

Committee(s):	Date(s):	Item no.
Planning and Transportation Committee	2 nd February 2010	
Policy and Resources Committee	11 th February 2010	
Subject: Crossrail Update	Public	
Report of: City Planning Officer	For Decision	
<p><u>Summary</u></p> <p>This report provides an update of the progress of the Crossrail project and provides details of planned works within the City of London. The report also details the liaison and consultation arrangements established between the City Corporation and Crossrail in order to facilitate the works and mitigate their impact on City residents and businesses.</p> <p>Recommendations</p> <p>I recommend that:</p> <ul style="list-style-type: none"> • Members note the content of this report • The City Surveyor and Comptroller and City Solicitor be authorised to take such steps related to the processing of compulsory purchase orders (including securing proper and prompt compensation or other mitigation measures), the completion of Settlement Deeds to monitor and mitigate ground settlement impacts, and other measures to secure protective arrangements as they may consider appropriate 		

Main Report

Background

1. The City Corporation has been a long-standing supporter of Crossrail and agreed last year to support a financial contribution to the project of £350m comprising £200m from the City's own funds and £150m to be raised from

businesses across London. Royal Assent was given to the Crossrail Act in July 2008 giving Crossrail Ltd the authority to build the railway. Construction works commenced at Canary Wharf and Tottenham Court Road stations in May 2009, with main construction works due to begin in 2010 and the railway to be operational in 2017.

Programme Update

2. Crossrail has now moved into the delivery phase and the organisation has been revamped to reflect this change. New senior figures have been employed including Rob Holden (Chief Executive – formerly London and Continental/Eurostar), Terry Morgan (Chairman – formerly Tube Lines) and Andy Mitchell (Programme Director – formerly Network Rail Thameslink Programme). A Programme Partner (Transcend a consortium of AECOM, CH2M Hill and Nichols Group) has been appointed, and a Project Delivery Partner (Crossrail Central, a consortium of Bechtel, Halcrow and Systra) has also been appointed who will be responsible for delivering the central section and will manage the day-to-day workings of the project.
3. A total of 24 design contracts have been awarded to Framework Design Consultants including Scott Wilson (Farringdon station) and Mott MacDonald (Liverpool Street station). The contracts for the tunnelling have been awarded to Mott MacDonald (sprayed concrete lining tunnels) and Arup (bored tunnels).
4. Demolition and site facilities contracts are also due to be tendered shortly.
5. The main works within the City comprise the construction of Liverpool Street and Farringdon stations and the two running tunnels with the rails at a depth of about 12 to 42 metres below street level. The large diameter station tunnels which contain the station platforms will be constructed first and will subsequently be linked together by tunnel boring machines (TBMs) which will construct the running tunnels. Two TBMs (one for each running tunnel) will commence at Royal Oak and head eastwards to Farringdon and a further two will commence at the Limmo Peninsula and head westwards to Farringdon, where the TBMs will be dismantled and removed from the tunnels. Spoil from station construction will be removed from worksites by lorry whereas that from construction of the running tunnels will be transhipped from the tunnel portals at Royal Oak and Limmo Peninsula.

6. The station construction programme is as follows:

	Enabling works	Main construction	Completion
Farringdon station	July 2009	Early 2010	2017
Liverpool Street station	Late 2010	Late 2011	2016

7. The tunnel construction programme is as follows:

	Start works	TBM launch	Completion
Royal Oak – Farringdon tunnels	Early 2010	Late 2011	2013
Limmo Peninsula – Farringdon tunnels	Late 2010	Late 2011	2014

8. A number of properties (at Blomfield Street, Moorfields, Old Broad Street and Finsbury Circus) are being acquired for the Liverpool Street works, as is property at Farringdon (Charterhouse Square, Lindsey Street and Long Lane). Acquisitions are expected to take place between December 2009 and March 2010, with demolitions following between April and September 2010. Property implications are considered in more detail later in this report.
9. Various changes to the designs put forward at the Bill stage are being considered by Crossrail as a result of ‘value engineering’ assessments. These include revised proposals for the Moorgate entrance to Liverpool St station (integrating the Crossrail ticket hall with the current LUL ticket hall) and changes to the Broadgate ticket hall at Liverpool Street (see paras 25-31 for details). At Liverpool Street, a pipe subway on the south side of Liverpool Street would lessen the difficulties of utility diversions and avoid the need for works to the roof of the LUL tunnel. The designs for Farringdon are likely to be slightly altered rather than dramatically changed but it may be possible to reduce the need for properties in Charterhouse Square.

Funding

10. The European Investment Bank has agreed to loan TfL £1bn towards funding Crossrail and the Mayor of London is currently consulting on a

proposal to raise the Business Rate Supplement to finance around £4.1bn of the cost of Crossrail.

11. A major unknown is the attitude of any future Government to the continued funding of Crossrail though both Labour and Conservative politicians have expressed their support for the project. Treasury Budgetary Review Point 3 will be reached early next year, while Review Point 4 is scheduled for late 2010. At this point, the major delivery contracts will start to be awarded. In terms of the overall programme, Crossrail are still working towards the opening of the railway in 2017.

Consents

12. The Crossrail Act gives the nominated undertaker deemed planning permission for the authorised works, subject to conditions set out in Schedule 7, which requires additional plans and specifications for the design to be approved by relevant local planning authorities. Over-site development, such as above the new Farringdon East station entrance in Lindsey Street, is not covered by the Act and will be subject to the normal planning approval process.
13. The Schedule 7 submission for advance works pertaining to Liverpool Street station was approved in May last year; the Heritage Deed for Finsbury Circus has also been approved. The Lorry Routes submission covering the whole of the City has also been approved, as has the S7 for advance works pertaining to the Farringdon eastern ticket hall.
14. The S7 for Broad Street Avenue is expected to be submitted in late 2009/early 2010. The S7s for the Broadgate ticket hall; the Blomfield Street box specifications; Finsbury Circus; and Moorfields are all anticipated for submission in early 2010. The Smithfield Market Heritage Deed and the Lindsey Street S7 are expected to be submitted in Spring 2010.
15. LB Islington has granted planning permission for a combined Crossrail/Thameslink ticket hall at Farringdon (west).

Enabling Works

16. The majority of enabling works in the City will take place in 2010. This consists of three main elements: demolitions; utility diversions; and site preparation. Preliminary trial trenches and bore holes have been undertaken at various locations in the City. Works are also required at other sites outside the City's boundaries but in which the City has interests such as Billingsgate. Officers have had significant input to date in ensuring that the

City's interests are protected and adverse impacts mitigated as far as possible.

Construction Work Sites

17. The following worksites are required for the construction of Farringdon station:

- Lindsey Street – The main eastern worksite is located between Lindsey Street and Hayne Street, extending over Hayne Street and including 33-37 Charterhouse Square. It will be used for the demolition of the southern span of Hayne Street Bridge and will eventually form the location of the Lindsey Street ticket hall.
- Smithfield Market Basement – This worksite is located in the basement level of the Smithfield East Market site. It will be used for the construction of the escalator box at the eastern end of the station.
- Cardinal House Access – The main worksite for the western ticket hall is located in Islington but vehicular access will be provided from West Smithfield in the City.

18. The following worksites are required for the construction of Liverpool Street station:

- Moorgate – This site extends southwards from Moor Place to 87 Moorgate and is bounded by Moorgate in the east and 21 Moorfields in the west. It will be used for the construction of the western ticket hall and the escalator shaft to platform level and to construct the Northern line link subway.
- Finsbury Circus – The pavilion and bowling green will be removed to allow space for a worksite which will be used to construct the station platform tunnels. On completion the Gardens will be reinstated.
- Liverpool Street – Located in the section of Liverpool Street between Old Broad Street and Blomfield Street, this worksite will be used to construct the escalator shafts and subways between the platforms and the existing London Underground ticket hall and for the construction of the new Broadgate ticket hall.
- Blomfield Street – This worksite is on the site of 11/12 Blomfield Street (Bellcourt House). It will be used for the construction of a ventilation and emergency escape shaft.

Farringdon station

19. The station will include two ticket halls with the eastern hall located within the City at Lindsey Street and the western hall (shared with Thameslink) located at Cowcross Street in the London Borough of Islington. The eastern ticket hall will also provide a second entrance to London Underground's Barbican station.
20. The eastern ticket hall will require the demolition of 33-37, 54, 56 and 58-64 Charterhouse Square, 3, 8-10 Hayne Street; 2a, 3, 4 and 5 Lindsey Street (including Smithfield House and Lindsey Hotel), and 20-23 Long Lane. There are ongoing discussions concerning the basement tunnel.
21. The entrance to the eastern ticket hall will be via a double height space, occupying most of the frontage on Long Lane and part of the frontage on Lindsey Street. The remaining frontage will be formed by future over-site development. Part of the frontage is also required for the discharge of Smithfield Market car park ventilation and escape stair.
22. Access to the platforms will be by means of escalators and there will be a number of lifts to provide DDA compliant access to the Crossrail platforms and the London Underground platforms at Barbican station. The City's Access Group has been in discussion with Crossrail about the most appropriate options for providing DDA access at this station.
23. Preliminary discussions have commenced with Crossrail about the need for complementary measures such as improved crossing facilities and streetscape improvements to handle the projected increase in pedestrians in this area when the station opens.
24. No details of proposed oversite development have been submitted but Crossrail have been advised that it would have to have regard to the settings of the listed market buildings and the Smithfield Conservation Area.

Liverpool Street station

25. The Crossrail station at Liverpool Street will have entrances at both Liverpool Street and Moorgate.
26. The original plans for the Liverpool Street end of the station include the modification of the main London Underground ticket hall and the construction of a new Broadgate ticket hall at basement level with an entrance in front of the UBS building in Liverpool Street (west). An underground pedestrian link connects the Crossrail station with the existing

Network Rail and Underground stations, providing covered interchange between all three stations.

27. However, as part of a 'value engineering' exercise Crossrail are now considering alternative station design and entrance options in order to reduce the cost, risk and duration of works needed to relocate various London Underground assets which would be necessary in order to implement the original design. Officers have been shown alternative options for a redesigned booking hall at the Liverpool Street end of the station and the implications of these for capacity and interchange are currently being assessed.
28. The original plans for Moorgate provide for a new basement level ticket hall next to the existing Moorgate LU station with three street-level entrances. As a result of 'value engineering' Crossrail are now considering the provision of a single new entrance combined with the existing London Underground entrance on the west side of Moorfields. An initial assessment of the Moorgate proposals suggests that they will result in the better integration of the Crossrail and Underground stations but further evidence is awaited from Crossrail to demonstrate that the station will have adequate capacity to cater for anticipated passenger numbers.
29. The proposals at Moorgate will require the relocation of the Keats Place footpath and revised access arrangements to Moorfields Highwalk. The relevant land is subject to compulsory acquisition measures and the issues are summarised at Appendix B.
30. No details of the proposed oversite development have been put forward at this stage. Crossrail have been advised that any proposed development would have to take account of the settings of the adjacent listed buildings and Finsbury Circus Conservation Area and possible effects on the Barbican, including the need for suitable access to Moorfields Highwalk.
31. At the time of preparing this report, Crossrail have not finalised their proposals for Liverpool Street Station and officers are seeking further clarification of the implications of the proposed changes in order to assess their impact on the City. Further details will be provided to the Committees as they become available.

Property Implications

32. The City's property interests that are affected by Crossrail works are, in broad terms, as follows (from West to East) :

- a) substantial works are proposed around Bond Street Tube Station. Some 59 City owned properties between the station and Hanover Square are contained in the areas deemed to be 'acquired or used'.
 - b) at Smithfield there will be below ground worksites and land at Lindsey Street is being compulsorily purchased and demolished in connection with the construction of a new ticket hall;
 - c) the proposed route passes under the Barbican Estate, lakes and Barbican Centre.
 - d) at Moorgate works are being carried out to accommodate Liverpool Street Crossrail Station works including a new ticket hall, and for a worksite.
 - e) Finsbury Circus is to be a major work site. The Pavilion Wine Bar is to be demolished and the Bowling Club relocated.
 - f) 11/12 Blomfield Street (Bell Court House) is being compulsorily acquired for a ventilation and emergency escape shaft.
 - g) A number of other properties, mainly along New Broad Street, will sit above below ground tunnels
 - g) old Spitalfields Market, and the London Fruit and Wool Exchange have the proposed route run beneath them;
 - h) at New Billingsgate space has been taken as a working site and access;
33. It should be noted that a significant number of City investment properties do not fall directly within the above sites but within their vicinity, and in many cases this is having adverse impacts on their investment value while the project is under construction. The above-ground buildings in the City (both private and City-owned) which are to be altered or demolished are set out in Appendix A to this report.
34. As regards the City-owned properties in respect of which compulsory acquisition is in hand at the time of writing this report, the affected sites and relevant issues arising are set out in Appendix B to this report. It will be noted that compulsory acquisition steps have now been taken by Crossrail which will allow Crossrail to acquire the City's property interests at Keats Place, Moorfields Highwalk escalator, and 11/12 Blomfield Street during February and March 2010, after which possession may be taken, and, in the case of Blomfield Street, demolition commenced (subject to compliance with Control of Pollution Act requirements regarding construction works).

35. The City has substantial investment property holdings in and around Finsbury Circus and Blomfield Street, on both the City's Estate and Bridge House Estate, which will be affected by Crossrail. Some of these properties, in particular 1/5 London Wall Buildings, Finsbury House and Bell Court House are directly managed and multi-let on short term leases, many of which have break clauses, while others are let on long ground leases.
36. The Crossrail tunnels will run below a number of these properties and there may be issues with subsidence, which will require monitoring. The work site at Finsbury Circus will impact adversely on the income from these properties, particularly the directly managed ones, and the business tenants who occupy them.
37. The work site on Blomfield Street is on the site of Bell Court House, 11/12 Blomfield Street which is held by City's Estate. This property is multi-let and directly managed by the City. Crossrail has served notice on the City and its tenants of its intention to compulsorily acquire the property in February 2010 in order to demolish the existing building to construct a permanent ventilation and escape shaft in connection with the construction of Liverpool Street Station. The City has employed the services of King Sturge to advise and negotiate the claim for compensation. The building was let to 12 business tenants, who were offered assistance to find alternative accommodation and advised to seek professional representation. Most tenants have now relocated, three to other City owned properties.
38. The City of London has holdings in the Charterhouse Street area forming part of City's Estate, opposite Smithfield on the north side of the street and located in Islington. Properties where the tunnels are due to run underneath include Caxton House, the Citigen power station at 47-53 Charterhouse Street, 55 Charterhouse Street and possibly also 57-61 Charterhouse Street. Beyond monitoring for subsidence these should not be affected. Further, the City was originally put on notice that 40-42 Charterhouse Street (let on a long lease at a low fixed ground rent) was likely to be required for compulsory purchase by Crossrail, and that its contiguous neighbour 38 Charterhouse Street (a multi-tenanted property in direct management) might be affected or used as site accommodation. It has been necessary for the City to inform prospective tenants at 38 Charterhouse Street that Crossrail may affect the property. Recently Crossrail have confirmed that under the "current scheme" it is not proposed to carry out any demolition work at either 38 Charterhouse Street or 40/42 Charterhouse Street. However prospective tenants continue to be informed of the potential risk.

39. Further, the planned new Farringdon Crossrail Station, the extended capacity of the existing Farringdon Thameslink platforms, and related enabling utilities work, is on land which abuts the City's retained freehold land on the north side of Charterhouse Street, including the Citigen power station at 47-53 Charterhouse Street, 55 Charterhouse Street and 57-61 Charterhouse Street. The effect of such work should only extend to the requirement for schedules of condition to protect the City against possible damage to its existing structures, such as from the adjacent tunnelling and construction processes, and the re-routing of some existing services. As an example in December, Crossrail required work to take place at extremely short notice over Christmas to an existing sewer underneath the power station, regarding which an indemnity from Crossrail was obtained before the work could take place.
40. Crossrail are also using the basement of the General Market Building at Smithfield, which was previously part of the NCP car park, for access to their worksite at Farringdon, and ancillary contractor accommodation. This area is let to Thornfield Properties by way of a long lease, and forms part of the wider site including the remainder of the General Market and Annexe Market which is held by Thornfield pending redevelopment of the site.
41. In the West End, no City properties are currently the subject of intended compulsory acquisition, although the Crossrail route runs well beneath City properties in the South Molton Street area. However it is understood that the route of lorries servicing the tunnelling work and the new stations to be built at Tottenham Court Road and Hanover Square is a concern to tenants. The issue is being managed by Westminster as local authority.

Highways Implications

42. For each Crossrail site, various sets of works will be required covering utility diversions, building demolition, scheme construction and subsequent building development. Under the S7 arrangements, Crossrail require formal approval for certain aspects of their Construction Arrangements, including road transport, materials storage sites, screening, artificial lighting, dust suppression and the control of mud on the highway. The Highway Authority can request that these proposals be reasonably modified, if such a modification is sought to preserve the local environment or amenity, or to prevent or reduce prejudicial effects on road safety or traffic flow.
43. The Crossrail Construction Code also requires the production of a number of Management Plans by their nominated undertaker, providing details of the works to be undertaken and the likely phases of traffic management.

These will then be discussed and agreed at the local Traffic Liaison Groups (see below).

44. However, it should be noted in this context that the Crossrail Act 2008 disapplied certain parts of existing legislation that Highway Authorities typically use to control such works. This included the Highways Act 1980, the New Roads and Street Works Act 1991 and the Traffic Management Act 2004, and in so doing, the Crossrail Act empowered the nominated undertaker to temporarily and permanently affect the highway subject to the conditions set out in the Act. In particular, the nominated undertaker may:
- Stop up, alter or divert the highway;
 - For a reasonable time divert traffic from, and prevent persons passing along, any highway or part of highway;
 - Break up or interfere with any highway or part of highway.
45. In addition, the nominated undertaker or any utility undertaking enabling or diversionary works for the Crossrail scheme is exempt from the need to apply for permits to excavate the highway under the newly established London Permit Scheme.
46. Where the nominated undertaker is exercising these powers, it must consult with the highway authority, but it does not necessarily have to obtain their consent. This means that close co-ordination and co-operation with Crossrail and its nominated contractor will be essential if the impacts of their works are to be minimised, but it is also likely that any reasonable work requests made by Crossrail will be required to take priority over other similar requests by others not related to the Crossrail scheme.
47. Currently, discussions regarding the impact of the enabling, demolition and construction works are in their very early stages. However, the recently completed utility trial holes have identified that a significant amount of utility plant will need to be relocated to facilitate the works, particularly in Liverpool Street. The solution currently under discussion for this location is to construct a new underground pipe subway to take all this equipment on a permanent basis.

Environmental Implications

48. Main contractors are required to apply to the City Corporation for *Prior Consent* for Noisy Work. The application should provide detailed information on the proposed deconstruction/construction techniques for

consideration by Environmental Services. If deemed acceptable, consent may be issued. During these discussions, details should also be provided with regards to dust control across the various sites. First drafts of the applications for *prior consent* are expected to be submitted to Environmental Services imminently. Our experience so far with a similar project at Thameslink (Blackfriars) and in contact with the consultants currently acting for Crossrail is that this will involve very significant amounts of time and resource in agreeing any conditions to the prospective consent notices as well as possible legal appeals to our requests.

Liaison Arrangements

49. Now that Crossrail is moving from the planning to implementation phase there are a large number of issues requiring careful management and coordination across the City Corporation to ensure that adverse impacts are minimised and Undertakings secured to protect the City's interests are honoured, while also ensuring that the timely delivery of Crossrail is not prejudiced. For example, protective measures in respect of ground settlement need to be secured by means of various Settlement Deeds particularly in vulnerable areas in the vicinity of the tunnels. The City continues to attend the High Level Forum and the Planning Forum which deal with strategic issues and has established a series of joint liaison groups with Crossrail to deal with City-specific issues.

50. The current liaison arrangements are therefore as follows:

- High Level Forum – This group is the top tier of the project's consultative framework and is chaired by a Minister nominated by the Secretary of State for Transport. The DfT provides secretarial services and attendees include Crossrail, local authorities, representatives of the business community, environmental bodies and railway industry bodies.
- Planning Forum – This forum acts as the focus for Crossrail consultation with local planning authorities on planning matters. The group has an independent chairman and oversees the detailed project delivery, escalating matters to the High Level Forum as necessary. Attendees include Crossrail, DfT, TfL and representatives of local authorities. A number of sub-groups exist covering such matters as environmental health and heritage/design issues.
- Technical Liaison Group – The Technical Liaison Group is the main strategic coordinating group between the City and Crossrail on planning and associated technical matters. Attendees comprise representatives from Planning and Transportation (Chair, alternating with Crossrail),

DES (Highways and Environmental Health), City Surveyor (Principal Engineer), Comptroller and City Solicitors and others as necessary and convenes to meet the Crossrail team on a two monthly basis, together with additional ad hoc meetings as necessary to consider specific issues.

- Traffic Liaison Group – This group comprises representatives from DES (Highways, Chair), DES (Environmental Health), Planning and Transportation, City Surveyors (Structures), Open Spaces, Comptroller and City Solicitors and City of London Police and convenes to meet the Crossrail team and Transport for London monthly, beginning prior to major works commencing. There is a statutory requirement for Crossrail to have such regular meetings, and the areas to be covered by this group include; road closures, demolition and construction arrangements, vehicle deliveries and logistics, lorry routes, parking controls, utility and highway works and other associated traffic management issues.
- Property Liaison Team – This group comprises representatives from various sections of the City Surveyors (Chair), the Barbican Estates Office, Barbican Centre, Open Spaces, Markets, Remembrancers and the Comptroller and City Solicitors. The main focus of the group is to identify the impacts of the Crossrail development on the City Corporation's property assets and other interests such as Billingsgate and Smithfield Markets and the Barbican Centre to enable them to be mitigated and where appropriate compensation agreed. There is no statutory requirement for Crossrail to establish formal communications on this matter in the same way as planning and highways above, but Crossrail has been asked to attend regular meetings to provide information and updates. The areas for review will be as follows: timescales, compensation, access arrangements, disturbance, health and safety onsite, key points of contact, standardised approaches and updates on progress
- Promotion, Communication Group – The focus of this group is to review how the City Corporation responds in terms of promoting the future delivery of Crossrail including engagement at various high level events. The group will seek to ensure effective stakeholder consultation relating to the ongoing delivery of the project for both City businesses and residents and will also discuss promotional activities and key messages the City Corporation needs to be putting across. The focus of this will be to pursue a Corporation communication strategy for City stakeholders to include information events, liaison groups and dissemination of information through the various City Corporation

media channels available. This group will seek to meet with the Crossrail Community Relations Team. Representation on this group comprises PRO (Chair), Planning and Transportation, City Surveyors (CPAT) and the Barbican Estate Office.

- Senior Officer Group - The Chairman of each of the groups meet quarterly and as necessary to discuss outputs and to ensure a joined up approach to how the City Corporation responds on key matters.

Operational Resource Implications

51. Due to the number and complexity of cross-cutting issues, the range of undertakings, agreements and other commitments to be monitored, and the tight deadlines imposed by various statutory and contractual procedures (such as CPOs and Settlement Deeds) consideration is being given to the need for more regular senior liaison and project management. To date significant officer input across several departments has been required to respond to Crossrail's requirements within their accelerated timetable with inevitable resource implications.

Consultation

52. The City has hosted two recent briefings, one for City businesses (21st September 2009) and one for City residents (4th November 2009), at which senior members of the Crossrail team gave an update on the project and answered questions from members of the audience. It is intended that similar events will be held as the project progresses.
53. The Farringdon Community Liaison Forum is now well established and it is expected that a Liverpool Street Forum and a Barbican Area Forum will be formed shortly to provide the opportunity for business and residents representatives to meet with Crossrail on a regular basis.
54. Crossrail briefed the Markets Committee (7th October 2009) about issues at both Smithfield and Billingsgate and met the Barbican Association on 28th September.
55. Crossrail also attended a meeting with the City's Access Group in October 2009 at which the design of the new stations was discussed.

Legal Implications

56. These are incorporated in the body of the report and Appendices.

Strategic Implications

57. Crossrail is a key project that will assist in achieving parts of the City's Community Strategy including the themes of "protects, promotes and enhances our environment" and "is competitive and promotes opportunity".
58. Crossrail relates to the following key objective in the Planning and Transportation Departmental Business Plan – "To seek, promote and advocate improvements to the transport infrastructure serving the City and London to ensure it remains a competitive international financial, maritime business centre".

Consultees

59. The Town Clerk, Comptroller & City Solicitor, City Surveyor, Director of Environmental Services and Remembrancer have been consulted in the preparation of this report.

Appendices:

Appendix A – Above ground buildings in the City (both private and City owned) which are to be altered or demolished.

Appendix B – City owned properties being acquired by compulsory purchase for Crossrail as at 06/01/2010

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APPENDIX A –

ABOVE GROUND BUILDINGS IN THE CITY (BOTH PRIVATE AND CITY OWNED)
WHICH ARE TO BE ALTERED OR DEMOLISHED

Listed Buildings		
Location	Grade	Description
Smithfield Meat Market, West Smithfield	II	Breaking out of modern brickwork in arcades and removal of plant works in basement level in order to open storage space and access route.
Gazebo, Finsbury Circus	II	Removed and stored during the use of Finsbury Circus as a worksite. To be reinstated on completion of works.

Unlisted Buildings in a Conservation Area	
Location	Description
The Pavilion at Finsbury Circus	Demolition of building for the use of Finsbury Circus as a worksite
11-12 Blomfield Street	Demolition of building
33-35 Charterhouse Square	Demolition of building
36-37 Charterhouse Square	Demolition of building
54 Charterhouse Square	Demolition of building
56 Charterhouse Square	Demolition of building
58-64 Charterhouse Square	Demolition of building
Smithfield House	Demolition of building
3 Hayne Street	Demolition of building
8-10 Hayne Street	Demolition of building
South Span of Hayne Street Bridge	Demolition of structure
Signal Box Adjacent to Hayne Street Bridge	Demolition of building

Buildings neither Listed nor in a Conservation Area	
Location	Description
91-109 Moorgate (former AMRO Bank building)	Demolition of building to accommodate works at Liverpool Street Crossrail station
20-23 Long Lane	Demolition of building
21 Moorfields	Partial demolition of buildings to accommodate works at Liverpool street station (full extent still to be determined).

APPENDIX B –

CITY OWNED PROPERTIES BEING ACQUIRED BY COMPULSORY PURCHASE FOR
CROSSRAIL AS AT 06/01/2010

SITE DESCRIPTION	STAGE IN PROCESS / TIMETABLE	ISSUES
11 – 12 BLOMFIELD STREET (BELLCOURT HOUSE)	General Vesting Declaration (GVD) made on 07/12/09 Possession due to be taken on 08/02/10	<ul style="list-style-type: none"> - Site in conservation area - Arrangements for replacing the building contained in Heritage undertaking
AREA AROUND MOORGATE STATION - KEATS PLACE	GVD in respect of various privately-owned sites also including CoL Public footpath known as “Keats Place” made on 02/12/09. Possession due to be taken on 01/3/10	<ul style="list-style-type: none"> - Arrangements to relocate Keats Place are under discussion. Permanent closure of Keats Place will require CoL to make a Stopping-Up Order.
AREA AROUND MOORGATE STATION – INCLUDING ESCALATOR ACCESS FOR CITY WALKWAY AND MOORFIELDS HIGHWALK	Notice to Treat and Notice of Entry served 30/11/09. Possession due to be taken on 30/02/10	<ul style="list-style-type: none"> - City Walkway remains subject to public access requirement unless rescinded or altered by CoL - Crossrail have given an undertaking to use reasonable endeavours to provide and protect continuous pedestrian access to Moorfields Highwalk - Clarification of arrangements to retain access has been sought.
SMITHFIELD – LINDSEY HOTEL AND ADJOINING BUILDINGS	Notice of Intention to make GVD served on 19/11/09 (see below)	<ul style="list-style-type: none"> - Hotel let and used as hostel for temporary accommodation for homeless persons, some of whom are placed by the City. Discussions ongoing to resolve re-housing issues and compensation concerns unforeseen by

		Crossrail and causing consequential delay to Crossrail programme..
SMITHFIELD CAR PARK -- EMERGENCY STAIRCASE/PLANTROOM BENEATH 3/4 LINDSEY STREET	Notice of Intention to make GVD served on 19/11/09 (includes privately owned land at Charterhouse Street, Lindsey Street, Long Lane and Hayne Street)	<ul style="list-style-type: none"> - Crossrail undertook NOT to permanently acquire main area of Smithfield car park. - Arrangements to relocate plant and access to enable continued operation of car park are being discussed.
FINSBURY CIRCUS WINE BAR	Notice to Treat and Notice of Entry served on Wine Bar as lessee. Possession to be taken on 04/03/10	
FINSBURY CIRCUS BOWLING CLUB		