



City of London | Local Development Framework

Charterhouse Square Conservation Area

Character Summary & Management Strategy SPD

Charterhouse Square Conservation Area

Character Summary & Management Strategy
Supplementary Planning Document

Adopted 31 January 2012



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Introduction

The present urban form and character of the City of London has evolved over many centuries and reflects numerous influences and interventions: the character and sense of place is hence unique to that area, contributing at the same time to the wider character of London.

This character summary and management strategy provides an understanding of the significance of the conservation area by identifying and analysing its principal characteristics. It does not include specific detail about every building and feature within the area, and any omission from the text should not be interpreted as an indication of lesser significance. The character summary and management strategy has been prepared in line with the English Heritage document *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011).

This document was adopted as a Supplementary Planning Document to the City of London's LDF Core Strategy on 31 January 2012. It should be read in conjunction with the Core Strategy, saved policies from the City's Unitary Development Plan and other guidance, including '*Conservation Areas in the City of London, A General Introduction to their Character*' (1994) which has more information on the history and character of the City.



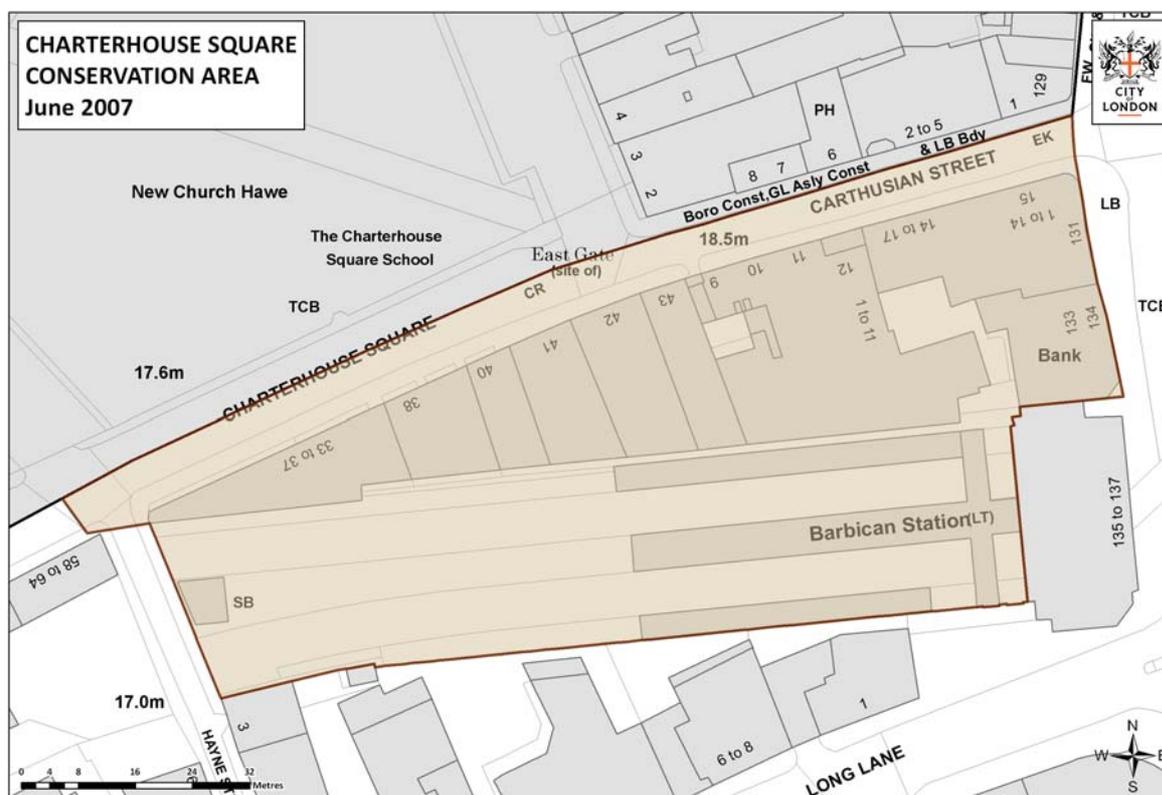
Character Summary

1. Location and context

Charterhouse Square Conservation Area lies to the west of Aldersgate Street, extending to the boundary between the City of London and the London Borough of Islington.

The area's boundaries are defined by Charterhouse Square, Aldersgate Street and the platforms and retaining walls of Barbican Station to the south. The Conservation Area is in the Ward of Farringdon Within. It covers an area of 6,876 sq.m.

The area immediately adjoins Islington's Charterhouse Square Conservation Area to the north. Smithfield Conservation Area is located to the west.



2. Designation history

- | | |
|----------------|---|
| 1 January 1994 | Area transferred from London Borough of Islington as a result of Boundary Commission's review of local administrative boundaries and extended to the east to Aldersgate Street. |
| 14 June 2007 | Re-designation with extension to the south to include the platforms and retaining walls of Barbican Station. |

3. Summary of Character

The characteristics which contribute to the special interest of Charterhouse Square Conservation Area are summarised as follows:

- An area integral to the historic character, layout and setting of the Charterhouse and Charterhouse Square, the majority of which is within the London Borough of Islington;
- A range of buildings that act as an important transition between the varied and richly historic character of Charterhouse Square, the railway infrastructure and large modern buildings to the south;
- An area incorporating the cutting, platforms and associated structure of the former Aldersgate Street Station (now Barbican Station), part of a major Victorian engineering project associated with London's first underground railway line;
- A conservation area focused on an intact group of Victorian buildings with a distinctive industrial character illustrated by their large windows and a range of surviving features;
- A streetscape defined by robust brick and Portland Stone masonry buildings with consistent building heights and rooflines.
- A close relationship with the adjoining Smithfield Conservation Area and London Borough of Islington's Charterhouse Square Conservation Area.

4. Historical Development

Charterhouse Square

The area was used for burials from 1348, when the death toll in London was such that the shortage of burial space had become acute. By 1349 the impact of the Black Death had reached its peak and 13 acres of an area named 'Spittle Croft' were bought by Sir Walter de Manny as a burial ground. There are reports of between 30,000 and 50,000 people being buried here at this time.

This irregularly shaped piece of land, which would later become the open space of Charterhouse Square, had belonged to St Bartholomew's Hospital and had also been referred to as "No Mans Land" in light of its use as a place of burial for criminals. In the mid-14th century a chapel was erected by Ralph Stratford, Bishop of London, who was apparently displeased at the number of unsanctified interments in mass graves.

The Charterhouse

Additional land was purchased by a religious order in 1371 and the chapel became the nucleus for the newly founded Carthusian Monastery. The monastery had a layout similar to other Carthusian foundations, with buildings located around a large square cloistered garden and orchard surrounded by a closed passage with 24

solitary cells leading off it. Notable inhabitants of the Charterhouse included Sir Thomas More, who became Lord Chancellor in 1529, and Prior John Houghton who was implicated in controversies at the time of the Dissolution.

Dissolved by Henry VIII between 1529 and 1536, Charterhouse Monastery was given to Sir Edward North who converted the buildings into a private mansion. The conversion resulted in the destruction of the majority of the original monastery buildings with a new house centred on a new courtyard, Master's Court. A subsequent owner of the mansion was the Duke of Norfolk, who entertained Queen Elizabeth I for five days prior to her coronation in 1558.

In 1611 Charterhouse School was founded with an endowment from Thomas Sutton (1532-1611), who left money for the creation for an educational institution, hospital and almshouses. The school established a reputation for excellent hospital care and treatment under the guidance of Physician Henry Levett, before it relocated to Godalming, Surrey, in 1872 as a result of the Public Schools Act of 1868.

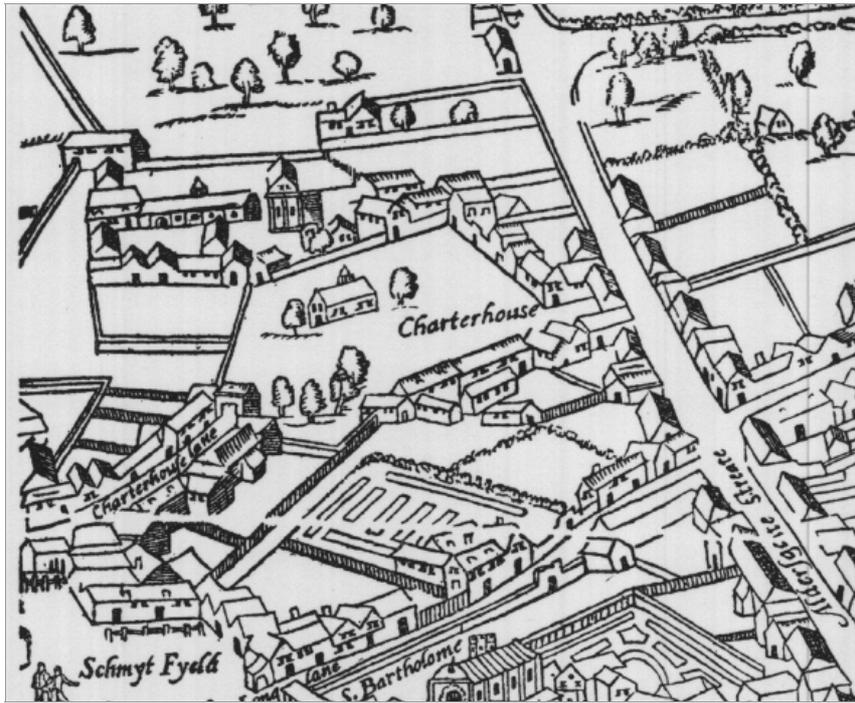
From 1873 the site was occupied by Merchant Taylors' School until it moved to Ruislip in 1933 and St Bartholomew's Medical School took over most of the buildings, thereby reclaiming land they had sold 600 years earlier. In 1941 the Charterhouse complex was gutted by an incendiary bomb, causing great damage to the buildings which were fully restored in subsequent years.

Metropolitan Railway Extension

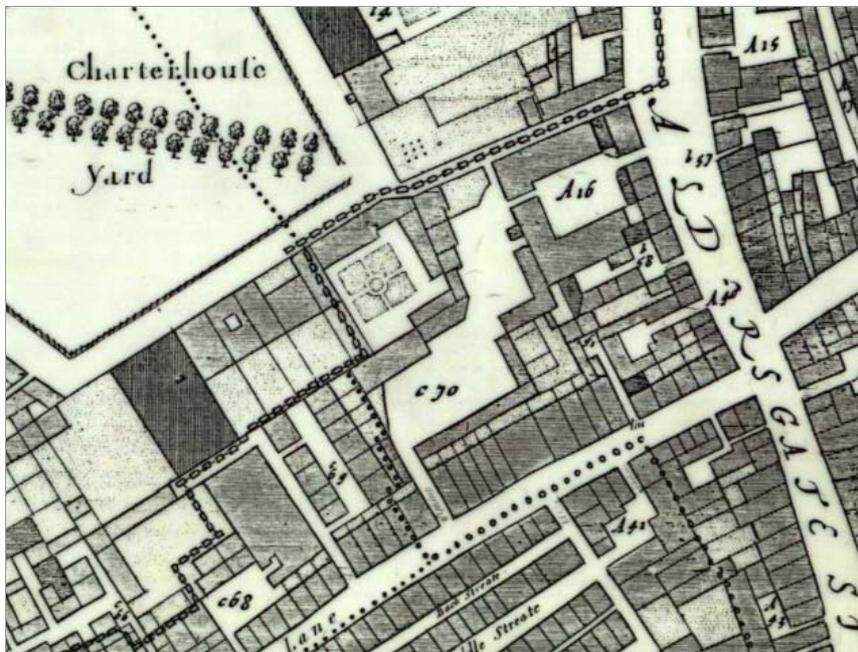
The most significant change to the form and layout of Charterhouse Square occurred in the 1860s when an extension to the Metropolitan Railway was constructed between Farringdon and Moorgate. The Metropolitan Railway was London's first underground railway line, built to connect the City to the new mainline termini of Paddington and Kings Cross.

The cut-and-cover method used to construct the railway involved digging vast trenches in which to lay the line, the majority of which were then re-covered by streets and buildings. At the new Aldersgate Street Station, now Barbican Station, the track and platforms were covered by a barrel vaulted, semi-glazed iron roof, with buildings to either side and steps to the eastern end up to an Italianate ticket office and hotel.

Substantial Victorian commercial buildings were developed to each side of the new railway cutting to replace what had previously been a collection of domestically-scaled properties, communal open space, lanes and alleys. The historic line of Charterhouse Street was removed by the railway cutting and the name re-used, with Charterhouse Lane re-aligned to run alongside the new Smithfield Market buildings and create a new formal thoroughfare to Farringdon Street. The industrial buildings, including at least one hat factory, to the south of the railway cutting were completed in 1876-8, with large windows to light showrooms. No. 41 was converted to residential loft-style apartments in c.1980 by CZWG, and marked an early example of this type of conversion.



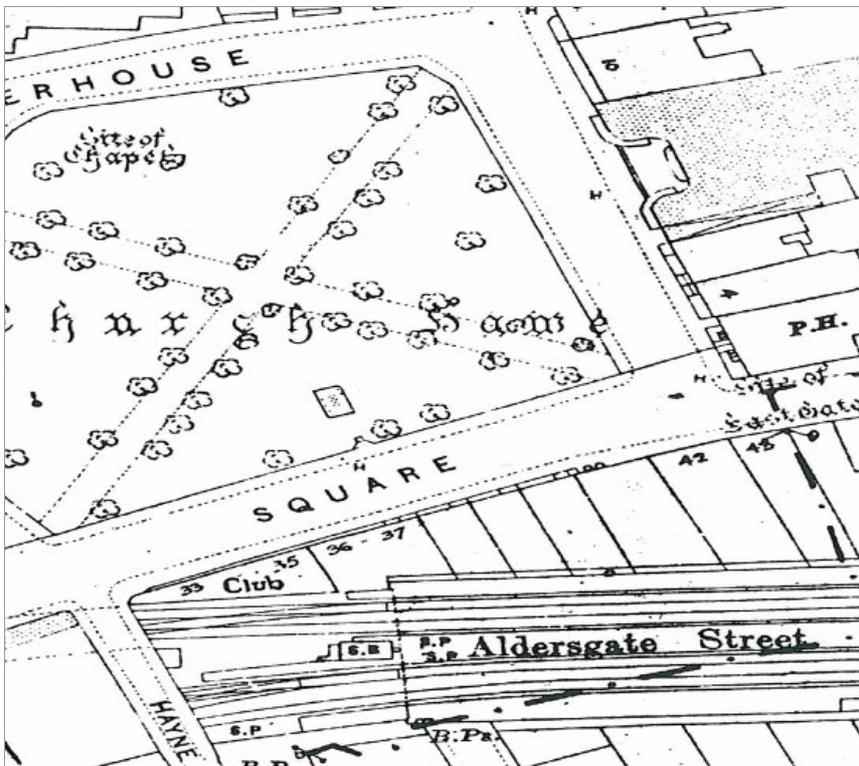
Copperplate Map c.1550s



Ogilby and Morgan 1676-79



R. Horwood 1792-99



Ordnance Survey 1930s

Buildings either side of the railway cutting were constructed behind substantial arcaded brick retaining walls which formerly supported an iron and glass roof structure; the surviving brackets of which remain in situ at the upper level. New Italianate buildings on Aldersgate included the former London and County Bank at No. 133-4 and Aldersgate Street Station, which was a grand three storey, symmetrical building in an Italianate style. It had prominent chimneys and cornice, a rusticated projecting central bay and a glass and steel canopy to the ground floor.

Twentieth and twenty-first centuries

The extensive WWII bomb damage sustained in the area to the east of Aldersgate Street that ultimately resulted in the development of the Barbican had a less destructive impact on the area immediately to the west. However, as well as damage to the Charterhouse, the impact on Aldersgate Station was sufficient to result in the loss of the buildings upper storeys. The roof over the platforms was removed in 1955.

Until 1910 the station had been named 'Aldersgate Street' at which time it was renamed 'Aldersgate'. In 1923 it took the name 'Aldersgate and Barbican' before being permanently renamed 'Barbican' in 1968 as the Barbican Estate approached completion.

Works to construct an eastern ticket hall to the Farringdon Crossrail station at Barbican commenced in June 2011 and will have a substantial impact on the character of the wider area. The project will provide a new station building between Lindsay Street and Hayne Street, outside the Charterhouse Square Conservation Area boundary, extending behind the retained facades of Nos. 33-35 Charterhouse Square. Services on the central section of the Crossrail line are expected to commence in 2018.

5. Spatial Analysis

Layout and plan form

The Conservation Area's distinctive layout and plan form are primarily a result of the superimposition of the Metropolitan Railway extension completed in the 1860s over the earlier layout. In this location the railway cut diagonally between the parallel roads of Carthusian Street and Long Lane, creating two corresponding wedge-shaped blocks to the north and south.

Between the railway cutting and Carthusian Street /Charterhouse Square the block tapers from west to east, with the Aldersgate frontage at its widest point, and the pointed 'flatiron' form of No. 33 Charterhouse Square at the western end.

Due to the depth of the railway cutting there is significant vertical difference between the ground level of Charterhouse Square and the level of the Barbican platforms to the south. This creates dramatic contrasts in scale and built form from certain locations, including the north side of Long Lane, and means that one is not always aware of the railway at street level.

Charterhouse Square is a large secluded area enclosed by railings between St John Street, Clerkenwell Road, Goswell Road, and Charterhouse Square. The distinctive

shape of the open space reflects its historic plan when the burial site was created here in the 14th century. The diagonal pathway running north-west to south-east maintains part of the square's historic landscape pattern, as recorded on historic maps.

Building plots

Each building plot in the Conservation Area has a different size and configuration resulting from the distinctive relationship between Carthusian Street /Charterhouse Square and the railway line. The wedge shape between Aldersgate Street and Hayne Street results in a series of blocks of tapered plots, descending in size from east to west. Those between Nos. 33 and 43 Charterhouse Square retain their 1860s form, despite the interconnection of individual buildings in subsequent decades.

Until the 1930s the south side of Carthusian Street consisted of a row of eight terraced houses with the Red Lion Inn on the corner at No. 130 Aldersgate Street. The late-20th-century building on the western part of the site, Nos. 9-12 Carthusian Street, represents the biggest departure in the area in terms of scale, and is typical of more recent developments that have amalgamated a series of smaller plots to the detriment of the area's special character.

Building heights

The main range of buildings facing Charterhouse Square is four storeys in height with semi-basements and discreet set-back roof extensions or rooflights. The top storey of these buildings is lesser in height, creating a marked hierarchy to the façade. No. 43 has a pediment that breaks the otherwise consistent cornice level; a feature which is loosely referenced in a modern style to No. 12 Carthusian Street.

Buildings facing Carthusian Street and Aldersgate Street are consistent in height with the Charterhouse Square range, but incorporate more prominent mansards or roof extensions that provide an extra storey.

To the rear, facing Barbican Station platforms, the overall height of the buildings are much increased by the inclusion of the arcaded retaining walls of the railway cutting. The dramatic effect of the cutting's depth has been emphasised by the loss of the station's roof structure which would have previously restricted views of the rear elevations.

Views and vistas

The following illustrates the range of distant and local views which exist in Charterhouse Square Conservation Area. This list is not comprehensive, and the area provides numerous further opportunities to capture long, short and kinetic views.

1. View west from Carthusian Street to the mature trees of Charterhouse Square, and the varied streetscape on the north side of Charterhouse Street beyond.
2. View west from Charterhouse Square along Charterhouse Street to the turrets of Smithfield Market, which form key focal points.
3. Views north across Charterhouse Square to the historic Charterhouse complex.
4. Views east to the Barbican complex.
5. Views from the platforms of Barbican Station to the rear of the Charterhouse Square buildings.

-
6. Views from the footbridge between Barbican Station and John Trundle Highwalk over the roofs of Nos. 131-134 Aldersgate Street.
 7. View from corner of Hayne Street and Charterhouse Street of the railway cutting and buildings on the north side of Charterhouse Square.

6. Character Analysis

Charterhouse Square

Nos. 33-42 Charterhouse Square comprise a terrace of Victorian warehouses with a symmetrical composition of 22 bays divided into groups of six by rusticated pilasters, with 4 additional bays to the west. The range is terminated at the eastern end by the slightly later pedimented bay of No. 43, and to the west by the projecting curved entrance porch to the ground floor. The consistency of the buildings is only evident in the facades above ground floor level, and in plan the buildings are a series of tapering units.

Window openings to the front and rear of these buildings are large and square, with timber casements and chamfered stone lintels painted white. The size of the windows is characteristic of factories or warehouses, referred to as "the showroom type", which would have required maximum natural daylight. Approximately 50% of the building surface is covered by windows. Doorways are generously proportioned, with substantial double timber panelled doors and rectangular fanlights above. There are decorative corbelled entrances to Nos. 33, 36 and 37, whilst others have simpler brick entrances.

The dark red of the brick to the front of the buildings harmonises with the historic Charterhouse complex opposite, whereas their stock brick rear elevations compliment the station structure below. The white-painted cornice, string courses, sills, lintels and doorcases provide a striking contrast with the brickwork, and some of the properties have painted woodwork in bright colours which creates additional interest but detracts from the unity of the block.

A regularity of window and door openings that results in an almost equal split between solid and void creates vertical rhythm, whilst the white-painted elements tie the buildings together with a strong horizontal emphasis.

The ground floor of the buildings is raised above street level, with Nos. 33-40 reached by steps over a light well. Nos. 41-43 (consecutive) are without steps, and instead incorporate timber shopfronts with glazing to the stallriser to light the basements. Ornamental cast iron railings to Nos. 33-40 are an attractive feature that enhance the appearance of the buildings and provide a response to the simpler railings bounding the gardens opposite.

The roofline to Charterhouse Square appears consistent from street level, although there are a range of additions including a roof extension to Nos. 38 and 39 only visible from a distance. A number of brick chimney stacks with original pots are visible from the front and rear of the buildings.

No. 33 has a particularly distinctive appearance owing to its position at the sharp edge of the wedge-shape block. Its 'flatiron' form, with a truncated acute corner

angle is most visible from Charterhouse Street, where views to either side of the entire block are available. Contrasting with its angular upper storeys, No. 33 has a 1.5 storey curved entrance bay, painted white with a pair of sash windows above the doorway which is embellished by large corbels to the cornice.



View north from Long Lane



Charterhouse Square, south side

Carthusian Street and Aldersgate Street

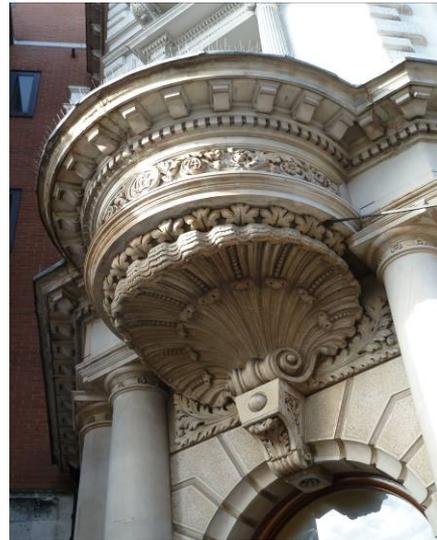
At the junction of Aldersgate Street and Carthusian Street there is great variety in building scale and age, including those outside the City boundary. Further east the Barbican has a dominant presence, and is linked by a footbridge to No. 137 Aldersgate Street (1987-9 by Rolfe Judd Practice) which incorporates the Underground Station's entrance and ticket hall. North of the junction, within the London Borough of Islington, are a number of older properties which give a clear indication of the historic scale and appearance of the area, and make a contribution to the character of the conservation area.

On Aldersgate Street, within the conservation area boundary, Nos. 131 and 133 contrast in terms of style and appearance, but are harmonious in scale and materials. No. 133-134 (NatWest Bank), dated 1874, is the former London and County Bank designed by CJ Parnell. Its style is neo Classical, with a façade enlivened by detail including engaged Doric columns to the ground floor, aedicules with Ionic columns on the first floor, and Corinthian pilasters and pediments on the second. No. 131 is a former warehouse in Portland stone, designed in 1937 by GE & KG Withers. The distinctive facade of the building is enlivened by Expressionist motifs picked out in black.

The largest and most recently constructed building in the Conservation Area is Nos. 9-12 (consecutive) Carthusian Street, a substantial block which links the red brick 1870s Charterhouse Square buildings and the 1930s Portland stone block on the corner of Aldersgate Street. It is of four bays with full height brick pilasters that continue the rhythm of the buildings to the west, and a pedimented left-hand bay that echoes Nos. 43 Charterhouse Square. The building successfully relates to the streetscape in terms of scale, design and proportion, but the quality of its materials does not adequately reflect those of its neighbours. Its scale is apparent when viewed from Long Lane, where its rear section can be seen to be three storeys higher than adjoining buildings.



Charterhouse Square, north side



133-134 Aldersgate Street detail

7. Land Uses and Related Activity

A range of uses exist in the conservation area, including offices, and residential with bank and retail premises to Aldersgate Street and Carthusian Street. No. 40 Charterhouse Square is occupied by an independent school, with its students permitted to make use of the square's private gardens. A significant proportion of the conservation area is occupied by the platforms and railway lines of Barbican Station.

The Conservation Area is within the Smithfield Mixed Uses policy area, and is subject to local special policy concerning mixed uses which is identified in the management strategy.

8. Local details

The following features and details make a contribution to the character of the Conservation Area:

- Two parts of a pulley or winch mechanism survive to No. 36 Charterhouse Square, in the form of metalwork embedded in the brick façade at ground and first floor level. These provide an important clue to the industrial origins of the buildings.
- Numbers 33-40 Charterhouse Square have ornamental cast iron railings to the lightwells, with handrails to the entrance steps. These are painted black with some detail, including the attractive finials, picked out in silver.
- A projecting clock to number 43 is traditional in style, but late 20th century in origin.

9. Building Materials

The predominant building material in the streets of the conservation area is red brick, which is used to the front elevation of 33-43 Charterhouse Square, and 9-12 Carthusian Street, where the material harmonises with adjacent buildings in the Borough of Islington.

The rear elevations of 33-43 Charterhouse Square are faced in contrasting stock brick, which harmonises more closely with the brick arches of Barbican station below. The front and rear elevations of the buildings incorporate stone banding, painted white.

To Aldersgate Street and the corner of Carthusian Street the buildings are faced in Portland stone, which results in an entirely different appearance and character typical of principal thoroughfares in other parts of the City.

10. Open Spaces and Trees

The mature trees and green open space of the Charterhouse Square gardens make a significant contribution to the character of the Conservation Area, despite falling outside the City boundary within the London Borough of Islington's neighbouring Conservation Area. After dark, the character of the gardens is further enhanced by the use of permanent gas lamps. There are no trees or green open spaces within the City of London Charterhouse Square Conservation Area.

11. Public Realm

The high quality public realm includes York stone paving and granite kerbs. The asphalt road surface incorporates a section of granite setts to the SE corner of the Square, which connects with the historic cobbled surface outside the City boundary.

The edge of the footway to Charterhouse Square is delineated by a row of City of London bollards. To Aldersgate Street the pavement has a proliferation of street furniture, including a bus shelter, a modern telephone kiosk, a modern post box and a traditional post box.

12. Cultural Associations

The wider area, including Smithfield and the Charterhouse, has rich cultural associations with significant people and historical events. Poet John Betjeman, who lived nearby on Cloth Fair, paid particular attention to the area in his poem "Monody on the Death of Aldersgate Street Station" written in 1959 with a focus on the dilapidated condition of the once-grand station and hotel.

Management Strategy

The management strategy sets out the position regarding the wider policies and guidance concerning the conservation and enhancement of the Charterhouse Square Conservation Area. Future development schemes and enhancement projects will need to take account of these policies in relation to the special architectural and historic interest of the conservation area, as detailed in the above character summary. Significant characteristics of the conservation area include its integral relationship with Charterhouse Square and the Victorian Metropolitan Railway, and the sympathetic scale and materials of its building stock.

Documents produced by the City of London are available on our website www.cityoflondon.gov.uk

13. Planning Policy

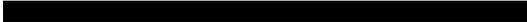
National policy

The Civic Amenities Act, 1967, gave Local Authorities the power to designate Conservation Areas, and these powers are now contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act (section 69 (1) (a)) defines a conservation area as "*an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance*". Section 71 (1) of the Act requires the local planning authority to "*formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas.*" See www.legislation.gov.uk

The Government intends to replace all existing Planning Policy Statements with a new, concise, single statement of policy, the National Planning Policy Framework (NPPF), which is due to be adopted in early 2012. For up to date references to national planning policy please check the Department for Communities and Local Government website www.communities.gov.uk

London-wide policy

The London Plan (2011) forms part of the statutory development plan for the City of London and must be taken into account when considering development within the conservation area. Key policies to consider are: policies 7.8 'Heritage assets and archaeology' and 7.9 'Heritage-led regeneration'. See



City of London policy

Planning policy in the City of London is contained within the Local Development Framework Core Strategy and a number of saved policies from the 2002 Unitary Development Plan (UDP). The UDP policies will be superseded upon the adoption of the Development Management DPD in 2013. Further information can be found on the website www.cityoflondon.gov.uk/ldf

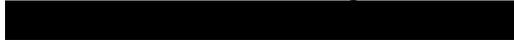
Development proposals within the conservation area have to be considered in the context of all the policies in the Core Strategy and the 55 saved policies from the UDP. Particular account will need to be taken of Core Strategy policies CS5 'North of the City', CS10 'Design', CS12 'Historic Environment', and CS13 'Protected Views'. Saved UDP policies include ENV 11 'Development in Conservation Areas' and ENV 13 'Conservation Areas: Premature Demolition', and ECON6 'Mixed Uses in Smithfield'.

Protected views

London Plan policies 7.11 and 7.12 set out a 'London View Management Framework' (LVMF) which seeks to protect strategic views across the capital. The LVMF is explained in more detail in the Mayor's Supplementary Planning Guidance (2010, currently under review). In the Charterhouse Square Conservation Area, the following LVMF Protected Vista needs to be considered:

- 1A.2 Alexandra Palace to St Paul's: Left Lateral Assessment Area.

Development proposals in this area must be designed or sited so that they preserve or enhance the viewer's ability to recognise and appreciate the Strategically Important Landmark, in this case St. Paul's Cathedral. Further detail can be found in the London View Management Framework SPG. See



The character summary identifies a number of distant and local views that contribute to the character of the conservation area. Proposals will be assessed for their potential effect on these and other views of significant individual buildings, townscape or skylines.

The City of London Protected Views SPD (2012) outlines protected views of St Paul's Cathedral, the Monument, Tower of London World Heritage Site and other historic landmarks and skyline features protected and managed by planning policies in the LDF Core Strategy (2011) and Mayor's London Plan (2011).

Sustainability and climate change

The City of London is committed to being at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments. In particular, areas will need to be resilient to warmer wetter winters, hotter drier summers and more frequent extreme weather events.

In adapting to meet these challenges, it is important that sustainable development is sensitive to the historic environment. Development, including the incorporation of climate change adaptation measures, should have regard to the need to protect the historic significance of heritage assets.

Issues specifically relevant to Charterhouse Square Conservation Area:

- The garden and mature trees of Charterhouse Square, outside the City boundary, make a strong contribution to the biodiversity of the area.
- In order to minimise the risks of flooding elsewhere in the City, new development schemes will be expected to make use of Sustainable Urban Drainage Systems (SUDS) including rainwater harvesting systems and green roofs.
- The Citigen Combined Heat and Power (CHP) Network currently runs in close proximity to the conservation area, from Charterhouse Street beneath Smithfield Market and along Long Lane.

The Core Strategy policy CS15 provides guidance on sustainable development and climate change and policy CS18 on Sustainable Urban Drainage Systems (SUDS). Policy CS5 North of the City includes references to sustainability. These will be supplemented by policies in the forthcoming Development Management DPD, and the City has produced a *Climate Change Adaptation Strategy* (Revised and Updated January 2010).

14. Environmental Enhancement

The City of London Street Scene manual sets out the policies to manage the public realm, and is expected to be reviewed and adopted as SPD in 2012. The main principles which provide the framework for the City's vision for the City streets are:

- Rationalise street furniture
- Improve the pedestrian experience
- Enhance paving and surfaces
- Introduce more trees and planting
- Preserve historic character
- Create an inclusive environment
- Maximise the sustainability of each project.

15. Transport

Much work has already been done on reducing motor vehicle traffic in the City, including Charterhouse Square conservation area.

- The Mayor's congestion charging zone scheme has significantly reduced motor vehicle traffic in Central London.
- The Mayor's low emission zone scheme has further reduced numbers of the most-polluting heavy vehicles across London.

In adopting its Core Strategy the City has refined its highway hierarchy to further reduce the adverse impacts of motor vehicle traffic, including on the valued character of the City's conservation areas, and will continue to reduce the impact of traffic management infrastructure wherever possible.

-
- Carthusian Street, Charterhouse Square and Hayne Street are local access roads and should only be used by motor vehicles for access to local premises. Hayne Street will be re-opened following the completion of Crossrail.
 - Aldersgate Street, onto which buildings in the conservation area front, is a local distributor road. This street should only be used by motor vehicles that need access into the northern part of the City, Clerkenwell and Saint Luke's and should not be used by motor vehicle through traffic other than buses.

As motor vehicle through traffic is further reduced, opportunities to enhance the environment for pedestrians and cyclists to move and to linger and enjoy the spaces will further increase. In assessing the adequacy of the pedestrian environment, the City uses the Gehl parameter of a maximum flow of 13 pedestrians per metre of unobstructed width (of the footway, footpath or shared route) per minute. Flows at or below this threshold generally afford sufficient opportunities for people to comfortably pause and linger without feeling as though they are obstructing others. This approach is endorsed by the official national and regional government guidance on pedestrian comfort (*Manual for Streets 2: Wider Application of the Principles*, September 2010).

16. Archaeology

Any development proposals in the City of London which include groundworks could have an impact on below-ground archaeology. Planning Advice Note 3: Archaeology in the City of London, offers advice to applicants how archaeology will be dealt with in the planning and development process, and is available on the City of London website.

17. Enforcement

Breaches of planning regulations are investigated in accordance with the City of London Enforcement Charter (updated June 2008). This sets out the manner and timescales in which issues will be investigated, and is available on the City of London website.

18. Condition of the Conservation Area

The buildings and public realm of Charterhouse Square Conservation Area are generally in good condition and maintained to a high standard. Potential pressures in the conservation area have been identified as new development and infrastructure works associated with Crossrail and utilities replacement works, although these do not threaten its character. The condition of the conservation area is judged to have improved in recent years, and is expected to further improve in coming years.

Planning applications will be judged against the local, regional and national policies and guidance identified above, and the loss of buildings and features that contribute to the character of the area will be resisted accordingly.

Further reading and references

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English Heritage website for property owners
www.climatechangeandyourhome.org.uk

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Appendices

Appendix A - Designated Heritage Assets

Correct December 2011. Please consult the City of London website for up to date information www.cityoflondon.gov.uk/plans

Listed buildings

- 133-134 (consecutive) Aldersgate Street, listed Grade II.

Contacts

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