



Planning Applications Sub-Committee

SUPPLEMENTARY PACK 1.2

Comments received via Email (Vol. 2 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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Agenda Item 4

- 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 and I hope this objection helps. I'm appalled.

Yours, Mrs. S. Willis.

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

From:
To:
Cc:

Subject: Planning application 25/00494/FULEIA Objection
Date: 30 June 2025 15:50:27

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I object to the planning application 25/00494/FULEIA re the proposed redevelopment of Liverpool Street Station.

I have used the station since I was a child (I am now 77) and continue to admire it as one of London's most attractive mainline stations, which was very sympathetically redeveloped in the late 20th century. While I appreciate the need for some changes to deal with capacity and access, this proposal has not effectively weighed the advantages against the disadvantages of such a huge development.

My objections are as follows:

The whole scale of the proposed new buildings and their situation overlooking over both the station and the Great Eastern Hotel is wrong. Quite simply the proposed buildings are far too tall as well as being extremely unattractive. They totally dwarf the Victorian buildings and roofline and look completely out of place next to the station .

At present the station feels light and airy with good natural lighting. The proposal will affect this detrimentally.

It is not clear that adequate research has been done to determine whether funding can be found to undertake some of the necessary changes, such as by development further away or in other ways. The viability of the scheme is seriously questionable. Since there is a surplus of office space in central London it would appear that creating a new speculative office block is not the essential requirement here, but developers appear to be determining how the station is developed for their own financial gain. Incidentally, I question how much new retail space is required. One is reminded of the Eurostar station at St Pancras (where retail space has been created at the expense of the passengers waiting for there trains): it is the passengers not the shops which should take priority.

Given the significance of this site and its position in the City of London, it behoves the developers and the City to do much more to ensure that the current listed buildings are adequately protected and enhanced. They should be mindful of the NPPF (para 213) in particular which refers to the duty to preserve and enhance listed buildings. The previous development was sympathetic. This is quite the opposite.

Much more attention needs to be given to preserving this historic building and the effect such a proposal would have on the Bishopsgate area as a whole.

I therefore object strongly to this application on the grounds that the proposed scheme will be harmful to nationally significant listed buildings, and to the Bishopsgate Conservation Area. Most importantly the benefit to the public of such a scheme has not been adequately demonstrated to meet NPPF and Planning Act requirements.

I sincerely hope that after due consideration of the many concerns noted by me and by many others, this application is refused.

Yours sincerely,
Julia Sheppard
47 Ufton Road, London N1 4HE

From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street Station - Planning Application No. 25/00494/FULEIA
Date: 30 June 2025 16:33:30

[You don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Sandra Bray
3 Park House Cottage
Bower Lane
Eynsford
DA4 0HN

Sent from my iPhone

> On 30 Jun 2025, at 10:17, Sandra Bray <herbie3444@icloud.com> wrote:
>
> I am writing to oppose the planning application to Liverpool St Station.
>
> The building is a beautiful historic building and should be protected at all costs. London is loosing its identity
bit by bit and every visit shocks and saddens me.
>
> These incredible structures should be being protected because the quality of them is a thing of the past and no
builds in the modern era comes close to it.
>
> Kind regards
>
> Sandra Bray
>
>
>
> Sent from my iPhone

From: [Hilda Kean](#)
To: [PLN - Comments](#)
Subject: Re: Address etc Opposition to attacks on Grade 11 listed heritage item - Liverpool Street station
Date: 30 June 2025 16:34:04
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Davis Watson

Apologies for overlooking the procedures. I am a historian and -apart from much research -I regularly use the Bishopsgate Institute opposite Liverpool St station. I thus regularly see the station even though I live in Sussex:

Dr Hilda Kean, 54 St Mary's Terrace, Hastings, East Sussex, TN34 3LR

Trust this is now what was requested.

Dr Hilda Kean

Copy - as already sent:

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 de facto destruction of this Grade 11 listed site. Heritage is an important part of the centuries position of the station. Inter alia the attached C19th hotel is an important aspect of the train's history.

I can see no reason why Paragraph NPPF 213 can be overlooked. This proposal will cause major problems to the grade 11 listed site. Thus should not be lost or harmed in any such way. Certainly as a lifetime historian whose research and publications include London I am totally committed to this interesting London work being completely maintained.

Dr Hilda Kean FRHistS

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 30 June 2025 09:44
To: Hilda Kean [REDACTED]
Subject: RE: Opposition to attacks on Grade 11 listed heritage item - 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

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

From: Hilda Kean [REDACTED]
Sent: 29 June 2025 13:24
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: Opposition to attacks on Grade 11 listed heritage item - 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 de facto destruction of this Grade 11 listed site. Heritage is an important part of the centuries position of the station. Inter alia the attached C19th hotel is an important aspect of the train's history.

I can see no reason why Paragraph NPPF 213 can be overlooked. This proposal will cause major problems to the grade 11 listed site. Thus should not be lost or harmed in any such way. Certainly as a lifetime historian whose research and publications include London I am totally committed to this interesting London work being completely maintained.

Dr Hilda Kean FRHistS

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From: [Felicity Hemmings](#)
To: [PLN - Comments](#)
Cc: [Sleigh, Tom \(Deputy\)](#)
Subject: FAO Tom Sleigh, Chair of the Planning and Transport Committee re Planning Application 25/00494/FULEIA
Date: 30 June 2025 16:41:45

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Dear Sir,

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 profound damage to the Grade 2 listed station resulting from the demolition of the magnificent roof of the concourse and its replacement with a new structure, which would also compromise the setting of the C 19th train shed.
- The insertion of large amounts of new retail units in the C19th 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 2 listed heritage asset.
- The impact to the setting of surrounding listed heritage assets resulting from the construction of a twenty storey tower over the station concourse. In particular, harm to the significance of the Grade 2 listed hotel - the last continually functioning C19th hotel in the City. See paragraph NPPF 213 which states: “Substantial harm to loss of grade 2 listed buildings or Grade 2 listed registered parks or gardens, should be exceptional.”
- 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 assets in the City and beyond, such as many of the Grade 1 listed Christopher Wren City churches and nearby St Botolph’s church.

Yours Sincerely,

Christopher Hemmings

69 Recreation Road,
Norwich
NR2 3PA

From: [Bob Kindred](#)
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: Formal Objection: Application 25/00494/FULEIA: Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in Part), Hope Square, And Bishopsgate Plaza London EC2M 7PY
Date: 30 June 2025 16:55:33

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THIS IS AN EXTERNAL EMAIL

Dear Sirs

Planning Application 25/00494/FULEIA

Phased development comprising partial demolition and alterations, including station concourse, train-sheds, 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 wish to formally object to this application. It would cause substantial harm under the meaning of the National Planning Policy Framework to the heritage significance and setting of nationally important listed buildings: The Great Eastern Hotel (Grade 2*); Liverpool St Station (Grade 2); by inference, the London Society of East Anglians War Memorial (Grade 2) and the Great Eastern Railway War Memorial (Grade 2); and to the designated Bishopsgate Conservation Area. The listed buildings and memorials have significant group value amounting to a greater than the sum of their parts. The setting of other listed buildings in the vicinity such as 162-164 Bishopsgate and over a wider area would also be detrimentally affected.

I have been professionally continuously engaged in the public, private and voluntary heritage sectors since 1979. I was awarded the MBE for services to heritage in 1999. I am Vice-Chair of the Education Training & Standards Committee of the Institute of Historic Building Conservation; the Heritage Assessor member of the RIBA Suffolk Design Review Panel and have been an Honorary Member of the Suffolk Association of Architects since 1992. From 2005 to 2012 I was the Standing Special Heritage Advisor to the House of Commons Culture Media & Sport Committee advising on five major heritage inquiries and I was a member of the UK Commission for UNESCO [1999 - 2010]. I am a regular user of Liverpool St Station.

In my professional opinion the demolition of the roof structure of the existing station concourse and its replacement with a new structure would cause substantial heritage harm to Liverpool St Station as a Grade 2 Listed building and also seriously compromise the setting of the surviving 19th century train shed particularly the architecturally important western train-shed by Edward Wilson for the Great Eastern Railway of 1973-

1875 which also exhibits engineering excellence. The NPPF makes quite clear in paragraph 21 that: substantial harm to or loss of Grade 2 listed buildings (...) should be exceptional; and for (...) Grade 2* buildings [and this would include their setting] should be wholly exceptional.

The proposals for yet further retail units within the 19th century train sheds is considered excessive and visually intrusive and taken together with the construction of two elevated retail galleries is highly likely to cause a high level of harm to the special architectural or historic interest and heritage significance of the listed station. Furthermore, it is considered that the setting of the Grade 2* Great Eastern Hotel will be substantially detrimentally affected by the twenty-storey tower over the station concourse.

With regard to the designated Bishopsgate Conservation Area, this is characterised by buildings of generally low- and medium-scale. The imposition of such a tall tower would cause substantial heritage harm contrary to the duties set out in S.69 of the Planning (Listed Buildings & Conservation Areas) Act 1990 and also, as I understand it, approval would run counter to the City of London Plan 2015. Furthermore, a twenty-storey tower in the location proposed would be very likely to detrimentally affect the setting of other designated and undesignated heritage assets in the City of London and the immediately adjacent Boroughs.

I therefore urge refusal of the current application.

Yours faithfully



Bob Kindred MBE BA IHBC
Managing Director
Bob Kindred Heritage Consultants Ltd

From: [Ron Stanley](#)
To: [PLN - Comments](#)
Subject: RE: Proposed Liverpool Street Station Redevelopment - Application 25/00494/FULEIA
Date: 30 June 2025 17:17:15
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Thank you for your email.

My address is:

26 Thamespoint
Fairways
Teddington
TW11 9PP

Kind regards
Ron Stanley

Sent from my Galaxy

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

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Date: 30/06/2025 11:52 (GMT+00:00)
To: Ron Stanley [REDACTED]
Subject: RE: Proposed Liverpool Street Station Redevelopment - Application 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



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City of London Corporation

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From: Ron Stanley [REDACTED]
Sent: 29 June 2025 17:06
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; 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
Subject: Proposed Liverpool Street Station Redevelopment - Application 25/00494/FULEIA

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Dear Sirs

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 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 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 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".

Best regards
Ron Stanley

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From: [Meg Andrews](#)
To: [PLN - Comments](#); [Joshi, Shravan](#); [Shravan.Tana.Adkin@cityoflondon.gov.uk](#); [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 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 - Liverpool Street Station
Date: 01 July 2025 09:32:22

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THIS IS AN EXTERNAL EMAIL

I strongly 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.

Meg Andrews

Carrara House
164 Dalston Lane
E8 1NG

From: [REDACTED]
To: [Sleigh, Tom \(Deputy\)](#); [PLN - Comments](#)
Cc: [Joshi, Shravan](#); [Shravan.Tanya.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: Liverpool St Station - Development proposals - objection
Date: 01 July 2025 10:51:53

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

Application Reference Number: **25/00494/FULEIA**

I object to this application by Network Rail and Acme for the redevelopment of Liverpool Street Station, which would cause substantial and irreversible harm to a nationally important heritage asset. Specifically, I object to:

- The damage to the Grade II-listed station through the demolition of the roof of the existing station concourse and its replacement with a new structure, which would compromise the setting of the surviving C19 train shed.
- The negative impact on surrounding listed heritage assets, in particular, harm to the Grade II-listed hotel, which is the last continually functioning nineteenth century hotel in the City, through the construction of a 20-storey tower over the station concourse.
- The substantial damage 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 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 clearly and expressly states that "Substantial harm to or loss of: a) Grade II listed buildings, or Grade II registered parks or gardens, should be exceptional".

I am also dismayed to see that advocates of the redevelopment plan are using social media in a series of spurious 'opinion' postings seeking approval of the introduction of assets such as lifts and lavatories. No one would seriously object to the improvement of such facilities, but these postings are a foil to disguise the extreme nature of the redevelopment scheme. Improve the provision of lifts and lavatories, yes, but there is no need to bulldoze the roof in order to do so.

Regards,

John Norris

J P Norris

75 Vicarage Road, Ware, Herts, SG12 7AP

From: [Richard Ashman](#)
To: [PLN - Comments](#)
Subject: Network Rail - Liverpool Street station plans
Date: 01 July 2025 10:58:53

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THIS IS AN EXTERNAL EMAIL

Dear Sir / Madam

I wish to register my objection to [Planning Application ref. 25/00494/FULEIA](#) regarding Network Rail's proposed redevelopment of Liverpool Street station.

The need to upgrade station facilities is not in doubt, however these can and should be financed by a different method to those proposed by these plans. Central London has a huge amount of unoccupied office, retail and residential space and there is simply no demand or requirement for any new buildings at Liverpool Street station adding further to the speculative and unused buildings in the city. The huge blocks proposed to surround and tower above the grade II* station would cause severe harm to the existing listed buildings in this area and the surrounding street scape. Natural daylight will be reduced significantly resulting in a gloomy, oppressive station that is shrouded in overpowering monolithic structures that London does not need.

I urge the planning decision makers to emphatically reject these plans and demand that Network rail scrap the idea of funding station improvements in this way. Far from improving the experience of using the station for the passengers it serves, these plans will cause major harm.

Please would you acknowledge my representation.

Yours Sincerely

Richard Ashman

14 Croft Road

Hastings TN34 3HJ

From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street station development objection
Date: 01 July 2025 11:41:57

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

As requested:

David Jones

[REDACTED]

Please keep all my personal details anonymous

I often travel to/from Liverpool Street

Thanks
Dave

Sent from my iPhone

On 1 Jul 2025, at 10:59, 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

<image001.png>

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

From: [REDACTED] <[REDACTED]>

Sent: 01 July 2025 08:37

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

<[REDACTED]>

Cc: Joshi, Shravan <[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]>; 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 development objection

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THIS IS AN EXTERNAL EMAIL

Hi

I would like to object to this application, as i think it will cause substantial detriment to a major London heritage landmark. In particular, i highlight:

- 1) material harm to the Grade II-listed station due to the demolition of the roof structure of the existing station concourse and its replacement with a new structure.
- 2) inclusion of excessive retail units that compromise the aesthetic of the building and bewilder passengers (cfi Kings Cross/St Pancreas where it's hard to find your way around due to the number of shoppers and distracting shop signs)
- 3) undermining the integrity of the surrounding beautiful buildings (cfi Euston station's development some years ago, which , with the possible exception of the Barbican, is now one of the ugliest buildings in London.
- 4) and finally, this proposed development runs counter 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. And i also reference the National Planning Policy Framework, namely 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 material reason for an exception to be made here

I hope these points are helpful and can be taken on board.

While clearly London is a dynamic and growing city, and infrastructure investment etc is important, i do think it should be done sensitively and with due regard to our architectural heritage, which draws many tourists and is a key part of what makes London a lovely place to live

Thanks

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From: C
To: [PLN - Comments](#)
Subject: Fw: Objection to Planning application reference number: 25/00494/FULEIA
Date: 01 July 2025 12:21:42

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THIS IS AN EXTERNAL EMAIL

Please note the following correction to my objection. Due to a typographical error, the following sentence

"Finally 1.25 per cent of the UK's total greenhouse gas emissions are attributable to the built environment."

should read as follows

"Finally 25 per cent of the UK's total greenhouse gas emissions are attributable to the built environment"

Julia Lafferty

From: C [REDACTED]
Sent: 29 June 2025 19:54
To: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>
Subject: Objection to Planning application reference number: 25/00494/FULEIA

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: [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: Objection to planning application reference number: 25/00494/FULEIA
Date: 01 July 2025 13:01:10

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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 213 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."

Kind regards,

Jim Hill
Freelance Journalist
[REDACTED]

Leydens Cottage
Hartfield Road
Kent TN8 5NH



From: [Huw Saunders](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool street station
Date: 01 July 2025 14:38:46
Attachments: [image001.png](#)

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Huw Saunders
110 Milton Grove
London
N16 8QY

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 01 July 2025 14:37
To: Huw Saunders [REDACTED]
Subject: RE: 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: Huw Saunders [REDACTED]

Sent: 01 July 2025 14:07

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: Liverpool street station

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I strongly object to this money driven and idiotic plan.

Yours sincerely
Huw Saunders

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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: [Paul Goodridge](#)
To: [PLN - Comments](#)
Subject: Re: Planning objection Liverpool street station
Date: 01 July 2025 14:49:58
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Thank you for your prompt reply.

My name is Paul Goodridge and my address is 37 Park View Balmullo St. Andrews Fife KY160DN.

Hope this is now all ok to register my objection/ comments?

If you could advise, that would be much appreciated.

Thanks again.

Best regards
Paul Goodridge.

Sent from [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Tuesday, July 1, 2025 3:37:15 PM
To: Paul Goodridge [REDACTED]
Subject: RE: Planning objection 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: Paul Goodridge [REDACTED]
Sent: 01 July 2025 14:15
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>; Joshi, Shravan <Shravan.Joshi@cityoflondon.gov.uk>; Edwards, John (Deputy) <John.Edwards@cityoflondon.gov.uk>; Bell, Matthew <Matthew.Bell@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>; Fredericks, Marianne (Deputy) <Marianne.Fredericks@cityoflondon.gov.uk>; Upton, William <William.Upton@cityoflondon.gov.uk>; Waters, Matthew <Matthew.Waters@cityoflondon.gov.uk>; Webster, Jacqui <Jacqui.Webster@cityoflondon.gov.uk>; Benn, Emily (Deputy) <Emily.Benn@cityoflondon.gov.uk>; joshi@cityoflondon.gov.uk; Fitzpatrick, Anthony <Anthony.Fitzpatrick@cityoflondon.gov.uk>; Shravan.Tana.Adkin@cityoflondon.gov.uk; Bagchi, Samapti <Samapti.Bagchi@cityoflondon.gov.uk>; Paul Goodridge <paulgoodridge61@hotmail.com>
Subject: Planning objection Liverpool street station

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FAO, Chair of the Planning & Transport Committee: **Tom Sleigh**.

Ref 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:

Complete ruination of a functioning heritage railway station building.

In addition, but not limited to the following points:

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

There are plentiful other sites for development which could be used.
There is absolutely no need for more offices, shops etc.

This development should not go ahead in any way shape or form.

Regards
Paul Goodridge

Sent from [Outlook for Android](#)

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From: [sophie artemis](#)
To: [PLN - Comments](#)
Subject: Re: Objection to planning application for Liverpool Street Station
Date: 16 July 2025 12:48:54
Attachments: [image003.png](#)

THIS IS AN EXTERNAL EMAIL

My address is

12 Dunsdon Avenue
Guildford
Surrey
GU2 7nx

On Wed, 16 Jul 2025 at 12:38, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Sophie Artemis,

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: sophie artemis [REDACTED]
Sent: 30 June 2025 18:23
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Objection to planning application for Liverpool Street Station

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Please advise me on how to add my address . I thought that I had done this when adding my objection to the planning application

On Mon, Jun 30, 2025 at 9:45 AM 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



Environment Department
City of London Corporation

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

www.cityoflondon.gov.uk

From: sophie artemis [REDACTED]
Sent: 29 June 2025 10:51
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>

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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 these objections:

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.”

But for John Betjeman we would have no St.Pancras station. The front of Kings Cross station was destroyed as part of ‘Improvements’ later seen as ugly and wrong now improved. Don’t make the same mistake. The heritage and history of UK railway stations needs to be preserved.

Best wishes

Sophie

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Nicala O'Leary
20 Cleveland Avenue
Draycott
Derbyshire
DE72 3NR

[REDACTED]
1st July 2025

Planning Department
City of London Corporation
Guildhall
PO Box 270
London
EC2P 2EJ

Objection to Planning Application 25/00494/FULEIA – Proposed Development Above Liverpool Street Station

Dear Sir/Madam,

I am writing to formally object to the proposed development above Liverpool Street Station, which involves significant alterations including the construction of a large office block above the existing station and the Andaz Hotel.

While I understand the importance of modernising infrastructure and providing commercial space in the City, I believe this development is inappropriate for several reasons:

1. Heritage and Architectural Impact

Liverpool Street Station is one of London's most historic and architecturally significant railway stations. The proposed scheme risks overwhelming the original Victorian station and the Grade II* listed Andaz Hotel with an intrusive modern structure that is out of keeping with its historic context. The development would cause irreversible harm to the architectural integrity and character of one of London's key heritage landmarks.

2. Impact on Views and Urban Character

The proposed height and massing of the new buildings will negatively impact the surrounding skyline and obscure protected views. It will disrupt the character of the wider area, which blends modern developments with historic structures in a more considered and balanced way.

3. Environmental and Sustainability Concerns

The carbon footprint involved in demolishing parts of the existing structure and constructing a large new building is considerable. In light of the City of London's own commitments to sustainability and climate targets, this development appears to run counter to those objectives.

4. Community and Transport Disruption

Liverpool Street Station is one of the busiest transport hubs in the country. The scale of construction work proposed would likely result in significant disruption to daily travel for commuters, residents, and visitors, potentially for many years. Moreover, there is concern that the development prioritises commercial interests over the functionality and accessibility of the station.

5. Insufficient Public Benefit

The public benefits outlined in the proposal do not appear to outweigh the substantial harm that would be caused to heritage, amenity, and the urban environment. It is difficult to see how this development serves the wider public interest.

For these reasons, I strongly urge the Planning Authority to reject the current proposal and to seek more sympathetic and sustainable alternatives that respect the station's heritage and the needs of the wider community.

Thank you for considering this objection. I trust the City of London will take seriously these concerns and protect this vital part of London's architectural and cultural heritage.

Yours faithfully,

A large black rectangular redaction box covering a signature.

Nicala O'Leary

From: [REDACTED]
To: [PLN - Comments](#)
Subject: Re: Planning application 25/00494/FULEIA
Date: 01 July 2025 15:54:11

THIS IS AN EXTERNAL EMAIL

From: Malika Browne <
Sent: 01 July 2025 15:17
To: PLN - Comments <
Subject: Planning application 25/00494/FULEIA

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh and colleagues,

I am writing to 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 concourse and its replacement with a new structure.

Too much of London's architectural character is being lost to development, in favour of bland buildings that could have been built anywhere in the world. Please consider the uniqueness of London's 19th century architecture and what it adds to that part of London - an area already full of modern architecture, not all of it attractive.

I draw your attention to the National Planning Policy Framework which says 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."

I trust you and your colleagues will do the right thing and stop this atrocious development!

Yours sincerely,

Malika McCosh
90 Lansdowne Way
London SW8 2EP

From: [REDACTED]
To: [PLN - Comments](#)
Cc:
Subject: Planning Application: 25/00494/FULEIA -- Objection
Date: 18 July 2025 16:37:08

You don't often get email fro [REDACTED]

THIS IS AN EXTERNAL EMAIL

18th July, 2025

OBJECTION

By email to
PLNComments@cityoflondon.gov.uk
cc: tom.sleigh@cityoflondon.gov.uk

[REDACTED]

Planning Application: 25/00494/FULEIA

I object to the above proposal. My objections include the following points, in no particular order:

- The proposal is aesthetically destructive, leading to the swamping of a fine Victorian building, the existing station, by a vast skyscraper;
- I use the station several times a week, and find it perfectly adequate. It would be very inconvenient to have to put up with the major disturbance this development would cause - for the benefit of largely unneeded office and retail space but little return for me or other users;
- I agree with Simon Heffer when he wrote that, with its plans, Network Rail was now proposing to violate the environment of a great building;
- If this development were to be allowed - and a skyscraper permitted to be constructed over a Grade II Listed building - the nation's whole architectural heritage would be put at risk. And in the City, every Listed Building would also find itself at risk; and
- The loss of natural light.

In conclusion, a few years ago there were some 2,000 formal objections made in respect of an earlier iteration of this scheme. It seems that only a few, relatively minor, revisions have been made for the current proposal. The core issues remain unresolved, and therefore the application should be refused. I am surely not alone in the view that the proposed development would be entirely out of keeping with the surrounding architectural context - it would be constructed almost entirely from glass and steel, imposed on surrounding buildings that reflect texture, and craftsmanship of the Victorian era. It would harm the station's setting and compromise the character of the broader Bishopsgate Conservation Area.

Accordingly, City of London Corporation, please refuse permission for this proposed redevelopment. Liverpool Street Station deserves a better future.

Please would you confirm receipt of this email.

Alan Williams



PS Please redact, so far as you are able, my personal details from this email prior to any electronic publication of it.

From: [REDACTED]
To: [PLN - Comments](#)
Subject: Re: Liverpool Street station proposal
Date: 21 July 2025 11:53:26

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THIS IS AN EXTERNAL EMAIL

THIS IS AN EXTERNAL EMAIL

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

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 part or whole demolition of the roof at Liverpool Street station, London as it is a heritage building of great significance, extremely beautiful and a breathtaking historical building to enter into London from the train.

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 plans to change Liverpool Street are not exceptional, they are greed.

Vicky Burling

18C Cobbold rd, Felixstowe
Suffolk
IP117JB

Sent from my iPhone

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By email to
PLNComments@cityoflondon.gov.uk
cc: tom.sleigh@cityoflondon.gov.uk

Dear Sir or Madam

Planning Application: 25/00494/FULEIA

I object to the above proposal. My objections include the following points, in no particular order:

- The proposal would lead to the swamping of a fine Victorian building, the existing station, by a vast skyscraper; and would be aesthetically destructive,
- I use the station several times a week, and find it perfectly adequate. It would be very inconvenient to have to put up with the major disturbance this development would cause - for the benefit of largely unneeded office and retail space but little return for me or other users;
- in the City, every Listed Building would find itself at risk if this development were to be allowed, and a skyscraper permitted to be constructed over a Grade II Listed building; and
- The building of a skyscraper over the station would not only violate the environment of a great building, but would also lead to destructive loss of natural light.
- The proposed development is entirely out of keeping with the surrounding architectural context - constructed almost entirely from glass and steel, imposed on surrounding buildings that reflect texture, and craftsmanship of the Victorian era, it would harm the station's setting and compromise the character of the broader Bishopsgate Conservation Area.
- Some years ago, there were over two thousand formal objections to an earlier proposal of this scheme. In this current proposal, it seems the core issues remain unresolved. The application should therefore be refused.

I ask the City Corporation to refuse permission for this proposed redevelopment. Liverpool Street Station deserves a better future.

Please would you confirm receipt of this email.

Lyn Williams

14 Dandridge House
31 Lamb Street
Spitalfields
LONDON E1 6ED

PS Please redact, so far as you are able, my personal details from this email prior to any electronic publication of it.

Gwyn Richards
Director of Planning and Development
Environment Department
City of London Corporation
gwyn.richards@cityoflondon.gov.uk

08 July 2025

Dear Mr Richards

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

The submitted Public Benefits Statement by Newmark includes strategic need, proposed station, landscaping and public realm office development, public roof garden, heritage benefits, further benefits and additional commentary. Below are my comments on these items:

1. Strategic need

A “compelling” case isn’t an “essential” one (2.1). The London Plan 2021 is now subject to review and the changes which have occurred and are continuing to occur must challenge the continued existence of the Central Activities Zone. For instance, the Mayor of London has already moved east (2.4).

Whatever, City Corporation’s aspirations, including Proposal 17 of its Transport Strategy 2024 – “Support and champion accessibility improvements to

Underground Stations" – its only specific reference to any station is a commitment to work with Network Rail (NR) to introduce step free access to Moorgate's National Rail platforms (2.5). Paragraph 14.10.2 under S25 of the draft City Plan 2040 states that improvements to the accessibility of facilities provided in Liverpool Street Station and the surrounding area "may" include enhancing step free access (2.26).

Unfortunately, S25 has no recognition of the heritage value of LSS. But it should not be taken as a carte blanche to carry out any Tom, Dick or Harry development. Also, it shouldn't be forgotten that the draft City Plan has not been approved by the public inspection yet, let alone adopted.

If LSS is "failing to meet the demands placed upon it, resulting in a congested, inaccessible and at times chaotic experience for passengers" (2.7), it can only be the case that this is restricted to certain periods during the working day. Stratford Station, for instance, is on the route of the majority of trains into and out of LSS and peak time travellers could be offered an incentive to change trains there to the several alternatives. Some Elizabeth Line trains could even start or terminate at Stratford.

2. Proposed Station

A 35% increase in capacity might ease congestion and overcrowding (3.3) but only at certain times of the working day. The proposed interventions (3.4) might be welcomed but surely could have been made when the perceived problem became apparent.

Presumably there will be no technology advances that would make both ticket barriers (3.5) and ticket halls (3.7) things of the past. By the way, access to the Elizabeth Line isn't mentioned in 3.9, presumably because having to exit LSS to do so is acknowledged not to be a public benefit.

Improved wayfinding and legibility could be provided now, if NR actually cared about passengers (3.11/3.13). The same could be said for the "station facilities". Why is it felt necessary to provide a 547% increase in existing cycle provision if the proposed development will only provide a 35% increase in passenger numbers (3.15)?

LSS's current retail offer seems to be underused, so it's difficult to imagine what more retail floorspace would provide. In any event, the purpose of a station should be to move passengers in and out as conveniently as possible for them and not to encourage them to dwell (13.16).

Is there a doubt about the current level of public safety? If so, that requires attention now and not seven plus years hence. (13.17).

3. Landscaping and Public Realm

It is difficult to understand how implementation of the proposed development would benefit the public realm within the red line of the proposed Location Plan. Certainly, there appears to be no relief from the constant development, particularly to the south and west. Suggesting the public realm is under pressure from the hundreds of thousands of square metres of office space in the area and then proposing more office space seems perverse.

Closing Liverpool Street to all traffic, except emergency vehicles, would affect both taxi users and drivers. According to "Operations and Servicing" of "Design Development", in the submitted Carbon Optineering document, the service and taxi area between platforms 10 and 11, accessed from Primrose Street, is to be limited to servicing only. That would encourage the carriage of freight to and from the station by rail but excluding taxis seems to be a negative, as servicing could easily be time restricted to enable taxi use. Sun Street would not appear to have sufficient capacity to absorb for taxis in addition to buses but, if Liverpool Street could be closed, then there could be meaningful public realm improvements. The submitted proposals won't achieve that (4.2 and 4.3).

The area within the red line may lack any meaningful urban greening or contribute much to the City's ecology and biodiversity. However, that cannot be said for much of the area outside the red line. At the same time, as far as street level is concerned, the only three areas which the proposal intends to enhance are Hope Square, Bishopsgate entrance and Sun Street Passage (Preliminary Ecological Appraisal 5.1.1).

227 sqm of soft landscaping (flowering rich and perennial herbaceous planting) and 67 new trees are proposed to be added to two existing trees. Because of the footfall, hard landscaping at street level is obviously essential. However, shrubs and other planting in containers could replace trees giving more colour and interest at levels lower than tree crowns, particularly where there is seating. Hope Square being one area which would benefit from lower-level planting.

Tree planting in the City has several problems. These include the presence of underground services, growing media and sub-strata. Also, with climate change, is the suitability of not just native species but also near native ones. Some of the species mentioned are totally unsuitable for 21st century urban planting. In any event, all planting - wildflowers, shrubs and trees - must be climate resilient with the growing media and sub-strata able to retain moisture as maintenance is always a problem, particularly when not undertaken by City Gardens.

The upper and lower concourse levels are primarily for rail passengers and not much greening is offered to them when waiting for their trains. This deficiency should be addressed.

The public roof garden aside, the proposed green roofs – both intensive and extensive - are to be welcomed. With the, also to be welcomed solar panels, there could be a biosolar roof. Also, a blue roof would help retain water for both irrigation and biodiversity. The depth of the growing media and sub-strata being all important for these varying types of roof. The roof garden would be better used for solar panels and the various green, brown, blue and biosolar roofs (4.4 and 4.5).

4. Office Development

It is difficult, if not impossible, to appreciate 100,000 tonnes of embodied carbon as a public benefit, particularly when it is used to create 88,000 sqm of overwhelming office space. The overwhelming offices might benefit workers but it's difficult to see that tolerating a crowded train journey, taking a lift to an office, sitting on a balcony for lunch, taking a lift to a platform and tolerating a crowded return train journey is a healthy life/work balance.

As to any positive benefits to the hospitality industry beyond the redline from office workers, will there really be any? In fact, are there any London terminus stations where, apart from rail staff, there is no need to venture outside the building to do a full day's office work. Then there is the proposed harm to the City's heritage! (5.1 to 5.10).

5. Public Roof Garden

It is hard to imagine anything more compelling than a train journey to Liverpool Street Station to go up a lift to see "unique views". How on earth can these be said to be unique? And having seen those views, what then, back home in the train? (6.1 and 6.2)

According to 6.1, it is "a major new public roof garden" but, according to 6.2, these are "gardens" which "are expected to attract a very large number of free public visitors each year". Also, it suggests "if the gardens can be managed for public enjoyment alongside special events and some commercial activity, there are opportunities to contribute further to the *Destination City* initiative whilst also securing and enduring financially sustainable amenity for public enjoyment". That means, whatever the free offer may be, commercial needs will take precedence.

Even if the "applicant's vision is for the gardens to be inclusive, consistently well-maintained, sustainable and readily accessible to the millions of people passing through Liverpool Street Station each year" (6.2), how on earth can that be achieved? With 200 visitors "at any one time" (6.4) it will take some time to accommodate the millions each year.

With more and more roof gardens and a finite number of visitors, as well as the likely general loss of interest in views, “unique or otherwise, it is difficult to see what public benefit the roof garden would provide. Even more so since commercial needs will prevail (6.5).

One aspect of the abandoned scheme was the proposed roof top swimming pool which was obviously attractive to the Aldgate School. Perhaps abandoning the public roof garden/auditorium in favour of a swimming pool would provide some public benefit, especially for the Aldgate School pupils (6.6 and 6.7).

6. Heritage Benefits

The claimed “heritage benefits” may be weighed positively alongside elements of heritage harm” but, there again, may be not. In any event, there would be elements of heritage harm which no possible heritage benefit would ameliorate.

Of the various claimed “heritage benefits”, it would be interesting to know which of them could be provided without the erection of the proposed overwhelming office block. Of those that could not, would not having them be a major problem?

Claiming that minor cosmetic changes at Hope Square and Bishopsgate Plaza “will improve elements of the setting of [LSS] and its relationship to the wider public realm” when the proposed overwhelming office building will cause significantly more harm seems bizarre. Even more bizarre is the suggestion that providing step free access “will allow a much-improved appreciation of the listed building by members of the public”! (7.1)

Construction of the proposed overwhelming office block is not necessary to provide essential public benefit. Even then, the harm to the heritage the claimed public benefit would cause is unacceptable (7.2).

7. Further Benefits

These claims are weird since any planning permission of this type would have to provide these types of “benefit” anyway. The seven-year timescale is hardly a public benefit and the estimated number of full-time employees should have no problems finding roles on other sites. Even more so as more and more schemes are consented and more and more consented schemes are implemented (8).

8. Additional Commentary

The lack of objectivity is amazing (9). The purpose of the proposed overwhelming office block is to pay for the necessary improvements to LSS, something which should be the responsibility of the government through NR.

This scheme, of course, replaces the original, more extensive scheme which the Applicant similarly promoted. The applicant was wrong then and the lack of objectivity confirms it is wrong again. Potential is one thing but should not be the driving force here, particularly where need could be provided without the proposed overwhelming office block (9.5).

HS2 has shown that financial viability is secondary to need where public transport is concerned and financial viability should not play any part here. Public funding should be used to finance public assets, particularly where there would be a significant increase in embodied carbon emissions if there is a consent. Over Station Development is certainly not necessary here, let alone suitable (9.6 to 9.8).

There is no mention of the public benefit of having to endure seven years of highly polluting construction work (9.9). That, surely, would have a negative impact on LSS users as well.

Finally, the section on funding (9.10 to 9.14) relates to a political, rather than a planning issue and should be ignored. If NR has a case for improving LSS, then the government should be funding it, especially on public safety grounds, even if the outcome of that is less than ideal for NR. The cost of consenting to the proposed development will be the public's since the claimed benefits are dwarfed by its actual harm (9.10 to 9.14).

Lastly, despite its substantial numbers of rail travellers, LSS would hardly need to become a world class gateway with travellers restricted to Stansted Airport and Harwich. Also, in all honesty, does the City need any "new destination" at the expense of its heritage, the latter, of course, being a main reason for visiting the City (9.11).

In view of the above, I object to the proposed development. As a result, I request that the application be refused.

Best regards,

Fred Rodgers

100 Breton House
EC2Y 8PQ

From: [REDACTED]
To: [PLN - Comments](#)
Cc: [Sleigh, Tom \(Deputy\)](#)
Subject: Ref: 25/00494/FULEIA
Date: 18 July 2025 10:07:10

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THIS IS AN EXTERNAL EMAIL

From: Mr Timothy C Parkes
Flat 14, Priory House
32 Folgate Street
London E1 6UJ

Dear Sir or Madam,

I would like to register my objection to the proposed commercial development over the top of Liverpool Street Station.

I use the station very frequently and work at Exchange House, Broadgate. The disruption expected, if the plan for this development proceeds, will last for many years. A simple refurbishment of the station concourse and entrances should be the aim of Network Rail and the City Corporation, with the minimum of disruption for those of us who live nearby and who use the station.

Furthermore, the design of the development shown in the plan is completely at odds with the Victorian setting of the present station and the adjacent hotel, showing no attempt at a harmonious unification of architectural styles. It is inappropriate and simply appears designed to maximise the commercial space that can be squeezed into an awkward site. The listing of the station alone should protect both spaces from the imposition of this extraordinary project.

The glass roof of the station currently allows light into the station concourse, and any covering of the roof will give those using the station the feeling that it is underground. It will feel less open and more threatening. A glass roof allowing daylight into the public space is more appropriate for this very large waiting area - any closing off of this feeling of light and space will push more people outside and into the road space, rather than encourage them to use the shops and cafes available inside the station.

In summary, I do not consider that a case for this development is made out; it is unnecessary in light of the commercial and indeed residential space already available in the near proximity to the station and the design flouts the basis for the existing listing of the station.

Please do not approve this development.

Yours faithfully,

Tim Parkes

From: [PLN - Comments](#)
To: [Begum, Shupi](#)
Subject: FW: Objection to planning application 25/00494/FULEIA
Date: 21 July 2025 15:45:55

Fyi

From: Katie Wignall [REDACTED]
Sent: 21 July 2025 12:53
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: RE: Objection to planning application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Hello,
Happy to provide a full name and address. Under no circumstances should my address be made visible to the public. Happy for my full name to accompany my comments

[REDACTED]
[REDACTED]
[REDACTED]

Katie Wignall

[REDACTED]
[lookup.london](#)

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---- On Mon, 21 Jul 2025 12:24:04 +0100 PLN -
Comments<PLNComments@cityoflondon.gov.uk> wrote ----

Dear Kate Wignall,

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: Katie Wignall [REDACTED]
Sent: 01 July 2025 17:53
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Subject: Objection to planning application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

I object strongly to the plan for Liverpool Street Station. It's a destruction of a historically and architecturally important building and this development is totally out of proportion with existing structures and badly thought through. I specifically object to the damaging of the Grade II listed roof - something I often admire and encourage others to admire leading walking tours in the area.

The inclusion of a 20 storey tower looming over a listed 19th century hotel will also have a disastrous effect on the Bishopsgate conservation area and the viewing lines around Liverpool Street.

This is in direct contradiction to the National Planning Policy Framework. Paragraph NPPF 214 states that the Substantial harm to or loss of grade II listed buildings should be exceptional.

Regards,

Katie Wignall

[REDACTED]
lookup.london

[YouTube](#) - [Instagram](#) - [Facebook](#) - [Tripadvisor](#) - [Twitter](#) - [TikTok](#)

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From: [PLN - Comments](#)
To: [Begum, Shupi](#)
Subject: FW: Liverpool St Station - Planning application 25/00494/FULEIA
Date: 22 July 2025 11:31:44

Fyi

From: Susan Wilson [REDACTED]
Sent: 18 July 2025 11:57
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Liverpool St Station - Planning application 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

DEar Sir

My address is

117 Heath Way
Northumberland Heath
Erith
DA8 3LZ

Regards

Susan Wilson

On Wed, 16 Jul 2025 at 13:53, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Susan Wilson,

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: Susan Wilson [REDACTED]
Sent: 01 July 2025 13:46
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: Liverpool St Station - Planning application 25/00494/FULEIA

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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. 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.”

Regards

Susan Wilson

Northumberland Heath, Kent, Bexley Borough

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From: [The Modrocker](#)
To: [PLN - Comments](#)
Subject: Re: Liverpool Street station
Date: 01 July 2025 20:59:44

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THIS IS AN EXTERNAL EMAIL

Hi there,
Yes I can

My address is;

Antony Millard
67 Jubilee Drive
South Ruislip
Middx
HA4 0PH

Thank you!

On 23 Jun 2025, at 14:47, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Mr Millard

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: The Modrocker [REDACTED]
Sent: 21 June 2025 09:20
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Liverpool Street station

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THIS IS AN EXTERNAL EMAIL

Dear Sir/Madam,

Page 67

I am writing to formally object to the proposed redevelopment of Liverpool Street Station (Planning Application Reference: 25/00494/FULEIA)

Liverpool Street Station is a Grade II listed building of national importance. The current plans, which involve the partial demolition and insensitive redevelopment of the site, would cause substantial and irreversible harm to the station's historic character and its architectural and cultural significance.

I am deeply concerned that this proposal disregards the protections afforded to listed buildings and fails to respect the historic fabric of one of London's key heritage assets. The scale and design of the proposed changes are wholly inappropriate for such a historically significant site and risk eroding the unique identity of the station and its surroundings.

I urge you to reject this application and instead seek alternatives that respect the integrity of the existing structure, while accommodating the future needs of the station in a sensitive and sustainable manner.

Thank you for considering my objection.

Yours faithfully,

Antony Millard

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From: [Kevin McCarthy](#)
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: OBJECTION to Planning Application 25/00494/FULEIA – Liverpool Street Station Redevelopment
Date: 01 July 2025 23:32:09

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THIS IS AN EXTERNAL EMAIL

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

I am writing to formally **OBJECT** to the planning application 25/00494/FULEIA for the partial demolition and inappropriate redevelopment of Liverpool Street Station.

I am deeply concerned about the substantial harm these proposals will inflict upon a vital part of our national heritage. Liverpool Street Station is a magnificent Grade II-listed building, and this redevelopment would cause irreversible damage to its historic fabric and architectural significance. The proposed scale and design are entirely out of character with the existing station and its surrounding conservation areas.

My specific objections are as follows:

- **Substantial Harm to a Grade II-Listed Building:** The plans involve the partial demolition of the existing station, which constitutes substantial harm to a designated heritage asset. This is contrary to national planning policy, particularly paragraph NPPF 213 of the National Planning Policy Framework, which states that substantial harm to or loss of designated heritage assets should be exceptional. The proposed benefits do not outweigh this harm.
- **Impact on Surrounding Heritage Assets and Conservation Areas:** The development's excessive height and massing will have a detrimental impact on the setting of numerous surrounding heritage assets, including other listed buildings and the character of the Broadgate and Bishopsgate Conservation Areas. The proposed tower is an inappropriate intrusion into this historically sensitive urban landscape.
- **Conflict with City Plan Policies:** The proposal appears to conflict with the City Plan's policies regarding tall buildings, particularly in conservation areas, and the preservation of the historic environment. The development fails to respect the local context and distinctiveness.
- **Lack of Public Benefit:** While some public realm improvements are mentioned, they do not compensate for the significant heritage harm. The proposed commercial benefits are private and do not justify the destruction of public heritage.

I urge the Planning & Transport Committee to reject this application. It is crucial that we protect our historic railway stations and ensure that any future developments are sensitive to their heritage value and contribute positively to the urban environment, rather than detracting from it.

Please acknowledge receipt of my objection.

Yours sincerely,

Kevin McCarthy

63 Peartree Road,

Herne Bay,

Kent,

CT6 7EG

[REDACTED]

From: [Joanne B](#)
To: [PLN - Comments](#)
Cc: [Sleigh, Tom \(Deputy\)](#)
Subject: Planning application 25/00494/FULEIA Objection
Date: 02 July 2025 10:27:15

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THIS IS AN EXTERNAL EMAIL

Dear City of London planning

I object to this application, which would cause substantial harm to the significance of nationally important heritage and isn't in line with the National Planning Policy Framework (NPPF) para 213 which states that substantial harm to ... grade II listed buildings ... should be exceptional.

The effect of this application will result in a high level of harm to the special interest and significance of the Grade II listed 19th Century train sheds and hotel. It would also cause substantial harm to the Bishopsgate Conservation Area, contrary to the 2015 City Plan, and to surrounding listed churches of significant national heritage.

As a regular user of London Liverpool Street Station for 20 years, I agree that works are needed to improve access to the amenities of the station. However, this application does not meet the required standard of being exceptional because its degree and scale are shocking and the harm is entirely disproportional to that required to meet those needs.

I have made this objection by email as I am unable to make a comment on your site using a mobile device.

Kind regards
Joanne Bailey

Please ensure you do not publish my contact details:

[REDACTED]

From: Sophie Cameron
To: PLN - Comments; Sleigh, Tom (Deputy)
Cc: Joshi, Shravan; Shravan.Tanya.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: 02 July 2025 10:50:28

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

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

As a resident in the area, I cite the following as reasons for this:

- The substantial harm this development will have to a culturally significant area. It is vastly over-scale and disproportionate in an area that should be protecting its eclectic mix of low and mid-level architectural interest. The encroachment of indeterminate, high-rise steel and glass clad office buildings has already created impersonal, urban chasms in the City of London, down which rubbish blows like tumbleweed past closed retail outlets. Understandably these are utterly devoid of footfall outside office hours. This has deprived the surrounding area west of Bishopsgate of charm, character and passing trade. This would only be compounded by this development.
- Tourists and other visitors flock to the area because it is culturally and historically of interest and a unique, intimate space within which to socialise and shop. This development substantially harms this character. Do the planning committee seriously believe that visitors will be drawn to an area dominated by yet another over-scaled, glass and metal construction that will make Liverpool Street and its surroundings look like everything else in the City of London, once one of the most unique and historically interesting city centres in the world?
- The disruption and inconvenience while this development is underway will be massive and will seriously affect the small and medium businesses already struggling to survive against bland, multinational conglomerates, let alone locals and commuters going about their daily lives.
- The waste stemming from this redevelopment is appalling given the environmental challenges we face. For example, much effort and expense has been invested in the garden area around the station. This will be needlessly ruined. At a time when many new builds barely last a decade, it is monstrous that we should be destroying buildings that have survived for centuries.

In addition, I object for the following heritage reasons:

-

Substantial harm to the Grade II-listed station will be caused as a result of the demolition of the existing roof structure over the station concourse and its replacement with a new structure. This structure, while severely compromising the setting of the surviving Nineteenth Century train shed, is out of scale and needlessly massive.

- At a time when many existing retail outlets lie empty, the insertion of extensive amounts of new units within the Nineteenth Century train sheds seems utterly pointless. This includes 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 Victorian hotel in the City. This will be ruined by the construction of a totally over-scaled, hideous 20-storey tower over the station concourse.
- As mentioned above in my objections as a local resident, the harm the scheme would cause to the Bishopsgate Conservation Area is enormous. The imposition of a tall building in an area characterised by low- and medium-scale buildings 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 well as being of cultural significance, buildings and environments such as these are what sets the area apart as of interest and appeal to visitors.
- **In conclusion I refer 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.” This development is exceptional only for its total lack of sensitivity and imagination.

Yours sincerely

Sophie Cameron
23 Wilkes Street
London E1 6QF

From: [Andrew Wilson](#)
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: Letter of objection to Planning Application 25/00494/FULEIA
Date: 02 July 2025 11:03:10

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THIS IS AN EXTERNAL EMAIL

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

Dear Mr Sleigh

I object to this application which would cause substantial harm to significant nationally important heritage assets — namely Liverpool Street Station and its context.

More specifically I raise objection to:

The substantial damage that will be caused to the Grade 2-listed station through the demolition of the roof of the concourse and its subsequent replacement with a new structure, all of which would severely compromise the setting of the nineteenth-century train shed.

The insertion of large amounts of new retail units within the nineteenth-century train sheds — which is planned to include the construction of two elevated retail galleries — which will cause irreparable levels of harm to the special interest and significance of the Grade 2-listed heritage asset.

The construction of a twenty-storey tower over the station concourse will severely impact on the setting of surrounding listed heritage assets. In particular and most immediately will be the substantial harm the proposed development will cause to the significance of the Grade 2*-listed hotel (the Great Eastern Hotel), which is the last continually functioning nineteenth-century hotel in the City of London.

Quite apart from the impact of the development of the integrity and structures that make up the complex of Liverpool Street Station, there is the substantial harm the scheme would cause to the Bishopsgate Conservation Area by the imposition of such a tall building in an area that is characterised by low- and medium-scale buildings. This is directly 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 1-listed Christopher Wren City churches and the nearby St Botolph's church.

Though I do not live in the Spitalfields area any more, for over 15 years until about 2004 I lived in the old Peabody Housing block, The Cloisters, at 145 Commercial Street — with my flat looking out across Folgate Street to Spitalfields Market and down towards Bishopsgate. It is an area I still love, and though I witnessed a lot of change first hand, starting with the finishing of the first stages of the Broadgate development by 1988 and the subsequent closure of Spitalfields Market as a wholesale market, I am registering my

objection to the current Planning Application 25/00494/FULEIA because I can understand the degree to which it would utterly desecrate the immediate site and the surrounding areas. My early memories as a child of coming to London in the mid 1960s by train into Liverpool Street Station made me want to live nearby and as a result (although I now live in North London) I have followed the subsequent developments of the station and the surrounding areas closely.

Given the existing policies that exist, both in the National Planning Policy Framework and elsewhere for the protection, conservation and enhancement of historic and heritage environments, and with specific reference to paragraph NPPF 213 — from my study of the application it is quite clear to me that were it to be passed the result would be “Substantial [and exceptional] harm to or loss of: a) grade 2 listed buildings, or grade 2 registered parks or gardens”. For all these reasons as outlined above I am objecting to this planning application 25/00494/FULEIA

Yours sincerely

Andrew Wilson

Andrew Wilson
1 Almington Street
London N4 3BP

T:
M:
[REDACTED]

From: [Catherine Whitworth Jones](#)
To: [PLN - Comments](#)
Cc: [Sleigh, Tom \(Deputy\)](#)
Subject: OBJECTION Planning Application 25/00494/FULEIA
Date: 02 July 2025 11:27:53

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THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh, Chair of the Planning and Transport Committee,

Planning Application 25/00494/FULEIA

OBJECTION

As a resident of Essex whose main line station to London is Liverpool Street Station, I object to the above planning application which would cause substantial harm to the significance of nationally important heritage assets in the immediate vicinity of this station.

The proposed development is vastly out of scale with surrounding buildings and will have an enormous impact on the Bishopsgate Conservation Area with its numerous designated and undesignated heritage assets.

More specifically I raise objections to the apparent failure to follow the National Planning Policy Framework, paragraph NPPF 213 which states “substantial harm to or loss of: a) grade II listed buildings or grade II parks or gardens should be exceptional”.

I hope you will take my objection into account when deciding this planning application.

Yours sincerely,
Arrabella Douglas-Menzies
Boxted Mill
Boxted
Colchester
Essex
CO4 5TB

Sent from my iPad

From: [Alan Weaver](#)
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: Objection to Planning Application 25/00494/FULEIA for Liverpool Street station
Date: 02 July 2025 12:01:38

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

I strongly object to the application to build a huge 20-storey office block on top of Liverpool Street station. This development would cause substantial harm to nationally important heritage assets. The proposed development is against paragraph NPPF 213 of the National Planning Policy Framework which states that substantial harm to or loss of designated heritage assets should be avoided.

In London there is more than 20 million square feet of empty office space and more than 50,000 empty retail units. This means there is no need to build even more office space and retail units.

This development would:

1. Significantly damage the grade 2 listed station through the demolition of its concourse roof and the alteration of its 19th century train shed
2. Compromise the grade 2 listed Great Eastern Hotel, the last continually functioning 19th century hotel in the City of London
3. Harm the Bishopsgate Conservation Area, contrary to the 2015 City Plan which specified that planning permission for tall buildings in inappropriate areas should be refused

Finally, if this development went ahead local residents and commuters would see the building as a blot on the landscape – it looks horrible and would take away from their serenity and peace of mind.

Kind regards,

Alan Weaver
42 The Waterson Building
Long Street
London E2 8GT

From:
To:
Cc:

Subject: Objection - Planning Application No. 25/00494/FULEIA - Liverpool Street Station
Date: 07 July 2025 17:16:40

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I wish to object to the development proposals for Liverpool Street Station. This proposal will cause substantial harm to the heritage assets, which the Local Authority is charged with protecting. I urge you to be properly mindful of the City of London planning policies and the NPPF policies in respect of historic buildings and heritage assets, particularly Paragraph 213 of the NPPF, which states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." It seems that whenever sufficient money is offered by developers, the planners consider that the application suddenly becomes an exceptional case where substantial harm can be justified. I do not believe that this was the thinking behind the drafting of Paragraph 213 and I consider it to be a distortion of the evidence when it is deemed to be so.

The scheme will cause substantial harm to the Grade II listed buildings by demolishing the roof of the existing station and replacing it with a new structure.

Substantial harm will be caused to the historic features within the interior of the station through the insertion of retail galleries.

The erection of a 20-storey overbearing tower block will cause substantial damage to the setting of the station and to surrounding heritage assets including the Grade II * 19th Century hotel, which is the last continuously functioning hotel of that era in the City of London.

Substantial harm would be caused 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 conclusion this scheme has nothing to recommend it apart from the generation of cash, but this comes at the great expense of sacrificing our irreplaceable heritage assets which you have been given the responsibility of protecting. Please do your job and refuse this scheme. If you stand firm and protect our precious and fast dwindling assets the developers will realise that the NPPF is not to be continually disregarded but must be adhered to.

Yours sincerely,

Kathy Doyle
18 Russell Chambers
Bury Place WC1A 2JU



From: [REDACTED]
To: [REDACTED]
Subject: planning application reference 25/00494/FULEIA
Date: 07 July 2025 16:29:02

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THIS IS AN EXTERNAL EMAIL

As a resident of Tower Hamlets who uses Liverpool Station every day, I'm shocked by this overscale and greedy scheme which seems to have the sole intent of grabbing as much commercial space as possible from a site which should be sacrosanct. The station and its concourse was saved from demolition in the '80's and has proved a great success for London, the city and Tower Hamlets.

The cost arguments put forward by network rail do not seem credible as they are effectively saying that in order to upgrade what we have we need to destroy it ! I object !

Tim Lowe,
17 Princelet street, E16QH

From: [REDACTED]
To: [REDACTED]
Subject: planning application reference number: 25/00494/FULEIA
Date: 07 July 2025 10:10:37

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THIS IS AN EXTERNAL EMAIL

Hi I am writing to object to the planning application for Liverpool Street Railway station.

Having looked at the images on this site <https://www.networkrailmediacentre.co.uk/news/network-rails-application-to-transform-londons-busiest-station-validated-by-city-of-london> and the other documents i can not understand why some of this change is necessary.

I agree change in principle is needed for Liverpool street and the station does need to be improved but the proposed changes to the main entrance seem wildly out of proportion to the rest of the station. The proposed removal of the current entrance and the demolition of roof structure seems bizarre. Then the proportions of the new proposed tower block is monstrously large!

These are listed heritage buildings and some of the work proposed seems to me to be out of proportion with the heritage nature of the buildings.

One point that seems very valid to me is that "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 absolutely true, this is a historic station and to put a tall building right over the entrance will distract from the station.

I would like to take the opportunity to highlight 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." - the need to disrupt the existing listed buildings does not appear to be valid, the work proposed needs to be done in a more sympathetic manner.

I look forward to your response.

Kind regards
Daniel Mason
Managing Director

--



Miniature Railway Workshop - Incorporating Phoenix Locomotives | Unit 1a & 1b, New Line Road, Kirkby-In-Ashfield, Nottingham NG17 8JQ

www.miniaturerailwayworkshop.com

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From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Staion
Date: 06 July 2025 12:36:25

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sir,

We write to object to the planning application 25/00494/FULEIA.

We object to:

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

Yours sincerely,

Peter and Margaret Southcott.

8 Mountview,

Tors Road,

Okehampton,

Devon,

EX20 1QN.

From:
To:
Cc:

Subject: Planning Application 25/00494/FULEIA
Date: 04 July 2025 17:43:26

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

More specifically, I raise objections to:

- 1) The substantial harm to the Grade 2 listed station through the demolition of its beautiful, exceptional roof which floods the platforms and concourse with light. The harm of the changes to the setting of the 19th century train sheds.
- 2) More retail units and the construction of two elevated retail galleries. This is a heritage railway station of superb design, and it is unique. More retail units are superfluous. It is a travel hub, not a shopping mall. Where is the special interest and significance of shops, compared with a Grade 2 listed heritage asset?
- 3) The impact to the setting of surrounding heritage assets, including the Grade 2 listed Great Eastern Hotel, through the construction of a twenty-storey tower on top of the station concourse.
- 4) The scheme would impact the many designated and undesignated heritage assets in the City and beyond, including many Grade 1 listed Christopher Wren City churches and St Botolph's church.
- 5) I refer 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". I believe the harm that would be caused by this scheme is extreme and substantial and would result in irreparable loss of or damage to the heritage assets as outlined above.

Sally Cassels

24 Duxford Road
Whittlesford
Cambridge
CB22 4D

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station Planning application reference number: 25/00494/FULEIA
Date: 04 July 2025 17:04:59

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh, Chair of Planning & Transport Committee,
I object to this application, which would cause substantial harm to the
significance of nationally important heritage assets. More specifically, I object
on the following grounds:

- the application runs contrary to para. 213 of the *National Planning Policy Framework* (NPPF) which states: “substantial harm to or loss of: grade II listed buildings, or grade II registered parks or gardens, should be exceptional.”
- the impact on the setting of surrounding listed heritage assets. In particular, the construction of a 20-storey tower over the station concourse would harm the significance of the Grade II*-listed hotel – the last continually functioning C19 hotel in the City;
- 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, which are inappropriate and would cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset;
- 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 strongly urge you to reject the application.

Yours sincerely
Ann Petherick
53 Scarcroft Hill
York YO24 1DF

From:
To:
Cc:

Subject: Objection to planning application ref no. 25/00494/FULEIA
Date: 03 July 2025 20:11:35

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.

The station is Grade II-listed and yet the roof structure would be demolished!

The plans for extensive retail units should be part of a separate development in order that the visual impact on the historic station will be reduced.

The plans also visually impact surrounding listed heritage assets. There will be substantial harm from the scheme 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.

Finally, I refer 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."

Philip Wood
12 Church Lane
Letchworth Garden City
Herts SG6 1AJ

From: [REDACTED]
To: [REDACTED]
Subject: Planning application ref 25/0094/FULEIA Liverpool Street Station
Date: 03 July 2025 19:15:26

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Councillor Sleigh

Ref planning application 25/0094/FULEIA 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 because of:

- (1) The substantial harm to the Grade II-listed station that would be caused by 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.
- (5) And I also rely on the National Planning Policy Framework in particular 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."

NB I have been a London resident since 1971. I have used Liverpool Street Station and visited its neighbourhood on many occasions.

Thank you for your consideration

David Watkinson

38 Conewood Street

London N5 1DL



From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA – Proposed 19-Storey Tower Block Over Liverpool Street Station
Date: 03 July 2025 17:43:06

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear City of London Planning Authority,

I am writing to formally object to planning application reference 25/00494/FULEIA, concerning the proposed 19-storey (97m) office tower to be built over Liverpool Street Station.

My objection is based on the following serious concerns:

1. Destruction of Architectural Heritage: The proposal would destroy the station's existing light-filled, cathedral-like concourse roof — a unique and cherished architectural feature designed in the 20th century. This would result in a loss of natural light and irreparably alter the character and atmosphere of the station concourse.
2. Harm to Adjacent Historic Buildings: The massive scale of the tower would overwhelm the Grade II* listed Great Eastern Hotel and significantly harm the character of the surrounding conservation area.
3. Insufficient Consideration of Alternatives: Network Rail has stated that the development is necessary to fund station upgrades and improve accessibility. However, there is no clear evidence that alternative funding methods or other development sites have been thoroughly explored to avoid such destructive over-station construction.
4. Impact on Passenger Experience and Network Capacity: The proposed construction will cause years of severe disruption to passengers. Liverpool Street Station serves not only daily commuters traveling to the City of London but also long-haul passengers from Norfolk and Suffolk. Regular weekend closures of the station during construction would greatly inconvenience these passengers. Furthermore, Liverpool Street is a major interchange for some of London's busiest lines, including the Elizabeth Line, Metropolitan Line, and Central Line. The current plan does not adequately cater to the needs of the vast number of interchange passengers, risking overcrowding and congestion on these critical routes.
5. Impact on the Conservation Area: The scale and design of the proposed office block would cause significant harm to the Liverpool Street conservation area, undermining its heritage value.

Given the above, I urge the City of London to refuse this planning application to protect our irreplaceable heritage, ensure passenger convenience, and preserve the wellbeing of commuters and the wider community.

Thank you for your consideration. I trust the authority will act to preserve the historic and architectural integrity of Liverpool Street Station and its surroundings.

Yours sincerely,
Chun Sun Chan
Flat 13 Citius Court, 5 Jacks Farm Way, London E4 9FQ

Mobile: [REDACTED]

Email: [REDACTED]

From:
To:
Cc:

Subject: Liverpool Street station planning application no. 25/00494/FULEIA
Date: 03 July 2025 21:34:19
Importance: High

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

THIS IS AN EXTERNAL EMAIL

146 Willifield Way London NW11 6YD

3 July 2025

Dear Mr Sleigh

I object to this application, which would cause substantial harm to the significance of nationally important heritage assets. As you are aware, 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'.

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 nineteenth-century train shed.
- 2) 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.
- 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 nineteenth-century hotel in the City – through the construction of a 20-storey tower over the station concourse.

The scheme, if implemented, 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 many of the Grade I-listed Christopher Wren City churches, and nearby St Botolph's church.

I hope that these comments objecting to the plans to partially demolish and inappropriately redevelop Liverpool Street Station will be taken into account. As an art historian of the period, I feel strongly that the Victorian heritage of London needs to be conserved. On a personal level, my father's

family were born in the area, and during my childhood being taken to the Great Eastern Hotel for a meal was a great treat.

Yours sincerely

Judith Bronkhurst, PhD

email: [REDACTED]

From:
To:
Cc:

Subject: Planning Application 25/00494/FULEIA
Date: 03 July 2025 21:17:16

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

THIS IS AN EXTERNAL EMAIL

10 Defoe House
Barbican
LONDON. EC2Y 8DN

Tom Sleigh,
Chair of the Planning & Transport Committee

Planning Application 25/00494/FULEIA

3rd July 2025

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 idea of demolishing the roof of the concourse, described by Edward Bawden as one of the wonders of London, and its replacement with a new structure which would compromise the setting of the 19th century train shed.

The harm done to this grade 11 listed heritage asset by the insertion of new retail units in the 19th century train sheds.

The (quite frankly insane) plan to construct a twenty storey tower over the station concourse and the irreparable damage done as a result to surrounding listed heritage assets, including the last continually functioning 19th century hotel in the city.

The harm which would be done to the Bishopsgate Conservation Area by the imposition of a tall building in an area of low and medium scale buildings, contrary to the 2015 City Plan, and the impact on numerous heritage assets including City churches and nearby St Botolph's church.

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

I believe it would be a grave mistake to allow this work to go ahead.

Yours sincerely

Julia Harrison

From: [REDACTED]
To: [REDACTED]
Subject: Objection to planning application 25/00494/FULEIA
Date: 03 July 2025 21:09:24

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I wish to register my objection on the following grounds: -

- 1)The demolition of the historic roof structure
- 2)The inappropriate addition of retail units and galleries
- 3)The 20-storey tower that will damage the setting of listed buildings.

Peter Gurl
2 Arthur Rd.
Bexhill
East Sussex
TN39 3PN

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Planning Application 25/00494/FULEIA
Date: 03 July 2025 22:49:54

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

Planning Application 25/00494/FULEIA.

I OBJECT to this application which would cause substantial harm to the significance of nationally important heritage assets. This is a terrible scheme which if passed would take 8 years of disruption.

More specifically, I raise objections to:

- The substantial harm to the Grade II-listed station by demolishing the roof of the station and replacing it with a massive new structure above it. The current natural light filtering through the roof into the airy concourse would be blotted giving a totally clinical atmosphere to the station. Visitors arriving from the continent off the Harwich train at Liverpool street station don't want to come to London to see a soul less towering sky scraper greeting them dwarfing the historic Victorian architecture of the station from the Industrial Age. This demolition would also compromise the setting of the 19th century train shed.
- The inappropriate 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.
- This development would cause 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 Bishopsgate Conservation Area is not being respected. The imposition of a tall building in an area characterised by low-and medium-scale buildings is totally inappropriate.
- This development 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 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. London is awash with sky scrapers - most of them empty and unrented -there is absolutely no need for such a vast tower over the station and it certainly does not fit with this Policy Framework guidance.
- This monster building is an absurdity and the application should be refused. The size and scale is ludicrous and should not be presented as the pay off for improved

disabled access and more lavatories.

Yours sincerely

Lucinda de Jasay
15 Lamb Street
London E1 6EA

From: [REDACTED]
To: [REDACTED]
Subject: Fwd: Urgent Objection
Date: 03 July 2025 23:05:10

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THIS IS AN EXTERNAL EMAIL

Sent from my iPhone

Begin forwarded message:

From: Nigel Campbell <[REDACTED]>
Date: 3 July 2025 at 23:03:57 BST
To: [REDACTED]
Subject: Urgent Objection

re: proposals for the redevelopment of Liverpool St Station.

Sir,

I wish to register my objection to the proposals to redeveloped Liverpool St Station based on their involving the destruction of a listed building, and because of the inappropriate scale of the proposed development.

Liverpool Street station was listed specifically because it is of historical, cultural and (critically) contextual significance. It is an important and unique heritage asset for London and/or its alteration beyond recognition as illustrated would completely destroy the character not only of the station but of the entire area in which it is situated.

It represents an inappropriate overdevelopment that undermines the character of its existing context. The Bishopsgate Conservation Area would be permanently disfigured by the intrusion of a huge tower block into an area presently characterised by low-to-medium-rise buildings. This is in contravention of the 2015 City Plan mandating refusal of applications for inappropriate high-rise tower blocks in Conservation Areas & the St Pauls Cathedral Heights area.

Beyond destroying the station and its immediate surroundings this oversized scheme would impact the context of many listed and undesignated heritage assets including Grade I listed Wren City churches and the nearby St Botolph's church. Paragraph NPPF 213 states: "Substantial harm or to or loss of grade II listed buildings or grade II listed parks or gardens, should be exceptional."

This application should be refused as totally inappropriate. Have we learnt nothing from the wanton destruction of Euston? Or the huge tourist income benefits brought by the saving of Covent Garden in the 1970s?

Heritage buildings are part and parcel of the character of London and as such must be preserved at all costs.

Allowing such a wholesale disfigurement of a Grade II listed building would completely undermine the foundations of the listed building conventions and allow further avaricious developers to claim 'exceptions' in every future case.

This proposal must be allowed to progress.

Yours sincerely

Nigel Campbell
81 Hackford Road
London
SW90RE

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station Planning Application Ref:25/00494/FULEIA
Date: 03 July 2025 23:15:17

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

THIS IS AN EXTERNAL EMAIL

To: Tom Sleigh, City of London Planning & Transport Committee.

I object to the Liverpool Street Station Planning Application Ref:25/00494/FULEIA, which would cause substantial harm to nationally significant and historically valuable heritage assets, and go against the National Planning Policy Framework, by damaging and destroying Grade II-listed buildings.

I wish to particularly raise objections to:

The substantial harm that would be caused to the Grade II-listed station, through the demolition of the existing concourse roof structure. This would destroy the intrinsic character of this part of the station, and compromise the setting of the surviving train sheds.

The disastrous harm which would be caused to the architectural value of the train sheds themselves by the out of scale and wholly inappropriate siting of elevated retail galleries.

The negative impact the development would have on surrounding listed heritage assets. I particularly object to the construction of a twenty storey tower on top of the station concourse. This would insensitively dwarf the surviving historic hotel, and damage its value in the architectural landscape.

The overall and substantial harm the scheme would cause to the Bishopsgate Conservation Area as a whole, due to the excessive height of proposed new structures - totally out of keeping with the area's character and architectural value. The proposed developments would go against the 2015 City Plan - which requires refusal of plans such as those being proposed, due to their adverse effect on the wider city surroundings - which include Grade I-listed cathedrals and churches, as well as numerous other designated and non-designated heritage assets.

The grossly insensitive scale of the proposed new buildings smacks of indifference to the nationally significant value of this historic area, and greed - which should not be allowed to destroy the value of our heritage assets for future generations.

Thank you for your time.

Yours sincerely,

Francis Neale,
153 Willow Lane,
Lancaster,
LA1 5PX

From: [REDACTED]
To: [REDACTED]
Subject: Planning Application 25/00494
Date: 04 July 2025 02:28:12

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I wish to object strongly to this application on the following grounds:

1. Paragraph 213 of the National Planning Policy Framework states that substantial harm to Grade 2 listed buildings must be exceptional. I believe the application conflicts with this.
2. This proposal would involve demolishing part of the historic roof structure of the station.
3. The retail units and galleries that are proposed are totally inappropriate.
4. The proposed 20 storey tower would damage the setting of listed buildings.
5. We are only temporary guardians of exceptional old buildings and as such should not be allowing the destruction or alteration of them or their curtilage unnecessarily. They are part of the heritage not only of the local area, but of the whole country and all of its people.

Sheila Smith-Rawnsley
74 Brookfield Way
Cambourne
CB23 5ED

From:
To:
Cc:

Subject: Objection to 25/00494/FULEIA
Date: 04 July 2025 03:35:46

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. I note that 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." 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 sincerely

Timothy Hill
1 Paton Close, London E3 2QE

From:
To:
Cc:

Subject: Re: 25/00494/FULEIA - Planning Application - Consultation
Date: 03 July 2025 13:17:37

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

THIS IS AN EXTERNAL EMAIL

Objection to 25/00494/FULEIA

Dear Sir,

Thank you for the information regarding the new plans submitted for the redevelopment of Liverpool Street Station. I wish to object again to these new plans, which do not address my original concerns. I was born within the City and baptised in St Giles Cripplegate. I'm not sure if this adds weight to my objection, but it certainly adds a personal perspective.

I have passed through Liverpool Street Station several times since the original plans were submitted. Features that I have not previously taken great note of, now stand out boldly to me. The night sky glitters through the station roof in winter, the summer sun illuminates the concourse and lends a cherry glow. Like many great London stations, you are at once inside, and yet connected with the outside.

I have scrutinised the new plans and have no objection to improved disabled access to the station or a refresh of the retail units - but please, in keeping with the style of a grand Victorian station, rather than something ghastly and garish. I would suggest a visit to Paris Gare du Nord or Gare de Lyon, to see how retail units and a grand station can attractively present the station user with a pleasant place to browse shops while waiting, but still an integral part of the grand building. The existing proposal is too heavy-handed and unsympathetic to the historic structures. I would suggest further consultation is required and looking at existing

I cannot imagine Liverpool Street station without seeing the sky, or the concourse only being lit by artificial light. I object very strongly to the glass and steel monstrosity being plonked on top, totally out of keeping with the existing grade II listed structure. I do not believe that London is that desperate for more office space when I see so many units up for rent in the City. Work has changed. Despite chants of "get back to the office", many organisations still permit hybrid working. I do not predict that this will reverse and increased use of AI will reduce the need for office work still further. Therefore, I do not believe that this development is necessary or required.

The damage will not be limited to the station itself. The grade II listed, 19th century, Great

Eastern hotel, will also be impacted to its detriment. The popularity of areas such as Spitalfields, illustrate how tourists and visitors, delight in the unique character of this part of London. There are enough ugly, steel and glass slabs all over the City. They obscure the beautiful and unique buildings, and, rather like modern cars, they all tend to look the same. This development will add yet another, of the same and will no doubt be decorated with an "Office space for rent" for many years. What IS the point?

The Bishopsgate Conservation Area sought to preserve the vista around the City's historic churches, including St Paul's Cathedral. The approach from Watling St is quite spectacular, with the dome framed as you approach. Smaller churches, such as St Botolph's are no less important. The proposed plans are, in my opinion, in contravention with the Conservation Area aims and should be dismissed.

In summary, I object to these plans on the grounds that will cause irreparable damage to a grade II listed building and detract from the character and history of the area. I do not believe that this work is necessary and find the design objectionable. There is a complete lack of sympathy for the surrounding area, which every year, brings tourists to admire the beautiful buildings and unique character of the City. The city where I was born, where my parents worked, with all of its history and tradition. You have it within your power to rethink and refocus. Please, please reject these plans.

Moving forward, I would suggest a visit to Paris, to see how they have successfully preserved the areas surrounding the great stations in their city. They have functional and retail spaces, and I believe are more accessible. They have preserved the historic structure and architecture, whilst also making the buildings suitable for modern use. Paris has also limited the construction of high rise buildings within the main areas, preserving an uninterrupted view of the whole city. Industrial and high rise buildings are permitted outside of the central city area and an excellent metro system connects them seamlessly. We really do need to look to ways to preserve our historic city for all to enjoy in the future.

Please reject these plans.

Best wishes

Christine Swan
48 Sebright Avenue
Worcester
WR5 2HJ

Sent from [Outlook](#)

From: PLN - Comments <[REDACTED]>
Sent: 05 June 2025 10:25
Cc: PLN - Comments <[REDACTED]>
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 Street Railway Station Development
Date: 03 July 2025 14:11:59

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THIS IS AN EXTERNAL EMAIL

Planning application 25/00494/FULEIA re the proposed development at Liverpool Street Station.

To the Chair of Planning & Transport Committee

I am writing to protest against the redevelopment of Liverpool Station. I write as someone who uses the station at least once a week and often more frequently, travelling there from Suffolk.

A. Is a new station needed - NO.

I find that the concourse services are perfectly adequate while the adjoining streets [eg Bishopsgate, Liverpool Street, Spitalfields and others] and buildings [eg the newly built shopping arcade as an extension to the concourse] offer an abundance and variety of eating places, shops, pubs, etc. The only issue of which I am aware are the ladies toilets where FROM TIME TO TIME I notice a queue. Extending the toilets does not require wholesale redevelopment of the Station.

My train is NEVER delayed because of train congestion, unavailability of platform space, etc, at Liverpool Street. The recently extended barrier gates have been a major improvement to passenger flow and show what can be achieved at modest expense. Following the also recent substantial extension of passenger seating on the concourse there is no longer a problem in this area. It once again shows what is achievable at very modest cost. Connectivity to the Underground and Elizabeth Line is efficient.

The escalators serving the concourse are frequently out of use presumably due to poor maintenance.

The present station forms an extremely pleasant environment for passengers. It is one of the most handsome stations in London, if not Britain, and a prestigious entry / exit point to London from East Anglia and for international passengers using Stansted Airport.

I therefore question the need for improved concourse facilities

B. Aesthetics

I am greatly concerned about the architectural nature of the proposed development. The proposal is for a massive structure which totally overwhelms the existing station and adjacent Victorian buildings. By any standard these are buildings of outstanding architectural and historical merit. The proposal pays no respect whatsoever to this merit or to the planning system in this country which protects such buildings and which, in the past, has protected the buildings in question.

According I wish to object to the proposals in the strongest way

Dr Martin J Orbell, 59 High Street, Ixworth, Suffolk, IP31 2 HN [and for 30 years a

resident of central London]

From:
To:
Cc:

Subject: Objection to Planning Application 25/00494/FULEIA
Date: 03 July 2025 15:59:17

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Your ref.: 25/00494/FULEIA

Our ref.: RHB/A/MCUK/JSR

Dear Mr Sleigh,

Network Rail and Acme Application for Partial Demolition and Redevelopment of Liverpool Street Station

I object in the strongest terms to this ill-conceived application, which would cause substantial and irreparable harm to one of this country's most important heritage assets. To superimpose a massive development designed in an inappropriate modernist style on any building of architectural merit would always be a disfigurement, and both Liverpool Street station and the Great Eastern Hotel would lose their special quality if this application were to be approved.

Specifically, I raise objections to:

- The substantial harm that would be caused to the Grade II-listed station through the demolition of the concourse roof which is an integral part of the design. Its replacement with a different structure would compromise the setting of the surviving 19th-century train shed.
- The insertion of extensive new retail units within the 19th-century train sheds, especially the construction of two elevated retail galleries which would interrupt the view of the soaring train sheds. The elevated retail gallery already inserted demonstrated how this kind of intrusion in a different style destroys the architectural unity of the building.
- The damaging impact this huge development would have on the surrounding listed buildings, especially the Grade II* listed hotel, the last continually functioning 19th-century hotel in the City.
- The harm this misguided scheme would cause to the Bishopsgate Conservation Area by imposing a tower on an area of low- and medium-scale buildings. This is contrary to the 2015 City Plan, which requires planning consent for tall buildings to be refused in inappropriate places such as Conservation Areas. The scheme would also have a negative impact on numerous other heritage assets in the City and beyond, including many Grade I-listed Christopher Wren City churches and the nearby St Botolph's church.

In the National Planning Policy Framework, 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'.

I can see no reason to break this rule for a development that offers no compelling benefits to the public, merely money-making opportunities to the developers. The price is far too high to justify such a wanton level of destruction. I understand that the profits forecast to accrue from the development may not even materialize. Meanwhile, the travelling public, tourists and visitors from all over the world would lose the benefit of using this magnificent concourse and enjoying the uplift that comes from entering such a rare surviving example of architecture and engineering excellence.

As Gordon Biddle says in *The Railway Heritage of Britain*, published by my company, 'The effect of the curved ties, double rows of slender columns with deep filigree brackets and the airy, pointed aisles and transepts is like some great Gothic iron-and-glass cathedral'.



The frontispiece of *The Railway Heritage of Britain*, published on the initiative and with the full backing of the British Railways Board, is the western train shed of Liverpool Street station, c. 1905.

Instead of setting out to deface and destroy this landmark in the nation's railway heritage, the City of London should respect the listing of the train sheds and the hotel, summarily dismiss this application and instead seek to enhance the very special and much-loved character of this gateway to the east, stripping out inappropriate modern intrusions and restoring every aspect of the decorative architecture to its original splendour. Only in this way can the commercial value of the railway heritage be fully realized.

I am frankly amazed that anyone could propose a scheme of such careless brutality decades after the great destruction of 19th-century railway buildings came to an end in the last century, thanks to the intervention of John Betjeman and other enlightened campaigners.

This Planning Application 25/00494/FULEIA should be summarily dismissed.

Yours sincerely,

Simon Rigge
Sheldrake Press
188 Cavendish Road

LONDON
SW12 0DA

Tel.: [REDACTED]

Fax.: [REDACTED]

E-mail: [REDACTED]

Web-site: www.sheldrakepress.co.uk



Winning Ideas, Successful Books

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Planning Application 25/00494/FULEIA (Liverpool Street Station)
Date: 03 July 2025 16:45:19
Importance: High

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to the new planning application relating to the development of Liverpool Street Station. This large and bland office building will overwhelm the listed station which has considerable architectural merit. It will impact on the surrounding listed (and unlisted) heritage assets, including the Grade2* listed hotel, which forms part of the station complex. Its height and mass are inappropriate to the Bishopsgate conservation area and, as a tall building, contrary to the 2015 City Plan.

I would add that any welcome improvements to access to the station and circulation within it should be the responsibility of Network Rail (or other body) without inflicting yet another development of offices in a City where there is already adequate provision and retailing where individual shops and chains are closing almost daily due to lack of demand. My family and I have used this station regularly since the 1950s and I am personally appalled by this proposal.

Elizabeth Simpson (Ms)
1 Winston road, London N16 9LU

[REDACTED]
Please note: I attempted to lodge my objection online but was denied, hence this last minute email

From: [REDACTED]
To: [REDACTED]
Subject: Object to Planning Application 25/00494/FULEIA Liverpool Station
Date: 04 July 2025 09:11:15

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to this application for demolition of the historic roof structure and redevelopment of the station on the following grounds:

1. The inappropriate addition of retail units and galleries.
2. The 20 storey tower will change the setting of listed buildings.

This application conflicts with paragraph 213 of the National Planning Policy Framework which states that substantial harm to Grade II listed buildings must be exceptional.

I am a longtime commuter user of Liverpool Station.

David Curtis

1 Argyle Court
Kelvedon
Essex CO5 9AA

From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA
Date: 04 July 2025 09:31:18

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear officers
Objection to 25/00494/FULEIA

I write to submit my objection to the above planning application. My reasons are as follows.

- The setting of Liverpool Street Station, an important heritage asset, would be seriously harmed by the proposed 20 storey tower.
- The proposed loss of an historic roof structure.

Sincerely
James Gowans
6 Compton Avenue
Brighton
BN1 3PN

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station
Date: 04 July 2025 09:36:07

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Sirs,

Back in 1970's I used to commute into Liverpool St. from Essex. At the time I realised that the building was quite wonderful and ruined by the railway authorities. I thought it was irretrievable. Years Later I went back and saw the quite wonderful restoration. No some idiots think they can better what was left to us by our forefathers and some enlightened restoration artists. Leave it alone for generations to enjoy and appreciate.

Procter Hutchinson
Lessingham House
The Cross
West Meon
Hants GU32 1LG

[REDACTED]

From:
To:
Cc:

Subject: Planning Application 25/00494/FULEIA
Date: 04 July 2025 10:59:12

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

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

I OBJECT

I strongly object to this planning application because I feel the development would overwhelm and cause harm to the important historical building of Liverpool Street Station and the buildings associated with the station. The station is a nationally important heritage asset.

My specific points of objection are as follows:

<!--[if !supportLists]--> <!--[endif]-->Paragraph NPPF 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.” I cannot see an exceptional reason why this massive 20-storey tower should be permitted to be built on top of the station concourse— it looks horrendous, more offices and retail spaces in the City are surely not needed and it will dominate and overwhelm the surrounding important historical buildings, especially the Grade II*-listed hotel – the last continually functioning 19th century hotel in the City.

<!--[if !supportLists]--> <!--[endif]-->Significant harm will be caused 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.

<!--[if !supportLists]--> <!--[endif]-->The large number of new retail units in the 19th century train sheds, 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.

<!--[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 which currently features only buildings of much lower height. This is in direct contradiction of 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,

Mary Scott

1 Bellevue Place, London E1 4UG

From:
To:
Cc:

Subject: Planning Application 25/00494/FULEIA.
Date: 04 July 2025 11:17:53

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Councillor Sleigh, Chair of the Transport and Planning Committee

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

My objection is based on the following legal points:

- The application runs counter 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.”
- Demolishing the concourse roof and replacing it with a new construction would harm the Grade-II listed Liverpool Street Station.
- By compromising the nineteenth century train sheds with two elevated galleries of retail units the significance of this listed heritage building would be further harmed.
- Building a twenty storey tower over the station concourse would impact adversely on surrounding heritage assets, particularly causing harm to the Bishopsgate Conservation Area with a structure out of place in a neighbourhood of lower buildings.
- It is contrary to the 2015 City Plan which outlines the refusal of planning permission for tall buildings in inappropriate areas.
- This application would impact adversely on a range of heritage assets close to Liverpool Street and the City more broadly.

I therefore urge that this application is rejected because of the damage it would do to Liverpool Street Station, an important City heritage asset.

Yours sincerely

Michael Keating

Flat 4
8 Fleur de Lis Street
London E1 6BP

From:
To:
Cc:

Subject: Liverpool St station - proposed redevelopment
Date: 04 July 2025 12:39:22

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

THIS IS AN EXTERNAL EMAIL
Planning application 25/00494/FULEIA

I am writing to object to the proposed part demolition and redevelopment of Liverpool St station and, in particular, 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: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

Rosemary Mortimer
45 Bradmore Park Road
London W6 0DT
tel. [REDACTED]
mob. [REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool street
Date: 04 July 2025 13:43:26

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

, I object strongly against the planning application of Liverpool Street Station

1 removing the roof
2 having retail units
3 twenty storey tower block
Lyn brodey
2 blackthorn way
CM14 5UA

Sent via BT Email App

From:
To:
Cc:

Subject: Objection to the proposed redevelopment plans for Liverpool Street Station
Date: 02 July 2025 14:11:53

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

THIS IS AN EXTERNAL EMAIL

Dear Mr. Tom Sleigh, Chair of the Planning & Transport Committee,

I am writing to express my strong **OBJECTION** to the proposed redevelopment plans for Liverpool Street Station, referenced under planning application number 25/00494/FULEIA.

I am gravely concerned that these proposals represent a significant threat to a cherished national landmark. Liverpool Street Station, a Grade II-listed edifice, stands as a testament to our architectural and historical legacy. The current plans, involving partial demolition and extensive redevelopment, risk irrevocably damaging its unique character and heritage. The proposed design and sheer scale are, in my view, entirely out of keeping with the station's historical context and the surrounding conservation areas.

My primary reasons for objection are as follows:

- **Irreversible Damage to a Listed Building:** The planned demolition of parts of this Grade II-listed station constitutes substantial and unacceptable harm to a designated heritage asset. This directly contravenes the principles outlined in the National Planning Policy Framework, specifically paragraph NPPF 213, which stipulates that such harm should only occur in exceptional circumstances. I believe the purported benefits of this development do not justify such a loss.
- **Adverse Impact on Historic Surroundings:** The proposed development, particularly its considerable height and bulk, will severely compromise the visual integrity and setting of numerous adjacent heritage assets, including other listed buildings, and will significantly diminish the distinct character of the Broadgate and Bishopsgate Conservation Areas. The proposed tower is an incongruous and overbearing addition to this historically sensitive urban fabric.
- **Non-Compliance with Local Planning Policy:** It appears that these plans are inconsistent with the City Plan's established guidelines concerning tall buildings, especially within conservation areas, and the imperative to preserve our historic environment. The development fails to demonstrate the necessary respect for the existing local context and its unique identity.
- **Insufficient Public Justification:** While the application may allude to some public realm enhancements, these are insufficient to offset the profound damage to our heritage. The primary drivers for this project appear to be private commercial gain, which cannot, in good conscience, supersede the preservation of a public historical asset.

I respectfully urge the Planning & Transport Committee to reject this application. It is

paramount that we safeguard our historic railway stations and ensure that any future development proposals are meticulously crafted to respect their invaluable heritage, thereby enriching our urban environment rather than undermining it.

I would appreciate confirmation of receipt of this objection.

Sincerely,
Rachel McCarthy
63 Peartree Road,
Herne Bay,
Kent,
CT6 7EG



From:
To:
Cc:

Subject: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station
Date: 02 July 2025 12:38:51

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

THIS IS AN EXTERNAL EMAIL

From:
James Barlow
80F Belsize Park Gardens
NW3 4NG
[REDACTED]

July 2, 2025

To:
Tom Sleigh
Chair, Planning & Transport Committee
City of London Corporation

Dear Mr Sleigh,

I'm writing to formally object to the redevelopment proposal for Liverpool Street Station, Application 25/00494/FULEIA, specifically with 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."

The plans as submitted show a blatant disregard for the architectural and historical significance of one of London's most important transport landmarks.

Demolishing the 19th-century concourse roof and inserting retail galleries into the train shed isn't progress—it's vandalism disguised as modernisation. This isn't just a matter of taste. It's a fundamental erosion of a listed structure's integrity. The roof is not some expendable canopy—it's part of the station's identity, its listed status, and its value as a piece of living heritage.

The addition of a massive tower block above the Andaz Hotel is equally indefensible. This is one of the few surviving 19th-century railway hotels still doing the job it was built for. Crowning it with a 20-storey glass intrusion doesn't "enhance the site"—it buries it. The impact on the Bishopsgate Conservation Area, and on views of nearby churches and historic buildings, would be both overwhelming and irreversible.

There's also the question of precedent. If substantial harm to Grade II and II* listed buildings can be waved through for the sake of more commercial space, then the entire framework of heritage protection in this country begins to look optional. That's not what the National Planning Policy Framework calls for, and certainly not what the public

expects from the City of London Corporation.

I urge you to reject this application. This isn't an upgrade. It's an act of cultural erasure wrapped in marketing. London deserves better. Its future doesn't need to come at the expense of its past.

Yours sincerely,

James Barlow

From: [REDACTED]
To: [REDACTED]
Subject: Re: Planning Application re Liverpool St station. Another objection. 25/00494/FULEIA
Date: 28 July 2025 12:27:01
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

My apologies

Glyn Harries,
9 Tresham Walk,
Hackney,
E9 6EN

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: 28 July 2025 12:21
To: glyn harries <[REDACTED]>
Subject: RE: Planning Application re Liverpool St station. Another objection. 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|



From: glyn harries [REDACTED]

Sent: 02 July 2025 14:50

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

[REDACTED]

Subject: Planning Application re Liverpool St station. Another objection. 25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

To whom it may concern at the City of London

I object to this gross greedy destructive development.

Specifically I object 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.
- That in addition the scheme impacts 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.

It is clear this development breaches the 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.”

And I make a specific complaint about the developers' adverts, to which I nearly replied, www.asa.org.uk, as they are grossly misleading. Supporting more toilets and better handicapped access at the station should not be taken as support for nor justification of this dreadful scheme.

Mr Glyn Harries

A regular user of Liverpool St Station for 40 years.

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copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or 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: [REDACTED]
To: [PLN - Comments](#)
Subject: Re: OBJECTION to the proposed development 25/00494/FULEIA
Date: 25 July 2025 13:59:59

You don't often get email fro [REDACTED]

THIS IS AN EXTERNAL EMAIL

Please confirm receipt of this email stating our objection to this project. Thank you
On Thu, Jul 24, 2025 at 7:53 PM Karen Maguire [REDACTED] wrote:
OBJECTION to the proposed development 25/00494/FULEIA.

We are writing to state our opposition to the proposed development.

We have owned our flat on Folgate Street E1 since 1998. During the past 25 years we have seen many positive changes in the area, not the least of which has been the growth of housing. In most instances we have welcomed the growth and development.

However, the proposed development of Liverpool St Station comes with a high cost (of disruption and inconvenience) in return for negligible to negative impact.

The public plaza spanning the station where the large Botero sculpture is on view for all to enjoy will be a construction site for years. The last existing City view of the Gherkin will disappear forever. Traffic and transport around the station will be disrupted. The proposed development will permanently diminish the art and architecture of the area and rob those who work in the City of the joy of an open view.

It is incomprehensible that this proposal for more office and retail is being considered while the City already has a huge surplus of unused office and retail space- especially when the proposed project will have a lasting impact on public space.

Best regards

Karen Maguire
steven Nothern
9 Vanburgh House
40 Folgate St
London E1 6UL

From: [L Begum](#)
To: [PLN - Comments](#)
Subject: Re: Objection to LPS redevelopment
Date: 02 July 2025 14:24:22
Attachments: [image001.png](#)

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

THIS IS AN EXTERNAL EMAIL

Sure. My full address is as follows: 229 Brick Lane, London, E27ED

Sent from Gmail Mobile

On Wed, 2 Jul 2025 at 12:23, 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: L Begum [REDACTED]
Sent: 02 July 2025 10:55
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 CBE, Prem (Alderman) <Prem.Goyal@cityoflondon.gov.uk>; Gupta, Madush (Deputy) <Madush.Gupta@cityoflondon.gov.uk>; Hayes, Josephine <Josephine.Hayes@cityoflondon.gov.uk>; Hodgson, Jaspreeet (Deputy) <Jaspreeet.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 LPS redevelopment

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

THIS IS AN EXTERNAL EMAIL

Dear all,

I hope this email finds you well.

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.

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 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 amount of noise pollution and disruption to train services for several years. Liverpool Street station is one of many important stations in London that allows easy links across London as well as when leaving London. This disruption will cause chaos for several years with delays and further frustration from the public about our public transport system. We want to reduce the number of cars on the roads and aim for a greener London. How will you achieve this if there's major disruption to London's busiest station?
- The local businesses around will all be affected and overshadowed by a high rising building. It will remove the limited light visibility that Liverpool Street area already has. Restaurants relying on the nature

hustle and bustle of LPS and being able to enjoy the openness will be affected by all the noise. This reduces business for them. We already have a cost of living crisis. Please do not add to it by this very unnecessary redevelopment. There are plenty of other stations in London that could seriously benefit from restoration and modernisation I.e Bethnal Green station and improving the local area for business.

I hope you will take into consideration the above points.

Kind regards,

Labbeka

Sent from Gmail Mobile

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

From: Barry Maidment [REDACTED] >
Sent: 28 July 2025 14:49
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Objecion to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hi,

My address is:

High Barn, Howe Lane, Lyth, Kendal, Cumbria, LA8 8DF.

I would mention that I have a deep familiarity with Liverpool Street Station and its surrounds, having spent many years working in the City and commuting daily via Liverpool Street Station.

Best regards,

Barry Maidment

On Mon, 28 Jul 2025 at 11:12, 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: Barry Maidment <[REDACTED]>
Sent: 03 July 2025 22:21
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Objecion to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object most strenuously to the above planning application, relating to Liverpool Street Station.

The Station is a Grade II listed building and in my opinion the development proposed in this application will cause substantial harm to this nationally important historic building whilst failing to meet the standard laid down by paragraph 213 of the National Planning Policy Framework that 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 historic roof structure and its replacement with a new structure would be entirely inappropriate. The proposed replacement structure is completely unsuitable and will compromise the setting of the surviving train shed.

I consider that the proposed addition of new retail units and galleries within the existing train shed is also inappropriate and would severely degrade the special interest and significance of this Grade II-listed heritage asset.

The proposed 20-storey tower over the station concourse is simply incompatible with the historic station and will also greatly damage the setting of nearby listed buildings (particularly the Grade II listed hotel, which is the last continually functioning 19th century hotel in the City).

As someone who spent many years commuting via this station to the City, I believe that the erection of a tall building on this site will cause immense damage to the character of the entire Bishopsgate Conservation area given that the area is characterised by low and medium scale buildings. I think it obvious that this development would be contrary to the 2015 City Plan that 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 adversely on the setting of numerous designated and undesignated heritage assets in the City and beyond, for example many of the Grade I-listed Christopher Wren City churches, and the nearby St Botolph's church.

Yours,

Barry Maidment

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From: Stephanie Plumb <[REDACTED]>
Sent: 28 July 2025 14:01
To: PLN - Comments <[REDACTED]>
Subject: Re: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

As requested, my name is Stephanie Plumb and my address is as follows:

8 The Dene
Hillside Street
Hythe
Kent
CT21 5DH

Kind regards,

Stephanie

On Mon, 28 Jul 2025 at 12:18, 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: Stephanie Plumb <[REDACTED]>

Sent: 04 July 2025 16:26

To: [REDACTED]

[REDACTED]

Subject: 25/00494/FULEIA

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

The proposed scheme would cause substantial harm to the Grade II-listed station by demolishing the existing station concourse roof structure and replacing it with a new one. This alteration would also negatively affect the setting of the surviving 19th-century (C19) train shed. Paragraph 213 of the National Planning Policy Framework (NPPF) states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

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

The proposal would also impact the setting of surrounding listed heritage assets, particularly causing harm to the significance of the Grade II*-listed hotel—the last continuously operating C19 hotel in the City—due to the construction of a 20-storey tower over the station concourse.

Furthermore, the scheme would cause substantial harm to the Bishopsgate Conservation Area by introducing a tall building into an area defined by low- and medium-scale development. This contravenes the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate locations, such as Conservation Areas and the St. Paul's Cathedral Heights area.

In addition, the development would adversely affect the setting of numerous designated and undesignated heritage assets both within the City and beyond, including many Grade I-listed churches by Christopher Wren and the nearby St Botolph's Church.

I ask you to reconsider the negative impact that the proposed works would have on the people and buildings in the surrounding area.

Kind regards,

Stephanie Plumb

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From: Helen <[REDACTED]>
Sent: 28 July 2025 13:57
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: FAO Tom Sleigh re 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Mrs Helen Smith
Current address
Woodside
17Southgate
Beaminster
Dorset
Dt83lx

Previous address on Liverpool Street line
97 Parsonage Lane
Bishops Stortford
Herts
CM23 5ba

Sent from my iPhone

On 28 Jul 2025, at 12:20, 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?

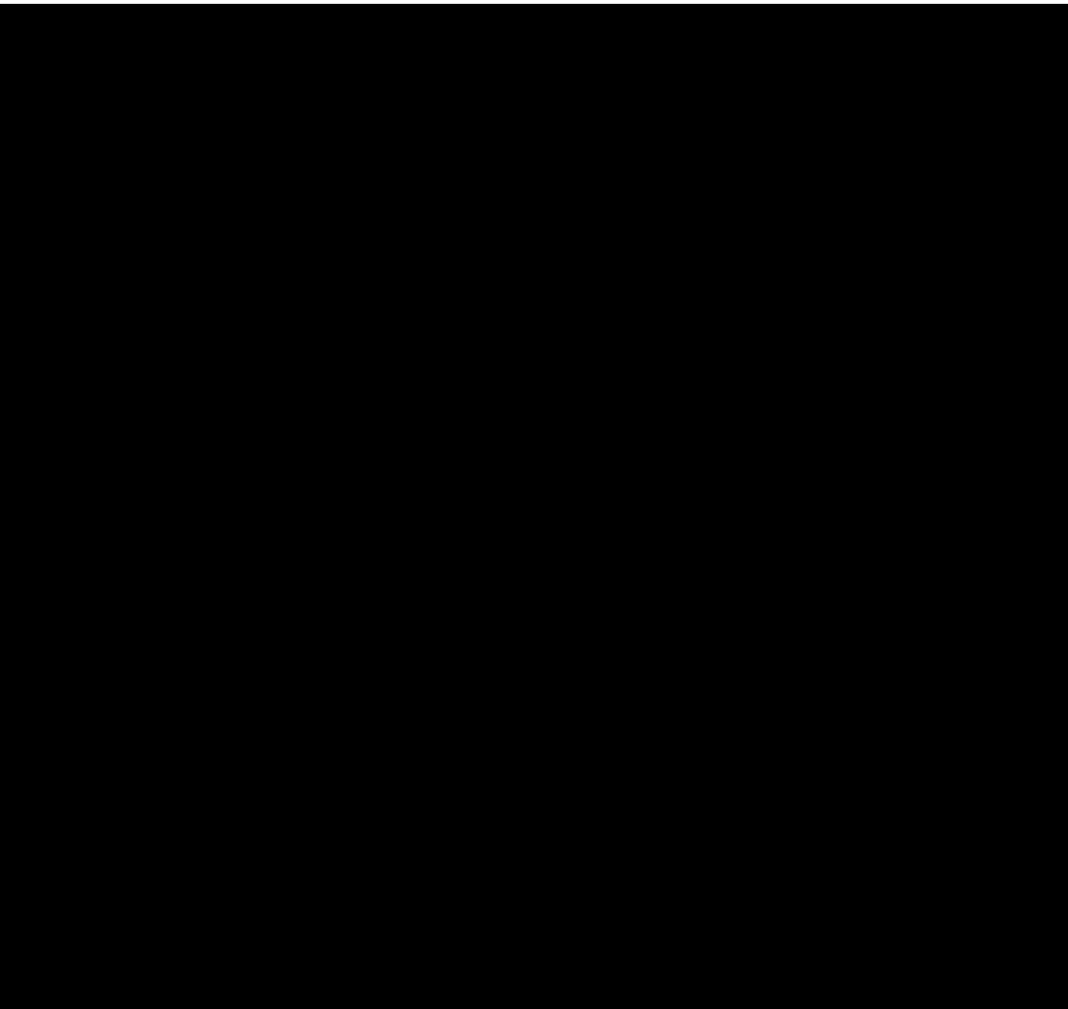
Kind regards,

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: [REDACTED]
Sent: 02 July 2025 18:51
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)



[REDACTED]

Subject: FAO Tom Sleigh re 25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh and colleagues,

I am writing to object to application, 25/00494/FULEIA which would cause substantial harm to the significance of nationally important heritage assets.

Surely it is important to preserve links with our historical heritage for generations to come? Having lived in Bishop's Stortford and been a frequent user of Liverpool Street Station and now residing in Dorset I am involved with our local museum preserving a window on rural life in West Dorset. I feel it is shortsighted to lose these important structures- once developed they are gone forever.

Paragraph National Planning Policy Framework 213 states: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." and I do not feel that the benefits would justify the exceptional loss. I have listed specific objections via your portal but wanted to make a specific plea via email.

Regards

Helen Smith

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From: Lucy Lethbridge <[REDACTED]>
Sent: 28 July 2025 12:04
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Objection to planning application for Liverpool Street Station 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Many thanks. I'm sorry I didn't add my address. I am perfectly happy to disclose it.

30 South Villas
London NW19BT

All best wishes,
Lucy Lethbridge

On Mon, 28 Jul 2025, 11:41 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

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

From: Lucy Lethbridge <[REDACTED]>
Sent: 03 July 2025 14:38
To: Sleigh, Tom (Deputy) <[REDACTED]>
Cc: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Objection to planning application for Liverpool Street Station
25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

I would like to register my objection to the planning application to redevelop Liverpool Street Station - which would cause substantial damage to a nationally important heritage asset.

The damage done to a grade-11 listed station through the demolition of the roof would compromise the setting of the only surviving Victorian train shed.

The insertion of new retail units in the train sheds would compromise and damage the significance of a grade-II listed asset.

The construction of a twenty-storey tower over the grade II-listed hotel - the last continually functioning Victorian hotel in the city - would cause lasting harm to the context of the building.

The plan would damage the Bishopsgate conservation area due to the imposition of tall buildings where there are currently mainly small or medium-sized ones - and is contrary to the 2015 City Plan which requires the refusal of planning permission for inappropriately tall buildings.

The scheme would destroy the important context for buildings further afield - such as many Wren churches in the city and for the church of St Botolph's.

I refer you to Paragraph 213 of the National Planning Policy Framework which states that 'substantial harm to or loss of grade II-listed buildings or grade II listed parks or gardens, should be exceptional.'

Yours,

Lucy Lethbridge

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From: Jennifer Holroyd <[REDACTED]>
Sent: 28 July 2025 12:11
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Planning application reference number: 25/00494/FULEIA - copy of submission on planning portal

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

70 Benbow House
New Globe Walk
London SE1 9DS

Thanks

On Mon, Jul 28, 2025 at 12:03 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



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

From: Jennifer Holroyd <[REDACTED]>

Sent: 04 July 2025 10:41

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

[REDACTED]

Subject: Planning application reference number: 25/00494/FULEIA - copy of submission on planning portal

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

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh and colleagues

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 construction of two elevated retail galleries within the C19 train sheds, 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 making the above points, I reference the National Planning Policy Framework in your objection, 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 for your consideration.

Jennifer Holroyd

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From: John Dixon <[REDACTED]>
Sent: 28 July 2025 12:12
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Liverpool Street Station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Mr Watson this simple task is becoming a nightmare with so many **problems from your end**.

My address is still 5 Stokes Court, GL20 5JL; Your "application has been registered and the reference number is **25/00493/FUL** and is awaiting a validation assessment and allocation to a planning officer".

I am home next week from holiday and will soon be in complaints mode.

John

On Mon, 28 Jul 2025 at 13:02, 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



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

From: John Dixon <[REDACTED]>
Sent: 04 July 2025 09:39
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Liverpool Street Station

You don't often get email from [REDACTED]

[REDACTED] THIS IS AN EXTERNAL EMAIL [REDACTED]

[REDACTED]
I object to:

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

Best wishes,

John, NT Member

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—

Best wishes,

John

From: Michelle Conder <[REDACTED]>
Sent: 28 July 2025 15:34
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Object to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Good afternoon

My name is Michelle Hunter
Of 42 Pickard Court
Leeds
LS15 9AY

I hope this information will help towards to objection towards the planning application made.

Re: Object to planning application 25/00494/FULEIA

If you require any further please do not hesitate to contact me again.

Regards
Michelle Hunter

Sent from [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, July 28, 2025 10:08:04 AM
To: Michelle Conder <[REDACTED]>
Subject: RE: Object to planning application 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: Michelle Conder <[REDACTED]>
Sent: 05 July 2025 09:14
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Object to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I totally object to the above planning application for the following reasons:

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

Michelle Hunter

Sent from [Outlook for Android](#)

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

From: Dave Gnidaer <[REDACTED]>
Sent: 28 July 2025 12:20
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hi, yes of course.

3 The Glebe, Leigh, Surrey. RH28NL

Rgds,
David

On Mon, 28 Jul 2025, 12:17 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



City of London Corporation

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

From: Dave Gnidaer <[REDACTED]>
Sent: 04 July 2025 14:54
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

To whom it may concern,

I wish to object to planning application 25/00494/FULEIA, for the following reasons:

The proposed demolition of the historic roof structure is an abomination. This is our history and must be preserved for us and our descendants, destruction of this is an attack on our history.

The addition of entirely inappropriate and unnecessary retail units and galleries would be an eyesore and not at all in keeping with the historic nature of the buildings.

The 20-storey tower will quite obviously damage the setting of the listed buildings.

Finally, this application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional. Which this proposal is not.

Yours sincerely,

David Reading

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From: Andy Stone <[REDACTED]>
Sent: 28 July 2025 12:23
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Planning Application: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

My name is Andrew Stone
My address is 117 Durham Road
London N2 9DR

Yours

Andy Stone
On Mon, 28 Jul 2025 at 12:06, 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



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

From: Andy Stone <[REDACTED]>
Sent: 04 July 2025 11:08

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

[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 Tom Sleigh

I object to this application.

The proposed demolition of a significant part of the Grade II and II* Liverpool Street station will cause substantial harm to the significance of nationally important heritage assets. If approved it would undermine the value of the national listing process and demonstrate the City's disregard for a critical component of London's 19th century architecture and wider infrastructural heritage.

The significant damage the proposal will do to the architecture of the City of London and specifically to the composition of a collection of key buildings in the history of railways is substantial.

The success of the careful and considered restoration and refurbishment of the station would be undermined.

The scale of the proposed building will significantly impact on key City churches and other important architectural sites and the wider public realm in the area. The Bishopsgate Conservation Area is a vital transition in the scale of the centre of London and the richness and diversity of that will be compromised. The proposal's bulk, and blandness, will directly impact the lower scaled buildings to the North of the station.

The proposed design is of especially poor.

The drawings are actively non-descript, consciously diminishing the building's impact through the lack of detail, using light line weight to disguise its mass and the typical 'let's put a tree on top and pretend it's a garden' distraction.

This is not good enough and I cannot imagine would be considered as an exceptional contribution of the architectural standing of the City.

This is what must be demonstrated if the proposal is meet the requirement of Paragraph NPPF 213: "Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional."

I cannot see how this proposal can meet that requirement or how the City of London and its planning committee could justify their support.

Regards,

Andrew Stone

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From: Eva Tyler <[REDACTED]>
Sent: 28 July 2025 12:27
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Planning objection - 25/00494/FULEIA, Liverpool Street Station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello, Mr Watson

I do apologise, and thank you for alerting me to my oversight.

My full name is Eva Tyler and my address is: 166 Pullman Court, Streatham Hill, London, SW24SZ.

Best wishes

Eva

Eva Tyler

On Mon, Jul 28, 2025 at 12:24 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: Eva Tyler <[REDACTED]>
Sent: 02 July 2025 13:52

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

[REDACTED]

Subject: Planning objection - 25/00494/FULEIA, Liverpool Street Station

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

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh and the Planning and Transport Committee

I object to this application, in fact I am furious about this application, which would cause substantial harm to the significance of nationally important heritage assets. I resent the idea that companies act as if they have a right to make their money as they like and we are supposed to just agree to their commercial desire to 'win', when they can relatively easily find other investments elsewhere. Please do not collude with them, please retain the integrity of our ancient and valuable architectural infrastructure.

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 note 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."

Thank you for your consideration of my views in this matter.

Best wishes

Eva Tyler

Eva Tyler

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From: Sharon Carter <[REDACTED]>
Sent: 28 July 2025 12:40
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Objection to 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sir
Apologies for the omissions, my name and address is now

Sharon Carter
88 Glendon Road
Rothwell
Northamptonshire
NN14 6BS

Please register my objection,
Sharon Carter

On Mon, 28 Jul 2025 at 12:17, 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,

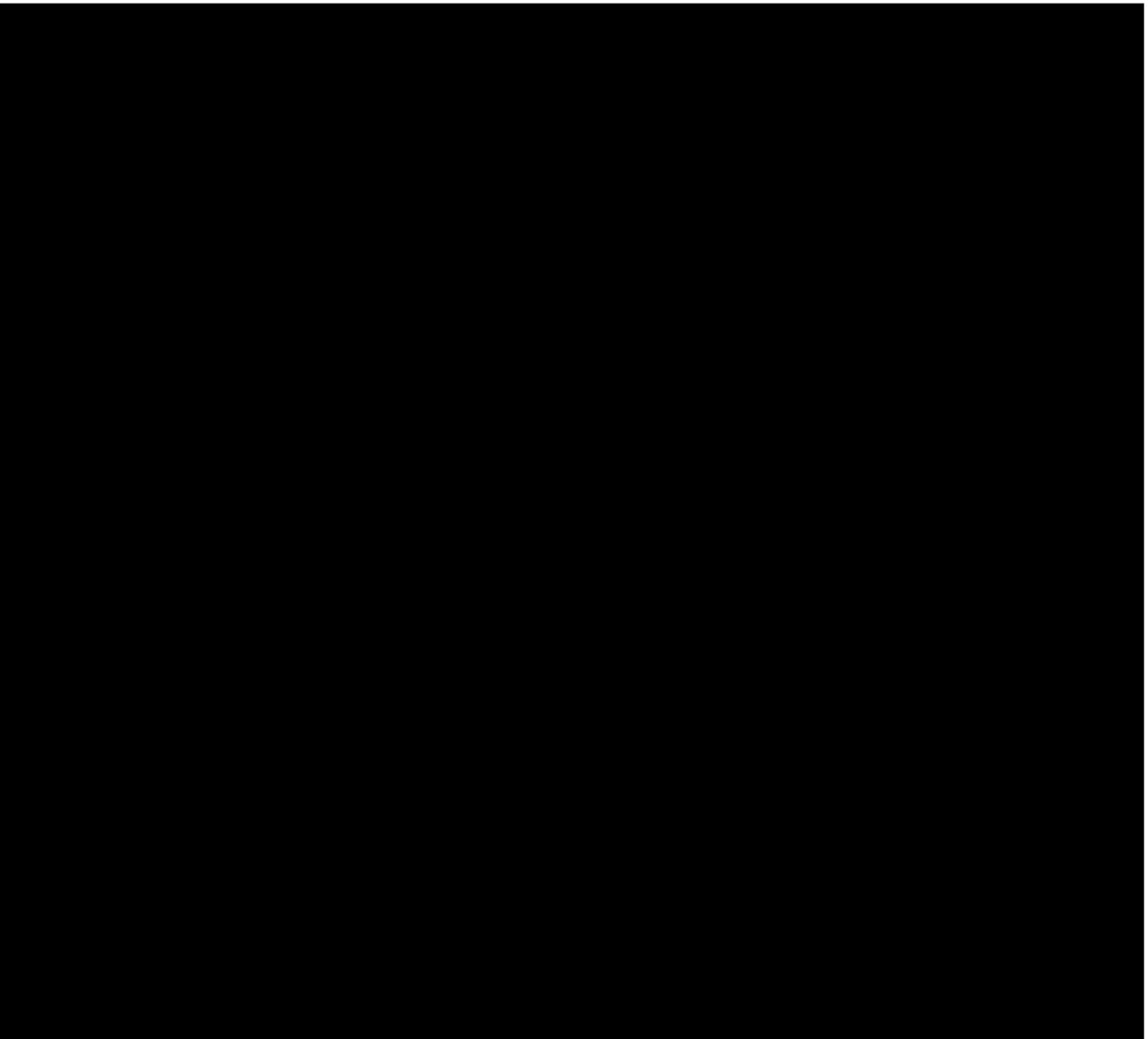
Davis Watson
Planning Administrator



Environment Department
City of London Corporation

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

From: Sharon Carter <[REDACTED]>
Sent: 04 July 2025 14:14
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)

A large black rectangular box redacting the majority of the email content.

Subject: Objection to 25/00494/FULEIA

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

Dear Sir,

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

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."

I further hope that this building is carefully and sympathetically maintained for the use and enjoyment of many future generations.

Yours Sincerely,

Sharon Carter

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From: [PLN - Comments](#)
To: [Begum, Shupi](#)
Subject: FW: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station Redevelopment
Date: 28 July 2025 15:04:22

Fyi

From: C Lacey [REDACTED]
Sent: 24 July 2025 06:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: Re: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station
Redevelopment

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

THIS IS AN EXTERNAL EMAIL

Many thanks for getting back to me - I thought I had included my address - I now live in Wiltshire - 15 All Saints Crescent, Westbury BA13 3BX but used to use Liverpool Street Station regularly when I lived in Norwich.

Kind regards

Christina

On Wed, 23 Jul 2025 at 13:38, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Christina Lacey,

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: C Lacey [REDACTED]

Sent: 02 July 2025 08:22

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

<Tom.Sleigh@cityoflondon.gov.uk>

Subject: Objection to Planning Application 25/00494/FULEIA – Liverpool Street Station
Redevelopment

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THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

I object to planning application reference 25/00494/FULEIA concerning the proposed partial demolition and redevelopment of Liverpool Street Station.

Liverpool Street Station is a Grade II listed building of national and historic significance. The proposed works would cause substantial harm to the architectural integrity, character, and heritage value of the station and its surrounding context. This contravenes Paragraph 213 of the National Planning Policy Framework (NPPF), which clearly states:

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

The current plans do not demonstrate such exceptional circumstances. Instead, they prioritise commercial interests over the preservation of an irreplaceable part of our national heritage. The proposed redevelopment would irreversibly compromise the fabric and setting of a building that holds deep historical, social, and architectural value—not only to Londoners but to the country as a whole.

I urge you to reject this application and seek alternative solutions that enhance, rather than harm, the existing heritage assets.

Yours faithfully,
Christina Lacey

--

Christina Lacey

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--

Christina Lacey

From: [REDACTED]
To: [REDACTED]
Subject: Re: Objection to planning application reference number: 25/00494/FULEIA
Date: 28 July 2025 12:42:52
Attachments: [image001.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Planning Application reference number: 25/00494/FULEIA

Further to my comment on this planning application, I can confirm that my address is:

Mark Hudson
17c Pemberton Gardens,
London N19 5RR

I hope this is sufficient. Thank you for prompting this.

Kind regards,

Mark Hudson

On Mon, 28 Jul 2025 at 09:55, 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



Environment Department
City of London Corporation

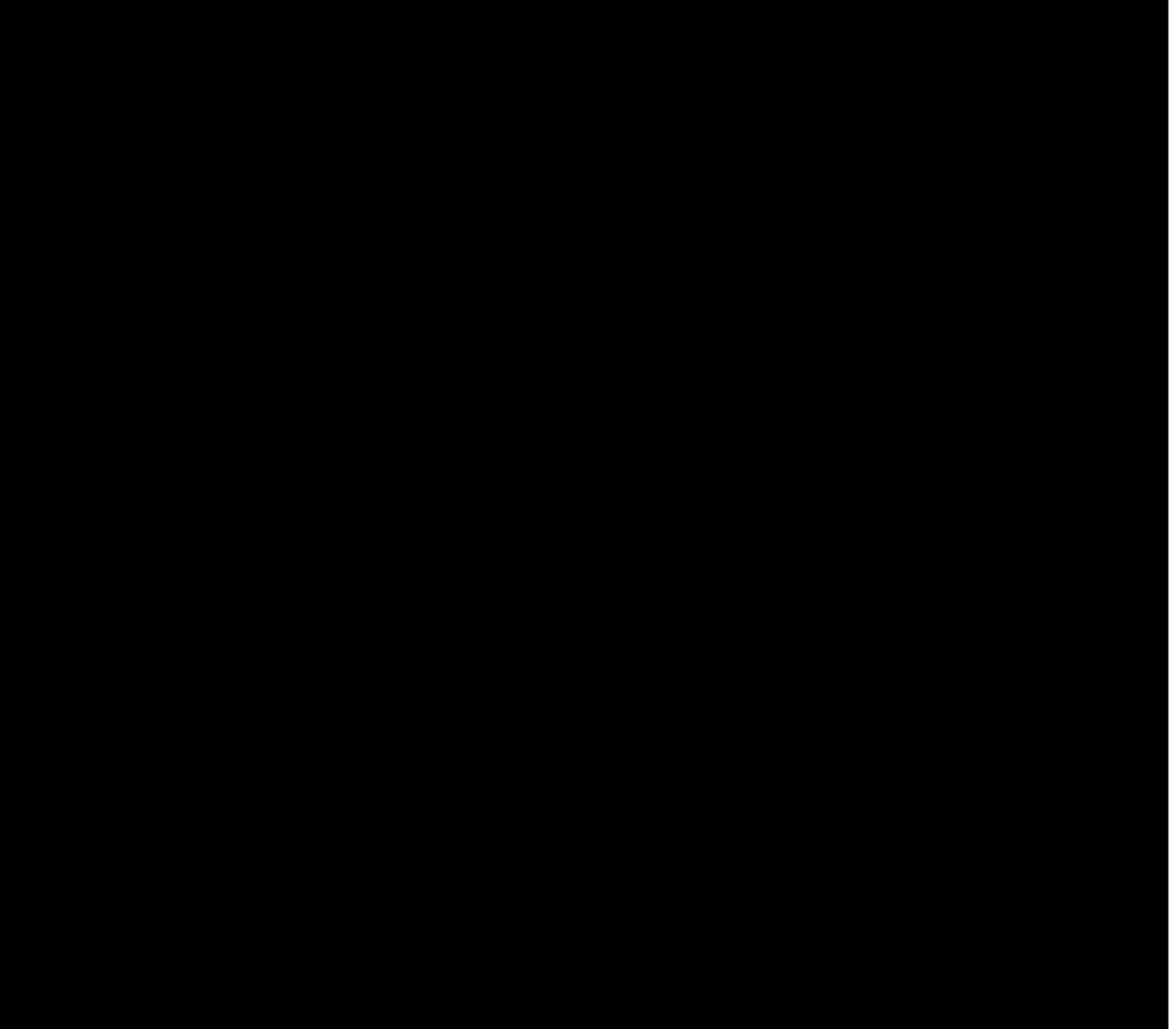
City of London Corporation| PO Box
270|London EC2P 2EJ|

www.cityoflondon.gov.uk

From: Mark Hudson <[REDACTED]>

Sent: 07 July 2025 18:46

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



Subject: Objection to 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 Tom Sleigh, Chair of the Planning and Transport Committee

Dear Tom Sleigh,

Planning Application reference number: 25/00494/FULEIA

I object to the proposed development on the grounds that it is visually and culturally damaging to a historically significant area of London which is much loved by the public, specifically for its historic character and links to and echoes of Britain's industrial past that are evident in Liverpool Street Station, which would be partially demolished in the proposed plan. The proposed development would cause substantial harm to the significance of nationally important heritage assets, including large numbers of Grade II listed buildings and architectural features, and the settings of Grade I listed buildings. This runs contrary 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." The imposition of a tall building immediately adjacent to the Bishopsgate Conservation Area, an area characterised by low- and medium-scale buildings runs counter 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.

Yours sincerely,

Mark Hudson

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Contact the City

Reference:

CTC-727816046

Date :

02/07/2025 08:25:59

Customer details

First Name oliver

Last Name leigh-wood

Customer Email Address [REDACTED]

Telephone [REDACTED]

Enquiry

Service Area Planning

Enquiry Consultation/Public objection

Enquiry type Consultation/Public objection

statictext2

Address

Details Of Enquiry Liverpool Street Station

From: [PLN - Comments](#)
To: [Begum, Shupi](#)
Subject: FW: New Contact Us Enquiry - Planning, Consultation/Public objection
Date: 28 July 2025 15:35:54

Fyi

From: Oliver Leigh_Wood [REDACTED]
Sent: 23 July 2025 16:35
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: Re: New Contact Us Enquiry - Planning, Consultation/Public objection

THIS IS AN EXTERNAL EMAIL

Oliver Leigh_Wood
27 St.Peter's Square
London W6 9NW

Sent from [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Wednesday, July 23, 2025 1:41:48 PM
To: [REDACTED]
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: RE: New Contact Us Enquiry - Planning, Consultation/Public objection

Dear Oliver Leigh-Wood,

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, please list reasons for your objection. 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: CoL Web Forms <noreply@cityoflondon.gov.uk>
Sent: 02 July 2025 09:26
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: New Contact Us Enquiry - Planning, Consultation/Public objection

Contact the City



Reference: CTC-727816046
Date : 02/07/2025 08:25:58

Dear Team,

A new Contact Us form has been submitted online.

Kind Regards

City of London

End of email

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From: David Lawrence [REDACTED]
Sent: 28 July 2025 12:55
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Planning application for Liverpool Street station: Objection

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Davis Watson,

My details are:

Dr David Lawrence,
20 Alzette House,
Mace Street,
London E2 0QU

Kind regards,
David

On Mon, 28 Jul 2025 at 10:55, 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: David Lawrence <[REDACTED]>
Sent: 03 July 2025 18:03
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<[REDACTED]>
Cc: Joshi, Shravan <[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]>; 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 for Liverpool Street station: Objection

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

THIS IS AN EXTERNAL EMAIL

To: Chair of the Planning & Transport Committee: **Tom Sleigh**
cc: [REDACTED]

Dear Chair,

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

I write to you as a historic building professional and railway architecture specialist published consultant and author. With reference to 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 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 caused by the proposed 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 high level of harm to the special interest and significance of the Grade II-listed heritage asset caused by the insertion of extensive amounts of new retail units within the C19 train sheds, including the construction of two elevated retail galleries.
- Through the construction of a 20-storey tower over the station concourse, the adverse impact to the setting of surrounding listed heritage assets and in particular, harm to the significance of the Grade II*-listed hotel.
- 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.

Kind regards,
David Lawrence

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From: Jane Thomas <[REDACTED]>
Sent: 28 July 2025 13:06
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: FAO Tom SleighObjection to plans for Liverpool Street Station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Apologies for that omission David, my address is:

2G East Road
North Berwick
EH39 4HN

Thanks

Jane Thomas

On 28 Jul 2025, at 11:33, 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: Jane Thomas <[REDACTED]>
Sent: 03 July 2025 13:51
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<[REDACTED]>
Subject: FAO Tom SleighObjection to plans for Liverpool Street Station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I wish to register my strong objection to planning
application **25/00494/FULEIA**

The plans are overscaled and inappropriate, both in terms of the
Conservation Area context and in relation to a fine example of
historic railway architecture.

This is not compliant with the National Planning Policy Framework,
specifically paragraph 213.

We should be protecting and celebrating Victorian stations as we
have at Kings Cross, not destroying them.

Jane Thomas

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From: [PLN - Comments](#)
To: [Begum, Shupi](#)
Subject: FW: Liverpool Street Station planning objection
Date: 28 July 2025 15:37:10

Fyi

From: Rhoda Kennedy [REDACTED]
Sent: 23 July 2025 14:40
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: McCallum, Kieran <Kieran.McCallum@cityoflondon.gov.uk>
Subject: Re: Liverpool Street Station planning objection

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

THIS IS AN EXTERNAL EMAIL

Dear Shupi Begum,

Thank you for your response. I understand completely and apologise for the omission. My address:

307 Rotherhithe Street
Apt. 21 Harwood Point
London SE16 5HD

Many thanks,

Rhoda Kennedy
[REDACTED]

On Jul 23, 2025, at 13:38, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Rhoda Kennedy,

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
<image001.gif> City of London Corporation | Environment Department | Guildhall |
<image002.jpg> London |EC2V 7HH
shupi.begum@cityoflondon.gov.uk | www.cityoflondon.gov.uk
Juliemma McLoughlin
Executive Director Environment

From: RK [REDACTED]
Sent: 02 July 2025 09:10
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <Tom.Sleigh@cityoflondon.gov.uk>
Cc: Joshi, Shravan <Shravan.Joshi@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 Station planning objection

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

THIS IS AN EXTERNAL EMAIL

Dear Mr. 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 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."

Furthermore, I am very scared about the severe Climate Crisis we are currently in and strongly request planning consent not be granted to any projects considering demolition when it is not 100% necessary. Demolition should only be a last resort solution when a building is deemed structurally unsound and could potentially harm people. The embodied carbon in these historic buildings should be treated as valuable assets. The NPPF must be used to protect these assets and demonstrate London's commitment to carbon reduction and a regenerative approach to the built environment.

Sincerely,

Rhoda Kennedy

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool Street Station
Date: 28 July 2025 18:08:37
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Watson:

Thank you for contacting me. My address is below.

Georgina Kosanovic
29 Richard Street
Rochester
Kent ME12EB

Thank you once again for allowing me this opportunity to have my opinions considered.

Kind regards,

Georgina Kosanovic

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: July 28, 2025 9:50 AM
To: Georgina Kosanovic [REDACTED]>
Subject: RE: 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



Environment Department
City of London Corporation

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

From: Georgina Kosanovic <[REDACTED]>
Sent: 03 July 2025 20:31
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<Tom.Sleigh@cityoflondon.gov.uk>
Subject: Liverpool Street Station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh:

I am writing to you to object to planning application **25/00494/FULEIA**, because the changes outlined in this application, if carried out, would cause serious harm to the great heritage asset that is Liverpool Street Station.

I am concerned particularly about the demolition of the roof structure of the existing station concourse, which would compromise the setting of the surviving 19th century train shed. The new retail units and elevated retail galleries will be at odds with the 19th century train sheds. This is ironic in the year that we are celebrating the 200th anniversary of railways in this country. The proposed changes will also harm the character neighbourhood, including the Grade II*-listed hotel and the Bishopsgate Conservation Area more broadly.

-
- This planning application goes against the National Planning Policy Framework. Consider the guidance outlined in paragraph 213:
 - 213. 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 Sites, should be wholly exceptional.

- Thank you for your serious consideration of these objections, which, I know, are joined with those of many others.

Sincerely,

Georgina Kosanovic

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From: [Valarie Roe Burrows](#)
To: [PLN - Comments: Sleigh, Tom \(Deputy\)](#)
Subject: Planning Application 25/00494/FULEIA.
Date: 02 July 2025 15:25:58

[You don't often get email from [REDACTED] earn 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. More specifically, I raise objections to the size and scale of the proposed project.

I was in Spitalfields in April and was dismayed to see the scale of some of the new developments there. What makes London a world class city is its human scale. These huge projects are really like gated communities, with retail exclusively for the people unwittingly trapped in them. Unfriendly, unwelcoming and completely incompatible with the architectural richness of Spitalfields.

Develop the site but, please, go back to the design phase and create a project that harmonizes with the built environment and is built to last. Do not diminish what is truly great about the City of London. Do better than this!

Respectfully,

Valarie Roe Burrows
Boston, Massachusetts
United States

Sent from my iPad

From: Sarah Newby <[REDACTED]>
Sent: 28 July 2025 13:35
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: 25/00494/FULEIA Liverpool Street station OBJECT

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello

Confirming my address as:

22 Mehetabel Road
London
E9 6DU

Thank you
Sarah

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, July 28, 2025 12:24:53 PM
To: Sarah Newby <[REDACTED]>
Subject: RE: 25/00494/FULEIA Liverpool Street station OBJECT

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: Sarah Newby <[REDACTED]>
Sent: 02 July 2025 13:30
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>

[REDACTED]

Subject: 25/00494/FULEIA Liverpool Street station OBJECT

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

FAO Tom Sleigh

Re. Planning application **25/00494/FULEIA**

I'm writing to object to this application because this proposed development will be a travesty.

Liverpool Street station, situated in the Bishopsgate Conservation Area is a majestic Grade II listed building with abundant natural light flooding through the glass above. It was built during a period of time when railway stations were built with true craftsmanship and quality materials and designed to be, and are, landmarks to be proud of. They've become timeless and are now revered - such as King's Cross station now compared to how it was 20 years ago.

Liverpool Street station is located in an area of London that has been/is being developed in a monogamous and charmless fashion.

The buildings that provide charm and heritage need to be conserved and not destroyed by an unexceptional, ubiquitous and unnecessary development. It needs protecting for our generation and future generations just as Euston station should've been.

Imagine if Spitalfields market had been completely destroyed and developed as was proposed?

Please don't succumb to corporate, soulless greed and let this travesty happen.

Please let the love and preservation of heritage prevail.

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 development would not be exceptional.

All the best
Sarah

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Objection to planning application: 25/00494/FULEIA - Liverpool St Station
Date: 16 July 2025 22:36:37

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

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

To whom it may concern,

I am a local resident, living in Flat 32, 27 Spital Square, E1 6DX, and I am writing to object in the strongest possible terms to the planned redevelopment of Liverpool St Station.

The proposed development is still disproportionately large and in direct conflict architecturally with the historic landmark of Liverpool St Station. It obtrusively squats on top of the original building with little sensitivity to its environment and sets a horrible precedent for the treatment of similar old buildings in the area. I do not see why the new development is being placed at this part of the site and cannot believe an alternative location that does less damage to the historical context and aspect of the building cannot be found.

This new plan is no better than the original plan by a different architect group and I would encourage you to similarly reject this proposal. This is an attempt by Network Rail to 'grind down' the significant local opposition to this scheme by offering an 'alternative' that provides practically no concessions to the neighbourhood that has to live with this building.

As a daily commuter in the station, the congestion referenced in the application is wildly exaggerated and the disruption and impact that this scheme will have on top of the disruption already experienced for the Elizabeth Line construction and ongoing station improvements far exceeds the 'benefit' of such a scheme.

With thanks for considering this objection
yours sincerely
David Fine

From: Sarah Madsen [REDACTED]
Sent: 28 July 2025 11:35
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Liverpool Street Station rethink

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

13 Coblands, Wisbech, Cambridgeshire PE13 3BF

On Monday 28 July 2025 at 11:33:47 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: Sarah Madsen <[REDACTED]>
Sent: 03 July 2025 13:42
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)

[REDACTED]

Subject: Liverpool Street Station rethink

You don't often get email from [REDACTED]

To all concerned,

REF 25/00494/FULEIA

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 proposed idea of building on Liverpool Street Station. This is the exact opposite of what London needs.

- 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.
-

Hoping very much that this is cancelled.

Kind Regards

Sarah Madsen

www.sarahmadsen.com Art

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From: Griff Rhys Jones
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: Liverpool Street Station 25/00494/FULEIA - OBJECTION
Date: 02 July 2025 18:50:42

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

THIS IS AN EXTERNAL EMAIL

I write to strongly object to the current Network Rail proposal to develop Liverpool Street Station. This proposes a large office block situated on top of the concourse and wrapping around it. It is contrary to the National Planning Policy Guidelines and will cause substantial harm to a listed building and the character of a designated conservation area, without making major improvements to the station, as claimed.

May I also bring to you attention the following points. The station has been fairly recently successfully restored. This is not bad Twentieth century design, to be swept away as at St Pancras and Kings Cross.

The current proposal is a gross intrusion on the integrity of the existing building and the surrounding conservation area, given its disproportionate size. Mindful of the Corporation policy to grow and expand office space, this cannot be achieved by compromising the heritage assets of the City, which has a good record of preserving its monuments and historic buildings. The station is one of them. Network Rail has lost too many opportunities to improve access during the building of the Elizabeth Line and Broadgate to take seriously its claims that it now needs to build a huge upwards extension to achieve its statutory duties to provide disabled access and lifts. Any disabled access improvements should be done now. Not after ten years of disruption. And not via a building which is only being constructed to "provide" money for these changes. Poverty is no excuse for bad planning. The improvements they have recently made should be encouraged and continue as a matter of course. The proposed major developments on the concourse are not really a major "improvement" on the current light filled concourse. They are largely to provide more retail.

Network Rail are clearly using questionable methods for garnering "letters of support". Every person so far independently contacted has proved unaware that their comments on current services or management have been adapted in this way and have subsequently demanded that their letter is withdrawn. There is still serious objection to this proposal. The City has a duty to draw a line on harming heritage and conservation area.

Yours sincerely,

Griff Rhys Jones OBE

President, The Victorian Society, 1 Priory Gardens, London W4 1TT

From: Charles Lock <[REDACTED]>
Sent: 28 July 2025 11:26
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Liverpool Street Station: planning application reference number: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

Thank you for your concern for the status of my letter. I had given my name, my title, and my professional affiliation: Charles Lock,
Professor of English,
University of Copenhagen.

My residential address is

Lundedalsvej 29, 2-3
DK-2400 Copenhagen
Denmark.

I do hope that letters from non-residents of the UK are accepted. Among my professorial specialities is the history of London. I have no wish for my comments to be anonymous.

Yours,
Charles Lock

Charles Lock M.A., D.Phil. (Oxon.)

On 28 Jul 2025, at 11.11, PLN - Comments
<PLNComments@cityoflondon.gov.uk> wrote:

You don't often get email from plncomments@cityoflondon.gov.uk. [Learn why this is important](#)

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: Charles Lock <[REDACTED]>
Sent: 03 July 2025 21:57
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)
<[REDACTED]>
Cc: C20 Society <[REDACTED]>
Subject: Liverpool Street Station: 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 because it would cause substantial harm to the nationally important Grade 2 heritage site of Liverpool Street Station. Paragraph NPPF 213 protects against "Substantial harm to or loss of: a) grade II listed buildings". Furthermore, there is at least one Grade I church nearby, and this also

needs to be safeguarded.

The redevelopment of Liverpool Street Station in the 1990s was one of the great civic triumphs of London planning in recent years. It met with widespread approval among residents and businesses in the community, and among railway passengers, not least those from the European continent. I have lived in Copenhagen for thirty years and I follow closely projects in planning and urban development. Seen from Copenhagen, Liverpool Street Station has been a triumph for London and has set an example for other cities. It should be treasured!

Charles Lock
Professor of English,
University of Copenhagen

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From: Val Marden <[REDACTED]>
Sent: 28 July 2025 11:01
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Planning Application 25/00494/FULEIA Liverpool Street Station - Objection

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Sent from my iPhone

On 28 Jul 2025, at 10:33, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:
Thank you for your e mail. My apologies for not providing these details. My name is Valerie Marden, address is 6 Caistor Drive, Lincoln, LN42TA.

Best wishes

Val Marden

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: Val Marden <[REDACTED]>
Sent: 03 July 2025 20:13
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Planning Application 25/00494/FULEIA Liverpool Street Station - Objection

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

To Whom It May Concern

I object most strongly to planning application 25/00494/FULEIA - Liverpool Street Station.

In particular I object to these 3 things:

The demolition of the historic roof structure on the station.
The inappropriate addition of retail units and galleries.
The incongruous 20-storey tower that will damage the setting of listed buildings in the area.

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

Regards,

Val Marden

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From: Luis Almau [REDACTED]>
Sent: 28 July 2025 10:32
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: Planning Objection 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Yes thank you. My name and address is

Luis Almau
86 The Avenue
London
E4 9RA

Many thanks

On Mon, 28 Jul 2025 at 10:23, 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



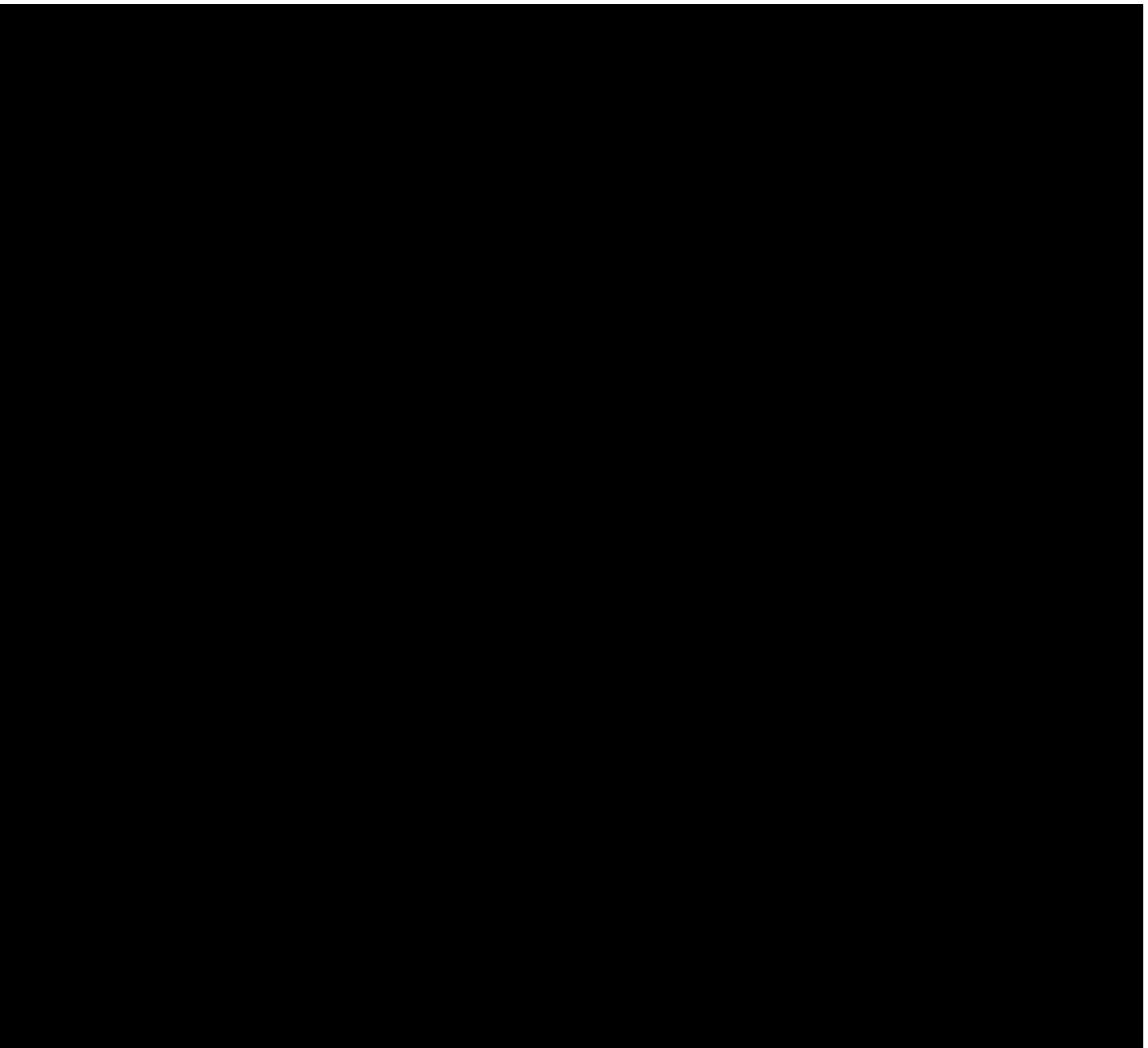
Environment Department
City of London Corporation

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

From: Luis Almau <[REDACTED]>

Sent: 04 July 2025 12:16

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

A large rectangular area of the email content has been completely blacked out, likely to redact sensitive information.

Subject: Planning Objection 25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

Hello,

I'd like to object to this application.

It 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.
- As 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."

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From: DEREK KELLY <[REDACTED]>
Sent: 28 July 2025 10:19
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Re: i object planning application reference number: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hi Davis. Thanks for your mail.

My name is Derek Kelly and my address is 22 Vancouver House, Reardon Path, London E1w 2pf

Many thanks Derek

On 28 Jul 2025, at 11:13, 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?

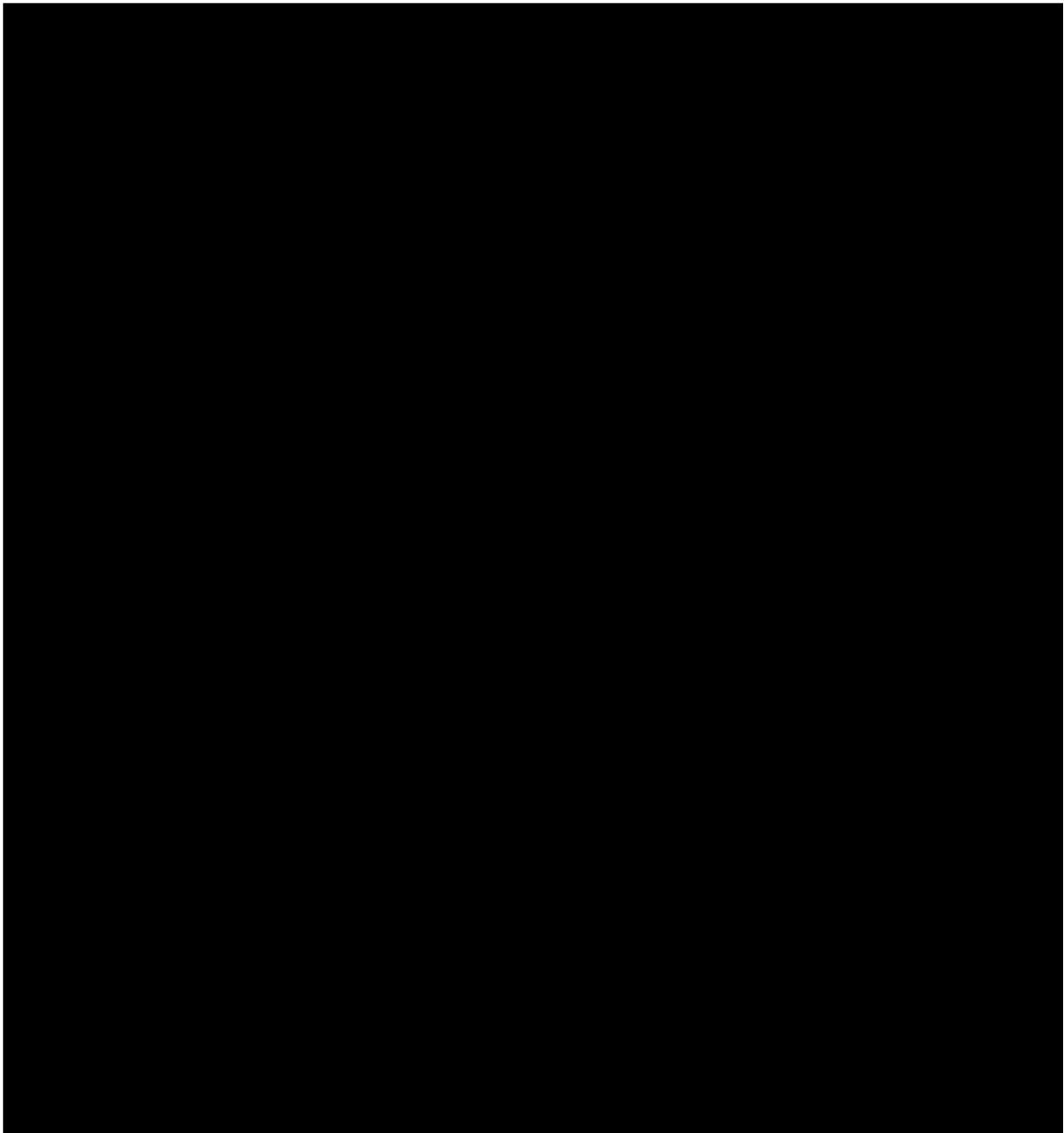
Kind regards,

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: DEREK KELLY <[REDACTED]>
Sent: 04 July 2025 18:50
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)



Subject: i object planning application reference number: 25/00494/FULEIA

You don't often get email from [REDACTED]

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.
5. and 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."

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From: [Matthew Hardy](#)
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: Objection to Application ID: 25/00494/FULEIA
Date: 02 July 2025 19:27:38
Attachments: [Objection to London Liverpool Street Station proposals 180625.docx](#)

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THIS IS AN EXTERNAL EMAIL

Dear Tom (if I may),

Please find attached my objection to Application ID: 25/00494/FULEIA for the 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

Kind regards,

Matthew Hardy.

Dr Matthew Hardy, MVO
30 Aberdeen Road, First Floor
LONDON N5 2UH
UK

From: [Jo Rhys Jones](#)
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 Liverpool Street Station
Date: 03 July 2025 08:51:10

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THIS IS AN EXTERNAL EMAIL

I made the objection below on the portal on Sunday 29th June, but despite a confirmation email, it has not appeared - in fact NO comments from Saturday 28th or Sunday 29th are there. It has not been put up in the 3 days since then either. There will have been a lot of comments made over the last weekend of the consultation, so I sincerely hope they are being considered and not just 'lost'. I am emailing this now so that it is, I hope, registered.

THIS APPLICATION IS NOT EVEN LISTED ON THE CITY OF LONDON PLANNING PORTAL - when a search is done for Liverpool Street Station, of the 438 planning applications listed (undated), only the previous scheme (23/00453/FULEIA) appears. This application is nowhere to be seen. As a result, there are a number of recent objections on 23/00453/FULEIA which are undoubtedly meant for 25/00494/FULEIA and should be taken as such.

I strongly object to this application. The need for some improvements to lifts, escalators and toilets does not in any way justify the harm caused to the listed station and adjacent hotel by building a colossal 20-storey office block right on top of it. It would badly impact the setting of the hotel, take away most of the glorious natural light in the station and completely destroy its ambience, and also harm the setting of the Bishopsgate Conservation area and views of St Paul's Cathedral.

Paragraph 213 of the National Planning Policy Framework states that 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 designated heritage asset should be exceptional. This proposal does not come close to meeting that justification.

Network Rail claim that they cannot make the (relatively small) station improvements without the office block to pay for it – this is patently absurd. The amount of money *already spent* on this application would probably have been more than enough to pay for any necessary loos and lifts and upgrades that the station actually needs.

It is also noticeable that virtually all the letters of support are single phrases or sentences, simply about loos or disabled access. They look as if they are gleaned from the 'consultation' in the station, which, like the Network Rail site, barely mentioned the vast office block. Is it legal to take these very limited comments and put them into the planning portal as support? Do any of these people even *know* that they are 'supporting' the building of a huge office block right on top of the station?

Mrs J Jones

Markwells, Stutton IP9 2SA

From: [REDACTED]
To: [PLN - Comments](#)
Subject: RE: London Liverpool Street Station planning objection
Date: 03 July 2025 10:04:04
Attachments: [image001.png](#)

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

THIS IS AN EXTERNAL EMAIL

Dear Davis,

Please attached the information requested.

Mrs Mary Weaving
110 Hewitt Avenue
Wood Green
London N22 6QE

I hope this is helpful.

Kind regards
Mary Weaving MBCI

[Sent from AOL on Android](#)

On Wed, 2 Jul 2025 at 12:24, 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: 02 July 2025 10:47

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

<Tom.Sleigh@cityoflondon.gov.uk>

Cc: admin@victoriansociety.org.uk

Subject: London Liverpool Street Station planning objection

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

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 National Planning Policy Framework 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
Mary Weaving MBCI

[Sent from AOL on Android](#)

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From: [mike.althorpe](#)
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: PLANNING REF - 25/00494/FULEIA Liverpool Street Station OBJECTION
Date: 03 July 2025 11:11:05

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[this is important](#)

THIS IS AN EXTERNAL EMAIL

ATTN OF Chair of the Planning & Transport Committee: Tom Sleigh,

PLANNING REF - 25/00494/FULEIA

Dear Sir,

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."

Thank you.

Mike Althorpe - 93 Hitchin Square, London E3 5QF

From:
To:
Cc:

Subject: 25/00494/FULEIA objection
Date: 08 July 2025 07:48:57

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

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

25/00494/FULEIA

I object to this application to significantly alter the Grade II listed Liverpool Street Station. The work 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.**
- 5. 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."**

I travel through this station from Norwich. I have never experienced any problems with service or facilities. Not all change is good change.

Yours truly,

Trevor Rawson

10 Hawthorn Crescent, NR31 8PX

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: reference 25/00494/FULEIA
Date: 07 July 2025 14:05:55

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear sirs

I'm writing to say please don't ruin our historic site please stop the plan to build offices at Liverpool Street station.

Daniel collyer
20A Chipstead Valley Road coulsdon surrey cr5 2RA
[REDACTED]

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Subject: Objection to Liverpool Street Station Redevelopment — Planning Ref: 25/00494/FULEIA
Date: 07 July 2025 13:23:31
Attachments: 0.png
2.png

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Planning Team,

I am writing to object to the planning application 25/00494/FULEIA for the redevelopment of Liverpool Street Station.

Liverpool Street Station is an iconic part of London's architectural and cultural heritage. Replacing its historic features with large-scale offices, flats, and a hotel would irreversibly damage a landmark that should be protected and enhanced; not overshadowed or demolished.

I strongly urge you to reject this application.

Name: Marios Georgiou
Address: 21 Norman Way, London
Postcode: N14 6LY

Yours sincerely,

Marios

Marios Georgiou B.A. Hons PGCE FIRP
Chairman

Step Teachers Ltd

T [REDACTED]

E [REDACTED]

W www.stepteachers.co.uk



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If you receive this E-mail by mistake, please advise the sender by using the forward facility in your E-mail software to send it to postmaster@stepteachers.co.uk and then delete it.
Step Teachers Ltd, 2 Mountview Court, 310 Friern Barnet Lane, London, N20 0LD. Registered in England: 4131194 VAT Number: 766071911

From:
To:
Cc:

Subject: Planning Application 25/00494/FULEIA - OBJECTION
Date: 04 July 2025 21:47:59

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear 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. It’s monstrous. Totally out of keeping with the scale of the original station infrastructure. It is unimaginative. No amount of terraced greenery can deflect from the gross intrusion on this Grade II* listed building. How on earth have we come to this AGAIN?

It’s becoming almost a full-time job writing objection letters opposing the destructive elements of London buildings planning. Especially in the Spitalfields Heritage area. Do you not understand the worth and the beauty of this area? How passionate people feel about the remaining historical buildings - the place they have in people’s hearts?

Yes, I understand at this point my objections are construed as emotional - based on history, the beauty of aesthetics, the value of memory - all unimportant amidst the murk of capitalism.

So let’s get to the point -

More specifically, I raise objections to:”

The substantial harm that will be imposed on to the Grade II-listed station -

In particular - By 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 on the Great Eastern 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. This is an area characterised by low-and medium-scale buildings. Not monstrously tall ugly buildings. This, may I add, 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.

This too would have a knock-on effect beyond - such as many of the Grade I-listed Christopher Wren City churches and nearby St Botolph’s church.

May I also bring your attention 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.”

Please come to your senses and dismiss this application. There are always sensitive and sensible alternatives.

Best Wishes

Sarah Winman

115 Crescent House, Golden Lane Estate, London EC1Y 0SJ

Ph: [REDACTED]

From:
To:
Cc:

Subject: Objection to 25/00494/FULEIA
Date: 04 July 2025 22:40:48

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

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

Object

I strongly object to this application, which fails to meet fundamental statutory requirements of the NPPF in respect of design and heritage, as well as the LPA's own policies. The proposed tower would dwarf and undermine the scale and significance of the Grade-II listed station, being grossly inappropriate development. The scheme would cause substantial harm to the significance of nationally important heritage assets, that is not outweighed by any justifiable public benefit.

Liverpool Street Station is a fully functional station that I use often, and I have never found to be overcrowded or unfit for purpose. The operator has a duty to make service improvements, and improvements should not be used as false justification for an inappropriate commercial development that would wholly undermine the special interest of the building and heritage of the area irreversibly.

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."

Paragraph NPPF 214 states: "Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss..."

The proposal fails on all relevant points of the NPPF.

The demolition of the roof structure of the existing station concourse and its replacement with a new structure would cause substantial harm to the Grade II-listed station. The development 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 a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

The development would cause significant harm 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 grossly inappropriate 20-storey tower over the station concourse.

The scheme would cause substantial harm to the Bishopsgate Conservation Area, by the imposition of a monumentally tall and bulky tower block 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 would also like to raise concerns about the underhand and misleading methods the developer has used to obtain “support” for the application by taking peoples’ words and personal data via online questionnaires on social media, and submitting them as formal comments to the application without their consent to do so – a breach of the Data Protection Act.

Signed,

Emily Whittredge

190 Galliard Road

London N9 7DJ

Sent using Hushmail

From: [REDACTED]
To: [REDACTED]
Subject: Planning Application 25/00494/FULEIA
Date: 04 July 2025 23:23:27

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. I am a local resident, living 15 minutes away from the station in E2.

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 cost of building a 20 storey office block to the area vastly outweighs the benefits of any proposed improvements to public amenities.

I expect an invitation to any hearing on this matter.

Sincerely,

Noah Judge
13 Chertsey House
London E2 7JX

From: [REDACTED]
To: [REDACTED]
Subject: Re: Object to planning application 25/00494/FULEIA
Date: 29 July 2025 07:57:24
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sir or Madam,

As requested please note my full address as follows:

6 White Hermitage
Church Road ,
Old Windsor
Windsor
SL4. 2JX

Thanks and Regards
Richard

Richard Jenkins

m: [REDACTED]

Sent from my [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, July 28, 2025 11:10:33 am
To: Richard Jenkins <[\[REDACTED\]](mailto:[REDACTED])>
Subject: RE: Object to planning application 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: Richard Jenkins <[REDACTED]>
Sent: 03 July 2025 20:52
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Object to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sirs ,

I wish to put on record my objections to the above planning application on the grounds it involves

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- A 20-storey tower that will damage the setting of listed buildings

More over, this application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

I trust you will take my observations into consideration.

Thanks and Regards
Richard

Richard Jenkins

m: [REDACTED]

Sent from my [Outlook for Android](#)

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Liverpool St. Station
Date: 29 July 2025 11:08:54
Attachments: [image001.png](#)
[image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

My address is: 1 Pinehey, Neston CH64 3TJ, United Kingdom

On Mon, 28 Jul 2025, 10:08 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: Rosemarie Hewitt <[REDACTED]>
Sent: 05 July 2025 09:03
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Liverpool St. Station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

To whoever it concerns, I object to the destruction of this historic building.

The proposed replacement building will be another eyesore in our beautiful capital city.

Rosemarie Hewitt

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

From: [REDACTED]
To: [REDACTED]
Subject: Re: 25/00494/FULEIA
Date: 29 July 2025 11:26:10

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Thanks for reply

Mr Darren Loughnane
16a Church Street
Windsor
SL4 1pE

Regards

Sent from my iPhone

On 28 Jul 2025, at 09:52, 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: Darren Loughnane <[REDACTED]>
Sent: 08 July 2025 05:54
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Good morning,

I object to this application, which would cause substantial harm to the significance of nationally important heritage site that is the station. More specifically, I raise objections to the fact its a classic station in London and believe Network Rail's money is better spent elsewhere. I use this station regularly throughout the year and there is really nothing wrong with it.

Darren Loughnane

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From: [REDACTED]
To: [REDACTED]
Subject: Re: Object to plan 25/00494/FULEIA
Date: 29 July 2025 14:14:24
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

As requested:

Mr James Dalton
6 Madison Gardens
Bexleyheath
Kent
DA7 5SU

Sent from [Outlook for Android](#)

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Sent: Monday, July 28, 2025 12:18:03 PM
To: Alan Basham <[\[REDACTED\]](#)>
Subject: RE: Object to plan 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



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

From: Alan Basham <[REDACTED]>
Sent: 04 July 2025 16:05
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Cc: Sleigh, Tom (Deputy) <[REDACTED]>
Subject: Object to plan 25/00494/FULEIA

| You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I wish to object to Liverpool Street Station planning application 25/00494/FULEIA.

These plans are inappropriate in size and scope and would do enormous damage to the listed station, train sheds and the associated hotel and area.

The station is a wonderful light and airy place, with natural light streaming in through the C19th train sheds. One feels a sense of space and relaxation that is unique in a London terminus. The proposal would rob station users of this setting and feeling.

The monolithic tower block would cause enormous harm to the grade II* hotel and surrounding conservation area.

The grade II station is a fine example of C19th aesthetic as is the grade II* hotel. They are suited to their surroundings.

The Bishopsgate Conservation Area would be severely impacted by this incongruous scheme as would surrounding heritage assets such as St Botolph's Church and many Christopher Wren churches. These listed buildings would be significantly compromised in setting.

I implore you to refuse this application. It would cause immense harm to listed assets and culturally significant buildings in a sensitive conservation area. It does not meet the National Planning Policy Framework (paragraph 213) or the 2015 City Plan.

We cannot allow our heritage assets to be destroyed like this.

Thank you for your time and consideration.

Kind regards,

James Dalton

Sent from [Outlook for Android](#)

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Francis Terry

Dedham House

High Street

Colchester

CO7 6HJ

3rd July 2025

Tom Sleigh

City of London Corporation

PO Box 270

Guildhall

London

EC2P 2EJ

Dear Tom Sleigh,

I am writing this letter to express my strong objection to ACME's proposal to the Liverpool Street development plans.

First of all, I am not convinced by ACME's lip service towards "preserving" Liverpool Street's Victorian Gothic architecture with their current design. The premise itself I find unconvincing given the Modernist style of architecture. If your principle aim really is to enhance the architecture of Liverpool Street Station then there is no reason not to make the necessary improvements in a Gothic style. The developers should make up their minds: either they want to preserve the station's Victorian Gothic architecture, or they should admit that they'd rather pursue innovation for its own sake, regardless of what's lost.

While the proposed development does physically preserve some of the original Victorian structure, it does so only to bury it beneath a vast, clashing Modernist façade that strips it of its resonance. Modernist architects often imagine that their architecture is some kind of invisible "meta-architecture" that can build around what is already there in a seamless and graceful way. I largely disagree with this. Building a Modernist extension to Liverpool Street makes no more sense than building a Baroque fresco on the Eiffel Tower or a Rococo ornament on the Guggenheim Museum. Modernism is not invisible. It is a style; and a very assertive one. If the goal really is to preserve the

station's architectural integrity, then the only honest option is to build in a style that reflects and continues the original: Victorian Gothic.

Secondly, I believe this project lacks any real architectural vision. If the proposal aimed to replace Liverpool Street's historic architecture with something truly bold or imaginative, one could at least respect its ambition. But as it stands, the design is uninspired; bland to the point of anonymity. It risks taking all the character out of Liverpool Street, a cultural landmark in its own right, reducing it to the point of it being completely lifeless and undistinct from the hundreds of other stations going up in cities all over the world.

It is also important to note that Liverpool Street Station is a grade II listed building. Given its uninspiring nature of this development, this means it doesn't meet 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."

This lack of vision was reflected in Mr Ludewig's presentation on the proposal. While I respect his credentials, I would have liked to have seen more vision in his presentation. In reality, he seemed about as excited about his grand master project as I am. His enthusiasm for the project didn't even extend to fixing his Zoom screen, which split in half about five minutes into the presentation and wasn't fixed for the rest of the video. If that's the level of attention given to the proposal's delivery, one wonders what to expect in its execution...

Indeed, one of the few moments where Mr Ludewig expressed genuine enthusiasm in his presentation came when he described how "replaceable" his proposal would be in year's time as the inherently perishable materials typical of Modernist architecture decay and require replacement. It is reassuring, at least, to know that Mr Ludewig is already anticipating the demolition of his own design. On that point, we may find ourselves unexpectedly aligned!

While it is good to see that ACME is taking seriously their commitment to sustainability, this moment was very telling about the short term vision of the scheme. Buildings anywhere, let alone in the centre of our capital city should be built to last more than a few mere decades, and citing sustainability as a reason to build short term is totally inappropriate. The original Victorian structure of Liverpool Street is still in place some hundred years since it was built and if the goal is to replace a structure that has stood for generations, the least one can expect is a design built to last just as long.

Finally, the proposal should be evaluated in light of its original purpose: to improve accessibility and reduce congestion at busy times of day. The website of the proposal makes a lot of reference to public support for improving Liverpool Street in this way. Indeed, I have no qualms with developing Liverpool Street in this regard. However, the plans for Liverpool Street move beyond this pretty quickly and the proposal seems to

get distracted with things that have nothing to do with the original proposal. Most significantly, the developers want to turn Liverpool Street into a “destination” by radically increasing the amount of shops in the station and even adding an enormous office block on top of it. I believe it is disingenuous for ACME to claim broad public support for a plan that, in reality, bears little resemblance to the public’s actual priorities. After all, quite what building a shopping mall in a train station has to do with reducing congestion I really don’t know.

It makes me suspicious that this project is confused at best and, and at worst, driven more by architectural ego and commercial expansion than by any genuine desire to improve Liverpool Street. Besides, what is this nonsense about turning Liverpool Street into a “destination”? As I’ve already said, Liverpool Street Station is already as much of a landmark that a train station needs to be. I don’t think that ruining its historical architecture and building an office block on top of it is going to “unlock hidden potential” in an already well-known and well-loved landmark.

In conclusion, I urge you not to proceed with this ill-conceived proposal. Liverpool Street Station is not simply a piece of civil infrastructure; it is a part of London’s architectural, cultural, and historical identity. To allow this development to go ahead would be to compromise its integrity, undermine its heritage, and set a troubling precedent for how we treat our city’s landmarks. I sincerely hope you will reconsider and protect the legacy of this remarkable building.

Yours faithfully,

Francis Terry.

3rd July 2025

Tom Sleigh
Chair, Planning & Transport Committee

Planning reference number 25/0049/FULEIA

I object to this application based on its resulting in the destruction of a listed building, listed specifically because it is of historical, cultural and (critically) contextual significance. It also represent an insensitive, inappropriate, massive overdevelopment that completely contradicts the scale and character of its existing context.

The destruction of Liverpool Street station, and/or its alteration beyond recognition as illustrated in the application, with its replacement by a gigantic faceless tower block would completely destroy the character not only of the station but of the entire area in which it is situated.

This area is already overwhelmed by endless gigantic identikit tower blocks having absolutely nothing to with London but could be anywhere ... Los Angeles, Dallas, Miami, Toronto, Dubai, Hong Kong, Shanghai ... literally anywhere. They convey no London identity whatsoever. The addition of yet another oversized glass block would only exacerbate the destruction of one of London's most historic districts, further destroying its context.

The destruction of the present station concourse and its replacement with a new structure would ruin the context of the surviving Victorian train shed.

The insertion of a plethora of new retail units and two elevated retail galleries within the framework of the existing interior space would dramatically alter the appearance of the Victorian train shed and cause specific harm to the significance of the Grade II listed interior.

The intrusion of a 20-storey tower block over the station concourse would be hugely damaging to the listed surrounding heritage area, in particular the Grade II listed hotel, the last continually functioning 19th Century hotel in the City.

The Bishopsgate Conservation Area would be permanently disfigured by the intrusion of a huge tower block into an area presently characterised by low-to-medium-rise buildings. This contravenes the 2015 City Plan mandating refusal of applications for inappropriate high-rise tower blocks in Conservation Areas & the St Pauls Cathedral Heights area.

Beyond destroying the station and its immediate surroundings this oversized scheme would impact the context of many listed and undesignated heritage assets including Grade I listed Wren City churches and the nearby St Botolph's church.

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

Overall the destruction of the listed Liverpool Street Station, resulting in the loss the historic station and its surrounding context, is a throwback to the destruction of Euston Station and its arch in the

early 60s, an era when historic buildings and their context were not valued. That was 63 years ago; one had assumed we had progressed light years beyond such crass needless urban vandalism.

This application should be refused as totally inappropriate. There is no point in listing any historic structure or space for its historic and contextual significance if it can be altered to the point of being rendered unrecognisable, or destroyed completely. Both of which conditions are clearly represented by this application.

Yours sincerely

Charles Wunderman
38 Gwydyr Mansions
Hove BN3 1JW
East Sussex

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Ref: 25/00494/FULEIA
Date: 15 July 2025 17:21:52

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

From: Mrs Wendy P Parkes
Flat 14, Priory House
32 Folgate Street
London E1 6UJ

Dear Sir or Madam,

I would like to register that I object to the proposal to build a huge glass tower over the top of Liverpool Street Station.

The design for the tower illustrated in the plan appears completely at odds with the Victorian setting of the present station, showing very little attempt at a harmonious unification of architectural styles. It seems a rough attempt (with absolutely no flair), to create an inappropriately huge space over two sites which are presently attractive and already Listed as having architectural merit. Their Listing alone should protect both spaces from the imposition of this monster.

The architects involved do not seem to have taken into account that the traditional glass roof of the station itself allows light into the station concourse and any covering of the roof will give those using the station the feeling that it is underground. It will feel less open and more threatening, especially late at night. A glass roof allowing daylight into the public space is more appropriate for this very large waiting area - any closing off of this feeling of light and space will push more people outside and into the road space, rather than encourage them to use the shops and cafes available inside the station.

My family use the station very frequently. The disruption expected if the plan for this enormous building goes ahead will go on for many years. A simple refurbishment should be the aim of the City of London, with the minimum of disruption for those of us who live nearby.

Yours faithfully,
Wendy Parkes

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Objection to Planning Application for Redevelopment of Liverpool Street Station Planning Application
Reference: 25/00494/FULEIA
Date: 15 July 2025 12:23:24

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

From Clémence Marquet-Brooks
Living in 7 Vanburgh house, 40 Folgate street, E1 6UL London

Re: Objection to Planning Application for Redevelopment of Liverpool Street Station
Planning Application Reference: 25/00494/FULEIA

Dear Sir or Madam,

As resident and home owner living in the neighbourhood of Liverpool Street station, **I am writing to formally object to the proposed redevelopment of Liverpool**

Street Station, in particular the planned construction of a 97-metre glass office block above the historic station building.

As a concerned member of the public, I find this element of the proposal to be inappropriate, excessive, and harmful to the heritage, function, and visual integrity of one of London's most important Victorian railway landmarks.

1. Destruction of Natural Light and Passenger Experience

The current plans would effectively eliminate natural daylight from the concourse and platforms below due to the solid, monolithic structure of the office development. Natural light is a vital component of passenger comfort and orientation in a public transport hub, and its removal will turn the station into a dim, artificial space, greatly diminishing the travel experience for millions of daily users.

2. Heritage Harm to Grade II and Grade II* Assets

The proposed block sits directly atop the original Victorian roof, conflicting with the design ethos and engineering beauty of the 19th-century trainshed. This intrusion undermines the visual coherence and historical value of the existing Grade II-listed station and adjacent Grade II*-listed

Andaz Hotel. The scale and massing of the office block would dwarf and overshadow these carefully preserved buildings, violating the principle of sympathetic integration with listed heritage assets.

3. Architectural Incompatibility

The proposed office development—constructed almost entirely from glass and steel—is entirely out of keeping with the surrounding architectural context. The nearby buildings reflect the materials, texture, and craftsmanship of the

Victorian era. Placing a large modernist structure atop a conservation site is an act of architectural discord that would harm the station's setting and compromise the character of the broader Bishopsgate Conservation Area.

4. Precedent and Public Opposition

Over 2,000 formal objections have already been submitted regarding earlier versions of this scheme, and while some revisions have been made, the core issues remain unresolved.

Approving this development would set a dangerous precedent—where private commercial interests are permitted to override the public value of heritage conservation and civic integrity.

For these reasons, I urge the City of London Corporation to refuse permission for this aspect of the redevelopment, and to require a full reconsideration of the height, placement, and architectural language of any over-station development. Liverpool Street Station deserves a future that balances growth and accessibility with the careful stewardship of its proud past.

Best regards,

Clémence Marquet-Brooks

To Chair of the Planning & Transport Committee, City of London

Alterations to Liverpool Street Station: Planning application reference 25/00494/FULEIA

We object to this application on the following grounds.

Ground 1

The substantial harm to the Grade II listed station through the demolition of the roof structure of the existing station concourse, and replacement with a new structure.

When the major redevelopment of the south end was made in 1991, a rather non-descript area was integrated into the existing train-shed, using replica iron and brickwork. The join between the historic original and the new work was invisible and the result was a station with a coherent appearance. This update to the station is included in the listing because of the coherence. The proposed reconstruction of the concourse area will remove the listed 1991 work and replace it with a discordant roof structure, which does not relate to either the original train-shed or the hotel building and completely destroys the existing character of this part of the station. The use of arched girders merely points up the discord between the original structure and the new. By placing a deck over the concourse, the light airy nature of the whole station will be destroyed. This change will also compromise the setting of the surviving C19 train shed.

These changes to the train-shed and concourse are 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

Ground 2

The substantial harm to 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. This change to the hotel is also 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.

Furthermore, by placing a massive building to the south side of the listed 19th Century train-shed, the train-shed and the main platform area would be placed in shadow for most of the day. This will destroy the character of the train-shed, which has always been intended to provide a light filled space at the heart of the station; again contrary to the National Planning Policy Framework

Ground 3

Extension of the upper level retail area within the C19 train sheds, including the construction of two elevated retail galleries, will cast these into even deeper shadow. The effect is grossly detrimental to the listed train-shed. Although the roof will remain visible from the upper level, the views from the platforms and the sense of a cathedral like airy space will be lost. The effect will become rather like that of the high numbered East side platforms which are completely decked over and have an oppressive feel.

This will cause a high level of harm to the special interest and significance of the Grade II-listed heritage asset.

Ground 4

The substantial harm to the Bishopsgate Conservation Area caused 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. At present the streets around Liverpool Street Station present a typical medium rise urban landscape. Addition of a new facade and massive high rise block will totally change the character of the area, from a human scaled one to a narrow concrete canyon. This is 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.

Ground 5

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.

Ground 6

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."

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 only attempt at justification appears to be that by making the grotesque changes proposed, money will be made available to make limited improvements to the station facilities. The primary objective, to make profit by destruction of our built heritage, is not stated.

Ground 7

The consultation process, which allows comment and either support of or objection to the planning application is flawed. On 2 July, none of the documents relating to the application were available on the website. The message "This document is unavailable for viewing at this time" gave no indication of when documents would be available. This has been rectified (3rd July) but on how many occasions and for how long have documents been unavailable? This fault may have resulted in interested parties being unable to comment or only to comment in broad terms without appropriate references.

Summary

We object to all the proposed development, because the damage to our heritage and built environment violates the National Planning Policy Framework, damages the Bishopsgate Conservation Area and is contrary to London Views Management Framework.

Planning permission must be refused

Geoffrey and Jennifer Brace, 240 Bluebell Road, Norwich NR4 7LW

From: [REDACTED]
To: [REDACTED]
Subject: LIVERPOOL STREET STATION pa 25/00494/FULEIA
Date: 04 July 2025 16:31:04

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Chair of the Planning & Transport committee

Dear Mr Sleigh,

LIVERPOOL STREET STATION PA 25/00494/FULEIA

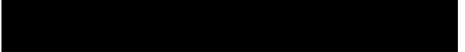
I object to this application, which would cause substantial harm to the significance of nationally important heritage assets, for the following reasons:

- 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.

For all the above reasons, PA 25/00494/FULEIA would contravene NATIONAL PLANNING POLICY FRAMEWORK para.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 sincerely
Tom Ridge
44 The Drive
Southwold
Suffolk

Please note my new email address is:-



From:
To:
Cc:

Subject: planning application reference number: 25/00494/FULEIA Liverpool Street Station
Date: 04 July 2025 23:56:43

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

Please take my submission into consideration.

Thank you
Sharon Coyle
6 Pickworth way
Liverpool L311JS

From:
To:

Subject: OBJECTION TO PLANNING APPLICATION 25/0049/FULEIA TO REDEVELOP LIVERPOOL ST STATION
Date: 05 July 2025 09:23:53

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Planning Team and Councillors,

I object to the Liverpool st Station redevelopment (reference number 25/0049/FULEIA)on the following grounds:-

1. Harm to an important Grade II listed heritage asset
2. Impact to the setting of surrounding listed heritage assets
3. Harm to the Bishopsgate Conservation Area, in an area of low to medium density
4. Contrary to the 2015 City Plan
5. Impact of the settings of various surrounding listed assets such as the Grade 1 listed St Paul's Cathedral and nearby St Botolph's Church

The NPPF paragraph 213 states that developments must not cause "substantial harm to or loss of Grade II listed buildings, or grade II registered parks or gardens.." and this development if allowed will cause significant harm and destruction.

Thank you
Poh Kow
Palissy St
London
E2 7LD

From:
To:
Cc:

Subject: Planning application 25/00494/FULEIA
Date: 06 July 2025 15:44:30

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

THIS IS AN EXTERNAL EMAIL

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

Reference: 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 object to this application, which would cause substantial harm to the significance of nationally important heritage assets. In particular, we raise objections to:

The substantial harm to the Grade II-listed station through the demolition of the roof

1. 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.

This is a deeply flawed redevelopment proposal that would partially demolish the historic Liverpool Street Station roof and impose a towering, incongruent 20-storey structure over the site. We must save our heritage. As a youngster I grew up in Romford and my wife in Hornchurch. Over the years we regularly used Liverpool Street station in order to get into London. Although the line was electrified from Harold Wood, I distinctly remember the steam locomotives roaring through the station and the fascinating sights at Liverpool Street station with locomotives being turned for the outward journey. Steam, noise and activity all bring back vivid memories of Liverpool Street station. Those times will not return but we must preserve the station and not just concrete it over thus destroying a

magnificent building.

Regards, John and Carol Ward

Mr John & Mrs Carol Ward

3 Heryng Close, Halling, Kent, ME2 1NE

Telephone No: [REDACTED]

JPW Mobile No: [REDACTED]

CAW Mobile No: [REDACTED]

Email Address: [REDACTED]



Virus-free www.avg.com

From: [REDACTED]
To: [REDACTED]
Subject: Re: Objection
Date: 30 July 2025 16:58:24
Attachments: [image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear PLN Team

Name : Mr OP Kopke

Address : 1 Birch Place , Oakhill Road , Sevenoaks . TN1 1AB

On Mon, 28 Jul 2025 at 10:07, 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: Paul Kopke <[REDACTED]>
Sent: 05 July 2025 15:49
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Objection

[REDACTED] You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

This is an objection to planning application : 25/00494/FULEIA

I am objecting to the above Plan for Liverpool Street Station , based on :

- > The demolition of the historic roof structure
- > The inappropriate addition of retail units and galleries
- > The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade 11 [2] listed buildings must be exceptional.

Thank you

Mr OP Kopke

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: 25/00494/FULEIA Liverpool Street station
Date: 30 July 2025 15:06:00

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

THIS IS AN EXTERNAL EMAIL

Dear Shupi,
Thanks for contacting me, please add my home address.

65 Douglas Road
Hornchurch
Essex
RM11 1AN

Best regards
Tony Harris

On Wed, 30 Jul 2025, 13:09 PLN - Comments, <PLNComments@cityoflondon.gov.uk>
wrote:

Dear Tony Harris,

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



[REDACTED] www.cityoflondon.gov.uk

Juliemma McLoughlin

Executive Director Environment

From: Tony Harris <[REDACTED]>
Sent: 03 July 2025 19:04
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 25/00494/FULEIA Liverpool Street station

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hello,

I would like to strongly object to the redevelopment for the following reasons as a commuter who uses the main station, not the Elizabeth line.

- 1) Excessive disruption for those that do not use the Elizabeth line. Seven years for extra lifts and escalators is hugely excessive. You would expect no more than six months to a year for extra facilities.
- 2) Loss of light. The main concourse will become a darkened cavern. The remaining train shed will never receive sunlight as the office block is south facing and will block the sun for most of the day.
- 3) No other options for funding have been communicated to the public. Network Rail could use land sales from elsewhere to fund lifts and escalators.

4) Architecturally poor. The remaining two listed sections will be architecturally separated by this new block bisecting the two. The efforts to link them by a brick lined cave, resembles one of Network Rail's arches rented out by car mechanics. It is clear that the only winner will be the developer who sells the office space. As for the block itself, it's a skyscraper sized wedge between the two listed sections dwarfing them ridiculously.

5) Loss of the main indicator board. Network Rail claim the new above platform indicator boards will make it easier for the passenger. The passenger will now need to walk the length of the concourse to find their platform. Backward step.

Best regards

Tony Harris

Harlow

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

From: [REDACTED]
To: [REDACTED]
Subject: Re: Objection to planning application 25/00494/FULEIA
Date: 30 July 2025 14:26:27
Attachments: [image001.png](#)
[image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Stephen Seale
[REDACTED]

Croftbank House
Bottom Road
Summerhill
Wrexham
LL11 4TN

On Wed, 30 Jul 2025, 11:30 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



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

www.cityoflondon.gov.uk

From: Stephen Seale [REDACTED]
Sent: 04 July 2025 08:08
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: Objection to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to:

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

Stephen Seale

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



Contact the City

Reference:

CTC-728703016

Date :

04/07/2025 20:24:49

Customer details

First Name	Robin
Last Name	Hatton-Gore
Customer Email Address	[REDACTED]
Telephone	[REDACTED]

Enquiry

Service Area	Planning
Enquiry	Consultation/Public objection
Enquiry type	Consultation/Public objection
statictext2	
Address	

Details Of Enquiry	Liverpool Street Station development
--------------------	--------------------------------------

From:
To:
Cc:

Subject: Comments for Planning Application 25/00494/FULEIA
Date: 22 June 2025 11:01:15

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

THIS IS AN EXTERNAL EMAIL

Dear All,

It is hard to believe that the C of L is even considering this revised application plan, and the adverts I've seen on social media encouraging people to support the building because it will improve access and toilets at Liverpool St Station, are misleading. It is Network Rail's legal responsibility to provide that anyway!

A 20 storey block in this low level area will be a huge eyesore and damaging to the Grade II-listed station and the Liverpool Street Station Hotel, a Grade II*-listed building.

This 20 storey block in a low level Grade II* area is definitely in conflict 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.

Also 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.*”

An eight year predicted time scale, even if it is accurate, will be a horrendous disruption for the public and businesses to endure, to only end up with a twenty storey monstrosity overshadowing this special area.

Please reject this application, again.

Regards
Rob Small
22 Bergholt Mews
London, NW1 0BQ

From: [REDACTED]
To: [REDACTED]
Subject: 25/00494/FULEIA
Date: 25 June 2025 16:54:43

[You don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to this application on the grounds that it is contrary to the 2015 City Plan, and para 213 of the National Planning Policy Framework which states that "Substantial harm to or loss of grade II listed buildings should be exceptional".

This proposal will cause significant harm to important heritage assets: the Grade II listed station, the Grade II* listed hotel and the Bishopsgate Conservation Area. Please turn it down.

Mary Garratt
61 Highsett
Cambridge CB2 1NZ

From: [REDACTED]
To: [REDACTED]
Subject: Liverpool Street Station planning proposals.
Date: 27 June 2025 10:06:25

[You don't often get email from [REDACTED]
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sirs,

I am writing to object to the current plans for the redevelopment of Liverpool Street Station.

The great Victorian Railway Stations were the Cathedrals of their age, with their marvellous glazed roofs, allowing natural light to flood the concourses below- which enhance the travelling experiences of many millions of people every day.

It would appear that the development proposed for Liverpool Street would destroy this aspect of natural light making the railway station a special place to be and would also ruin/ vandalise an historic building which has fully played its part in the nations history in World Wars 1 and 2 .

Yours faithfully,

Mark Atkinson,
Cuitballoch Farm ,
Crieff,
Perthshire
PH7 4HY
[REDACTED]

From:
To:
Cc:

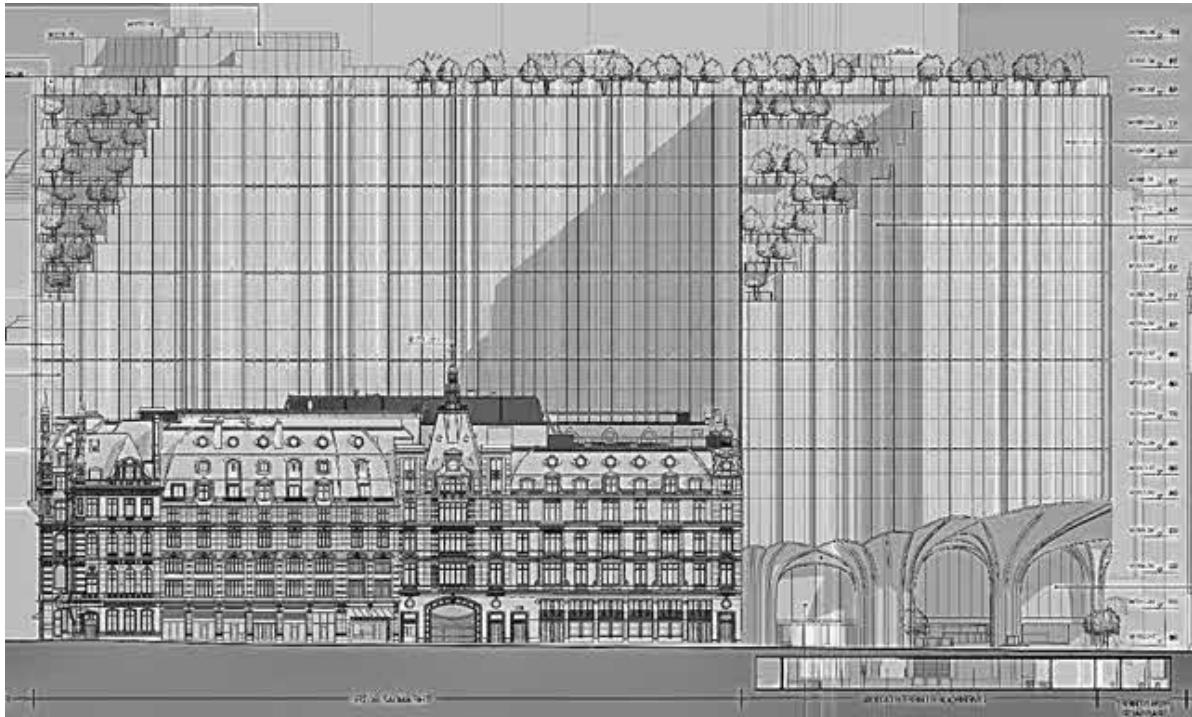
Subject: Planning Application 25/00494/FULEIA.
Date: 28 June 2025 15:07:12

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

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh

I am writing regarding Planning Application 25/00494/FULEIA, about Network Rail's misguided proposal to build a twenty-storey block over Liverpool St Station, which will cast a giant shadow, literally and metaphorically, over this area of London, not far from where I work in Haggerston.



My objections are summarised below:

Paragraph NPPF 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.'

This proposal is exceptional only in its crass stupidity. Erecting such a tall building complex in an area of low / medium-height buildings is contrary to the 2015 City Plan, which requires the refusal of planning permission for tall buildings in inappropriate areas, such as Conservation Areas and the zone around St. Paul's.

The aspect of the proposed building would badly affect other sites in the immediate area, including many Grade I-listed churches, etc.

And it would spoil the nineteenth century train shed and other elements in this much-loved Grade II-listed station.

The public anger at this witless proposal is completely understandable; Network Rail's attempts to twist public responses (by showing incomplete models of the structure, for example) is beneath contempt.

It would be possible to update and improve the station concourse, including toilets, lifts, cafés and retail units, to the benefit of passengers – without doing harm on this scale.

Building a twenty-storey tower over the station concourse is not the answer, and it is hardly believable that such a proposal was taken seriously by people of good conscience.

Yours sincerely

John L Walters, writer, editor, composer

108 Shenley Road
Camberwell
London SE5 8NF, UK



From:
To:
Cc:

Subject: Objection to Planning Application 25/00494/FULEIA
Date: 29 June 2025 19:12:46

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Andrew Collingridge
2 Chester House
231 Kennington Road
London SE11 6BY
Email: [REDACTED]

29 June 2025

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

Dear Mr Sleigh,

Re: Objection to Planning Application 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. Demolition of the Concourse Roof and Impact on the Station's Significance**
The application proposes the demolition of the concourse roof of the Grade II-listed station and its replacement with a new structure. This represents a substantial intervention that would materially harm the architectural integrity and historical significance of the station, particularly in how it relates to the 19th-century train shed. The replacement structure would compromise the setting and coherence of this carefully preserved historic ensemble.
- 2. Insertion of Retail Galleries in the Historic Train Sheds**
The proposal includes the insertion of substantial new retail units within the historic 19th-century train sheds, including two new elevated retail galleries. This introduces an alien and intrusive commercial typology into a space of architectural and historic importance, resulting in a high level of harm to the special interest of the listed heritage asset. These additions would severely compromise the spatial qualities and historic function of the sheds.
- 3. Impact on the Setting of the Grade II*Listed Hotel**
The application includes the construction of a twenty-storey tower above the station concourse, which would dominate and detract from the setting of the adjacent Grade II*-listed hotel – the last continually operating 19th-century hotel in the City of

London. The scale and massing of the proposed tower are entirely out of character with the surrounding historic context and would cause a clear and substantial diminution of the hotel's significance.

4. Substantial Harm to the Bishopsgate Conservation Area

The scheme proposes a tall building in an area defined by its low- and medium-rise built form, undermining the character and appearance of the Bishopsgate Conservation Area. This contravenes the 2015 City Plan, which specifically states that planning permission should be refused for tall buildings in inappropriate areas, including Conservation Areas and the St. Paul's Cathedral Heights area. Furthermore, the proposal would impact the setting of multiple heritage assets across the City, including numerous Grade I-listed Christopher Wren churches and St Botolph's Church, thereby extending its harmful effects well beyond the immediate site.

5. Contravention of National Planning Policy Framework (NPPF) Paragraph 213

Paragraph 213 of the NPPF is clear: "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 presented by this application clearly crosses the threshold of "substantial," yet no public benefit has been demonstrated that would justify such an outcome. The proposal falls significantly short of meeting the policy tests required by the NPPF and would set a dangerous precedent if approved.

For these reasons, I strongly urge the Planning & Transport Committee to refuse Planning Application 25/00494/FULEIA. The scheme is not only damaging to our shared architectural heritage, but is also inconsistent with adopted planning policy at both the local and national levels.

Yours sincerely,
Andrew Collingridge

Andrew Collingridge



From:
To:
Cc:

Subject: Liverpool Street Station, Planning Application 25/00494/FULEIA
Date: 02 July 2025 12:20:22

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

THIS IS AN EXTERNAL EMAIL

Liverpool Street Station, Planning Application 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:

Legal points for objection

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

The insertion of so many new retail units in the 19th century train sheds, and the construction of two elevated retail galleries, would cause enormous harm to the special interest and significance of our Grade II-listed heritage asset.

The impact to the setting of surrounding listed heritage assets would be appalling, in particular the harm done to 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 and blocking out all daylight.

The scheme would cause substantial harm to the Bishopsgate Conservation Area by the imposing such a overwhelmingly high 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. Further, this 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." That is, abnormal.

Finally, this gigantic, out of proportion development will surely have a destructive psychological impact on visitors or residents who use this station (we do not need another shopping mall). Please do not allow this dehumanisation of our beautiful

heritage for financial gain.

Madeleine Weaver

42 Waterson Building
Long Street
E2 8GT

From: [REDACTED]
To: [REDACTED]
Subject: Re: FAO Tom Sleigh
Date: 31 July 2025 18:16:17
Attachments: [image001.png](#)
[image001.png](#)

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

16 Quarn Dr,
Derby
DE22 2NQ

~~~~~  
happiness is a journey not a destination

On Thu, 31 Jul 2025, 14:34 PLN - Comments, <[PLNComments@cityoflondon.gov.uk](mailto: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|



---

From: Nicky Heppenstall <[REDACTED]>

Sent: 04 July 2025 23:31

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

Subject: FAO Tom Sleigh

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

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

Proposed modifications to Liverpool Street Station: **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, 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 plans must be rejected.

Yours sincerely,

Nicky Heppenstall

happiness is a journey not a destination

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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: 31 July 2025 14:59:46  
Attachments: [image001.png](#)  
[image001.png](#)

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Dear Mr Watson

Thank you for your reply. My address is detailed below. I am a regular visitor to London and often travel via this station.

Gillian Potter-Merrigan  
148 Stretford Road  
Urmston  
Manchester  
M41 9LT

Regards

Gillian Potter-Merrigan

On Thu, 31 Jul 2025, 14:34 PLN - Comments, <[PLNComments@cityoflondon.gov.uk](mailto: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|

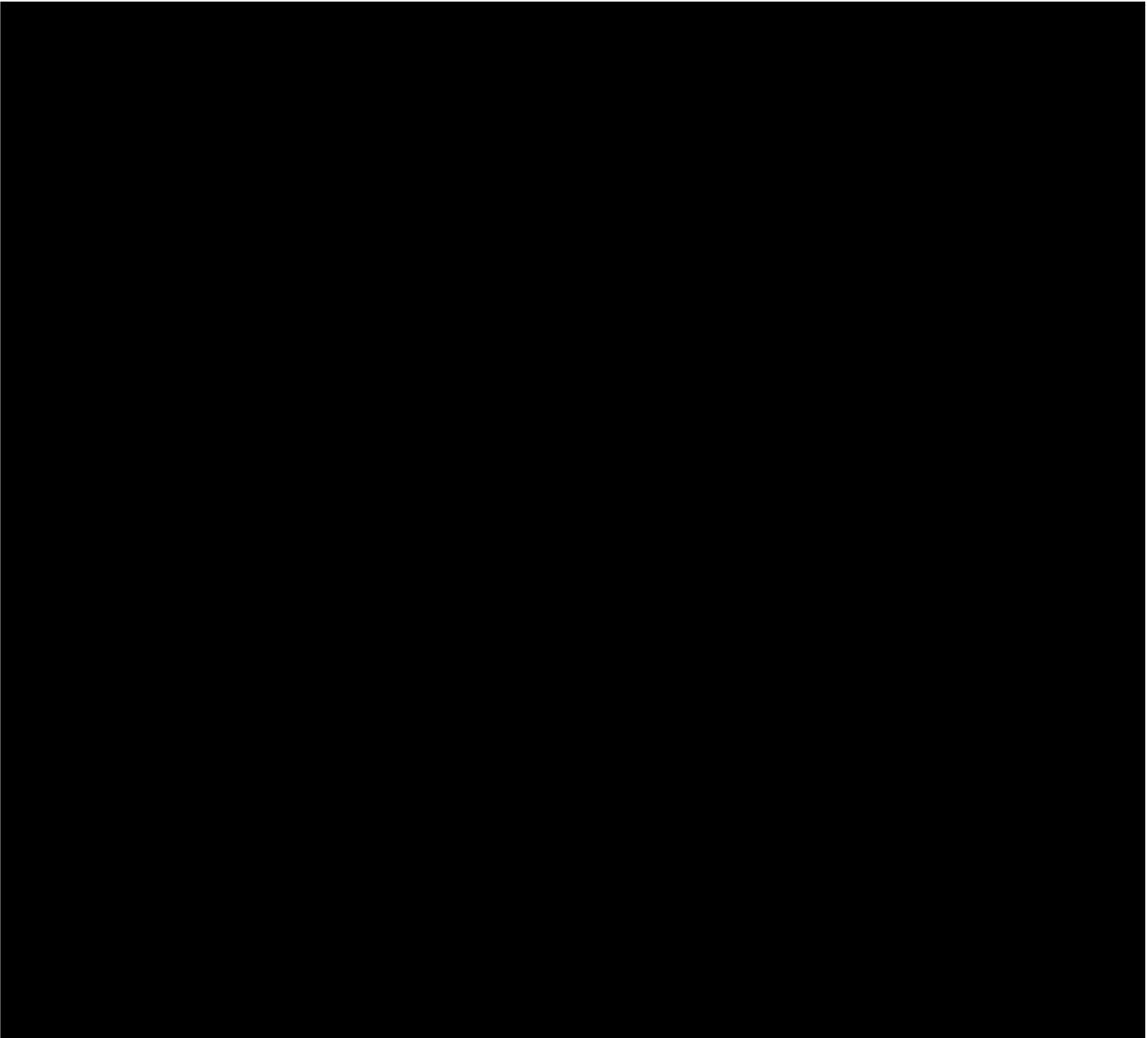
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

---

From: Gillian Potter-Merrigan [REDACTED]

Sent: 04 July 2025 23:27

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



Subject: Planning application 25/00494/FULEIA, Liverpool Street Station

Some people who received this message don't often get email from [REDACTED]  
[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. More specifically, I raise objections to the application on the following grounds:

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.

Further, with 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."

Finally I find it stunning that this proposal has even been considered. It will NOT add

anything to the area. It is detrimental to the overall area and I cannot think of any other city with such a wealth of heritage that would allow this form of cultural vandalism to even be considered. The supporters of this development should be ashamed of themselves.

Yours faithfully

Gillian S Potter-Merrigan BA(Hons), MA



Sent with Mailsuite · [Unsubscribe](#) ·

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



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

Submitted via email to [PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

FAO: Kieran McCallum, Planning Case Officer

Planning Application Ref: 25/00494/FULEIA

Re: Planning Consultation for site comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in part), Hope Square, and Bishopsgate Plaza London EC2M 7PY

July 2025

Dear Kieran,

Aldgate Connect Business Improvement District (BID) is pleased to be making a representation in relation to the above planning application.

Aldgate Connect BID was formed in April 2020 following a successful ballot of local eligible businesses, and is one of the five BIDs that operate across the Square Mile investing to deliver hyper-local enhancements and support for the wider community.

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

For clarity, it is not the role of the BIDs to explicitly support or oppose any specific planning application and this is not the purpose of this letter. Rather, we view aspects of the above application in relation to our published evidence base – namely our Public Realm Vision and Strategy for [Aldgate Connect \(2022\)](#) – which are rooted in insight, data and consultation with our member businesses, key stakeholders and the public.

The 2022 Aldgate Connect Public Realm Vision and Strategy proposes several framework principals for the area, including the need to improve the streetscape, the concept of manifest gateways to establish a cohesive identity, and sense of arrival and belonging at Aldgate, enhancing greenspace and celebrating heritage.

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

In the context of this growth, our public realm and the ‘spaces between the buildings’ are ever more important.

In this instance, whilst we maintain the BID’s neutral position on planning representations, we also recognise that transport infrastructure is vital to support a thriving, vibrant and growing

global city, and it is crucial that hubs such as Liverpool Street station keep pace with the current and projected growth in this part of the City, accommodating the rise in the number workers and leisure visitors. We therefore state firmly that the complete overhaul of Liverpool Street Station would be transformational for the area. Even though the station sits just to the West of our boundary, we understand it is a key hub for many people who work and visit the area. The upgrade plans would dramatically increase capacity and the experience for all station users, creating a gateway fit for the future of the City as a commercial powerhouse. We make this statement without setting a precedent for any future representations we will make on other planning applications.

We are grateful to the developer for their consultation and positive engagement with the BIDs through the planning process. We have shared our Public Realm Vision with them and drawn specific attention to the development's strategic location. In addition, Aldgate's four key aims and delivery objectives;

- Making the district more appealing; We will take an innovative and creative approach to our community-minded placemaking and public realm agendas to make the area cleaner, greener, and more enjoyable for all.
- Welcoming People In; We will put Aldgate on the map as a unique, world class destination in London, ensuring effective marketing and promotion of the area's eclectic offerings to various audiences.
- Shaping a safer area; We will support community safety and business resilience across Aldgate through impactful programmes, communication, and collaborations.
- Creating a connected community; We will be committed to ensuring Aldgate's business and resident communities have opportunities for growth and our activities bring joy to those that live, work, and play here.

Considering the above scheme against these strategic aims, we welcome a number of provisions in the application and look forward to working with the developer should the scheme receive approval. Specifically, we wish to draw attention to the following aspects of this application;

- Improved wayfinding and permeability to station entrances, including connections through the Station down to Petticoat Lane. More clearly defined routes in and out of the station through clear visual lines and decluttering.
- Enhanced public realm around the station entrances, complementing investment that has already been made in key developments and areas around the station
- Enhanced pedestrian connection to neighbouring developments, opening up new and intuitive routes into the City. We welcome the enhanced outlook at the entrance onto Bishopsgate, and would welcome collaborative working with Transport for London to further enhance the pedestrian experience and amenity at Bishopsgate
- Increased green infrastructure, including additional tree planting
- Enhanced retail, food and beverage offering
- Improved lighting around the station entrances to enhance visual appeal, celebrate heritage and support a safer environment.
- Enhanced facilities for families, neurodiverse needs, visually and mobility restricted users.

Yours sincerely

Liam Hayes

Chair, Aldgate Connect BID

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

Submitted via email to [PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

FAO: Kieran McCallum, Planning Case Officer

Planning Application Ref: 25/00494/FULEIA

Re: Planning Consultation for site comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street (in part), Hope Square, and Bishopsgate Plaza London EC2M 7PY

July 2025

Dear Kieran,

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

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

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

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

We are supportive of the significant development pipeline and projected growth in the area. We see this as a positive thing for the Eastern City, bringing benefits such as increased vibrancy and economic growth to this globally important area and

unique part of the City. This is an area that has driven change for 2000 years, a hub of economic activity and the growing Destination City agenda. We are excited about the opportunities provided by the future growth of the area. In the context of this growth, our public realm and the 'spaces between the buildings' are ever more important.

In this instance, whilst we maintain the BID's position on planning representations, we also recognise that transport infrastructure is vital to support a thriving, vibrant and growing global city, and it is crucial that hubs such as Liverpool Street station keep pace with the current and projected growth in the tall building cluster, accommodating the rise in the number workers and leisure visitors. We therefore state firmly that the complete overhaul of Liverpool Street Station would be transformational for the Eastern City area. Even though the station sits just to the north of our boundary, we understand it is a key hub for many people who work and visit the area. The upgrade plans would dramatically increase capacity and the experience for all station users, creating a gateway fit for the future of the City as a commercial powerhouse. We make this statement without setting a precedent for any future representations we will make on other planning applications.

Over and above our views about the importance of robust and future-proofed transport infrastructure, we are grateful to the developer for their consultation and positive engagement with the BID through the planning process. We have shared our Public Realm Vision with them and drawn specific attention to the development's strategic location in the Eastern City, aligned with the project family routes set out in the document. We would urge consideration of these priority areas in relation to the proposed development's wider context. In addition, the Public Realm Vision outlines our seven key principles, which are:

Welcoming publicly accessible spaces – designing spaces that are inviting and accommodating;

Resilient trees and planting – ensuring the area is as green as possible;

Lively uses and activity – creating a dynamic and energetic place;

Intuitive navigation – making it easier to reach your destination;

Historic character and lighting – celebrating and improving the heritage features;

A mobility environment which is accessible to all – establishing environments where modes of movement can co-exist;

A safe and secure neighbourhood – promoting spaces where all users feel safe.

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

Specifically, we would highlight the following points supporting our key principles;

- Improved wayfinding and permeability to station entrances, including connections through the Station leading up to Exchange Square. More clearly defined routes in and out of the station through clear visual lines and decluttering.
- Enhanced pedestrian connection to neighbouring developments, opening up new and intuitive routes into the City.
- Increased green infrastructure, including additional tree planting
- Enhanced retail, food and beverage offering
- Improved lighting around the station entrances to enhance visual appeal, celebrate heritage and support a safer environment.
- Enhanced facilities for families, neurodiverse needs, visually and mobility restricted users

We hope this is a helpful contribution ahead of the committee meeting.

Yours sincerely



Nick Carty  
Chair, Eastern City

From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Objection to the Liverpool Street Station development application: 25/00494/FULEIA  
Date: 30 July 2025 13:18:44

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Thank you.

Yes - of course. I am:

Sharon Heppell  
Flat 53  
41 Provost Street  
London N1 7NB

Warm wishes  
Sharon

Sent from my iPhone

On 30 Jul 2025, at 12:10, PLN - Comments  
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sharon Heppell,

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

[REDACTED] [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)  
Juliemma McLoughlin  
Executive Director Environment

From: sharon heppell <[REDACTED]>  
Sent: 03 July 2025 15:57  
To: Sleigh, Tom (Deputy) <[REDACTED]>; PLN - Comments  
<PLNComments@cityoflondon.gov.uk>  
Subject: Objection to the Liverpool Street Station development application:  
25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

I am writing to voice my strong objection to this application which would cause substantial harm to the significance of the nationally important heritage asset that is Liverpool Street Station and its adjacent hotel.

More specifically, I object that this fine Victorian station will lose its identity and become nothing more than the dark basement to an excessively high office block. Covering - or destroying - its graceful roof structure and so blocking the natural light that currently bathes the concourse means that travellers, shoppers and station staff will be subjected to a life largely under artificial lighting day and night. I wonder how Network Rail and its architects can countenance this when sustainability and energy saving are the nation's mantra.

Another major concern for me if the plans go ahead is that Liverpool Street Station will also become invisible. Every travel hub in London - from Tube stations and bus stops to other termini - needs to announce its presence very boldly to help people locate it quickly and easily. This is particularly critical for London termini where thousands of international tourists and UK visitors, unfamiliar with City streets, are travelling to them and through them every day. Shrouding Liverpool Street Station in steel, plate glass and greenery, like some glorified shopping mall, will make this vital landmark disappear. Whereas it should be standing proud and unmissable with its distinctive station architecture in the same way that St Pancras, King's Cross and Waterloo do.

Finally, I must make reference to the National Planning Policy Framework. As you will be well aware, Paragraph NPPF 213 of this states that "*Substantial harm to or loss of grade II listed buildings, or grade II registered parks or gardens, should be exceptional*". Network Rail and their architects are obviously well aware of this Framework and Paragraph but are blatantly ignoring them. I trust that you and your colleagues in the City of London Corporation will not do the same.

Yours

Sharon Heppell  
Shoreditch, London

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: 25/00494/FULEIA  
Date: 30 July 2025 12:29:13

---

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear David

Yes, certainly. My full name is Julia Williams and address is 6 Walnut Tree Gardens, West Horsley, Surrey, KT24 6DW.

Kind regards

Julia

Sent from my iPhone

On 30 Jul 2025, at 11:38, 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

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Environment Department  
City of London Corporation

<image001.png>

City of London Corporation| PO  
Box 270|London EC2P 2EJ|  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

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From: Julia Williams [REDACTED]  
Sent: 04 July 2025 19:34  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Subject: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear whomever it may concern,

Having worked above Liverpool Street station for over a decade and being very fond of it and what it represents, I object to:

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.

Regards,

Julia

Sent from my iPhone

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Liverpool Street Station proposals  
Date: 30 July 2025 11:35:06  
Attachments: [image001.png](#)

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Dear Mr Watson,

My address is

Flat 3  
10 Tudor Road  
London  
SE19 2UH

Yours sincerely,

Patrick Lambe

On Wed, 30 Jul 2025, 11:29 PLN - Comments, <[PLNComments@cityoflondon.gov.uk](mailto: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](http://www.cityoflondon.gov.uk)

---

From: Patrick Lambe <[REDACTED]>  
Sent: 04 July 2025 07:01  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Subject: Liverpool Street Station proposals

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

The changes will ruin a beautiful example of Victorian design. Ambient design has a significant impact on how people feel as they go about their working days.

Tourists still flock to the capital to appreciate iconic architecture and the more this is eroded, the less attractive the city will become as a destination of choice for those who appreciate culture and heritage.

While the improvements to accessibility and capacity are welcome, it should not be beyond modern innovation to be able to blend contemporary requirements with classic design.

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

From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Planning Application 20/00494/FUL/EA  
21 June 2021 16:01

[Some people who received this message don't think you can email from Christopher.Napier@hotmail.co.uk. Learn why this is important at <https://go.microsoft.com/fwlink/?linkid=2041134>]

THIS IS AN EXTERNAL EMAIL.

Thank you for coming back to me. My address is 44 East Arbor Street, London E1 0EP. I confirm that I am happy for my name and address to be included in the planning objection.

Kind regards

Christopher.Napier

Sent from my iPad

> On 10 Jul 2021, at 15:19, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

> Dear Christopher.Napier,

> 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 quoted. 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

> Simon Rogers

>

>

> Simon Rogers

> Planning Administrator/Development Division

> City of London Corporation/Environment Department (Guildhall | London) ECTV 7001

> https://go.microsoft.com/fwlink/?linkid=2041134 https://go.microsoft.com/fwlink/?linkid=2041134

> Simon.Rogers@cityoflondon.gov.uk

> <http://go.microsoft.com/fwlink/?linkid=2041134>

> [http://go.microsoft.com/fwlink/?linkid=20](http://go.microsoft.com/fwlink/?linkid=2041134)

From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Planning Application 25/00494/FULEIA  
Date: 29 July 2025 17:45:35

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

My address is 44 East Arbour St, London E1 0 EP.  
My contact phone [REDACTED]  
Jill Napier  
Sent from my iPhone

On 29 Jul 2025, at 13:27, PLN - Comments  
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Jill Napier,

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

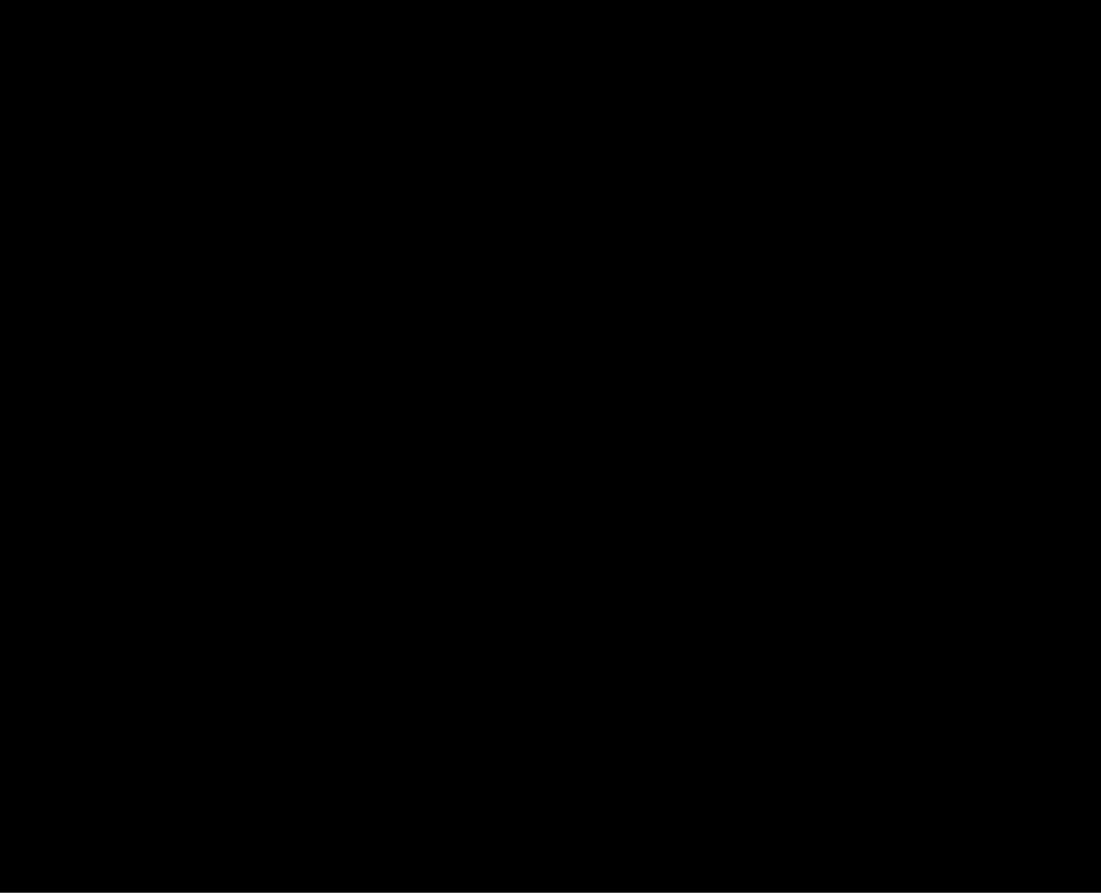
**Shupi Begum**

<image001.gif>  
<image002.jpg>  
Shupi Begum  
Planning Administrator | Development Division  
City of London Corporation | Environment Department | Guildhall | London |  
EC2V 7HH

[REDACTED] [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)  
Juliemma McLoughlin  
Executive Director Environment

---

From: Jill Napier [REDACTED]  
Sent: 02 July 2025 22:45  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy)  
[REDACTED]



Subject: Planning Application 25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

I strongly object to this application at Liverpool Street Station which would cause substantial harm to the significance of nationally important heritage assets. Most specifically I raise objections because:

1. This will cause substantial harm to a Grade II listed station by demolishing the roof of the concourse and replacing it with a new structure which would compromise the setting of the 19<sup>th</sup> Century train shed
2. The application includes the insertion of large amounts of new retail units in the 19<sup>th</sup> Century train sheds, including the construction of 2 elevated retail galleries. This will cause a high level of harm to the special interest and significance of the Grade II listed heritage asset
3. The 20 storey glass block building planned in this application will have a very negative impact on surrounding listed heritage assets including the exceptional Grade II listed hotel at the site
4. The scheme in this application will cause substantial harm to the

Bishopsgate Conservation area by imposing an overpowering and monstrously tall building in an area characterised by low and medium scale buildings. These are uniquely characteristic of a very special area of the East End with a long and important history. This is also contrary to the 2050 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's Heights area. Additionally, the scheme would impact negatively on numerous designated heritage assets in the City and beyond e.g. the Grade I listed Christopher Wren City churches and nearby ST Botolph's Church

Please note 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"

The proposed scheme is unnecessary. The unique heritage value of this 19<sup>th</sup> Century building does not need severe devaluing by plonking a characterless glass block on top of it. A scheme, too, which will have a much wider detrimental effect on a large area surrounding it. The proposed glass block will dominate a unique area which is both residential and commercial. It's an exceptional area in London made unexceptional by something of little value.

If a selling point is better access to disabled toilets at Liverpool Street Station, shouldn't Network Rail have provided this already?

You don't know what you've lost until it's gone. Remember Euston. Consider the example of Kings Cross and remember that this glass horror is a very passing fad and a costly carbuncle that adds nothing to this site...

Kind regards,

Jill Napier

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: 25/00494/FUL/ELA  
Date: 29 July 2025 15:23:29

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Sure, I am a British Citizen, from London. I live abroad. Via della Chiesa, 11 22030 Caglio (CO), Italy.

On 29 Jul 2025, at 16:20, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Kirsten Elmes,

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**  
Planning Administrator | Development Division  
City of London Corporation | Environment Department |  
Guildhall | London | EC2V 7HH  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)  
Juliette McCaughran  
Executive Director Environment

From: Kirsten Elmes [REDACTED]

Sent: 03 July 2025 10:15

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

Subject: 25/00494/FUL/ELA

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:

- 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,  
Kirsten Elmes

Sent from my iPhone

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From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: Objetcion to 25/00494/FULEIA  
Date: 29 July 2025 13:38:32

---

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

THIS IS AN EXTERNAL EMAIL

Hi there

Charlie Methven  
2 Pearcroft Rd  
Leytonstone  
E11 4DR

Best wishes  
Charlie

Sent from [Outlook for Android](#)

---

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Sent: Tuesday, July 29, 2025 1:26:15 PM  
To: Charlie Methven <[REDACTED]>  
Cc: McCallum, Kieran <[REDACTED]>  
Subject: RE: Objetcion to 25/00494/FULEIA

Dea Charlie Methven,

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

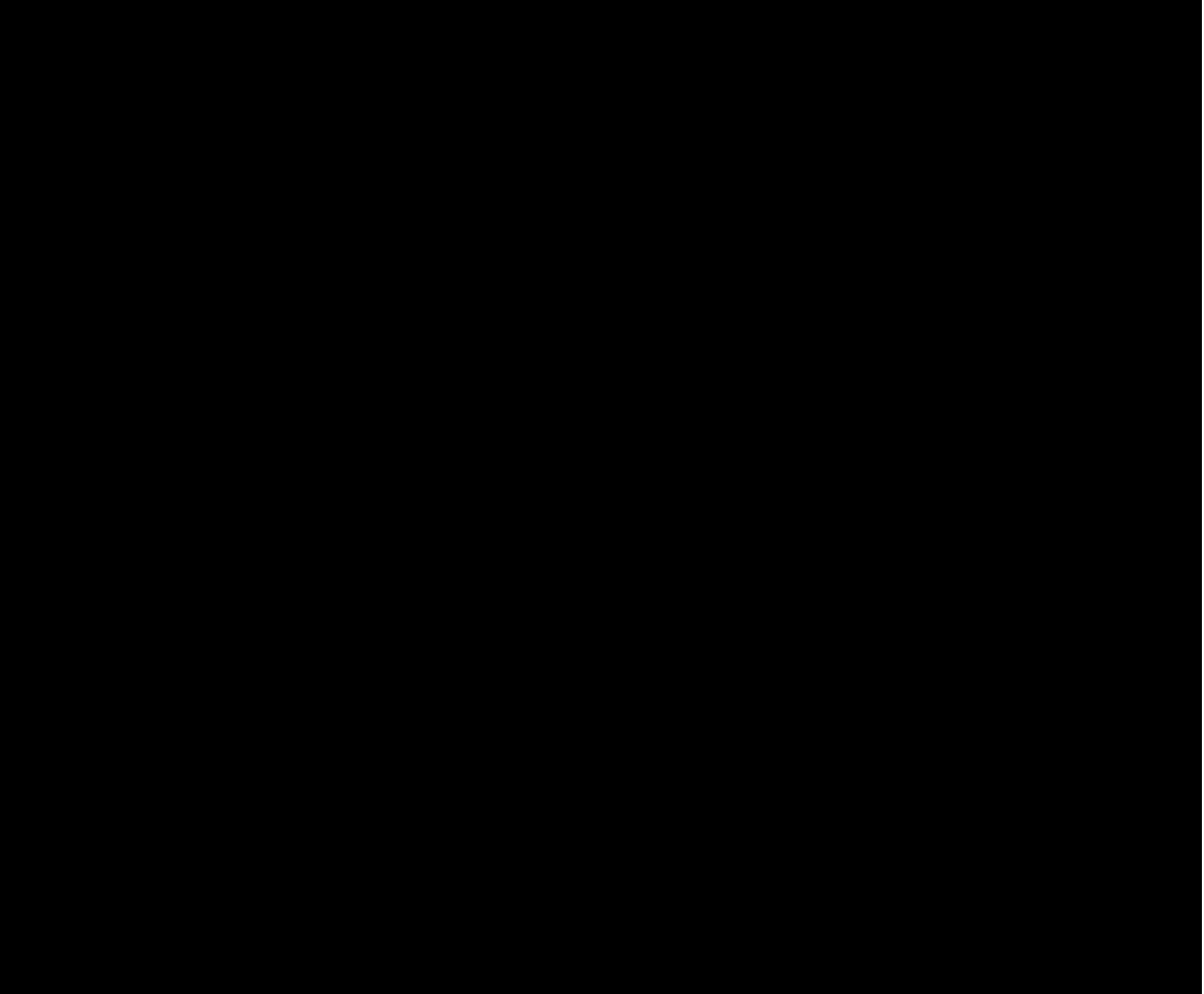
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

Juliemma McLoughlin  
Executive Director Environment

From: Charlie Methven [REDACTED]

Sent: 02 July 2025 22:17

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



Subject: Objection to 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,

Regarding 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.
- Don't forget 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

Charlie Methven

London resident

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Objection to 25/00494/FULEIA  
Date: 28 July 2025 22:31:49  
Attachments: [image001.png](#)

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Dear M. Watson,

As requested, my full address is as follows:

Riverview, The Pleck,  
Bidford-on-Avon,  
Warwickshire B50 4BB

Yours sincerely,  
Angus Macdonald

Sent from [Outlook for Android](#)

---

From: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Sent: Monday, July 28, 2025 10:36:01 AM  
To: Angus Macdonald <[\[REDACTED\]](#)>  
Subject: RE: Objection to 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](http://www.cityoflondon.gov.uk)

---

From: Angus Macdonald <[REDACTED]>  
Sent: 03 July 2025 19:38  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Subject: Objection to 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object to this application for the Liverpool Street station site. In addition I declare an historic personal interest in that, in the 1950's, I regularly travelled to the station on a platform ticket from Colchester in order to collect engine numbers.

I object to the plan to demolish the historic roof structure and replacing it with inappropriate retail units and galleries. The proposed 20 story tower would be detrimental to the setting of many listed buildings.

Angus Macdonald

Sent from [Outlook for Android](#)

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: The planning application 25/00494/FULEIA  
Date: 28 July 2025 19:35:45  
Attachments: [image001.png](#)

---

THIS IS AN EXTERNAL EMAIL

Dear Sir,

Thank you for your letter. My name is Jane Read, My address is, 22 Glebe Rise, Littleover, Derby, DE23 6GW Tel: [REDACTED]

---

From: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Sent: 28 July 2025 12:09  
To: Jane Read [REDACTED]  
Subject: RE: The planning application 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](http://www.cityoflondon.gov.uk)

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From: Jane Read [REDACTED]  
Sent: 04 July 2025 11:28  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>

Subject: The planning application 25/00494/FULEIA

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. More specifically, I raise objections to:

- . The demolition of the historic roof structure.
- . The inappropriate addition of retail units and galleries.
- . The 20 storey tower that will damage the setting of listed buildings.

Jane Read



Virus-free. [www.avast.com](http://www.avast.com)

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Objection to: planning application reference number: 25/00494/FULEIA  
Date: 28 July 2025 18:35:04

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Dear Davis,

Thank you for your email.

Tanya Harris  
4 Ickburgh Road  
London  
E5 8AD

Best wishes

Tanya

On 28 Jul 2025, at 12:20, 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

From: Tanya Harris <[REDACTED]>  
Sent: 02 July 2025 20:52  
To: Sleigh, Tom (Deputy) <[REDACTED]>; PLN - Comments  
<PLNComments@cityoflondon.gov.uk>  
Subject: Objection to: planning application reference number: 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh,

Objection to: 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.

- 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."

Tanya Harris

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From: [REDACTED]  
To: [REDACTED]  
Subject: Fw: Liverpool Street Station  
Date: 28 July 2025 18:08:32

---

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

THIS IS AN EXTERNAL EMAIL

Full address of sender is appended below.

---

From: Georgina Kosanovic  
Sent: July 3, 2025 7:31 PM  
To: PLNComments@cityoflondon.gov.uk <PLNComments@cityoflondon.gov.uk>;  
[REDACTED]  
Subject: Liverpool Street Station

Dear Mr Sleigh:

I am writing to you to object to planning application **25/00494/FULEIA**, because the changes outlined in this application, if carried out, would cause serious harm to the great heritage asset that is Liverpool Street Station.

I am concerned particularly about the demolition of the roof structure of the existing station concourse, which would compromise the setting of the surviving 19<sup>th</sup> century train shed. The new retail units and elevated retail galleries will be at odds with the 19<sup>th</sup> century train sheds. This is ironic in the year that we are celebrating the 200<sup>th</sup> anniversary of railways in this country. The proposed changes will also harm the character neighbourhood, including the Grade II\*-listed hotel and the Bishopsgate Conservation Area more broadly.

This planning application goes against the National Planning Policy Framework. Consider the guidance outlined in paragraph 213:

**213. 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 Sites, **should be wholly exceptional**.

Thank you for your serious consideration of these objections, which, I know, are joined with those of many others.

Sincerely,

Georgina Kosanovic  
29 Richard Street  
Rochester  
Kent ME1 2EB

From: [REDACTED]  
To: [REDACTED]  
Subject: Liverpool Street proposals  
Date: 02 August 2025 07:53:11

---

[You don't often get email from [REDACTED]  
[REDACTED]

THIS IS AN EXTERNAL EMAIL

Good morning

The proposals for Liverpool Street station are quite shocking, I very much hope that in the spirit of those who went before us and saved St Pancras these plans are rejected and this wonderful station doesn't fall after so many years to overdevelopment.

Kind regards  
Charlotte

\*\*\*\*\*

Charlotte Crofts  
Summer House  
Lower Ufford  
Woodbridge  
Suffolk IP13 6DL

Telephone [REDACTED]

From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: RE: 25/00494/FULEIA  
Date: 01 August 2025 19:00:14

---

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

THIS IS AN EXTERNAL EMAIL

Dear Shupi

Thank you for your email.

I am happy to provide the information you indicate if that would be helpful in support of the objection.

Clare Argent

151 Huddleston Road

Tufnell Park

London N7 0EH

[REDACTED]

Many thanks for bringing this to my attention.

With kind regards

Clare Argent

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

From: PLNComments@cityoflondon.gov.uk  
To: [REDACTED] Cc: [REDACTED]  
Sent: Wednesday, July 30th 2025, 09:42  
Subject: RE: 25/00494/FULEIA

Dear Clare Argent,

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

[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

Juliemma McLoughlin

Executive Director Environment

From: clare.argent <[REDACTED]>  
Sent: 03 July 2025 11:16  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Cc: Sleigh, Tom (Deputy) <[REDACTED]>  
Subject: 25/00494/FULEIA

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THIS IS AN EXTERNAL EMAIL

Dear Sirs

Page 333

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

Please therefore take the time to reconsider - again - the proposed redevelopment of Liverpool Street Station.

While I am sure that there are some 'justifications' for improving facilities for travellers such as bathroom facilities, the proposals seem to be out of kilter to the existing restored and highly functional station. Having used the station regularly from the late 1970s as a commuter, I have seen the station transformed from a dysfunctional and unwelcoming environment, especially for a lone woman travelling home late at night, into a space that inspires wonder at the engineering of an earlier age as well as facilities that matched my needs. What has been achieved now, while retaining many original features, is to be commended.

The proposals for yet more redevelopment to this Grade II-listed station (as opposed to restoration and improvement) seem to work against these previous enhancements and look to be harmful. I also reference 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. (Paragraph NPPF 213) . I can not see a reason why this ugly out of context and unsympathetic block is exceptional.

Specifically I object to:

- The demolition of the roof structure of the existing station concourse and its replacement with a new structure, which would compromise the setting of the surviving C19 train shed.
- Additional 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. I cannot believe that there is a need for even more retail space. When I visit, I see retail units unfrequented and I wonder if they are economically viable and that is in additional the harm caused to the existing building by these additional structures.
- The impact to the setting of surrounding listed heritage assets, such as the Grade II\*-listed hotel – the last continually functioning C19 hotel in the City. As with Kings Cross and St Pancras the renovation and central significance of the hotels within the overall station is important. The construction of 20-storey tower over the station concourse will be out of place and overshadow the hotel. This was successfully avoided at Kings Cross and St Pancras.
- 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. Developments need to balance a number of needs – economic and aesthetic.

As an observation, these proposals seem to be driven entirely by economic aims and to ignore the context, history, beauty of the existing complex of buildings. Neither can I see a social imperative for this.

Yours sincerely

Clare Argent  
Resident of London  
Traveller through Liverpool Street Station since a child.

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: My full address  
Date: 01 August 2025 14:34:11  
Attachments: [image001.png](#)  
[image001.png](#)

---

THIS IS AN EXTERNAL EMAIL

22 St Mary's Ave, Billericay, Essex CM12 9DU

On Thu, 31 Jul 2025, 14:33 PLN - Comments, <[PLNComments@cityoflondon.gov.uk](mailto: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](http://www.cityoflondon.gov.uk)

---

From: audrey black [REDACTED]  
Sent: 04 July 2025 18:27  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Subject:

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I wish to register my objections to the proposed alterations and desecration of our heritage site Liverpool Street Station which celebrates our Victorian Heritage.

Namely,

- The demolition of the historic roof structure
- The inappropriate addition of retail units and galleries
- The 20-storey tower that will damage the setting of listed buildings

This application conflicts with paragraph 213 of the National Planning and will make the building just another modern rectangle, devoid of history and character, and destroying the fine architectural detail and wonderfully unique historical Victorian building which encompasses our proud Victorian engineering and architectural achievements. It is part of our London heritage and to replace it with a bland block of shopping arcades and high rise, with the station losing its identity and becoming just part of a shopping mall, is disgraceful!

Audrey & Andrew Black

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

From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Liverpool Street Redevelopment Proposal  
Date: 01 August 2025 11:30:55  
Attachments: [image001.png](#)  
[image001.png](#)

---

THIS IS AN EXTERNAL EMAIL

Tanya Firth  
88 Warwick Gardens  
London W14 8PR

On Fri, 1 Aug 2025, 12:03 PLN - Comments, <[PLNComments@cityoflondon.gov.uk](mailto: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](http://www.cityoflondon.gov.uk)

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From: Tanya Firth [REDACTED]  
Sent: 25 June 2025 19:30  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>; Sleigh, Tom (Deputy)  
[REDACTED]  
Cc: Mayor of London <[REDACTED]>; POWELL, Joe (MP)  
<[REDACTED]>; [REDACTED]  
Subject: Liverpool Street Redevelopment Proposal

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Tom Sleigh

I object to the Plans.

Reference:

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."

Reasons:

- 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

It seems the architectural heritage of London is of no concern to those in charge of London.

I look forward to your reply.

Tanya

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

From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: Objection to planning application 25/00494/FULEIA  
Date: 08 July 2025 12:48:40

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

THIS IS AN EXTERNAL EMAIL

Fig Tree Cottage  
New Street  
Stradbroke  
Suffolk  
IP21 5JJ

Regards, Julie Cheyney

On 8 Jul 2025, at 11:44, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Julie Cheyney,

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  
<image001.gif><image002.jpg> [REDACTED]  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)  
Julemma McLoughlin  
Executive Director Environment

---

From: Julie Cheyney <[REDACTED]>  
Sent: 28 June 2025 07:24  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>; Sleigh, Tom (Deputy)  
<[REDACTED]>  
Subject: Objection to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]  
THIS IS AN EXTERNAL EMAIL

As a regular user of London Liverpool Street Station I am writing to object to this planning application as it will cause substantial harm to nationally important heritage assets.

I raise objections to the wanton disregard to the conservation area as this huge building would impact severely on the setting of the various designated and undesignated buildings. This is contrary to the 2015 City Plan which requires refusal of planning permission to tall buildings in appropriate areas. With the surrounding wonderful Grade I and II buildings this area is most inappropriate for such a tall building.

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

Regards,

Julie Cheyney

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From: [REDACTED]  
To: [REDACTED]  
Subject: RE: Planning application reference number: 25/00494/FULEIA Plans for Liverpool Street Station  
Date: 07 July 2025 11:48:31

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Thank you for your email. My postal address is as follows:

20 Gumley Road  
Smeeton Westerby  
Leicester LE8 0LT  
Phone number is [REDACTED]

Gordon Arthur

Sent from my Galaxy

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

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Date: 07/07/2025 11:07 (GMT+00:00)  
To: Gordon Arthur <[REDACTED]>  
Subject: RE: Planning application reference number: 25/00494/FULEIA Plans for Liverpool Street Station

Dear Gordon Arthur,

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

[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

Juliemma McLoughlin

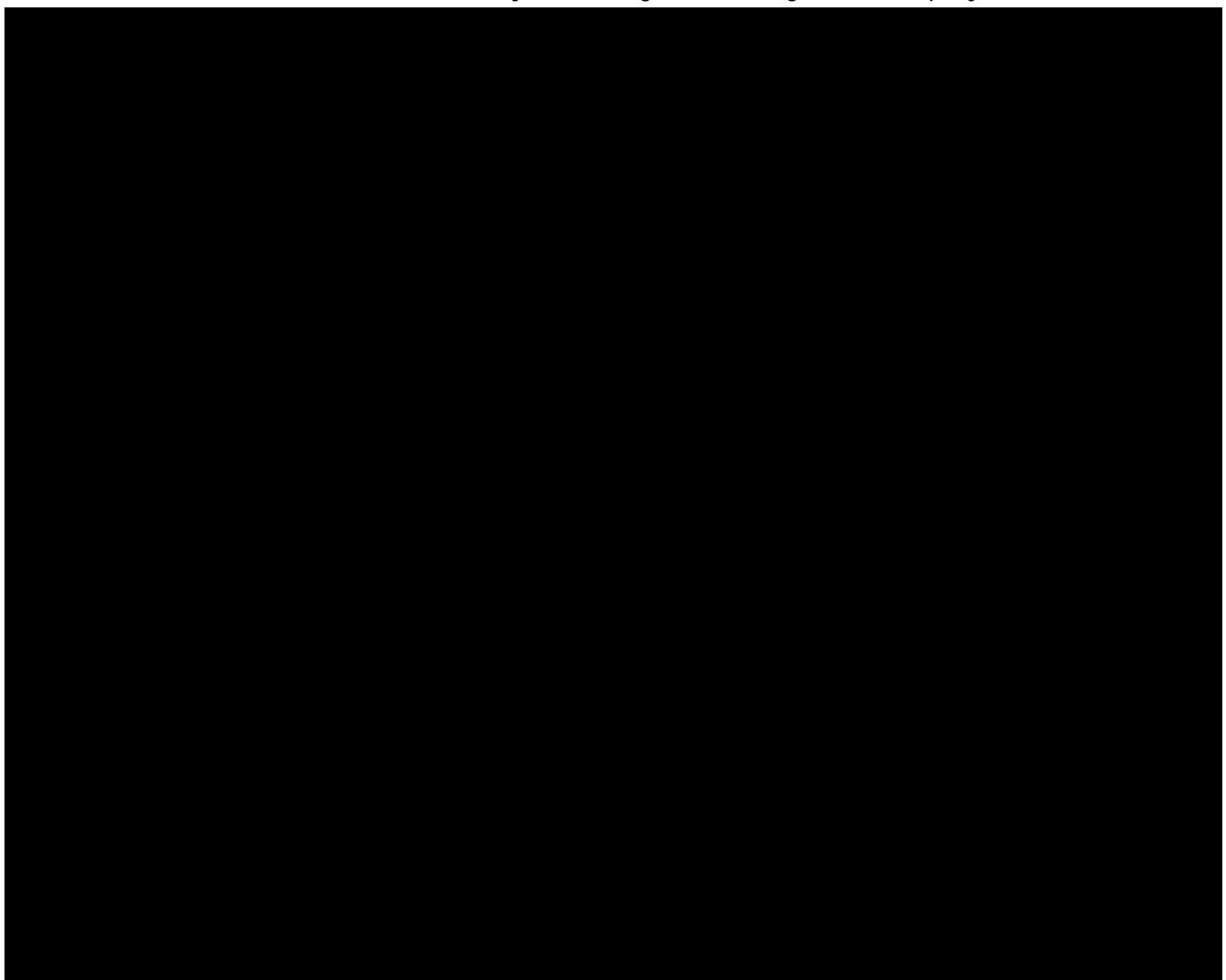
Executive Director Environment

---

From: Gordon Arthur [REDACTED] >

Sent: 25 June 2025 15:52

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



Subject: Planning application reference number: 25/00494/FULEIA Plans for Liverpool Street Station

Importance: High

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

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh

I am emailing you to OBJECT to this application, which would cause substantial harm to nationally important heritage assets.

Having been a regular user of Liverpool Street Station for many years, I am disappointed and horrified that Network Rail proposes to largely destroy the atmosphere and physical appearance of Liverpool Street Station. Have they and your planning officers learned nothing from the hideous destruction of the old Euston Station and by contrast the very successful preservation of St Pancras Station?

In particular, 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 19<sup>th</sup> Century train shed.
2. The insertion of an excessive amount of new retail units within the 19<sup>th</sup> Century train shed, including the construction of two elevated retail galleries which would severely harm the special interest and significance of the Grade II-listed heritage asset.
3. The adverse impact on the setting of surrounding listed heritage assets; in particular, harm to the significance of the Grade II\* listed hotel – the last continually functioning 19<sup>th</sup> Century hotel in the City of London – through the construction of a

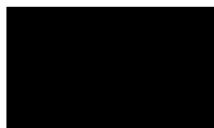
20-storey tower over the station concourse.

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.
5. The adverse impact of the development on the setting of numerous designated and undesignated heritage assets in the City, including the nearby St Botolph's Church and many of the Grade I listed Christopher Wren City churches.

All this is contrary to 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 trust you will refuse the application.

Gordon Arthur



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From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Liverpool Street Station Re-Development  
Date: 05 August 2025 09:12:13

---

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

THIS IS AN EXTERNAL EMAIL

Dear Shupi Begum

My address is

121 Shirly Drive  
Hove, BN3 6UJ

Regards

Richard Vernon

---

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Sent: 04 August 2025 09:22  
To: Richard Vernon <[REDACTED]>  
Cc: McCallum, Kieran <[REDACTED]>  
Subject: RE: Liverpool Street Station Re-Development

Dear Richard Vermon,

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

[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

Jullemma McLoughlin  
Executive Director Environment

From: Richard Vernon <[REDACTED]>  
Sent: 04 July 2025 10:23  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Subject: Liverpool Street Station Re-Development

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Sir/Madam

I would like to add my voice to the opposition of the planned redevelopment of the Grade II Listed Liverpool Street Station and environs. The wanton desecration of the Grade II Listed Building and creation of massively overbearing developments in the immediate vicinity is completely unacceptable.

Yours sincerely

Richard Vernon  
Hove, BN3 6UJ

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: OBJECTION TO 25/00494/FULEIA  
Date: 04 August 2025 17:35:23  
Attachments: [image001.png](#)

---

THIS IS AN EXTERNAL EMAIL

Dear Dawn  
As requested my full name and address.  
Mrs Peta Ruth Bridle  
37 NorfolkRoad, Gravesend, Kent, DA12 2RX.  
Thank you

Sent from [Outlook for Android](#)

---

From: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Sent: Thursday, July 31, 2025 2:13:19 PM  
To: Peta Bridle [REDACTED]>  
Subject: RE: OBJECTION TO 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](http://www.cityoflondon.gov.uk)

---

From: Peta Bridle <[REDACTED]>  
Sent: 04 July 2025 08:22  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Sleigh, Tom (Deputy) <[REDACTED]>  
Subject: OBJECTION TO 25/00494/FULEIA

You don't often get email from [REDACTED]

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### OBJECTION TO 25/00494/FULEIA

I wish to object to the plans to partially demolish and inappropriately redevelop Liverpool Street Station

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

I use Liverpool station all the time. It has good toilet facilities. The access to lifts could be improved however. The building has beautiful Victorian structure and roof space and lots of natural light. If the building is Grade II listed that should be respected and left as is - 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 City already has too many sky scrapers. We are not America!! - 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 note 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 listen to our objections. Once you have destroyed the station it is too late to reverse. All in the name of money. Value the buildings that you have and treasure them and look after them.

Best wishes

Peta Bridle



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From: [REDACTED]  
To: [REDACTED]  
Subject: RE: Objection to 25/00494/FULEIA  
Date: 04 August 2025 16:30:18

---

THIS IS AN EXTERNAL EMAIL

Frances Grellier  
10, Quarry Walk  
Seabrook  
Hythe  
Kent  
CT21 5TW

Address as requested.

On 4 Aug 2025 10:24, 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](http://www.cityoflondon.gov.uk)

From: [REDACTED]  
Sent: 14 July 2025 11:21  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Subject: Objection to 25/00494/FULEIA

[REDACTED] You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

I object for the following reasons:

The demolition of the historic roof structure

The inappropriate addition of retail units and galleries

The 20 storey tower that will damage the setting of listed buildings

in and around Clandon Park.

Thank you

Frances Grellier

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From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: response to Planning application ref 25/00494/FULEIA  
Date: 04 August 2025 11:13:22

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

**THIS IS AN EXTERNAL EMAIL**  
My full address is : 49 Balmore St London N19 5DA

On 4 Aug 2025, at 09:45, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Catharine Wells,

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  
[REDACTED]  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)  
Julianne McHugh  
Executive Director Environment

From: catharine Wells <[ccbwells@gmail.com](mailto:ccbwells@gmail.com)> On Behalf Of catharine Wells  
Sent: 04 July 2025 20:53

Subject: response to Planning application ref 25/00494/FULEIA

Some people who received this message don't often get email from [REDACTED]  
**THIS IS AN EXTERNAL EMAIL**

"I object to this planning application ref 25/00494/FULEIA, which would cause substantial harm to the significance of nationally important heritage assets. More specifically, I have serious concerns about 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.
- You have a duty and obligation to take into account 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 am in my 70s, London born, still resident and a long time user of Liverpool St Station. There is no justification for these proposals. Once destroyed we cannot get it back.

You have a responsibility and to the future.

Yours

Catharine Wells  
[REDACTED]

Balmore St London N19

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Planning application reference number: 25/00494/FULEIA - FAO Tom Sleigh - Chair of the Planning & Transport Committee  
Date: 04 August 2025 10:59:50  
Attachments: [image001.png](#)

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You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Name: Jeremy Green  
Address: The Old Vicarage  
Todmorden  
Lancs  
OL14 8RB

---

From: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
Sent: 04 August 2025 10:27  
To: J S G <[\[REDACTED\]](#)>  
Subject: RE: Planning application reference number: 25/00494/FULEIA - FAO Tom Sleigh - Chair of the Planning & Transport Committee

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

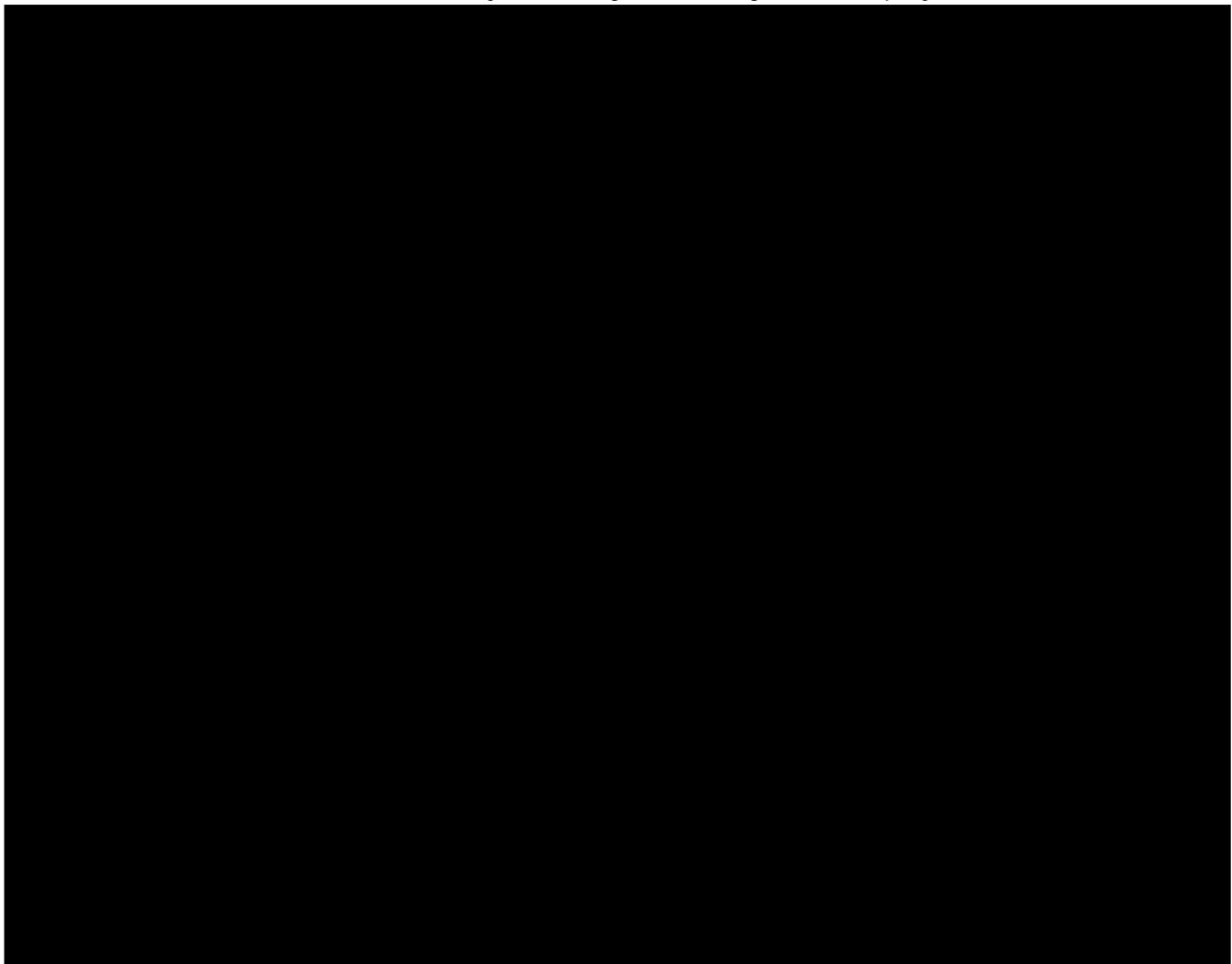
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270 | London EC2P 2EJ |  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

---

From: J S G <[REDACTED]>

Sent: 08 July 2025 20:59

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



Subject: Planning application reference number: 25/00494/FULEIA - FAO Tom Sleigh - Chair of the Planning & Transport Committee

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

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As a life-long supporter of great English design and 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:

- 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."

Sincerely

Jeremy Green

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# Objection to the Network Rail & Acme development proposals at Liverpool Street Station

By Ali Shilaw, Manager, The Company UK, 3 July 2025

To Tom Sleigh, Chair of the City of London Corporation Planning & Transport Committee, for urgent attention of the Chair and Members of the City of London Planning Committee.

**I Object** to Network Rail and Acme's development plans for Liverpool Street Station, in respect of Planning Application No. 25/00494/FULEIA, as this would cause substantial harm to the Listed Buildings of both the Station and the Great Eastern Hotel – the last continually functioning 19th Century hotel in the City – both of which are National Heritage Assets, and to the Conservation Area surrounding them.

More specifically, **I object** on the following grounds:

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." Liverpool Street Station is Grade II, and the Hotel is Grade II\*, and therefore any detraction from its integrity should only be 'very exceptional indeed'. 'Exceptional', in this case, means 'where there is no other option'.

It is perfectly clear that there are other options for the siting of the proposed new buildings – for instance further along the railway lines, among other high-rise blocks, where they will not interfere with existing Listed Buildings.

**The 2015 City Plan** – which is still in force, and has not been superseded – **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 Bishopsgate Conservation Area is an area characterised by low- and medium-scale buildings, and so the imposition of any exceptionally tall building in the heart of this area would be in direct contradiction to the City Planners' own Regulations. Therefore permission for these plans, and for **any** high-rise development at Liverpool Street Station, **must** be refused categorically.

Additionally, this 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, Hawksmoor and other City churches, and nearby St Botolph's church. The bland, unattractive tower blocks with no architectural merit or interest whatever would completely destroy the culturally valuable character of the entire area of one of London's most historic districts.

The destruction of major parts of the Station, and the overpowering structures proposed to overshadow both these Listed historic buildings would severely damage their cultural and contextual significance, insensitively and inappropriately compromising the scale and character of their existing context in a major Conservation Area. What is the purpose of a Conservation Area, or of Listing buildings and open spaces, if they can be invaded and destroyed at some developer's whim solely in the interests of profiteering?

The recent Viability Assessment by real estate services firm JLL, was prepared **as part of the planning application**, and weighed up costs against rental values for the scheme. It concluded that the project was **not "technically viable"** - meaning it would **not be profitable** based on current growth figures – contrary to Network Rail's unsubstantiated guesswork that it might make *them* a profit. The Victorian Society points out that relying on some future and completely uncertain economic boost would be "remarkably cavalier, and not in the public interest." The 200 million passengers using the station annually should continue to be profitable over the costs of running it.

The Betjeman Society – a Conservation Organisation as well as a literary society – says: “The late Poet Laureate and Conservation Champion Sir John Betjeman’s work in saving Liverpool Street Station in the early 1970s could all be undone by Network Rail and their architects. It would be catastrophic, even criminal, for such an historic set of buildings now to be trashed by insensitive and unnecessary development, having already been saved from demolition. Like St Pancras Station and Hotel, also saved from destruction by Sir John Betjeman, Liverpool Street Station and the Hotel *must* remain intact, even if minor adjustments need to be made to passenger flow.”

The Liverpool Street Station Campaign (LISSCA) consists of heritage conservation groups including The Betjeman Society, The Victorian Society (of which Sir John was a founder-member), the Georgian Group, and Save Britain’s Heritage. Every single member organisation within this heritage coalition strongly opposes Network Rail’s latest scheme because of the substantial harm it would do to the historic station and its setting, and to the surrounding Conservation Area.

We remember the 1960s destruction of Euston Station and the famous Arch, and would bring to mind the fact that Euston Station is a Health & Safety Hazard just waiting for serious injuries and fatalities to happen – and now needing to be completely rebuilt because of its insensitive and completely unnecessary ‘development’ 6 decades ago.

Far from improving anything at all, this hugely destructive plan at Liverpool Street would demolish a significant proportion of the Listed Buildings, including the entirety of the station concourse, which is recognised as being a key aspect of the significance of the building;

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 19<sup>th</sup> Century train shed;

It would install a huge amount of new retail units on two levels in the revamped concourse and within the train sheds - completely ruining the oldest and most important and historically significant parts of the station;

The 20-storey tower block immediately on top of the station would cut out all the light through the historic arched glass platform roofs, destroying the atmosphere and sense of wonder for all children (not to mention adults), and damage the integrity and structure of the entire layout;

This development was conceived well before Covid, but now that work practices have changed, it is not needed at all – there are already far too many unused office spaces in London and elsewhere, so (in line with the above Assessment Review) the whole project is doomed to dismal failure and economic disaster … and for that reason as well, it must *not* be allowed to happen;

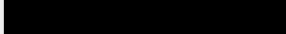
The demolition of the existing historic entrance area, and the replacement by the tiered-topped 20-storey block, is both unnecessary and wilfully disregarding of Planning aims and regulations, destroying the integrity of the surrounding Conservation Area and the local skyline, and **must also not be allowed**.

**Upgrading the operational capacity of the station should not come at such a heavy cost to the nation’s historic and architectural integrity, or the City’s unique railway heritage – and could easily be done within the existing structure without causing any damage at all, yet still making it even more attractive to passengers and other users of the station and the Hotel. These current proposals MUST be REFUSED, and the development NOT allowed.**

*Ali Shilaw, 7 Clermont Court, Clermont Road, Preston Park, Brighton BN1 6SS*

From: [Theo Dickinsons](#)  
To: [PLN - Comments: Sleigh, Tom \(Deputy\)](#)  
Subject: Objection to the Network Rail development proposals at Liverpool Street Station  
Date: 05 July 2025 00:23:18

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Objection to the Network Rail & Acme development proposals at Liverpool Street Station  
By Theo Dickinson, Psychologist, 3 July 2025

**To** Tom Sleigh, Chair of the City of London Corporation Planning & Transport Committee,  
for urgent attention of the Chair and Members of the City of London Planning Committee.

I Object to Network Rail and Acme's development plans for Liverpool Street Station, in respect of Planning Application No. 25/00494/FULEIA, as this would cause substantial harm to the Listed Buildings of both the Station and the Great Eastern Hotel – the last continually functioning 19th Century hotel in the City – both of which are National Heritage Assets, and to the Conservation Area surrounding them.

More specifically, I object on the following grounds:

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.” Liverpool Street Station is Grade II, and the Hotel is Grade II\*, and therefore any detraction from its integrity should only be ‘very exceptional indeed’. ‘Exceptional’, in this case, means ‘where there is no other option’.

It is perfectly clear that there are other options for the siting of the proposed new buildings – for instance further along the railway lines, among other high-rise blocks, where they will not interfere with existing Listed Buildings.

The 2015 City Plan – which is still in force, and has not been superseded – 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 Bishopsgate Conservation Area is an area characterised by low- and medium-scale buildings, and so the imposition of any exceptionally tall building in the heart of this area would be in direct contradiction to the City Planners’ own Regulations. Therefore permission for these plans, and for any high-rise development at Liverpool Street Station, must be refused categorically.

Additionally, this 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, Hawksmoor and other City churches, and nearby St Botolph’s church. The bland, unattractive tower blocks with no architectural merit or interest whatever would completely destroy the culturally valuable character of the entire area of one of London’s most historic districts.

The destruction of major parts of the Station, and the overpowering structures proposed to overshadow both these Listed historic buildings would severely damage their cultural and contextual significance, insensitively and inappropriately compromising the scale and

character of their existing context in a major Conservation Area. What is the purpose of a Conservation Area, or of Listing buildings and open spaces, if they can be invaded and destroyed at some developer's whim solely in the interests of profiteering?

The recent Viability Assessment by real estate services firm JLL, was prepared as part of the planning application, and weighed up costs against rental values for the scheme. It concluded that the project was not "technically viable" - meaning it would not be profitable based on current growth figures – contrary to Network Rail's unsubstantiated guesswork that it might make them a profit. The Victorian Society points out that relying on some future and completely uncertain economic boost would be "remarkably cavalier, and not in the public interest." The 200 million passengers using the station annually should continue to be profitable over the costs of running it.

The Betjeman Society – a Conservation Organisation as well as a literary society – says: "The late Poet Laureate and Conservation Champion Sir John Betjeman's work in saving Liverpool Street Station in the early 1970s could all be undone by Network Rail and their architects. It would be catastrophic, even criminal, for such an historic set of buildings now to be trashed by insensitive and unnecessary development, having already been saved from demolition. Like St Pancras Station and Hotel, also saved from destruction by Sir John Betjeman, Liverpool Street Station and the Hotel must remain intact, even if minor adjustments need to be made to passenger flow."

The Liverpool Street Station Campaign (LISSCA) consists of heritage conservation groups including The Betjeman Society, The Victorian Society (of which Sir John was a founder-member), the Georgian Group, and Save Britain's Heritage. Every single member organisation within this heritage coalition strongly opposes Network Rail's latest scheme because of the substantial harm it would do to the historic station and its setting, and to the surrounding Conservation Area.

We remember the 1960s destruction of Euston Station and the famous Arch, and would bring to mind the fact that Euston Station is a Health & Safety Hazard just waiting for serious injuries and fatalities to happen – and now needing to be completely rebuilt because of its insensitive and completely unnecessary 'development' 6 decades ago.

Far from improving anything at all, this hugely destructive plan at Liverpool Street would demolish a significant proportion of the Listed Buildings, including the entirety of the station concourse, which is recognised as being a key aspect of the significance of the building;

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;

It would install a huge amount of new retail units on two levels in the revamped concourse and within the train sheds - completely ruining the oldest and most important and historically significant parts of the station;

The 20-storey tower block immediately on top of the station would cut out all the light through the historic arched glass platform roofs, destroying the atmosphere and sense of wonder for all children (not to mention adults), and damage the integrity and structure of

the entire layout;

This development was conceived well before Covid, but now that work practices have changed, it is not needed at all – there are already far too many unused office spaces in London and elsewhere, so (in line with the above Assessment Review) the whole project is doomed to dismal failure and economic disaster … and for that reason as well, it must not be allowed to happen;

The demolition of the existing historic entrance area, and the replacement by the tiered-topped 20-storey block, is both unnecessary and wilfully disregarding of Planning aims and regulations, destroying the integrity of the surrounding Conservation Area and the local skyline, and must also not be allowed.

**Upgrading the operational capacity of the station should not come at such a heavy cost to the nation's historic and architectural integrity, or the City's unique railway heritage – and could easily be done within the existing structure without causing any damage at all, yet still making it even more attractive to passengers and other users of the station and the Hotel. These current proposals MUST be REFUSED, and the development NOT allowed.**

*Theo Dickinson, 134 Glen Road, Oadby, Leicester, LE2 4RF*

Planning Department  
City of London Corporation  
The Guildhall  
PO Box 270  
City of London  
London  
EC2P 2EJ

FAO :Kieran McCallum, Case Officer: by Email Only

Dear Kieran

Objection on behalf of Hyatt International (Europe Africa Middle East) LLC, in relation to the Andaz London Liverpool Street: The (former) Great Eastern Hotel.

Ref: 25/00494/FULEIA: Phased development comprising partial demolition and alterations, including station concourse, train sheds, 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

We write on behalf of Hyatt International (Europe Africa Middle East) LLC (Hyatt), in relation to the Andaz London Liverpool Street (The Andaz), which is The (former) Great Eastern Hotel. GEH Properties Limited, an affiliate of Hyatt and a member of the Hyatt group, owns The Andaz through a long lease.

We OBJECT to the proposals.

In combination, Lichfields and Hyatt reserve the right to add further to this objection ahead of any consideration of the application by the City of London Corporation.

#### Background

The Andaz, being The (former) Great Eastern Hotel was built by the Great Eastern Railway to serve its London terminus Liverpool Street Station. It opened in May 1884 and was designed by Charles Barry Junior and his son Charles Edward Barry, and was built by Lucas Brothers. Its expansion in 1901 was designed by Robert William Edis, with interior fittings by Maple & Co.

It is one of the City of London's principal hotels.

Hyatt have been the key steward of this important City of London hotel for almost 20 years.

Previous discussions with MTR, Sellar and Network Rail had proposed to include the Andaz within a wider scheme, providing assurance that the hotel's position as a key 5\* hotel was accommodated, and that compensatory provision was made for key hotel facilities as part of the wider station redevelopment. In turn, Hyatt were looking at providing greater integration of the hotel within the Liverpool Street station development: giving up and allowing areas of the Andaz to be used to enhance the overall station redevelopment, including relinquishing the hotel's loading bay, providing enhanced permeability and pedestrian flow, and allowing public access to some of the historic rooms as concourse accessible public spaces. However the latest proposals now exclude the Andaz, with the red line abutting the hotel on three sides, but excluding it from the proposals.

Any redevelopment of Liverpool Street Station is technically and architecturally challenging due to the proximity to the Andaz, meaning it is very difficult to create a proposal which suitably accommodates Hyatt's needs without integrating the hotel into the wider proposals.

Hyatt were therefore both surprised and disappointed by this move and have been left with limited engagement and communication with Network Rail on this matter. The scheme represents 'the worst of all possible worlds' in terms of impact and disruption, with no added benefit to the Andaz which we believe will be threatened by the proposals. Hyatt remain willing to be engaged in the process.

#### Listed Status

The former Great Eastern Hotel is Listed as Grade II\* for the following key reasons:

##### (i) Architectural Interest

The building, designed by the noted architects Charles Barry Junior and Charles Edward Barry, and extended by Colonel Edis and Maples with later additions by Manser and Conran, has an architecturally accomplished exterior which acts as a front piece to Liverpool Street Station.

The listing notes the building is designed in a Renaissance style, drawing on a number of north-European sources. Floor levels are indicated by projecting bands and a cornice above the second floor. A balustrade at the top of the walling runs between gabled attic dormers.

The interior contains a series of lavish C19 reception rooms in a variety of styles which show high quality in their design and detailing and retain the great majority of their original appearance.

The building is of red brick with stucco and stone on the ground floor and mildly classical style dressings. Of the 267 rooms, 15 are suites. There are at least five food and beverage outlets available on the property, as well as two Masonic Temples (one of which has been sensitively converted into a fitness centre) in the basement area.

(ii) Historic Interest:

Located in the City of London, the building contains a series of function rooms in a range of styles which were designed to cater to hotel guests and the wider working population of the City and, according to the Listing, are expressive of social activity in the later-C19 and the important status of terminus hotels within that era.

(iii) Historical Group value:

Along with Liverpool Street Station, the building presents a strong cornerstone to the wider Liverpool Street station, with which it has a strong historical and functional relationship.

The Grade II\* Listing bestowed on the Andaz applies to only about 5.8% of all Listed Buildings in the country.

This underlines the importance of the Andaz, not only within the City of London, but to the national legacy of Listed Buildings in England.

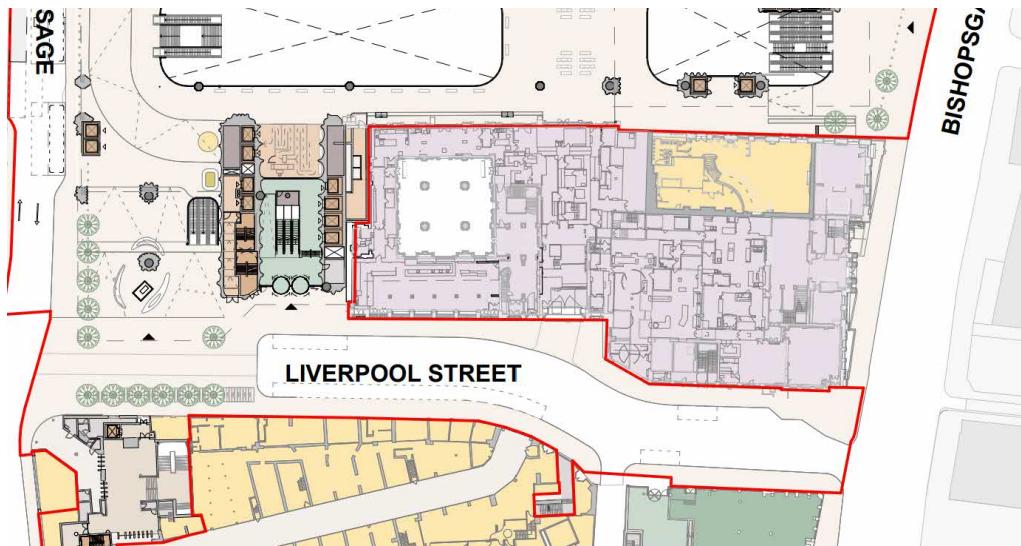
Impact on the Andaz

Key parts of the proposals for Ref:25/00494/FULEIA include:

- significant alterations to station concourse, train sheds, and truss/columns;
- demolition of 50 Liverpool Street, as well as the Bishopsgate Square entrance and Hope Square entrance;
- creation of new upper concourses and associated new public access from Exchange Square, including new walkways;
- new entrances onto Liverpool Street and Bishopsgate;
- provision of over-station development reaching a maximum height of 97.67m AOD to accommodate Class E use (commercial, service and business); including an auditorium (*Sui Generis*) at Level 18 with terrace; as well as provision of private office terraces;

The proposals will immediately abut the Andaz both to the north and west, with the red line of the planning application encircling the Andaz on 3 sides (Fig.1 below).

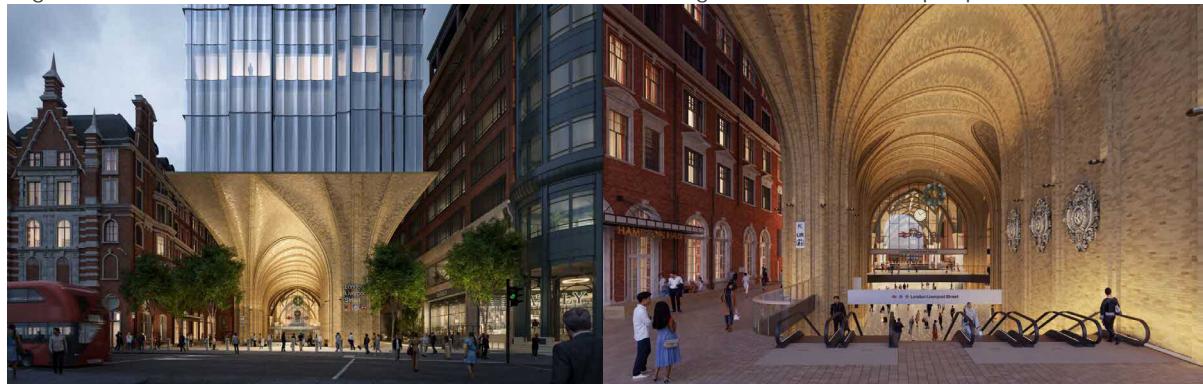
Fig.1 Extract of Red-Line Boundary Ref:25/00494/FULEIA



Further CGI's contained within Ref:25/00494/FULEIA show proposed development as being dominant to the east, west and north of the Andaz.

To the East, the proposed new entrance, which extends to the roof level (5<sup>th</sup>/6<sup>th</sup> Floors of the Andaz), appears to create a crypt-like vaulted ceiling which encloses all rear rooms. CGI's show this will be positioned such that it almost abuts the hotel, with a scale and character wholly incongruous to the fine grain of the hotel. Rear rooms will look onto this 'cave like' structure, which will be artificially lit, creating unnatural lighting to that part of the building (Fig.2 below) and likely to create significant 'echo' impact and noise to residents, particularly through station announcements and footfall into / out of the station entrance both late at night and in the early morning.

Fig.2 Extract From CGI's Ref:25/00494/FULEIA showing east elevation of proposals



To the West, the demolition of 50 Liverpool Street (a not unattractive building), which presently abuts the Andaz, is proposed for wholesale demolition, to allow for a proposed combined new entrance and plinth leading to the large scale commercial building which will encase the hotel to the rear.

CGI images show views from Liverpool Street and, from the west (see below), again, this will abut the hotel at the 3/4<sup>th</sup> floors, but with the plinth and new building rising to the west, enclosing the hotel. The CGI's show this will be positioned in such a way that it will abut the hotel, with a very significant scale and form which is wholly at odds with the finer grain of the hotel's Victorian construction.

Fig.3 Extract From CGI's Ref:25/00494/FULEIA showing view from south (left image) and views from the west (right image)



The significant commercial building proposed to the rear will enclose the Andaz in a sarcophagus manner, with the rear rooms being potentially rendered unusable. This will have a significant operational and business impact on the Hotel.

#### Impact on Listed building

Supporting documents for Ref:25/00494/FULEIA assess the impact on the Andaz as giving rise to a 'low-level of less than substantial harm'. We strongly and firmly dispute this.

The supporting documents attempt to mitigate the negative impacts of the proposals by including a landscaping scheme, and revealing the full extent of the building's original northern elevation, as part of the proposals.

However, this fails to consider and appreciate the new entrance 'structures' from Liverpool Street and Broad Street, both of which create an unedifying relationship with the hotel. This is particularly the case for the rear of the Andaz, with the proposals enclosing the building in a 'cave' / underground crypt arrangement. Those rooms at the rear of the hotel would have a "walled" outlook, with increasing severity towards the upper floors, creating an almost "subterranean" or "part subterranean" experience for residents staying in those rooms. These rooms would most likely be subject to artificial light on a 24/7 basis (see further comment below re light pollution) and significant noise echo (see below comments re noise).

This impact, which we consider to be significantly greater than (a low level of) 'less than substantial harm' does not appear to have been considered in any real detail in the heritage statement and creates a greater level of harm to the Andaz building than that set out / predicted.

We further believe that the benefits from the removal of 50 Liverpool Street is overstated and its replacement with a 3-5 storey entrance / plinth leading to the tall building creates a worse, not better, position for the hotel. We therefore also dispute this has an 'added benefit' to the hotel as a Listed Building which per se offsets harm elsewhere.

We agree that the proposed office building will involve change to the asset's setting, however we dispute that the impact creates no more than a 'moderate level of less than substantial harm' to the hotel itself because its architecture, which is its primary locus of heritage significance, is preserved intact. The building is also Listed Grade II\* as a consequence of its Social and Group strength, both of which will be significantly impacted.

The setting of the Andaz will be significantly and demonstrably impacted, as described above, and we see no mitigating 'enhancements' from the development to offset this.

In fact, the harm to the Andaz, as one of the few 5\* hotels in the City and as an important Architectural and Historic Grade II\* Listed Building, is potentially very significant.

For this reason alone, the Planning application in its present form can and should be refused.

#### Daylight / Sunlight

The Daylight/Sunlight Assessment submitted alongside Ref:25/00494/FULEIA notes that daylight and sunlight impacts have been assessed in relation to 23 surrounding properties.

With regards to daylight, it is acknowledged that daylight alterations experienced by the Andaz would, for some affected spaces facing the proposed development, fall in the 'major adverse' category.

The report seeks to justify this as 'expected', given the close proximity of this property to the proposed development. However, this does not serve as appropriate mitigation for the proposals being acceptable.

Further justification is made that the sleeping spaces, such as hotel rooms, are less important than primary living spaces, in relation to daylight, simply because:

'The building, as a hotel, is not residential and will be occupied by a transient population who will primarily be using the rooms for sleeping.'

This argument is completely unfounded. The Andaz is a 24/7 business providing a 5\* full service offering to its guests. Guests are paying a premium for a high standard of service, luxury and amenities on a 24/7 basis. Its rooms are used by guests as a home away from home for the duration of their stay, whether they are staying at the hotel for business or leisure. Certain rooms at the Andaz are also used for dining, conferences and/or meetings during daytime.

The above justification also misses the point of the role and function of the Andaz as one of the few 5\* City hotels, and one of the few surviving great railway hotels; not only in London, but in the UK. This goes to the heart of the Grade II\* listing and is neither adequately explained in the heritage statement, nor assessed in a qualitative distinct manner within the daylight/sunlight assessment, which simply concludes any harm 'acceptable overall'.

#### Light Trespass

Supporting documents for Ref:25/00494/FULEIA only consider lighting in the briefest of manner.

It is however recognised that the negative effects of light trespass have been considered and it is concluded that the Andaz Hotel would experience the greatest significant impact of all properties assessed in terms of light trespass.

Little is suggested by way of mitigation, save for the aforementioned argument that the residents of the hotel provide only ‘transient use’ which may be considered less important in relation to light trespass issues, ‘particularly as the primary use of this building is for sleeping’.

This again wholly misses the point that the Andaz is a 5\* luxury hotel, with guests paying a premium for a high standard of service, luxury and amenities on a 24/7 basis. Its rooms and suites are used by guests as a home away from home, for both business and leisure, with dining, function, meeting room and conference facilities. It certainly isn’t only a place to sleep.

The aforementioned argument alone is therefore factually incorrect, and also understates the role and expectations from residents of a full-service 5\* hotel, as well as the role the Andaz has within the City of London, not only to its residents, but also to the wider social function it provides within the Square Mile.

The assessment concludes: ‘Occupants of the hotel would be likely to close curtains or blinds at night which would reduce the potential for light trespass.’

Flippancies aside, this underscores a misunderstanding of the true impact of the proposals, notably to those rooms to the rear of the building, in terms of these being enclosed within what is likely to amount in architectural terms to a ‘crypt like’ structure, which, from CGI’s looks to be floodlit and which may very well create 24/7 light pollution to those rooms and therefore negatively impact guest experience.

#### Noise

Noise appears to be considered as part of the construction process, with a suggested plan to consider noise and vibration during construction, but there appears to be no significant modelling of the post completion impact of the proposals on the Andaz.

In particular, the proposed vaulted entrance could present a significant ‘echo’ impact on the rear of the Andaz.

The structure in plans / CGI’s suggest a vaulted roof, which extends outwards and upwards from pillars towards the rear of the hotel. Based on similar structures and the height of the ‘ceiling’, the structure is likely to create a significant echo to residents and other hotel operations located to the rear of the property. This may render those spaces unusable for residents.

This will be exacerbated, notably at night and during early mornings, by footfall entering / leaving the station and by tannoy announcements as part of station operations, which on some days run beyond 01.00 am and recommence just after 03.00am.

#### Viability

We understand that the development at the present time is not viable and therefore we question whether the planning application Ref:25/00494/FULEIA is ‘the tip of the iceberg’ and that ultimately a larger scheme may be required to be viably delivered.

Similarly, a potential equal risk is that any approval will sit unimplemented in lieu of better market environments catching up, representing a ‘Sword of Damocles’ to future business planning and viability at the Andaz.

## Disruption and Business Continuity

The planning application Ref:25/00494/FULEIA fully recognises, during the demolition and construction stage, that vibration effects are predicted at the Andaz Hotel and neighbouring offices.

This notes a vibration risk assessment and monitoring strategy would be prepared, which identifies any additional mitigation required. It is suggested that a risk assessment and monitoring strategy would be agreed with the hotel and secured through condition.

We do not consider this is an appropriate response to the hotel or to seeking any mitigation. Given the status of the Listed Building and the Andaz's position as a 5\* full service hotel, we suggest this work is undertaken ahead of any decision being made on the application: it is not appropriate to leave this to condition. Significant and excessive disruption through construction, dust, noise and vibration may render the hotel unable to operate. This is particularly the case for vibration associated with works subterranean to the hotel and/or for works being undertaken to the rear of the Andaz.

This needs to include:

- Impact through demolition (noise, vibration, dust)
- Impact through Construction (noise vibration, dust)
- Impact on essential services (water, gas, electricity)
- Impact on deliveries and servicing of the property
- Confirmed times scales (in weeks) for each of the above

Disruption to the Andaz may result in reduced services to visitors at a time when the City of London is seeking to build the City as a key destination for visitors under its 'Destination City' initiative. At worst, it may be necessary to close the hotel for a period. This would impact not only operations, but also cultural and neighbourhood events which the Andaz engages in within the wider community.

It is vitally important that any programme is acceptable to the operations of the Andaz, and that Hyatt is given precise details of timing and process for any construction in the event that planning permission goes ahead: this cannot be left to a condition.

## Conclusion to objection

We write on behalf of the Hyatt International (Europe Africa Middle East) LLC (Hyatt), in relation to the Andaz London Liverpool Street (The Andaz), which is The (former) Great Eastern Hotel.

The Andaz / The (former) Great Eastern Hotel is one of the City of London's principal hotels. Hyatt have been key stewards of this important building for almost 20 years.

Previous discussions with MTR, Sellar and Network Rail had proposed to include the Andaz within a wider scheme, providing assurance that the hotel's views were accommodated, and that compensatory provision was made for key hotel facilities as part of the wider station redevelopment. However the latest proposals now exclude the Andaz, with the red line abutting the hotel on three sides, but excluding it from being part of the proposals.

Any redevelopment of Liverpool Street Station is technically and architecturally challenging due to the proximity to the Andaz, meaning it is very difficult to create a proposal which suitably accommodates Hyatt's needs without integrating the hotel into the wider proposals.

Hyatt were therefore both surprised and disappointed in this move and have been left with limited engagement and communication with Network Rail on this matter and, importantly, with a scheme which represents ‘the worst of all possible worlds’ in terms of impact and disruption, with no added benefit to the Andaz. Furthermore, there is no compensatory proposal to mitigate the significant harm that the development would cause to the Andaz Hotel’s business or amenities.

The former Great Eastern Hotel, Liverpool Street, City of London, is Listed at Grade II\* for its Architectural, Social and Group importance. The Grade II\* Listed status bestowed to it applies to only 5.8% of all Listed Buildings in recognition of its importance.

The proposals, which will see the rear of the hotel encased in a subterranean crypt-like sarcophagus, will significantly impact the Grade II\* Listed Building, with no compensatory benefits for it, or for Hyatt’s operations. We dispute this will result in a ‘low-level of less than substantial harm’ as claimed in supporting documents.

The nature and form of the enclosure, particularly along the northern façade of the hotel, will result in little natural light to rooms to the rear of the hotel, and will result in artificial light pollution: both matters recognized in reports submitted with the proposals. This is dismissed on the basis of hotel guests being ‘transient’, which belies both the role which the Hotel fulfills within the city of London, and its function beyond simply accommodating its important guests and visitors. It is likely the rear of the hotel will also suffer significant ‘echo’ noise pollution.

Many of the arguments around disturbance suggest that the Andaz is simply a place to sleep. This is wholly unfounded: the hotel is a 24/7 business providing a 5\* full service offering to its guests. Guests are paying a premium for a high standard of service, luxury and amenities on a 24/7 basis. Its rooms are used by guests as a home away from home for the duration of their stay, whether they are staying at the hotel for business or leisure.

It also misses the point of the social role and function of the Andaz as one of the few 5\* City hotels, and one of the few surviving great railway hotels; not only in London, but in the UK. This goes to the heart of the Grade II\* listing and is neither adequately explained in the heritage statement, nor assessed in a qualitative distinct manner within the planning application.

Notwithstanding the scheme is not presently viable, major disruption from any development on the hotel has not been fully assessed, and whilst acknowledged is likely to occur, is suggested left to condition, which is not acceptable.

Based on the above, the application in its present form is deficient and should be REFUSED, notably in the harm it represents to the Andaz as a key facility within the City, cognisant of its Grade II\* Listed status.

Lichfields and Hyatt reserve the right to add further to this objection ahead of any consideration of the application by the City of London Corporation. Hyatt remain willing to remained engaged in the process.

If there are any comments or queries, or clarifications required on any of the points raised in this objection, then please do not hesitate to contact Ian Anderson at [REDACTED]  
or [REDACTED]

Kind regards

Yours sincerely

Ian Anderson

Ian Anderson: Senior Director, Planning  
[REDACTED]

From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Objection Re: planning application reference number: 25/00494/FULEIA  
Date: 28 July 2025 17:52:25  
Attachments: [image001.png](#)

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You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

My full address is  
Hoo Cottage Hoo Lane  
Ambleside Road  
Windermere  
LA23 1NF

**Kimberley Bromelow**  
[REDACTED]

Think before you Print  
Sent from my iPhone

On 28 Jul 2025, at 11:51, PLN - Comments  
<[PLNComments@cityoflondon.gov.uk](mailto: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

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Environment Department  
City of London Corporation  
<[image001.png](#)>  
City of London Corporation| PO  
Box 270|London EC2P 2EJ|  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

From: Kimberley VB <[REDACTED]>  
Sent: 03 July 2025 17:31  
To: Sleigh, Tom (Deputy) <[REDACTED]>; PLN - Comments  
<PLNComments@cityoflondon.gov.uk>  
Subject: Objection Re: planning application reference number: 25/00494/FULEIA

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[REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Mr Sleigh,

I wish to object to the application referenced in the subject of this email, 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."

I thank you for the consideration of my objections. I am sure I am not the only one that will have objected as such!

Kindest regards,

Kimberley Bromelow PhD

Think before you Print

Sent from my iPhone

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Objections to Liverpool Street Station - 25/00494/FULEIA  
Date: 28 July 2025 17:28:11  
Attachments: [image001.png](#)

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**THIS IS AN EXTERNAL EMAIL**

Good afternoon,

I am happy to provide.

My full name is Meaghan Gerard. My address is 1928 East Henry Street, Savannah, Georgia, 31404 (USA). Although I reside in the US, I am a frequent traveller to UK and London Liverpool Street is one of my "home" stations.

Thank you, and let me know if you require anything else.

Meaghan

On Mon, Jul 28, 2025 at 7:19 AM PLN - Comments  
<[PLNComments@cityoflondon.gov.uk](mailto: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



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270|London EC2P 2EJ|

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From: Meaghan Walsh Gerard <[REDACTED]>

Sent: 02 July 2025 20:18

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

Subject: Objections to Liverpool Street Station - 25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

Good afternoon,

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 changes to the Grade II listed property on the following grounds:

The open-air feeling and lighting of both the platforms and the concourse make it a inviting, usable space while also retaining historical character. Destruction of the ceiling/roof skylighting would result in a significant loss to travelers as well as station workers. Please make note of [the demolition of NYC's Penn Station](#) -- a decision that municipal leaders and New Yorkers still regret.

It isn't simply the station itself, either. The massive structure 20-story proposed hotel next to/attached to the station will dwarf surrounding listed heritage buildings as well. The scale is simply wrong for this location. It does not comply with stated National Planning Policy Framework that required sustainable development and that "substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional." This proposal is the opposite. It proposed great harm and loss to a grade II listed building, as well as surrounding listed properties.

Respectfully,

Meaghan Walsh Gerard

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Objection to planning application 25/00494/FULEIA, Liverpool Street Station  
Date: 28 July 2025 17:23:04  
Attachments: [image001.png](#)

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**THIS IS AN EXTERNAL EMAIL**

Thank you, apologies for leaving it out. Erica Wagner, 106 Virginia Road, London E2 7NG.

On Mon, Jul 28, 2025 at 12:10 PM PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto: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](http://www.cityoflondon.gov.uk)

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From: Erica Wagner <[REDACTED]>  
Sent: 04 July 2025 12:34  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>; Sleigh, Tom (Deputy)

Subject: Objection to planning application 25/00494/FULEIA, 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 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 important 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. This will 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, 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.

I make reference to the National Planning Policy Framework, which covers substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens.

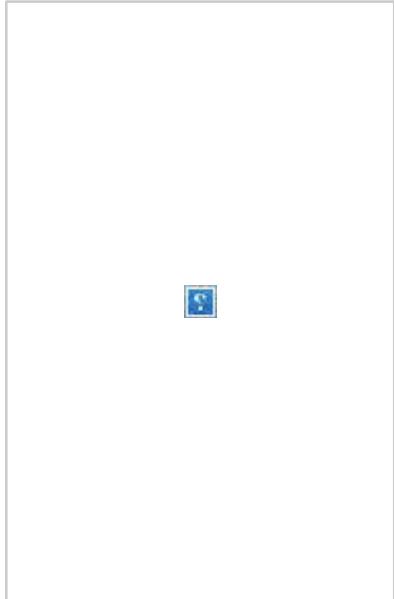
I look forward to your reply.

Erica

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**Erica Wagner**





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

From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Object to planning application 25/00494/FULEIA  
Date: 28 July 2025 16:41:31

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You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

46 Nelson Road E4 9AR

On 28 Jul 2025, at 11:33, 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](http://www.cityoflondon.gov.uk)

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From: Loraine Bigger <[REDACTED]>  
Sent: 04 July 2025 04:26  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Subject: Object to planning application 25/00494/FULEIA

You don't often get email from [REDACTED]

Attn 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 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."

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From: [REDACTED]  
To: [REDACTED]  
Subject: RE: Objection to Planning Application 25/00494/FULEIA  
Date: 28 July 2025 15:58:43  
Attachments: [image001.png](#)

---

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Hi,

My name is:  
Terrence Thompson  
My address is:  
23 Chater Road  
Oakham  
Rutland  
LE15 6RY

Sent from my Galaxy

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

From: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Date: 28/07/2025 11:54 (GMT+00:00)  
To: [REDACTED]  
Subject: RE: Objection to Planning Application 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](http://www.cityoflondon.gov.uk)

---

From: [REDACTED]  
Sent: 04 July 2025 08:24  
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Subject: Objection to Planning Application 25/00494/FULEIA

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

**I want to state that I seriously object to:**

**The demolition of the historic roof structure, along with the inappropriate addition of retail units and galleries and the 20-storey tower that will damage the setting of listed buildings**

**Furthermore, this application conflicts with paragraph 213 of the National Planning Policy Framework, which states that substantial harm to grade II listed buildings must be exceptional.**

**Terry Thompson**

**National Trust Member**

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From: [REDACTED]  
To: [REDACTED]  
Subject: Re: Harmful plans with regard to Liverpool Street Station 25/00494/FULEIA  
Date: 23 July 2025 10:25:39

---

You don't often get email from [REDACTED]

**THIS IS AN EXTERNAL EMAIL**

Dear Shupi Begum,

Thank you for your e-mail, and here is the complete address:

3, Carmelite Place,  
WOODBRIDGE  
Suffolk  
IP12 1DR

Kind regards,

Margaret Hughes

On Wed, 23 Jul 2025 at 09:33, PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)> wrote:

Dear Sian Hughes,

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

Page 392



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

[REDACTED] [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

Juliemma McLoughlin

Executive Director Environment

---

From: Sian Hughes <[REDACTED]>  
Sent: 02 July 2025 07:08  
To: PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>; Sleigh, Tom (Deputy)

[REDACTED]

Subject: Harmful plans with regard to Liverpool Street Station 25/00494/FULEIA

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

THIS IS AN EXTERNAL EMAIL

Dear Mr. Sleigh,

In reference 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."

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.

Yours sincerely,

Margaret Hughes

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

From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Planning Application 25/00494/FULEIA Liverpool Street Station objection and complaint  
Date: 19 July 2025 09:33:06

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

**THIS IS AN EXTERNAL EMAIL**

Planning Application 25/00494/FULEIA

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

I come from Manchester but have lived in London for more than 20 years and nothing is more depressing than having to use Euston Station. In contrast, Liverpool Street, through which I commute to work, is a station of beauty, with impressive decorative Victorian entrances and natural light pouring through the glass roof onto its two tier concourse. It rivals England's grand cathedrals for beauty. The proposed office block would degrade the existing listed building, rob it of natural light and spoil the look of an area where low rise buildings still offer some visual appeal and bring character to this area of the city. When one works in a high rise soulless glass office, the Victorian station's beauty is a daily tonic to help lift the spirits. Please do not wreck this and rob future generations of the pretty vista we currently enjoy. 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."

More specifically, I raise objections to:

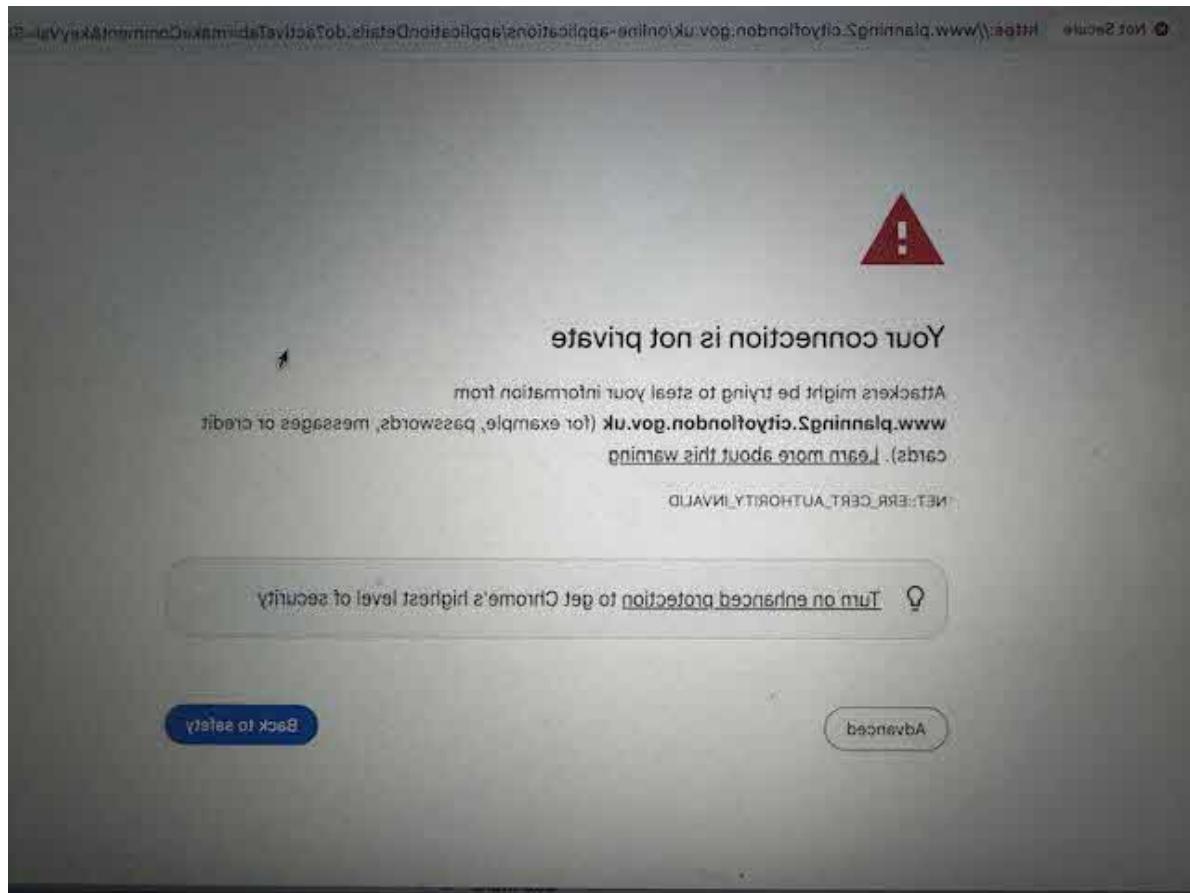
The substantial harm to the Grade II-listed station through the demolition of the roof of the concourse and its replacement with a new structure, which would also compromise the setting of the 19th century train shed.

The 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 loss of direct sunlight to Exchange Square.

I should also like to raise a complaint that every time I tried to log onto the planning application site I was met with the attached warning in the photo below. I suspect this has prevented many people from pursuing an objection.



I look forward to hearing back from you.

Yours sincerely,

Benjamin Walker  
20 Roderick Road  
Hampstead  
London  
NW3 2NL

[Redacted]

Objection to the current development proposals at Liverpool Street Station  
By Jonathan Ranger, Membership Secretary, The Betjeman Society, 4 July 2025

To:

[tom.sleigh@cityoflondon.gov.uk](mailto:tom.sleigh@cityoflondon.gov.uk)  
[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

To Tom Sleigh, Chair of the City of London Corporation Planning & Transport Committee, for urgent attention of the Chair and Members of the City of London Planning Committee.

**I Object** to Network Rail and Acme's development plans for Liverpool Street Station, in respect of Planning Application No. 25/00494/FULEIA, as this would cause substantial harm to the Listed Buildings of both the Station and the Great Eastern Hotel – the last continually functioning 19th Century hotel in the City – both of which are National Heritage Assets, and to the Conservation Area surrounding them.

More specifically, **I object** on the following grounds:

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." Liverpool Street Station is Grade II, and the Hotel is Grade II\*, and therefore any detraction from its integrity should only be 'very exceptional indeed'. 'Exceptional', in this case, means 'where there is no other option'.

It is perfectly clear that there are other options for the siting of the proposed new buildings – for instance further along the railway lines, among other high-rise blocks, where they will not interfere with existing Listed Buildings.

**The 2015 City Plan** – which is still in force, and has not been superseded – **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 Bishopsgate Conservation Area is an area characterised by low- and medium-scale buildings, and so the imposition of *any* exceptionally tall building in the heart of this area would be in direct contradiction to the City Planners' own Regulations. Therefore permission for these plans, and for **any** high-rise development at Liverpool Street Station, **must** be refused categorically.

Additionally, this 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, Hawksmoor and other City churches, and nearby St Botolph's church. The bland, unattractive tower blocks with no architectural merit or interest whatever would completely destroy the culturally valuable character of the entire area of one of London's most historic districts.

I use Liverpool Street Station frequently, I come from a family of Architects and Engineers, and I work in the fields of Restoration and Conservation, so I do know what I'm talking about.

The destruction of major parts of the Station, and the overpowering structures proposed to overshadow both these Listed historic buildings would severely damage their cultural and contextual significance, insensitively and inappropriately compromising the scale and character of their existing context in a major Conservation Area. What is the purpose of a Conservation Area, or of Listing buildings and open spaces, if they can be invaded and destroyed at some developer's whim solely in the interests of profiteering?

The recent Viability Assessment by real estate services firm JLL, was prepared **as part of the planning application**, and weighed up costs against rental values for the scheme. It concluded that the project was **not "technically viable"** - meaning it would **not be profitable** based on current growth figures – contrary to Network Rail's unsubstantiated guesswork that it might make *them* a profit. The Victorian Society points out that relying on some future and completely uncertain economic boost would be “remarkably cavalier, and not in the public interest.” The 200 million passengers using the station annually should continue to be profitable over the costs of running it.

The Betjeman Society – a Conservation Organisation as well as a literary society – says: “The late Poet Laureate and Conservation Champion Sir John Betjeman’s work in saving Liverpool Street Station in the early 1970s could all be undone by Network Rail and their architects. It would be catastrophic, even criminal, for such an historic set of buildings now to be trashed by insensitive and unnecessary development, having already been saved from demolition. Like St Pancras Station and Hotel, also saved from destruction by Sir John Betjeman, Liverpool Street Station and the Hotel *must* remain intact, even if minor adjustments need to be made to passenger flow.”

The Betjeman Society is part of the Liverpool Street Station Campaign (LISSCA), together with heritage conservation groups including the Victorian Society (of which Sir John was a founder-member), the Georgian Group, and Save Britain’s Heritage. Every single member organisation within this heritage coalition strongly opposes Network Rail’s latest scheme because of the substantial harm it would do to the historic station and its setting, and to the surrounding Conservation Area.

We remember the 1960s destruction of Euston Station and the famous Arch, and would bring to mind the fact that Euston Station is a Health & Safety Hazard just waiting for serious injuries and fatalities to happen – and now needing to be completely rebuilt because of its insensitive and completely unnecessary ‘development’ 6 decades ago.

Far from improving anything at all, this hugely destructive plan at Liverpool Street would demolish a significant proportion of the Listed Buildings, including the entirety of the station concourse, which is recognised as being a key aspect of the significance of the building;

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 19<sup>th</sup> Century train shed;

It would install a huge amount of new retail units on two levels in the revamped concourse and within the train sheds - completely ruining the oldest and most important and historically significant parts of the station;

The 20-storey tower block immediately on top of the station would cut out all the light through the historic arched glass platform roofs, destroying the atmosphere and sense of wonder for all children (not to mention adults), and damage the integrity and structure of the entire layout;

This development was conceived well before Covid, but now that work practices have changed, it is not needed at all – there are already far too many unused office spaces in London and elsewhere, so (in line with the above Assessment Review) the whole project is doomed to dismal failure and economic disaster … and for that reason as well, it must *not* be allowed to happen;

The demolition of the existing historic entrance area, and the replacement by the tiered-topped 20-storey block, is both unnecessary and wilfully disregarding of Planning aims and regulations, destroying the integrity of the surrounding Conservation Area and the local skyline, and **must also not be allowed**.

**Upgrading the operational capacity of the station should not come at such a heavy cost to the nation’s historic and architectural integrity, or the City’s unique railway heritage – and could easily be done within the existing structure without causing any damage at all, yet still making it even more attractive to passengers and other users of the station and the Hotel.**

From: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: Objection to Development of Liverpool St Station  
Date: 09 July 2025 15:16:23

You don't often get email from [REDACTED]

THIS IS AN EXTERNAL EMAIL

Dear Shupi Begum

Thank you for your e-mail.

My address is: 145 Graham Road, Sheffield, South Yorkshire, S10 3GP

Regards,

Kate Arding

On Jul 9, 2025, at 10:07 AM, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

Dear Kate Arding,

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 |  
<image001.gif><image002.jpg> [REDACTED]  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)  
Juliemma McLoughlin  
Executive Director Environment

From: Kate Arding [REDACTED]  
Sent: 28 June 2025 13:48

[REDACTED]  
Subject: Objection to Development of Liverpool St Station

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. 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:

1. 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.
2. 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.
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 19th century hotel in the City –through the construction of a twenty-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.

Kate Arding

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Objection to the current development proposals at Liverpool Street Station  
By Nathaniel Coombs, Editor, Wit's End Publishing, 4 July 2025

To:

[tom.sleigh@cityoflondon.gov.uk](mailto:tom.sleigh@cityoflondon.gov.uk)  
[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

**To** Tom Sleigh, Chair of the City of London Corporation Planning & Transport Committee, for urgent attention of the Chair and Members of the City of London Planning Committee.

**I Object** to Network Rail and Acme's development plans for Liverpool Street Station, in respect of Planning Application No. 25/00494/FULEIA, as this would cause substantial harm to the Listed Buildings of both the Station and the Great Eastern Hotel – the last continually functioning 19th Century hotel in the City – both of which are National Heritage Assets, and to the Conservation Area surrounding them.

More specifically, **I object** on the following grounds:

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It is perfectly clear that there are other options for the siting of the proposed new buildings – for instance further along the railway lines, among other high-rise blocks, where they will not interfere with existing Listed Buildings.

**The 2015 City Plan** – which is still in force, and has not been superseded – **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 Bishopsgate Conservation Area is an area characterised by low- and medium-scale buildings, and so the imposition of *any* exceptionally tall building in the heart of this area would be in direct contradiction to the City Planners' own Regulations. Therefore permission for these plans, and for **any** high-rise development at Liverpool Street Station, **must** be refused categorically.

Additionally, this 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, Hawksmoor and other City churches, and nearby St Botolph's church. The bland, unattractive tower blocks with no architectural merit or interest whatever would completely destroy the culturally valuable character of the entire area of one of London's most historic districts.

I use Liverpool Street Station frequently, I come from a family of Architects and Engineers, and I work in the fields of Restoration and Conservation, so I do know what I'm talking about.

The destruction of major parts of the Station, and the overpowering structures proposed to overshadow both these Listed historic buildings would severely damage their cultural and contextual significance, insensitively and inappropriately compromising the scale and character of their existing context in a major Conservation Area. What is the purpose of a Conservation Area, or of Listing buildings and open spaces, if they can be invaded and destroyed at some developer's whim solely in the interests of profiteering?

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We remember the 1960s destruction of Euston Station and the famous Arch, and would bring to mind the fact that Euston Station is a Health & Safety Hazard just waiting for serious injuries and fatalities to happen – and now needing to be completely rebuilt because of its insensitive and completely unnecessary ‘development’ 6 decades ago.

Far from improving anything at all, this hugely destructive plan at Liverpool Street would demolish a significant proportion of the Listed Buildings, including the entirety of the station concourse, which is recognised as being a key aspect of the significance of the building;

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 19<sup>th</sup> Century train shed;

It would install a huge amount of new retail units on two levels in the revamped concourse and within the train sheds - completely ruining the oldest and most important and historically significant parts of the station;

The 20-storey tower block immediately on top of the station would cut out all the light through the historic arched glass platform roofs, destroying the atmosphere and sense of wonder for all children (not to mention adults), and damage the integrity and structure of the entire layout;

This development was conceived well before Covid, but now that work practices have changed, it is not needed at all – there are already far too many unused office spaces in London and elsewhere, so (in line with the above Assessment Review) the whole project is doomed to dismal failure and economic disaster … and for that reason as well, it must *not* be allowed to happen;

The demolition of the existing historic entrance area, and the replacement by the tiered-topped 20-storey block, is both unnecessary and wilfully disregarding of Planning aims and regulations, destroying the integrity of the surrounding Conservation Area and the local skyline, and **must also not be allowed**.

**Upgrading the operational capacity of the station should not come at such a heavy cost to the nation’s historic and architectural integrity, or the City’s unique railway heritage – and could easily be done within the existing structure without causing any damage at all, yet still making it even more attractive to passengers and other users of the station and the Hotel.**

From: [REDACTED]  
To: [REDACTED]  
Subject: [REDACTED]  
Date: 19 May 2015 19:12:04

(You don't often get email from [REDACTED])

THIS IS AN EXTERNAL EMAIL.

105 Grosvenor Road  
London SW1W 4EG  
Sent from my iPhone

> On 19 May 2015, at 12:05, PLN - Committee <PLNComments@cityoflondon.gov.uk> wrote:  
> Dear Paul Zuckerman,  
> 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?

> Best regards

> Simon Bevan

>

>

> Simon Bevan

> Planning and Environment Division

> City of London Corporation Environment Department (Guildhall) (London) EC2V 7HH

> Sent: 19 May 2015 12:04  
> To: PLN - Committee <PLNComments@cityoflondon.gov.uk>

> Subject: Re: Ref 21/0094/FULLA

> (You don't often get email from [REDACTED])

THIS IS AN EXTERNAL EMAIL.

>

> For those of us who made their career in 'The City' the hotel and the train station at Liverpool Street is an iconic structure that represents the timeliness and interconnectedness of the City and needs no improvement and certainly does not need to be hidden under a tower. Please leave well alone.

> Dr Paul S Zuckerman

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Objection to the current development proposals at Liverpool Street Station  
By Neville Kirkpatrick, 3 July 2025

To Tom Sleigh, Chair of the City of London Corporation Planning & Transport Committee, for urgent attention of the Chair and Members of the City of London Planning Committee.

**I Object** to Network Rail and Acme's development plans for Liverpool Street Station, in respect of Planning Application No. 25/00494/FULEIA, as this would cause substantial harm to the Listed Buildings of both the Station and the Great Eastern Hotel – the last continually functioning 19th Century hotel in the City – both of which are National Heritage Assets, and to the Conservation Area surrounding them.

More specifically, **I object** on the following grounds:

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." Liverpool Street Station is Grade II, and the Hotel is Grade II\*, and therefore any detraction from its integrity should only be 'very exceptional indeed'. 'Exceptional', in this case, means 'where there is no other option'.

It is perfectly clear that there are other options for the siting of the proposed new buildings – for instance further along the railway lines, among other high-rise blocks, where they will not interfere with existing Listed Buildings.

**The 2015 City Plan** – which is still in force, and has not been superseded – **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 Bishopsgate Conservation Area is an area characterised by low- and medium-scale buildings, and so the imposition of **any** exceptionally tall building in the heart of this area would be in direct contradiction to the City Planners' own Regulations. Therefore permission for these plans, and for **any** high-rise development at Liverpool Street Station, **must** be refused categorically.

Additionally, this 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, Hawksmoor and other City churches, and nearby St Botolph's church. The bland, unattractive tower blocks with no architectural merit or interest whatever would completely destroy the culturally valuable character of the entire area of one of London's most historic districts.

The destruction of major parts of the Station, and the overpowering structures proposed to overshadow both these Listed historic buildings would severely damage their cultural and contextual significance, insensitively and inappropriately compromising the scale and character of their existing context in a major Conservation Area. What is the purpose of a Conservation Area, or of Listing buildings and open spaces, if they can be invaded and destroyed at some developer's whim solely in the interests of profiteering?

The recent Viability Assessment by real estate services firm JLL, was prepared **as part of the planning application**, and weighed up costs against rental values for the scheme. It concluded that the project was **not "technically viable"** - meaning it would **not be profitable** based on current growth figures – contrary to Network Rail's unsubstantiated guesswork that it might make *them* a profit. The Victorian Society points out that relying on some future and completely uncertain economic boost would be "remarkably cavalier, and not in the public interest." The 200 million passengers using the station annually should continue to be profitable over the costs of running it.

The Betjeman Society – a Conservation Organisation as well as a literary society – says: “The late Poet Laureate and Conservation Champion Sir John Betjeman’s work in saving Liverpool Street Station in the early 1970s could all be undone by Network Rail and their architects. It would be catastrophic, even criminal, for such an historic set of buildings now to be trashed by insensitive and unnecessary development, having already been saved from demolition. Like St Pancras Station and Hotel, also saved from destruction by Sir John Betjeman, Liverpool Street Station and the Hotel *must* remain intact, even if minor adjustments need to be made to passenger flow.”

The Betjeman Society is part of the Liverpool Street Station Campaign (LISSCA), together with heritage conservation groups including the Victorian Society (of which Sir John was a founder-member), the Georgian Group, and Save Britain’s Heritage. Every single member organisation within this heritage coalition strongly opposes Network Rail’s latest scheme because of the substantial harm it would do to the historic station and its setting, and to the surrounding Conservation Area.

We remember the 1960s destruction of Euston Station and the famous Arch, and would bring to mind the fact that Euston Station is a Health & Safety Hazard just waiting for serious injuries and fatalities to happen – and now needing to be completely rebuilt because of its insensitive and completely unnecessary ‘development’ 6 decades ago.

Far from improving anything at all, this hugely destructive plan at Liverpool Street would demolish a significant proportion of the Listed Buildings, including the entirety of the station concourse, which is recognised as being a key aspect of the significance of the building;

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 19<sup>th</sup> Century train shed;

It would install a huge amount of new retail units on two levels in the revamped concourse and within the train sheds - completely ruining the oldest and most important and historically significant parts of the station;

The 20-storey tower block immediately on top of the station would cut out all the light through the historic arched glass platform roofs, destroying the atmosphere and sense of wonder for all children (not to mention adults), and damage the integrity and structure of the entire layout;

This development was conceived well before Covid, but now that work practices have changed, it is not needed at all – there are already far too many unused office spaces in London and elsewhere, so (in line with the above Assessment Review) the whole project is doomed to dismal failure and economic disaster … and for that reason as well, it must *not* be allowed to happen;

The demolition of the existing historic entrance area, and the replacement by the tiered-topped 20-storey block, is both unnecessary and wilfully disregarding of Planning aims and regulations, destroying the integrity of the surrounding Conservation Area and the local skyline, and **must also not be allowed**.

**Upgrading the operational capacity of the station should not come at such a heavy cost to the nation’s historic and architectural integrity, or the City’s unique railway heritage – and could easily be done within the existing structure without causing any damage at all, yet still making it even more attractive to passengers and other users of the station and the Hotel.**

*Neville Kirkpatrick, 44 Cross Flatts Road, Beeston, Leeds, LS9 7LX*





War Memorials Trust

## Planning application comments

Our ref: WMO/111827 (WM7090)

Date of comments: 07/07/2025

|                  |                            |
|------------------|----------------------------|
| Local Authority: | City of London Corporation |
| Planning ref:    | 25/00494/FULEIA            |

These comments are submitted on behalf of War Memorials Trust, the national charity for the protection and conservation of war memorials in the UK. The Trust has a limited remit and therefore can only make comments in relation to the war memorials on site and not any wider heritage concerns.

War Memorials Trust commented on the original application on the 15<sup>th</sup> November 2023 and the comments below are based on our previous comments but address the amendments made in the current application.

From our records, there are four war memorials associated with Liverpool Street Station which relate to the proposed development; the Trust's online record for each memorial is as follows:

- Great Eastern Railway, [www.warmemorialsonline.org.uk/memorial/111827/](http://www.warmemorialsonline.org.uk/memorial/111827/)
- Grade II listed memorial, see <https://historicengland.org.uk/listing/the-list/list-entry/1483817>, which incorporates memorials to Captain Charles Fryatt, [www.warmemorialsonline.org.uk/memorial/145185/](http://www.warmemorialsonline.org.uk/memorial/145185/) and Field Marshal Sir Henry Wilson, <https://www.warmemorialsonline.org.uk/memorial/263187>
- Men of Norfolk, Suffolk, Essex and Cambridgeshire WWI, [www.warmemorialsonline.org.uk/memorial/145190/](http://www.warmemorialsonline.org.uk/memorial/145190/)
- Grade II listed memorial, see <https://historicengland.org.uk/listing/the-list/list-entry/1483820>
- Kindertransport Sculpture, [www.warmemorialsonline.org.uk/memorial/71374/](http://www.warmemorialsonline.org.uk/memorial/71374/)
- Für das Kind – Displaced, [www.warmemorialsonline.org.uk/memorial/266600/](http://www.warmemorialsonline.org.uk/memorial/266600/)

War Memorials Trust met with project representatives from Bridges Associates, JBP and MTR on the 23<sup>rd</sup> March 2023 to discuss the impact of the proposals upon the above war memorials. The comments provided in response to the proposals reflect the original discussion.

During the aforementioned meeting, the Trust advised that the four memorials on site all represent war memorials and expressed a need for all to be treated as such. The original planning application did not explicitly refer to either the Kindertransport Sculpture (WMO/71374) or the Für das Kind – Displaced sculpture (WMO/266600) as war memorials. This has now been addressed in the new application which gives due regard to their significance as war memorials despite being undesignated heritage assets.

During the initial meeting, the Trust provided comments on how to improve the current condition of the war memorials, as well as the need to consider wreath holders and how Remembrance services would function should an application be successful. The current application does not refer to this and we would recommend that this should be considered before any action is taken

as the commemoration function of war memorials is often viewed as their primary reason for being.

The Trust does not consider the proposed plans for the station's redevelopment to adversely affect the station's war memorials. The Trust welcome the proposed removal of the passenger lift from the base of the Great Eastern Railway war memorial (WMO/111827), an intervention which represents an element of heritage gain.

Accepting the inherent risk to fabric where dismantling is concerned, given the previous relocation of the listed war memorials in the 1990s remodelling of the station, the Trust does not feel there is any significant impact in the proposed relocation of these memorials again. They are not presently in their original setting. We wish, however, to highlight Government guidance on the relocation of commemorative heritage assets, see the Annex section of [www.gov.uk/government/publications/guidance-for-custodians-on-how-to-deal-with-commemorative-heritage-assets-that-have-become-contested](http://www.gov.uk/government/publications/guidance-for-custodians-on-how-to-deal-with-commemorative-heritage-assets-that-have-become-contested) for the relevant legislation. This guidance emphasises the need for custodians of commemorative heritage assets to fully consider the legislative process required for their relocation. Of particular importance is the requirement for Local Planning Authorities to consult both the Secretary of State for Levelling Up, Housing and Communities and Historic England on any planning applications for the full or partial relocation of any memorial which has been in place for ten or more years, where the Local Planning Authority does not propose to refuse the application.

Dr Samantha Bunning

Conservation Team  
War Memorials Trust  
1<sup>st</sup> Floor, 14 Buckingham Palace Road, London, SW1W 0QP  
[conservation@warmemorials.org](mailto:conservation@warmemorials.org)  
[www.warmemorials.org](http://www.warmemorials.org)

Susan Kay  
Flat 15 Dandridge House  
31 Lamb Street  
London E1 6ED  
e-mail: [REDACTED]  
Mob: [REDACTED]

Planning Department – Department of the Built Environment  
City of London Corporation  
Guildhall  
PO Box 270  
London EC2P 2E  
Email: [plncomments@cityoflondon.gov.uk](mailto:plncomments@cityoflondon.gov.uk)  
CC: [REDACTED]

Re: Objection to Planning Application for Redevelopment of Liverpool Street Station  
Planning Application Reference: 25/00494/FULEIA

Dear Sir or Madam,

As co-chair of the **St George Residents Association** [representing 193 flats on the St George Estate in Spitalfields] I am writing to formally object to the proposed redevelopment of Liverpool Street Station, in particular the planned construction of a 97-metre glass office block above the historic station building.

As a concerned member of the public, I find this element of the proposal to be inappropriate, excessive, and harmful to the heritage, function, and visual integrity of one of London's most important Victorian railway landmarks.

#### 1. Destruction of Natural Light and Passenger Experience

The current plans would effectively eliminate natural daylight from the concourse and platforms below due to the solid, monolithic structure of the office development. Natural light is a vital component of passenger comfort and orientation in a public transport hub, and its removal will turn the station into a dim, artificial space, greatly diminishing the travel experience for millions of daily users.

#### 2. Heritage Harm to Grade II and Grade II\* Assets

The proposed block sits directly atop the original Victorian roof, conflicting with the design ethos and engineering beauty of the 19th-century trainshed. This intrusion undermines the visual coherence and historical value of the existing Grade II-listed station and adjacent Grade II\*-listed Andaz Hotel. The scale and massing of the office block would dwarf and overshadow these

carefully preserved buildings, violating the principle of sympathetic integration with listed heritage assets.

### 3. Architectural Incompatibility

The proposed office development—constructed almost entirely from glass and steel—is entirely out of keeping with the surrounding architectural context. The nearby buildings reflect the materials, texture, and craftsmanship of the Victorian era. Placing a large modernist structure atop a conservation site is an act of architectural discord that would harm the station's setting and compromise the character of the broader Bishopsgate Conservation Area.

### 4. Precedent and Public Opposition

Over 2,000 formal objections have already been submitted regarding earlier versions of this scheme, and while some revisions have been made, the core issues remain unresolved. Approving this development would set a dangerous precedent—where private commercial interests are permitted to override the public value of heritage conservation and civic integrity.

For these reasons, I urge the City of London Corporation to refuse permission for this aspect of the redevelopment, and to require a full reconsideration of the height, placement, and architectural language of any over-station development. Liverpool Street Station deserves a future that balances growth and accessibility with the careful stewardship of its proud past.

Yours faithfully,

Susan Kay