station office block as a funding mechanism for accessibility upgrades (e.g. lifts and escalators). However, there is no evidence alternative, less destructive funding models or off-site options were adequately explored. A heritage-led approach should be prioritised, not sacrificed to speculative office ambitions.

3. Overwhelming Adjacent Assets and Conservation Area

A building of this scale would overshadow the adjacent Grade II* former Great Eastern Hotel and compromise the conservation area around Bishopsgate. It is neither contextually sensitive nor responsive to the historic setting.

4. Lack of Public Engagement and Redundant Applications

This planning application joins another major, still-pending proposal for the same station, creating confusion and undermining coherent public consultation. Transparency and genuine engagement are essential, but so far have been inadequate.

Conclusion

While necessary upgrades to accessibility are welcome, they should **not** come at the cost of erasing irreplaceable parts of our city’s heritage. The case for placing a 19-storey speculative office block over Liverpool Street Station has not been made. I respectfully request that the City of London **refuse application 25/00494/FULEIA** and mandate a scheme that:

- Preserves the station’s iconic concourse;
- Fully explores non-destructive funding options;
- Respects the scale, setting, and heritage-designation of its surroundings.

Thank you for considering my objection. Please confirm receipt and advise how my views

will be taken into account in your decision-making process.

Yours faithfully,

Nigel Watson
7 St Mary's Avenue
London
E11 2NR

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning application reference number: 25/00494/FULEIA
Date: 29 June 2025 19:54:08

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

From:
Mrs Julia Lafferty
32 Ickburgh Road
London
E5 8AD

Planning application reference number: 25/00494/FULEIA

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. The National Planning Policy Framework paragraph 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." My specific objections are as follows:

- The demolition of the roof structure of the existing station concourse and its replacement with a new structure would result in substantial harm to the historic Grade II listed station and have an adverse impact upon the setting of the surviving Victorian train shed. The proposals would be to the detriment of the present light-filled concourse and hence to the pleasant airy and open environment experienced by the travelling public.
- The insertion of such excessive amounts of new retail units within the nineteenth century train sheds, and particularly the construction of two elevated retail galleries, would greatly harm the special interest and significance of the Grade II-listed heritage asset.
- The construction of a 19-storey tower block over the Liverpool Station concourse would have an extremely adverse impact on the setting of surrounding listed heritage assets, and in particular would cause substantial harm to the historic significance of the Grade II*-listed former Great Eastern Hotel which has importance as the last continually functioning Victorian hotel in the City of London. It is also valued as an important part of the nation's railway heritage. Grade II* buildings are considered to be particularly important buildings of more than special interest and only around 5.8% of the nation's listed buildings are Grade II* so what is being proposed should be viewed in that context.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of such a tall building in a setting characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the

refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

- With no evidence that alternatives to the destructive over-station development have been given full consideration, the high level of demolition and the adverse impact on nationally important buildings and the surrounding Conservation Area cannot be justified.
- As a regular commuter into Liverpool Street my opposition to the current scheme is also based upon the prolonged inconvenience and misery which would be caused to the travelling public in addition to the harm it would do to the elegant and sensitive regeneration work done in the 1980s by architects Alastair Lansley OBE and the late Nick Derbyshire which won tributes from the architectural profession and conservationists alike.
- Finally 1.25 per cent of the UK's total greenhouse gas emissions are attributable to the built environment. Greenhouse gases are emitted at every stage of the construction and use cycle from the manufacture of materials through construction and maintenance to demolition. It is about time that schemes such as this are evaluated in the light of Climate Change.

Julia Lafferty

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station Redevelopment
Date: 29 June 2025 14:23:09

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Subject: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station Redevelopment

Dear Mr. McCallum,

Thank you for consulting me, Kirstin Eibl, on the planning application for Liverpool Street Station (Our reference: 250445).

I am writing to strongly object to this application on heritage grounds. The proposed scheme would cause substantial harm to a Grade II listed building, the setting of numerous other heritage assets, and the Bishopsgate Conservation Area.

While station improvements are welcome, the scale of harm proposed is neither justified nor outweighed by the stated public benefits. There's no evidence that less damaging alternatives or other funding sites were adequately considered. Furthermore, the applicant's own assessment indicates the development isn't currently viable.

For these reasons, I urge the Local Planning Authority to refuse planning and listed building consent. Should your authority intend to grant consent, I will formally request the applications be called in by the Secretary of State.

Key Concerns:

* **Substantial Harm to Liverpool Street Station:** The proposed demolition of the Grade II listed 20th-century concourse roof and supporting structures, a key element of the station's significance, constitutes substantial harm. This loss, along with the erection of a vast office building, would severely compromise the station's historic and architectural integrity, particularly its unique spatial quality and natural light. The replacement columns are an over-scaled intrusion that disrupts the station's design. This contradicts NPPF (2024) policies 212, 213, 214, the Planning (Listed Buildings and Conservation Areas) Act 1990 (Section 66(1)), and London Plan (2021) Policy HC1.

* **Substantial Harm to Bishopsgate Conservation Area:** Erecting a 19-storey building (97.67m AOD) within the Bishopsgate Conservation Area would cause substantial harm to its character and appearance, dominating this historic Victorian townscape and harming the setting of the Grade II* Great Eastern Hotel. The demolition of 50 Liverpool Street further erodes the conservation area's character. This contravenes the Planning (Listed Buildings and Conservation Areas) Act 1990 (Section 72) and NPPF (2024) para 216.

* **Substantial Harm to Grade II Great Eastern Hotel:** The proposed development's scale and massing would drastically diminish the architectural legibility and appreciation of this landmark Grade II* listed hotel, amounting to substantial harm. This is contrary to NPPF (2024) para 213 and the Planning (Listed Buildings and Conservation Areas) Act 1990 (Section 66(1)).

* **Lack of Justification & Public Benefit:** The scheme's viability is uncertain, with the applicant's assessment stating it's "not technically viable" under current market conditions. This undermines the justification that the development is necessary to fund station upgrades. Crucially, there's insufficient evidence of considering less harmful "baseline minimum harm" schemes or alternative development sites. NPPF para 214 requires clear, substantial public benefits to outweigh such harm, which has not been demonstrated.

* **Inappropriate Tall Building Location:** The site is outside the City of London's Eastern Cluster and is designated as inappropriate for tall buildings under City Plan (2015) Policy CS14 and London Plan (2021) Policy D9.

* **Disruption & Timescales:** An 8+ year construction period for over-station works would cause prolonged disruption. A minimum harm scheme could achieve necessary

improvements more efficiently.

* Impact on St Paul's Views: The proposed development appears visually intrusive in Strategic Views (LVMF Views 17B.1, 17B.2, and potentially 15B.1), harming the setting and appreciation of St Paul's Cathedral. This contravenes London Plan (2021) Policy HC4. In conclusion, I reiterate my strong objection to this application. The substantial heritage harm is not outweighed by claimed public benefits, especially given the scheme's questionable viability. I strongly recommend refusal of planning and listed building consent.

Yours sincerely,

Kirstin Eibl

13 Rainbow Avenue

London E14 3AR

From: [REDACTED]
To: [REDACTED]
Subject: planning application reference 25/00494/FULEIA
Date: 29 June 2025 08:20:10

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Subject: Objection to Planning Application for Redevelopment of Liverpool Street Station

To Whom It May Concern,

I am writing to formally object to the proposed development at Liverpool Street Station, specifically the construction of a 97m (19-storey) tower block over the historic station concourse.

This proposal poses an unacceptable threat to one of London's most architecturally significant and much-loved railway stations. The current concourse, with its vaulted roof and abundant natural light, is not only a functional space but also a rare example of thoughtful 20th-century transport architecture. To destroy this in favour of a speculative office block would be an irreversible loss.

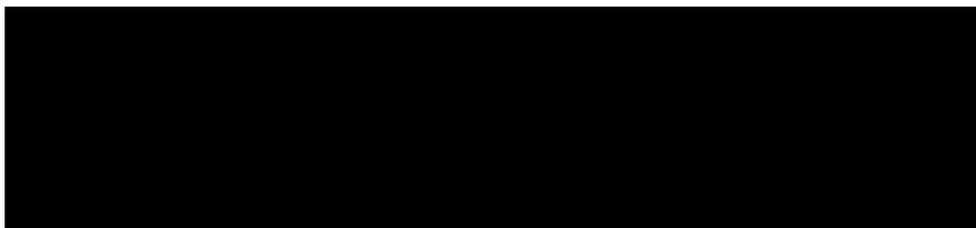
The proposed building would also visually and physically overwhelm the neighbouring Grade II* listed Great Eastern Hotel and dramatically harm the character of the surrounding conservation area. Such a drastic intervention in a historic setting should not be taken lightly, especially when no convincing evidence has been provided to show that less destructive alternatives have been fully explored.

Network Rail claims that the tower is necessary to fund accessibility improvements. While such improvements are undeniably important, they must not come at the cost of cultural and architectural heritage. Other funding models or less intrusive options have not been properly examined or made public.

I urge you to reject this application. We must find ways to modernise our infrastructure without erasing our history. Liverpool Street Station deserves better – and so do the communities and visitors who rely on it and value its unique character.

Yours faithfully,
Tina Giuntini
13 Algernon Road, SE13 7AU

From:
To:
Cc:



Subject: FAO: Tom Sleigh, Chair of the Planning & Transport Committee/ Planning Application 25/00494/FULEIA
Date: 28 June 2025 22:09:40

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Mathias Aouizerat

2 Pelter St
London E2 7PF
28/06/2025

Re: Objection to the planning application Ref: 25/00494/FULEIA

Dear Sir

I am writing to formally object to the proposed redevelopment of Liverpool Street Station, as outlined in the current planning application submitted to the City of London Corporation.

While I support thoughtful investment in our transport infrastructure, I am deeply concerned about the substantial harm this particular scheme would cause to both the station itself and the wider historic environment of the City.

The demolition of the concourse roof and its replacement with a new structure would significantly damage the architectural and historic integrity of the Grade II-listed station, particularly in its relationship to the 19th-century train sheds. The proposed new roof structure would compromise the setting of these sheds and result in a loss of a key heritage element of the station's design.

In addition, the plan to insert extensive new retail units within the train sheds — including the construction of two elevated retail galleries — represents an excessive and inappropriate commercialisation of a historically sensitive space. These changes would erode the special interest and character of the Grade II-listed structure, amounting to a high level of harm under heritage policy.

I am also very concerned about the broader impact on the surrounding listed buildings, particularly the Grade II*-listed Andaz Hotel (formerly the Great Eastern Hotel), which is the last continuously operating 19th-century railway hotel in the City of London. The construction of a twenty-storey tower over the station concourse would completely overpower the hotel and significantly harm its setting, undermining both its visual prominence and historic significance.

Furthermore, the development would cause substantial harm to the Bishopsgate Conservation Area, which is characterised by low- to mid-rise historic buildings. The imposition of a tall, modern tower in this context is completely out of step with the area's

character and runs directly counter to the City of London's 2015 Local Plan, which states that tall buildings should not be permitted in inappropriate areas such as Conservation Areas and the St Paul's Heights Policy Area.

The cumulative impact on nearby designated and undesignated heritage assets — including several Grade I-listed City churches designed by Sir Christopher Wren, and St Botolph-without-Bishopsgate — must not be overlooked. The long-range visual disruption and overshadowing effects of the proposed tower would diminish the historic skyline and harm the overall heritage setting of the eastern City.

Under Paragraph 213 of the National Planning Policy Framework (NPPF),

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

This proposal clearly results in substantial harm to a Grade II-listed building and its context, as well as other designated heritage assets. I do not believe that the public benefits put forward are sufficient to justify this level of harm. The threshold of “exceptional circumstances” has not been met.

For these reasons, I respectfully urge the City of London Corporation to reject this planning application and instead promote a more sensitive, conservation-led approach to any future work at Liverpool Street Station.

Please record this letter as a formal objection to the proposal.

Yours faithfully,
Mathias Aouizerat

From: [REDACTED]
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#); joshi@cityoflondon.gov.uk; [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [Joshi, Shравan](#); Shравan.Tana.Adkin@cityoflondon.gov.uk; [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: Objection to Planning application 25/00494FULEIA
Date: 19 June 2025 23:09:54

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THIS IS AN EXTERNAL EMAIL

Dear Mr. Sleigh.

I object strongly to the application before you (Number 25/00494FULEIA) a plan to “reinvent” Liverpool St Station.

This application is certain to have a devastating impact on a set of cultural assets the like of which cannot be replaced, and will no doubt have ramifications upon the ambiance of The City at large.

The roofs of London’s railway stations are literally national landmarks and should never be altered, only repaired when strictly necessary. They are examples of some of the finest design and engineering feats in the world and Liverpool Street is no exception.

The cluster of Grade II listed buildings in this railway environment, including the Grade II 19th Century hotel and the 19th century railway sheds are a treasure to be protected **not** re-worked and ruined.

Your **National Planning Policy Framework** suggests strongly that this application should be voted down Section 213 states that “Substantial harm to or loss of Grade II listed buildings..should be **exceptional**” . That means “rare”.

Mr. Sleigh, you and your colleagues are custodians of a national treasure. Please vote down this application.

I write from London Ontario Canada where I am involved with the local heritage sector, and we usually refer to the British as exemplars when it comes to preserving heritage assets. Please don’t make me look like a fool!

Yours sincerely

Susan Bentley

34 Mayfair Drive
London Ontario N6A 2M6
Canada

Tom Higginson
Director, Planning
General Offices
Waterloo Station
London SE1 8SW

3 March 2025

Dear Tom

It gives us great pleasure to support the plans that Network Rail and your associates have developed for how the Kindertransport monument in Hope Square will be incorporated into the renovated Liverpool Street station. From the plans shown to us, we also support the overall renovation project for the station. Critically for us, the plans ensure that the statue, which we believe adds enormous heritage and cultural value, will remain a central feature of the proposed significant station works being funded by the commercial oversite development.

As the agencies that commissioned the monument, we greatly appreciate your consultative and collegiate approach as well as your sensitivity for the memorial and the special place it has in the history of the station.

We also appreciate the opportunity to feedback concerns and suggestions regarding the access and engagement with the statue. We are particularly impressed with the addition of the benches that will face the monument as well as the ability to walk around the entirety of the structure; this will enable the general public to see the remarkable detail of the sculpture.

Additionally, we look forward to discussing ways in which additional information about the history of the Kindertransport and those who came on those life-saving journeys can be provided, such as through audio-benches and digital information.

Since its inauguration in 2006, the statue has continued to fascinate passers-by and is a constant reminder of the preciousness of life, the displacement of the unaccompanied children and the bravery of their parents who sent them to safety.

The monument has become synonymous with the station and we have been greatly reassured that the memorial will continue to be integral to the façade after redevelopment. We are also grateful for the constructive discussions about where to place the statue during redevelopment, including the possibility of locating it elsewhere in the station so as to maintain the tangible historical link.

We look forward to working with you and your colleagues as plans progress and to play our role in preserving our much-loved memorial.

With all best wishes


Paul Anticoni
Chief Executive
World Jewish Relief


Michael Newman OBE
Chief Executive
Association of Jewish Refugees

From: [Lynda Kelly](#)
To: [PLN - Comments](#)
Subject: Re: 25/00494/FULEIA - Planning Application - Consultation
Date: 23 June 2025 16:45:51

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THIS IS AN EXTERNAL EMAIL

125 Noak Hill Road
Great Burstead
Essex CM12 9UJ

Lynda Kelly
Sent from my iPhone

On 23 Jun 2025, at 14:51, PLN - Comments
<plncomments@cityoflondon.gov.uk> wrote:

Dear Lynda Kelly

Thank you for your comments. In order to log them we need your postal address.
Can you please supply this?

Kind regards

Ray Carroll

Ray Carroll
Planning Business Administrator | Development Division
<image001.gif> City of London Corporation | Environment Department | Guildhall | London | EC2V
<image002.jpg> 7HH
ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Lynda Kelly [REDACTED]
Sent: 20 June 2025 11:12
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: 25/00494/FULEIA - Planning Application - Consultation

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THIS IS AN EXTERNAL EMAIL

Dear Sir

I think it is essential to keep the old building and
its environs to retain the areas historic
atmosphere

Lynda

On Thursday 5 June 2025 at 10:26:04 BST, PLN - Comments
<plncomments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

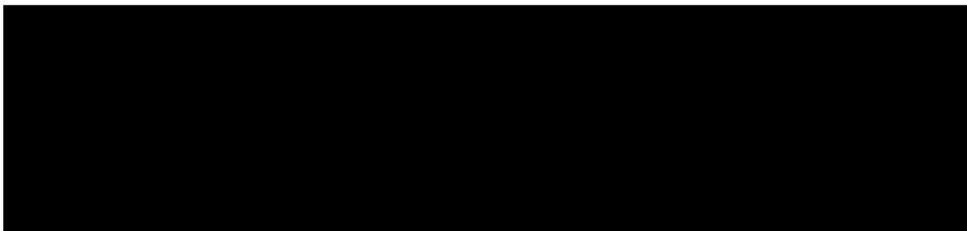
Please see the attached letter pertaining to consultation for planning application
25/00494/FULEIA.

Kind regards,

Planning Administration Team

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From:
To:
Cc:



Subject: Proposed Liverpool Street development
Date: 01 July 2025 10:34:11

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THIS IS AN EXTERNAL EMAIL

I wish to object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, my objections are as follows:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure.
- This would at the same time compromise the setting of the surviving 19th century train shed.
- The insertion of extensive amounts of new retail units within the train sheds, including the construction of two elevated retail galleries, which would cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular the significance of the Grade II*-listed hotel which is the last continually functioning 19th century hotel in the City of London would be lost by the construction of a 20-storey tower over the station concourse.
- The considerable harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a very high building in an area characterised by low- and medium-scale buildings. This runs contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas.
- Moreover, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

I trust therefore that planning permission will be refused.

Kind regards
John Dearing
27 Sherman Road, Reading RG1 2PJ
Tel. [REDACTED]

From:
To:
Cc:



Subject: 25/00494/FULEIA - Liverpool Street Station
Date: 01 July 2025 09:18:59

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the historic station and its setting, and to the surrounding Conservation Area. As a resident of Hackney, I am a regular user of the station and appreciate the need to ensure the ongoing operational capability of the station. However, paragraph 213 of the National Planning Policy Framework states that “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” The rationale for this intrusive and overbearing proposal does not remotely justify such radical damage to the station and its surroundings.

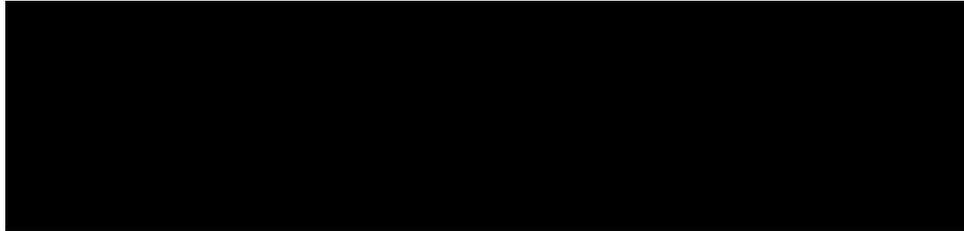
More specifically, I would like to raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of unnecessary retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City

churches, and nearby St Botolph's church.
Yours sincerely,

Sam Mullins
164 Dalston Lane, E8 1NG

From:
To:
Cc:



Subject: Objection to redevelopment of Liverpool Street Station
Date: 01 July 2025 08:45:48

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello,

re Planning Application for Liverpool Street Station 25/00494/FULEIA

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets.

I am an admirer of modern architecture and love the juxtaposition of old and new in the City of London, but this planning application would cause irreparable damage to an important heritage site.

More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

As you will be aware, the National Planning Policy Framework Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." This planning application fails that test.

Thank you.

Gavin Webb

75 Teevan Road

Croydon

CR0 6RQ



From:
To:
Cc:



Subject: 25/00494/FULEIA
Date: 30 June 2025 20:48:09

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

25/00494/FULEIA Liverpool Street Station, Liverpool Street, EC2M 7PY ("LSS");
Andaz Hotel, 40 Liverpool Street, EC2M 7QN; and 50 Liverpool Street, EC2M 7PY

I OBJECT to this application, which would cause substantial harm to the significance of nationally important heritage assets. I ask that the City (Corporation) of London REJECTS it for the following reasons:-

- LSS has been hailed as one of the great conservation triumphs of the 1980s. It has been renovated and is now an acclaimed work of restoration that does full justice to its original 19th Century designs. Architectural commentators and the public admire the work carried out there, please refer to Simon Jenkins' 'Britain's 100 Best Railway Stations' in which he awarded LSS his maximum of 5 Stars.
- I know this station building well from when I worked in The City. In those days it was down at heel but its current condition shows what a gem of a building it is now, widely admired as outstanding conservation work of a great Victorian building.
- Proposals now involve demolishing one-third of a Listed building that is LSS and all the station concourse. The remaining rump will be just a mess and have none of the appeal that LSS now offers.
- The proposal if permitted would cause substantial harm to the Grade 2 listed GEH through a 16-storey vertical extension cantilevered over the existing historic building, making internal alterations to historic fabric to create new entrances to the station concourse and the change of GEH use from a hotel to office use. This would result in the loss of the last continually functioning 19th Century hotel in The City of London. This would be contrary to The National Planning Policy Framework which requires clear and convincing justification for any harm to a Listed building and the NPPF stipulates refusal of consent if a development would lead to substantial harm.
- The case now for more property development within The City of London seems at best weak. Given the move to work from home, major employers are vacating major blocks in The City or are not renewing leases on existing premises. There is already much vacant property so where is the demand for more major developments?

- Again this proposal if permitted would cause substantial harm to the Grade 2 Listed LSS station by the demolition of the roof structure of the existing station concourse and its replacement with a new structure. It would also badly compromise the setting of the surviving 19th Century train shed. This would also be contrary to the National Planning Policy Framework which requires clear and convincing justification for ant harm to a listed building and the Policy stipulates refusal of consent if a development will lead to substantial harm to the Listed building.
- The National Planning Policy Framework at Paragraph NPPF 200 states “Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction or from development within its setting) should require clear and convincing justification.” This Application does NOT give such justification.
- The height of the proposed development would if permitted harm the Grade 1 listed St Paul’s Cathedral by the mass and height of the proposed tower which would disrupt views protected under the London Views management Framework.
- The Bishopsgate Conservation Area would suffer substantial harm by the imposition of a tall building in an area characterized by low and medium scale buildings. That would be contrary to the National Planning Policy Framework which requires Local Planning Authorities to look for opportunities to enhance or better reveal the significance of a Conservation Area.

For all these reasons I OBJECT to this proposal and ask that The City of London Planning Authority REFUSES its consent.

Kindly acknowledge receipt of my letter.

Yours faithfully

Nicholas Rule

NC Rule

Address - Paddocks Lodge, Paddocks Way, Ashted, Surrey KT21 2QY.

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station
Date: 30 June 2025 19:56:42

You don't often get email from [REDACTED]

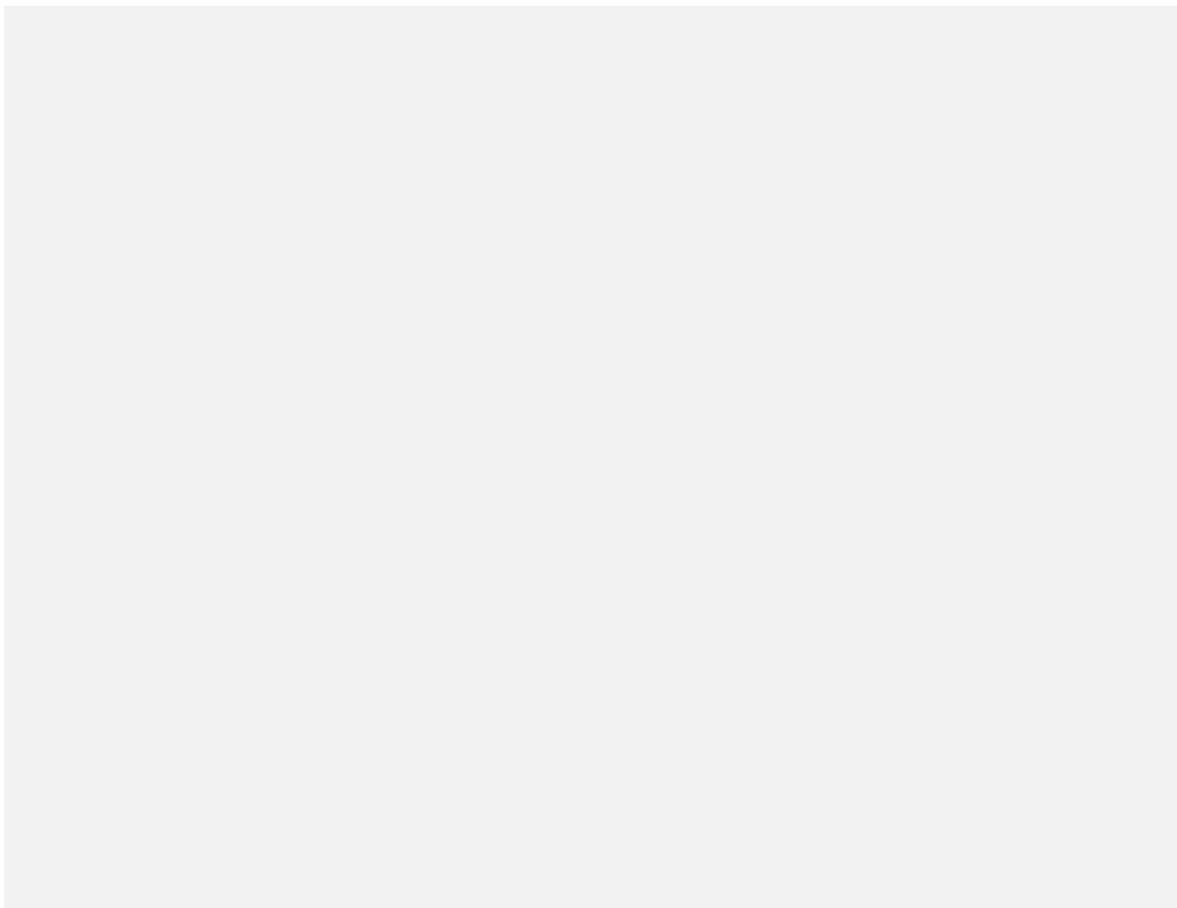
THIS IS AN EXTERNAL EMAIL

Madam or Sir,

I object to the current plan for the Station. It is essential to retain the Victorian character of the platforms, the concourse and the setting of the Station. It is not a development opportunity. It calls for conservation.

Thank you

Terence Bendixson OBE, President Emeritus, Living Streets
39 Elm Park Gardens,
London SW10 9QF
[REDACTED]



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Objection Liverpool Street Station planning application reference number: 25/00494/FULEIA
Date: 30 June 2025 17:31:18

Some people who received this message don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Chair of the Planning & Transport Committee

I strongly object to this proposal. It would cause substantial and permanent harm to the significance of nationally important heritage assets.

More specifically, I raise objections to:

1. The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.
2. The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries will cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
3. The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
4. The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings.

This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.

5. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church. As you will be aware paragraph 213 of the National Planning Policy Framework (NPPF) December 2024 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours sincerely
Charlie Murphy
(former local resident)
South Dock Marina Lock Office 3
SE167SZ

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Liverpool Street Station planning application reference number: 25/00494/FULEIA
Date: 30 June 2025 17:17:24

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THIS IS AN EXTERNAL EMAIL

Dear Chair of the Planning & Transport Committee

I object to this proposal, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

1. The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.
2. The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
3. The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
4. The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.
5. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

As you will be aware paragraph 213 of the National Planning Policy Framework (NPPF) December 2024 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours sincerely

Alan Russell
79 Columbia Road
London E2 7RG

From:
To:
Cc:



Subject: Planning application objection - 25/00494/FULEIA
Date: 30 June 2025 17:14:45

Some people who received this message don't often get email from [redacted]

THIS IS AN EXTERNAL EMAIL

Re: 25/00494/FULEIA - objection to planning application

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

Kind regards

Susan Moretta

12 Vaughan Williams Way, Warley, Brentwood CM14 5WN

From: [Melanie](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Subject: I object to Network Rail and Acme's plans for Liverpool Street Station?
Date: 21 June 2025 10:03:10

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. This application is against the National Planning Policy Framework. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

The National Planning Policy states:

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

You must with the above information refuse permission for this financially motivated development.

Yours Faithfully

Melanie Lidiard-Phillips

Willow Barn
Green Lane
Ashbourne
Derbyshire
De6 1PS

Sent from my iPhone

From: [Cindy Judge](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#); [Boundary Tra](#); [Noah Judge](#)
Subject: Resending with Postal Address -- Local Resident Objection to Planning Application 25/00494/FULEIA
Date: 21 June 2025 11:27:44

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THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

I object to this application which would cause substantial harm to the significance of nationally important heritage assets. I am a local resident, living 15 minutes away from the station in E2. My postal address is 13 Chertsey House E27JX.

The application is contrary to the National Planning Framework as Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” The station, the train sheds and surrounding buildings which will be impacted are grade II listed and therefore should not be harmed in service of this development. Specifically this development will cause harm to the station, which is Grade II listed and very beautiful, the train sheds, the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City and the Bishopsgate Conservation Area in general by the imposition of a tall building in an area characterised by low-and medium-scale buildings.

At the city level, this development is not aligned with the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area.

Aside from these legal and policy counterarguments, which ought to be central to planning decisions, I do not think the development would be positive for residents or commuters. As a frequent user of Liverpool Street Station and some of the retail venues in the area, I find that the station is more than adequate. The area has many new retail developments such as Broadgate Circle and the area around the new Elizabeth line and many of these locations are often empty. There is a city wide issue of empty office space since COVID.

The last point is simple. The station is lovely to use. Although heavily trafficked at commuting times, it rarely feels claustrophobic as other major stations can and there is a balance of retail and public space. I do not agree that the station needs an upgrade to function well in fact I suspect the upgrade could make the station harder to navigate as it becomes over crowded with additional retail and offices.

I expect an invitation to any hearing on this matter.

Sincerely
Cynthia Judge
13 Chertsey House
E27JX

From: [Joan Barleycorn](#)
To: [PLN - Comments](#)
Subject: Objected twice due to error message Planning Application 25/00494/FULEIA.
Date: 21 June 2025 13:45:53

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Hi Mr Sleigh

Just to let you know due to your online complaints system sending me an error message, I also complained by email, believing my first attempt on the website was not received. However, later I received reconfirmation my on line complaint has been received, despite the error message.

I feel the email was better composed but I wish you to know that it was not my intention to make multiple complaints and that this was down to the system not any intention on my part to make it seem like I was trying to up the number of individual complaints.

Thank you

Mrs Joan Bailey

From: [Joan Barleycorn](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); [shravan.tana.adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#)
Subject: Objection to Application 25/00494/FULEIA.
Date: 21 June 2025 13:12:01

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

I wish to object to Planning Application 25/00494/FULEIA.

I am concerned by this application which I believe to unnecessary - why all the office space when so much office work is carried out remotely? Further, as someone who loves and visits London as I often ask I can, I truly believe it will spoil the character of the existing station. In particular, like many others, including the Victorian Society, my objection is based on the following concerns:

The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

I believe these concerns are supported by the National Planning Policy Framework (paragraph NPPF 213), which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." The loss to our beloved Capital City, would indeed be exceptionally harmful.

Yours sincerely

Joan Bailey
53, Gloucester Avenue
Horwich
Bolton
BL66NH



From: [RichardHowland-Bolton](#)
To: [PLN - Comments](#)
Cc: [Joshi, Shravan](#); [shravan.tana.adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Oureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: Objection to Liverpool St Station Application
Date: 21 June 2025 17:09:56
Attachments: [Image Layer.tiff](#)
[PastedGraphic-1.tiff](#)

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THIS IS AN EXTERNAL EMAIL

I object to this application which would cause substantial harm to the significance of nationally important heritage assets.

Have you forgotten what was done to Euston (not to mention destroying the architectural set (with St Pancras and Kings Cross) of classical, "mediæval" and modern stations.

My UK home is in Beccles, which means that Liverpool St Station is my usual London entry point. If this monstrosity were to be built I would be offended every time I arrived.

Legal points for objection.

The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

Note the **National Planning Policy Framework, paragraph NPPF 213** which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours respectfully



Richard Howland-Bolton

mobile: [REDACTED]

US mobile [REDACTED]

data to watch: [REDACTED]

land line: [REDACTED]

[REDACTED]

Denmark Hs, 4 Denmark Rd, · Beccles NR34 9DN · UK

1117 E Vandergriff Dr · Apt 2411 · Carrollton, TX 75006 · USA



From: [Sally L](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station Development - 25/00494/FULEIA
Date: 23 June 2025 17:34:52

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THIS IS AN EXTERNAL EMAIL

Good afternoon.
94 Albany Drive Herne Bay CT6 8SJ

Kind regards
Sally Lebon

On Mon, 23 Jun 2025, 14:37 PLN - Comments, <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sally Lebon

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Sally L [REDACTED]
Sent: 22 June 2025 07:38
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony

<Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy)
<Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman)
<Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman)
<Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)
<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine
<Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)
<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy
<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>;
King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord
<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony
<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)
<Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah
<Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy)
<Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman)
<Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy)
<Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby
<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>;
Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh
<Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William
<William.Upton@cityoflondon.gov.uk>; Waters, Matthew
<Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui
<Jacqui.Webster@cityoflondon.gov.uk>
Subject: Liverpool Street Station Development - 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Re: Objection to Planning Application: 25/00494/FULEIA

Site: Liverpool Sreet Station

Dear Mr Sleigh,

I write to **object to the above planning application**, which proposes significant alterations to a nationally important heritage site. I strongly believe that this scheme would cause **substantial harm to the significance of several designated heritage assets**, in contravention of national and local planning policy.

I raise objections to the following key aspects of the proposal:

1. Substantial Harm to the Grade II-Listed Station

The demolition of the existing roof structure of the station concourse and its replacement with a new, modern structure would cause **substantial harm to the architectural and historic significance** of this Grade II-listed asset. This harm is neither justified nor mitigated and conflicts with **NPPF Paragraph 213**, which states that:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

2. Loss of Historic Integrity of the Surviving 19th-Century Train Shed

The replacement of the original concourse roof would **compromise the setting and visibility of the surviving 19th-century train shed**, a key part of the station’s historic character. The introduction of a competing modern structure would distort the relationship between these historic elements and diminish their collective value.

3. Insertion of Elevated Retail Galleries within the Train Shed

The proposal includes **extensive new retail insertions**, including two elevated retail galleries, within the historic train sheds. These would dominate the internal volume and **erode the spatial clarity and character** of the original station design, resulting in a high level of cumulative harm to the listed building’s special interest.

4. Harm to the Setting and Significance of the Grade II-Listed Hotel*

The proposed 20-storey tower constructed above the concourse would *visually dominate the adjacent Grade II-listed railway hotel**, a rare and continuously functioning example of 19th-century civic architecture. This constitutes a major intrusion on the hotel's setting and undermines its historic prominence.

5. Substantial Harm to the Bishopsgate Conservation Area

The introduction of a tall building into a **Conservation Area characterised by low- and medium-rise buildings** is wholly inappropriate. The proposal conflicts with both **local and national policy**:

- The **2015 City Plan** requires the refusal of planning permission for tall buildings in inappropriate areas, including Conservation Areas and the St. Paul’s Heights policy zone.
- The **NPPF Paragraph 200** requires that *“any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing*

justification.”

6. Cumulative Harm to Wider Historic Context

The tower would also have a detrimental impact on the **setting of numerous designated and undesignated heritage assets** in the City and beyond, including many of the **Grade I-listed Christopher Wren churches** and **St Botolph’s Church**. This level of cumulative impact on the historic skyline and protected views has not been adequately assessed or justified.

7. Lack of Sufficient Public Benefit to Justify Harm

As required under **NPPF Paragraph 202**, any less than substantial harm to the significance of a designated heritage asset must be weighed against the public benefits of the proposal. In this case, the **public benefits do not demonstrably outweigh the scale of harm** identified above.

8. Non-Compliance with National and Local Planning Policy

In addition to the specific points above, the proposal fails to comply with multiple aspects of the **NPPF**, including:

- **Paragraph 199:** *“Great weight should be given to the asset’s conservation...”*
 - **Paragraph 202:** Requirement to weigh harm against public benefits.
 - **Paragraph 213:** Exceptional justification is needed for harm to Grade II-listed assets.
 - And it conflicts with **City of London Local Plan** policies on heritage, townscape, and tall buildings.
-

Conclusion

The proposed development would result in **substantial and unjustified harm** to the significance of nationally important heritage assets, including a **Grade II-listed station**, a *Grade II-listed hotel**, the **Bishopsgate Conservation Area**, and several **Grade I-listed churches** nearby. In light of the above, and in accordance with the NPPF and the 2015 City Plan, **this application should be refused**.

I respectfully urge the Local Planning Authority to reject this application.

Yours sincerely
Sally Lebon

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From: [Jo NeSmith](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station Office Block Development
Date: 23 June 2025 15:19:21

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Of course

375 Ralph McGill Blvd NE, Atlanta, GA 30312 USA

Thank you!

On Mon, Jun 23, 2025, 9:44 AM PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dea Jo NeSmith

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind regards

Ray Carroll



Ray Carroll

Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Jo NeSmith [REDACTED]
Sent: 21 June 2025 12:55
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Cc: shravan.tana.adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman)

<Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman)
<Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)
<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine
<Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)
<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy
<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>;
King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord
<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony
<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)
<Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah
<Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy)
<Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman)
<Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy)
<Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby
<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>;
Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh
<Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William
<William.Upton@cityoflondon.gov.uk>; Waters, Matthew
<Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui
<Jacqui.Webster@cityoflondon.gov.uk>
Subject: Liverpool Street Station Office Block Development

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I object to the application for construction at Liverpool Street Station, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area.

In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

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From: [Rob](#)
To: [PLN - Comments](#)
Subject: Re: Objection to Liverpool St redevelopment plans
Date: 23 June 2025 15:22:26

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100 Galway House
Radnor Street
London EC1V 3SN

On Monday, 23 June 2025 at 14:45:13 BST, PLN - Comments <plncomments@cityoflondon.gov.uk> wrote:

Dear R Smith

Thank you for your comments. In order to log them we need your postal address. Can you please supply this?

Kind
regards

Ray Carroll



Ray Carroll
Planning Business Administrator | Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH
ray.carroll@cityoflondon.gov.uk | www.cityoflondon.gov.uk

From: Rob [REDACTED]
Sent: 21 June 2025 12:31
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; shravan.tana.adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman)

<Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>

Subject: Objection to Liverpool St redevelopment plans

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Dear Sir/Madam,

I object to this application which would cause substantial harm to the significance of nationally important heritage assets.

The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.

The National Planning Policy Framework, paragraph NPPF 213, states:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

Yours sincerely,

R. Smith

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From: [jemma mattinson](#)
To: [PLN - Comments](#)
Subject: RE: Objection to Liverpool Street Station redevelopment plans
Date: 24 June 2025 12:43:30
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Hi, my name and full address are as follows:

Jameela Mattinson
41 Portesbery Road
Camberley
Surrey
GU15 3TA

Please could you confirm my objection and comments will be submitted and not anonymously?

Kind regards,
J Mattinson

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 24 June 2025 12:37
To: jemma mattinson [REDACTED]
Subject: RE: Objection to Liverpool Street Station redevelopment plans

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation



City of London Corporation | PO Box
270 | London EC2P 2EJ |
www.cityoflondon.gov.uk

From: jemma mattinson [REDACTED]
Sent: 24 June 2025 07:45
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: Objection to Liverpool Street Station redevelopment plans

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Re: planning application reference number: **25/00494/FULEIA**

To: Tom Sleight; Chair of the Planning & Transport Committee

I object to this application, which would cause substantial harm to the significance of a nationally important heritage asset. The proposed development contradicts paragraph NPPF 213 of the National Planning Policy Framework which states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

I specifically object to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel –the last continually functioning C19 hotel in the City –through the construction of a 20-storey tower over the station concourse
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church.

Please advise whether the application is approved or declined.

Regards,

Jemma Mattinson

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the Environmental Information Regulations 2004, it may need to disclose this e-mail.
Website: <http://www.cityoflondon.gov.uk>

From: [John Newton](#)
To: [PLN - Comments](#)
Subject: Re: LIVERPOOL STREET STATION DEVELOPMENT - I object
Date: 25 June 2025 15:26:39
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

John Newton
51 Makins Rd, Henley-on-Thames RG9 1QA

On Wed, 25 Jun 2025 at 14:03, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |

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From: John Newton [REDACTED]
Sent: 21 June 2025 09:10
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: LIVERPOOL STREET STATION DEVELOPMENT - I object

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POINTS FOR OBJECTION

- The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.
- The insertion of large amounts of new retail units in the 19th century train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City – through the construction of a twenty-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low-and medium-scale buildings. This is contrary to the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph's church.
- Be sure to reference the National Planning Policy Framework, otherwise your objection may be dismissed. Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours faithfully,

John Newton

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From: [Belinda Bullard](#)
To: [Sleigh, Tom \(Deputy\): PLN - Comments](#)
Cc: [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal CBE, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Oureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: Liverpool Street Station
Date: 25 June 2025 15:47:05

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I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

The National Planning Policy Framework:

Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

The substantial harm to Liverpool Street Station would be irredeemable and a significant loss to London and generations to come.

Regards

Belinda Bullard

Professor Belinda Bullard
19 Clarkson Road
Cambridge
CB3 0EH

From: [Andrew sanders](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street reconstruction.
Date: 25 June 2025 15:50:29
Attachments: [image001.png](#)

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My name and address are as follows:

Professor Andrew Sanders
119 St George's Road,
London SE1 6HY

[REDACTED]

On Wed, Jun 25, 2025 at 3:06 PM PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |

www.cityoflondon.gov.uk

From: Andrew sanders [REDACTED]
Sent: 25 June 2025 14:20
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Liverpool Street reconstruction.

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THIS IS AN EXTERNAL EMAIL

Dear Sir,

I have been made aware, through documents sent to me by the Victorian Society, of the drastic nature of the proposed reconstruction at the station at Liverpool Street. I am not a regular user of the station but as a native Londoner, and one passionate about the architecture and living environment of the city, I am shocked by the unpleasant and obtrusive nature of the proposed development. The plans indicate that the development will severely alter the integrity of the historic station's design, and add nothing that is aesthetically an enhancement to the surrounding area. I pass through the Liverpool Street area on a regular basis, both on foot and on a bus and strongly sense that the proposed changes represent an unnecessary change to the existing architectural complex. It is a busy area of the City but another high rise building will only add both to the detriment of the City skyline and to circulation in the streets and forecourts surrounding the station.

Please register my protest to the planning authorities of the City.

Yours faithfully,

Professor Andrew Sanders

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Website: <http://www.cityoflondon.gov.uk>

Objection to Liverpool Street Station planning application 25/00494/FULEIA

I wish to object to this planning application, which would cause substantial harm to the significance of nationally important heritage assets contrary to paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

In particular there would be substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. This would also compromise the setting of the surviving C19 train shed.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, would cause significant harm to the special interest and significance of the Grade II-listed heritage asset.

There would be significant adverse impact on the setting of surrounding listed heritage assets, and in particular, harm to the significance of the Grade II*-listed hotel (the last continually functioning C19 hotel in the City) through the construction of a 20-storey tower over the station concourse.

The scheme would cause substantial harm to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as the nearby St Botolph's church.

Nigel Brown, 14 The Chase, Boreham, Chelmsford, Essex, CM3 3DY



From: [hilary_sadler](#)
To: [PLN - Comments](#)
Cc: [McCallum, Kieran](#)
Subject: Re: 25/00494/FULEIA
Date: 07 July 2025 12:21:19

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Hi, thought I'd given my address when I wrote. However, for your records, my address is: Yarn Barton, Somerswey, Shalford, Surrey, GU4 8EQ.

Kind regards
Hilary Sadler

Sent from [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, July 7, 2025 11:42:58 AM
To: hilary sadler [REDACTED]
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: RE: 25/00494/FULEIA

Dear Hilary Sadler,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum
Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London |
EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

From: hilary sadler [REDACTED]
Sent: 27 June 2025 23:45
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 25/00494/FULEIA

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To whom it may concern

I am writing to state my objections to the above planning proposal for Liverpool Street Station.

The proposed building is a monstrosity, and apart from being way out of proportion, is completely unnecessary. London does not need any more 'development' of this type: it will ruin a beautiful landmark building, known, used and loved by many thousands of people every day. It's a well designed, and already fully functioning station, which serves Londoners/ visitors/ commuters very well. I've lived in London most of my life, am still a regular visitor, and have used Liverpool Street many times. Nobody I have met wants this hideous new building, seemingly plonked on top, and I and many others I know are very angry that it's even been proposed, let alone seriously considered.

We need to preserve what is left of our historic, beautiful and functional buildings in London, especially one which is so iconic. Shame on anyone who allows this to happen, for the sake of any potential short-term 'financial benefit' which may be on offer from the developers!

Kind regards,

Hilary Sadler

from [Outlook for Android](#)

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From: [wendy callister](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool St Station redevelopment objection
Date: 07 July 2025 12:00:47

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THIS IS AN EXTERNAL EMAIL

Address is:
5 Npcote
Findon
W. Sussex
BN140SD

Sent from my iPhone

On 7 Jul 2025, at 11:46, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Wendy Callister,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum

<image001.gif>
<image002.jpg>

Shupi Begum
Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London |
EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

From: wendy callister [REDACTED]
Sent: 27 June 2025 17:23
To: Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>; PLN - Comments
<PLNComments@cityoflondon.gov.uk>
Subject: Liverpool St Station redevelopment objection

THIS IS AN EXTERNAL EMAIL

To Tom Sleigh, Chair of Planning & Transport

I object to this application, reference number: **25/00494/FULEIA**, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Wendy Callister

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intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

From: [KENNETH McMURTRIE](#)
To: [PLN - Comments](#)
Subject: RE: 25/00494/FULEIA
Date: 07 July 2025 12:26:43

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THIS IS AN EXTERNAL EMAIL

Sure thing - 55 Riccarton Mains Road, Currie, EH14 5NF.

Cheers.

[Yahoo Mail: Search, Organize, Conquer](#)

On Mon, Jul 7, 2025 at 11:48, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Kenneth McMurtrie,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum
Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London |
EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

From: KENNETH McMURTRIE [REDACTED]
Sent: 27 June 2025 06:49
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

I object to the proposed tower block development at Liverpool Street station. This is a ridiculous proposal, totally out of keeping with the existing building and surrounding area.

Kenneth McMurtrie, EH14 5NF.

[Yahoo Mail: Search, Organize, Conquer](#)

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Website: <http://www.cityoflondon.gov.uk>

From: [Angela Prysor-Jones](#)
To: [PLN - Comments](#)
Subject: Re: address
Date: 07 July 2025 22:46:33

You don't often get email from [REDACTED] [learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

Certainly -
Angela Prysor-Jones
301 Woodstock Road
Oxford OX2 7NY

On Mon, 7 Jul 2025, 11:41 PLN - Comments, <PLNComments@cityoflondon.gov.uk> wrote:

Dear Angela Prysor-Jones,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum

Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London | EC2V 7HH

shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk

Juliemma McLoughlin

Executive Director Environment

From: Angela Prysor-Jones [REDACTED]
Sent: 28 June 2025 08:35
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<Tom.Sleigh@cityoflondon.gov.uk>
Subject:

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THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of nationally important heritage. As well as adding to the continuing ruin of the London sky line, which for some reason the City of London, shamefully, doesn't care about.

Please stop basing all decisions on money - has nobody yet learned where this ends up? You should be looking after the future, not selfishly trashing it.

Regards

Angela Prysor-Jones

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From: [Helen Dorey](#)
To: [PLN - Comments](#)
Subject: LIVERPOOL STREET STATION 25/00494/FULEIA
Date: 27 June 2025 16:03:56

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THIS IS AN EXTERNAL EMAIL

Dear Sirs,

I am writing to object to the latest horrendous proposals for the development of Liverpool Street Station - which should be regarded as a vital heritage asset in the City of London.

The proposal for a 97m (19-storey) tower block built over the station's carefully designed 20th-century concourse, completely destroying the cathedral-like station concourse roof and blocking the natural light that currently fills the space, is not just poor - it is appalling and crass, unthinkable! How could anyone come up with such a dreadfully damaging plan for such a well-loved historic public space. An office block of this vast scale would incidentally, also overwhelm the adjacent grade II* Great Eastern Hotel and dramatically harm the local conservation area and streetscape surrounding the station.

Network Rail claim that building a speculative office block over the station is necessary to fund the proposed station upgrades and accessibility, including additional lifts and escalators. They cannot be serious? To damage such a building speculatively - it's outrageous! I can find no evidence that alternatives to this destructive above the station development have been fully considered –what about alternative sites or different funding models. The extraordinarily high level of demolition and the impact on irreplaceable buildings and the surrounding conservation area is completely unjustifiable. If the City approves this it will be a disaster - reputationally as well as for users and lovers of the station and those who understand the value of our historic environment which once lost can never be recovered. PLEASE consider the success of St. Pancras and make it clear that this over-blown speculative and destructive development at Liverpool Street is unacceptable and will never win City approval.

Best wishes

Helen Geisser

Top Flat
69 Dartmouth Road
NW2 4EP

From: [Candia Bonzi](#)
To: [PLN - Comments](#)
Subject: Re: Objection Planning Application 25/00494/FULEIA
Date: 27 June 2025 16:22:54

You don't often get email from [REDACTED] [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

Dear Sir
Here I attach my Italian address
Candia Bonzi
Via carrati 43
40137 Bologna
Italy

Kind regards
CB
Inviato da iPhone

Il giorno 27 giu 2025, alle ore 11:14, PLN - Comments
<PLNComments@cityoflondon.gov.uk> ha scritto:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation

<image001.png>

City of London Corporation| PO
Box 270|London EC2P 2EJ|
www.cityoflondon.gov.uk

From: Candia Bonzi [REDACTED]
Sent: 26 June 2025 19:36
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleight, Tom (Deputy) <Tom.Sleight@cityoflondon.gov.uk>
Subject: Objection Planning Application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

To Tom Sleight, Chair of the Planning & Transport Committee,

My name is Candia Bonzi and I am writing to object to the Planning Application 25/00494/FULEIA, which would be detrimental and destructive to the significance of nationally important heritage assets.

I raise objections to:

- The substantial harm to the station, a Grade II-listed building which would see its roof demolished and its 19th century train shed compromised by the new structure
- The harm to the special interest and significance of the Grande II-listed heritage asset by adding a large number of new retail units and elevated retail galleries in the 19th century train sheds
- The impact this project would have not only on the station itself, but also on the setting of surrounding listed heritage assets, as the project will harm the last continually functioning 19th century Grade II-listed hotel in the City, as well as the significance of the listing itself
- The substantial and irrevocable harm the project will cause to the Bishopsgate Conservation Area with the imposition of a tall building in an area characterised by low and medium buildings, going against the 2015 City Plan which requires the refusal of planning permission for tall buildings in inappropriate areas, namely Conservation Areas and the St Paul's Cathedral Heights area
- The fact that the National Planning Policy Framework explicitly states in Paragraph NPPF 213 that "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional" and nothing in this project justifies the substantial and

irrevocable harm it would bring to the buildings and the area as a whole

I am joining the collective outrage of the residents of the area as well as the unprecedented coalition of heritage organisations who have joined forces to loudly oppose this appalling redevelopment. This project is a travesty that completely disregards the historical importance and the significance of the buildings they want to destroy. The classification of the site as Grade II-listed buildings is not meaningless: it recognises these buildings' significance and historical value, and states that as such they are worth protecting. This project disregards the importance and significance of the listing and would irrevocably harm the area, altering it for the worse.

I add my voice and my outrage in asking – begging – to reconsider this senseless project and to reject it.

Yours Faithfully,
Candia Bonzi

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From: [Robyn C](#)
To: [PLN - Comments](#)
Subject: Re: Planning Application Reference 25/00494/FULEIA
Date: 27 June 2025 17:33:51

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THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Thank you for following up omission to include my address which is:

38 Ellerker Gardens
Richmond TW10 6AA

Yours sincerely,
Robyn Christie.

Sent from my iPhone

On 27 Jun 2025, at 2:52 pm, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson
Planning Administrator

Environment Department
City of London Corporation

<image001.png>

City of London Corporation| PO
Box 270|London EC2P 2EJ|
www.cityoflondon.gov.uk

From: Robyn Christie [REDACTED]
Sent: 27 June 2025 12:28
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Planning Application Reference 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

To the City of London Planning Authority,

I write with respect to the above planning application concerning Liverpool Street Station. I strongly object to an office block of this vast scale which would overwhelm the adjacent grade II* Great Eastern Hotel and dramatically harm the conservation area in which it sits.

It does not appear that Network Rail have considered alternatives to the proposed destructive over-station development –such as different funding models or alternative sites for development. The high level of demolition and the impact on irreplaceable buildings and the surrounding conservation area cannot not be justified.

Thank you.

Yours faithfully,
Robyn Christie.

Dr Robyn Christie
BA (Hons) Uni of Syd, BA (Arch) UTS, MA Courtauld Uni of London, MHeritCons Uni of Syd, MArchitecture
UTS, DPhil Uni of Syd
ICOMOS CIVVIH, HTVF, SPAB E&TC
[e]

[m]
[REDACTED]

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From: [redacted]
To: [redacted]
Subject: [redacted]
Date: [redacted]

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THIS IS AN EXTERNAL EMAIL.

Dear David,

Continuing name

Re: Wynne Wright

Address:

16

Address Post

London

SE10 3LZ

Best wishes,

Re: Wynne Wright

Re: Wynne Wright

> On 27 Jun 2025, at 10:11, P.L.N. - Committee <PLNCommittee@cityoflondon.gov.uk> wrote:

>

> Dear Sir or Madam,

> Thank you for your email. I am unable to reply to your comment.

> However, I cannot state how comment content that does include a name and address, nor can the comments be reported. For the purposes of data protection, we do not record the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

> In light of the above, please can you provide a full address?

> Kind regards,

> David Watson

> Planning Administrator

> Environmental Department

> City of London Corporation

> City of London Corporation PO Box 270 London EC2P 2EJ

> <mailto:planning@cityoflondon.gov.uk>

> <mailto:planning@cityoflondon.gov.uk>

>

> Original Message

> From: Wynne Wright

> Sent: 26 Jun 2025

> To: P.L.N. - Committee <PLNCommittee@cityoflondon.gov.uk>

> Subject: 25000412/PLN

>

> [This email and any attachments are UNCLASSIFIED//FOR OFFICIAL USE ONLY (U//FOUO) per why this is important at [https://www.cityoflondon.gov.uk/](#)]

>

> Dear Sir,

> I am registering my objection to the proposed development at London Liverpool Street station.

>

> Destroying Grade II listed building and conservation area of the city is unacceptable.

>

> Best wishes,

> Wynne Wright

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From: [redacted]
To: [redacted]
Subject: Re: Planning application 20/02487/2/1
Date: 07 Jun 2023, 11:48

[This part refers to your email from [redacted] - please why this is important or [help us help you](#) if you can.]

THIS IS AN EXTERNAL EMAIL.

Thank you. The address is 25 Agnes Drive, Finsley GU14 7AF

Thank you
Gaz
See below re: Plans

On 7 Jun 2023, at 11:48, PLN - Comments (PLNComments@cityoflondon.gov.uk) wrote:

Dear Gaz Good,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not record the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report in the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards,
Shuja Begum

From: [Simon Wedgwood](#)
To: [PLN - Comments](#)
Subject: Re: PA25/00494/FULE1A Bishopsgate and Great Eastern Hotel and Liverpool Street Station
Date: 08 July 2025 10:01:32

THIS IS AN EXTERNAL EMAIL

Yers.

My details are as follows:-

Simon Wedgwood,
18 Princelet Street,
London E1 6QH

While writing I am exceptionally concerned by the applicants use of social media to encourage people to support this gruesome development.

They post on Instagram saying totally disingenuously and probably in contravention of advertising standards:-

Do you think there should be more toilets?

and

Do you think the station is over crowded?

It is one of the very few stations in inner London that actually works very well. I use it frequently.

This makes absolutely no mention of the reality of what people are being asked to support,

No one in their right minds other than developers wishing to make money could seriously want this to go ahead.

Yours,

On 7 Jul 2025, at 11:47, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Simon Wedgwood,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum

<image001.gif><image002.jpg>

Shupi Begum
Planning Administrator | Development Division
City of London Corporation | Environment Department |
Guildhall | London | EC2V 7HH
shupi.begum@cityoflondon.gov.uk |
www.cityoflondon.gov.uk
Julieanna McLoughlin
Executive Director Environment

From: Simon Wedgwood [redacted]
Sent: 27 June 2025 10:37
To: Pln - CC - Development Dc <PLNDev@int.cityoflondon.gov.uk>
Cc: Chris Dyson <chris.dyson@chrisdyson.co.uk>; Adam Dant <adamdant@gmail.com>; Paul Godfrey <spitalfieldslife@gmail.com>
Subject: PA25/00494/FULE1A Bishopsgate and Great Eastern Hotel and Liverpool Street Station

You don't often get email from [redacted]. [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

OBJECTION to the proposed Redevelopment of Liverpool Street Station application number: 23/00494/FULEIA

Dear Sirs,

I write again about this renewed application

I write as a very long term resident of Spitalfields and someone who has worked in the City for much of my 75 years. I know both sides of Bishopsgate incredibly well.

This proposal is bad on just about every count possible other than making money for those involved.

1. The claim that the station needs refurbishment is disingenuous in the extreme. The only possible need to improve it or raise its capacity is to cope with the ridiculous extra number of people that would be seeking to use the station if the proposed building were to be made. The station functions extremely well as it is presently and is a joy to use.

2. The station is in fact one of the easiest and best stations in London to use as it is. I use it and other London stations frequently and it is far the most straightforward.

3. The result of this development besides the above would be the destruction of any present use of this area for its present purposes for some time with no discernible benefit, together with greatly increased congestion after the event. To build such a thing would damage still further the already complicated road systems on Bishopsgate and Spitalfields.

4. All the above does not even begin to countenance the disgraceful suggestion of developing over the top of one of London's great Victorian listed grade 2* Great Eastern Hotel besides shrouding Liverpool Station in darkness supposedly replaced with artificial lighting which is as inhuman as the office proposal.

I urge you from the bottom of my heart not to allow this awful proposal to circumvent planning rules and good citizenship. The buildings as they are have been carefully thought through and work very well without damaging the superb built environment.

Your sincerely

Simon Wedgwood



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—
Simon Wedgwood



From: [redacted]
To: [redacted]
Subject: Re: [redacted]
Date: [redacted]

[This doesn't show up in your inbox because you are not subscribed to this list. You can subscribe here: [http://www.cityoflondon.gov.uk/external-emails](#)]

THIS IS AN EXTERNAL EMAIL.

Dear Steve,

Many thanks for your email, my address is 42, Bury Day Hill, Kidderminster, Worce, DY11 4LN.

Kind regards,
Bill Armstrong

On 7 Feb 2015, at 11:25, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:
> Dear William Armstrong

> Thank you for your email. I can confirm receipt of your objection.

> However, I cannot take into account comments that do not include a name and address, nor can the comments be repeated. For the purposes of data protection, we do not record the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

> In light of the above, please can you provide a full address?

> Kind Regards

> Steve Rogers

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From: [Jan and Phil Howarth](#)
To: [PLN - Comments](#)
Subject: Re: Objection to Planning Application 25/00494/FULEIA re: Liverpool Street Station
Date: 07 July 2025 20:05:04

You don't often get email from [REDACTED] [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

Hello,

Janette & Philip Howarth, "Windrush", 22 Eddisbury Road, West Kirby. CH48 5DS.
If you any other queries, please advise.
Best regards, Philip

Get [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, July 7, 2025 11:09:15 AM
To: Jan and Phil Howarth [REDACTED]
Subject: RE: Objection to Planning Application 25/00494/FULEIA re: Liverpool Street Station

Dear Jan & Phil Howarth,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind Regards

Shupi Begum



Shupi Begum
Planning Administrator|Development Division
City of London Corporation | Environment Department | Guildhall | London |
EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

From: Jan and Phil Howarth [REDACTED]
Sent: 25 June 2025 16:35
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)

<Tom.Sleigh@cityoflondon.gov.uk>

Subject: Objection to Planning Application 25/00494/FULEIA re: Liverpool Street Station

You don't often get email from [REDACTED] [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

I object to this application, which would cause substantial harm to the significance of a nationally important heritage asset.

More specifically, I raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.

The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.

The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This being contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. Additionally the scheme would impact the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

Too often buildings such as this have been demolished in the names of "development" and "improvement" which have turned out to be a

ghastly mistake, an obvious example being the re-development of London Euston Station.

I also note that Paragraph NPPF 213 states:

“Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.

Yours faithfully,

Philip Howarth

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From: [redacted]
To: [redacted]
Subject: [redacted]
Date: [redacted]

[redacted] can you help me with this in respect of <https://www.london.gov.uk/transport>?

THIS IS AN EXTERNAL EMAIL.

Dear Mr/Ms Beggs,

Kindly My address is:

41 Richmond Road,

Cambridge

CB2 3PS,

Kind regards,

Lynne Bringham

Send from my iPad

On 7 Jul 2025, at 10:54 am, P.L.N. Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Dr L Lynne Bringham,

Thank you for your email. I can confirm receipt of your objection.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not record the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning and Transportation Committee but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards

Stage Beggs

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From: [Lizebeth Burch](#)
To: [PLN - Comments](#)
Subject: Liverpool Street Station development, Application #25/00494/FULEIA
Date: 15 August 2025 00:16:40

THIS IS AN EXTERNAL EMAIL

WE OBJECT!

The City of London is already full of unattractive high-rise building that are half empty, post-Covid.

The idea of putting this proposed monstrosity on top of an HISTORIC AND IRREPLACEABLE RAIL STATION AND HOTEL, ruining the magnificent structures as well as blocking all outside light from the Station's beautiful glass ceiling, is unbelievable. How can the Planners even consider such a scheme in light of the disastrous changes that have already made much of the City uncomfortable for its smaller businesses, as well as its pedestrian population? There are already too many towers; this one in particular is not needed, appropriate, or desirable.

Viable cities need history to stay alive. You have only to look at the brilliant, useful, and POPULAR refurbishments of St. Pancras and Kings Cross Stations to see what could be done here. This high-rise alternative is not the way to go forward. We do not want a soulless City of London composed of glass blocks, and we do not want to see Liverpool Street Station ruined.

Please DO NOT APPROVE the current plans for the high rise above Liverpool Street Station.

Thank you.

Don and Lizebeth Burch
25, Maiden Lane
London WC2E 7NR

Michael Hill, BA Dip Arch FSA

Architectural Historian

The Acacias, 2 Bowbridge Lane, Stroud, Gloucestershire, GL5 2JS Telephone: [REDACTED]

Tom Sleigh
Chair of the Planning & Transport Committee

Sent by email to:

PLNComments@cityoflondon.gov.uk; tom.sleigh@cityoflondon.gov.uk

Copy to:

Shravan.joshi@cityoflondon.gov.uk; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Samapti.Bagchi@cityoflondon.gov.uk; matthew.bell@cityoflondon.gov.uk; emily.benn@cityoflondon.gov.uk; john.edwards@cityoflondon.gov.uk; anthony.fitzpatrick@cityoflondon.gov.uk; marianne.fredericks@cityoflondon.gov.uk; alison.gowman@cityoflondon.gov.uk; prem.goyal@cityoflondon.gov.uk; Madush.Gupta@cityoflondon.gov.uk; Josephine.Hayes@cityoflondon.gov.uk; Jaspreet.Hodgson@cityoflondon.gov.uk; amy.horscroft@cityoflondon.gov.uk; Philip.Kelvin@cityoflondon.gov.uk; Elizabeth.King@cityoflondon.gov.uk; edward.lord@cityoflondon.gov.uk; antony.manchester@cityoflondon.gov.uk; alastair.moss@cityoflondon.gov.uk; deborah.oliver@cityoflondon.gov.uk; henry.pollard@cityoflondon.gov.uk; simon.pryke@cityoflondon.gov.uk; Nighat.Qureishi@cityoflondon.gov.uk; Gaby.Robertshaw2@cityoflondon.gov.uk; Hugh.Selka@cityoflondon.gov.uk; alethea.silk@cityoflondon.gov.uk; naresh.sonpar@cityoflondon.gov.uk; william.upton@cityoflondon.gov.uk; Matthew.Waters@cityoflondon.gov.uk; jacqui.webster@cityoflondon.gov.uk

28 June 2025

To the above,

PLANNING APPLICATION REF: 25/00494/FULEIA

I object to the above planning application.

John Betjeman described Liverpool Street as ‘the most picturesque and interesting of the London Termini’. These proposals would destroy this historic and significant railway station, ruining the immediately adjacent Great Eastern Hotel (the last continually functioning 19th century hotel in the City) and have an appallingly bad effect on the surrounding area including the Bishopsgate Conservation Area and the views of the world-significant St Paul’s Cathedral. If allowed to proceed, the proposals would make a mockery of legislation designed to protect our national heritage, and encourage similarly destructive proposals elsewhere once developers perceive that the carefully-constructed protective system now carries no weight. These proposals must therefore not succeed.

I objected to earlier plans for Liverpool Street Station [Ref: 23/00453/FULEIA] on 2 December 2023. Whilst altered in their configuration, the present scheme is equally harmful in that, despite the statements to the contrary in the applicants’ supporting documents, the proposals if permitted and implemented would create **substantial harm** to the various heritage assets affected by the scheme.

In formal terms, my objection is as follows:

[REDACTED]

1. The devastating harm to the Grade II* listed Great Eastern Hotel, caused by a 20-storey block located immediately adjacent to the existing historic building, internal alterations to historic fabric to create new entrances to the station concourse, and the change of use from hotel to office use would amount to the substantial harm contrary to the National Planning Policy Framework (paragraph NPPF 213) where clear and convincing justification is required. No such justification has been provided, or is likely to be, given the harmful nature of the proposals. For this reason alone, the applications should fail.

2. The partial destruction of the Grade II listed train-shed (and associated buildings) whose outstanding architectural character is achieved through the length and breadth of the historic structure. Despite part of the train-shed being a relatively new, and very sensitive, addition, the proposed interventions would damage the architectural integrity of the train-shed to an unacceptable degree, causing the substantial harm referred to in the National Planning Policy Framework (paragraph NPPF 213). Again, for this reason alone, the applications should fail.

3. Bishopsgate Conservation Area, an area characterised by low and medium scale buildings, would be so damaged by the proposals that the intention of the National Planning Policy Framework (paragraph NPPF 213) would be contravened. No coherent or convincing argument has been put forward by the applicants, as is required by the Policy Framework, so again the applications should fail.

4. Finally, the London Views Management Framework seeks to protect views of the Grade I listed St Paul's Cathedral. By its massing and height these proposals would disrupt those views, contrary to the intentions of that policy. Again, for this reason, the application should fail.

I ask that my representations are taken fully into consideration when this application is determined.

Yours sincerely



Michael Hill, BA Dip Arch FSA
Architectural Historian



From: [Jude Pretoria](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal CBE, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: 25/00494/FULEIA Objection
Date: 27 June 2025 20:40:21

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THIS IS AN EXTERNAL EMAIL

Hello Mr. Sleigh, I hope this email finds you well.

I am writing to object to the planning application **25/00494/FULEIA** regarding Liverpool St Station. I wholeheartedly oppose the proposed changes due to the actively damaging impact they shall have upon the Grade II listed building. The proposed gutting of the station and the building of an immense structure on top of it shall be unfathomably damaging to the structure, to the point that it shall irreparably alter its character in a manner completely contrary to the spirit of conservation and legal regulations applied to listed buildings.

Paragraph 213 of the National Planning Policy Framework states that: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.” There are no such exceptional circumstances to justify this defiling of a listed structure in the case of this proposal. Rather, the proposal represents a conscious and active effort to disregard the protective regulations placed on such listed structures in the most flagrant manner imaginable.

The proposed changes are primarily to create new commercial and corporate spaces, as evidenced by the proposed 90m structure that is to be clumsily placed atop the station. This is a completely unjustifiable cause to so extensively damage a listed structure. Furthermore, this encroachment of an actively damaging commercial construction venture on the Bishopsgate Conservation Area sets a dangerous precedent for the already at-risk Victorian architecture of the area, and is at odds with the City's own 2015 Plan, under which the construction of such an enormous structure should be rejected.

Thus, I lodge my objection to this proposal.

Thanks and regards,
Jude Eastoe
11 New Road
London
E11HE

From: [redacted]
To: [redacted]
Subject: Re: What are we doing
Date: 27 Jun 2012, 10:52

[This email and any attached files are confidential. If you are not a recipient of this email please do not open or disseminate it.]

THIS IS AN EXTERNAL EMAIL.

REFERENCE: 25004647UEEA
concerning a Request for the closure of Liverpool Station.
Thank you for letting me know I missed this.
Sincerely,
Sarah Cooper
Sent from my iPad

On 27 Jun 2012, at 15:06, P.L.N. - Customers (PLN) <customers@cityoflondon.gov.uk> wrote:

Dear Ms. Cooper,
For your comment to be registered, could you confirm either the application reference number or the address of the scheme you are referring to, please?

Kind regards,
Paul Watson
Planning Administrator

Environment Department
City of London Corporation

City of London Corporation, PO Box 270, London EC2P 2EJ
http://www.cityoflondon.gov.uk/

and http://www.cityoflondon.gov.uk/ for more information. If you are not a recipient of this email please do not open or disseminate it.

— Original Message —
From: Sarah Cooper
Sent: 27 June 2012

To: P.L.N. - Customers (PLN) <customers@cityoflondon.gov.uk>

Subject: What are we doing

[This email and any attached files are confidential. If you are not a recipient of this email please do not open or disseminate it.]

THIS IS AN EXTERNAL EMAIL.

Dear Sir or Madam,

Liverpool St. is a proposed building and this street block scheme is being suggested. If you need to build at this site the French have done to protect the beauty of Paris and build outside the City. On the contrary when a new business centre could be built benefiting from cheaper land, easier access and would not interfere with the natural light of our beautiful Liverpool.

Yours sincerely,
Mark Sarah Jane Cooper,

100, Milkmaid Avenue,
Finsbury,

London,
EC2A 3EJ, U.K.

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From: [Sue Kenningham-Brown](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: shravan.josh@cityoflondon.gov.uk; shravan.tana.adkin@cityoflondon.gov.uk
Subject: Objection to plans for Liverpool Street Station
Date: 28 June 2025 13:34:57

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets.

I object to the plans to 'develop' Liverpool Street Station under the National Planning Policy Framework where paragraph NPPF 213 states: 'substantial harm to or loss of: a) grade 11 listed buildings, or grade 11 registered park or gardens , should be exceptional'.

The demolition of the roof structure would be sacrilege to the architecture and history of Liverpool Street station removing one of its most beautiful and defining features. This type of quality structure will never be built again and still works perfectly at the station. The desire to remove this Grade II listed structure is not born of functionality but to gain money and profit. As a regular user of Liverpool Street Station it would not assist or improve my use of the station.

It would appear reading the proposal that the objective is to create a space where as many retail units as possible can be crammed in, on the assumption this will make as much money as possible. Retail outlets are frequently left empty due to overcapacity & high rents and at a train station there are not the waiting times for transport that apply at airports so not enough retail footfall to sustain them. The removal of this grade II listed asset would be for nothing but the harm would be irreparable.

In addition to this removal of history and architecture there would be a huge impact on the grade II hotel still operating. The 20 storey tower proposed for office space would be overwhelming for the hotel and against the Bishopsgate conservation area and against the 2015 City Plan. There is plenty of unused office space in the area and no requirement for more when companies are reducing costs and increasing working from home. This 20 storey tower denigrates the significance and beauty of these heritage sites such as St Botolphs church. The hotel is trying to maintain a listed building structure in addition to other significant historical structures within it such as the Masonic temple. If the hotel loses business as a result of the development which is out of keeping with the Conservation area then more than one grade II structures are threatened.

Please reject this planning application.

Yours sincerely

Sue Kenningham-Brown

1 Beeches Close, Ixworth. IP31 2EW.

From: [Vicky Stewart](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc:



Subject: Object: Ref 25/00494/FULEIA. Liverpool St Station
Date: 28 June 2025 16:51:06

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THIS IS AN EXTERNAL EMAIL

To Tom Sleigh

From Vicky Stewart - local resident

10c Petticoat Tower

Petticoat Square

London E1 7EE

(Middlesex St Estate, just behind Liverpool St Station)

I object to this planning application which would allow substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.
- I reference the National Planning Policy Framework - Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

From: [REDACTED]
To: [PLN - Comments; tomsleigh@cityoflondon.gov.uk](mailto:tomsleigh@cityoflondon.gov.uk)
Cc: [REDACTED]

Subject: 25/00494/FULEIA
Date: 28 June 2025 17:57:45
Attachments: [PastedGraphic-2.tiff](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

I object to the Application - 25/00494/FULEIA Liverpool Street Station.

This Application would cause substantial harm to the significance of **nationally important heritage assets**.

The National Planning Policy Framework Paragraph NPPF 213 states 'Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.'

The impact of this development, the harm it would cause, is terrifying. It's also contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St Paul's Cathedral Heights area.

Ghastly new retail galleries, seen all over London ad nauseam, extensive in the plan, to be inserted in the C19 train shed is just awful. So much of London has been given over to stripping its soul for soul-less 'retail galleries'

I object wholeheartedly to this scheme

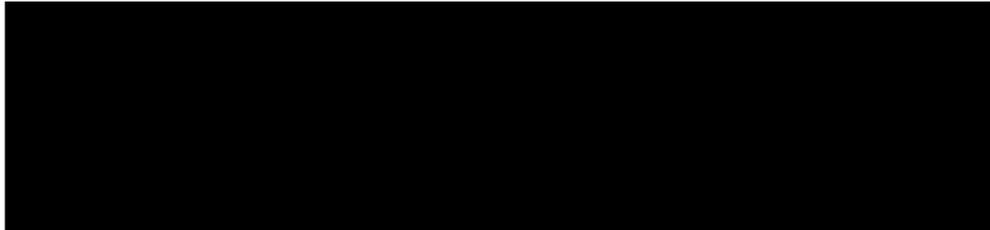
Yours Sincerely,

Maggie Owen

•
• 

[REDACTED]
www.maggieowenlondon.com

From:
To:
Cc:



Subject: OBJECTION to Liverpool Street Station planning application ref 25/00494/FULEIA
Date: 28 June 2025 20:01:55

Some people who received this message don't often get email from [redacted]. [Learn why this is important](#)

THIS IS AN EXTERNAL EMAIL

Reference 25/00494/FULEIA

FAO: The Chair of the Planning & Transport Committee: Tom Sleigh

I OBJECT to planning application ref 25/00494/FULEIA for Liverpool Street Station, for reasons of (a) heritage, (b) sustainability/environment, and (c) adverse economic impact on the City of London.

I am a resident of Greater London, and a long-time and frequent user of Liverpool Street Station.

The application should be refused on sustainability/environmental grounds, due to the wastefulness of removing/demolishing existing buildings/structures in the current Climate Crisis without compelling justification.

The proposals are contrary to local, regional and national planning policy for the preservation and enhancement of the City of London's historic environment. More specifically, my heritage concerns relating to heritage are as follows:

- Substantial harm to the Grade II listed railway station, the listing description of which - following a revision by Historic England - now clarifies that the listed building comprises both the surviving C19 train shed and the late-C20 trainshed extension. The extension is part of the reasons for the designation at Grade II, due to its architectural interest (its quality in carefully following the detailing, form and proportions of the 1870s structure, and enhancing the spatial quality and cohesiveness of the remodelled concourse) and historic interest (a major historicist infrastructure project of the period). The scheme in the current application unacceptably proposes demolition of a major part of the listed building (namely the concourse roof structure). Removal of this roof, and replacing it with a new insufficiently-sympathetic structure, would also compromise the character of the surviving C19 roof. The scheme is predicated on a new 19-storey tower over the station concourse which is therefore intrinsically damaging to the physical fabric and special character of this Grade II listed heritage asset. The glass-vaulted roof and the handling of natural daylight flooding through the trainshed roof (including the extension over the modern concourse) is a vital part of the cathedral-like architectural character of the building. An over-station development, casting the concourse below into shadow, cannot be allowed to go ahead as it would wreck the station completely. The loss of existing columns (which are sympathetic and appropriate) and their replacement with bulky engineered ones are additionally detrimental to the slender and graceful character of the present building. It is fundamentally inappropriate to juxtapose the historic environment of the existing listed building with a new modern glass and metal office-block lump plonked on top of it. The attempts to mitigate this through the scheme's design choices such as brickwork vaulted

arches that hold up the generic glass-and-metal block, for example at the entrance on Bishopsgate, are clumsy and unsuccessful, and - if anything - they highlight just how impossible the task is to create a coherent design logic that can meld together the two such contradictory aspects of the site as-proposed (i.e. station beneath and office block above).

- Substantial harm to the Bishopsgate Conservation Area by the imposition of a tall building in an area characterised by low and medium scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas, and is also contrary to the National Planning Policy Framework (para. 219) which requires Local planning authorities to look for opportunities to enhance or better reveal significance of a Conservation area. Furthermore, the demolition of 50 Liverpool Street and the station's existing entrances would further erode the character of the conservation area, as these buildings largely contribute positively to the conservation area through their scale and most aspects of their character such as their sympathetic proportions, detailing, and ornamentation.
- Harm to the Grade II* listed hotel through a proposed 19-storey tower that would be over the station concourse, immediately alongside the existing historic building. This would be detrimental to the setting of this Grade II* listed building, by imposing itself on appreciation of the historic architecture, as it would no longer be so legible and thus diminish the hotel's own landmark status and its striking silhouette.
- Harm to the Grade I listed St Paul's Cathedral by the massing and height of the proposed tower, which would disrupt views protected under the London Views Management Framework, as well to the skyline of London as part of the setting of many other listed buildings including at Grade I and Grade II* - for example Christopher Wren's city churches, and St Botolph's church Bishopsgate.

This application will harm a number of heritage assets and the applicants' justification is not sufficiently convincing. Paragraph 213 of the National Planning Policy Framework states: "Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification." Specifically, any substantial harm to or loss of Grade II listed buildings, should only be allowed exceptionally. The greater the harm/loss, the higher the level of justification. The scheme has not been properly justified and does not give a convincing explanation that it should be 'exceptionally' allowed. Applicants should also show why a scheme involving lesser harm/loss would not deliver the same (or substantially similar) benefit; and this application does not do so. The harm caused would not be sufficiently outweighed by the proposed public benefits. Over-station development is a flawed way forward at this site, and the applicants should be considering alternatives, such as alternative sites in the Network Rail property portfolio that could help fund station improvement works but without causing harm to multiple heritage assets. Any argument that this 19-storey tower is essential 'enabling development' is spurious and disingenuous, since the assessment commissioned by the applicant shows that the finances are not currently viable. The rationale is therefore speculative, and this approach to development should be considered as unacceptable when balanced against the proposed loss of national designated heritage. The optimism of an 'upswing in market conditions' is laughable considering the trajectory of world events over the last five years and as may be expected over the next ten years. The increase in construction costs over the last five years (due to, for example, the war in Ukraine and the energy-crisis), ought to be a sobering corrective to such a credulous prediction.

The overly-ambitious and over-scaled proposals would also create prolonged unnecessary disruption to travellers, both commuters and visitors/tourists, and would thus adversely impact on the economy of the City of London. The proposals for the 19-storey over-station tower would cause much more disruption to travel, over a longer period, than improvements to the station's functionality and accessibility itself. Works solely to the station could be delivered more efficiently and quickly (and therefore cost-effectively) than the over-station tower. Improvement-works to the station are already ongoing, for example repair and restoration of the glass trainshed roof, or completed (increase of numbers of ticket-barriers at the gateline to platforms 1 to 10). But since Liverpool Street is now Britain's busiest railway station, the level of disruption caused by this over-station tower is (or should be) unthinkable by Network Rail.

As a regular user of the station I am all-too-aware of the limitations of the current site and the importance of upgrading accessibility at the station and its operational functionality. In principle therefore I am in favour of these public benefits. However, the way that these benefits will be brought about, and the scale of the harm involved, mean that I do not consider the current proposals to be an acceptable way of seeking to achieve these benefits. In terms of its fundamentals, the proposed scheme for over-station development is intrinsically costly due to the site constrictions and therefore sets the bar too high in terms of upfront expenditure required before any return on this investment could be expected. The application wholly fails to distinguish between the works to the station (and their standalone estimated cost) that would achieve benefit to the public as opposed to the works to the station that are part of the over-station development - which in my view has not been shown convincingly to have any public benefits beyond the (spurious) argument that it is necessary 'enabling development'. Due to the intense concentration of existing (constructed and already-consented) high-rise development blocks on - or in the vicinity of - Bishopsgate or the nearby Broadgate developments, this 19-storey tower cannot convincingly offer any meaningful value or benefit to members of the public.

I urge you to reject this planning application.

Yours sincerely,
Luke Tatam



From: [Molly Porter](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); shravan.tana.adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal CBE, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Oureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: Plans to build over Liverpool Street Station
Date: 30 June 2025 08:28:36

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I Object to any plan to build over Liverpool Street Station, in any way. It is astonishing to me that anyone would want to do this, or may be allowed. I cannot go into the legalities or detailed criticism of the proposal, and speak simply as someone living locally in Hackney who is familiar with the station, values it and wants to see it left alone. Please refuse this abhorrent application.

Sincerely, Molly Porter
65A Navarino Road, E8 1AG

From: [Bridgette Ashton](#)
To: [PLN - Comments](#)
Subject: Re: Objection to planning application reference number: 25/00494/FULEIA
Date: 30 June 2025 11:02:04
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Davis Watson,

Thank you for your email. My address is

Bridgette Ashton 60 Reeds Way, Newquay, TR71TS.

Kind regards

Bridgette Ashton

On 30/06/2025 09:44, PLN - Comments wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

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In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



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From: Bridgette Ashton [REDACTED]

Sent: 29 June 2025 11:13

Subject: Objection to planning application reference number: 25/00494/FULEIA

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Dear Tom Sleigh,

Re: Planning application reference number: 25/00494/FULEIA

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

1. The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
2. The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
3. The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II* -listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
4. The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul's Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

*Paragraph NPPF 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Yours sincerely

Bridgette Ashton

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From: [MORRISON, Jonathan](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street, objection to 25/00494/FULEIA
Date: 30 June 2025 11:05:50
Attachments: [image001.png](#)

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Yes of course:
Jonathan Morrison
128 Wyndcliff Road
London
SE7 7LF

On Mon, 30 Jun 2025 at 09:45, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

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In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



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From: MORRISON, Jonathan [REDACTED]

Sent: 28 June 2025 23:59

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>; Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal CBE, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>

Subject: Liverpool Street, objection to 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Sirs and Madams, I object very strongly to the planning application **25/00494/FULEIA**, which, unless you are of limited

aesthetic judgment and poor sense, would cause enormous harm to Liverpool Street Station, a nationally important heritage asset and one of the architectural jewels in the City of London's crown.

As Architecture Correspondent of The Times newspaper for the best part of a decade, I have seen some appalling errors of planning, but few that so willfully attempt to destroy an area and amenity that is cherished and enjoyed by so many people, and for so little purpose. I would remind you of your duty to future generations to preserve and protect those parts of the City that are as successful as Liverpool Street Station in terms of function and appeal.

I refer you to paragraph NPPF 213, which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." If this planning application is successful, you will cause substantial harm to a Grade II-listed heritage asset for no good reason at all - and even the financial case does not stack up.

Whilst demolishing the existing structure of the station concourse is simply ridiculous, and goes against every green principle of reuse and refurbishment, surrounding the station with an appallingly ugly stepped and mirrored glass office block - was it inspired by Milton Keynes' shopping centre from the 1970s? - will cause irreparable damage to the Bishopsgate Conservation Area and is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas.

At a time when the City is keen to stress its cultural credentials, this scheme would be a retrograde step that is likely to live in infamy. I urge you for all our sakes to refuse it.

Yours in hope,

Jonathan Morrison
(Architecture Correspondent until 30 June)

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From: [Jo Riordan](#)
To: [PLN - Comments](#)
Subject: Re: 25/00494/FULEIA
Date: 30 June 2025 11:59:14
Attachments: [image001.png](#)

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Hello Davis

Thank you for your email. The details requested are:

Joanne Riordan
78 South Parade
Belfast
BT7 2GQ

Regards

Jo

On Mon, 30 Jun 2025 at 11:36, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

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Kind regards,

Davis Watson

Planning Administrator

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Page 388



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From: Jo Riordan [REDACTED]
Sent: 30 June 2025 10:12
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman) <Alison.Gowman@cityoflondon.gov.uk>; Goyal CBE, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy) <Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy <Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>; King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord <C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony <Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy) <Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah <Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy) <Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman) <Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy) <Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby <Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>; Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh <Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>
Subject: 25/00494/FULEIA

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Dear madam

I object to the above-mentioned application, which would cause **substantial harm** to the significance of nationally important heritage assets. More specifically, I raise the following objections:

- The proposed development would result in substantial harm to the Grade II-listed station, primarily through the demolition of the existing station concourse roof and its replacement with a new structure. This intervention would not only compromise the architectural integrity of the station but also detract from the historic setting of the surviving 19th-century train shed.
- Furthermore, the insertion of extensive new retail units within the historic train sheds, including the construction of two elevated retail galleries, would cause a high degree of harm to the special architectural and historic interest of this designated heritage asset.
- The scheme would also negatively affect the setting of surrounding listed buildings, most notably the Grade II-listed hotel*, which is the last continuously operating 19th-century hotel in the City. The construction of a 20-storey tower above the station concourse would significantly undermine the hotel's historic character and prominence.
- In addition, the proposal would cause substantial harm to the Bishopsgate Conservation Area, introducing a tall building into an area defined by its low- and medium-rise urban fabric. This is in direct conflict with the City of London's 2015 Local Plan, which explicitly discourages tall buildings in inappropriate locations, including Conservation Areas and the St. Paul's Cathedral Heights Policy Area.
- The development would also diminish the setting of numerous designated and non-designated heritage assets, including several Grade I-listed Christopher Wren churches and the nearby St Botolph's Church.

In accordance with Paragraph 213 of the National Planning Policy Framework (NPPF), which states that: "*Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional,*" this level of harm must be considered exceptional and therefore not justified by the current proposal.

Regards

Jo Riordan

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From: [Henrietta Varley](#)
To: [PLN - Comments](#)
Subject: Re: Planning Application 25/00494
Date: 30 June 2025 12:17:46
Attachments: [image001.png](#)

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Henrietta Varley
74 Stamford Court,
Goldhawk Road,
London W6 0XE

Sent from [Outlook for iOS](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, June 30, 2025 11:49:59 AM
To: Henrietta Varley [REDACTED]
Subject: RE: Planning Application 25/00494

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Kind regards,

Davis Watson
Planning Administrator



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From: Henrietta Varley [REDACTED]
Sent: 29 June 2025 20:21
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: Planning Application 25/00494

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I object most strongly to the horrendous monstrosity that is proposed in this planning application.

There is not one good thing about it.

You should be ashamed.

Henrietta Varley

Sent from [Outlook for iOS](#)

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From: [rebecca hathaway](#)
To: [PLN - Comments](#)
Subject: Re: 25/00494/FULEIA Liverpool Station
Date: 30 June 2025 13:20:33
Attachments: [image001.png](#)
[image001.png](#)

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Apologies my name is Rebecca Hathaway
My address is 73 Grove Park Road
London N15 4SL

On Mon, 30 Jun 2025, 11:54 PLN - Comments, <PLNComments@cityoflondon.gov.uk>
wrote:

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In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



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From: rebecca hathaway [REDACTED]

Sent: 29 June 2025 15:40

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)

<Tom.Sleigh@cityoflondon.gov.uk>

Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>;

Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti

<Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>;

Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy)

<John.Edwards@cityoflondon.gov.uk>; rebecca hathaway <hathawayrj@gmail.com>;

Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne

(Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman)

<Alison.Gowman@cityoflondon.gov.uk>; Goyal CBE, Prem (Alderman)

<Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)

<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine

<Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)

<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy

<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>;

King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord

<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony

<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)

<Alastair.Moss@cityoflondon.gov.uk>; Oliver, Deborah

<Deborah.Oliver@cityoflondon.gov.uk>; Pollard, Henry (Deputy)

<Henry.Pollard@cityoflondon.gov.uk>; Pryke, Simon (Alderman)

<Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy)

<Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby

<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>;

Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh

<Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William

<William.Upton@cityoflondon.gov.uk>; Waters, Matthew

<Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui

<Jacqui.Webster@cityoflondon.gov.uk>

Subject: 25/00494/FULEIA Liverpool Station

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:

What are the key issues to cover in my objection?

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church.
- Make sure to reference the National Planning Policy Framework in your objection, otherwise your objection may be dismissed:
Paragraph NPPF 213 states: “Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”

Many thanks,

Yours,

Rebecca Hathaway

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Website: <http://www.cityoflondon.gov.uk>

From: [GHH BPR](#)
To: [PLN - Comments](#)
Subject: Re: Proposed destruction of Liverpool Street Station
Date: 30 June 2025 14:40:34
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Hi,

Sorry for the omission. I am not familiar with all the rules and regulations.

George Henry Hart

Windy Ridge

Moreton Road

Ongar

Essex

CM5 0IU

[REDACTED]



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On Mon, 30 Jun 2025 at 09:46, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation| PO Box
270|London EC2P 2EJ|

www.cityoflondon.gov.uk

From: GHH BPR [REDACTED]

Sent: 28 June 2025 21:41

To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<Tom.Sleigh@cityoflondon.gov.uk>

Cc: Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>;

Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; Bagchi, Samapti
<Samapti.Bagchi@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@cityoflondon.gov.uk>;

Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; Edwards, John (Deputy)

<John.Edwards@cityoflondon.gov.uk>; Fitzpatrick, Anthony

<Anthony.Fitzpatrick@cityoflondon.gov.uk>; Fredericks, Marianne (Deputy)

<Marianne.Fredericks@cityoflondon.gov.uk>; Gowman, Alison (Alderman)

<Alison.Gowman@cityoflondon.gov.uk>; Goyal CBE, Prem (Alderman)

<Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy)

<Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine

<Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreet (Deputy)

<Jaspreet.Hodgson@cityoflondon.gov.uk>; Horscroft, Amy

<Amy.Horscroft@cityoflondon.gov.uk>; Kelvin, Philip <Philip.Kelvin@cityoflondon.gov.uk>;

King, Elizabeth (Alderwoman) <Elizabeth.King@cityoflondon.gov.uk>; C E Lord

<C.E.Lord@cityoflondon.gov.uk>; Manchester, Antony

<Antony.Manchester2@cityoflondon.gov.uk>; Moss, Alastair (Deputy)

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<Simon.Pryke@cityoflondon.gov.uk>; Qureishi, Nighat (Deputy)

<Nighat.Qureishi@cityoflondon.gov.uk>; Robertshaw, Gaby

<Gaby.Robertshaw2@cityoflondon.gov.uk>; Selka, Hugh <Hugh.Selka@cityoflondon.gov.uk>;

Silk, Alethea <Alethea.Silk@cityoflondon.gov.uk>; Sonpar, Naresh

<Naresh.Sonpar@cityoflondon.gov.uk>; Upton, William

<William.Upton@cityoflondon.gov.uk>; Waters, Matthew

<Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui

<Jacqui.Webster@cityoflondon.gov.uk>

Subject: Proposed destruction of Liverpool Street Station

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THIS IS AN EXTERNAL EMAIL

Dear Sir / Madam

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to the monstrosity that is proposed to overpower this historic railway station. I contributed to the first and successful LISSCA campaign. I see absolutely no justification for the almost complete destruction proposed by the current planning application.

Will you never learn? Tidy it up by all means. Get rid of the tacky junk food stalls obscuring the gate line, add more seats, improve access for the disabled. Leave the main structure alone. Once destroyed it can never be replaced. Does the City of London want to go down in history as corporate vandals? London's history is better than that.

George Hart



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From: [Gilbert O'Brien](#)
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [joshi@cityoflondon.gov.uk](#); [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal CBE, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Qureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#); [gilbertobrien@gmail.com](#)
Subject: Liverpool Street Station OBJECTION
Date: 30 June 2025 15:22:30

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THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh et al

I am writing to OBJECT in the strongest terms to the latest Network Rail scheme (designer: Acme) to redevelop (sic) Liverpool Street Station. This scheme belies an arrogance not seen for many years in its disregard for the immediate built environment, the continuity of the architectural history of the City, the historical resonance of the station and its environs and, overall, the people of London. The lie presented is one of a supposed trade-off, the suggestion that (some few) improvements to the station are a fair trade-off for the huge, bloated, and overpowering construction that is designed to impose itself on the landscape in defiant contravention of anything even remotely suggested by its presence in the Conservation Area in which the leviathan is to be beached. **Paragraph NPPF 213 of the National Planning Policy Framework** clearly states that: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." It is the harm done by this plan which is exceptional by any standard.

- a) The bulk and massing of this plan is extraordinary and the sheer brooding hulk of the building would be terrifying were it not that the design is so monumentally bland that it will kill off any life, light or responsive spirit within hailing distance.
- b) There is no need for more shops (aka 'retail units') within the station, especially if their insertion will negatively affect the visual, built heritage of the interior. How is this supposed to show any degree of respect for the integrity of the splendid, Victorian work which remains on view.
- c) The proposed new work shows no respect, yet alone recognition, of the Grade II listed hotel within the immediate purlieu of the station.
- d) Further, the proposed development shows no recognition or awareness of its greater impact outside the immediate Bishopsgate Conservation Area. It goes against planning guidance set out in the 2015 City Plan, and will in its present form destroy views of some Grade I listed buildings from some directions, c.f. St. Paul's Cathedral (a protected view).

Overall this is the kind of development killed off so much life in England in the 50s and 60s, a kind of development that we thought had died a deserved death 60 years ago. It trashes any notions of integrity, good design,

consideration of the continuity of our collective past, and would fit well with a Soviet styled development circa 1956 in its present form.

Please reject this entire scheme outright.

I am,

Yours truly

Gilbert O'Brien
Flat G
22, Montague Street
London WC1B 5BH

From: [REDACTED]
To: [PEN - Comments](#)
Subject: Liverpool Street station
Date: 14 July 2025 10:37:20

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THIS IS AN EXTERNAL EMAIL

Regarding the plans to redevelop Liverpool Street Station.

I object to these plans in principal.

Too many heritage buildings are being deseegrated in the name of progress and profit.

The building should have been properly maintained by previous custodians and parts which are either in need of replacement or require modernising to handle modern traffic requirements should be sympathetically remodelled using the historical model not a 21st century income generator model.

roger lunn
Carinya, Ingoldfield Lane
PO17 6LF

[Redacted]

Subject: Tom Sleigh, Chair of the Planning & Transport Committee, and include the planning application number (25/00494/FULEIA).
Date: 14 July 2025 17:42:27

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THIS IS AN EXTERNAL EMAIL

For the attention of
Tom Sleigh, Chair of the Planning & Transport Committee, with
regards to the planning application number (25/00494/FULEIA).

I am writing to object to the proposed Liverpool Street Station development. I have been using the station for most of my adult life, growing up in Suffolk and living back here for many years and object for the following reasons:-

- The key reasons are:-
- There will obviously be potential harm to the Grade II listed station's heritage
 - *I am concerned about the impact on the setting of the 19th-century train shed
 - * I do not think that proposed demolition of the concourse roof should happen.

It's a lovely station that functions perfectly well in this day and age and should be left alone, to continue as it is. A quick look at the modernisation of other central London stations only goes to demonstrate that the stations, such as Waterloo, are less attractive and do not provide a better customer experience

Your sincerely

Sarah-Jane Gravener
Park House
34 South Entrance
Saxmundham
Suffolk
IP17 1DQ

From: howardjudith@btinternet.com howardjudith@btinternet.com
To: [PLN - Comments](#); [Sleigh, Tom \(Deputy\)](#)
Cc: [Joshi, Shravan](#); Shravan.Tana.Adkin@cityoflondon.gov.uk; joshi@cityoflondon.gov.uk; [Bagchi, Samapti](#); [Bell, Matthew](#); [Benn, Emily \(Deputy\)](#); [Edwards, John \(Deputy\)](#); [Fitzpatrick, Anthony](#); [Fredericks, Marianne \(Deputy\)](#); [Gowman, Alison \(Alderman\)](#); [Goyal CBE, Prem \(Alderman\)](#); [Gupta, Madush \(Deputy\)](#); [Hayes, Josephine](#); [Hodgson, Jaspreet \(Deputy\)](#); [Horscroft, Amy](#); [Kelvin, Philip](#); [King, Elizabeth \(Alderwoman\)](#); [C E Lord](#); [Manchester, Antony](#); [Moss, Alastair \(Deputy\)](#); [Oliver, Deborah](#); [Pollard, Henry \(Deputy\)](#); [Pryke, Simon \(Alderman\)](#); [Oureishi, Nighat \(Deputy\)](#); [Robertshaw, Gaby](#); [Selka, Hugh](#); [Silk, Alethea](#); [Sonpar, Naresh](#); [Upton, William](#); [Waters, Matthew](#); [Webster, Jacqui](#)
Subject: Objection to Planning Application 25/00494/FULEIA
Date: 30 June 2025 15:24:49

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THIS IS AN EXTERNAL EMAIL

Submission to Liverpool Street planning application 25/00494/FULEIA

I object to this application, which would harm the historic station and its environs, and I raise the following points.

The proposed scheme involves far too much demolition of the existing listed building, and its replacement with structures which are totally unsympathetic and out of scale, both internally and externally. This sets a terrible precedent for the treatment of listed buildings, none of which would be safe if this were to proceed.

I object in principle to the over-building of listed buildings, which cannot fail to impact on historic structures and their settings.

Externally the new structures are to my mind quite hideous, like something out of a surrealist landscape – ruining the skyline and dwarfing adjacent buildings. I am quite frankly surprised that any architect worth his salt would put his name to such a design. The scheme would harm the Bishopsgate Conservation Area, by introducing a tall building into an area consisting typically of lower-rise buildings. It is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in unsuitable locations. such as Conservation Areas and the St. Paul's Cathedral vicinity, and would impact the setting of other historic buildings such as the Grade-1 listed Wren City churches and St. Botolph's Church. I draw your attention to the National Planning Policy Framework, para. NPPF 213 "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional".

The overhang of the office building above the station entrances is visually oppressive, almost threatening, as you have to pass under this massive structure, which comes down like a giant foot appearing to "squash" the station beneath. Maybe it's intended to symbolise the forces of commercialism suppressing artistic and historical values!

I must also question the need for a further 90,000 sq.km. of office space in central London, when so many companies are allowing their staff to work from home. The financial viability of the current scheme has already been questioned. It appears to rely on an upturn in the economy to generate adequate rental income to cover demolition and building costs. Under present circumstances, and given current government financial policies, any upturn seems highly unlikely in the foreseeable future!

Internally, the design is dark and oppressive. ACME may claim it is “Victorian in style”, but I defy anyone to find any visual relationship with the delicate ironwork and glass of the Victorian building! (The Victorians only used brick arches structurally to support viaducts and in the basements of stations, not on display as part of the station building – they were not intended to be seen.) The scale of the arches is enormous, reminiscent of the neo-Romanesque Westminster Cathedral (but without the latter’s decorative marble facings). It’s the stuff of nightmares! The replacement of the glass roof of the concourse with solid masonry would block out natural daylight; that means greater reliance on artificial lighting, which will add to the building’s running costs and carbon footprint (not to mention the carbon footprint of the actual building work).

Needless to say, improvements to toilets, lifts and escalators would be welcome, but surely these could be installed without wholesale demolition and reconstruction of much of the building? Network Rail has been funding improvements elsewhere, including lifts at many suburban stations (not to mention the extensive work at my local station, Clapham Junction, over the past decades involving new canopies and many new lifts, totalling over £40 million by 2015). I understand that the Access for All programme run by the Dept. for Transport and Network Rail, still has millions of pounds not used up. Surely a major London transport hub like Liverpool Street deserves similar funding for essential accessibility improvements?

I view the current proposals, as I did the previous ones, with dismay. Neither scheme does justice to this important historic building. Other major London stations such as Paddington and Kings Cross have adapted to the 21st century whilst retaining, even enhancing, their Victorian railway-age splendour. As a non-driver and therefore regular train traveller, and enthusiast for railways and historic architecture, I have a great concern for our proud heritage of Victorian station buildings.

Finally, I must raise a serious point about Network Rail’s lack of transparency. Over recent weeks my Facebook newsfeed has been bombarded with adverts from Network Rail soliciting my support by touting new toilets, lifts, etc., which of course everyone would favour – but giving no idea of the magnitude and nature of the scheme. The only option was a “Support” button, with no alternative way of getting further details. I’m sure many will have clicked and inadvertently registered support for a scheme of which they had no sight or information – and many would have been horrified if they had known!

This to my mind is nothing short of trickery, and I am appalled that Network Rail could

sink so low! I trust that the Planning Committee will bear this in mind, and not allow those “votes” to be counted as support.

NB. It seems now that at the last minute they have realised their error of judgement, as today, Monday 30th June, for the first time a new Network Rail advert has appeared in my Facebook feed. This does invite me to click to “Learn more” (although it is still not clear whether this would automatically register approval). In any genuine consultation, this option would of course been available from the start – its absence shows little confidence in their own plans! This change however does not exonerate them, and I still ask for earlier votes to be discounted.

Sincerely,

Judith Howard

Judith Howard, BA, GLCM
2 Bramfield Road
London SW11 6RB



From: [Sue Willis](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street Station, proposed development and ruination of our wonderful station.
Date: 30 June 2025 15:29:53
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Davis Watson

I'm sorry I didn't give my address, and of course I am happy to do so.
Three Hatches, Barhatch Lane, Cranleigh, Surrey GU6 7NH.

Yours, Sue Willis.

On Mon, 30 Jun 2025 at 09:43, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir or Madam,

Thank you for your email. I can confirm receipt of your comment.

However, I cannot take into account comments that do not include a name and address, nor can the comments be reported. For the purposes of data protection, we do not reveal the email address, telephone number or signature of private individuals. You can ask for your name and address to be removed from the planning report to the Planning Applications Sub-Committee, but your comments will be anonymous and that may affect the weight the Members give them.

In light of the above, please can you provide a full address?

Kind regards,

Davis Watson

Planning Administrator



Environment Department
City of London Corporation

City of London Corporation | PO Box
270 | London EC2P 2EJ |

www.cityoflondon.gov.uk

From: Sue Willis [REDACTED]
Sent: 29 June 2025 14:17
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: Liverpool Street Station, proposed development and ruination of our wonderful station.

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“I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I raise objections to:”

- The substantial harm to the Grade II-listed station through the demolition of the roof structure of the existing station concourse and its replacement with a new structure. which would also compromise the setting of the surviving C19 train shed.
- The insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries, causing a high level of harm to the special interest and significance of the Grade II-listed heritage asset.
- The impact to the setting of surrounding listed heritage assets. In particular, harm to the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City – through the construction of a 20-storey tower over the station concourse.
- The substantial harm the scheme would cause to the Bishopsgate Conservation Area, by the imposition of a tall building in an area characterised by low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as in Conservation Areas and the St. Paul’s Cathedral Heights area. In addition, the scheme would impact on the setting of numerous designated and undesignated heritage assets in the City and beyond, such as many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph’s church.

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