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12. Corporation of London Route Section – Environmental Baseline and Assessment of Impacts

12.1 Overview of Corporation of London Route Section

12.1.1 The Corporation section of the Crossrail route comprises the tunnelled section between Charterhouse Square and Spitalfields.



Figure 12.1: Crossrail route through Corporation of London

12.1.2 This section contains the eastern ticket hall for the station at Farringdon and the Liverpool Street station ticket hall.

12.1.3 The eastern ticket hall for Farringdon station will be located on a site bound by Long Lane, Lindsey Street, Charterhouse Street and Hayne Street, a site to the east of Hayne Street and to the south of Charterhouse Square.

12.1.4 The Liverpool Street ticket hall will be located at Moorgate above the existing Metropolitan, Hammersmith and City, Circle and Northern line LUL station.

12.1.5 Additionally, a ventilation and emergency intervention point is proposed at Blomfield Street. Part of Finsbury Circus is required as a major works site to construct part of the station at Liverpool Street. There is also a works site in Aldersgate Street to enable the construction the of the Farringdon cross-over.

- 12.1.6 The Hybrid Bill also seeks powers to provide an interchange with Thameslink at Farringdon and with the LUL underground lines at Farringdon, Barbican and Liverpool Street.
- 12.1.7 From Charterhouse Square, the tunnels will run in an easterly direction to Aldersgate Street, beneath the Barbican complex where they turn in a south-easterly direction towards Moorgate. The tunnels continue beneath Finsbury Circus, Old Broad Street to Bishopsgate from where they turn in a north-easterly direction beneath Middlesex Street towards Spitalfields in the London Borough of Tower Hamlets.

Statutory Development Plan

- 12.1.8 In the Corporation of London, the statutory development plan comprises the City of London Unitary Development Plan (adopted April 2002) and the London Plan (February 2004).

12.2 Policies relevant to all worksites in the Corporation of London

Transport & Traffic Management

- 12.2.1 The UDP encourages and promotes the provision of additional and improved public transport capacity in central London and in particular the City (policies STRAT 9A, 9B, 9C and TRANS1 of the UDP). The Corporation welcomes Government's commitment to the safeguarding of the Crossrail route in the City and encourages "*its early construction*" (paragraph 9.22, saved UDP).
- 12.2.2 The Corporation seeks to ensure that the layout and street level connections from the Crossrail stations provide an "*efficient, convenient and safe movement of passengers*" (op cit).
- 12.2.3 In accordance with policy TRANS14 of the UDP, the Crossrail ES includes a Traffic Impact Assessment that has identified the likely significant impacts during construction and once operational. This has identified traffic management and other mitigation measures to reduce the identified impacts. The specific impacts are dealt with in the individual worksite assessment below.

Environment

- 12.2.4 The UDP seeks to minimise the adverse impacts of rail proposals on the environment and to avoid disruption to the City's activities during construction (paragraph 9.23).
- 12.2.5 Alternative locations for Crossrail stations, ventilation shafts, tunnel portals and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints. For example, at Liverpool Street the location of the ventilation and intervention point was moved from Old Broad Street to Blomfield Street, thereby avoiding the demolition of a Grade II listed building. However, some environmental impacts, primarily those related to construction activity, are unavoidable.
- 12.2.6 The mitigation measures contained in the Crossrail Environmental Statement describe how the construction of the project will be managed to ensure that the impacts will be controlled and mitigated as a minimum. The nominated undertaker will continue to work with the Corporation to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 12.2.7 The Council will resist developments that create unacceptable conditions in terms of air and ground borne pollution, wind turbulence, day and sunlighting (policies ENV33, 34, 35, saved UDP). The mitigation measures contained in Appendix B1 of the Crossrail Environmental Statement seek to minimise the amount of disturbance, nuisance and pollution during the construction period and once operational. The nominated undertaker will continue to work with the Corporation to minimise these impacts through the detailed design of the scheme and in agreeing appropriate control over construction..

Design

- 12.2.8 Policy ENV1 of the saved UDP encourages new development that visually enhances the City and avoids harm to the townscape. Similarly, policy ENV8 seeks a high of standard of design of external spaces and the streetscene.
- 12.2.9 The provisions of the hybrid Bill deem planning permission to be granted for the authorised works to construct the railway. The Bill provides for a special planning regime for the approval of detailed design by the local authority at a later date. At this stage, an assessment of the impact on townscape has been made on the basis of scale, height, and siting of the ticket halls and other related structures. Moreover, the assessment has assumed that there will be voids where buildings are demolished to accommodate the infrastructure works, given that powers for replacement development are not being sought through the Hybrid Bill. As such, at a number of worksites reviewed below, there is an apparent conflict between the proposals and design policies.
- 12.2.10 It is likely that these impacts can be reduced or mitigated at a later stage when the detailed design of the operational elements of the scheme and materials to be used are agreed by the Corporation, and through the provision of replacement buildings.

12.3 Farringdon Eastern Ticket Hall Worksite (Route Window C6)

Significant Characteristics of Site and Surrounding Area

- 12.3.1 The ticket hall site lies on the northern edge of the City of London adjacent to Smithfield market. Clerkenwell lies immediately to the north, an area varied in its use and character.
- 12.3.2 The ticket hall site comprises the street block bound by Charterhouse Street to the north, Hayne Street to the east, Long Lane to the south and Lindsey Street to the west. The site also comprises a triangular block on the south side of Charterhouse Square to the east of Hayne Street and a further smaller building to the east of Hayne Street (No.3).
- 12.3.3 The partly open cutting of the Thameslink main line railway and Metropolitan, Hammersmith and City and Circle lines lies immediately to the east and Farringdon station is situated on the northern side of Cowcross Street.
- 12.3.4 The site comprises 2a, 3,4 and 5 Lindsey Street (including Smithfield House), 20-23 Long Lane, 33-39 Charterhouse Square, 54,56 and 58-64 Charterhouse Street, and 3, 8 to 9 and 10 Hayne Street.
- 12.3.5 The site is diagonally opposite the Emergency Intervention Point on the triangular site bound by Charterhouse Street and Fox and Knot Street. This lies wholly in London Borough of Islington.

Overview of proposals

- 12.3.6 Farringdon station will be constructed to serve the western edge of the city and to provide an interchange with London Underground and Thameslink. The station will be located between Farringdon Road and Lindsey Street. Two new ticket halls will be constructed: a western facility at Farringdon Road and an eastern equivalent at Lindsey Street (Barbican).



Figure 12.2: Location of Crossrail station within route window C6

- 12.3.7 Only the eastern ticket hall works are located in the City of London. All other works lie within the London Borough of Islington and are described in that section of this report.
- 12.3.8 The station will consist of two platforms fitted out to 210 m although the tunnel will be constructed to facilitate extensions to 245 m should the need to operate longer trains arise. Interchange with London Underground will be provided from Lindsey Street ticket hall.

Permanent Works

- 12.3.9 At Lindsey Street, the ticket hall (approximately 8 m high) will be located at street level in a block bounded by Charterhouse Street, Hayne Street, Long Lane and Lindsey Street. A bank of three escalators will descend to an intermediate concourse from where stairs to Barbican Underground station will be provided. A further bank of three escalators will descend to a further concourse beneath the London Underground Thameslink tunnels before a third bank connects with the Crossrail platforms. A separate shaft will be constructed on this site that will contain ventilation and emergency access.
- 12.3.10 The Crossrail ES contains an illustration of the Lindsey Street development. This shows a development 25 metres or five storeys, reducing to 15 metres or three storeys. Construction of this type of development would take approximately 18 months including internal fit-out and; it would be feasible to start construction of this type up to 24 months before the start of the first revenue service.
- 12.3.11 The Crossrail ES contains an illustration of the Charterhouse Square development. This shows a three storey development not exceeding the height of the existing building. Construction of this type of development would take approximately 15 months including internal fit-out and; it would be feasible to start construction of this type up to 24 months before the start of the first revenue service.

Temporary Works

- 12.3.12 The construction including fitting out and commissioning of Farringdon station will be undertaken over a period of approximately four years and eight months.
- 12.3.13 The extent of the works site covers the block bound by Charterhouse Square, Hayne Street, Long Lane and Lindsey Street. During the construction phase there will be a requirement to close Hayne Street and reduce the width of Long Lane between Hayne Street and Lindsey Street to construct the station. Additionally, there will be significant works at basement levels of Smithfield market and beneath Charterhouse Street.
- 12.3.14 In order to mitigate impacts associated with settlement at Liverpool Street Station, it is likely that compensation grouting will be undertaken. This is a technique by which the ground loss arising from the excavation is replaced by material (grout) pumped into the ground. This requires grout shafts in the vicinity of the buildings at risk. It is likely that compensation grouting will be undertaken from within the Moorgate worksite and from a second site in New Broad Street. It is likely that compensation grouting will be undertaken from the basement of Smithfield Market for the Farringdon Eastern Ticket Hall works.

Significant extant planning permissions & proposals

- 12.3.15 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

- 12.3.16 As stated in the general Corporation policy assessment, the proposals would accord with UDP policy by making provision for substantial new public transport infrastructure. In particular, the proposals would increase capacity and relieve congestion at Farringdon. Farringdon is a major main line station and passenger interchange with Underground services. Rail passengers at Farringdon will benefit from overall improvements in journey times and increased interchange opportunities. The proposal would accord with policies STRAT 9A, 9B, 9C and TRANS1 of the UDP and policies 3C.9, 3C.11, 3C.12 and 5B.1 of the London Plan and proposals 4C.13 and 4Q.2 of the Mayor's Transport Strategy.
- 12.3.17 The Crossrail ES concludes that there will be no significant impacts arising from the Lindsey Street ticket hall during in construction or once operational and there are no conflicts with planning policy.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 12.3.18 As explained in the Corporation-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts: -

- § Charterhouse Street;
- § Charterhouse Square;
- § Florin Court; and
- § Long Lane

- 12.3.19 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 12.3.20 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 12.3.21 The Crossrail ES concludes that the proposed development at Lindsey Street will create a significant void on the principal frontage and also voids at above the single storey roof level on the street frontages on part of all four sides. The proposals are therefore contrary to policies ENV1 (New Development) and ENV8 (Street Scene) of the UDP.
- 12.3.22 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Historic Environment

- 12.3.23 The proposals will result in the demolition of 33-35 and 36-37 Charterhouse Square which lie within the Charterhouse Square Conservation Area. The Crossrail ES considers that these buildings make a positive contribution to

the character and appearance of the conservation area. This is contrary to the general policy presumption in favour of the retention of buildings that make a positive contribution to the character and appearance of a conservation area (paragraph 4.27, PPG15; policies ENV11 of the UDP). However, PPG15 (paragraph 3.16 – which applies to listed buildings but is considered to be relevant to demolition in conservation areas as directed by para. 4.27 of the same guidance) recognises that there may be “exceptional circumstances” where demolition may be acceptable. The Crossrail ES has concluded, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation and of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss result from demolition.

- 12.3.24 The Crossrail ES concludes that the ticket hall at Lindsey Street will have a significant adverse impact on the character and quality of the local townscape including the character of the Charterhouse Square Gardens, which is a protected London Square; and an adverse impact on the character of the Charterhouse Square Conservation Area (within London Borough of Islington) although the character of the Smithfield Conservation Area will not be significantly affected. This is contrary to policy ENV12 of the UDP which seeks to preserve or enhance the character and appearance of conservation areas.
- 12.3.25 The construction of the escalators from the Lindsey Street ticket hall to the Crossrail platforms will result in the demolition of a basement mezzanine floor which forms part of the curtilage of the East Market car park of Smithfield Market, a Grade II* listed building. The Crossrail ES concludes that as the basement mezzanine floor dates from circa 1990 and is of no historical importance its impact is not considered to be significant. As such the proposals do not conflict with policy ENV16 of the UDP which seeks to prevent alterations to a listed building that would detract from its special architectural or historical interest.
- 12.3.26 Additionally, some of the original East Market vaults, which lie beneath Lindsey Street, are to be demolished in order to construct the new basement level concrete box for the Lindsey Street ticket hall. It is proposed that prior recording of the existing structure followed by removal and storage of any particular items of particular interest will ensure that there is no significant impact to the Grade II* listed building and therefore no conflict with policy ENV16 of the UDP.
- 12.3.27 It is proposed that some of the existing columns and walls within the basement of Smithfield Market will be underpinned. They will then be re-supported on beams that will bridge the new concrete box for the proposed ticket hall at Lindsey Street. Use of appropriate construction techniques and sequencing will provide temporary support to the columns and walls so minimising permanent changes to the historic fabric. No significant impacts are therefore predicted occur and consequently there will be no conflict with planning policy.
- 12.3.28 There will be significant adverse impacts on the setting of a number of listed buildings including the Grade I listed The Charterhouse in Charterhouse Square Gardens (in London Borough of Islington) and the Grade II* listed Smithfield market, contrary to policy ENV18.
- 12.3.29 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Land Use

- 12.3.30 Farringdon/Smithfield is identified as an Area for Intensification in the London Plan (policies 2A.3 and 5B.5). Areas for Intensification have been identified on the basis that they have significant potential for increases in residential, employment and other uses through more intensive development or redevelopment of sites. The Farringdon/Smithfield AFI can accommodate 2,000 new jobs and 100 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.
- 12.3.31 The proposals do not provide a variety of uses at street level or mix of uses that enhances the varied and special character of Smithfield. The proposals are therefore in conflict with policies ECON5 and 6 and SHOP2 and 10 of the UDP.
- 12.3.32 The proposals will result in the loss of the Lindsey Hotel. This has been identified as a significant community impact because it is the only hotel in the area providing low cost overnight accommodation. As the proposals make no alternative provision, this is contrary to policy VIS2 of the UDP.
- 12.3.33 It is anticipated that in accordance with local planning policies replacement development may be required to include a mix of uses, to mitigate, as far as possible, the above policy conflicts.

12.4 Farringdon-crossover Worksite (Route Window C7)

Significant Characteristics of Site and Surrounding Area

- 12.4.1 Aldersgate Street runs on a north-south axis linking St Paul's in the City of London to Clerkenwell and Angel. The works site comprises part of the southbound carriageway between the Long Lane/Beech Street junction and London Wall adjacent to the Barbican complex. The Barbican complex to the east is predominately residential whereas the area to the west is a mixture of residential and commercial office uses.

Overview of proposals

- 12.4.2 This works site is required for access shaft during the construction of the Farringdon cross-over.

Permanent Works

- 12.4.3 There are no permanent works.

Temporary Works

- 12.4.4 A 150 m long crossover will also be constructed to the east of Farringdon Station, near to the eastern end of Defoe House within the Barbican Centre. The provision of this cross over will ensure that Crossrail services will continue to run during emergencies and disrupted services.
- 12.4.5 The works comprise the creation of a 7 metre diameter vertical access shaft to enable the construction of the Farringdon cross-over. The Farringdon cross-over is a rail connection between the east and westbound running tunnels that is required to ensure the proper operation of the railway. The works site comprises two sections of the southbound carriageway of Aldersgate Street between the Beech Street/Long Lane junction and London Wall. The works site also includes curtilage of the Barbican complex.

Significant extant planning permissions & proposals

- 12.4.6 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

- 12.4.7 This work site is required to enable the construction of the tunnelled section of Crossrail through Central London. As such it accords with a number of planning policy objectives of the City of London UDP and London Plan as well as the Mayor's Transport Strategy. These policies are set out in more detail both in the route-wide assessment and in the policy assessments for the stations.
- 12.4.8 This Crossrail ES has concluded that there will be significant impacts on pedestrians and traffic delays during the construction phase. There will be cumulative impacts on Aldersgate Street as a result of the works at Moorgate unless it is possible to programme these works at different times. Therefore,

currently this conflicts with policy TRANS11 and 13 of the UDP which seek to ensure that the highway hierarchy operates as effectively and safely as possible; to reduce the effects of heavy goods vehicles in the city.

- 12.4.9 The Farringdon cross-over works also require the diversion of a sewer which runs under the site in Aldersgate Street. This will require traffic restrictions at the Aldersgate/Beech Street junction and on Long Lane which are predicted to cause traffic delays. This is considered to be a significant impact and this will be in conflict with policies TRANS11 and 13 of the UDP.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 12.4.10 After the mitigation measures set out in Appendix B1 of the Crossrail ES there are no significant residual adverse construction noise impacts at this works site.
- 12.4.11 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 12.4.12 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Historic Environment

- 12.4.13 The works will have a temporary adverse impact on the setting of the Grade II listed Barbican complex, including the Grade II* listed historic garden, during construction and this is contrary to policy ENV18 of the UDP.

12.5 Liverpool Street West Ticket Hall Worksite (Route Window C7)

Significant Characteristics of Site and Surrounding Area

- 12.5.1 The proposed ticket hall site lies on the northern edge of the financial and business district of the City of London. As such, the area is dominated by offices. Most of the street level properties are in retail use in this area. The site is an area of particularly high footfall because of the close proximity to the LUL and Thameslink station and large office buildings.
- 12.5.2 The site comprises part of a single urban block at 89-134 Moorgate (also known as 12-24 Moorfields). The site is occupied by a modern office building, formerly occupied by ABN Amro, with retail uses at ground floor and an entrance to the Moorgate station for the Northern, Metropolitan and Circle lines. The second entrance to the LUL station is on the west side of Moorfields.
- 12.5.3 The adjoining properties at 83 and 87 Moorgate (also known as 8 Moorfields) are Grade II listed. There are a number of other listed buildings in the vicinity. To the east of Moorgate is the Finsbury Circus Conservation Area.
- 12.5.4 To the south west of the site lies the recently completed Moor House office development. It includes some of the below-ground level facilities required for Crossrail.

Overview of proposals

- 12.5.5 The proposals comprise the ticket hall for the new station at Liverpool Street together with interchange with existing London Underground and main line services.



Figure 12.3: Location of Crossrail station within route window C7

Permanent Works

- 12.5.6 A new station will be constructed to serve the City and provide interchange with Underground and national rail services at Liverpool Street and

Moorgate stations. The station will be located between Liverpool Street and Moorgate, where a new ticket hall will be constructed. At Liverpool Street, the existing LUL ticket hall will be modified to provide access to the east end of the Crossrail platforms. Crossrail passengers will use two banks of three escalators to reach the existing Central, Metropolitan & Circle line ticket hall adjacent to the mainline concourse.

- 12.5.7 A new basement level ticket hall (approximately 8 m deep) will be provided next to the existing London Underground station with two street-level entrances, one between Moorfields and Moorgate and one from a pedestrian area off Moorfields, opposite the Moor House development. A bank of two escalators will descend from street level to the ticket hall where a bank of a further three will connect with the Crossrail platforms. There will be an interchange passage between the Crossrail platforms and the London Underground Northern Line platforms. There will be access to London Underground Metropolitan Line platforms. Ventilation and emergency intervention facilities will be incorporated into the new ticket hall box. There will be a tunnelled pedestrian connection between the Crossrail platforms and the Northern line platforms.
- 12.5.8 The Crossrail ES contains an illustration of the Moorgate development. This shows a six storey or 28metre high development. Construction of this type of development would take approximately 18 months including internal fit-out and; it would be feasible to start construction of this type up to 28 months before the start of the first revenue service.

Temporary Works

- 12.5.9 The extent of the works site covers the block bound by Moorgate and Moorfields. During the construction phase there will be a requirement to use part of Moorgate for piling activities.
- 12.5.10 Part of the eastbound carriageway of London Wall will be required for construction activities and as a lorry holding area.
- 12.5.11 Close to the Moorgate Box worksite, Fore Street and part of Moorgate will be closed during construction. In addition, there will be temporary diversions to footpaths around the site.
- 12.5.12 The construction including fit out and commissioning of Liverpool Street station will be undertaken over approximately a four year and eight month period.

Significant extant planning permissions & proposals

- 12.5.13 In this location, planning permission already exists for replacement development above the Crossrail ticket hall at 91-109 Moorgate/12-24 Moorfields. Permission was granted in 1999, and renewed on behalf of CLRLL in 2004, for a seven storey building to accommodate 265 sq.metres of retail floorspace and 6,568 sq. metres of office floorspace.

Assessment of Impacts

Transport & Traffic Management

- 12.5.14 As stated in the general Corporation policy assessment, the proposals accord with UDP policy by making provision for substantial new public transport infrastructure. In particular, the proposals will increase capacity

and relieve congestion at Liverpool Street and Moorgate stations. Liverpool Street is a major terminus station that serves east London, Essex and beyond. Liverpool Street is a major interchange point for main line and Underground services. Rail passengers at Liverpool Street will benefit from overall improvements in journey times and increased interchange opportunities. This accords with policies S33, 34, T5, T6 of the saved UDP. The proposals accord with policies STRAT 9A, 9B, 9C and TRANS1 of the UDP, policies 3C9, 3C11 and 3C12 of the London Plan and policies 4C2, proposals 4C13 and 4Q2 of the Mayor's Transport Strategy.

- 12.5.15 The works to construct Moorgate ticket hall will result in the partial closure of Moorfields and lane closures in Moorgate at various stages of the works. The resultant diversions will cause significant delays for drivers and this impact will be compounded by the works in Aldersgate Street unless these works can be programmed to occur at different times. The proposals are therefore in conflict with policies TRANS11 and 13 of the UDP during the construction phase.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 12.5.16 As explained in the Corporation-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties will be affected by such impacts as follows: -

§ London Metropolitan University;

§ Dental Practice

§ Medical Direct Clinic

- 12.5.17 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.

- 12.5.18 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 12.5.19 The Crossrail ES concludes that the proposed ticket hall and vent shaft will be significantly detrimental to the values of historical and architectural quality embodied in the existing and surrounding buildings. The proposals are therefore contrary to policies ENV1 (New Development) and ENV8 (Street Scene) of the UDP.

- 12.5.20 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Historic Environment

- 12.5.21 There will be significant adverse temporary and permanent impacts on the setting of the Grade II* listed 1-6 Finsbury Circus, and the Grade II listed buildings 87 Moorgate/8 Moorfields, 76-92 Moorgate (even) (City of London Polytechnic) and 137-141 Moorgate. The proposals are in conflict with policy ENV18 (Settings of Listed Buildings) of the UDP.

- 12.5.22 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Land Use

- 12.5.23 Moorgate is one of five principal shopping centres in the City of London. The Corporation seeks to maintain a predominance of retail uses within Use Class A1 at street level.
- 12.5.24 The proposals will result in the permanent loss of retail uses within the Principal Shopping Centre at Moorgate to construction the ticket hall and associated facilities.
- 12.5.25 The loss of street frontage will have a significant adverse impact on the vitality and viability of the centre and is therefore contrary to policies ECON5, SHOP5 and 6 of the UDP. This impact can be mitigated either through the implementation of the existing planning permission for replacement development (see para. 14.5.13) or in any subsequent application.
- 12.5.26 The proposals will result in the loss of offices without replacement. Policy ECON4 of the UDP permits a change of use from offices “where appropriate”. The UDP expands on the circumstances where a change of use may be appropriate. Paragraph 2.25 of the UDP states that: “*The Corporation will permit changes of use from offices to other uses which accord with the economic activity and environmental quality aims of the Plan, provided that they do not jeopardise large office development potential and provided that the resultant mix of uses would not produce unacceptable amenity conflicts*”. The loss of office floorspace in this location is not contrary to policy and it is likely that replacement development on this site will include offices.

12.6 Finsbury Circus Worksite (Route Window C7)

Significant Characteristics of Site and Surrounding Area

- 12.6.1 The worksite is within a small park in the financial district of the City of London.
- 12.6.2 Finsbury Circus is an oval garden comprising a bowling green, a Grade II Listed gazebo, pavilion, and bandstand. Part of the oval is lined by mature plane trees. It is well used by office workers during weekday summer months.
- 12.6.3 The Circus is surrounded by substantial historic buildings many of which are statutorily listed. Most are in office or institutional use
- 12.6.4 The entire Circus is within the Finsbury Circus Conservation Area and the gardens are on the Statutory List of Registered Parks and Gardens.

Overview of proposals

- 12.6.5 The majority of Finsbury Circus is required as a major works site to construct the Liverpool Street station.
- 12.6.6 Finsbury Circus will be re-instated upon completion of the construction of the station.

Permanent Works

- 12.6.7 There are no permanent works at Finsbury Circus.

Temporary Works

- 12.6.8 A temporary access shaft will be formed at Finsbury Circus and will take place during the first year of construction. Access tunnels will be excavated from the shaft for construction of the platform tunnels, and these will subsequently be cleaned out and lined, taking approximately three years after which the temporary shaft will be filled in and the park reinstated.
- 12.6.9 Finsbury Circus worksite: bounded by Finsbury Circus. The pavilion at Finsbury Circus gardens will be demolished to allow space for the main worksite which will be used to construct the station. On completion, a replacement pavilion will be provided.

Significant extant planning permissions & proposals

- 12.6.10 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

- 12.6.11 No significant adverse temporary or permanent traffic and transport impacts are predicted and consequently there will be no temporary or permanent conflict with planning policy.

Amenity (eg: Noise, Vibration, Air Quality)

- 12.6.12 After the mitigation measures set out in Appendix B1 of the Crossrail ES there are no significant residual adverse construction noise impacts at these works sites.
- 12.6.13 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 12.6.14 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 12.6.15 As stated above, the pavilion will need to be demolished to accommodate the works site.
- 12.6.16 The pavilion will be re-constructed upon completion of the works as part of a restoration plan for the gardens. It is proposed that the design of the pavilion will be agreed with English Heritage and the Corporation of London in accordance with policy ENV1 of the UDP.

Historic Environment

- 12.6.17 The proposals will result in dismantling the gazebo and bowling pavilion and its re-instatement upon completion of the construction works. This is a Grade II listed building.
- 12.6.18 In policy terms, there is a general presumption in favour of the retention of listed buildings (paragraph 3.3, PPG15; policy ENV15 of the UDP). The Crossrail ES has concluded, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation and of the affected buildings in some form is not possible or suitable, and that Crossrail will

produce substantial transport benefits for the community that would decisively outweigh the loss result from demolition. Moreover, the re-instatement of the building will ensure that the historic fabric is largely preserved in the long term. As such, it is considered that whilst there will be a temporary conflict with planning policy, the proposals will not conflict with policy ENV15 of the UDP in the long term.

- 12.6.19 The construction compound in Finsbury Circus will have an adverse impact on the setting of surrounding listed buildings including Britannic House, Salisbury House, London Wall Buildings and 16-18 Finsbury Circus. This is contrary to policy ENV18 of the UDP.
- 12.6.20 The proposals will also result in the felling of four trees to enable the construction of the station. One further specimen is considered to be at risk. The Crossrail ES has assumed that all five trees at risk will need to be removed. This is contrary to policy ENV9 of the UDP which seeks to safeguard all trees in conservation areas.
- 12.6.21 The built environment specialists have concluded that the removal of the gazebo and demolition of the pavilion buildings will be a particularly significant temporary impact on townscape character, on Finsbury Circus gardens and the character and appearance of the Finsbury Circus Conservation Area. However, since it is proposed to re-instate the building and the gardens, no long term townscape and visual impacts are predicted even though the replacement trees will not completely restore the symmetry and degree of enclosure provided by the existing mature trees. Nevertheless, during the construction phase, the proposals will be contrary to policy ENV12 of the UDP.
- 12.6.22 The proposals would have a significant adverse temporary impact on the open space, routes through the city and the Registered Historic Garden at Finsbury Circus contrary to policies ENV4, ENV5 and ENV19 of the UDP.

Open Space

- 12.6.23 The proposals will result in the temporary closure of a large part of the open space at Finsbury Circus and this has been identified as a significant temporary community impact in the ES. It is also contrary to policy REC1 which resists the loss of open space and policy REC4 which resists the loss of recreation and sports facilities. Since Finsbury Circus will be re-instated, there will be no permanent conflict with planning policy. Additionally, the conflict with policy REC4 may be partly mitigated by an agreement between the Corporation of London and the London Borough of Islington to use the nearby green at Finsbury Square during construction works.

12.7 Blomfield Street Worksite (Route Window C7)

Significant Characteristics of Site and Surrounding Area

- 12.7.1 This site is within the centre of London's financial district. As such, most of the buildings in Blomfield Street and surrounding area in office use. There is particularly high footfall in this area because of its close proximity to Liverpool Street station and the large number of large office buildings

including the Broadgate complex. Many of the buildings fronting Blomfield Street to the north and in Liverpool Street are in retail use at street level.

- 12.7.2 The property comprises offices at ground floor plus six storeys. There is a wine bar in the basement that is accessible from Blomfield Street. There is a subsidiary access to the office building from the rear in Broad Street Avenue.
- 12.7.3 The site is bound to the north by the cut and cover tunnel of the Metropolitan and Circle LUL line. To the east, south and west of the site lie further office buildings. Liverpool Street station and the Broadgate complex lie a short distance to the north and Finsbury Circus a short distance to the west. The building can be viewed from Finsbury Circus.
- 12.7.4 The site lies in, but on the edge of the Finsbury Circus Conservation Area.

Overview of proposals

- 12.7.5 A ventilation shaft and Emergency Intervention Point is proposed at Blomfield Street. A general description of the requirement for such facilities along the tunnelled section of the route is provided in Section 2 of this report. Part of the site will be cleared and set aside for future development.

Permanent Works

- 12.7.6 At 11-12 Blomfield Street, a new 37 m deep box will be sunk to provide ventilation, escape and EIP facilities to the Crossrail station tunnels. The surface structure will comprise a 28 m high operations building on the rear part of the site. A 28 m high ventilation stack will be provided.
- 12.7.7 The Crossrail ES contains an illustration of the Blomfield Street development. This shows a six storey or 24metres high development. Construction of this type of development would take approximately 18 months including internal fit-out and; it would be feasible to start construction of this type up to 35 months before the start of the first revenue service.

Temporary Works

- 12.7.8 The works site comprises 11-12 Blomfield Street plus an area of rail land in the cutting of the Metropolitan, Hammersmith and City and Circle London Underground lines immediately to the north.
- 12.7.9 A worksite is proposed in Liverpool Street to enable the construction of the passageway box that will connect the existing Liverpool Street LUL station to the Crossrail Liverpool Street station. The existing London Underground Station Liverpool Street ticket hall will be re-configured during these works. This will take approximately three years and require traffic and pedestrian restrictions in Liverpool Street.

Significant extant planning permissions & proposals

- 12.7.10 There are no significant extant planning permissions for development in this location.

Assessment of Impacts

Transport & Traffic Management

- 12.7.11 No significant adverse temporary or permanent traffic and transport impacts are predicted and consequently there will be no temporary or permanent conflict with planning policy.

Amenity (e.g.: Noise, Vibration, Air Quality)

- 12.7.12 As explained in the Corporation-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in Liverpool Street will be affected by such impacts as a result of the Liverpool Street worksite.
- 12.7.13 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 12.7.14 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

Design

- 12.7.15 The new development comprises a single storey double height operational accommodation covering the rear part of the site with a single storey entrance/exit structure on part of the Blomfield Street frontage. The new void will require the adjacent buildings at 8-10 Blomfield Street and 46 New Broad Street to be shored. The void and the vertical vent shaft to the rear will create a discontinuity in the streetscape. The proposals are therefore contrary to policies ENV1 (New Development) and ENV8 (Street Scene) of the UDP.
- 12.7.16 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building.

Historic Environment

- 12.7.17 The proposals will result in the demolition of 11-12 Blomfield Street which lies within the New Broad Street Conservation Area. The Crossrail ES considers that the building makes a positive contribution to the character and appearance of the New Broad Street Conservation Area and Finsbury Circus Conservation Area to the west.
- 12.7.18 In policy terms, there is a general presumption in favour of the retention of buildings that make a positive contribution to the character and appearance of a conservation area (paragraph 4.27, PPG15; policy ENV11 of the UDP). The Crossrail ES has concluded, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation and of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss result from demolition.
- 12.7.19 The proposed development will have a significant adverse impact on the character of the local townscape and on the character and appearance of the New Broad Street Conservation Area as a whole. There will be a significant permanent impact on the setting of the listed buildings at 22-23 Blomfield Street. The proposals are therefore contrary to policies ENV12 and ENV18 of the UDP.
- 12.7.20 It is considered that the impact can be mitigated by the provision of a replacement building.

Land Use

12.7.21 The proposals will result in the loss of offices without replacement. Policy ECON4 of the UDP permits a change of use from offices “where appropriate”. The UDP expands on the circumstances where a change of use may be appropriate. Paragraph 2.25 of the UDP states that: *“The Corporation will permit changes of use from offices to other uses which accord with the economic activity and environmental quality aims of the Plan, provided that they do not jeopardise large office development potential and provided that the resultant mix of uses would not produce unacceptable amenity conflicts”*. The loss of office floorspace in this location is not contrary to policy and it is likely that replacement development on this site will include offices.

12.8 Summary of Significant Planning Policy Benefits and Conflicts within Corporation Route Section

12.8.1 The proposals give rise to the following significant temporary planning policy benefits and conflicts during construction: -

- § **Traffic and pedestrian movement** – the proposals are potentially in conflict with UDP policies that seek to protect road users including buses and cyclists and pedestrians as result of the works in the Moorgate and Aldersgate Street area
- § **Noise** – the proposals are in conflict with policies to minimise the impact of construction and demolition works on local amenity
- § **Listed Building Demolition** – the proposals will require the Grade II listed gazebo in Finsbury Circus to be dismantled during the construction of the Liverpool Street station contrary to policy, although the structure will be re-instated upon completion of the works
- § **Setting of Listed Buildings** – the proposals will adversely harm the setting of a number of listed buildings during construction works at Farringdon, Aldersgate Street, Moorgate, Finsbury Circus and Blomfield Street
- § **Character and appearance of Conservation Areas** – the proposals will adversely harm the character and appearance of the Finsbury Circus Conservation Area (Finsbury Circus and Moorgate worksites) and the New Broad Street Conservation Area (Blomfield Street worksite)
- § **Loss of open space and recreational facilities** – the proposals will result in the loss of the Finsbury Circus bowling green during the construction of the Liverpool Street station

12.8.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -

- § **Transport** – the proposals will significantly improve public transport infrastructure at Liverpool Street which is supported by planning policy
- § **Setting of Listed Buildings** – the proposals will adversely harm the setting of a number of listed buildings as a result of the permanent

development at Farringdon, Moorgate and Blomfield Street although this may be mitigated or reduced by replacement development

- § **Conservation Area Demolition** – the proposals will result in the demolition of an unlisted building at Blomfield Street that makes a positive contribution to the character and appearance of a conservation area contrary to policy although this may be mitigated or reduced by replacement development
- § **Loss of Protected Land Uses** – the proposal will result in the permanent loss of offices, retail and hotel uses that are protected by planning policy although this may be mitigated by replacement development
- § **Loss of trees** – the proposals will result in the loss of several mature trees in Finsbury Circus which is contrary to policy