



Planning Applications Sub-Committee

PRESENTATION PACK – Liverpool Street Station

Date: TUESDAY, 10 FEBRUARY 2026

Time: 1.45 pm

Venue: LIVERY HALL, GUILDHALL

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

Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 3 - 156)

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Liverpool Street Station, London, EC2M 7PY

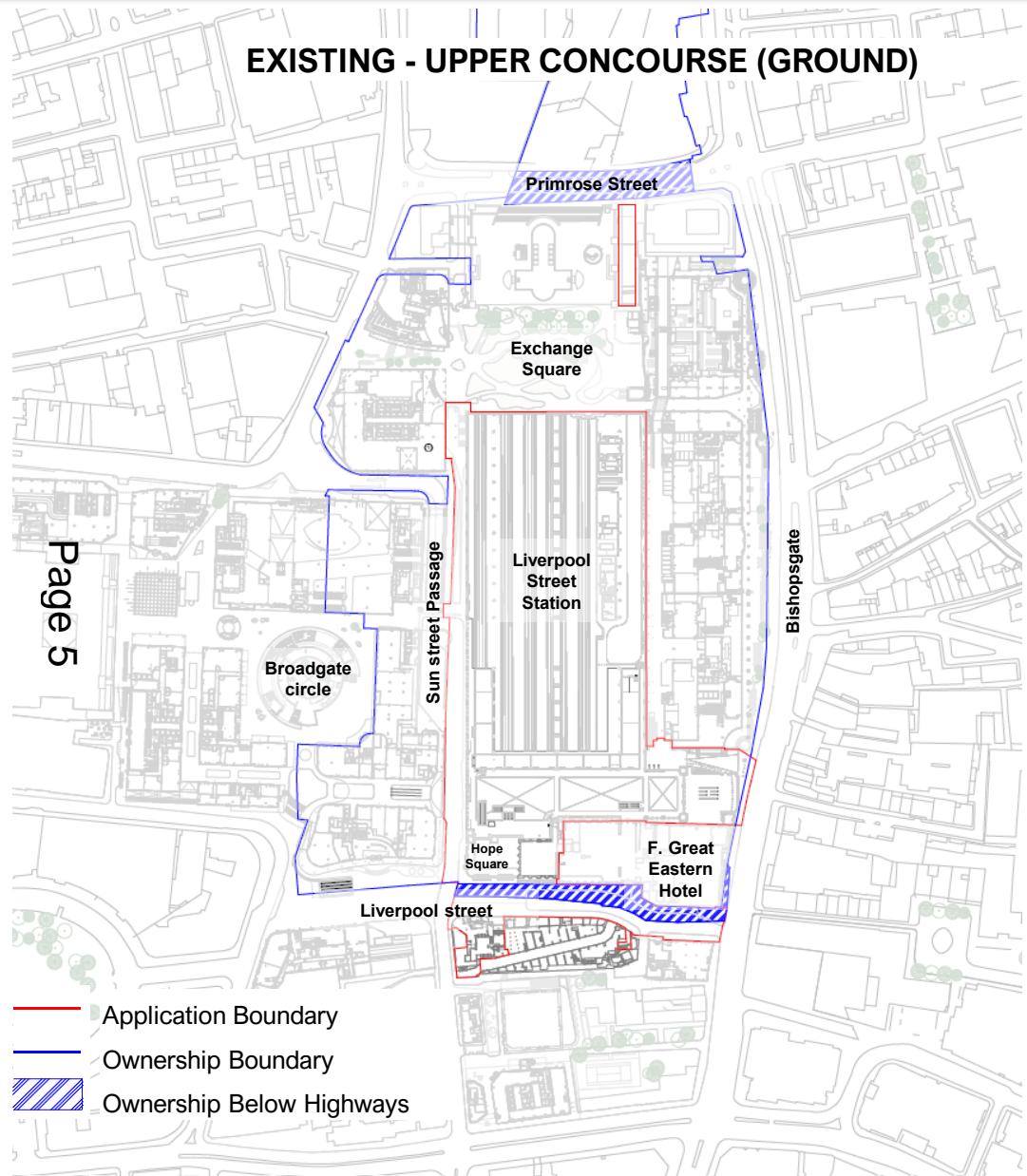
Planning Applications Sub Committee

10th February 2026

Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY



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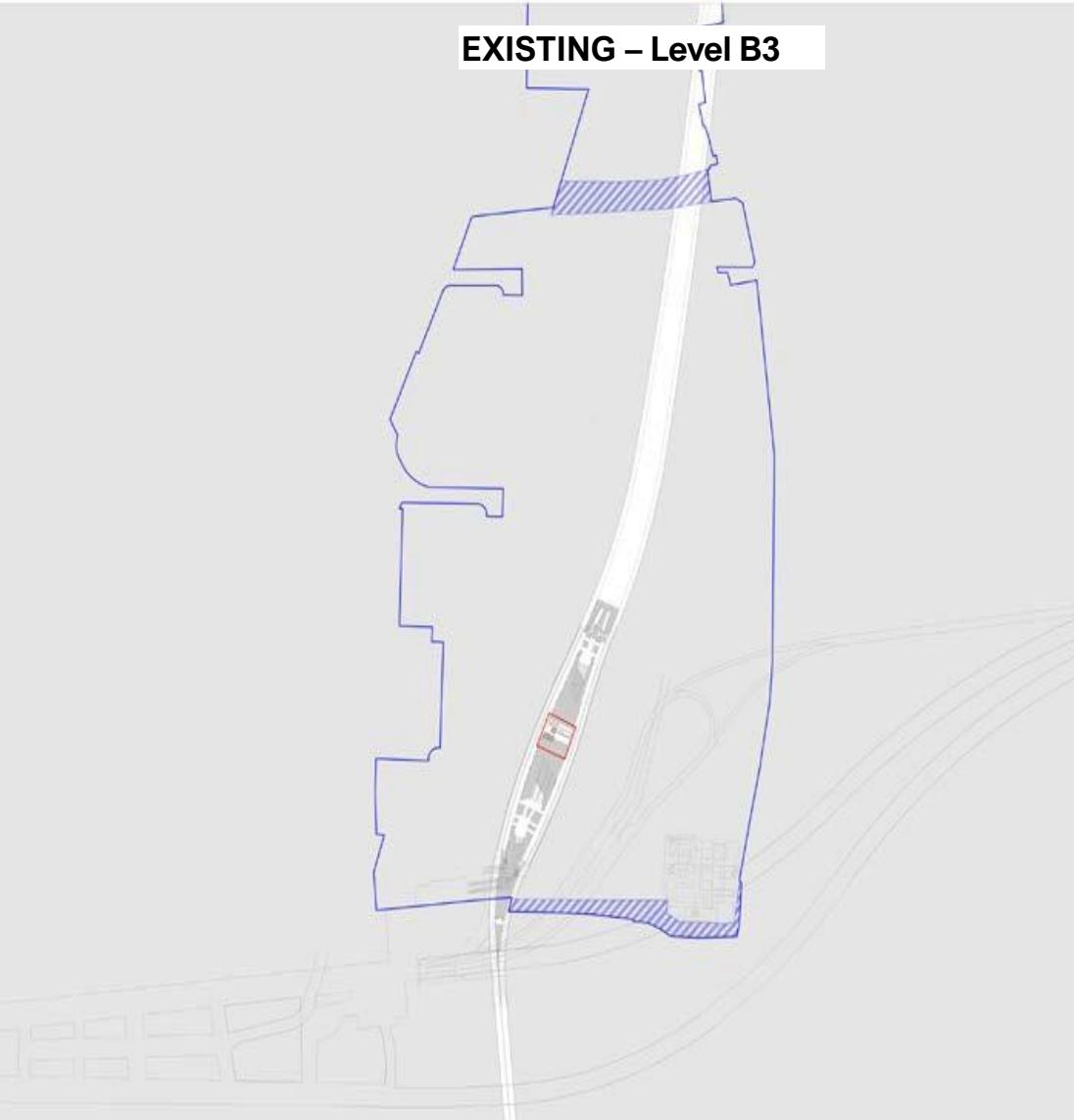
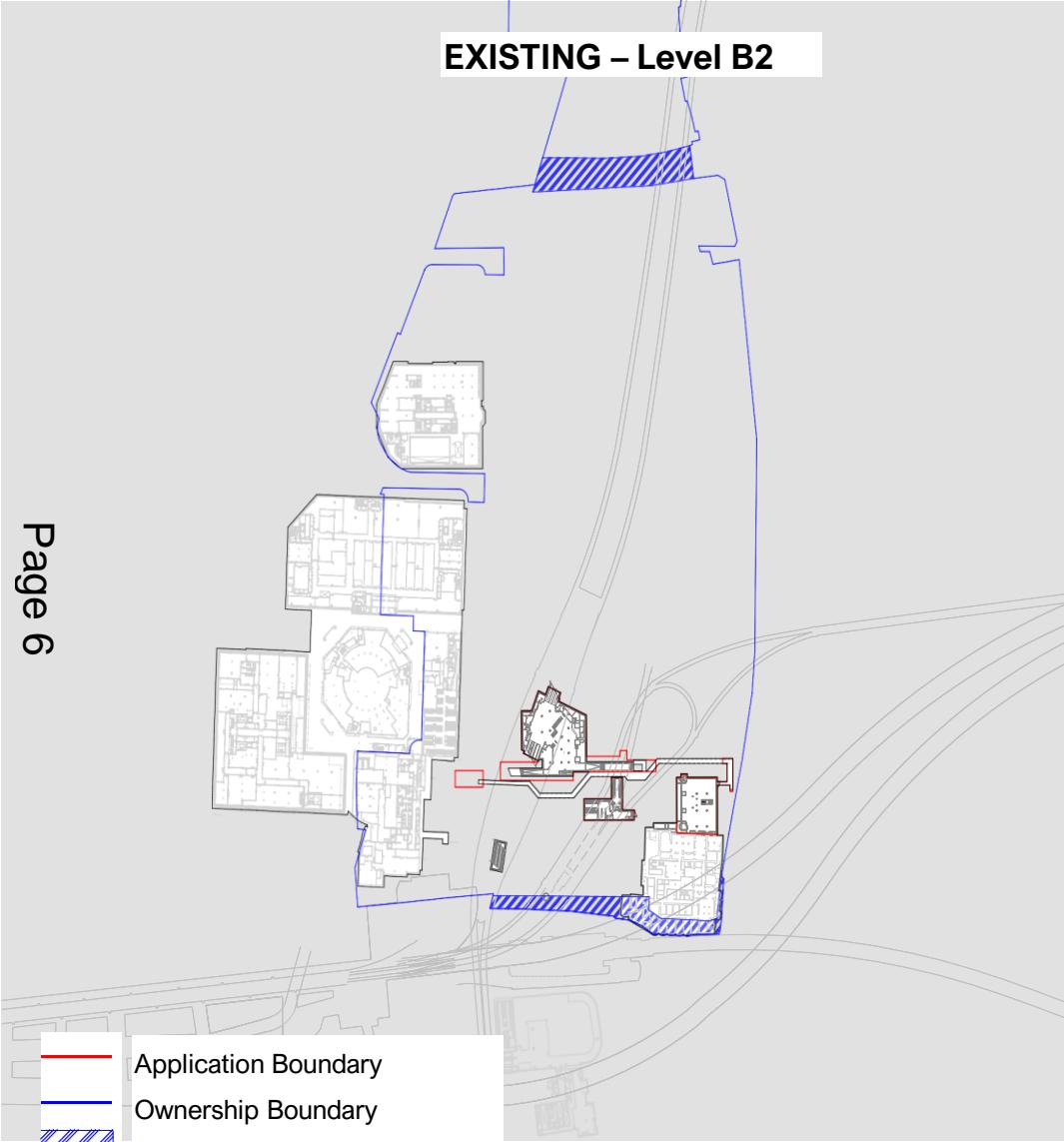
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Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY



Liverpool Street entrance and Hope Square

Page 7



Bishopsgate entrance

Liverpool Street Station, London, EC2M 7PY



Page 8



Rear elevation of Station and Exchange Square



Sun Street Passage Bus stops



Sun Street Passage south and western Station Facade



Stepped route north to Exchange square

Liverpool Street Station, London, EC2M 7PY



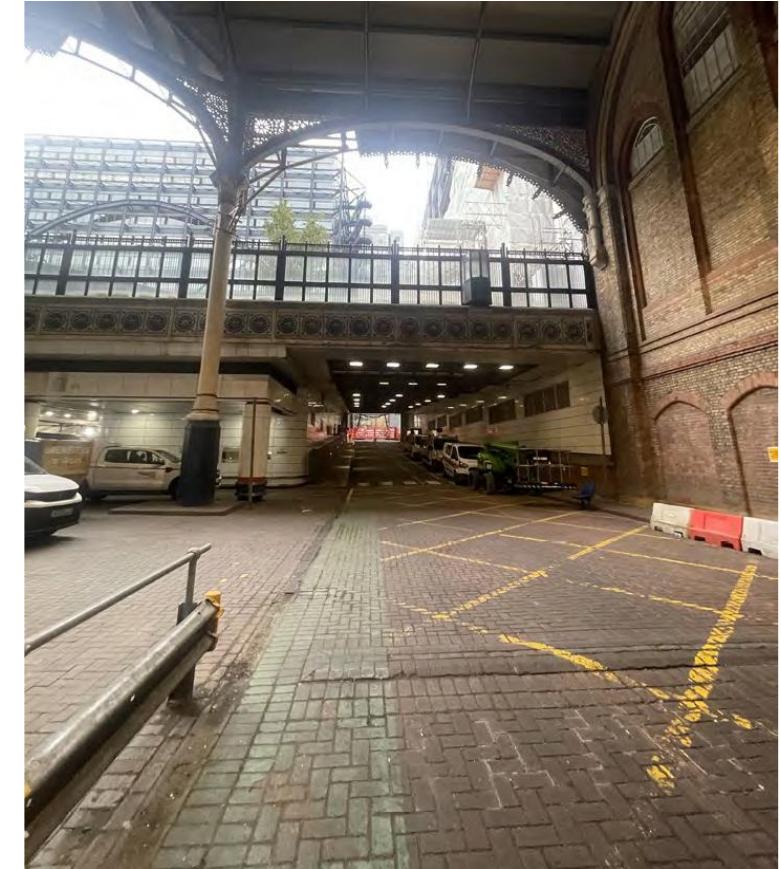
Station interior, FGEH northern elevation



Station interior and 1990s Roof



WW1 Monument and station lift

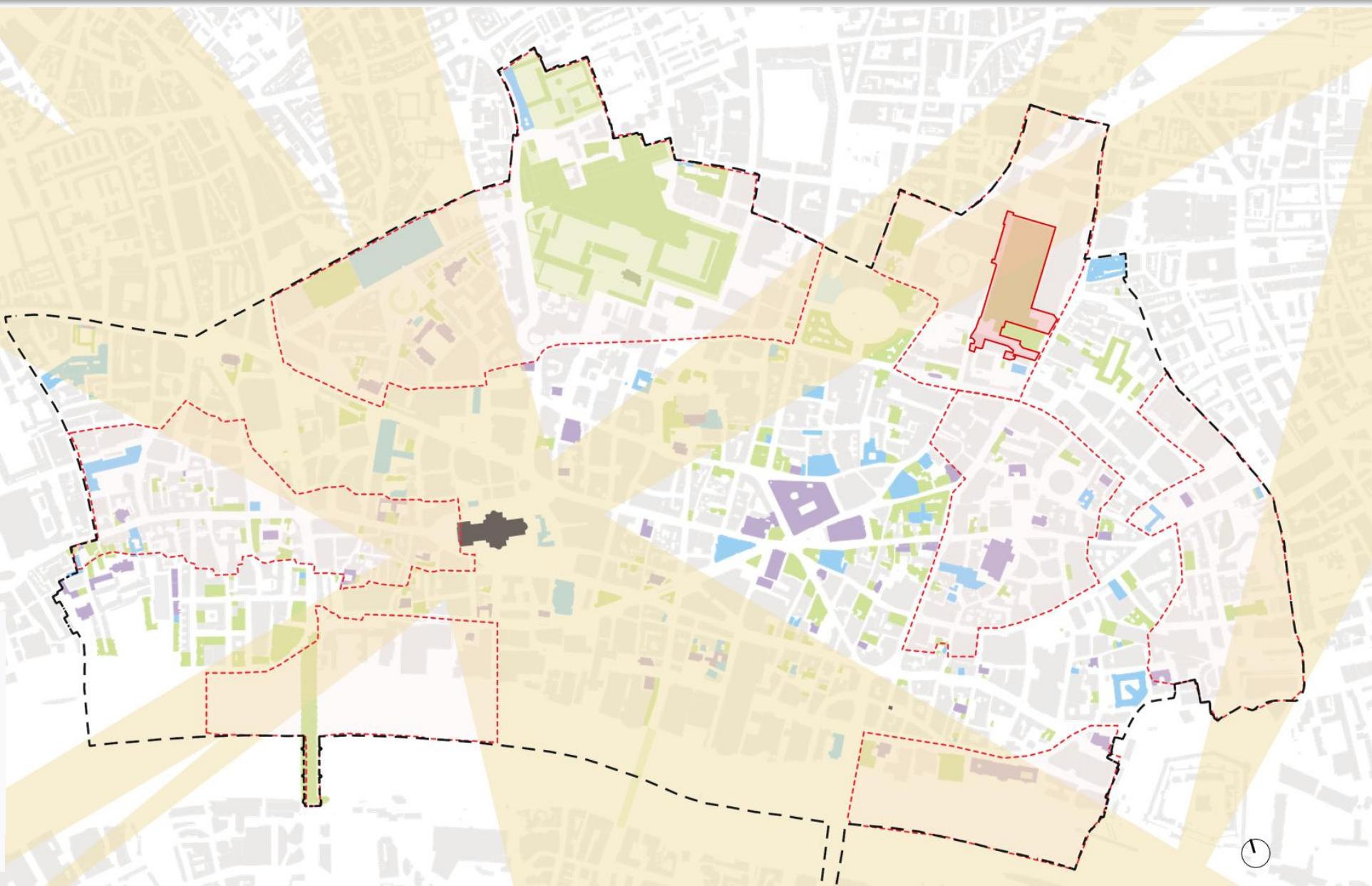


Interior Station service road north

Liverpool Street Station, London, EC2M 7PY

Page 10

- Grade I
- Grade II*
- Grade II
- City of London boundary
- The Site
- Key area of change
- Viewing Corridors



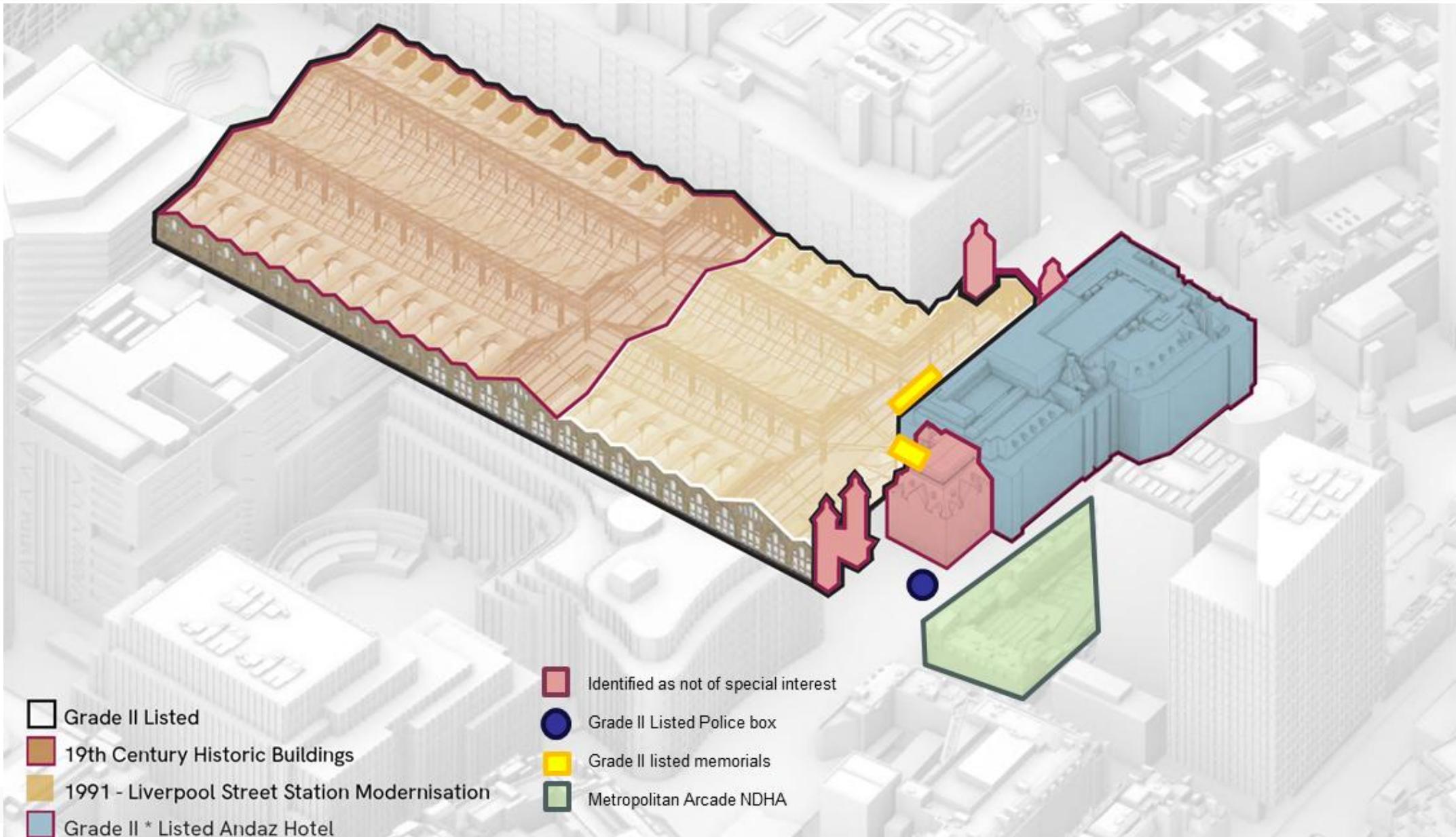
Heritage Context and Strategic views

Liverpool Street Station, London, EC2M 7PY

Page 11



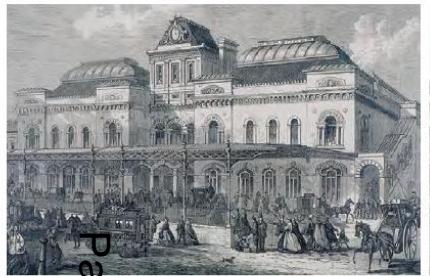
Liverpool Street Station, London, EC2M 7PY



Site Context

Liverpool Street Station, London, EC2M 7PY

1862



1875



1894



1985-1991



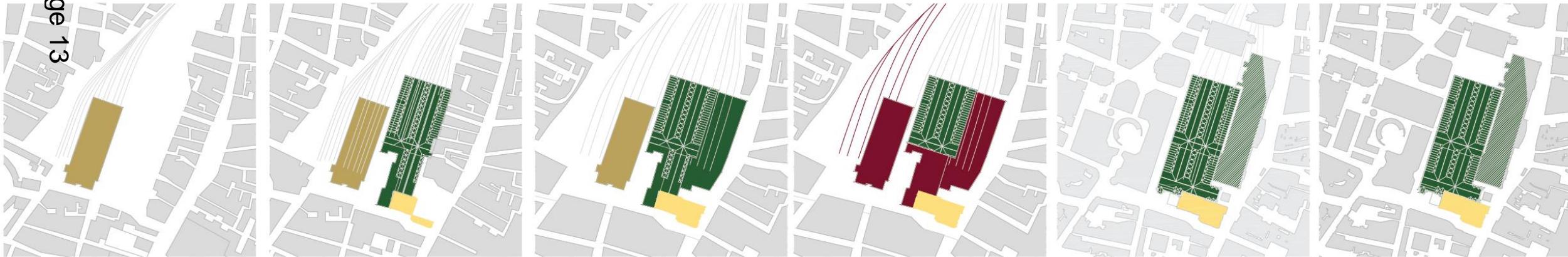
1991



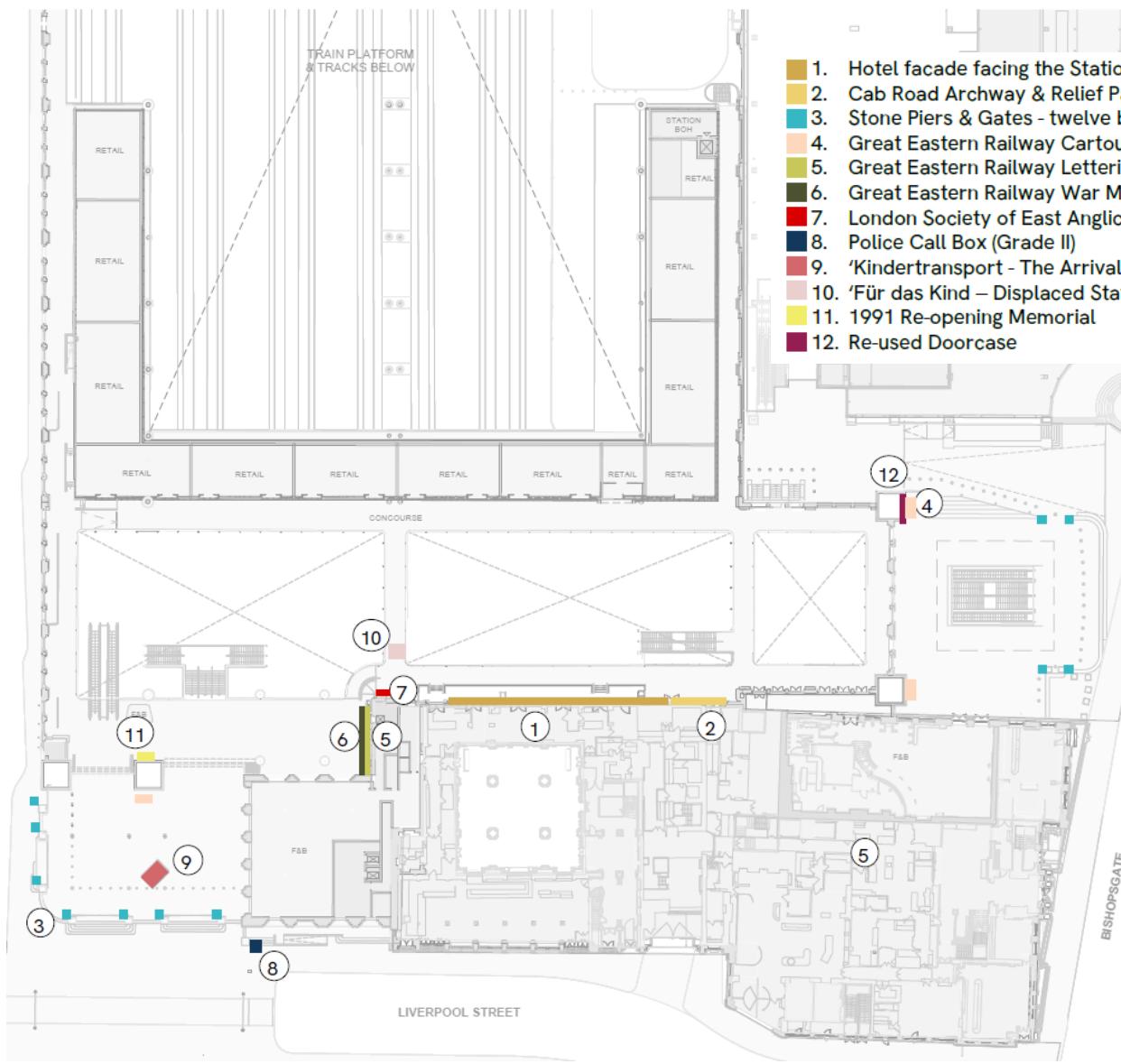
2025



Page 13



Liverpool Street Station, London, EC2M 7PY



Existing location of Historic monuments and artifacts

Liverpool Street Station, London, EC2M 7PY

Page 15

General - BoH

Leisure - F&B / Retail

Office - Lobby

Circulation / Core

Concourse Paid

Concourse Unpaid

Hotel

Retail - BoH

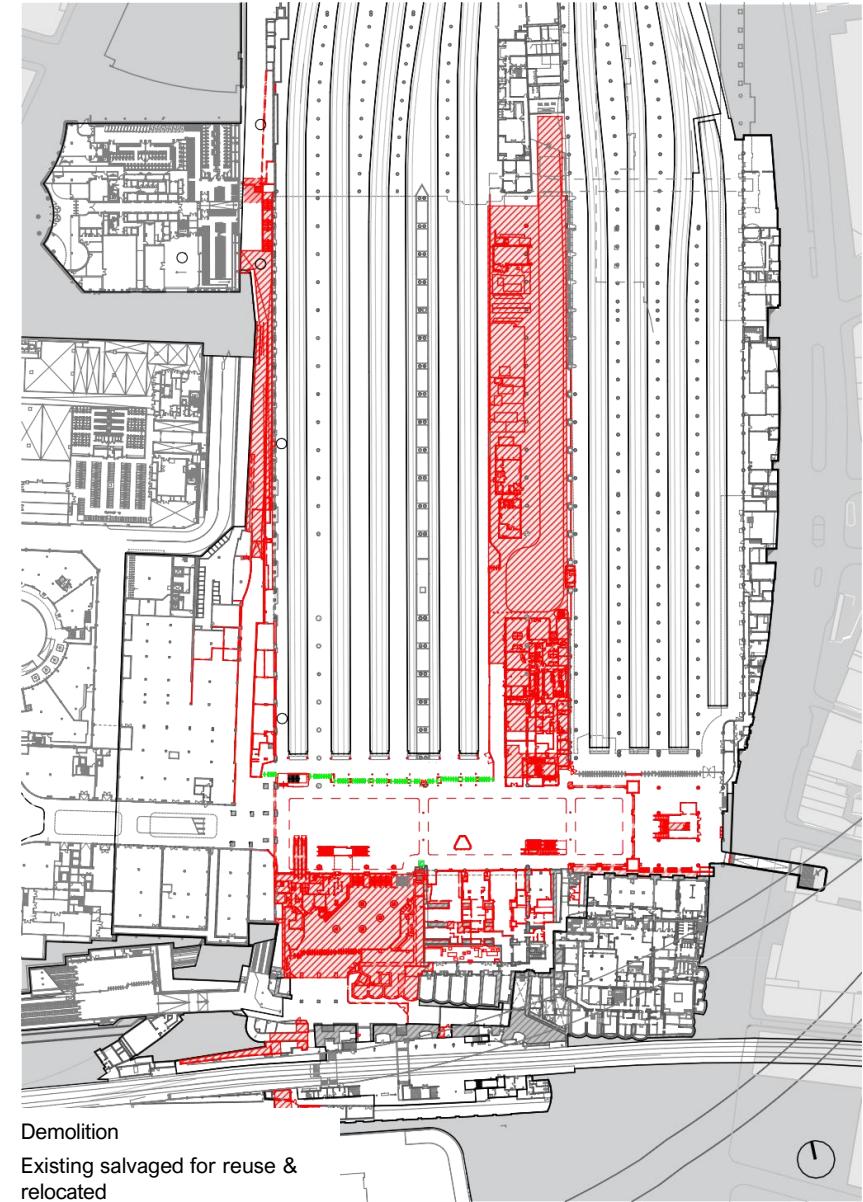
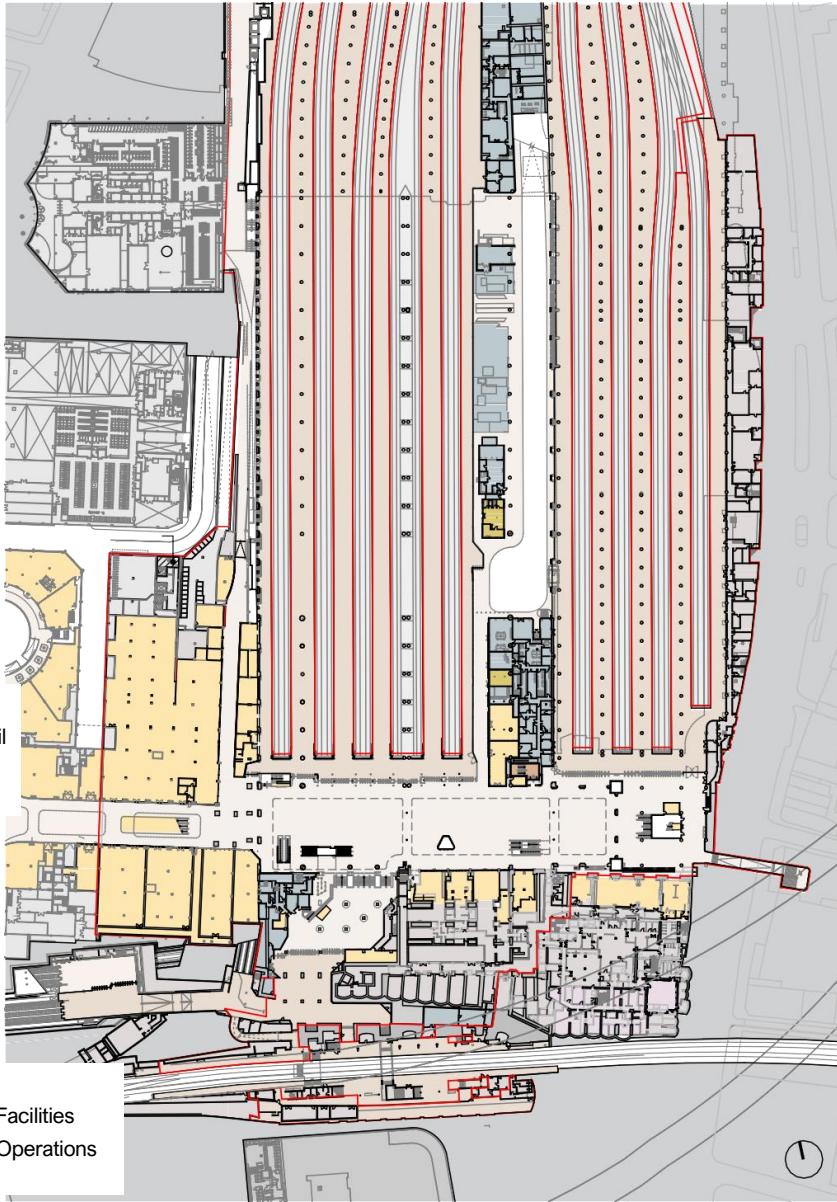
Red Line

Boundary

Office

Transport - Station Facilities

Transport - Station Operations



Liverpool Street Station **Lower Concourse level plans**, existing (left) and demolition (right)

Liverpool Street Station, London, EC2M 7PY

Page 16

General - BoH
Leisure - F&B / Retail
Office - Lobby

Circulation / Core
Concourse Paid
Concourse Unpaid

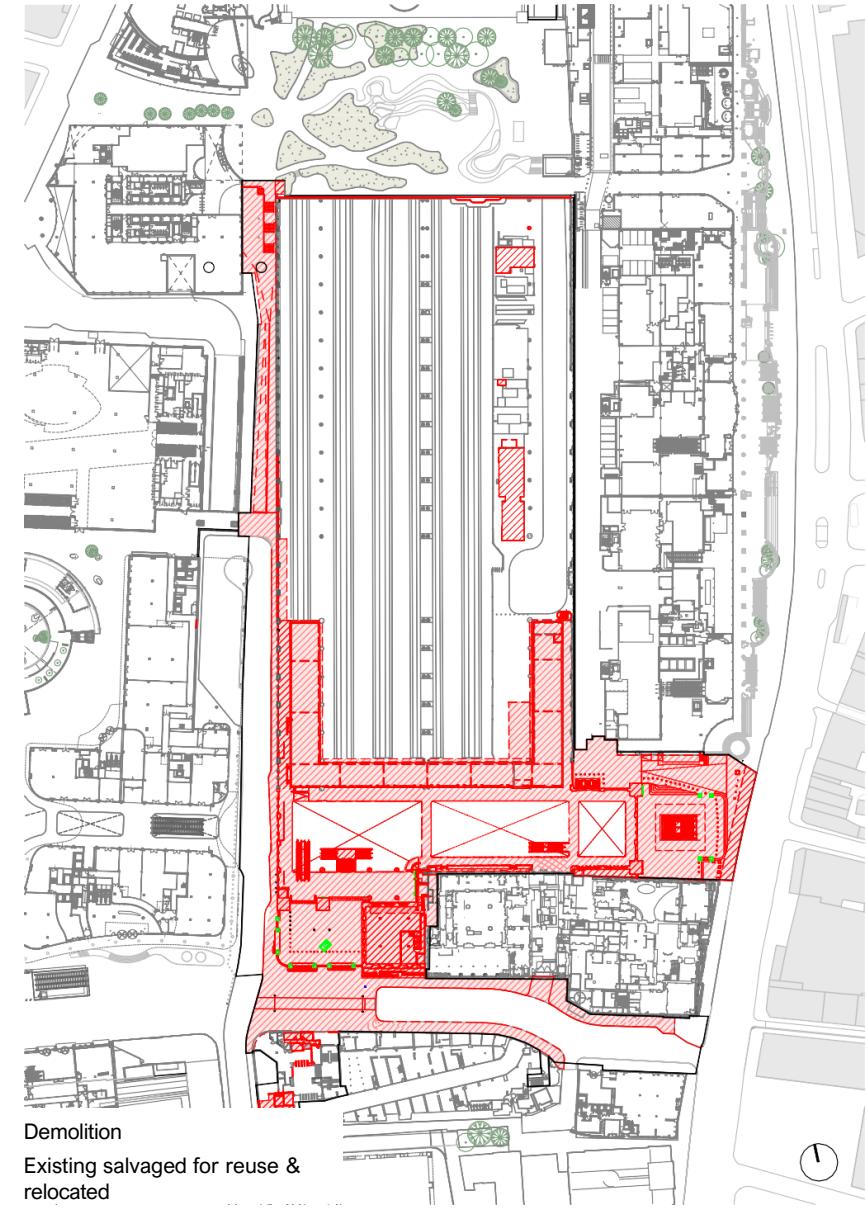
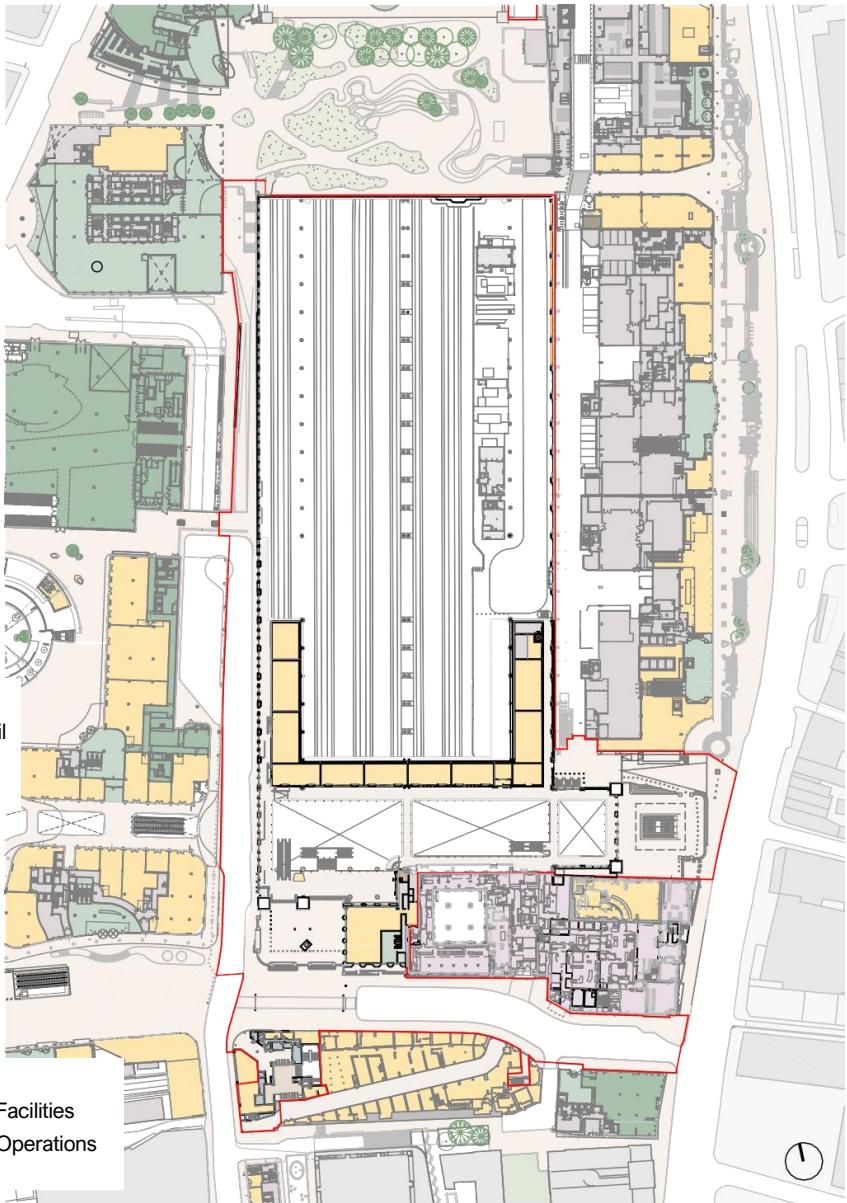
Hotel

Retail - BoH

Red Line
Boundary

Office

Transport - Station Facilities
Transport - Station Operations

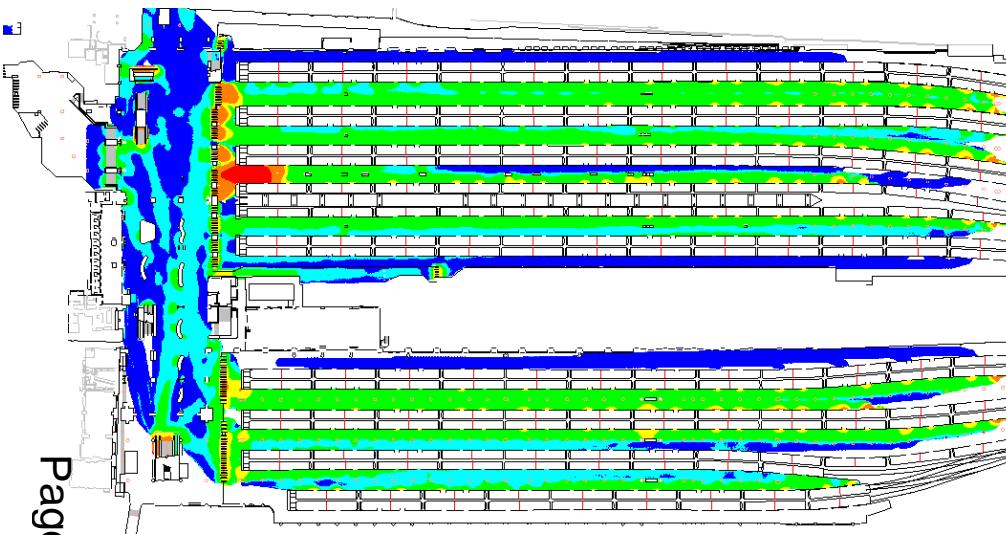


Liverpool Street Station **Upper Concourse level plans**, existing (left) and demolition (right)

Liverpool Street Station, London, EC2M 7PY

AM PEAK HOUR DENSITY MAP

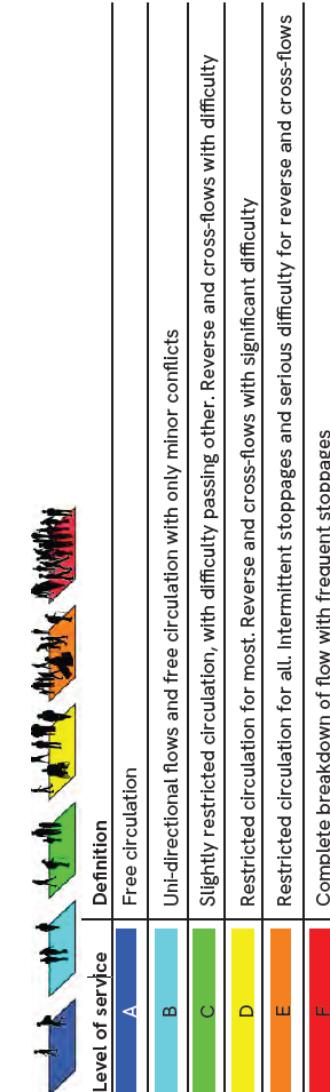
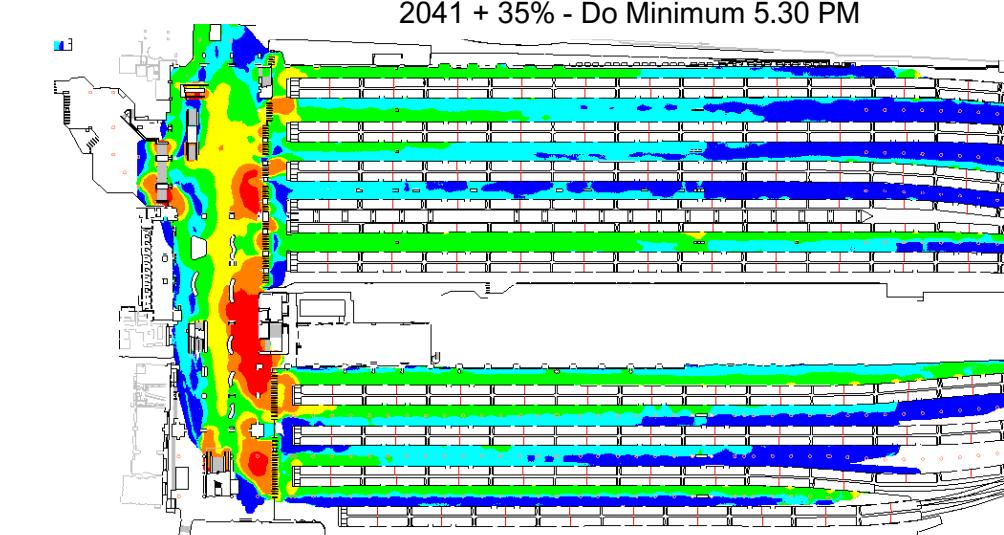
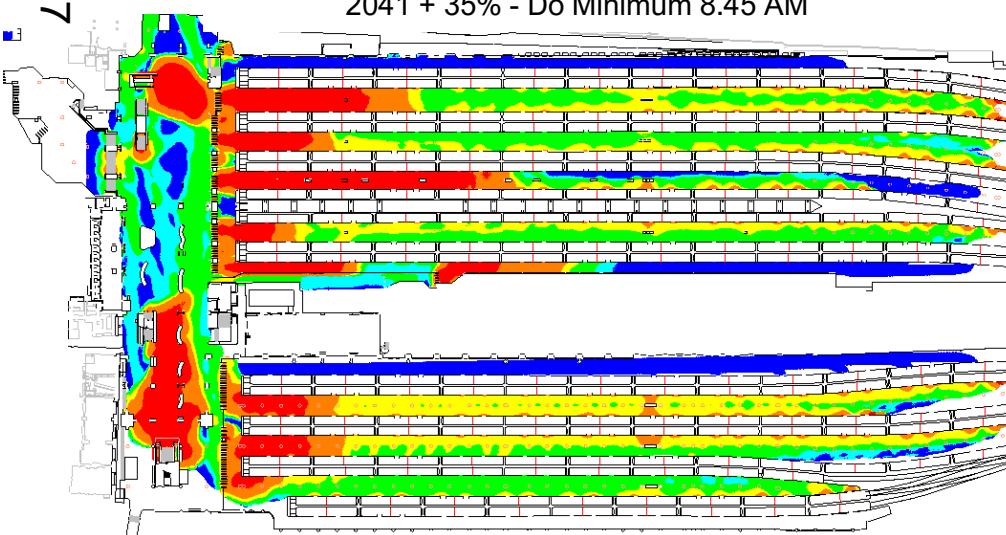
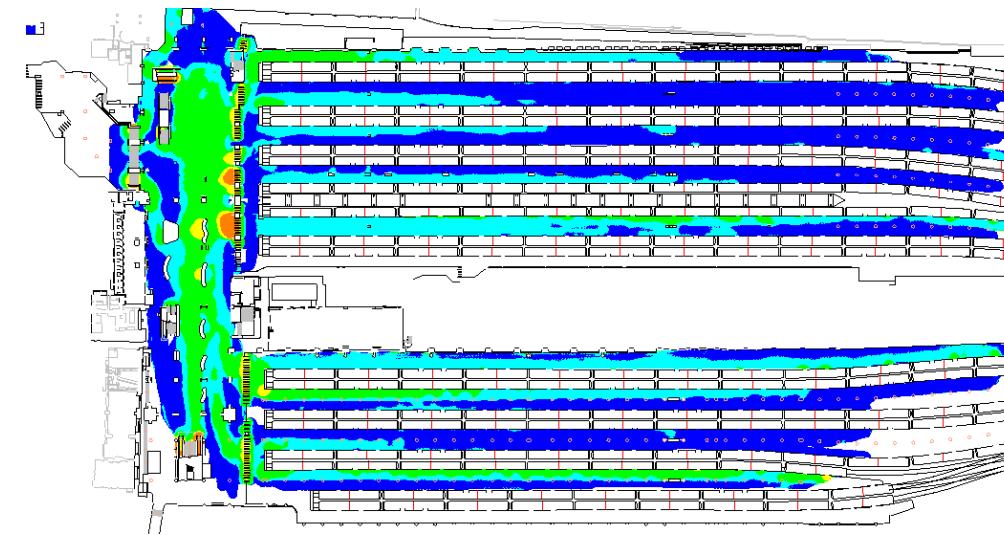
2024 Do Minimum 8.45 AM



Page 17

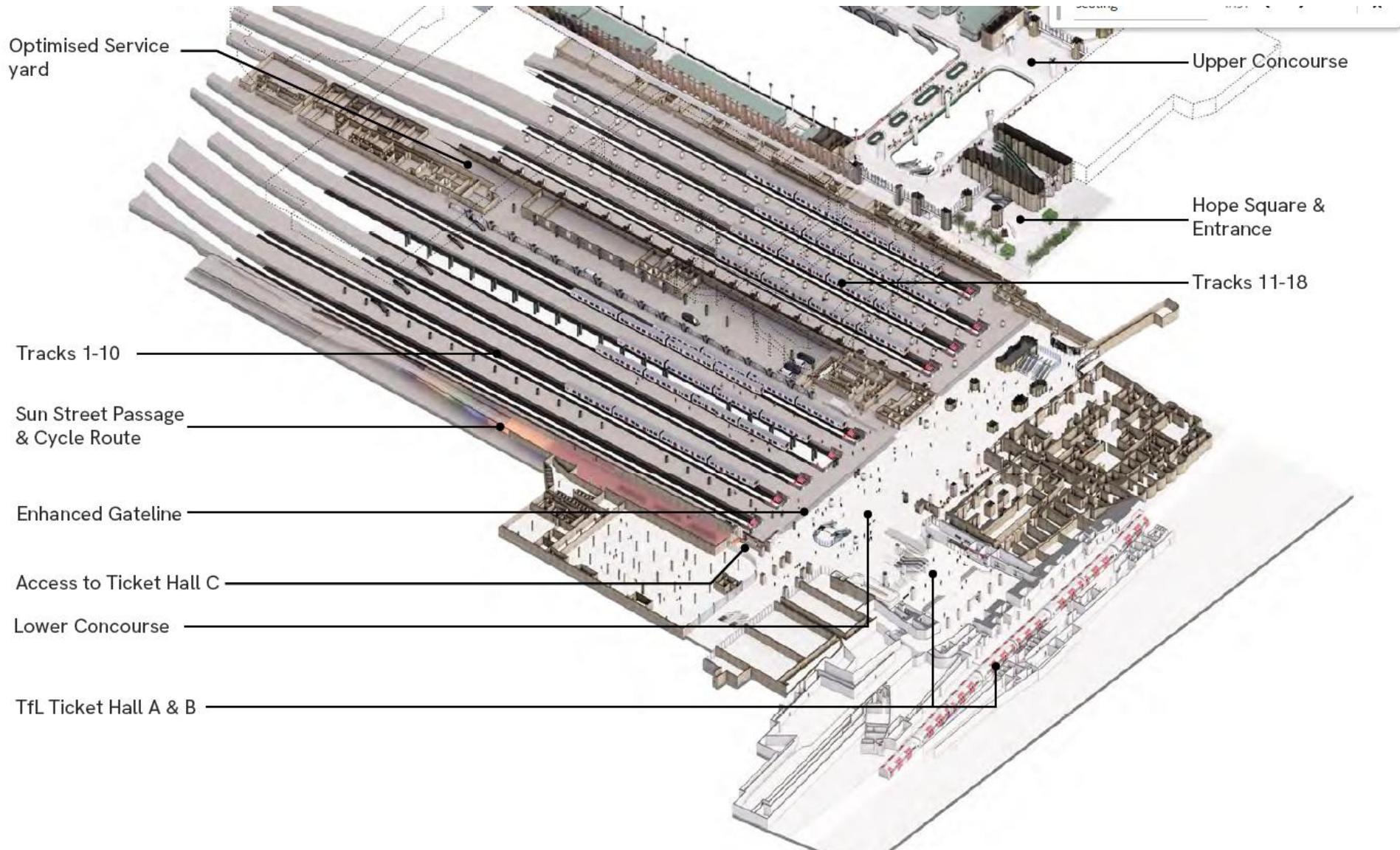
PM PEAK HOUR DENSITY MAP

2024 - Do Minimum 5.30 PM



Station capacity modelling with projected future capacity impacts

Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

Figure 5-37: Cumulative Mean Densities (Walkway) - Lower Concourse - Do Minimum AM 2041+35%

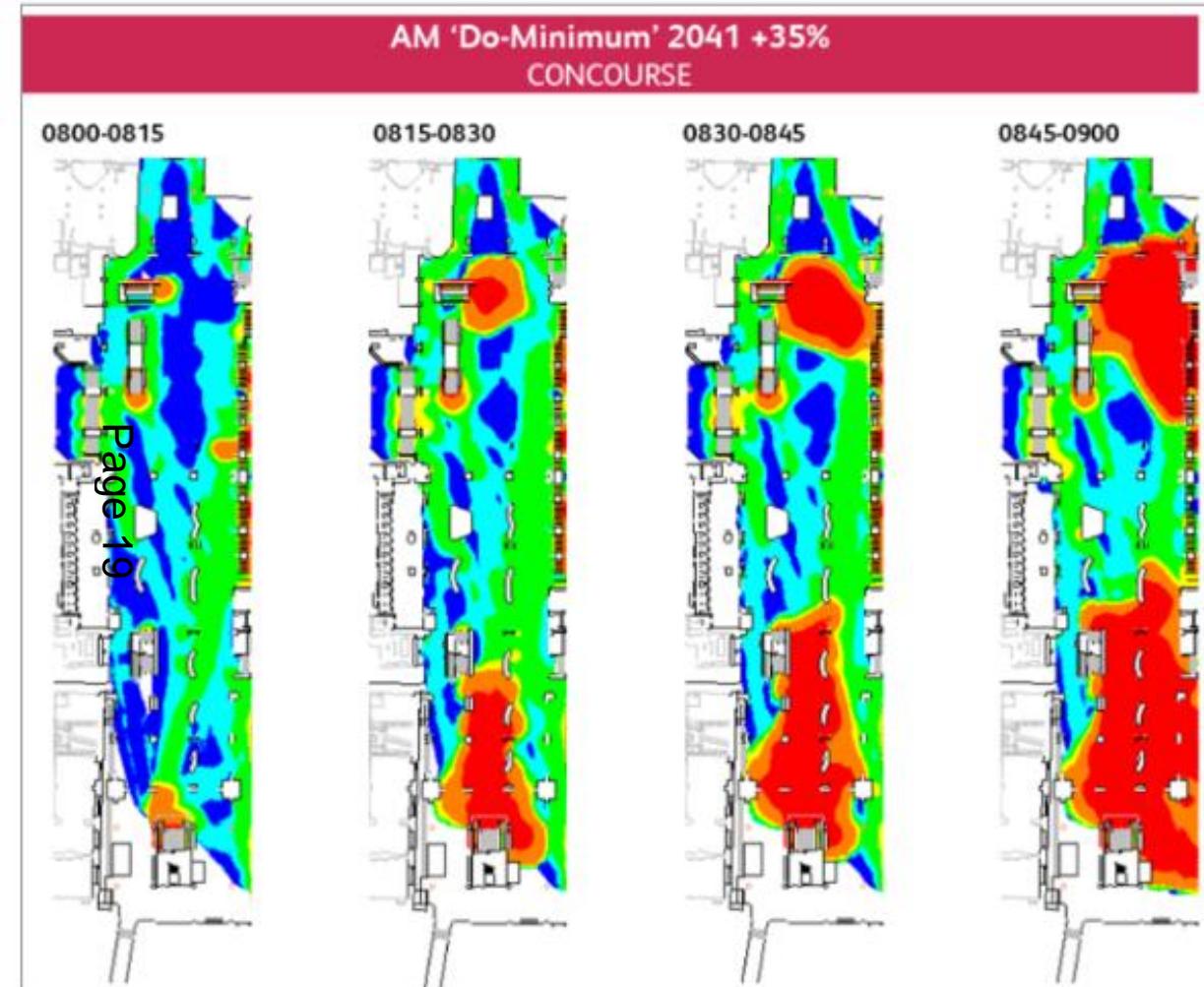
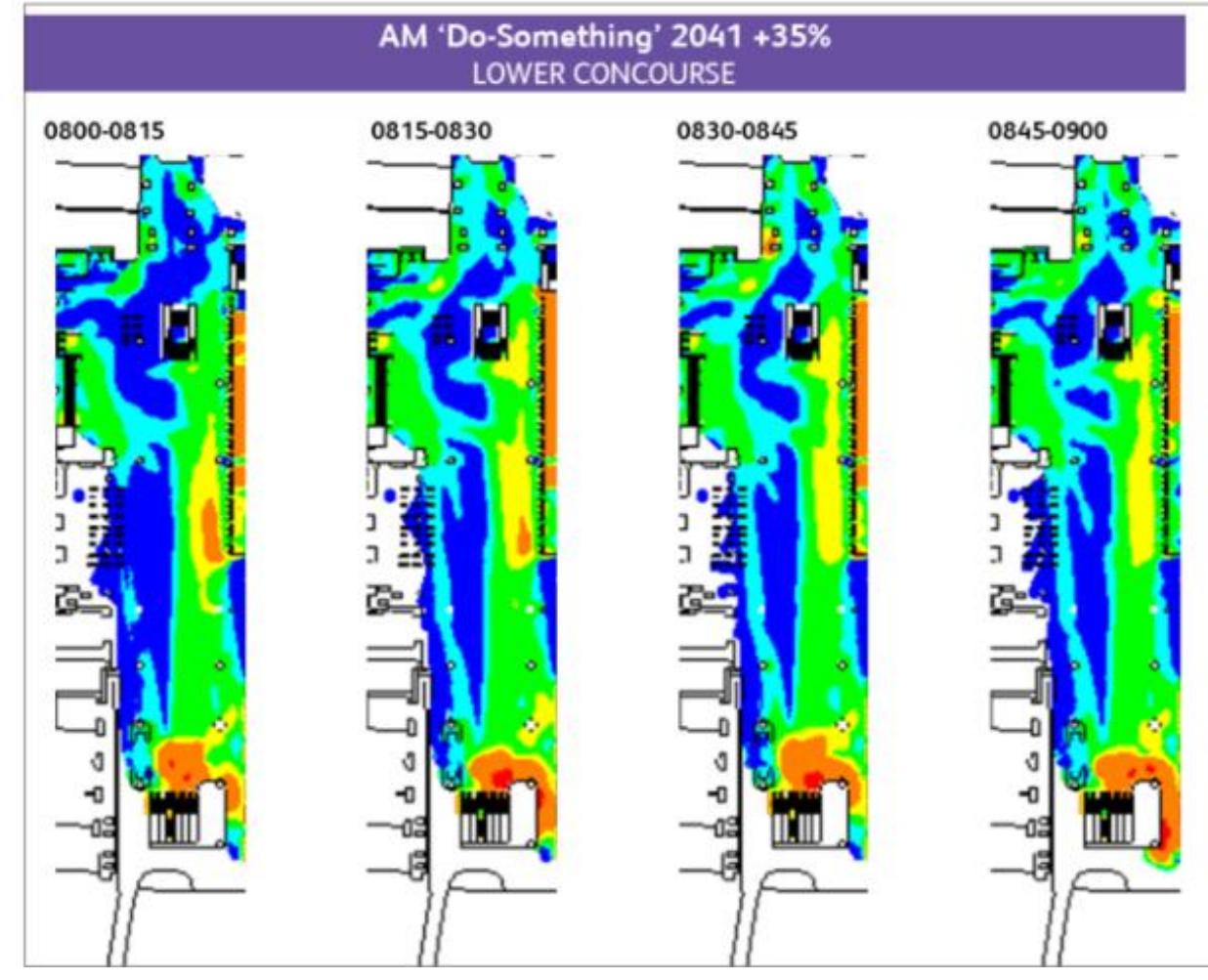


Figure 5-38: Cumulative Mean Densities (Walkway) - Lower Concourse - Do Something AM 2041+35%



Liverpool Street Station, London, EC2M 7PY

Figure 5-46: Cumulative Mean Densities (Walkway) Lower Concourse – Do Minimum PM 2041+35%

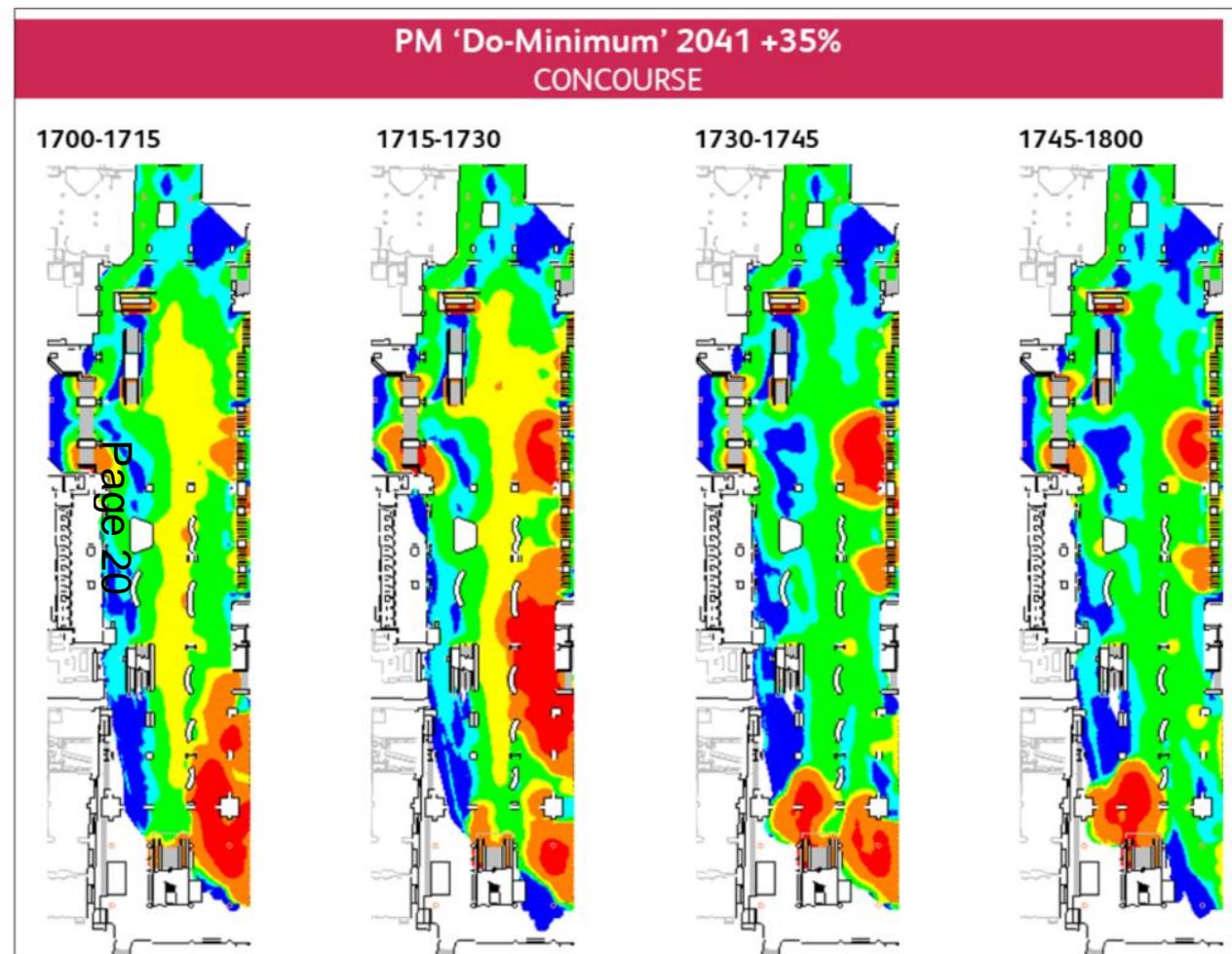
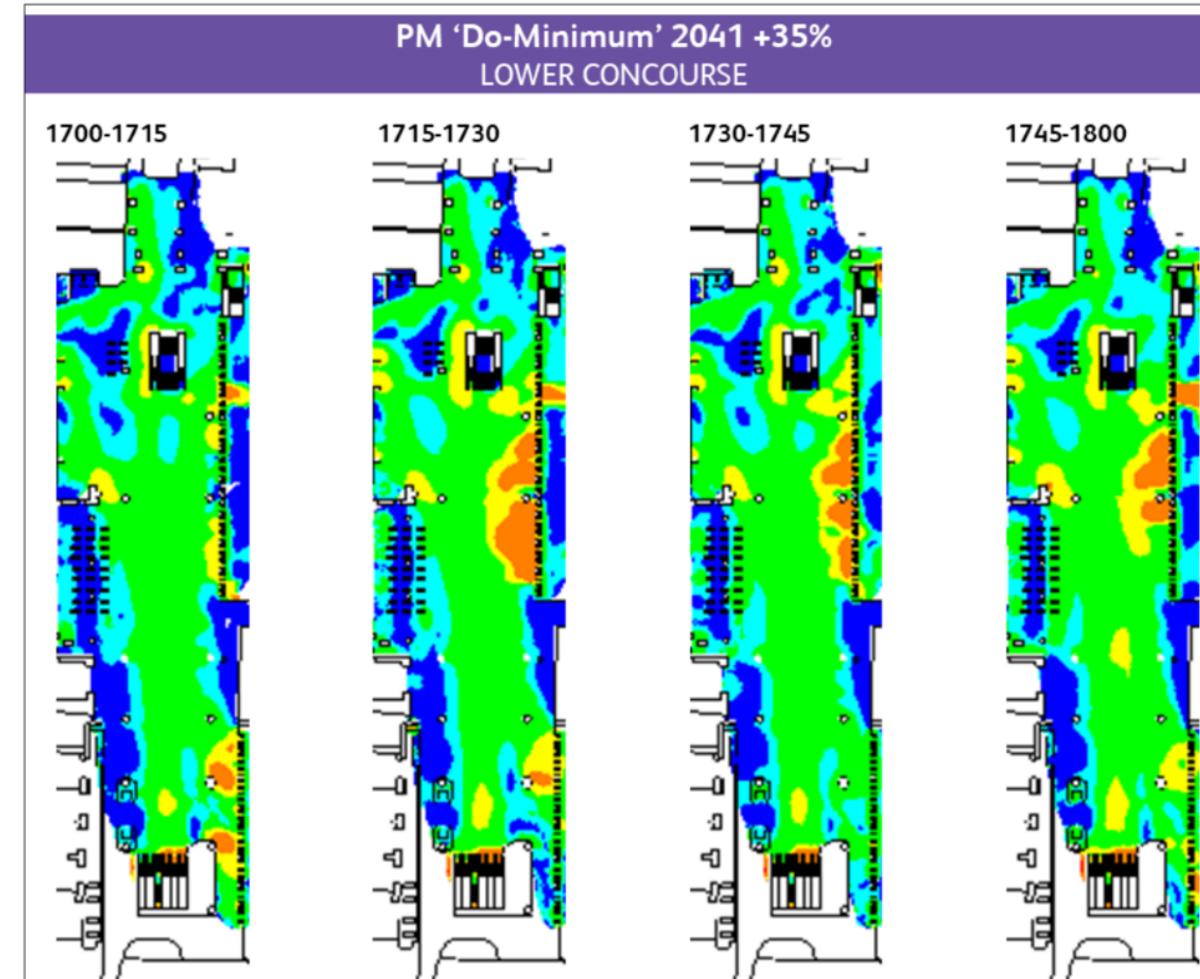


Figure 5-47: Cumulative Mean Densities (Walkway) Lower Concourse – Do Something PM 2041+35%



Proposed Station enhancements: capacity modelling for the Lower concourse PM

Figure 5-45: Cumulative Mean Densities (Walkway) Upper Concourse Level – Do-Minimum PM 2041+35%

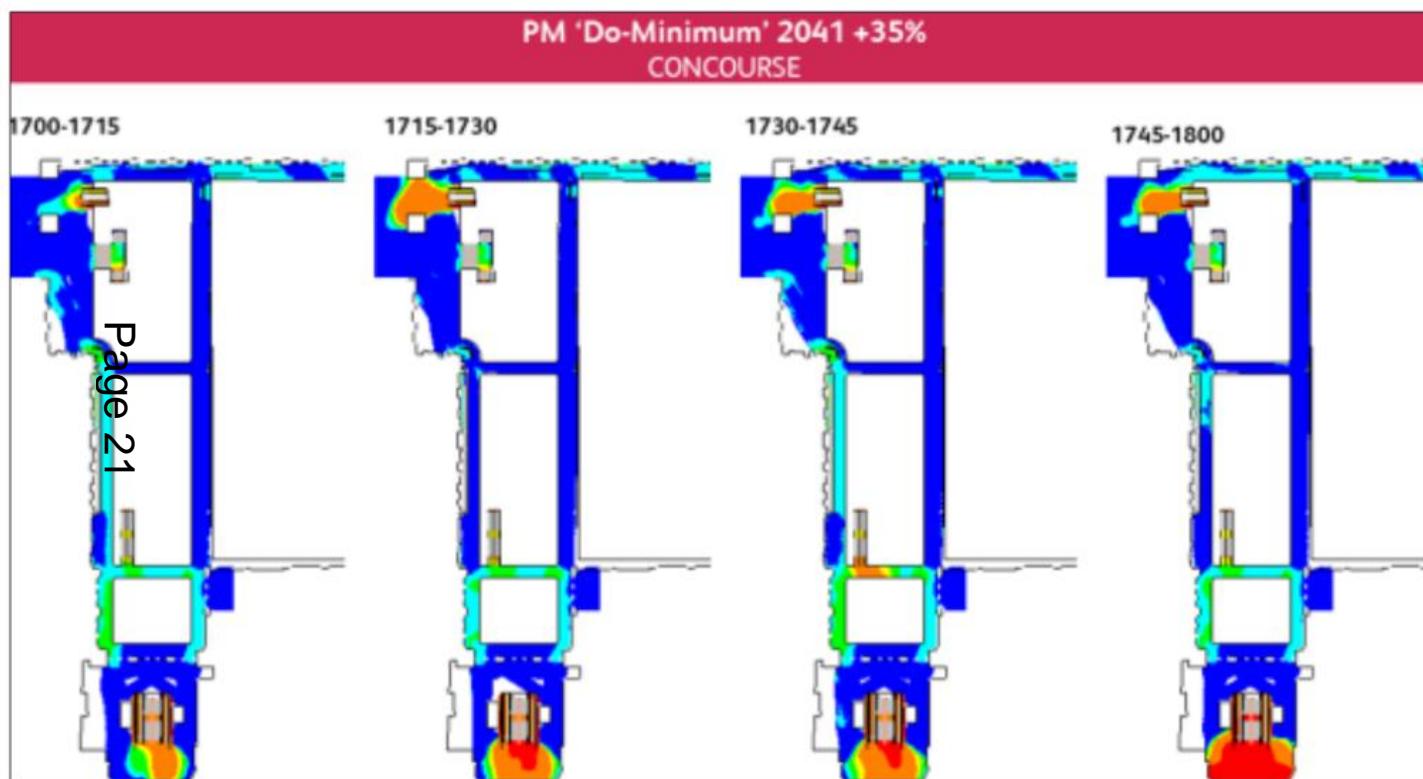
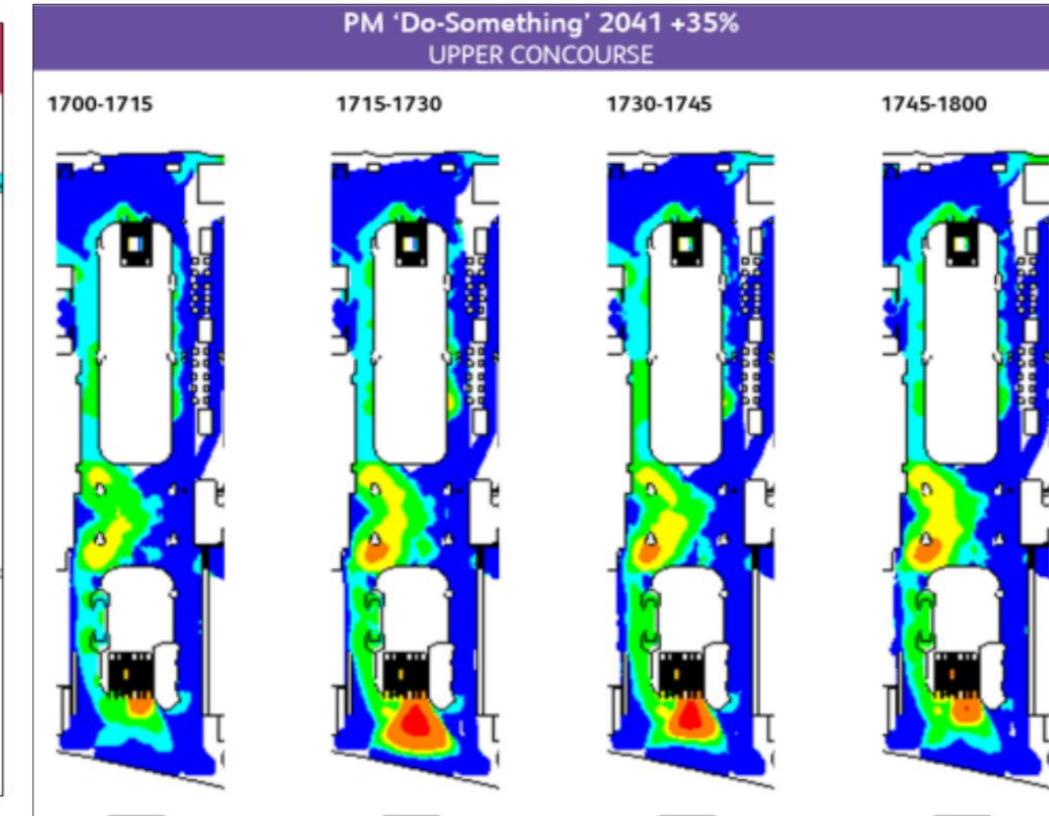
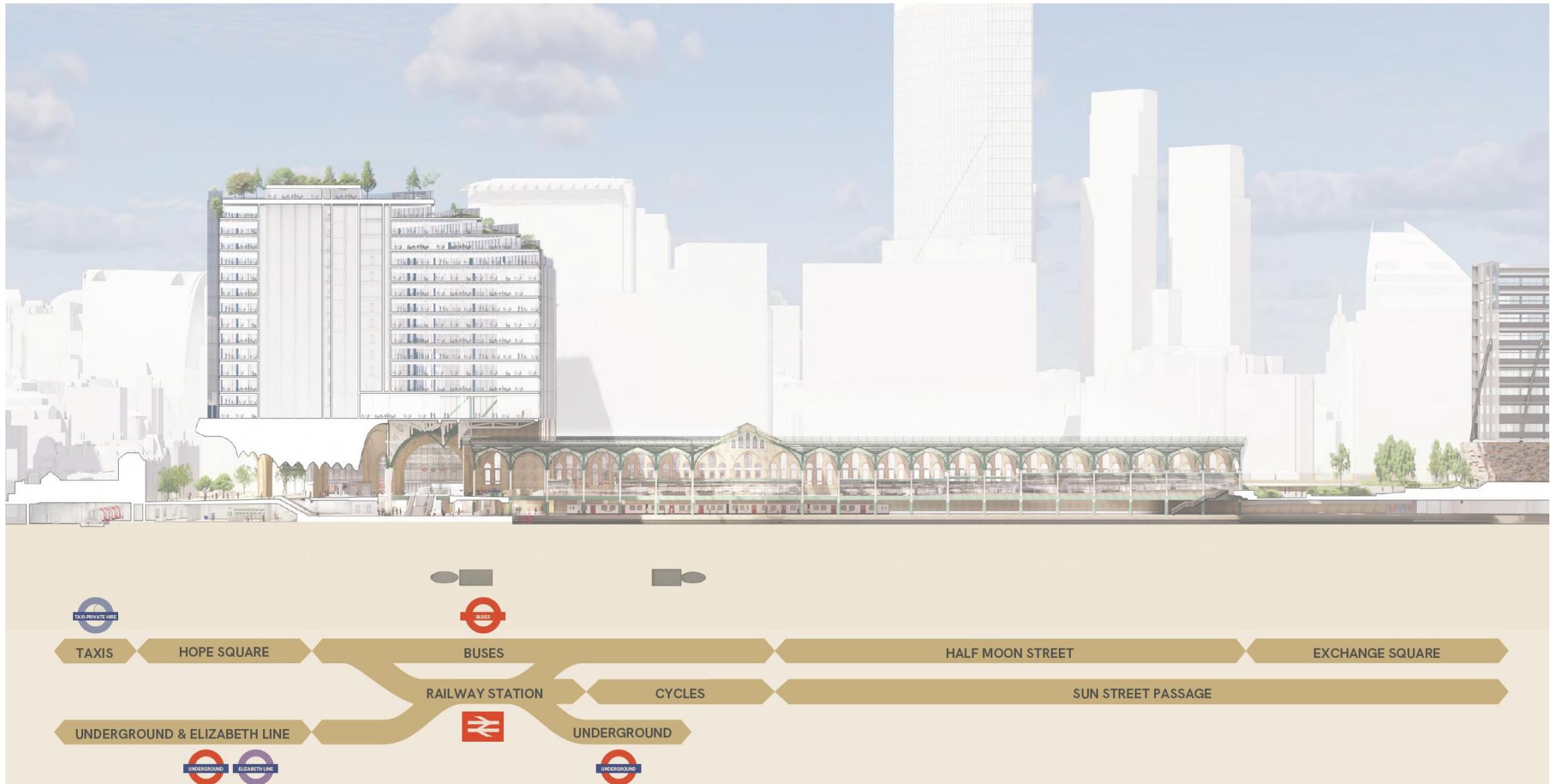


Figure 5-44: Cumulative Mean Densities (Walkway) Upper Concourse – Do Something PM 2041+35%



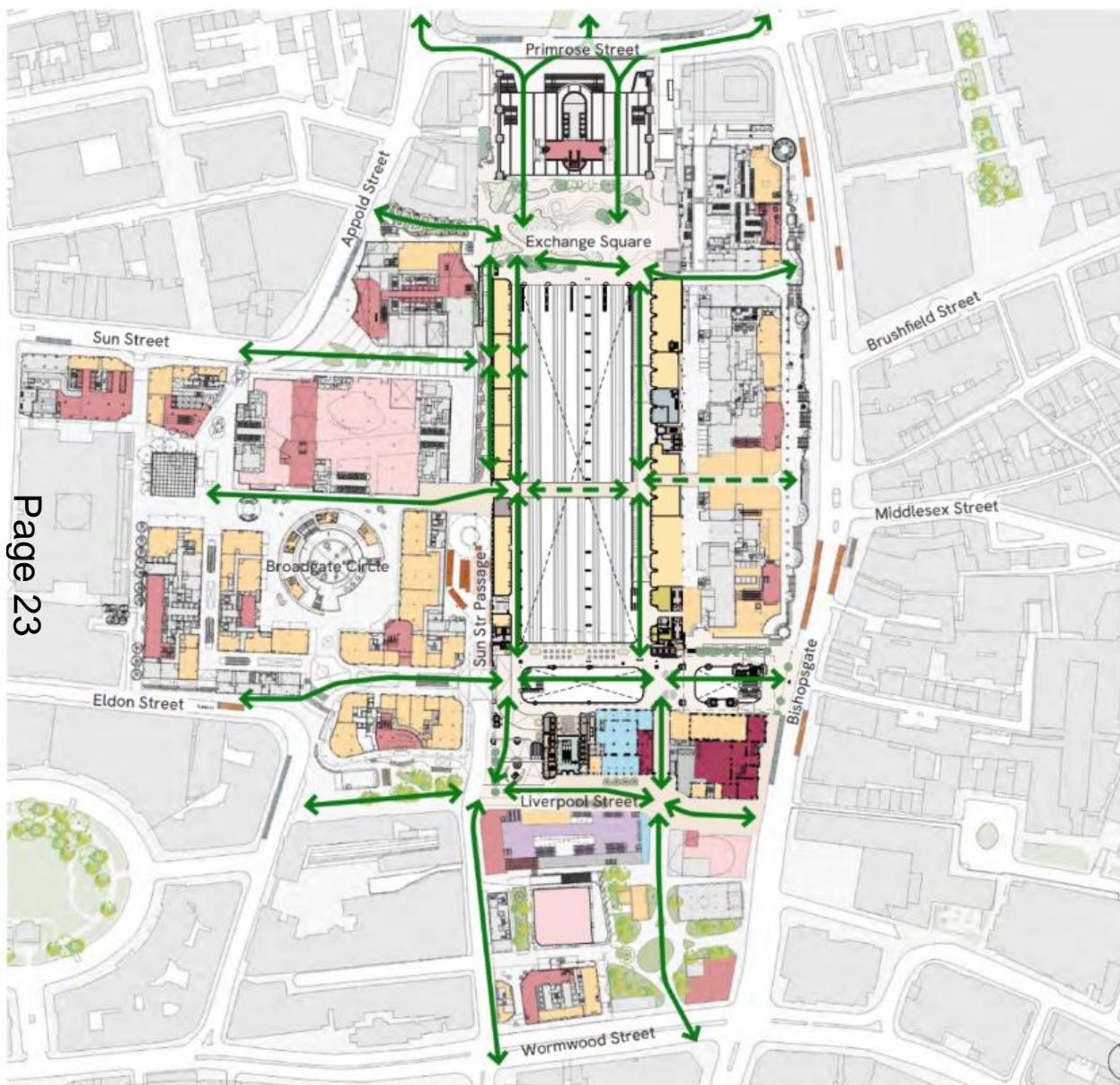
Liverpool Street Station, London, EC2M 7PY

Page 22



Proposed station enhancements – multi modal interchange with OSD above

Liverpool Street Station, London, EC2M 7PY



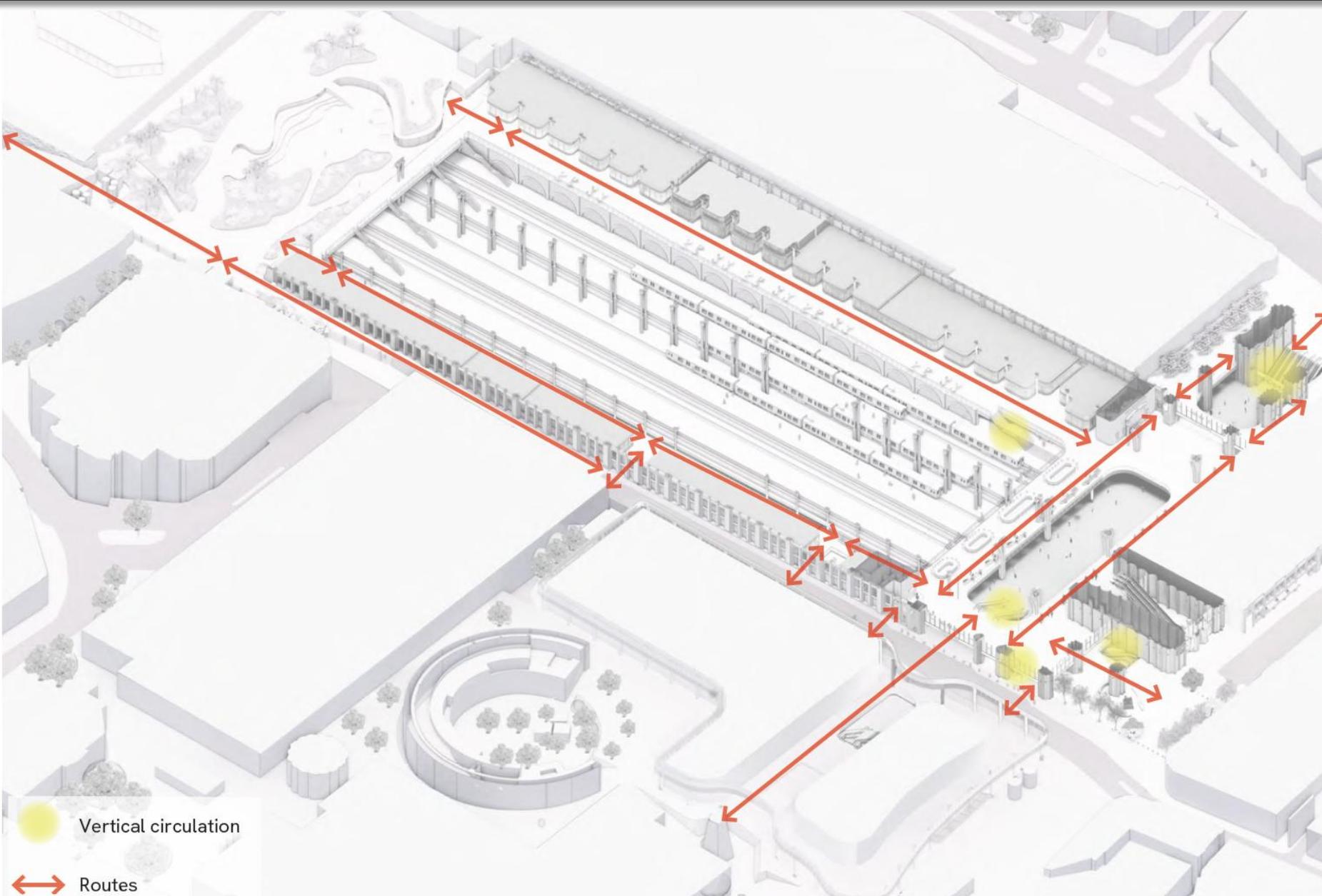
Page 23

- ↔ Proposed pedestrian connection
- ↔ Proposed future potential pedestrian connection
(not in current proposals)

Proposed station connectivity

Liverpool Street Station, London, EC2M 7PY

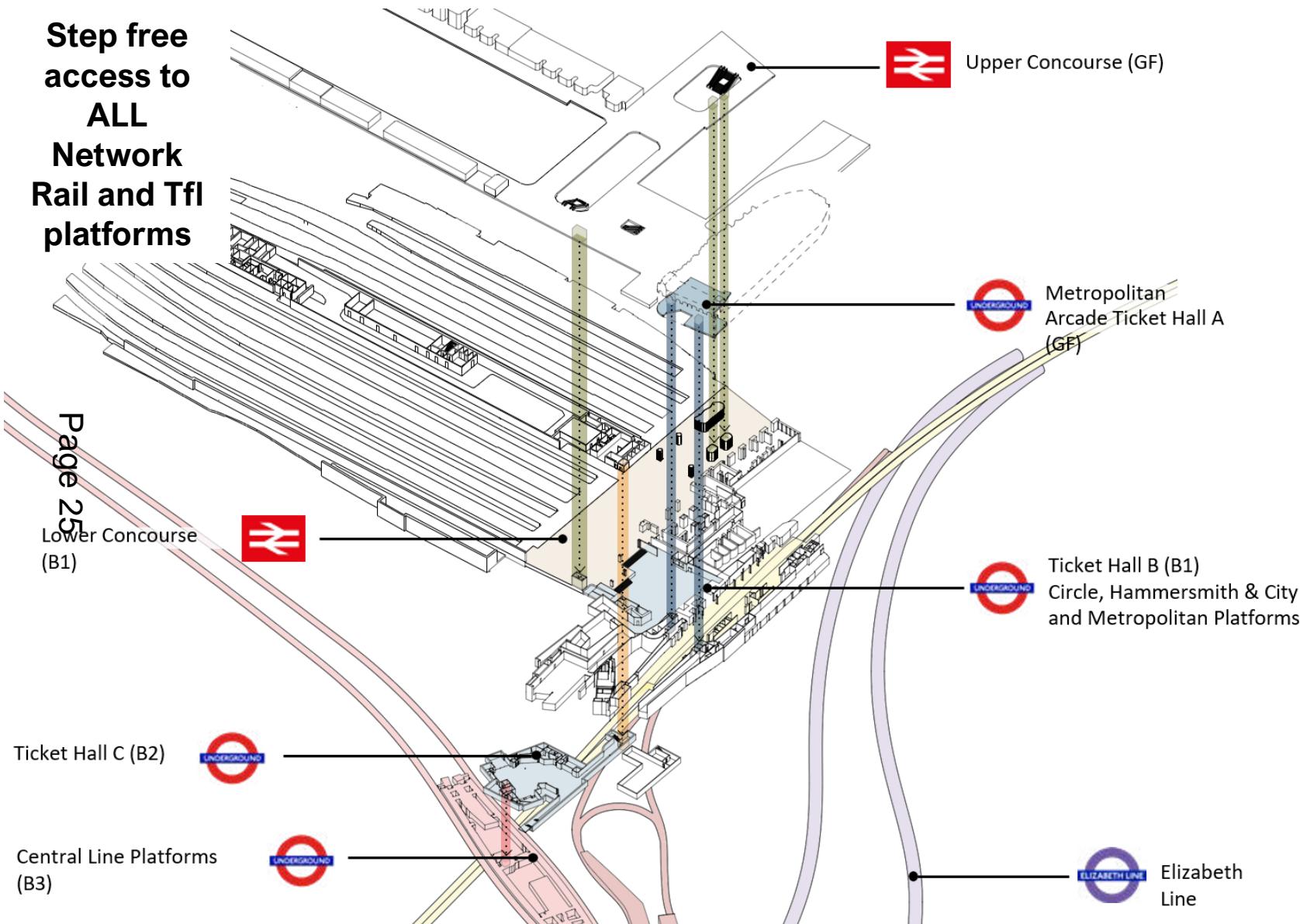
Page 24



Proposed station enhancements – Wider connections to City

Liverpool Street Station, London, EC2M 7PY

**Step free
access to
ALL
Network
Rail and TfL
platforms**

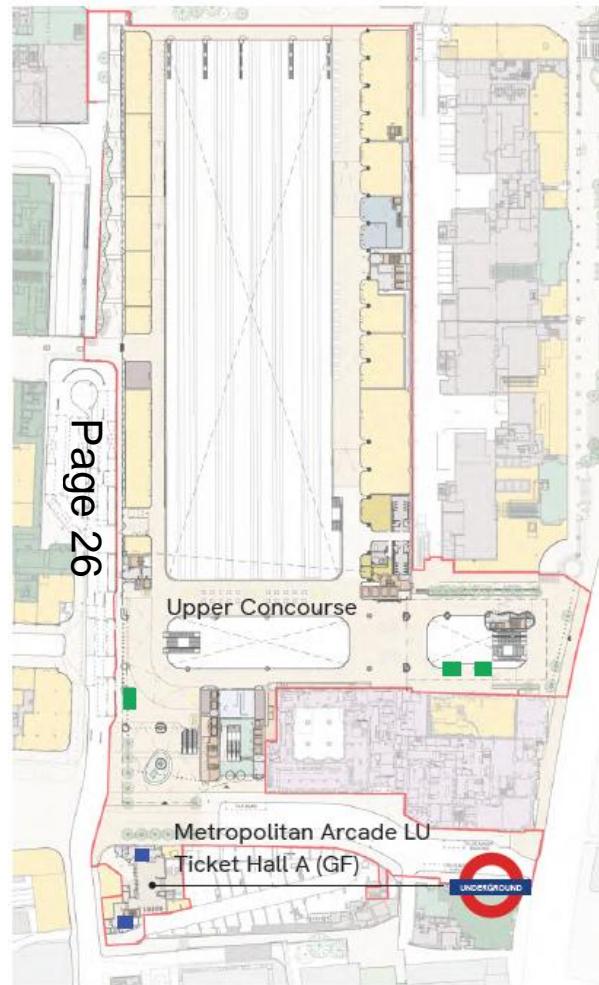


- ▶ Lift access point
- Lifts between upper and lower concourse
- Lifts between ground floor in the Metropolitan Arcade and platform
- Lift between Ticket Hall C and the Central Line
- platforms Ticket Hall
- Lower Concourse

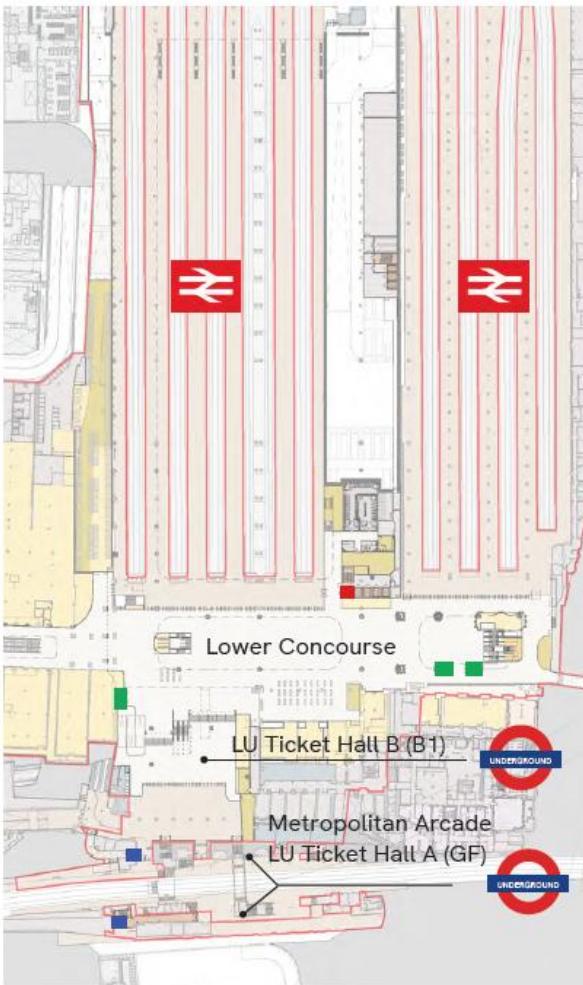
Proposed station enhancements – Step Free

Liverpool Street Station, London, EC2M 7PY

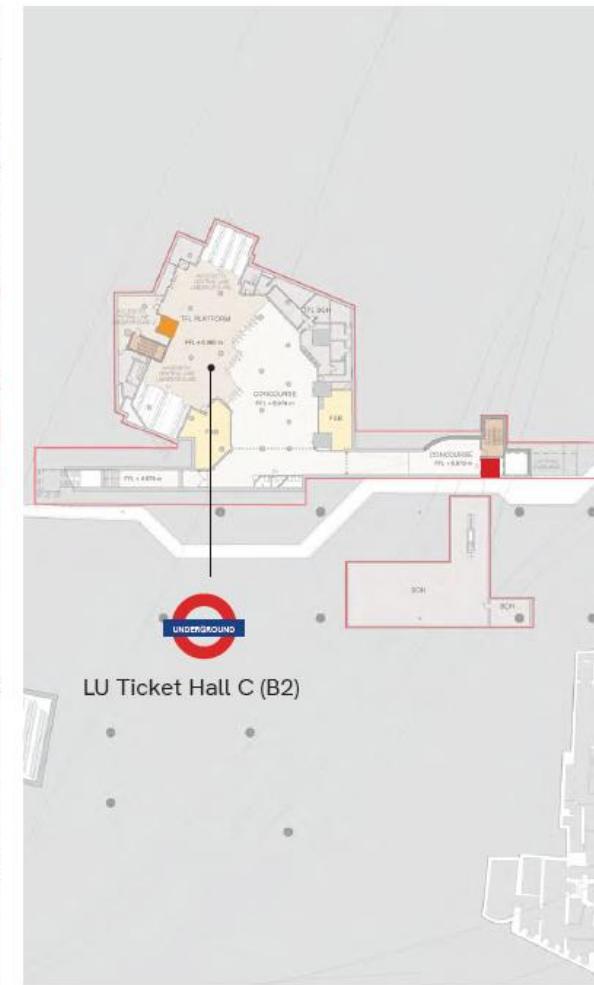
Upper concourse (GF) Proposed



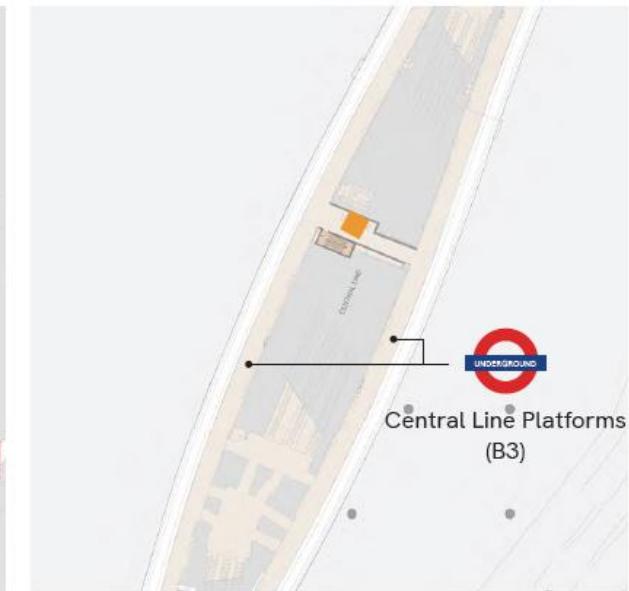
Lower concourse (B1) Proposed



Basement 2 (B2) Proposed



Basement 3 (B3) Proposed

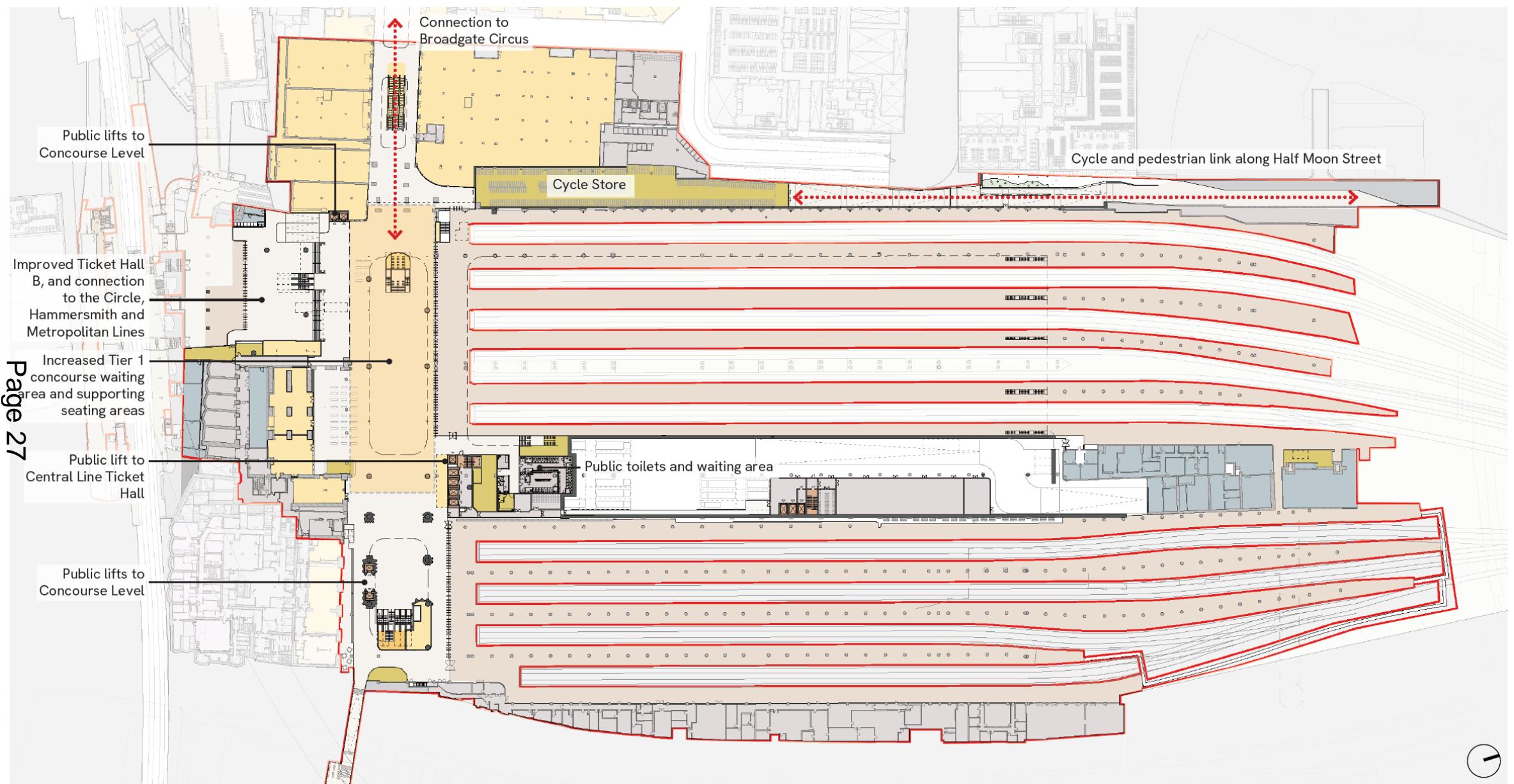


KEY

- Lifts from Ground Floor (GF) to Concourse (B1).
- Lift from the Concourse (B1) to Ticket Hall C (B2).
- Lift from Ticket Hall C (B2) to Central line platforms (B3).
- Lifts from Ground Floor (GF) to the Circle, Hammersmith & City and Metropolitan lines (B2).

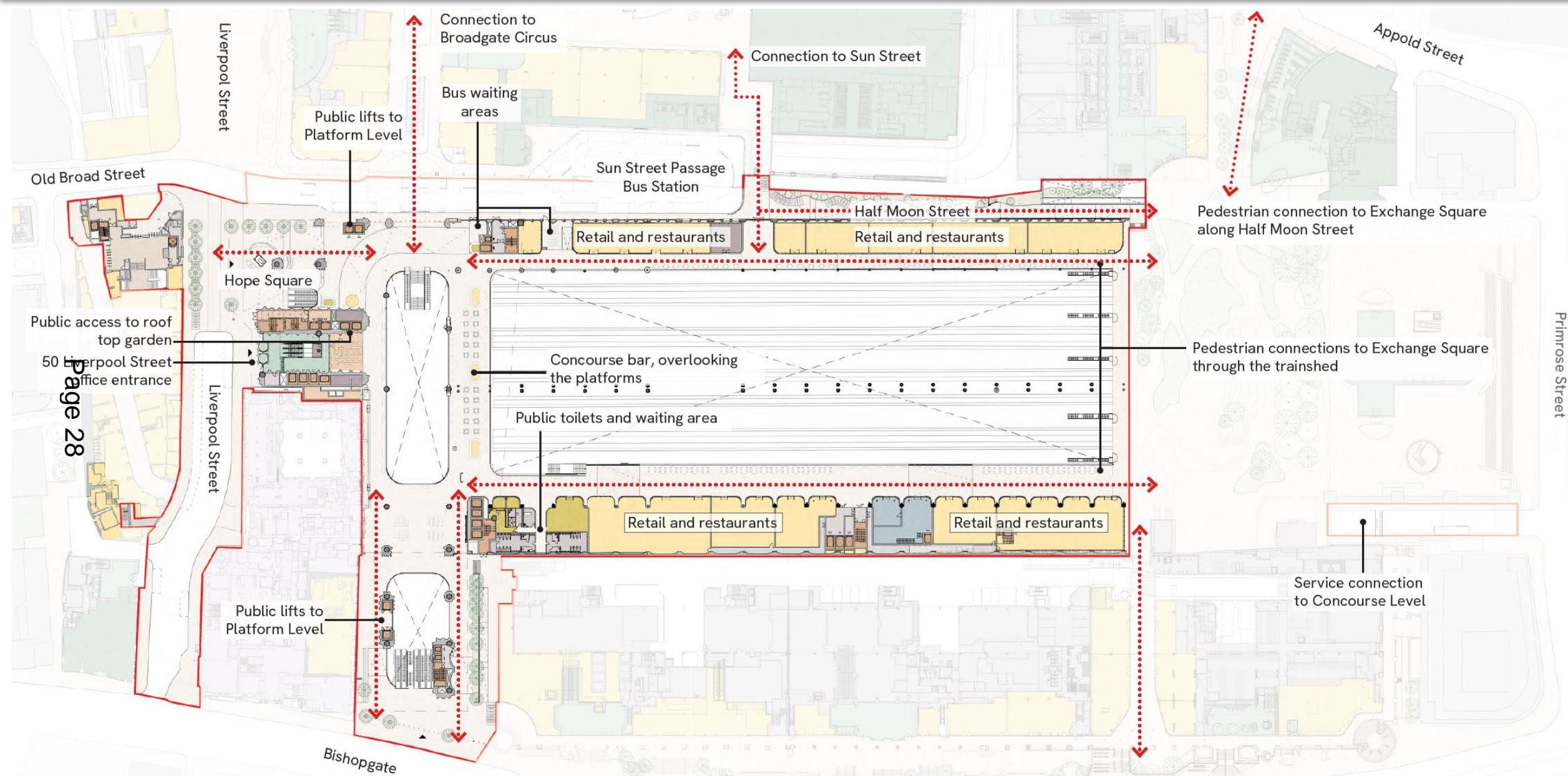
Proposed station enhancements – Step Free

Liverpool Street Station, London, EC2M 7PY



Proposed station enhancements Lower concourse

Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY



Fig.13.372. Existing congested entrance to Ticket Hall B.

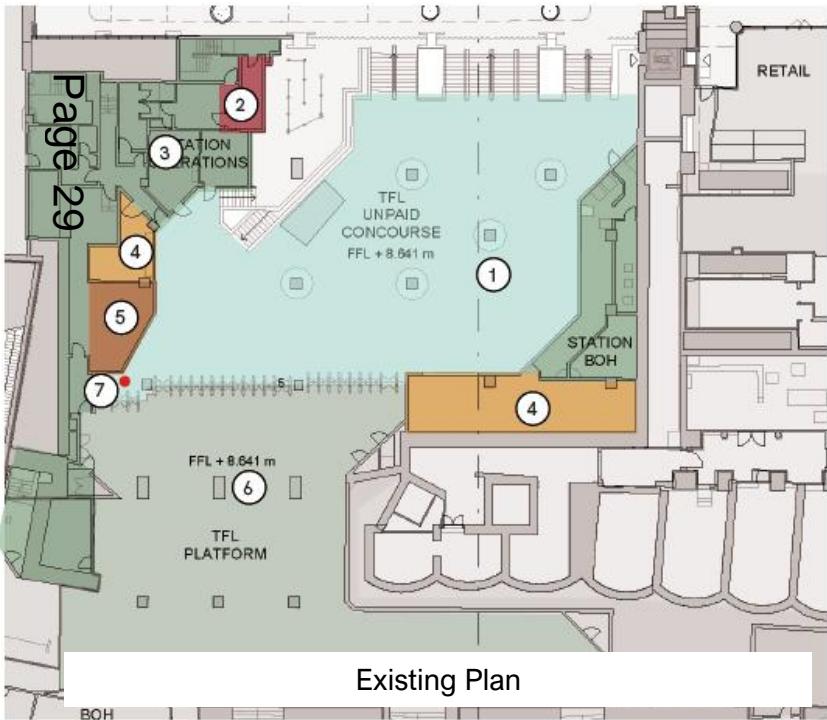
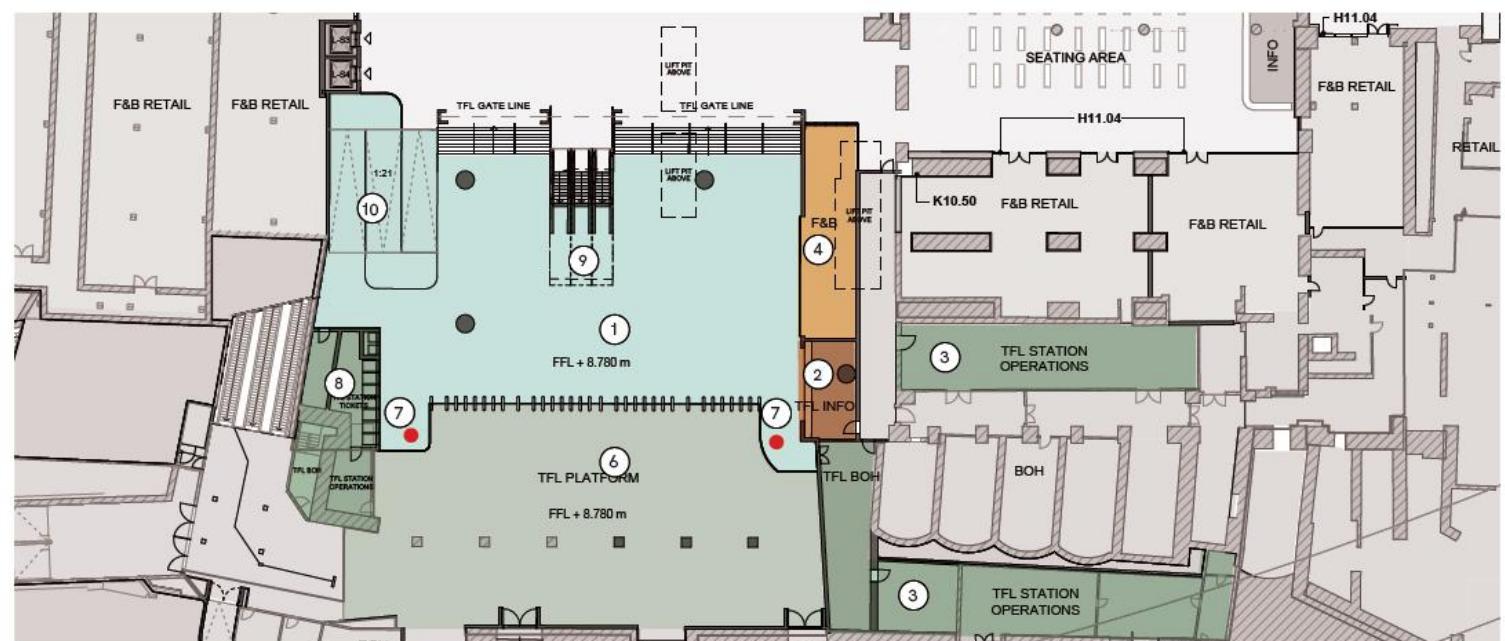


Fig.13.373. Proposed through Ticket Hall B towards platforms



Fig.13.374. Proposed approach to Ticket Hall B from platform exit



Proposed Plan

- ① Unpaid Concourse
- ④ Retail
- ⑦ Safe Space
- ② Ticket Office
- ⑤ Control Room
- ⑧ Counting
- ③ TFL Back of House
- ⑥ Paid Concourse
- ⑨ Potential Kiosk or Exhibition space
- ⑩ Gently sloped route

Proposed station enhancements: TFL Ticket hall B

Liverpool Street Station, London, EC2M 7PY

Figure 5-52: Cumulative Mean Densities (Walkway) TfL Ticket Hall B – Do-Minimum

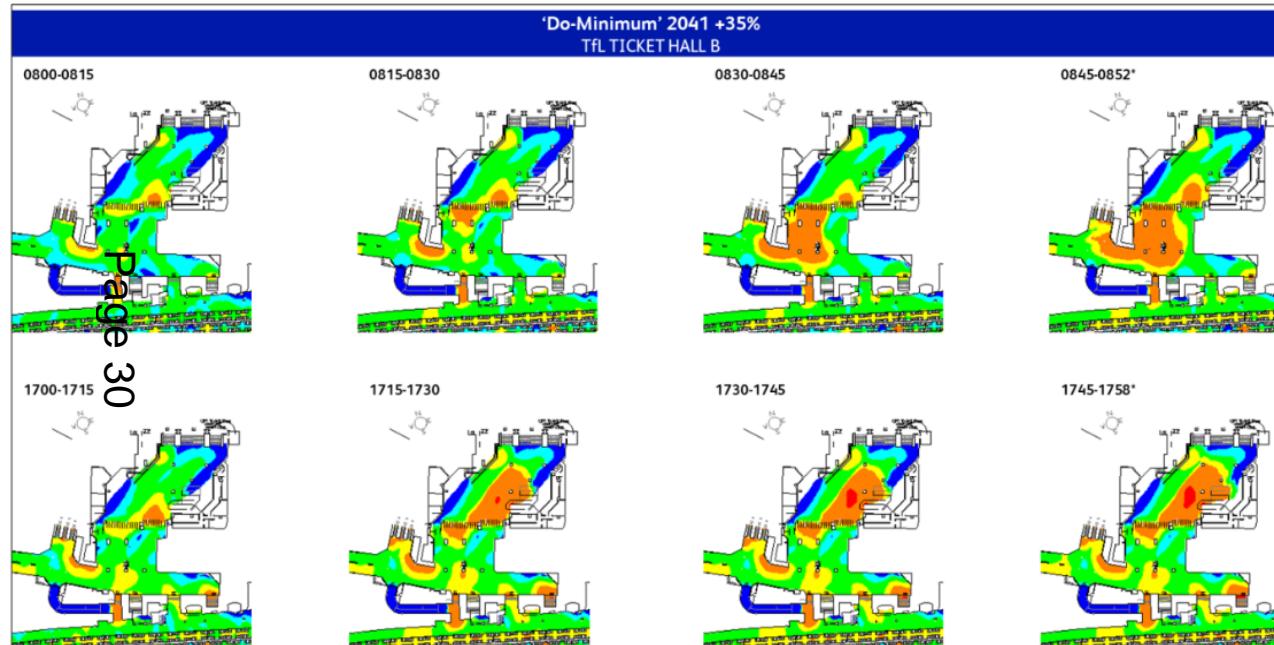
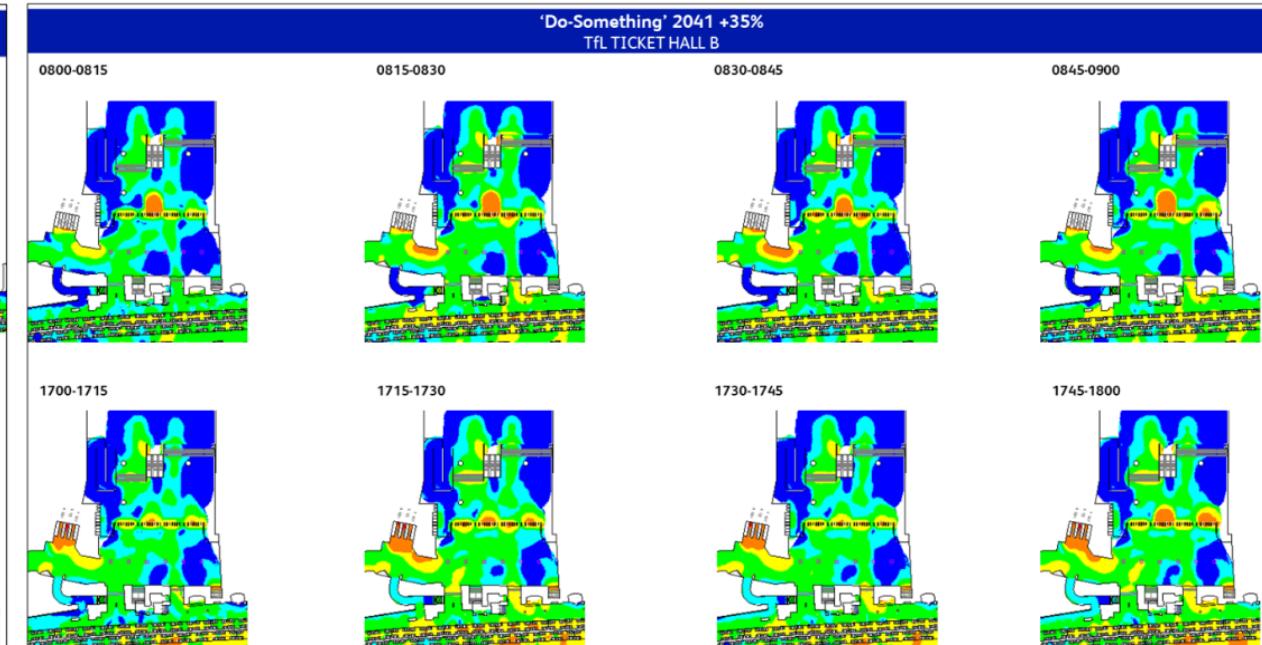


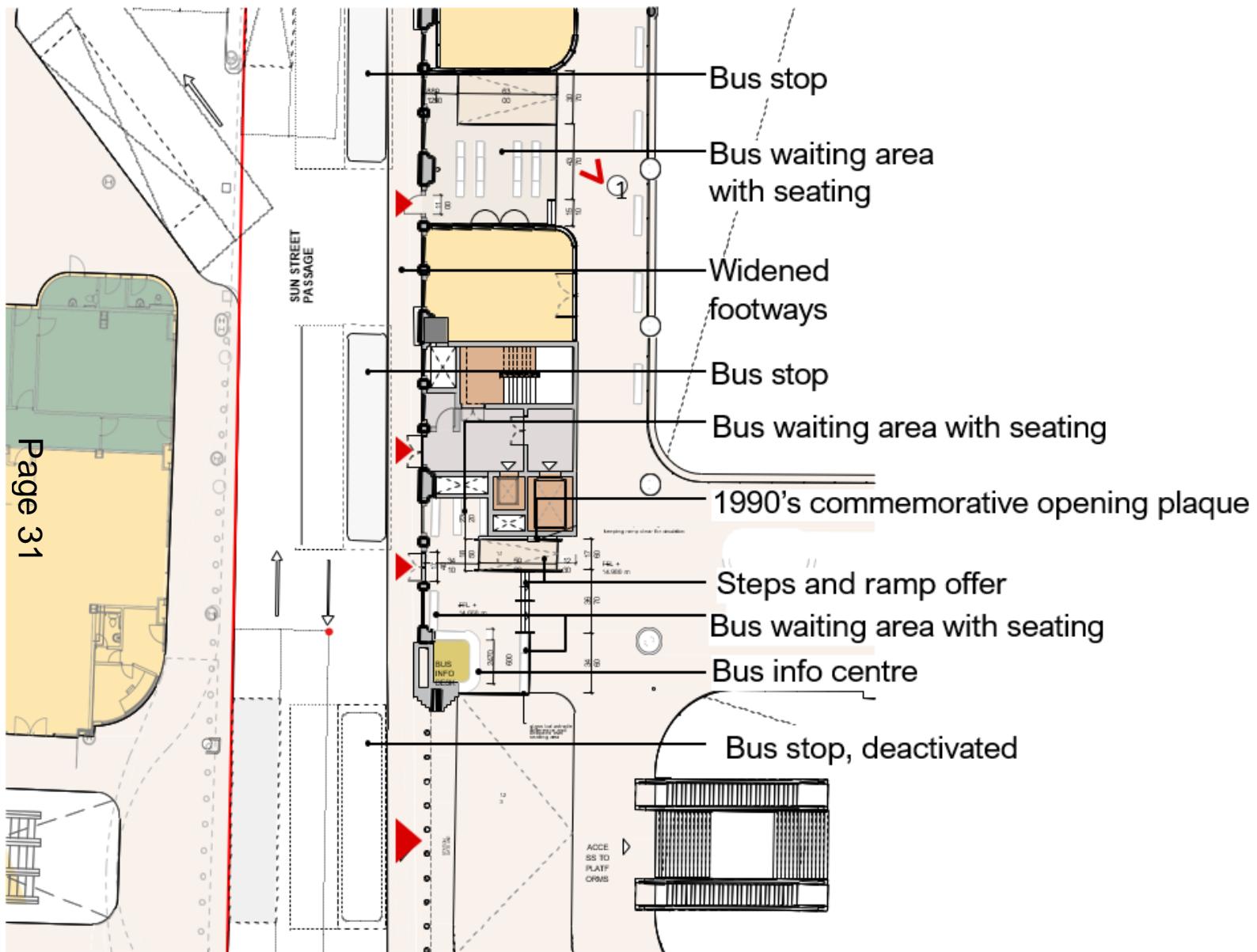
Figure 5-53: Cumulative Mean Densities (Walkway) TfL Ticket Hall B – Do-Something



Proposed Plan

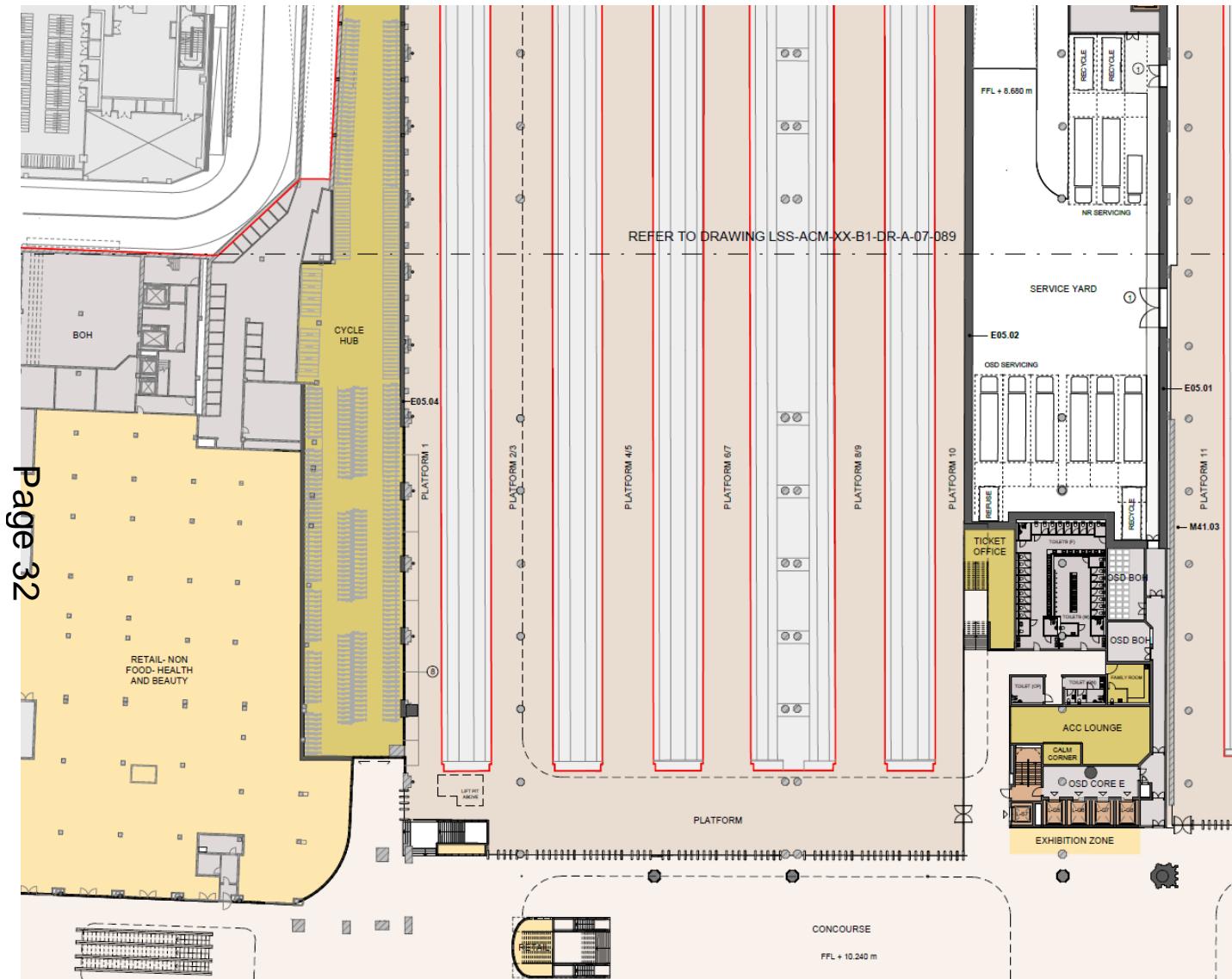
Proposed station enhancements: TfL Ticket hall B

Liverpool Street Station, London, EC2M 7PY



Proposed station enhancements: Bus station





Proposed Lower Concourse Plan of cycle hub

The hub provides 732 long stay cycle parking including:

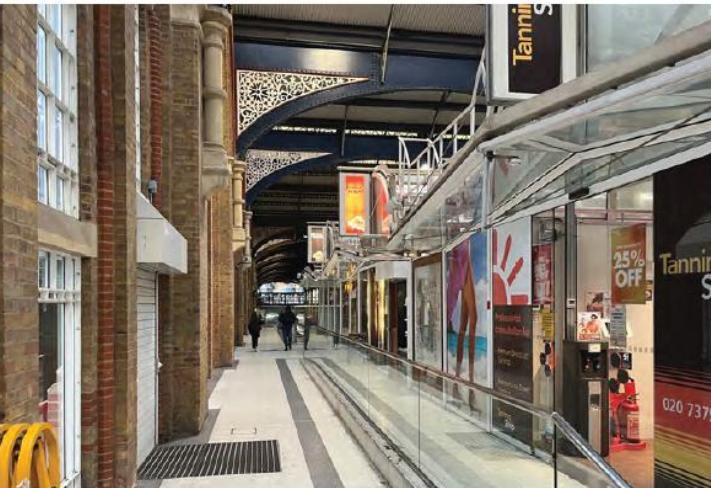
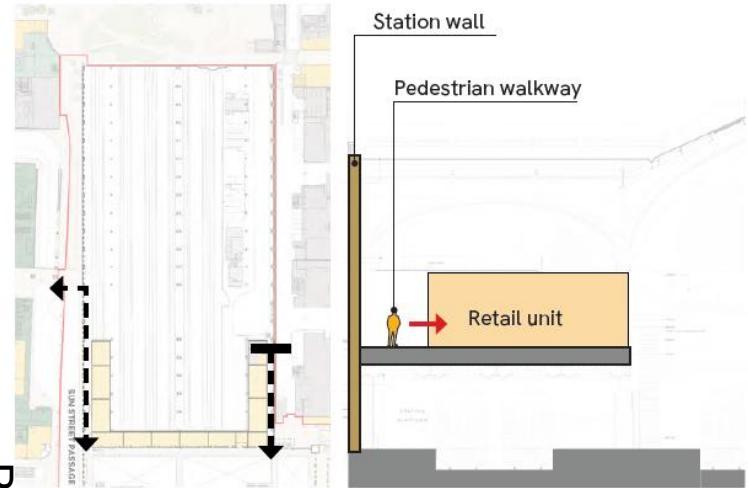
- 650 regular cycle spaces stacking in two tier racks
- 66 Sheffield stands
- 16 spaces for wider / longer cycles



Indicative image of cycle hub interior

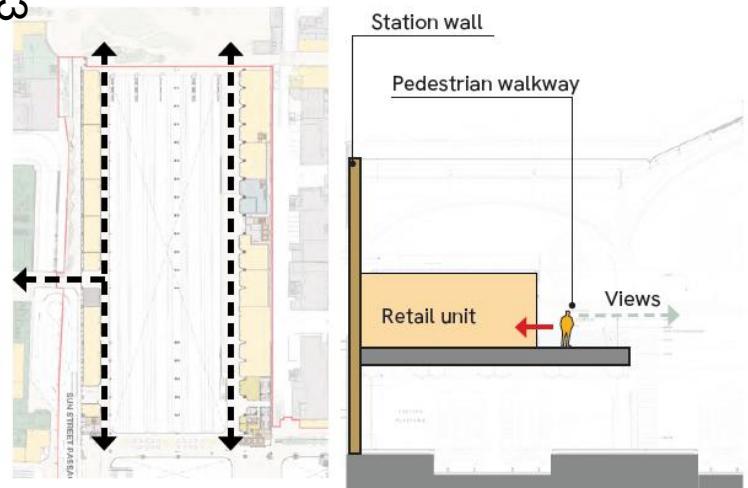
Liverpool Street Station, London, EC2M 7PY

Existing station retail unit layout and appearance



Page 33

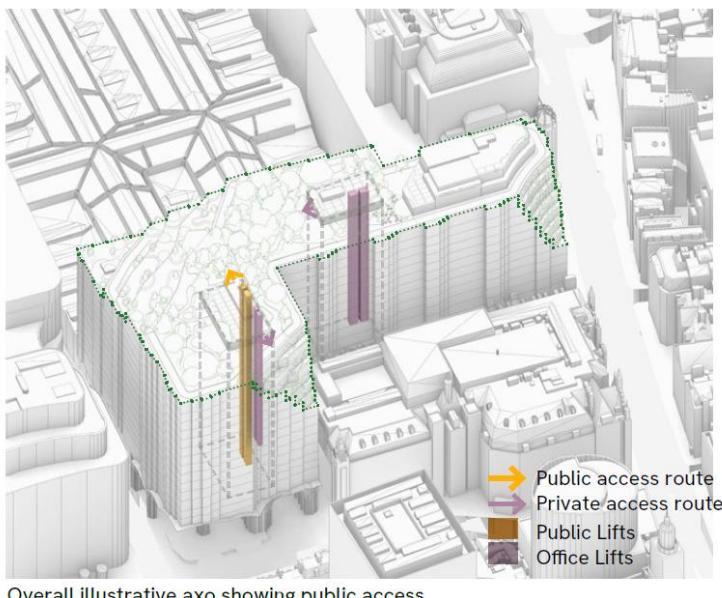
Proposed station retail strategy and unit design



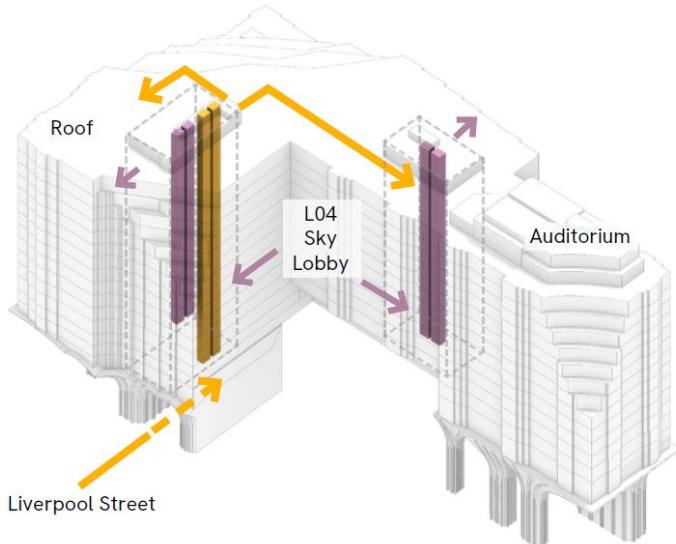
Proposed station enhancements: Station retail provision

Liverpool Street Station, London, EC2M 7PY

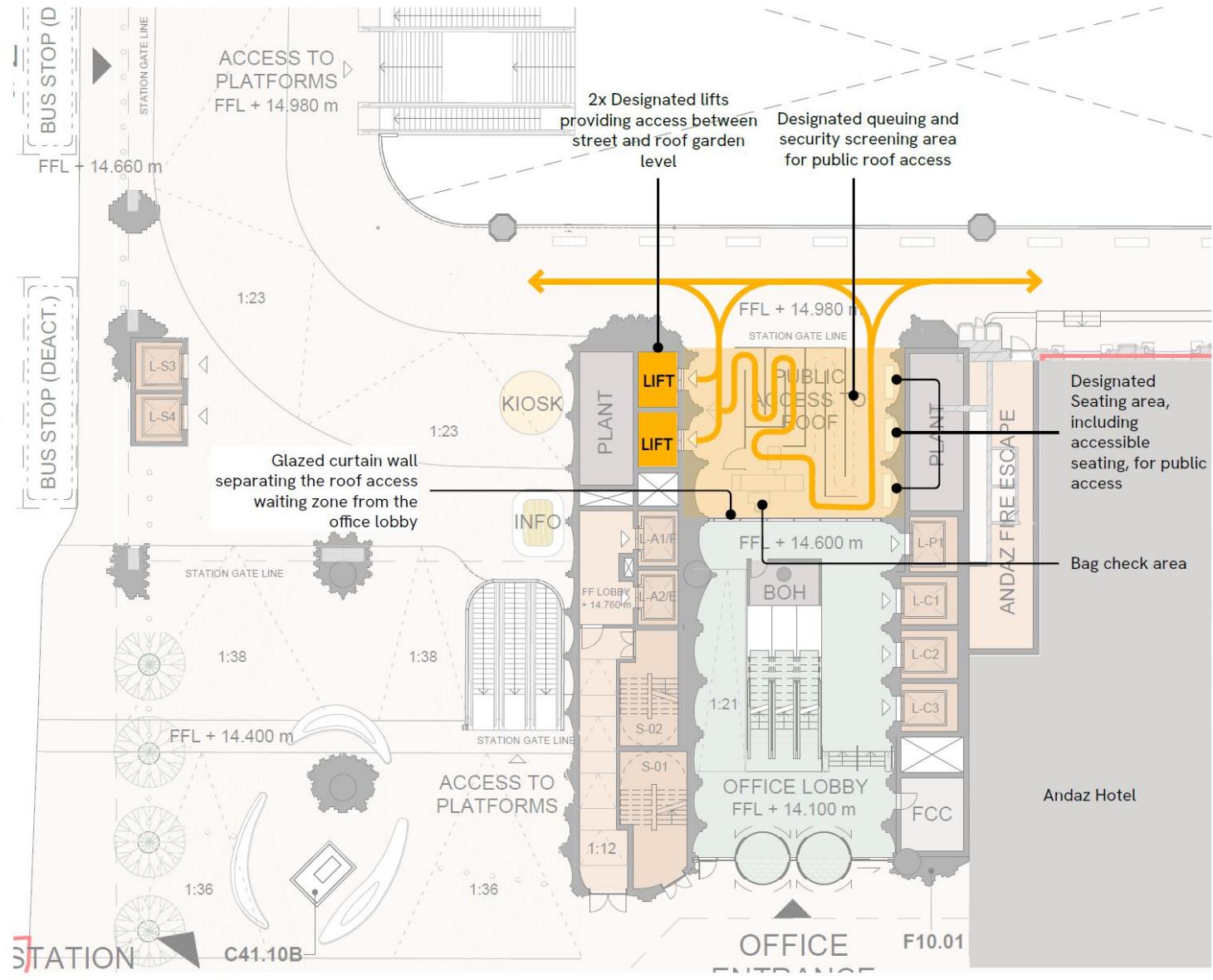
Page 34



Overall illustrative axo showing public access



Illustrative axo showing public access



Proposed Public Roof Garden lift access and waiting area

Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

EXISTING PHOTOGRAPHS



1 - Ramp from Primrose Street



2 - Existing retail



3 - Current service yard

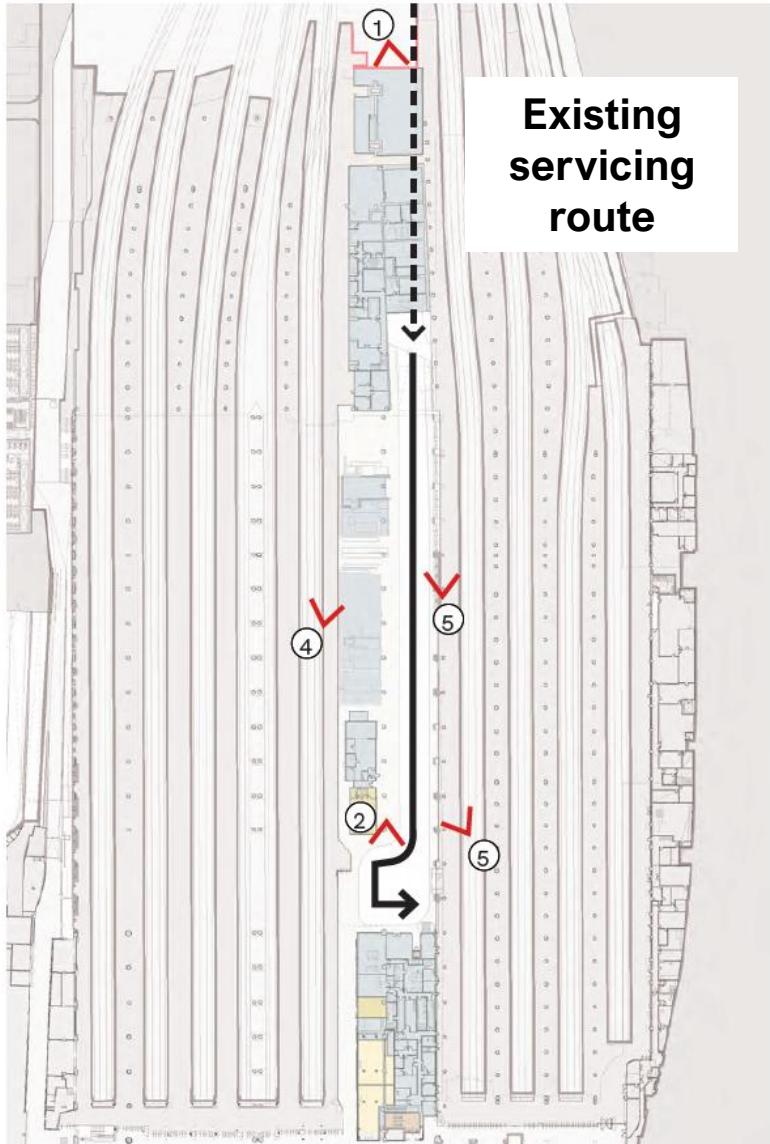


4 - Service yard from platform 10

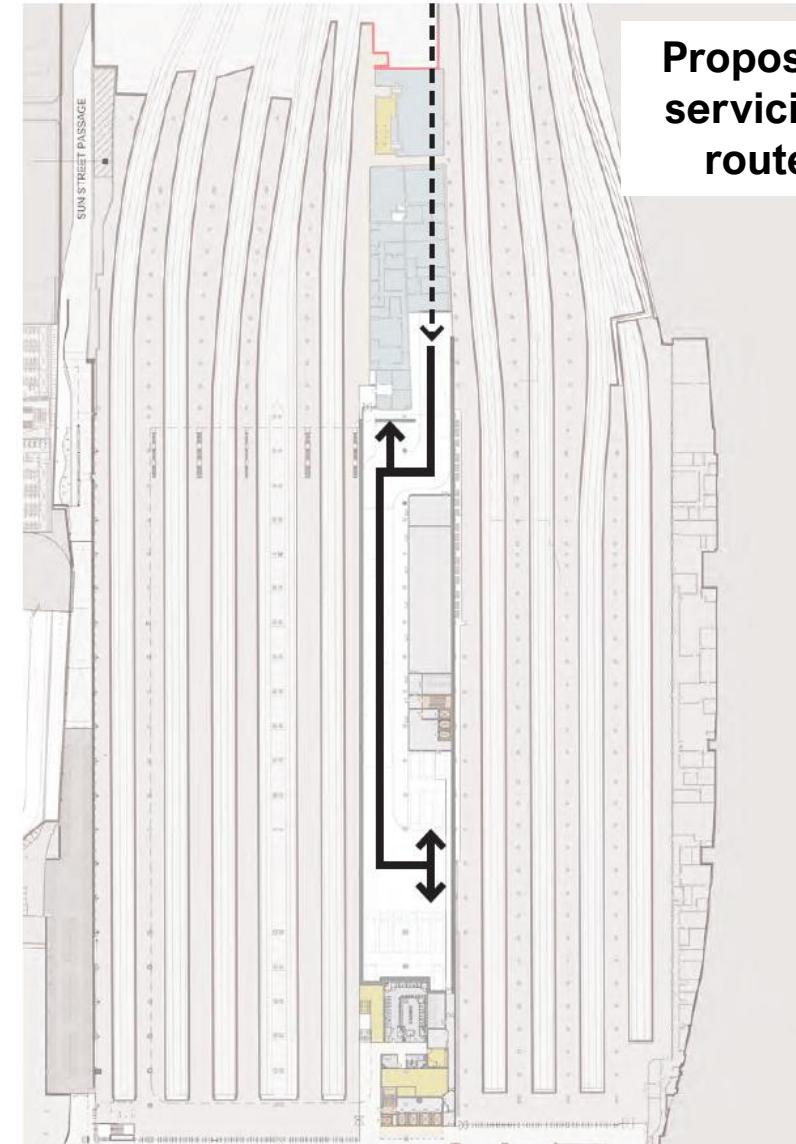


5 - Service yard from platform 11

Primrose Street



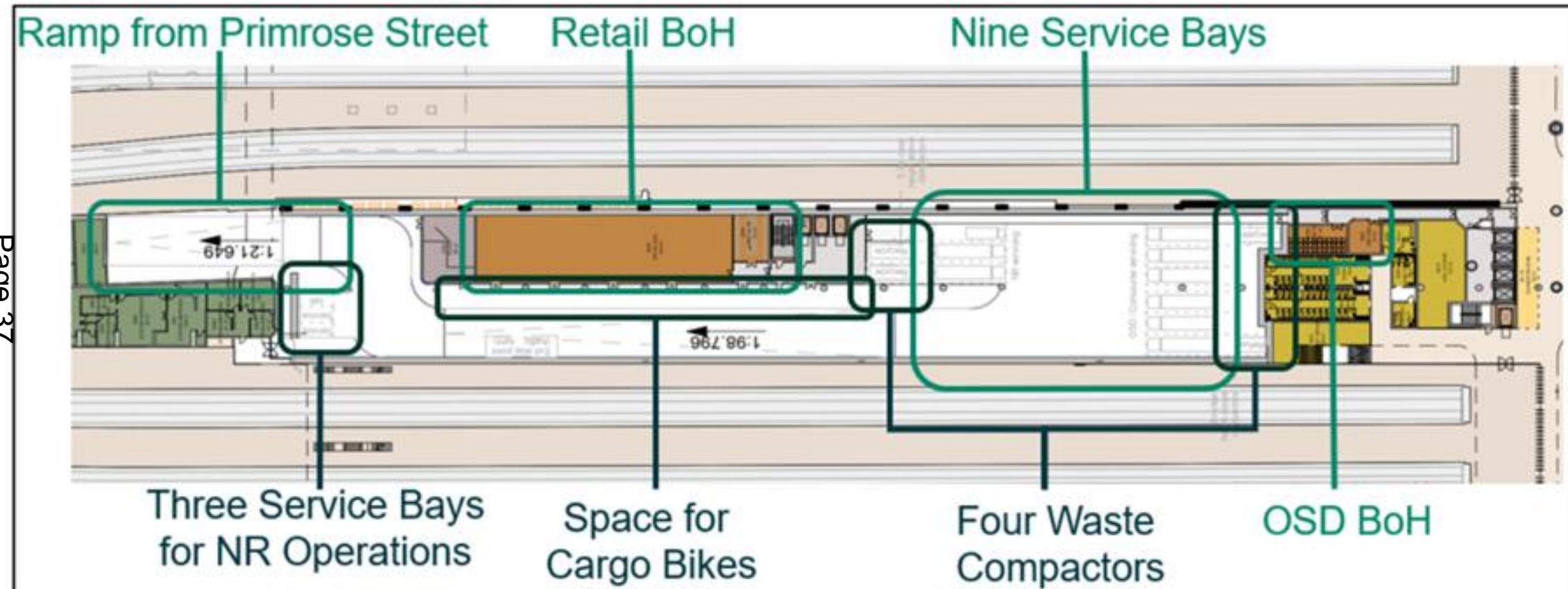
Primrose Street



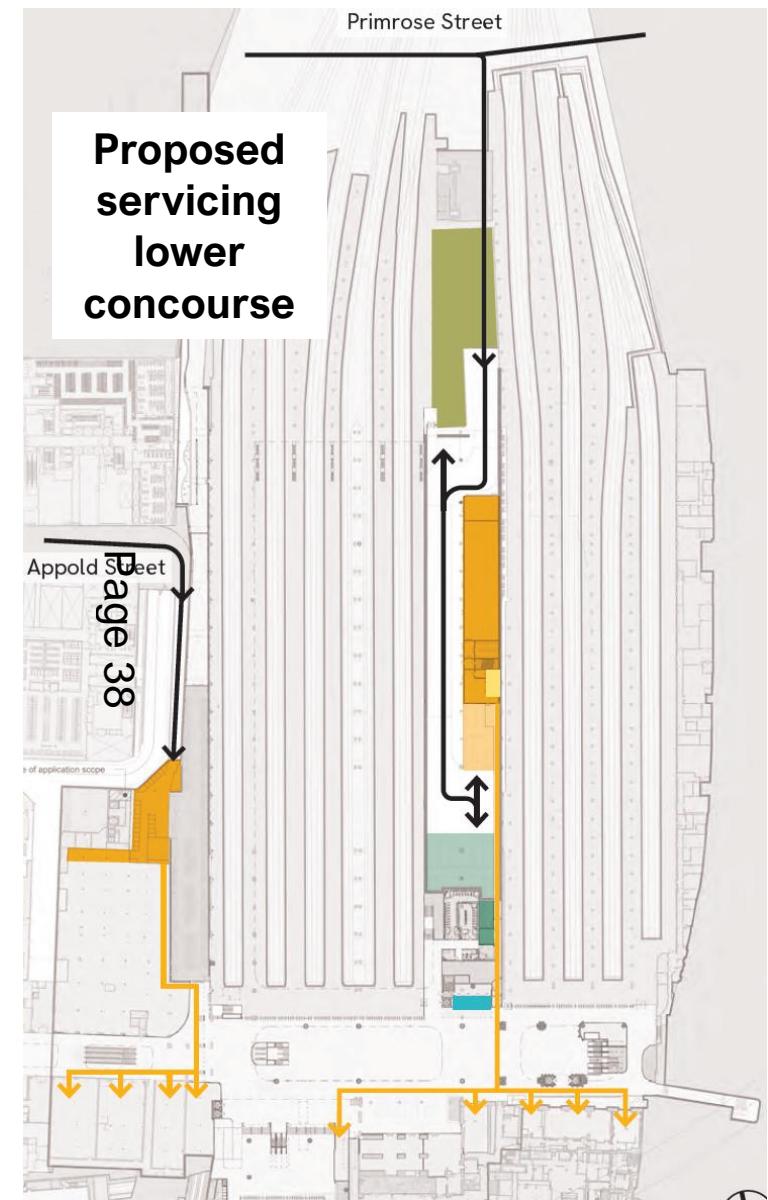
**Proposed
servicing
route**

Proposed station enhancements – servicing

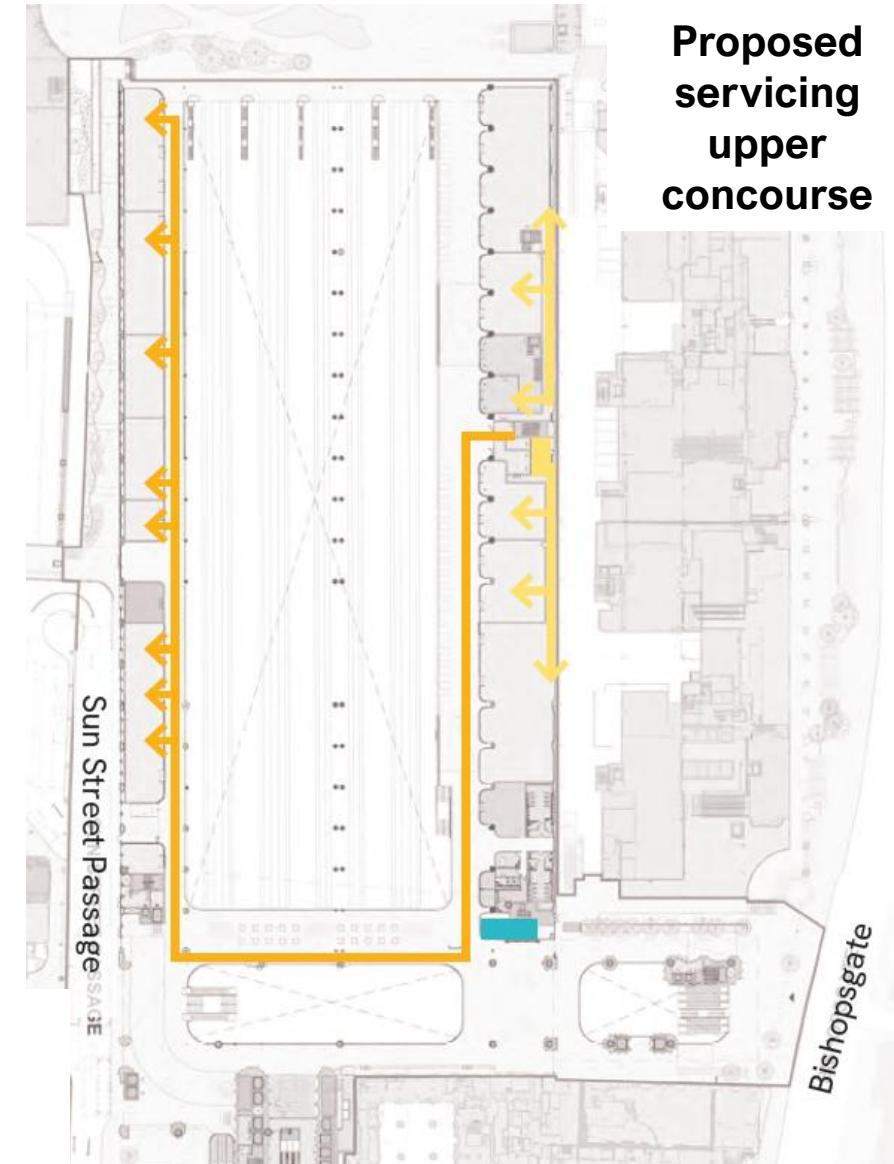
Figure 6-2: Proposed Servicing Yard Layout



Liverpool Street Station, London, EC2M 7PY

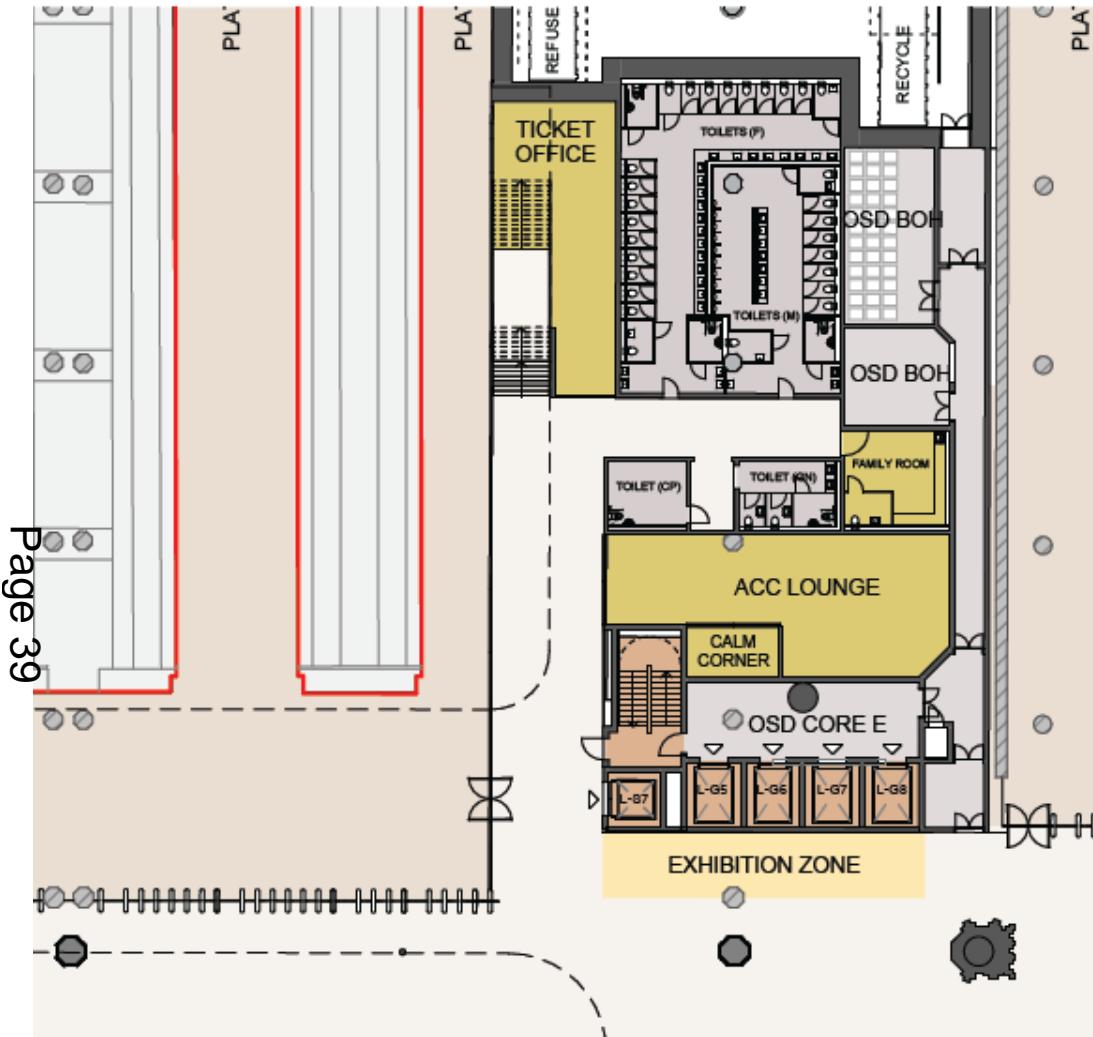


- Vehicular access/egress
- Yellow box: Retail vertical core
- Yellow arrow: Retail service yard
- Yellow arrow: OSD service yard
- Yellow arrow: OSD service core
- Yellow arrow: Retail BOH servicing
- Yellow arrow: Retail FOH servicing
- Green box: Ashbee house

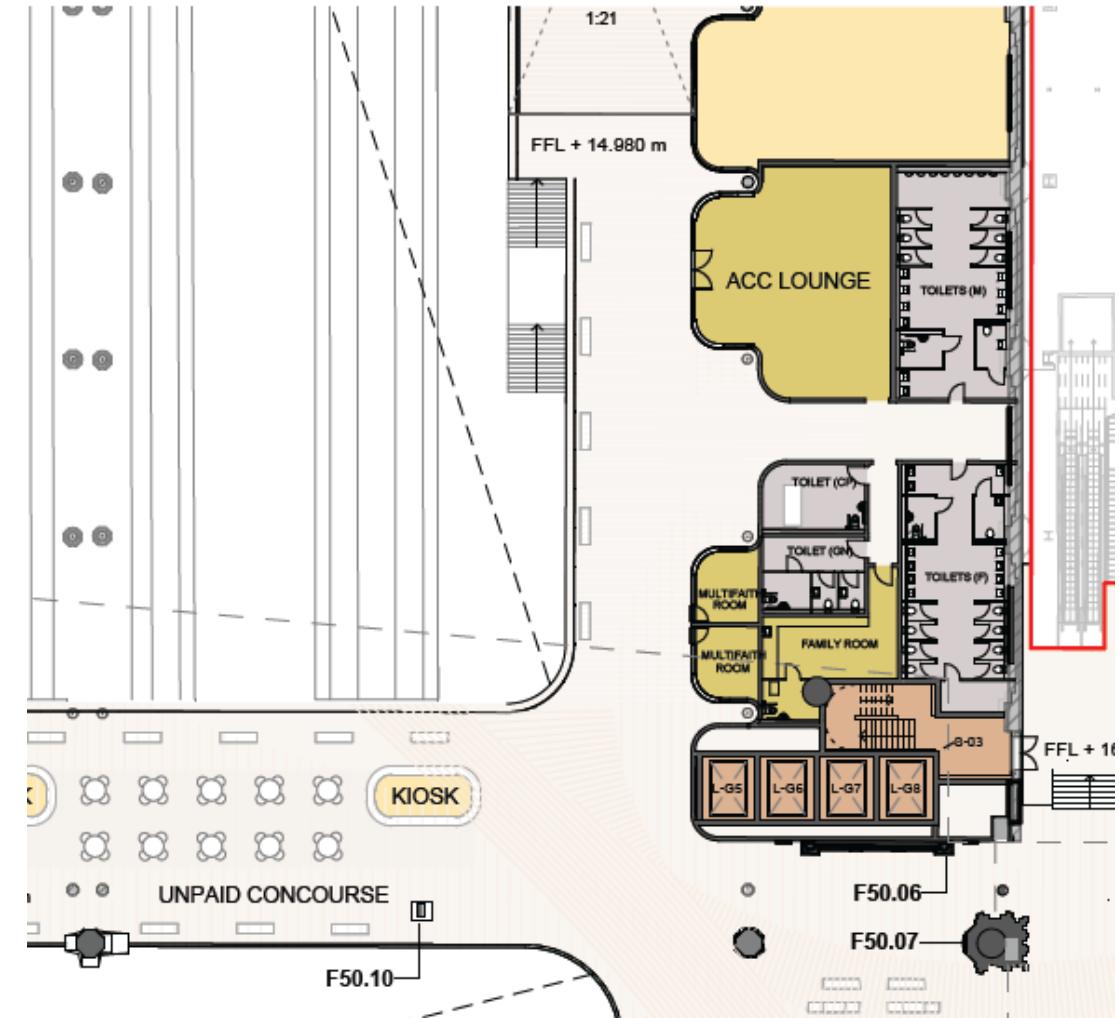


Proposed station enhancements – servicing

Liverpool Street Station, London, EC2M 7PY

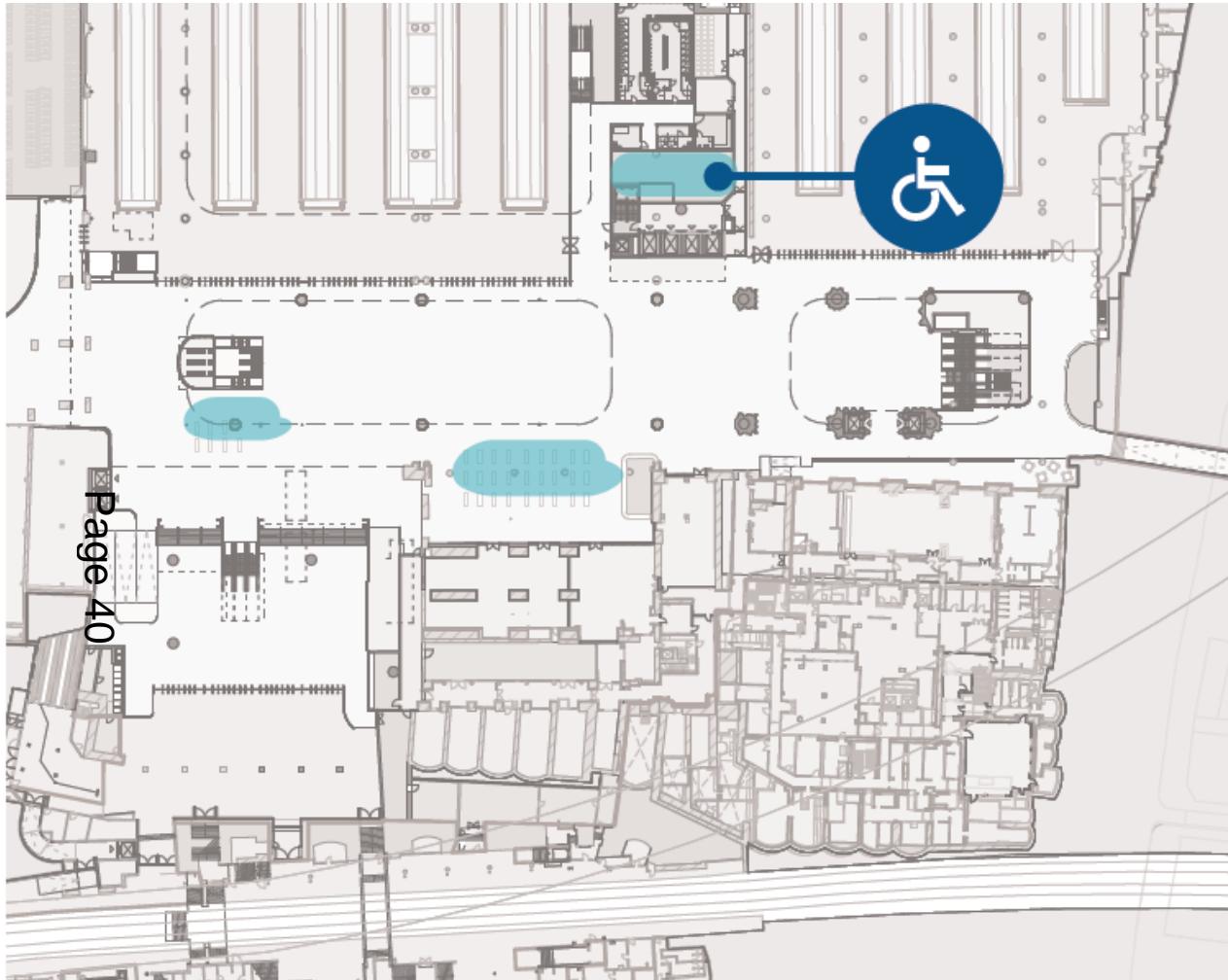


Proposed Lower Concourse Plan of new station facilities

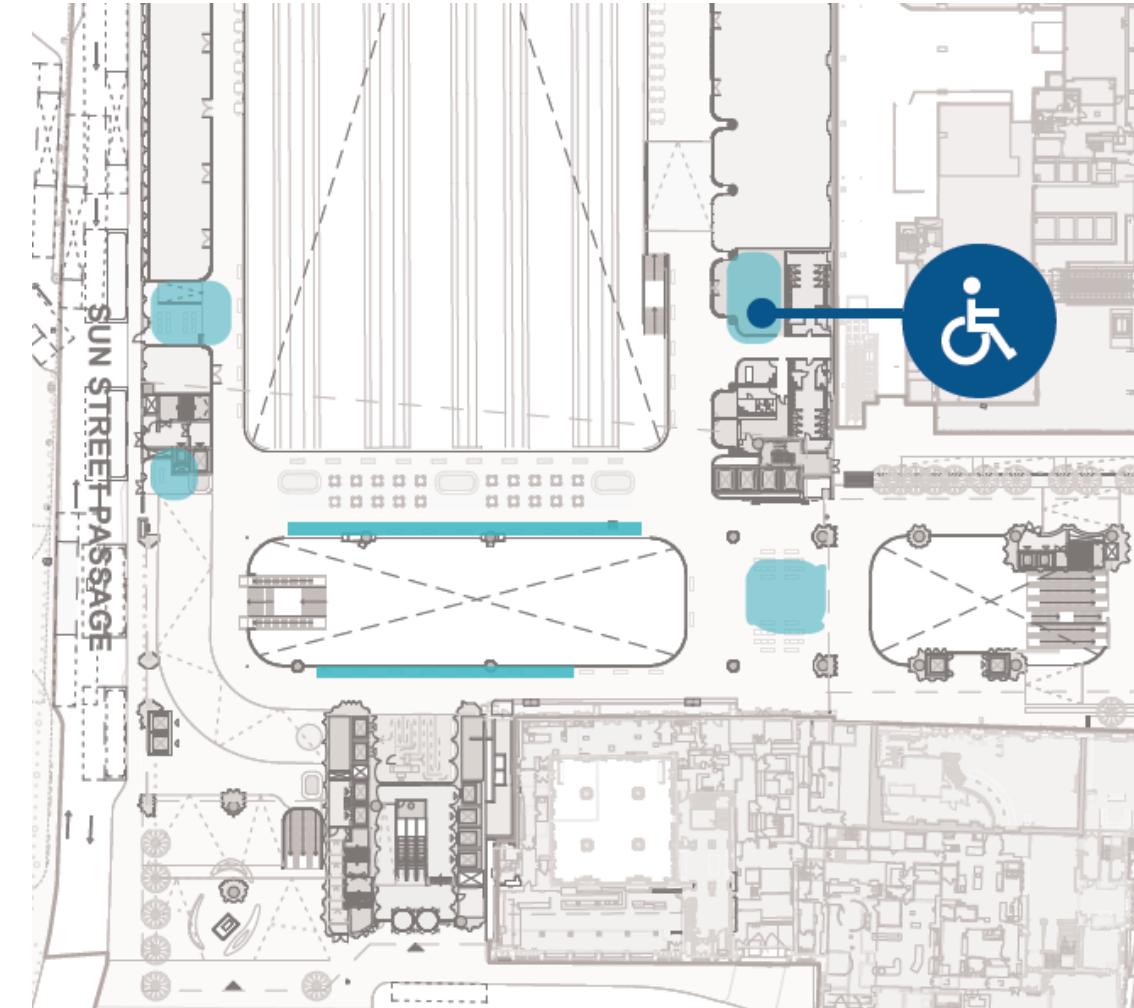


Proposed Upper Concourse Plan of new station facilities

Proposed station enhancements: Access enhancements to Station Facilities



Proposed Lower Concourse Plan of new seating areas



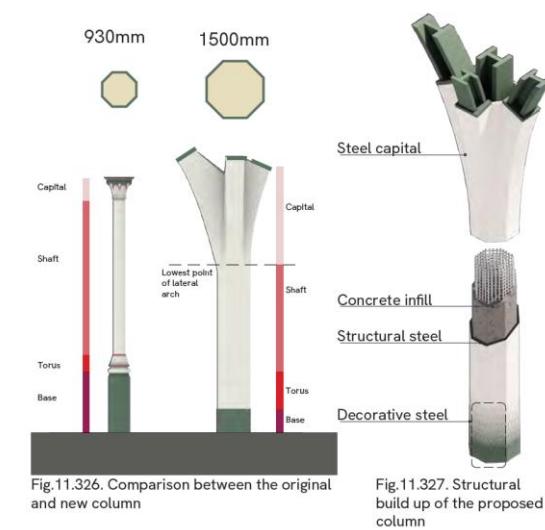
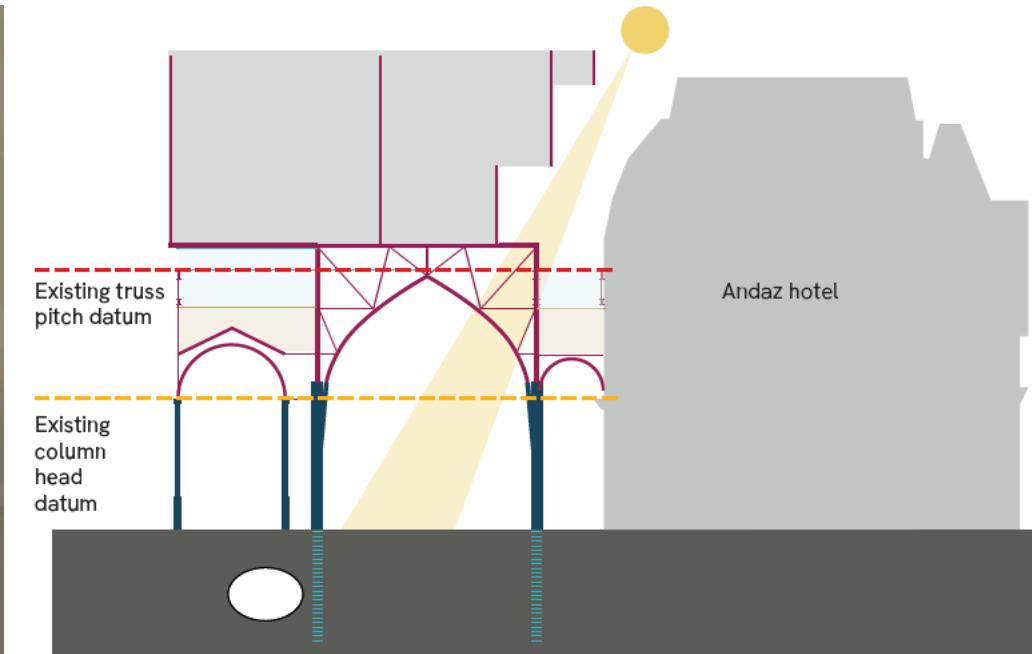
Proposed Upper Concourse Plan of new seating areas

Liverpool Street Station, London, EC2M 7PY



Proposed
Station roof
structure details

Proposed station upper concourse and new station roof



Liverpool Street Station, London, EC2M 7PY

Page 42



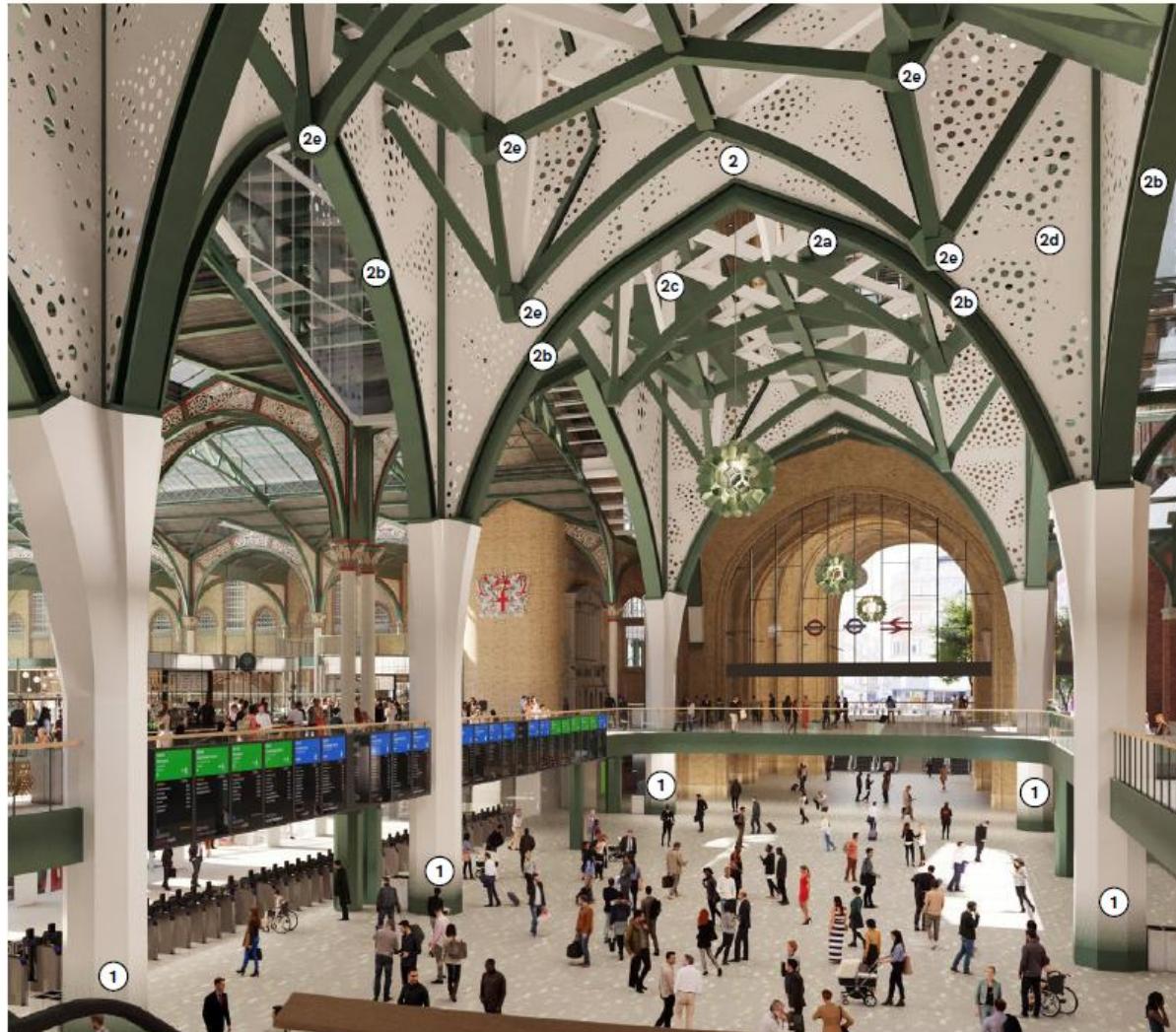
1 5 Shades Columns Base
(Powder Coated Steel)

Refer to Drawing
A-24-200, A-24-400,
DAS Station Roof Chapter
P. 149

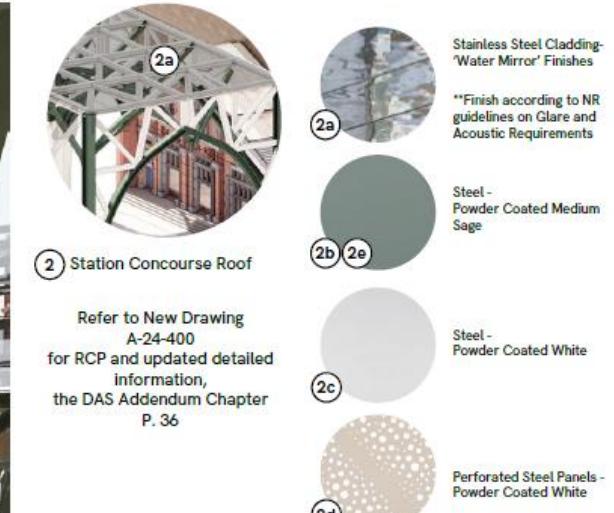
- 1a Steel - Powder Coated Medium Sage
- 1b Steel - Powder Coated Sage
- 1c Steel - Powder Coated Light Sage
- 1d Steel - Powder Coated Light Sage
- 1e Steel - Powder Coated White

The station's colour scheme, typical of Victorian designs, was dark: green for columns and primary structures, with chocolate brown elsewhere. This choice suited the coal-fired locomotive era, where lighter colours were impractical to maintain.

The proposed material/finishes palette reinstated the original historic LSS station colour scheme before it was repainted into the current navy blue colour scheme.



Proposed new station roof materiality



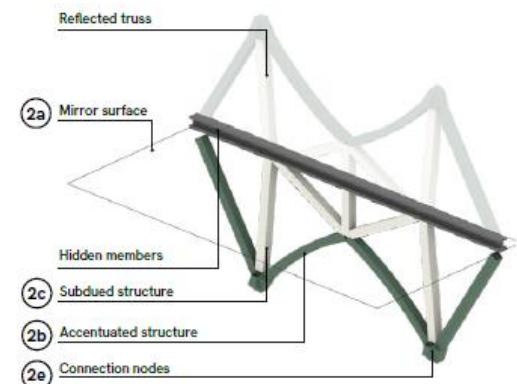
2 Station Concourse Roof

Refer to New Drawing
A-24-400
for RCP and updated detailed
information,
the DAS Addendum Chapter
P. 36

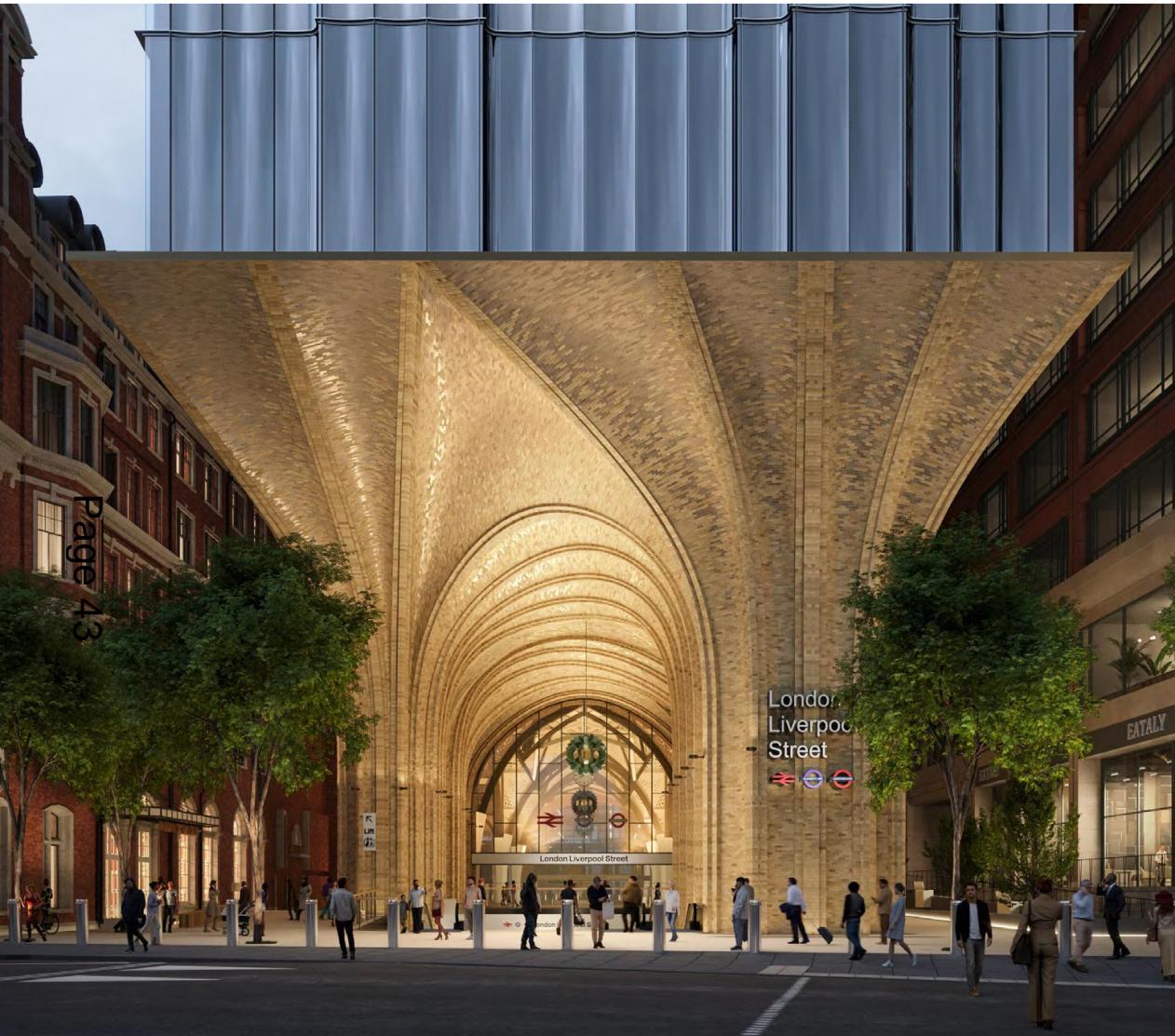
- 2a Stainless Steel Cladding - 'Water Mirror' Finishes
**Finish according to NR guidelines on Glare and Acoustic Requirements
- 2b Steel - Powder Coated Medium Sage
- 2c Steel - Powder Coated White
- 2d Perforated Steel Panels - Powder Coated White

Acoustic & Glare:

**Mirror clad surfaces to be micro-perforated with acoustic and thermal insulation backed behind to achieve the required acoustic performance. Further detail to be developed in the next stages in consideration with NR requirements and feedback from user groups and the accessibility consultant.



Liverpool Street Station, London, EC2M 7PY



Proposed Bishopsgate station entrance



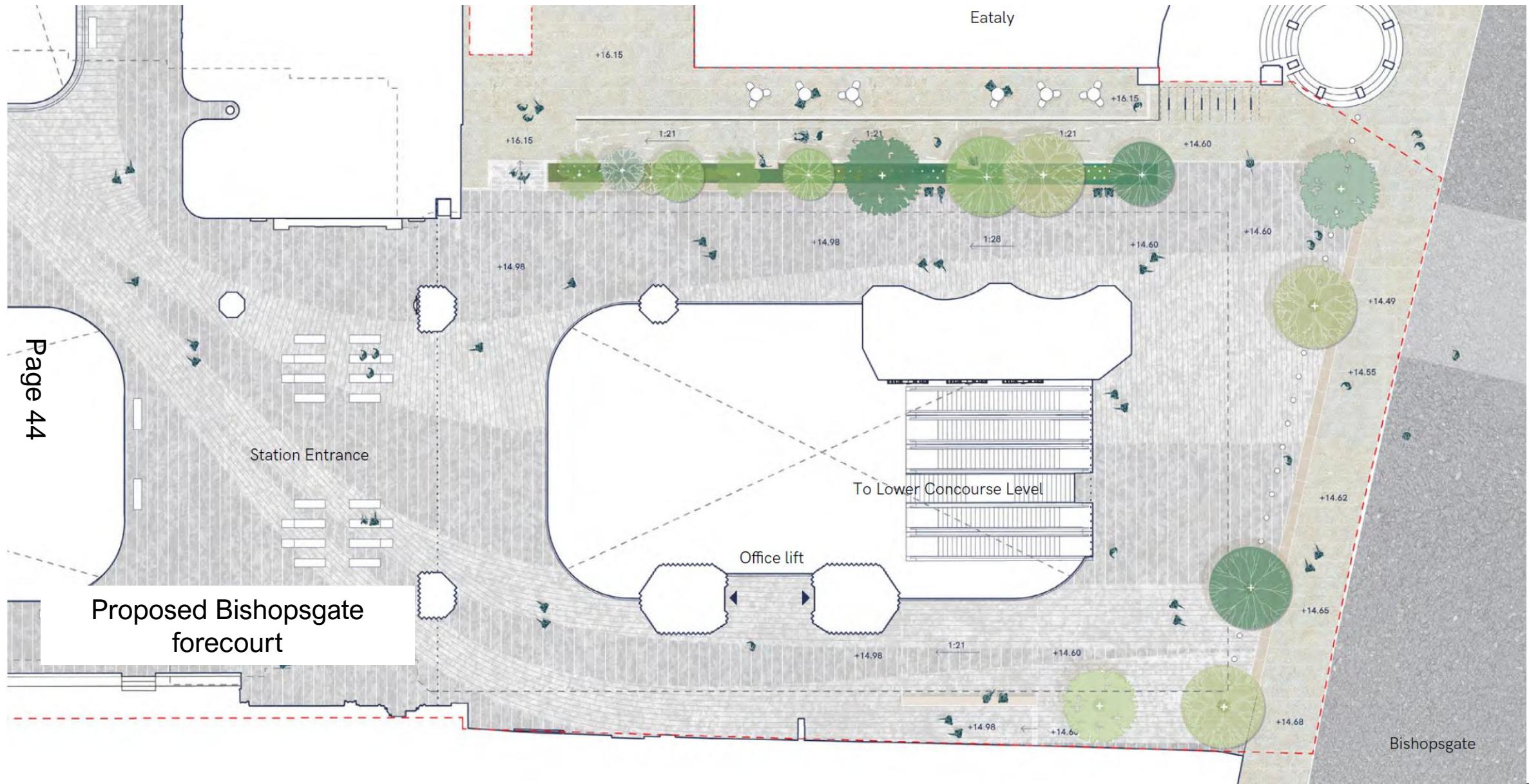
Proposed Bishopsgate station entrance from lower concourse level

Proposed Bishopsgate entrance

Liverpool Street Station, London, EC2M 7PY

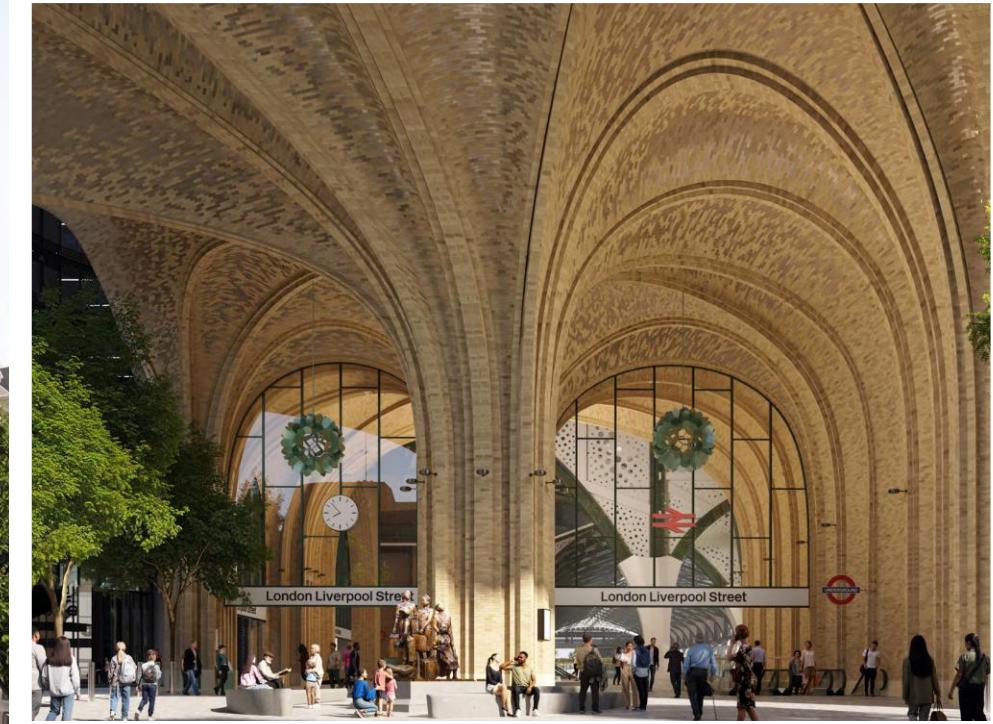
Page 44

Proposed Bishopsgate forecourt



Proposed station enhancements: Station entrances and public realm

Liverpool Street Station, London, EC2M 7PY

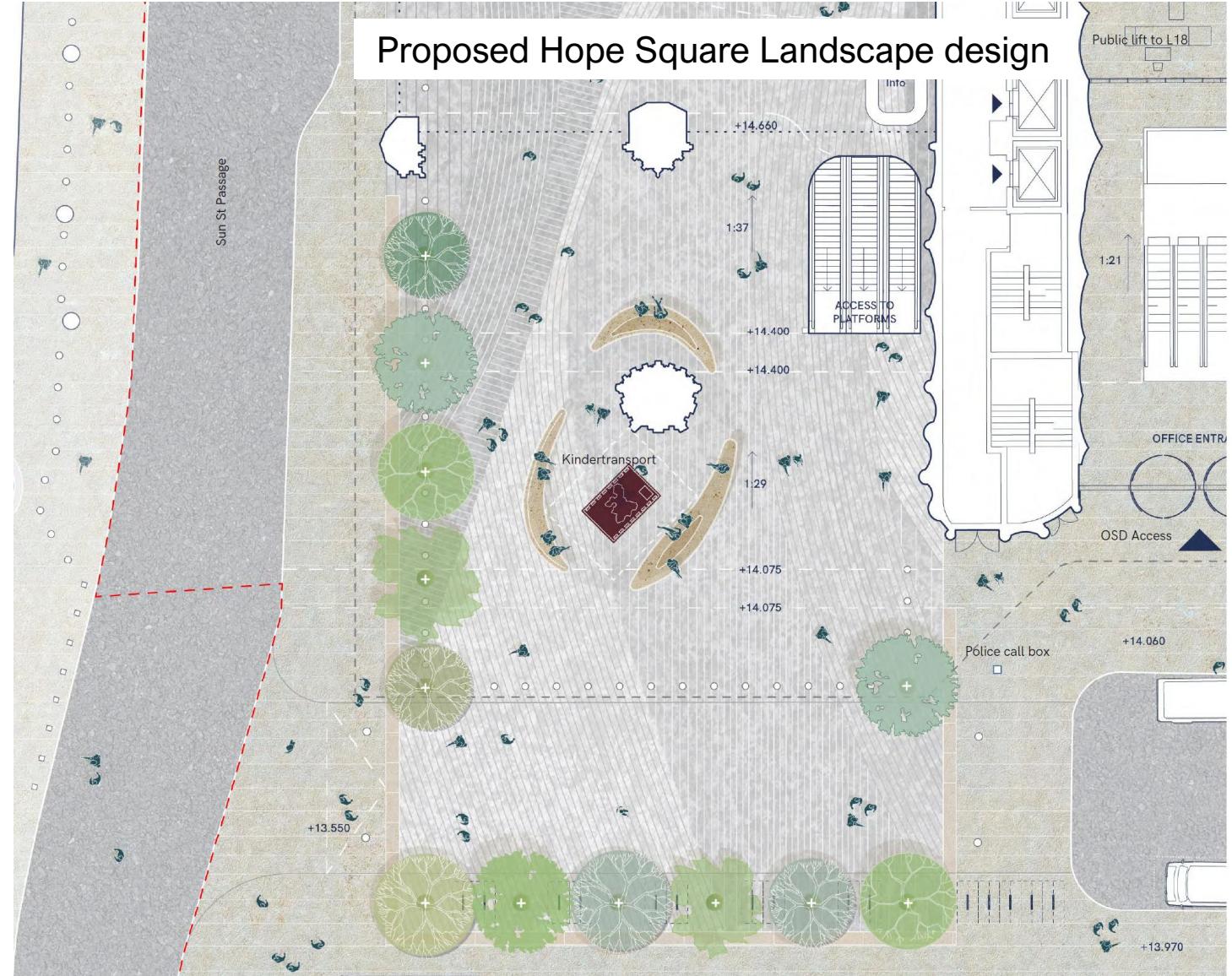


Proposed Liverpool Street station entrance archways



Proposed Kindertransport Sculpture location and setting

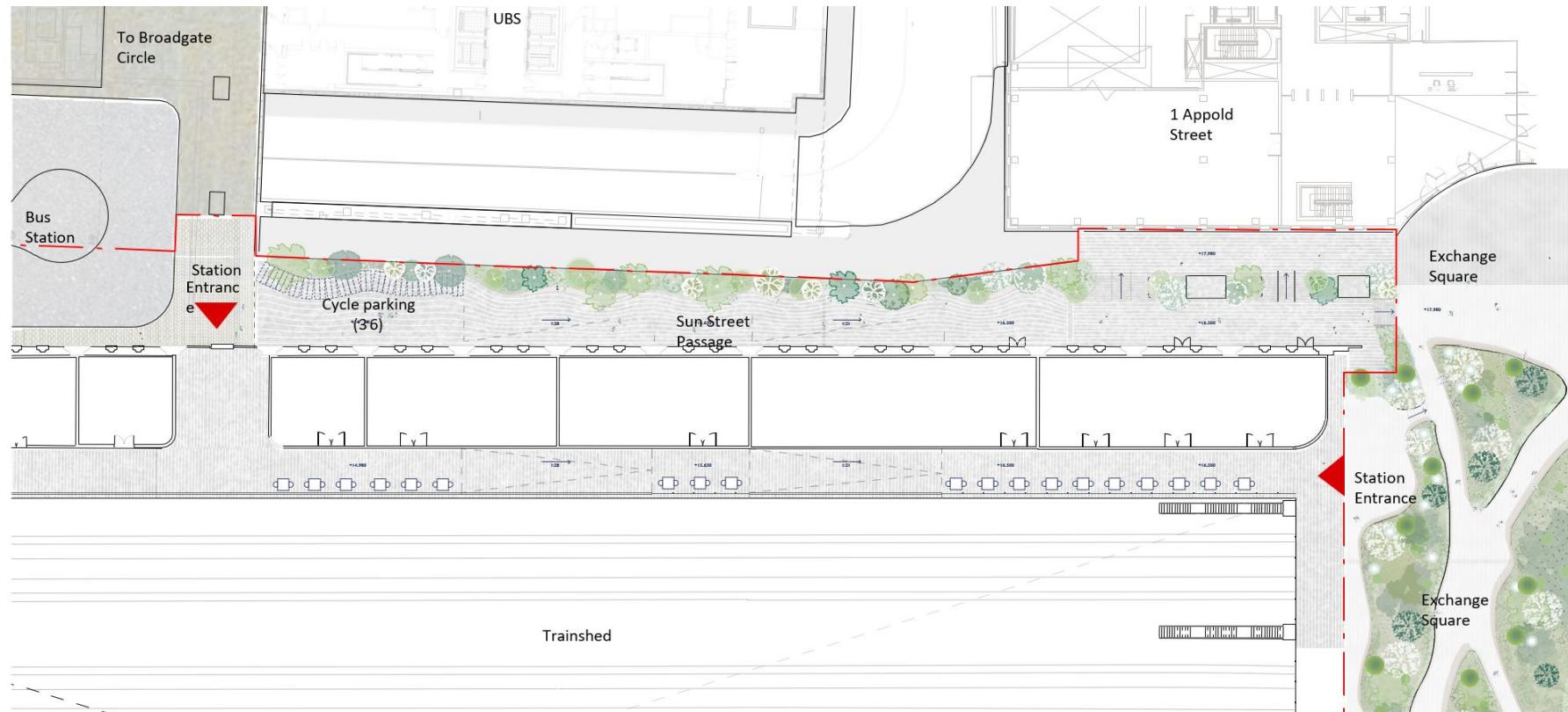
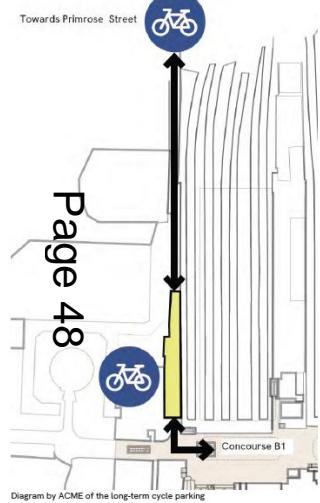
Proposed Hope Square Landscaping



Liverpool Street Station, London, EC2M 7PY

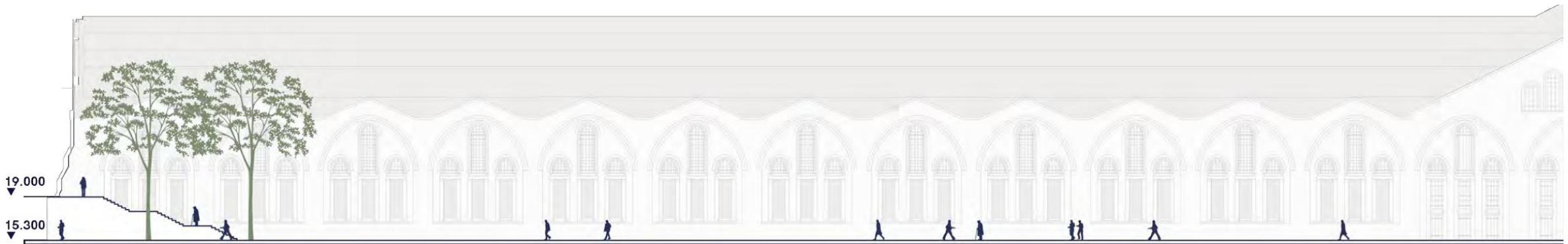


Liverpool Street Station, London, EC2M 7PY



Proposed Sun Street level connection with Exchange Square

Liverpool Street Station, London, EC2M 7PY



Existing and proposed Sun Street Passage and lower ground cycle route

Page 49



Proposed Sun Street Passage

Liverpool Street Station, London, EC2M 7PY

Page 50

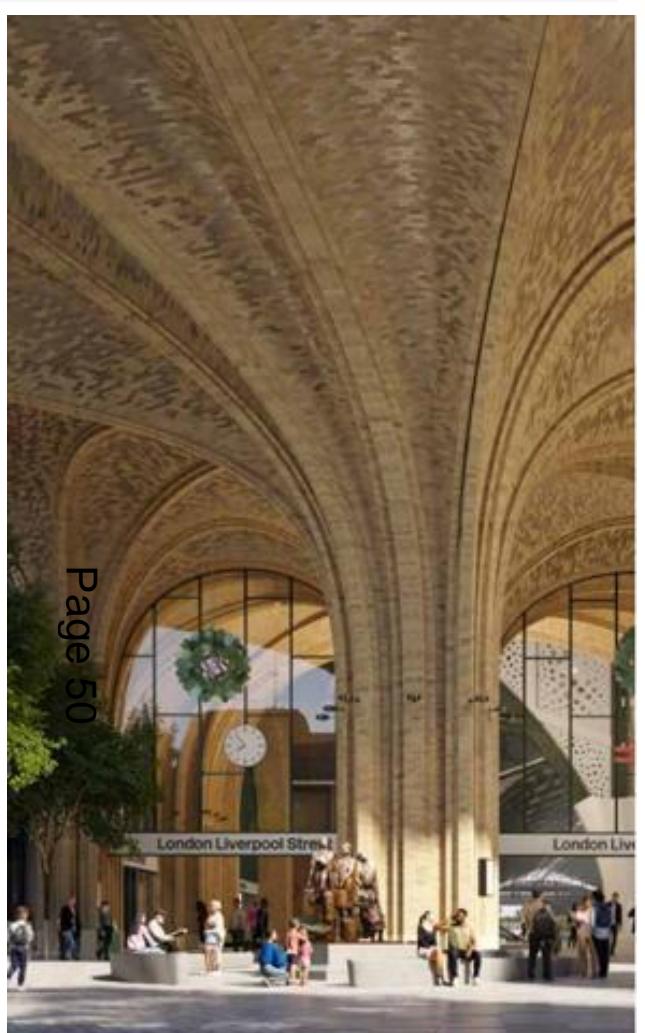


Fig.12.358. The 'Kindertransport - The Arrival' memorial set within seating in Hope Square.



Fig.12.354. Illustrative view of the two listed War Memorials



Fig.12.360. Cartouches on Bishopsgate entrance



Fig.12.368. View of the Relic garden



Fig.12.355. The Police Call Box, to the left of the image, in front of the station entrance.

Proposed relocation of historic relics

Liverpool Street Station, London, EC2M 7PY

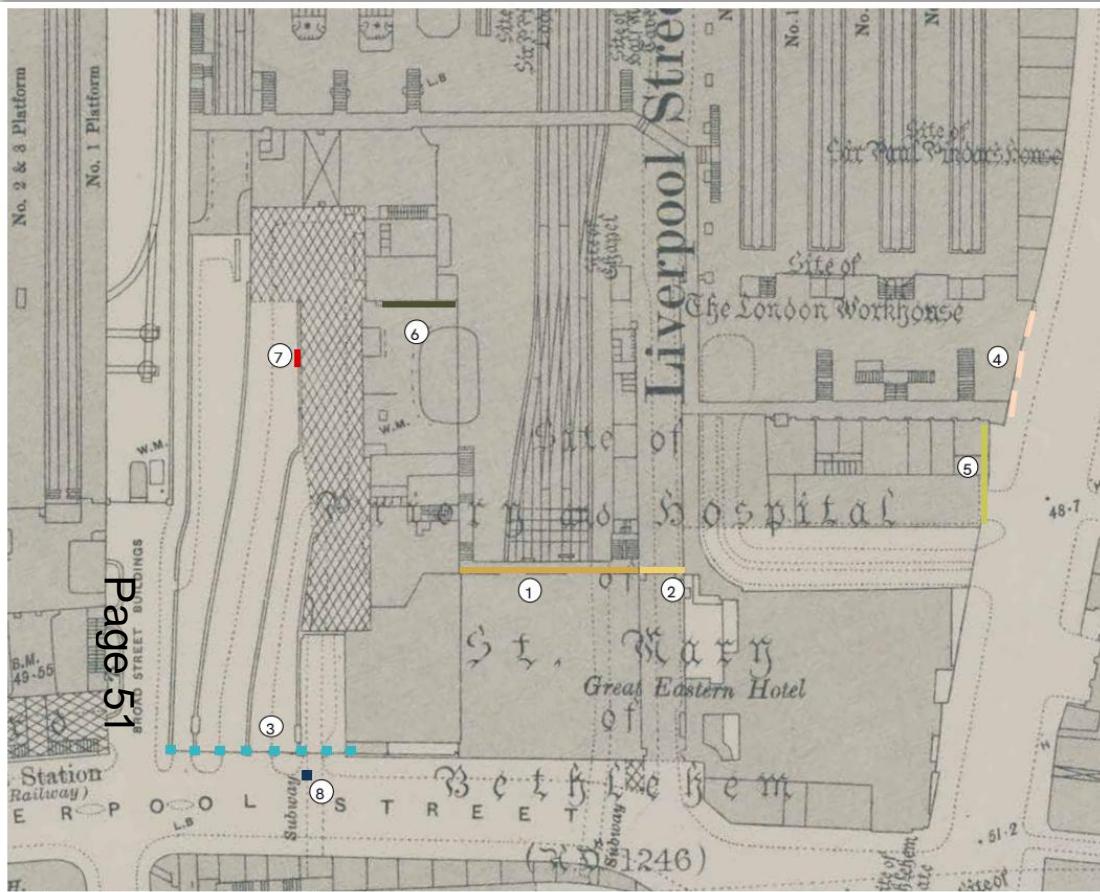


Fig.12.351. OS map of the Liverpool Street Station from 1894

- 1. Hotel facade facing the Station (part of the Grade II* hotel)
- 2. Cab Road Archway & Relief Panel (part of the Grade II* hotel)
- 3. Stone Piers & Gates - twelve but only one truly original
- 4. Great Eastern Railway Cartouches
- 5. Great Eastern Railway Lettering
- 6. Great Eastern Railway War Memorial (Grade II)
- 7. London Society of East Anglicans War Memorial (Grade II)
- 8. Police Call Box (Grade II)
- 9. 'Kindertransport - The Arrival' memorial
- 10. 'Für das Kind – Displaced Statue (Concourse level)
- 11. 1991 Re-opening Memorial
- 12. Re-used Doorcase

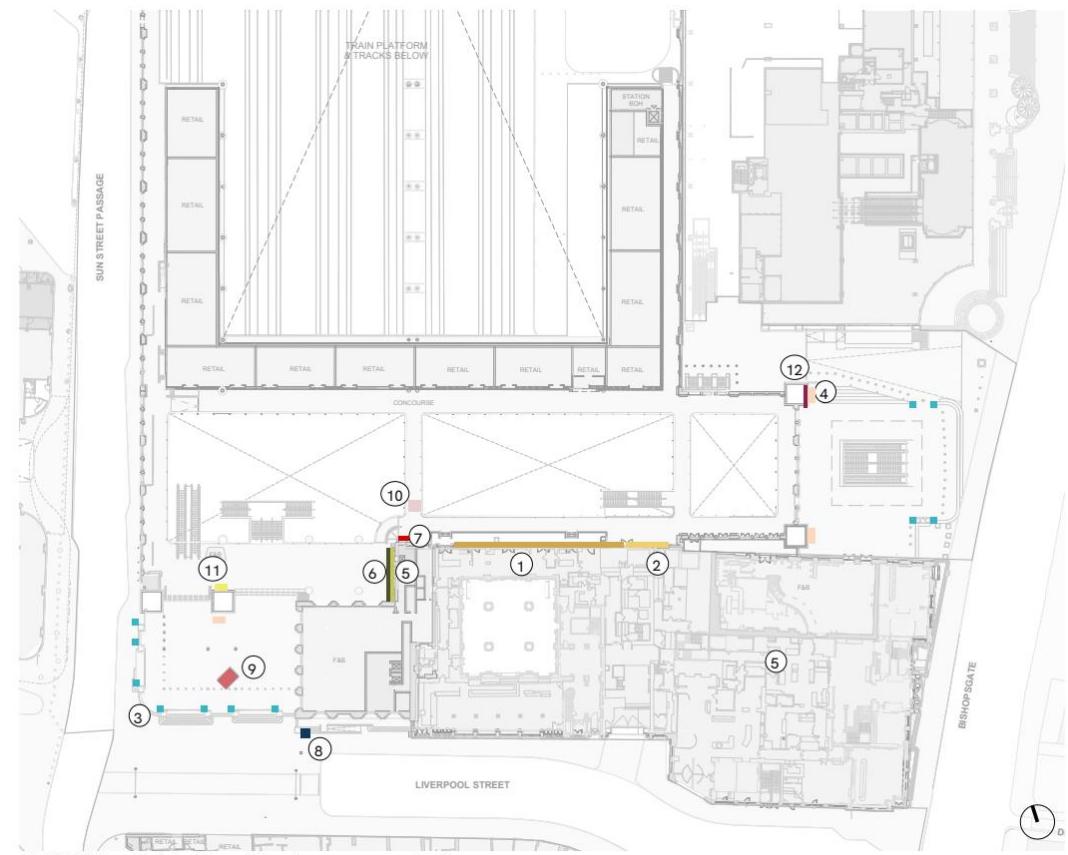


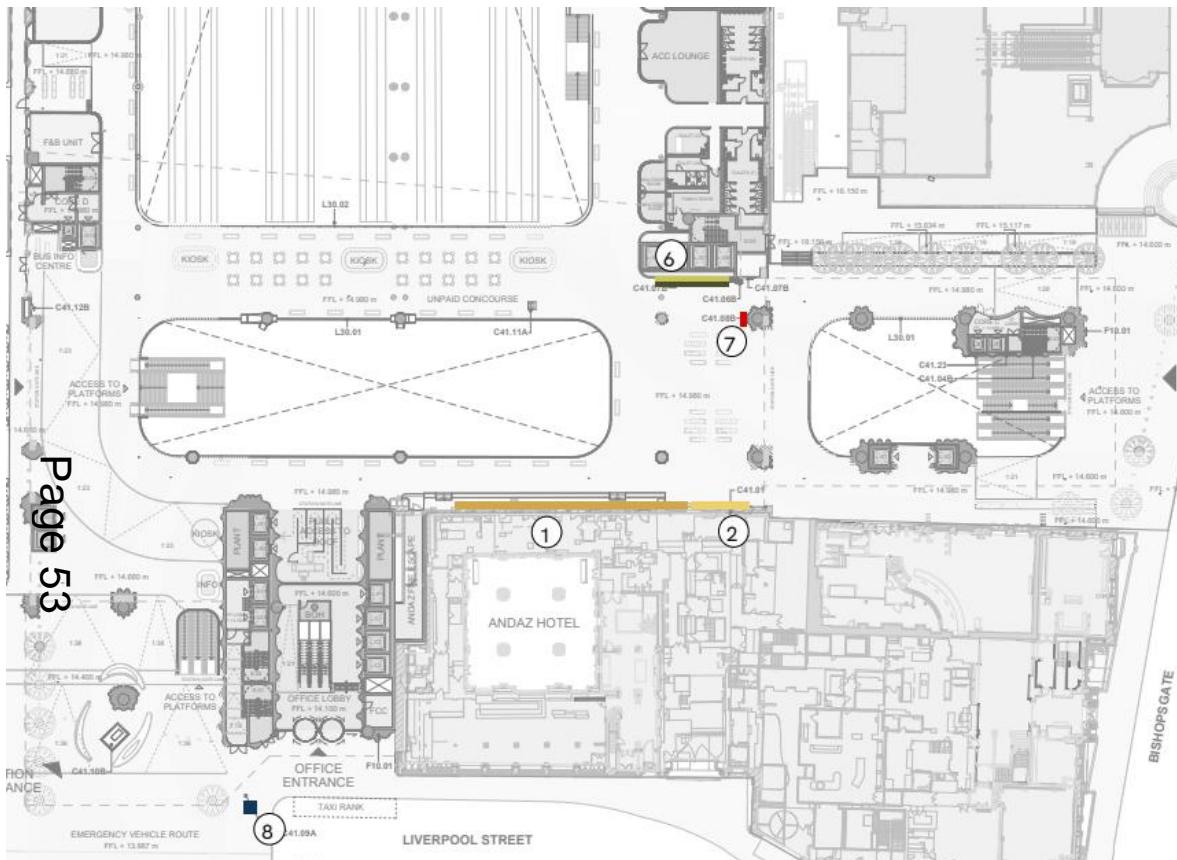
Fig.12.352. Plan of existing Ground Floor (upper concourse level)

Historic and Current location of historic relics within the site

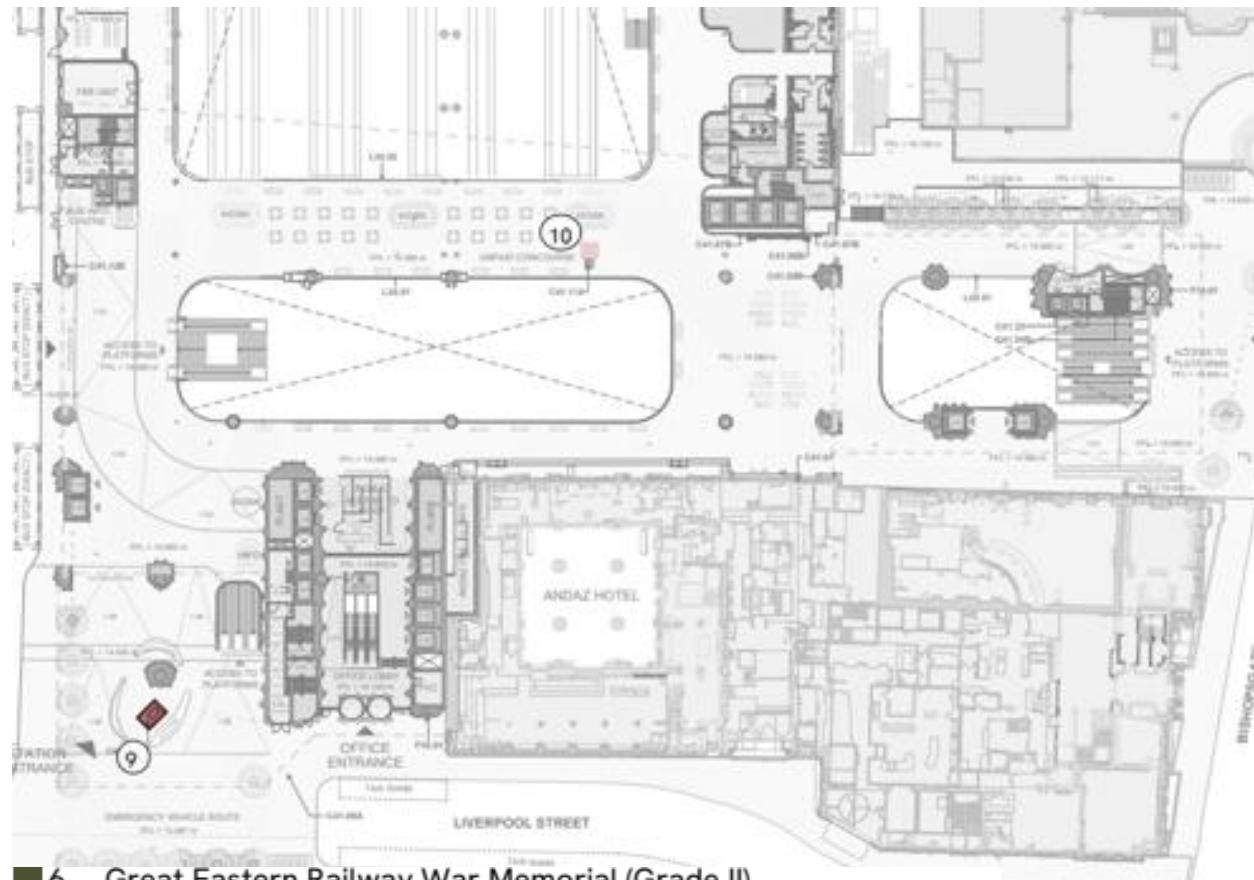
Liverpool Street Station, London, EC2M 7PY

 <p>C41.01 RETAINED CAB ARCHWAY & RELIEF PANEL</p>	 <p>C41.02A RELEASED DOORCASE RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.02B RELEASED DOORCASE RELIC RELOCATED FROM SITE REINSTALLED FROM OFF-SITE TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.03A REPUBLIC PORTLAND-STONE PIERS RELICS (x12) TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.03B REPUBLIC PORTLAND-STONE PIERS RELICS (x12) REINSTALLED FROM OFF-SITE TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS.</p>	 <p>C41.04A REPUBLIC GREAT EASTERN RAILWAY CARTOUCHE RELICS TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.04B REPUBLIC GREAT EASTERN RAILWAY CARTOUCHE RELICS (ALL EXCEPT 1 X LETTERED 'K') REINSTALLED FROM OFF-SITE TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS.</p> <p>C41.04C REPUBLIC GREAT EASTERN RAILWAY CARTOUCHE RELIC LETTERED 'K' REINSTALLED FROM OFF-SITE TO NEW BISHOPSGATE ENTRANCE ALONG SIDE ORIGINAL CARTOUCHE (C41.23). FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.05A GREAT EASTERN RAILWAY LETTERING RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.05B GREAT EASTERN RAILWAY LETTERING RELIC REINSTALLED FROM OFF-SITE TOGETHER WITH THE WAR MEMORIAL TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS.</p>
 <p>REFER LIC 3 GREAT EASTERN RAILWAY WAR MEMORIAL</p> <p>C41.06A GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.06B GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC REINSTALLED IN NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>REFER LIC 3 GREAT EASTERN RAILWAY WAR MEMORIAL</p> <p>C41.07A CAPTAIN RYATT & SIR HENRY WILSON BART MEMORIALS, PART OF THE GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.07B CAPTAIN RYATT & SIR HENRY WILSON BART MEMORIALS, PART OF THE GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC, TO BE RELOCATED EITHER SIDE OF THE GER WAR MEMORIAL AS PER HISTORIC ARRANGEMENT</p>	 <p>REFER LIC 4 LONDON SOCIETY OF EAST ANGLIANS WAR MEMORIAL</p> <p>C41.08A GRADE II LISTED LONDON SOCIETY OF EAST ANGLIANS WAR MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.08B GRADE II LISTED LONDON SOCIETY OF EAST ANGLIANS WAR MEMORIAL RELIC REINSTATED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>REFER LIC 5 POLICE CALL BOX</p> <p>C41.09A GRADE II LISTED POLICE BOX RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.09B GRADE II LISTED POLICE BOX RELIC REINSTATED IN THE SAME POSITION PRIOR TO COMPLETION OF THE MAIN WORKS. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.10A KINDER TRANSPORT - THE ARRIVAL MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.10B KINDER TRANSPORT - THE ARRIVAL MEMORIAL RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS</p>
 <p>C41.11A FUR DAS KIND - DISPLACED STATUE RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.11B FUR DAS KIND - DISPLACED STATUE RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.12A 1991 RE-OPENING MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION</p> <p>C41.12B 1991 RE-OPENING MEMORIAL RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.17 1990'S STATION CLOCKS TO BE CAREFULLY REMOVED & STORED OFF-SITE FOR FUTURE REPURPOSING</p>		
 <p>C41.20 RAILWAY CHERUB GAUDELINES RELIC (1 OF 8) RELOCATED FROM PEDLEY ST TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.21 HARROW HOUSE FAÇADE TURRET RELIC RELOCATED FROM PEDLEY ST TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.22 ORIGINAL 1875 PORTLAND-STONE ENTRANCE PIER RELIC RELOCATED FROM PEDLEY ST TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS</p>	 <p>C41.23 ORIGINAL EASTERN CONCOURSE SCREEN WALL CARTOUCHES LETTERED 'G & E' RELIC RELOCATED FROM PEDLEY ST TO NEW BISHOPSGATE ENTRANCE. FIXINGS TO MATCH EXISTING LOCATIONS</p>	

Liverpool Street Station, London, EC2M 7PY



- 1. Hotel facade facing the Station (part of the Grade II* hotel)
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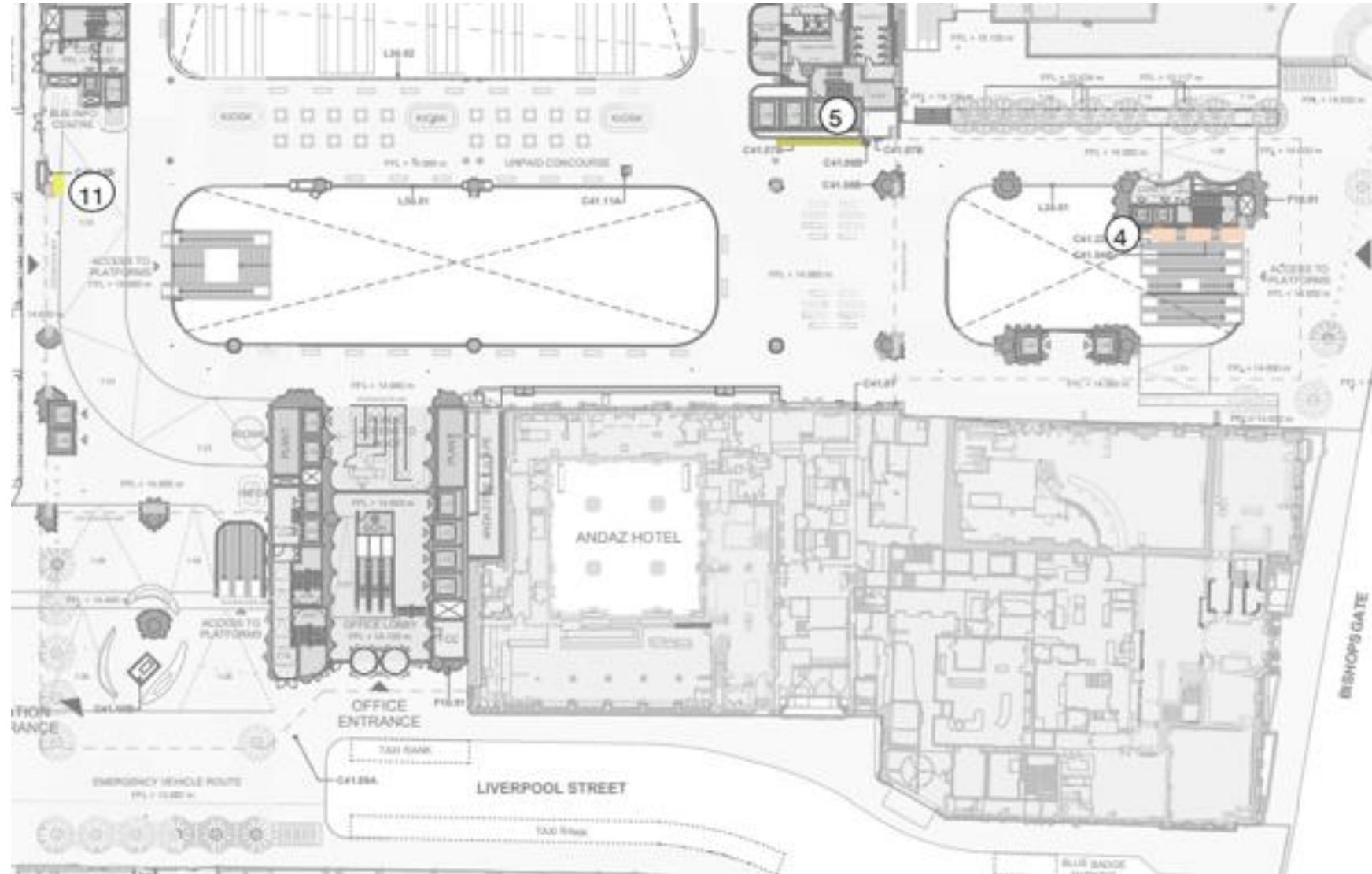


- 6. Great Eastern Railway War Memorial (Grade II)
- 7. London Society of East Anglicans War Memorial (Grade II)
- 8. Police Call Box (Grade II)
- 9. 'Kindertransport - The Arrival' memorial
- 10. 'Für das Kind – Displaced Statue (Concourse level)
- 11. 1991 Re-opening Memorial
- 12. Re-used Doorcase

Proposed relocation of historic relics

Liverpool Street Station, London, EC2M 7PY

Page 54



Proposed relocation of historic relics

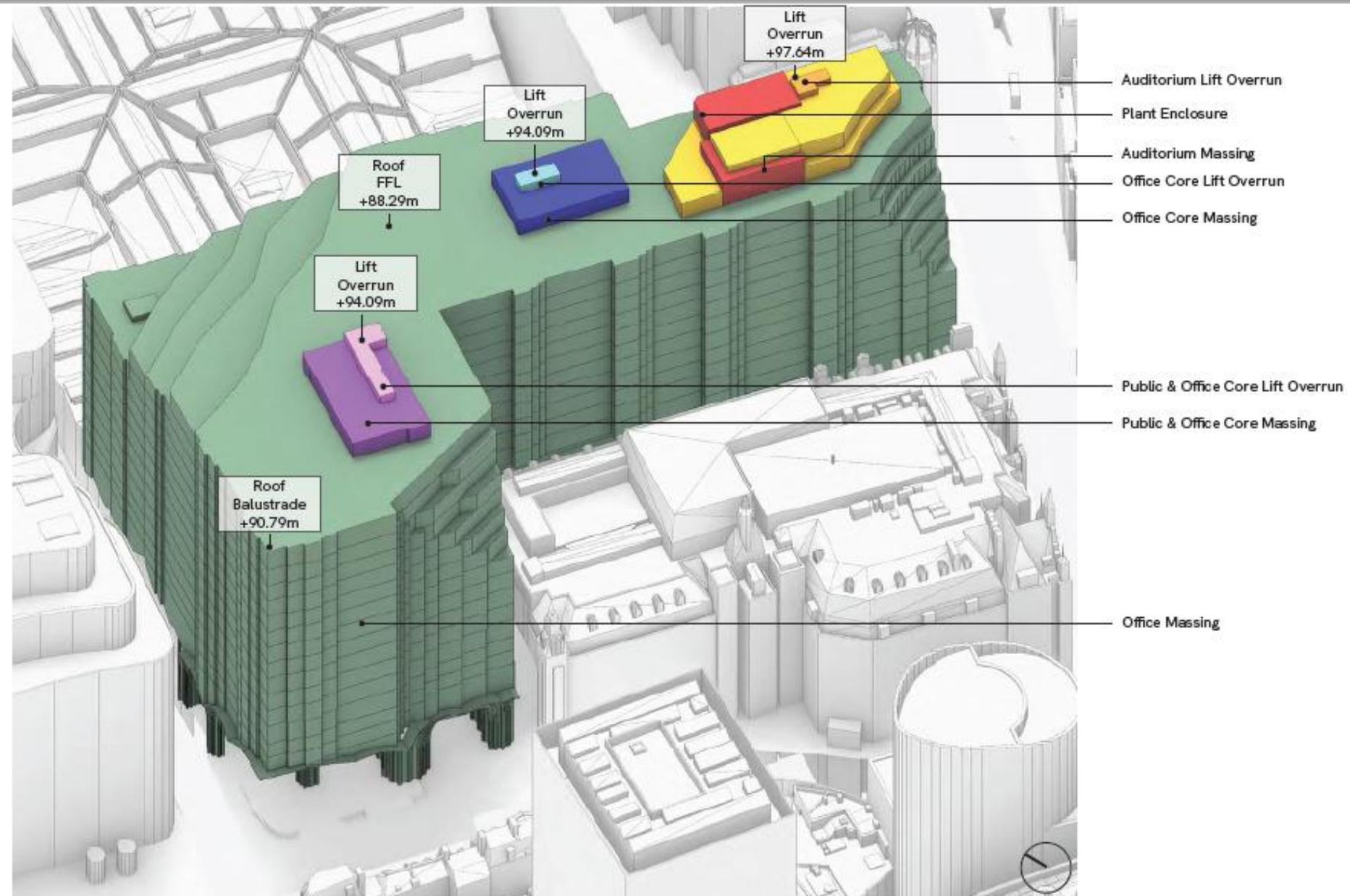
Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

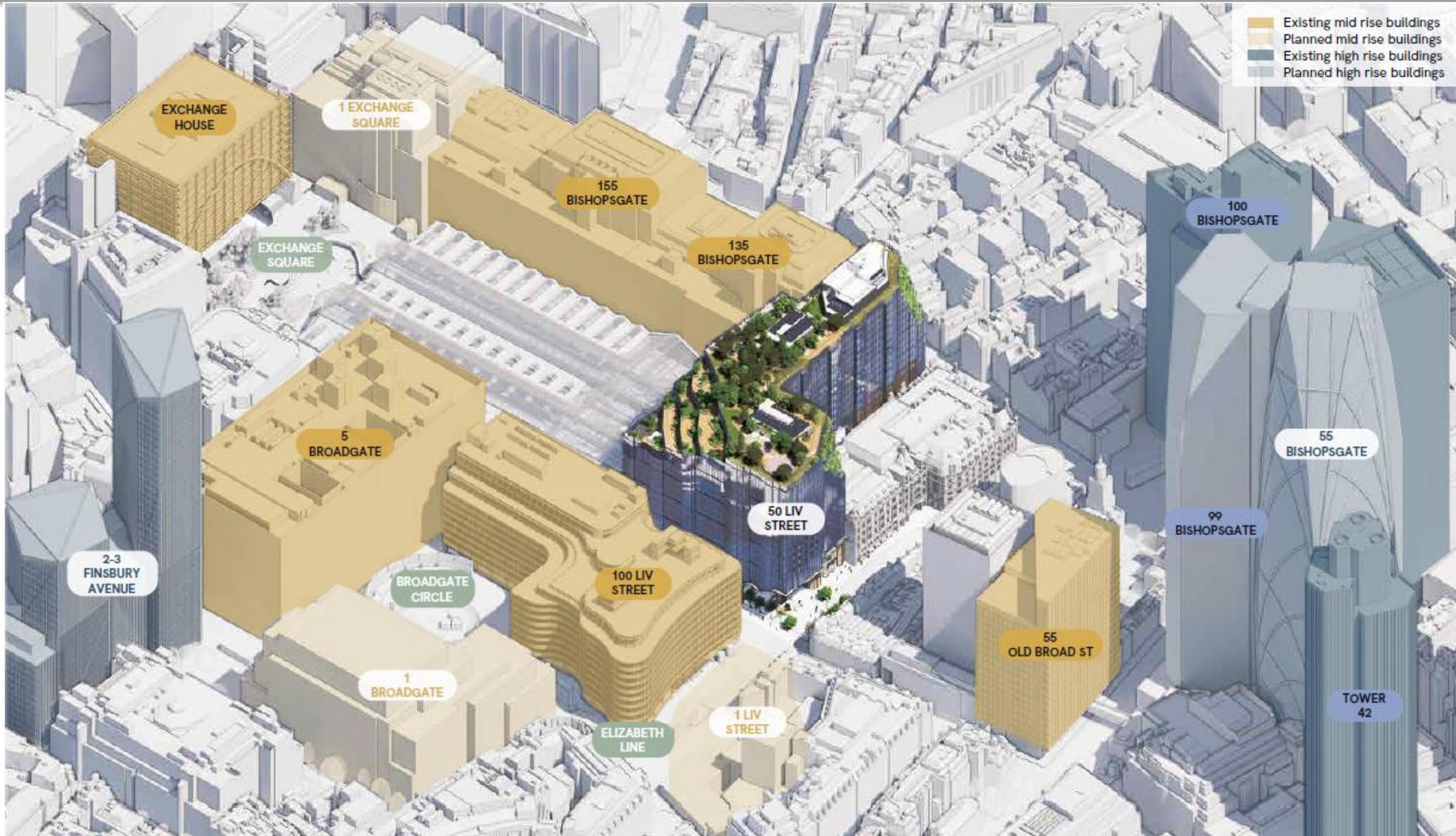


Liverpool Street Station, London, EC2M 7PY



Proposed OSD Massing

Liverpool Street Station, London, EC2M 7PY



Proposed OSD Massing

Liverpool Street Station, London, EC2M 7PY

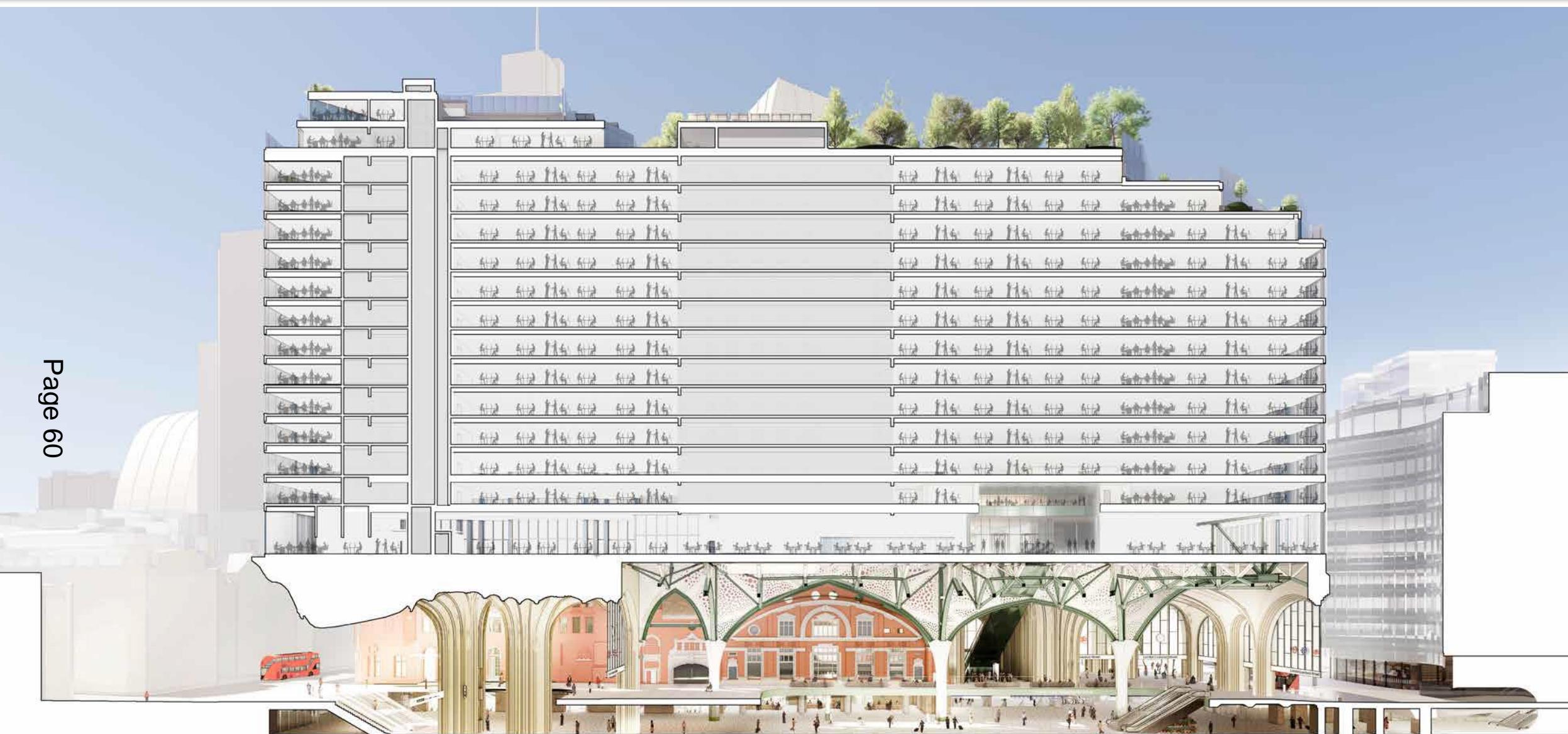


OSD massing in section south to north

Proposed OSD Massing

Liverpool Street Station, London, EC2M 7PY

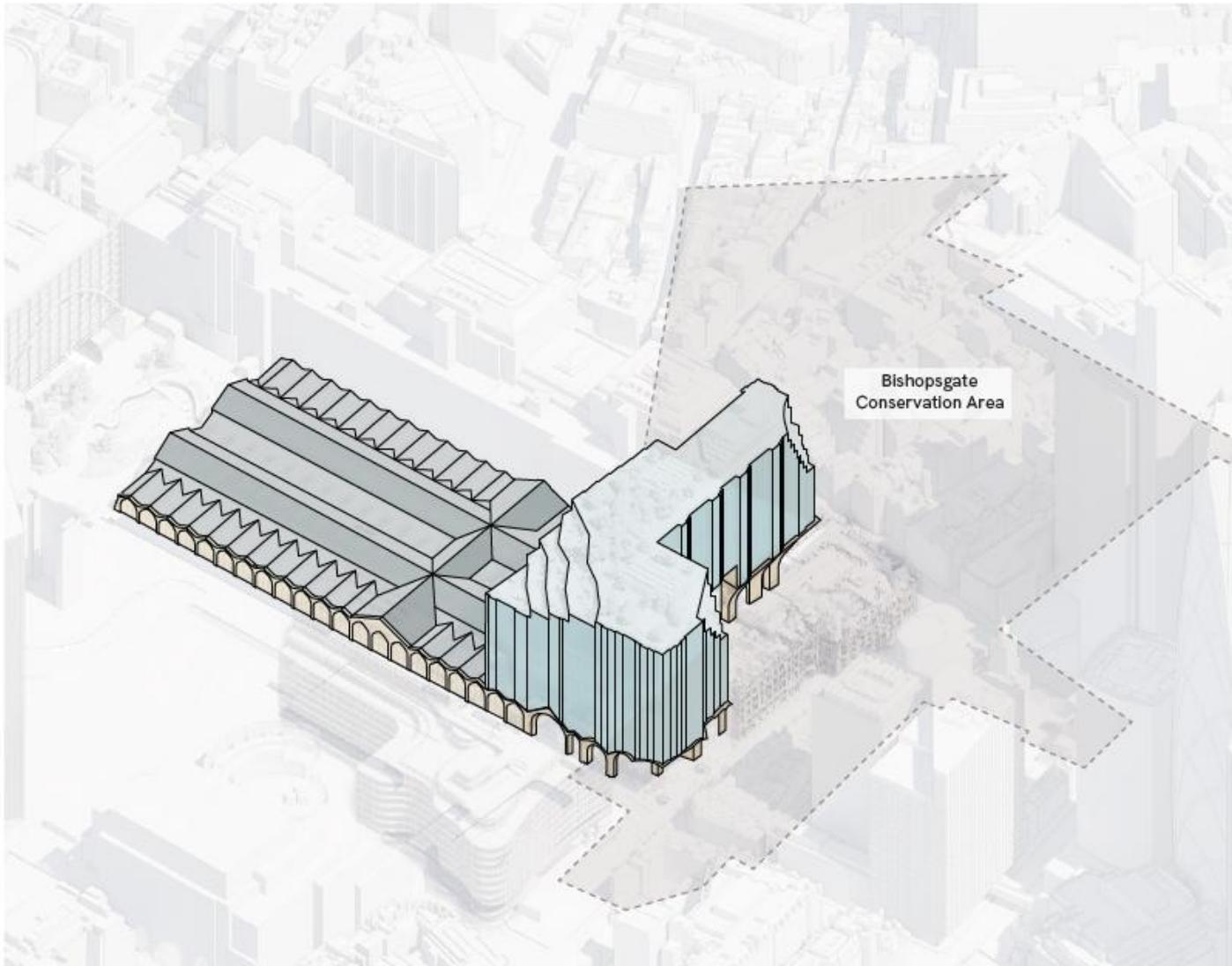
Page 60



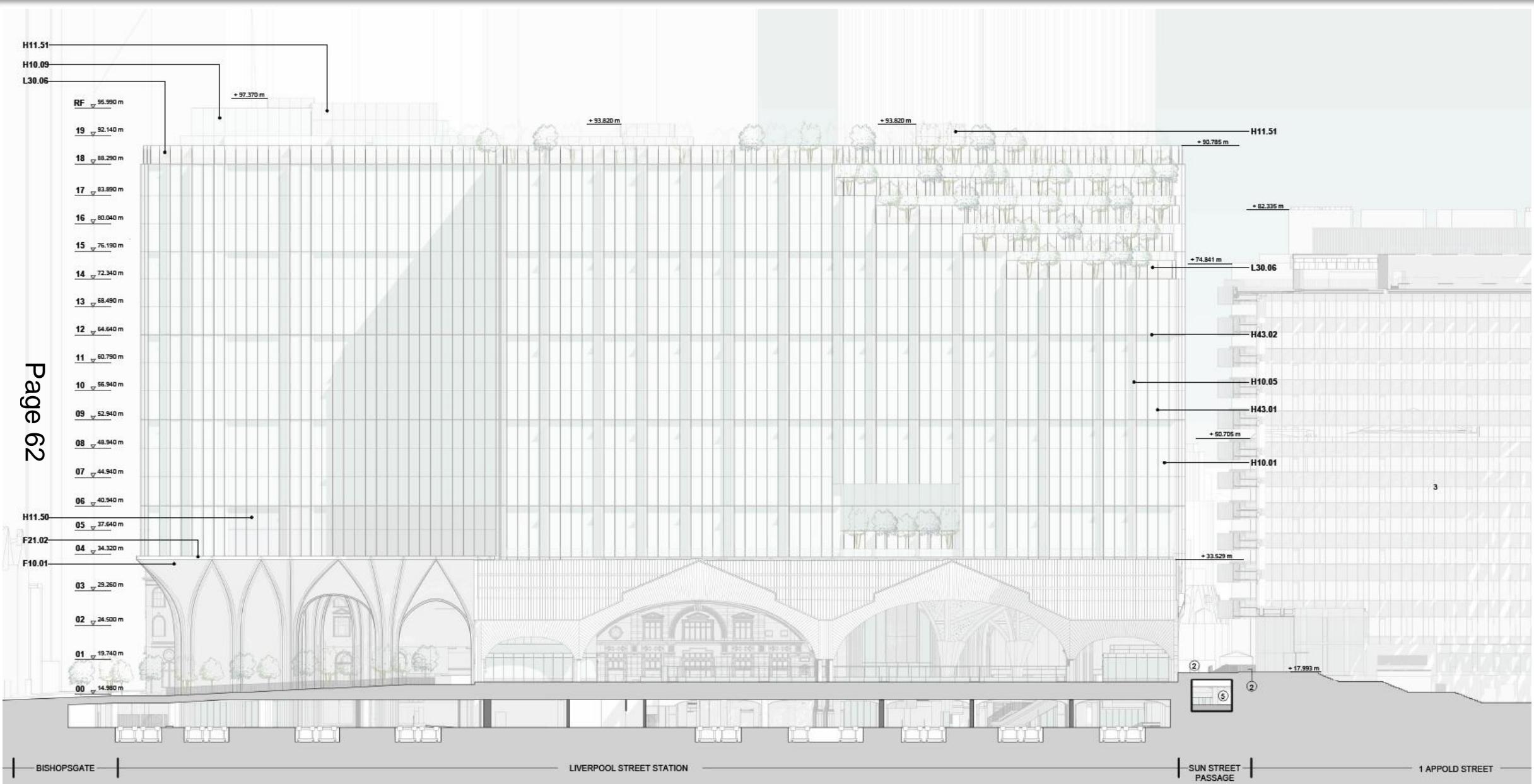
OSD Massing in section east to west

Proposed OSD Massing

Liverpool Street Station, London, EC2M 7PY

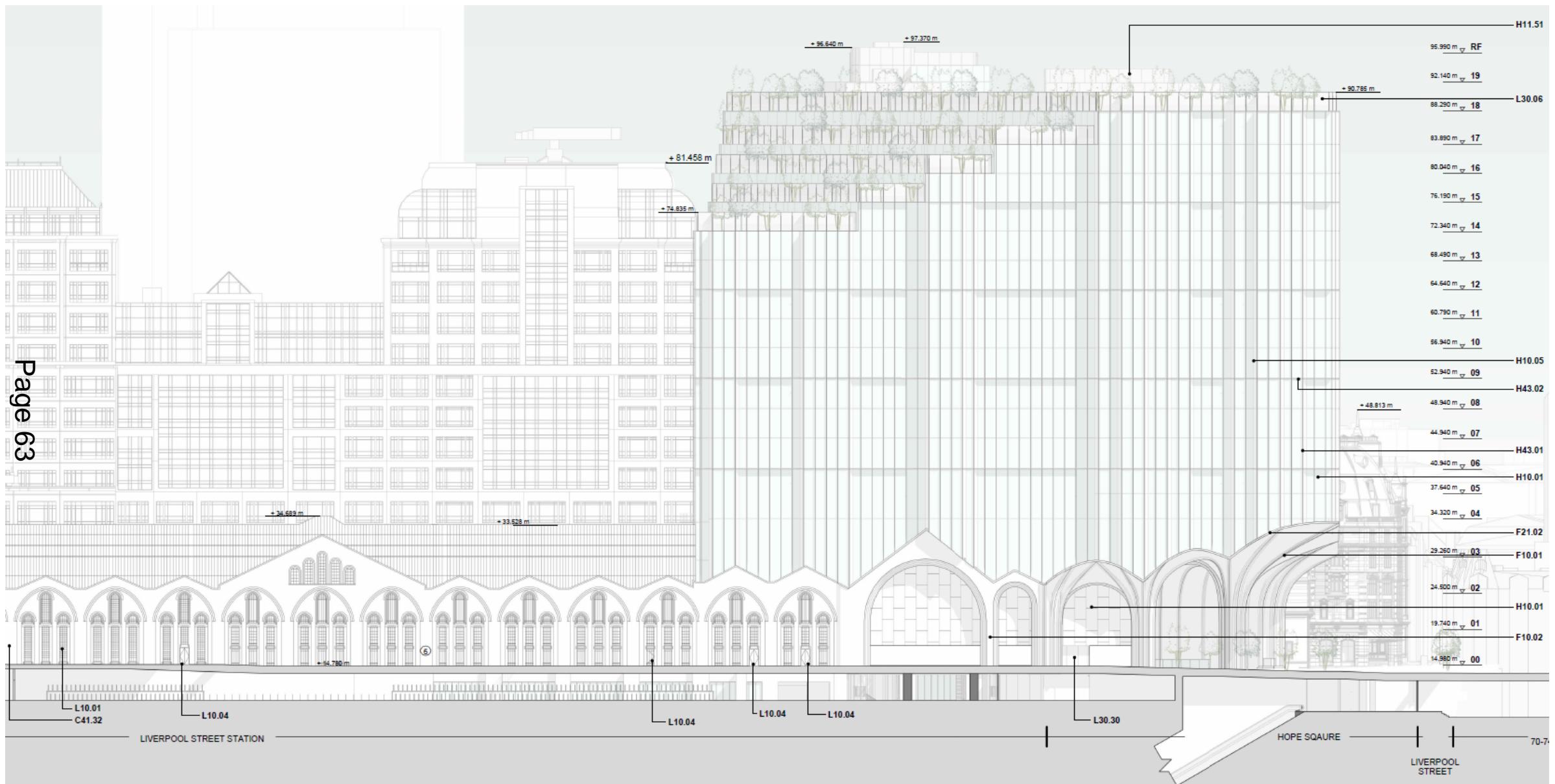


Liverpool Street Station, London, EC2M 7PY



Proposed OSD Elevations (North)

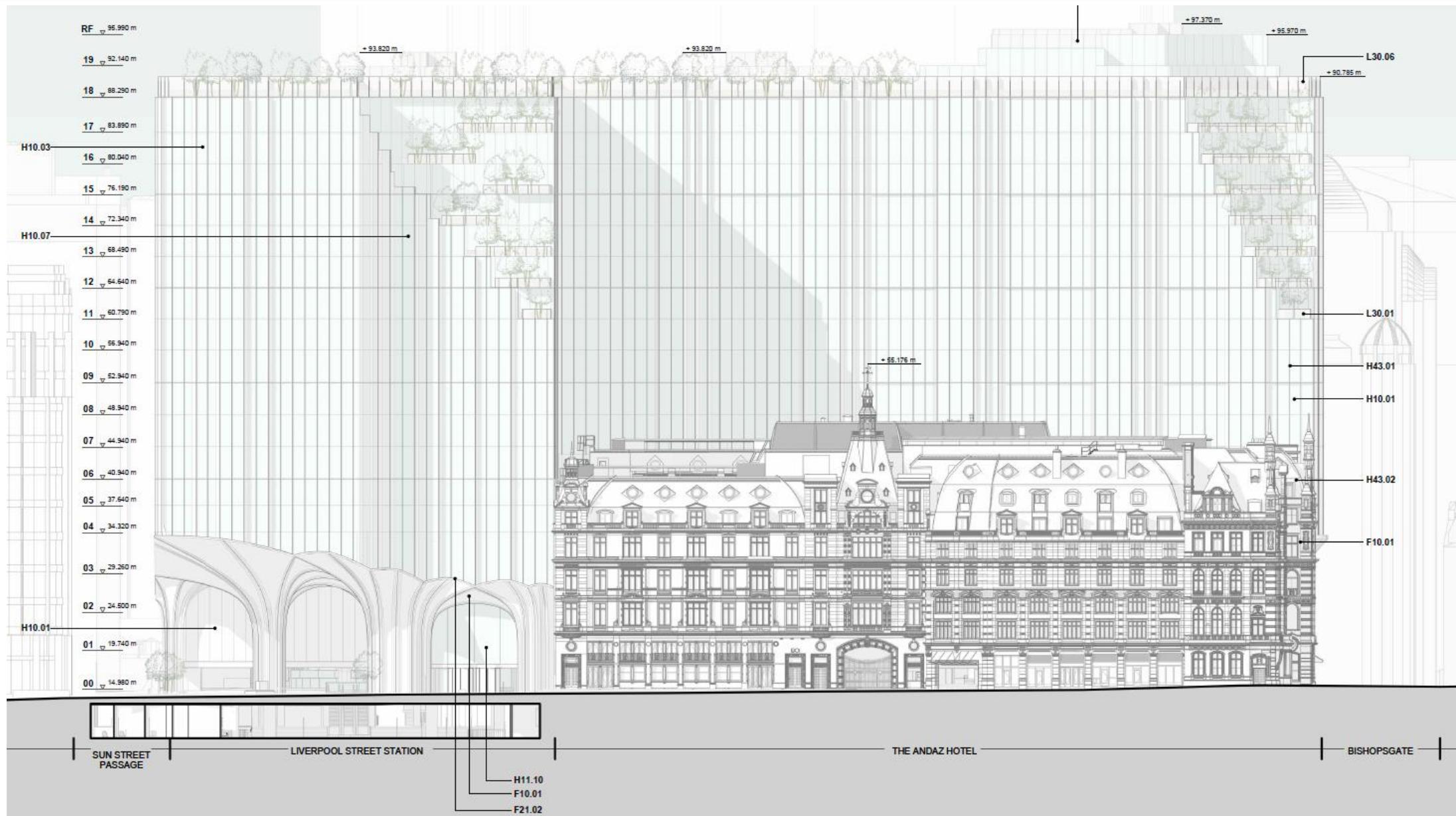
Liverpool Street Station, London, EC2M 7PY



Proposed OSD Elevations (West)

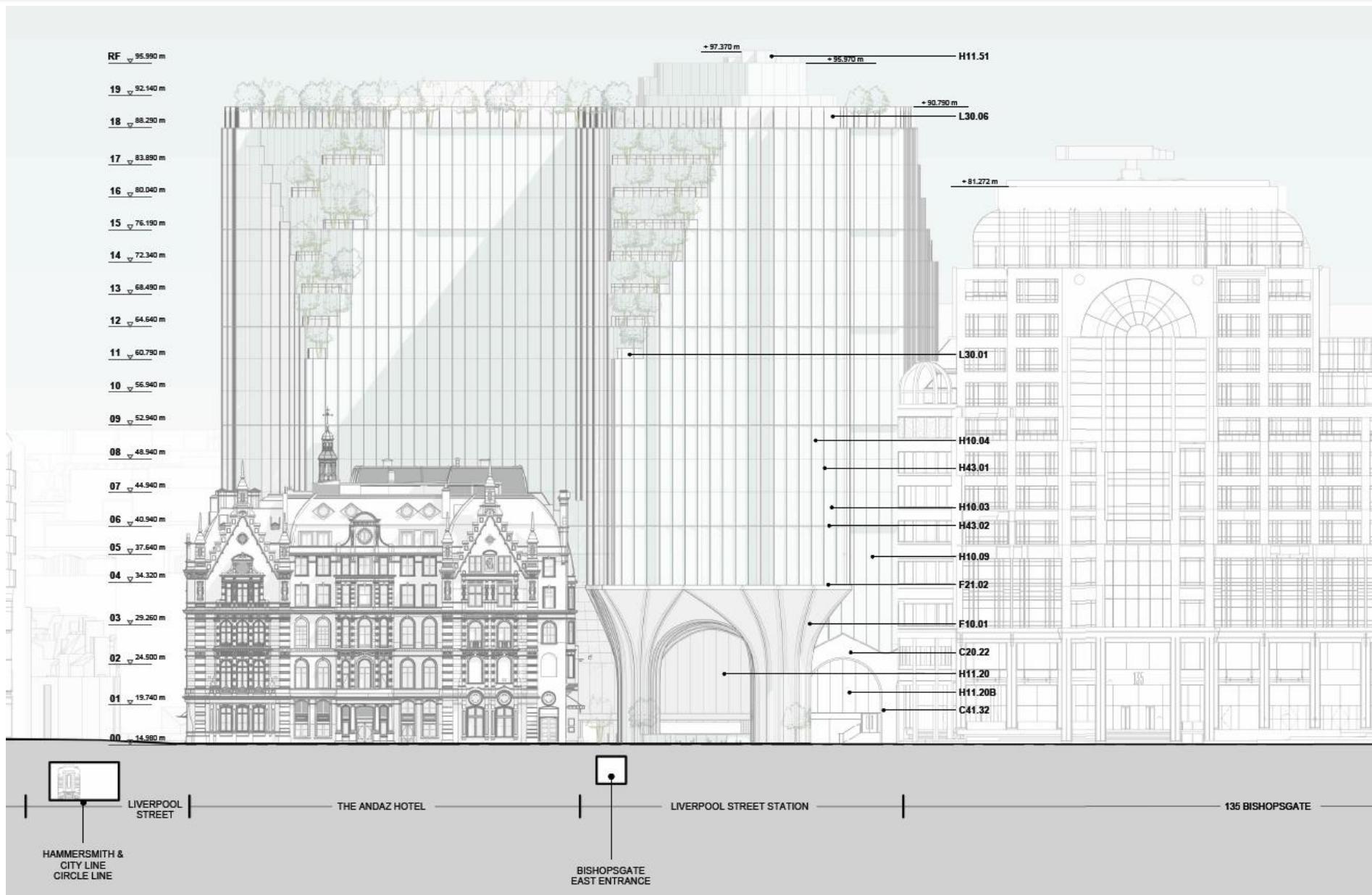
Liverpool Street Station, London, EC2M 7PY

Page 64



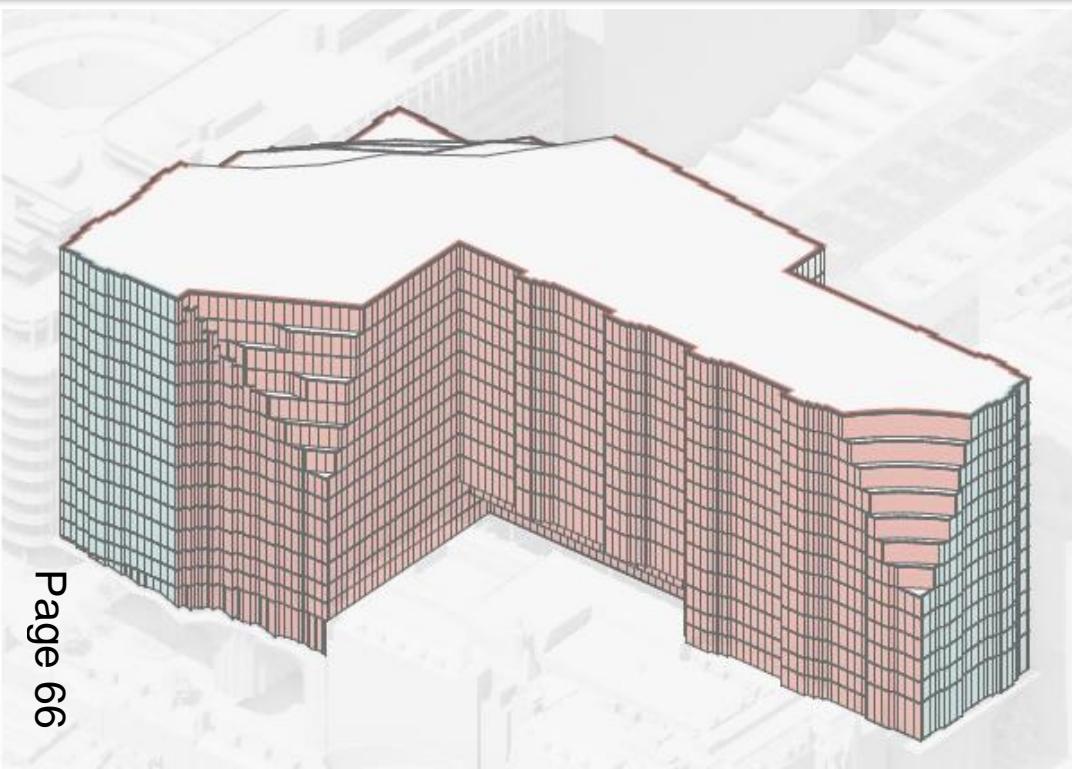
Proposed OSD Elevations (South)

Liverpool Street Station, London, EC2M 7PY



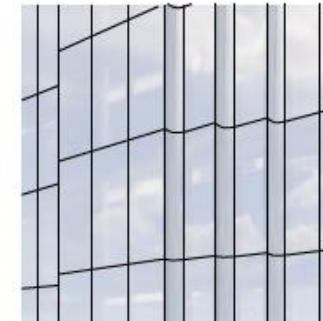
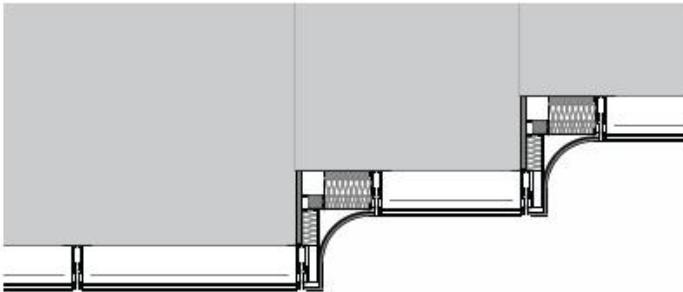
Proposed OSD Elevations (East)

Liverpool Street Station, London, EC2M 7PY



Page 66

 TYPICAL ELEVATIONS



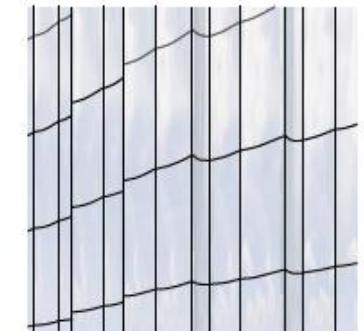
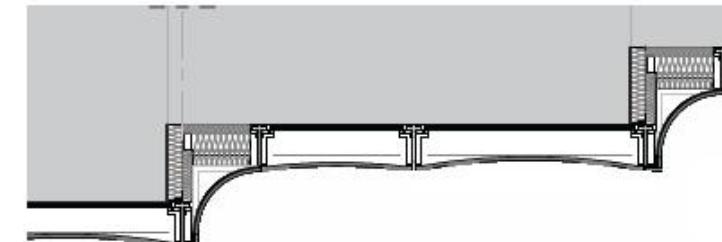
Curved glazing precedent



Proposed glazing render



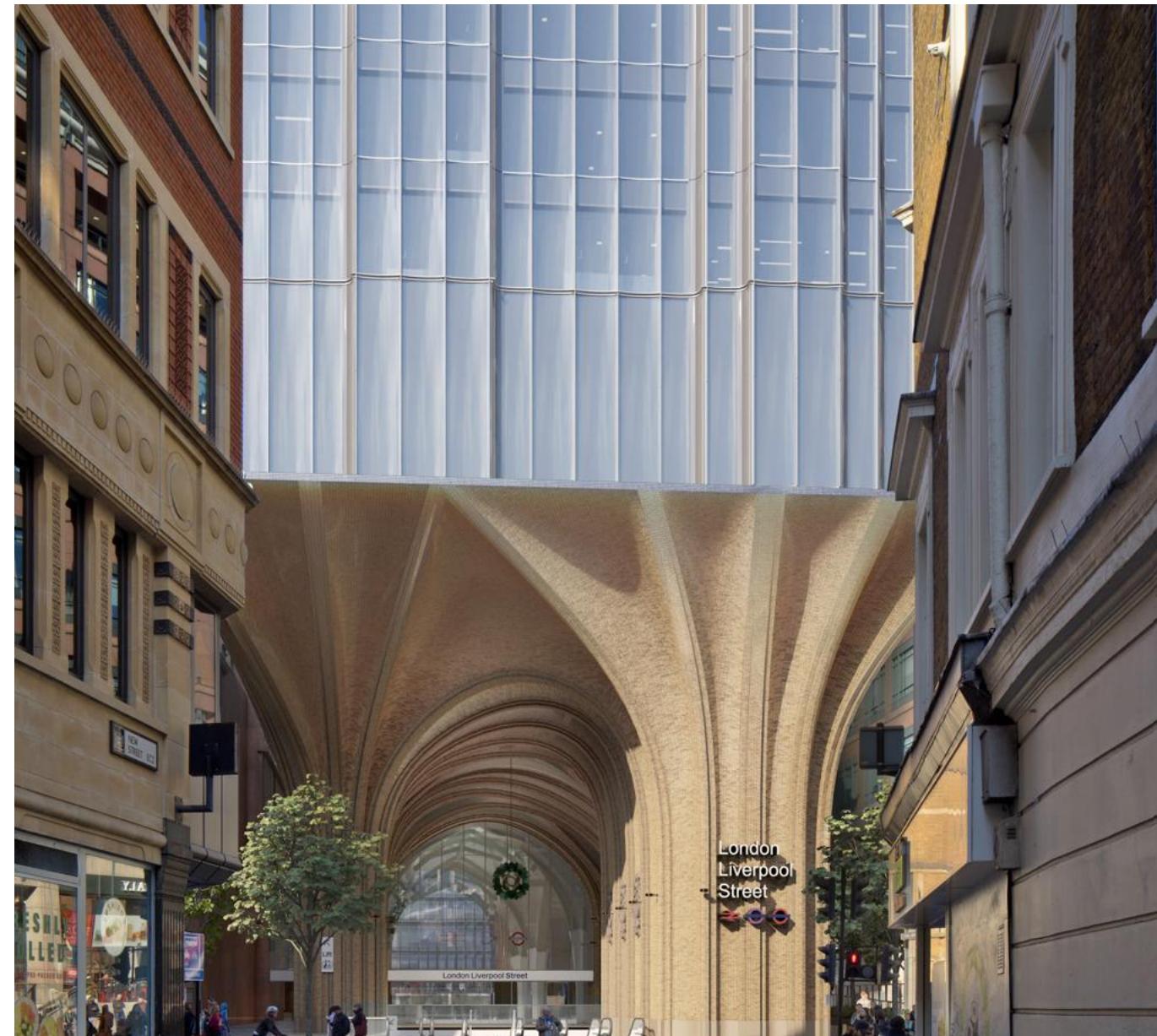
 MOST PROMINENT ELEVATIONS - BISHOPSGATE & HOPE SQUARE



Proposed OSD Elevations

Liverpool Street Station, London, EC2M 7PY

Page 67



Proposed OSD Elevations with curved glass

Liverpool Street Station, London, EC2M 7PY

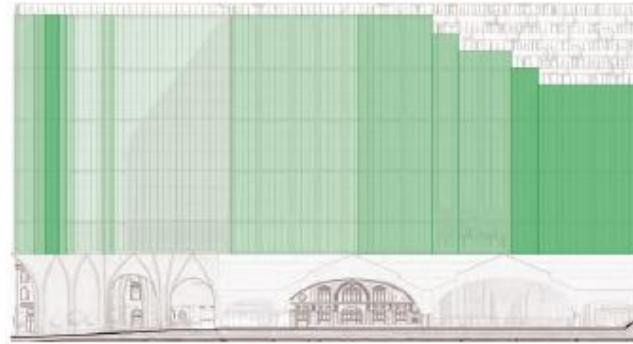
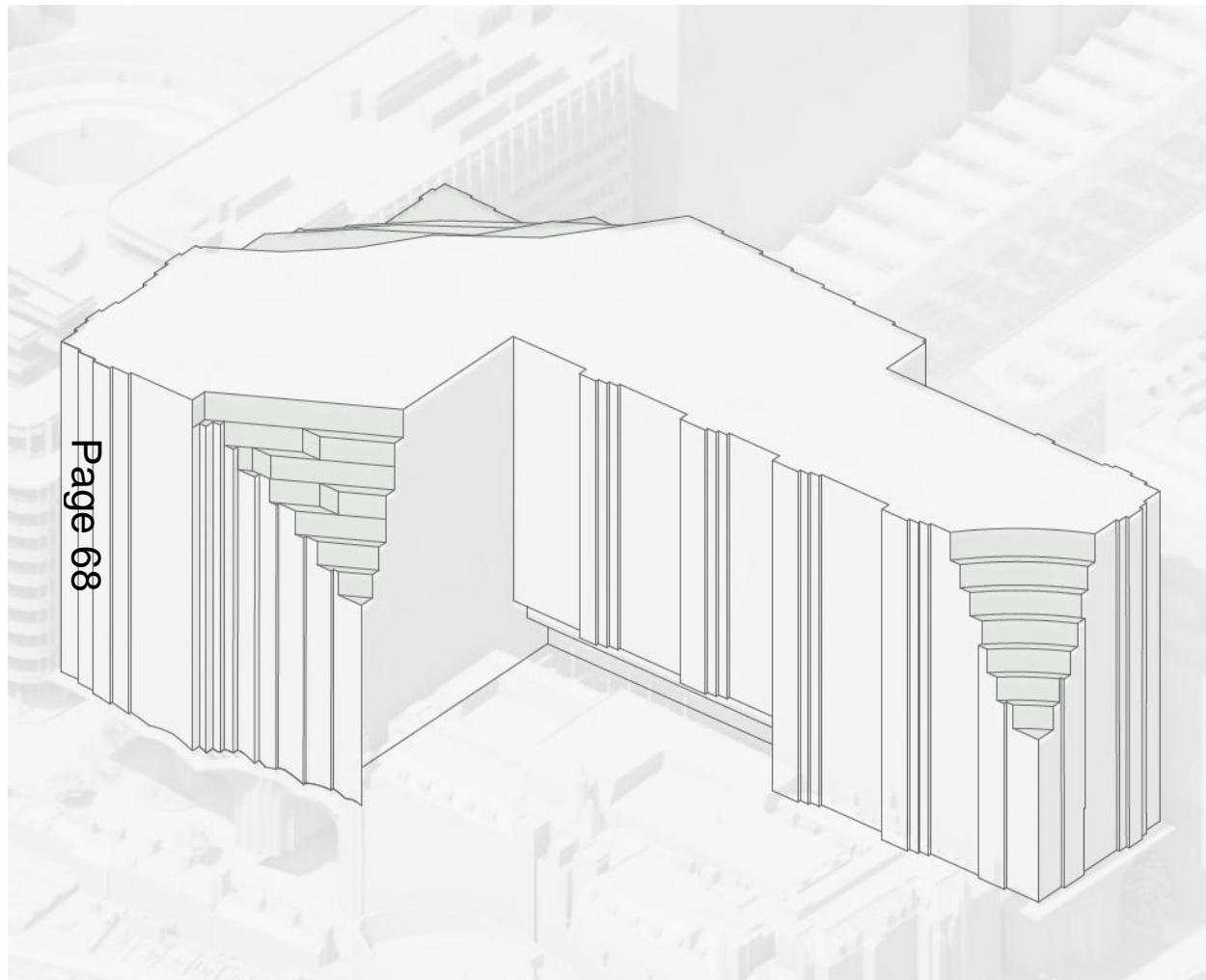


Fig.19.498. North elevation protrusions



Fig.19.499. West elevation protrusions

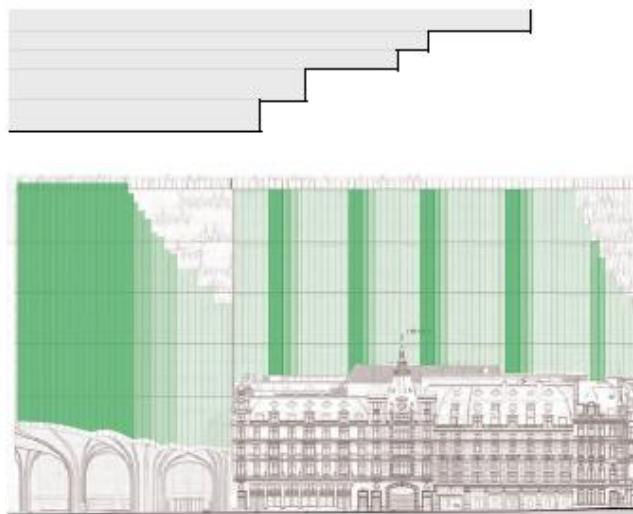


Fig.19.500. South elevation protrusions

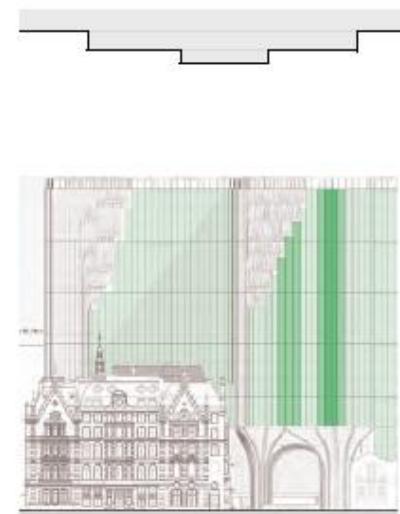
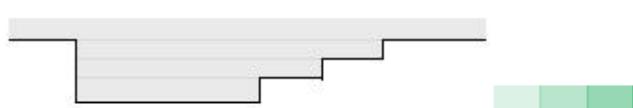
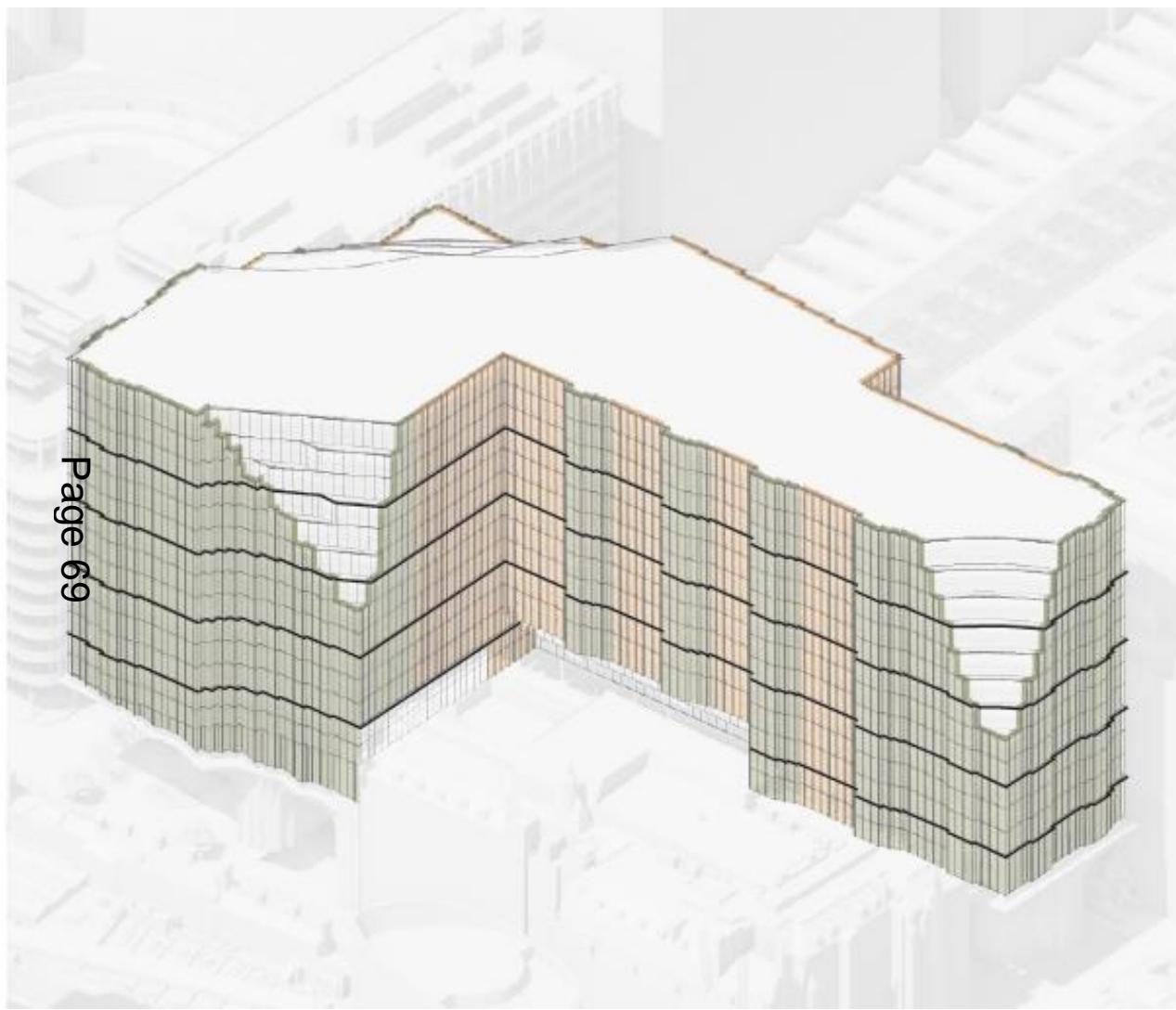


Fig.19.501. East elevation protrusions



Proposed OSD façade undulations and massing cutbacks

Liverpool Street Station, London, EC2M 7PY



■ AREAS WITH NO PROTRUSIONS

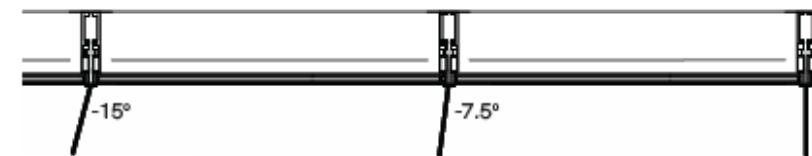


Fig.19.512. 300mm Vertical Fins

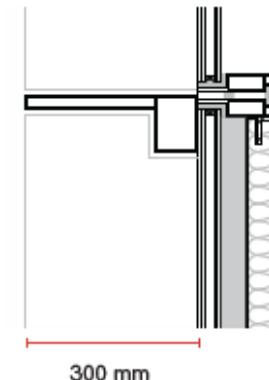
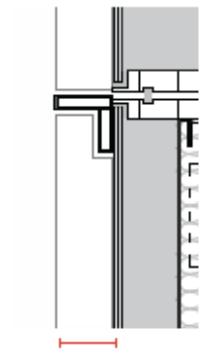
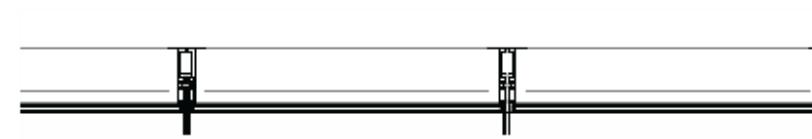


Fig.19.513. 300mm Horizontal Fins

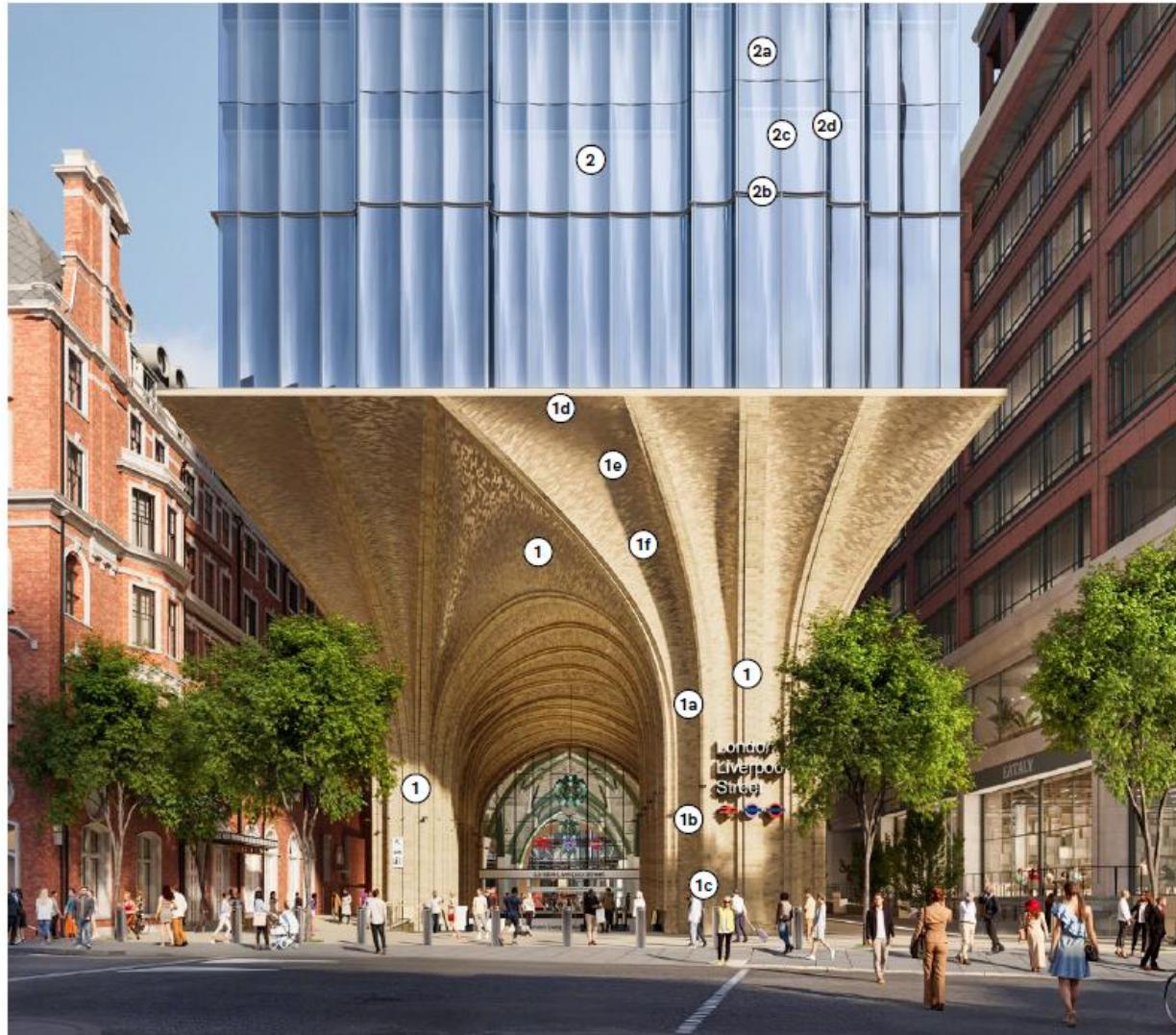
■ AREAS WITH PROTRUSIONS OR CURVED GLASS



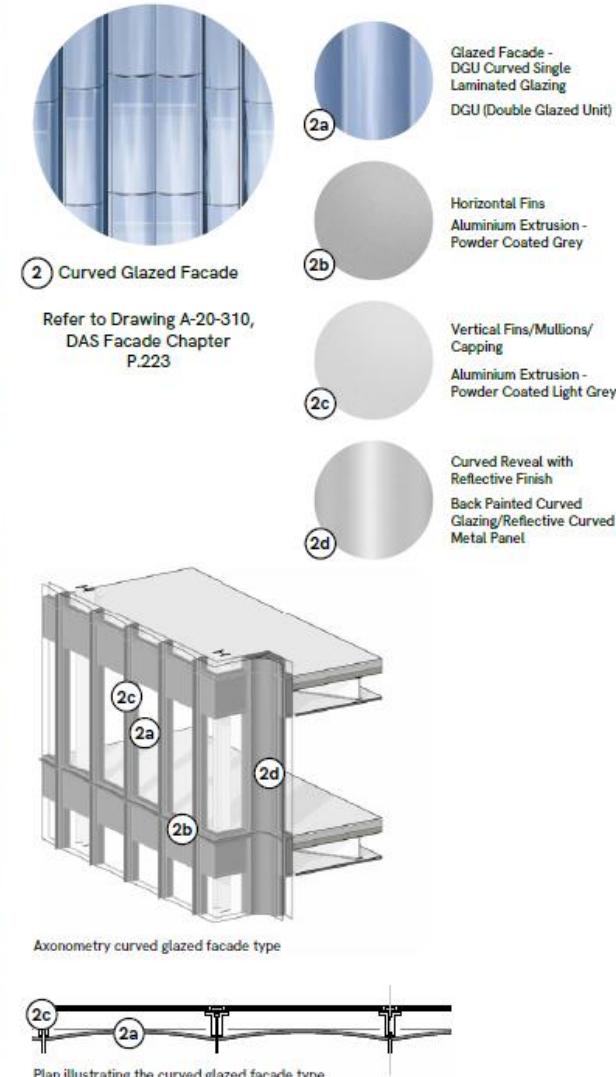
Proposed OSD Elevations (Fins)

Liverpool Street Station, London, EC2M 7PY

Page 70



*Colour variation in clay bricks (Yellow London Stock) occurs naturally due to differences in raw materials, firing temperatures, and kiln conditions. While for the proposed frosted amber glass bricks, colour variations are due to differences in reflectivity and lighting conditions.



Proposed Elevations materiality

Liverpool Street Station, London, EC2M 7PY



Proposed OSD Entrance

Liverpool Street Station, London, EC2M 7PY

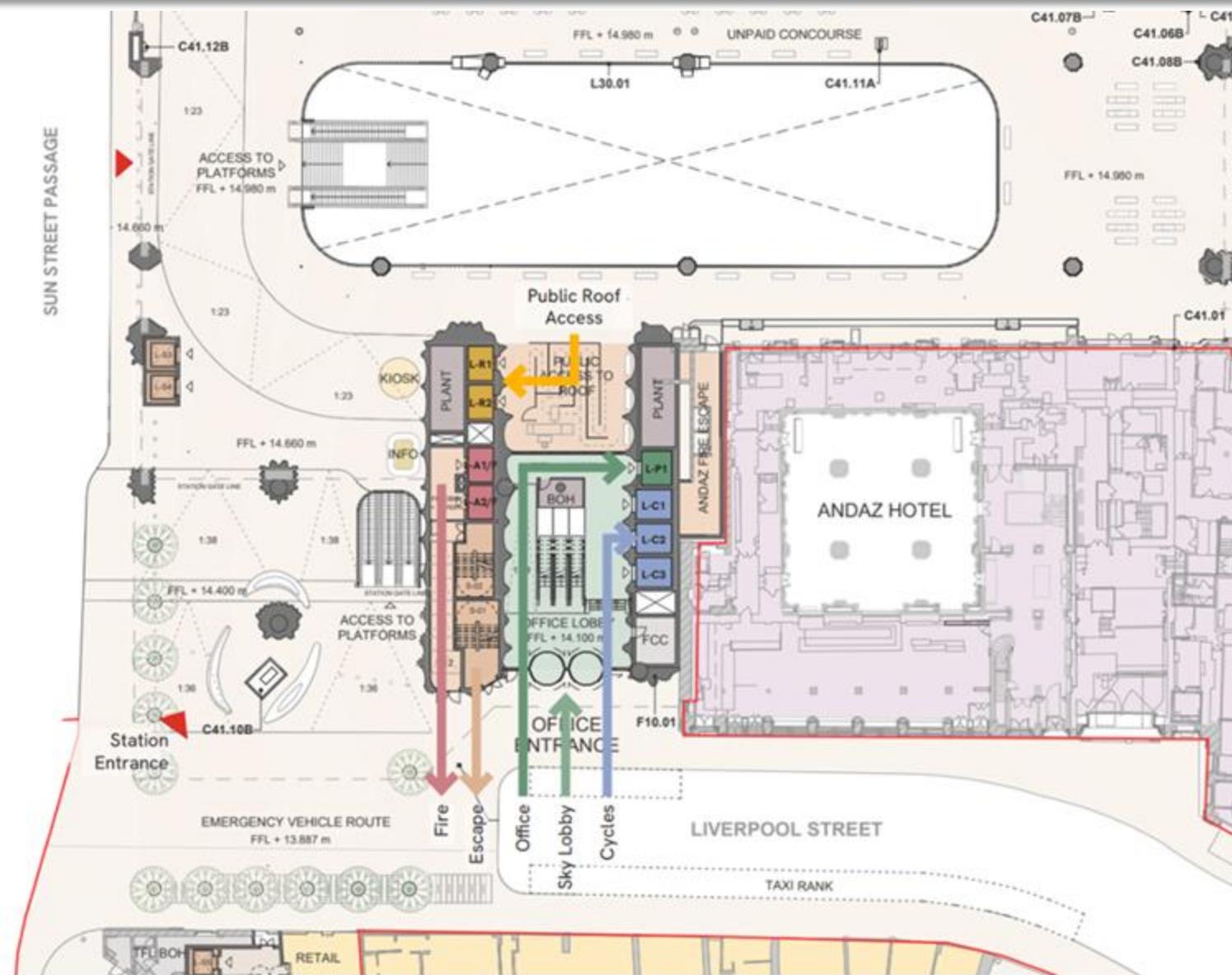


Fig.18.455. 122 Illustrative Ground Floor Plan

Proposed OSD Entrance

Liverpool Street Station, London, EC2M 7PY

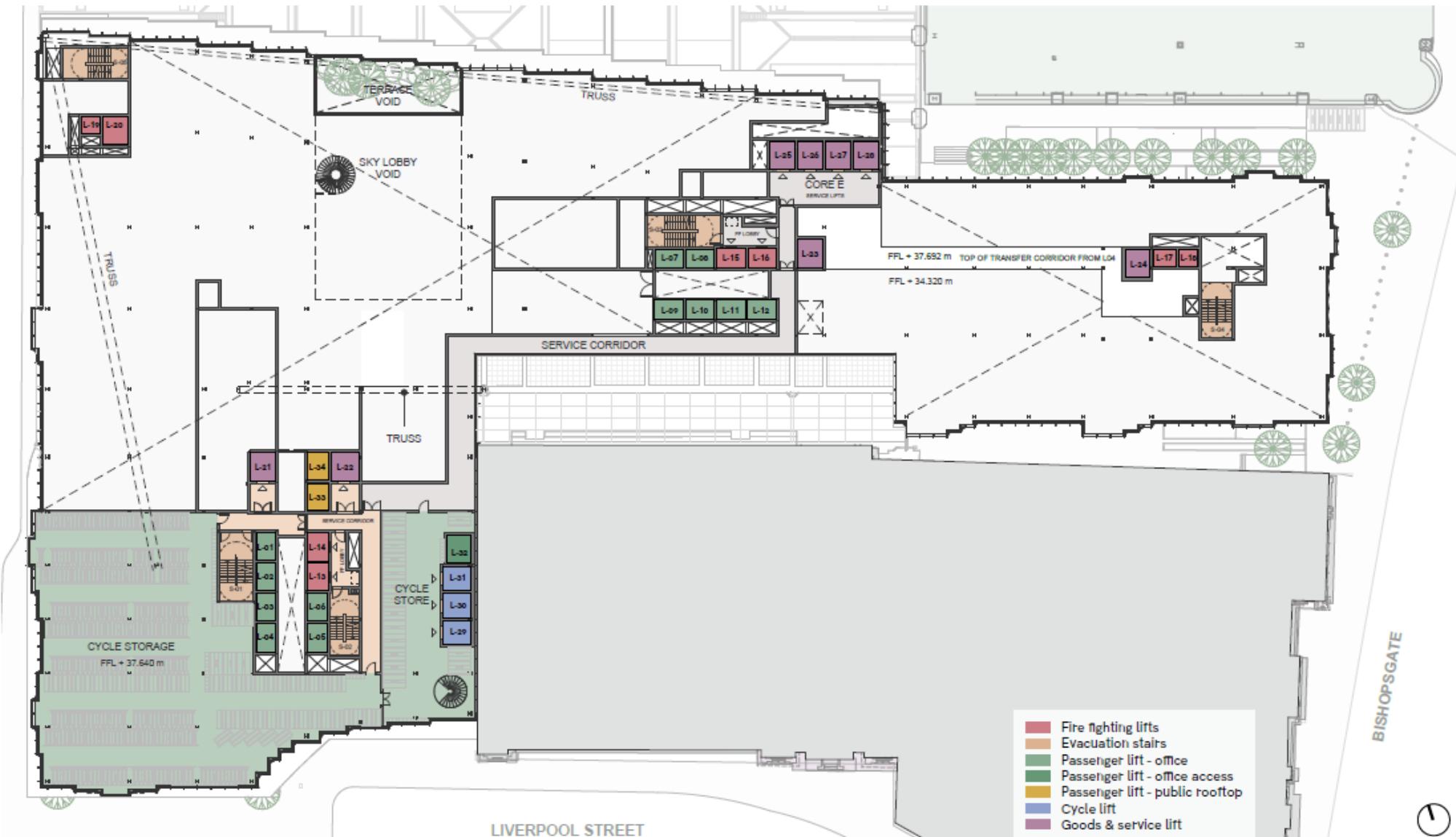


Fig.18.459. Illustrative plan of level 05

Liverpool Street Station, London, EC2M 7PY

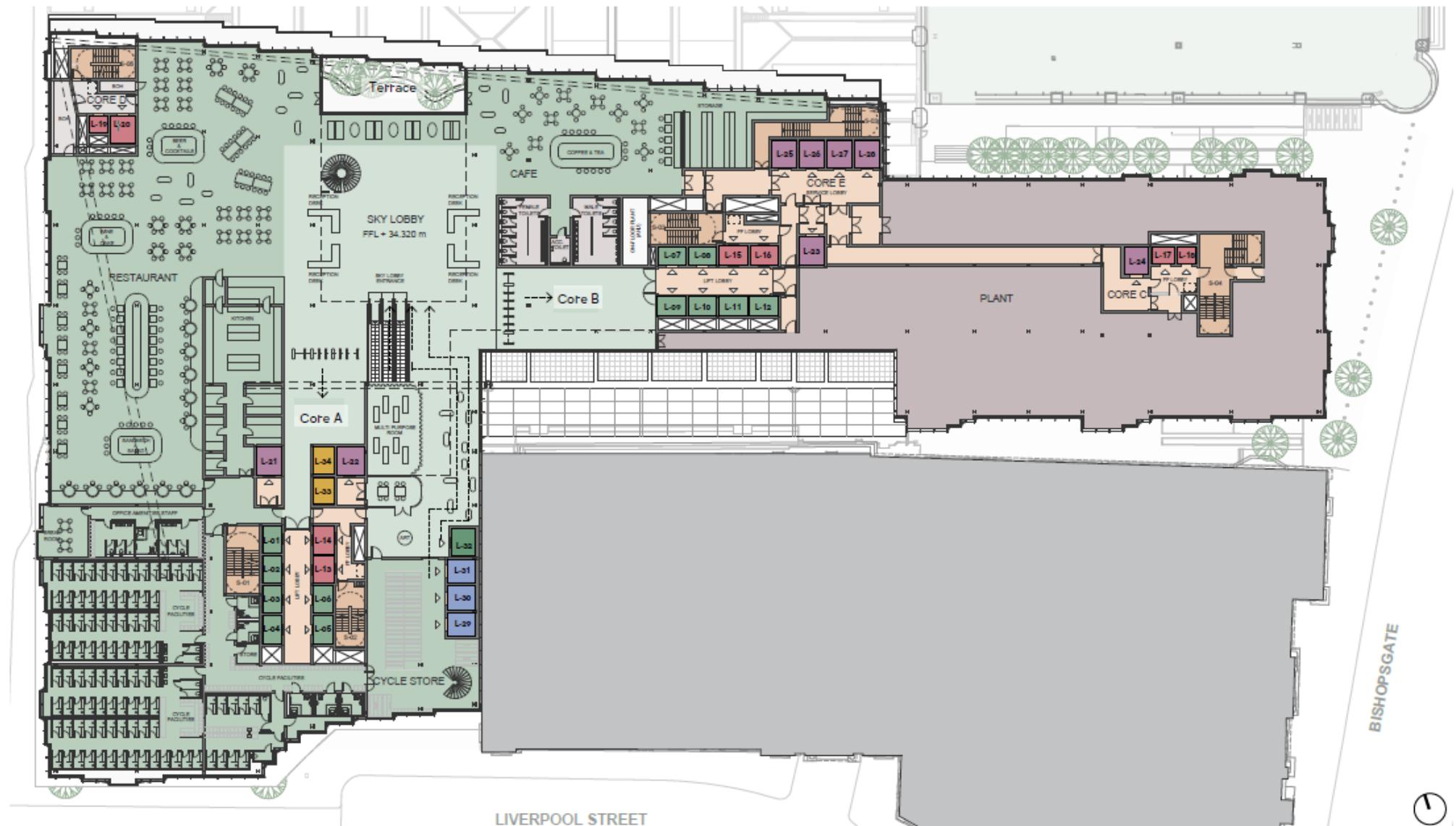


Fig.18.456. Illustrative plan of level 04

Liverpool Street Station, London, EC2M 7PY



Fig.18.461. Illustrative Plan Level 06

Proposed OSD Office plans

Liverpool Street Station, London, EC2M 7PY

Page 76

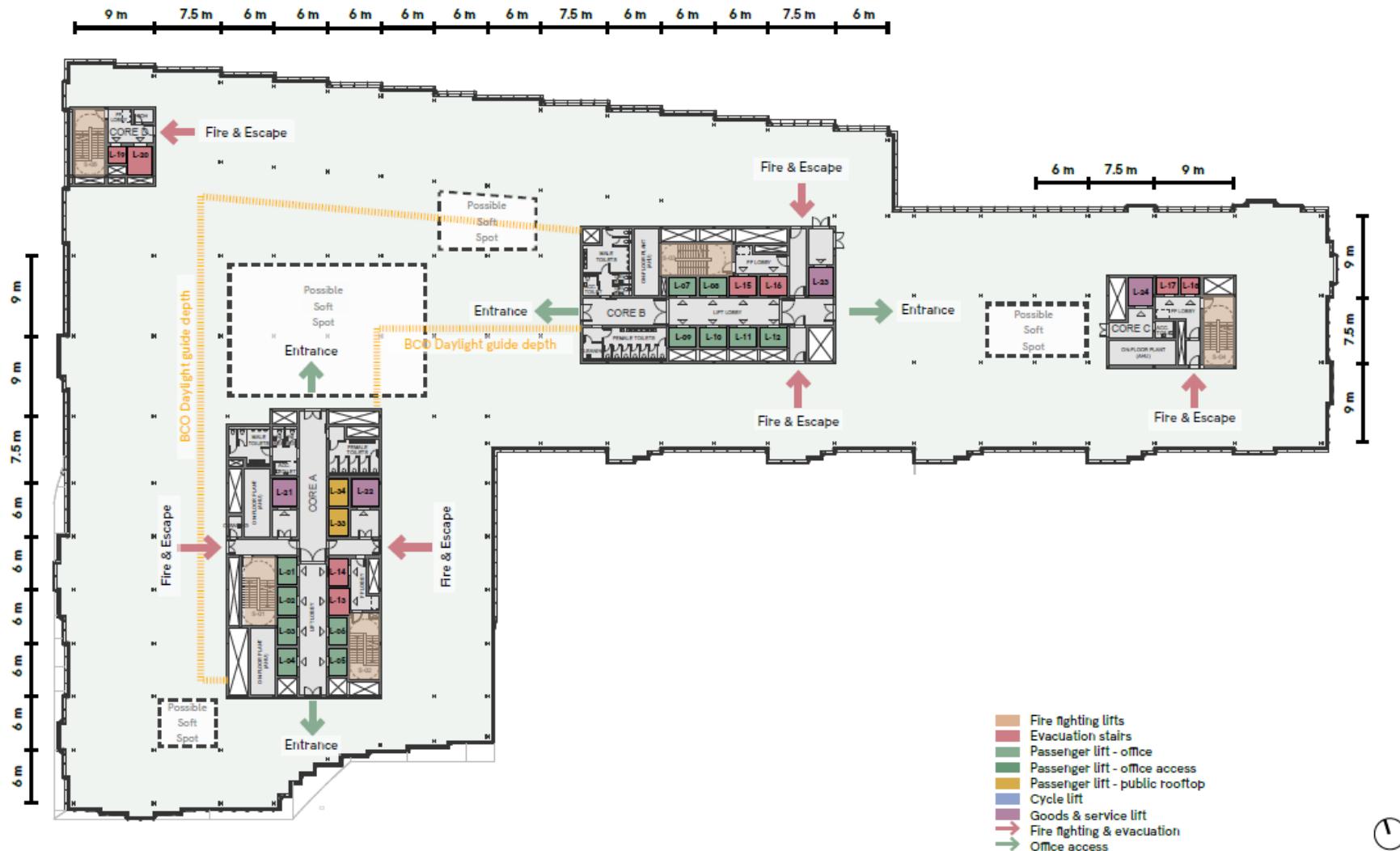
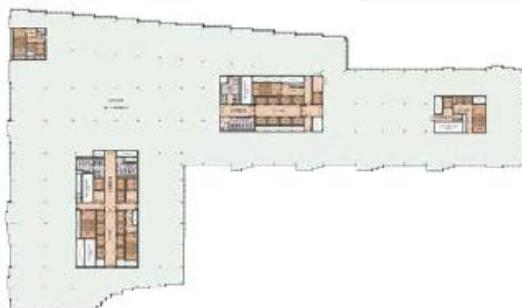


Fig.18.467. Illustrative typical floor plan

Proposed OSD Office plans

Liverpool Street Station, London, EC2M 7PY

Page 77



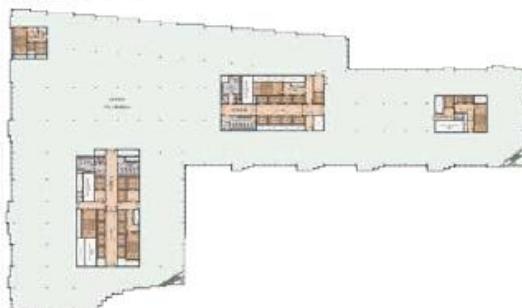
Level 7-9



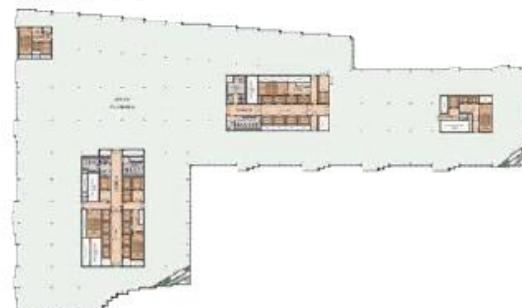
Level 10



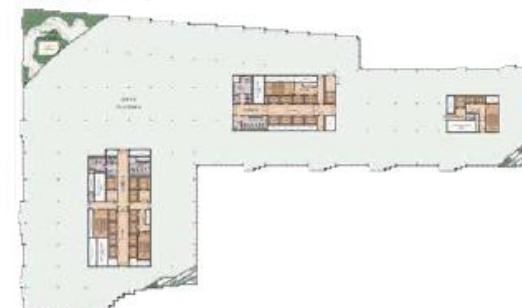
Level 11



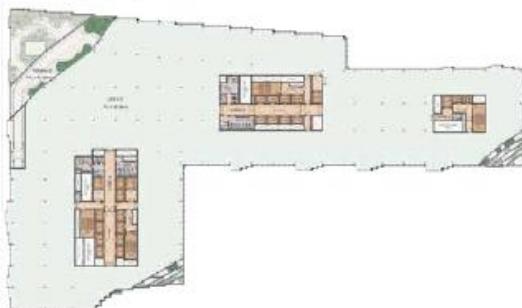
Level 12



Level 13



Level 14



Level 15



Level 16



Level 17

Proposed OSD Office plans

Liverpool Street Station, London, EC2M 7PY

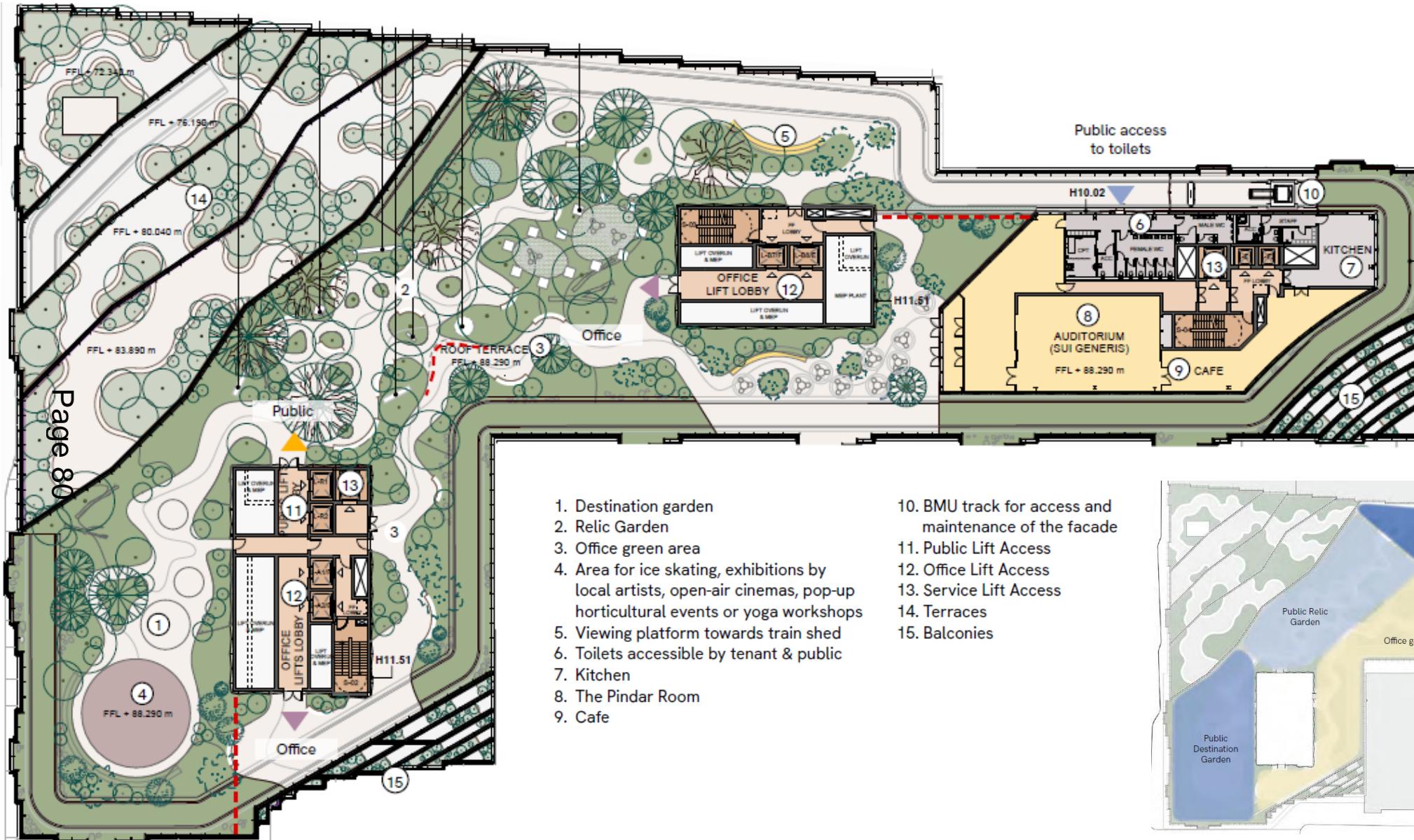


Liverpool Street Station, London, EC2M 7PY

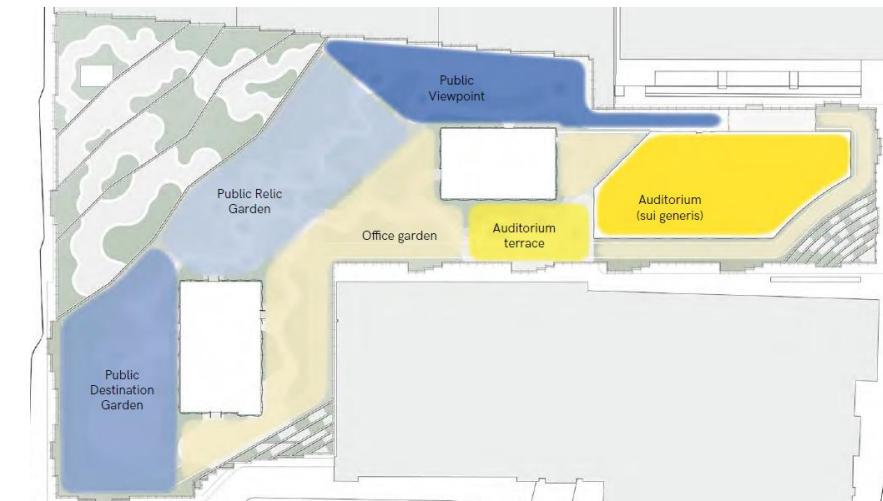


Proposed OSD Roof Garden and terraces

Liverpool Street Station, London, EC2M 7PY



Proposed OSD Roof Garden



Liverpool Street Station, London, EC2M 7PY

Public route to
W/C and changing
Places facility

Private occupier routes

Page 81



Assistance Animal spend area



Proposed OSD Roof Garden routes

Liverpool Street Station, London, EC2M 7PY



Proposed OSD Roof Garden public areas

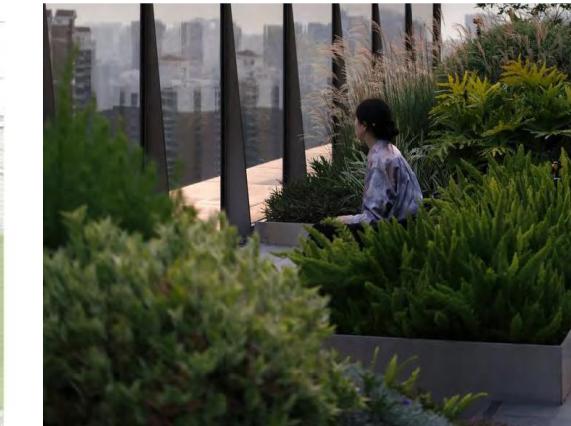
Liverpool Street Station, London, EC2M 7PY



The destination garden



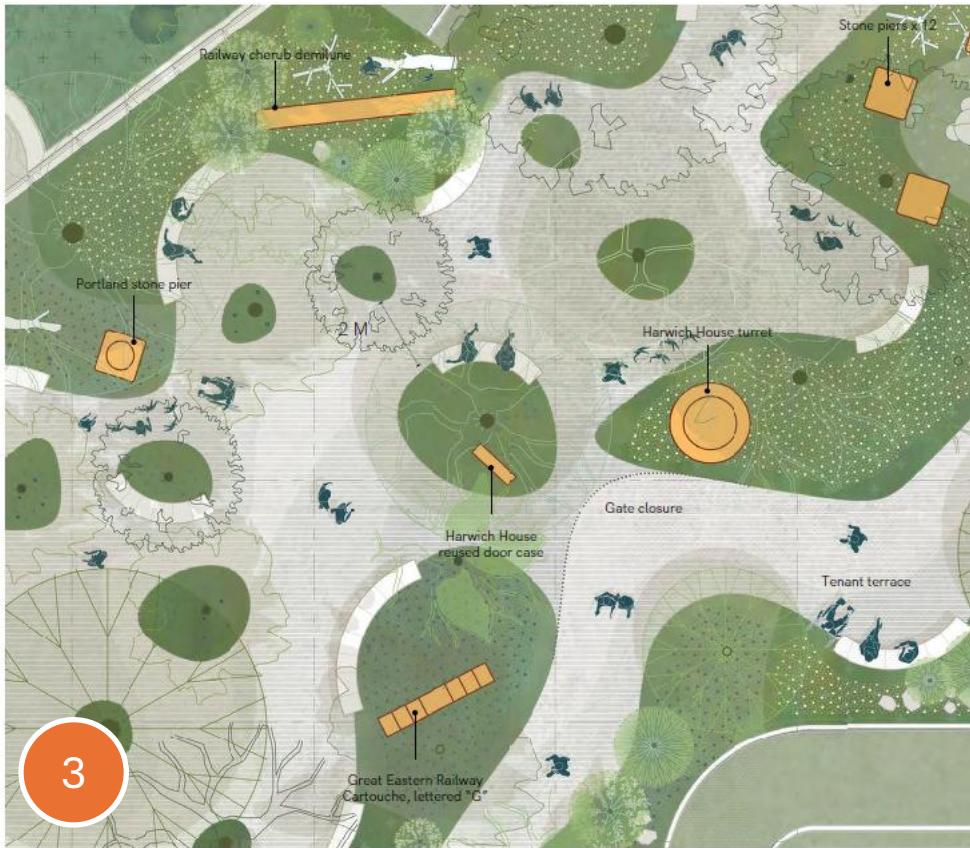
Viewpoint over the train sheds



Proposed OSD Roof Garden public areas

Liverpool Street Station, London, EC2M 7PY

Page 84



Harwich House turret



Harwich House reused door case



Railway cherub demilune



2x cartouches, lettered G & E



12x Stone piers



Original Portland stone pier

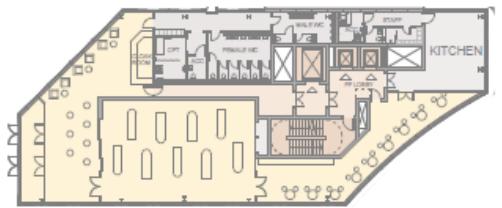
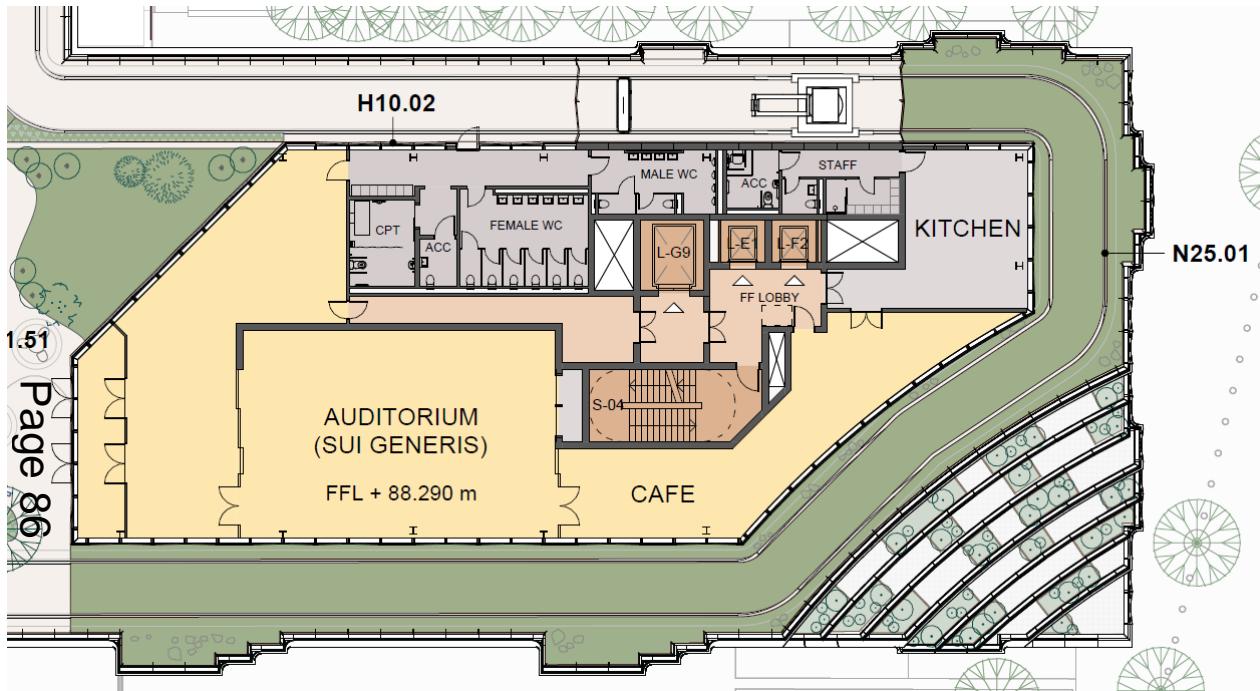
Proposed OSD Roof Garden Relic garden

Liverpool Street Station, London, EC2M 7PY

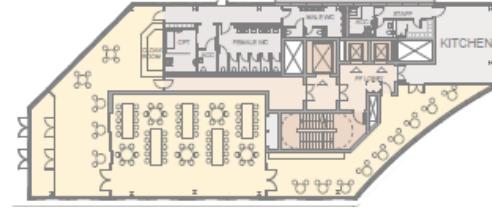


Proposed OSD Roof Garden St Pauls height restriction zone

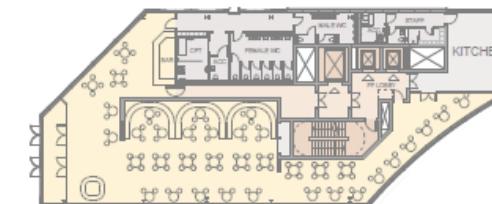
Pindar Room - Rooftop Auditorium and Cafe



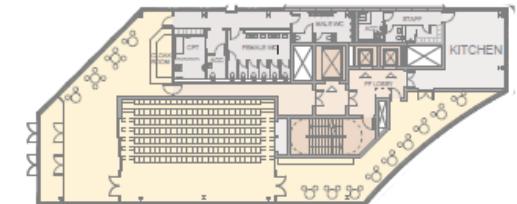
Exhibition



Public event



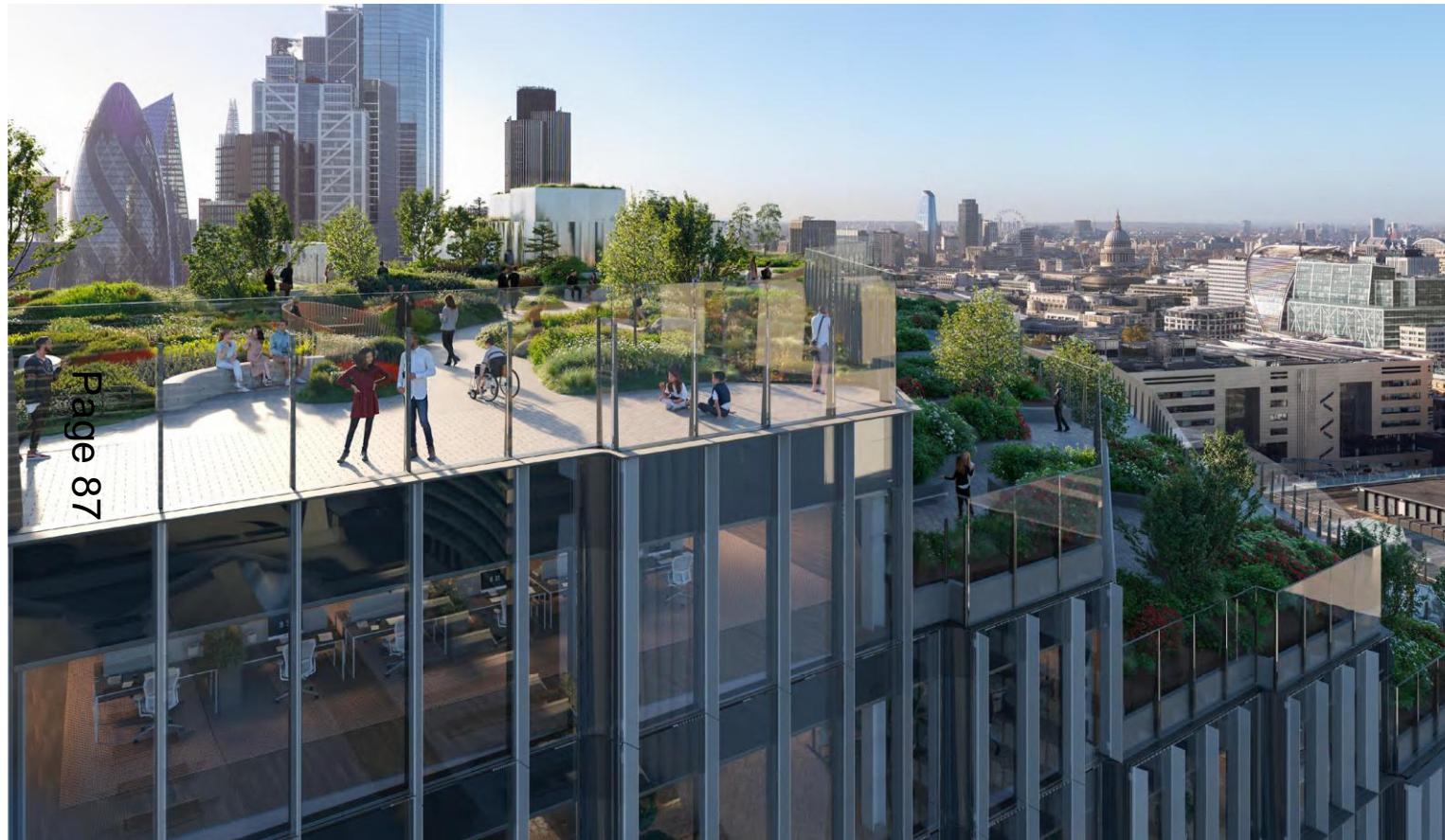
Black tie event



Auditorium

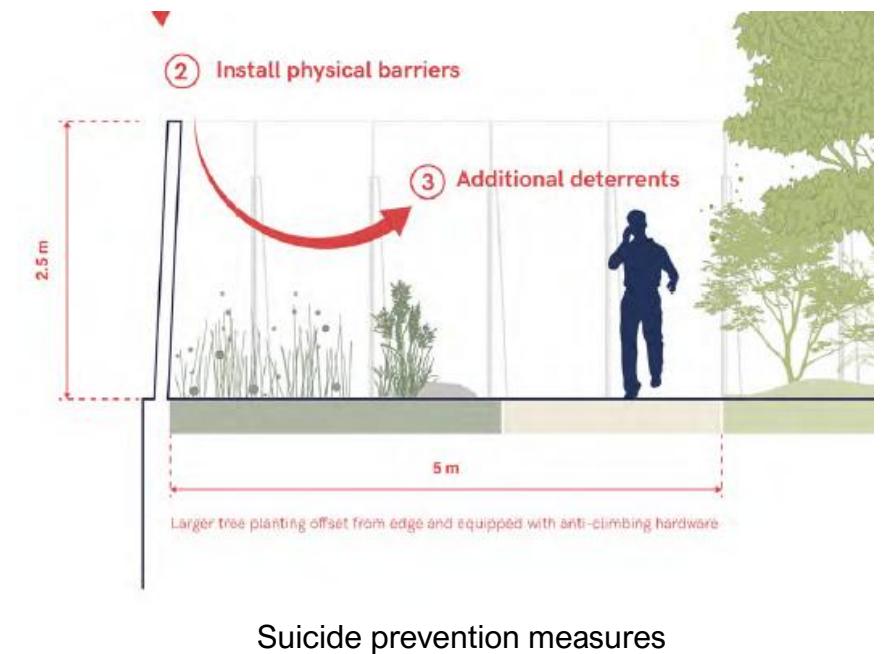
Proposed Multifunctional Auditorium space at roof level

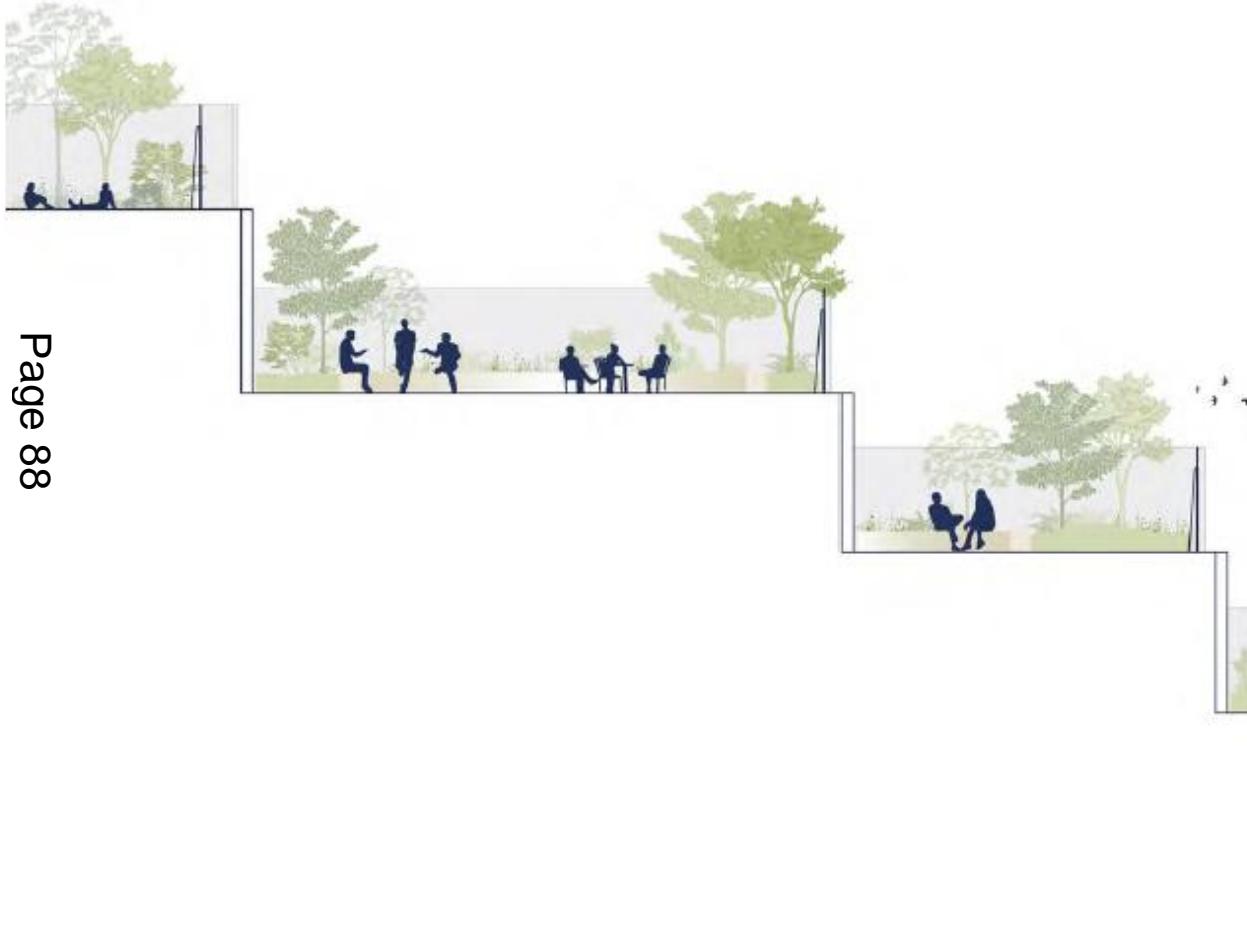
Liverpool Street Station, London, EC2M 7PY



Roof garden glass balustrades 2.5m inclined

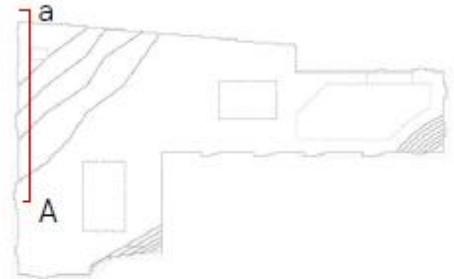
Proposed OSD Roof Garden balustrades





Page 88

Proposed Office terraces

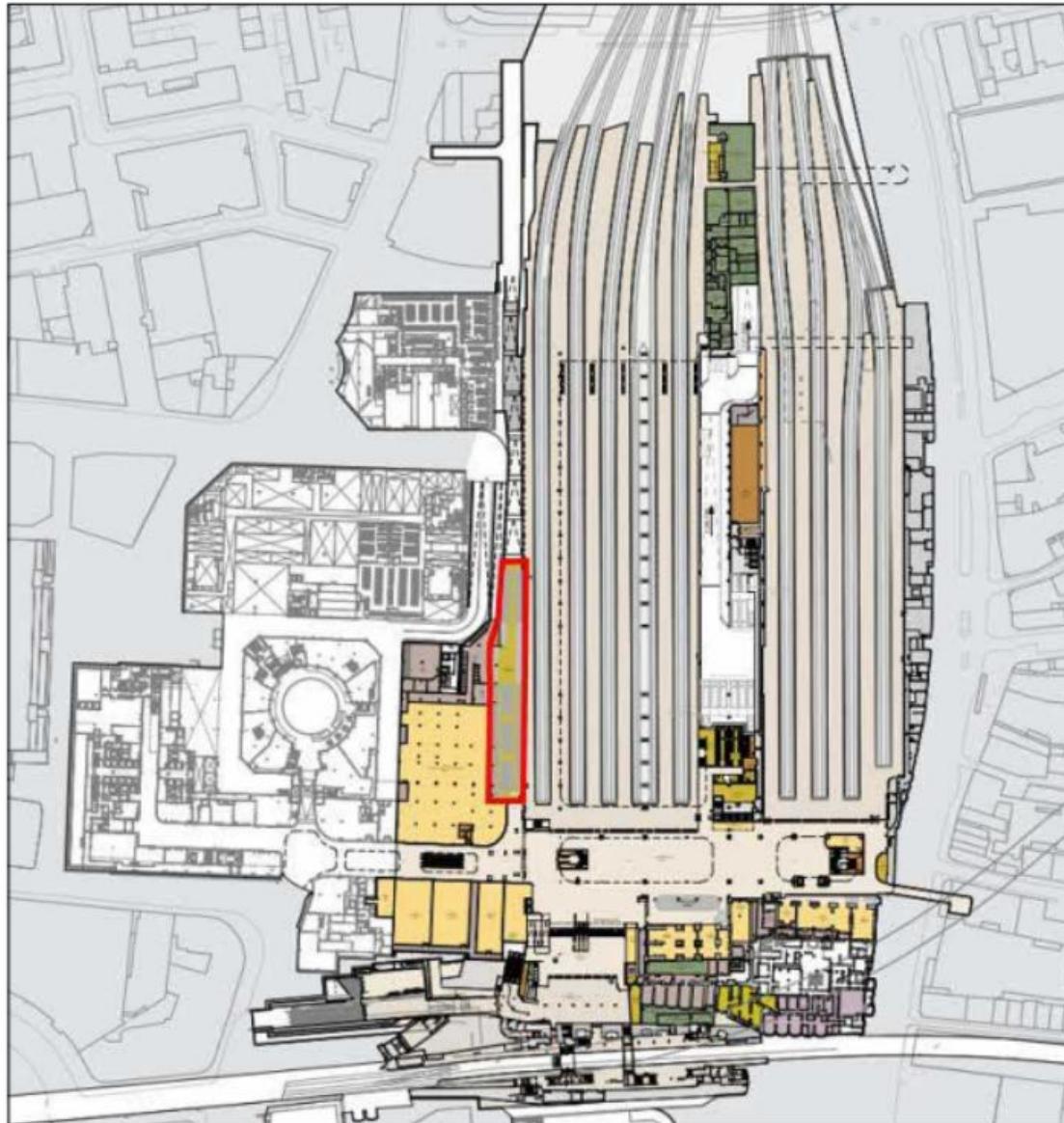


Key plan



Liverpool Street Station, London, EC2M 7PY

Figure 3-10: Station Cycle Storage Location



Proposed station cycle hub

Liverpool Street Station, London, EC2M 7PY

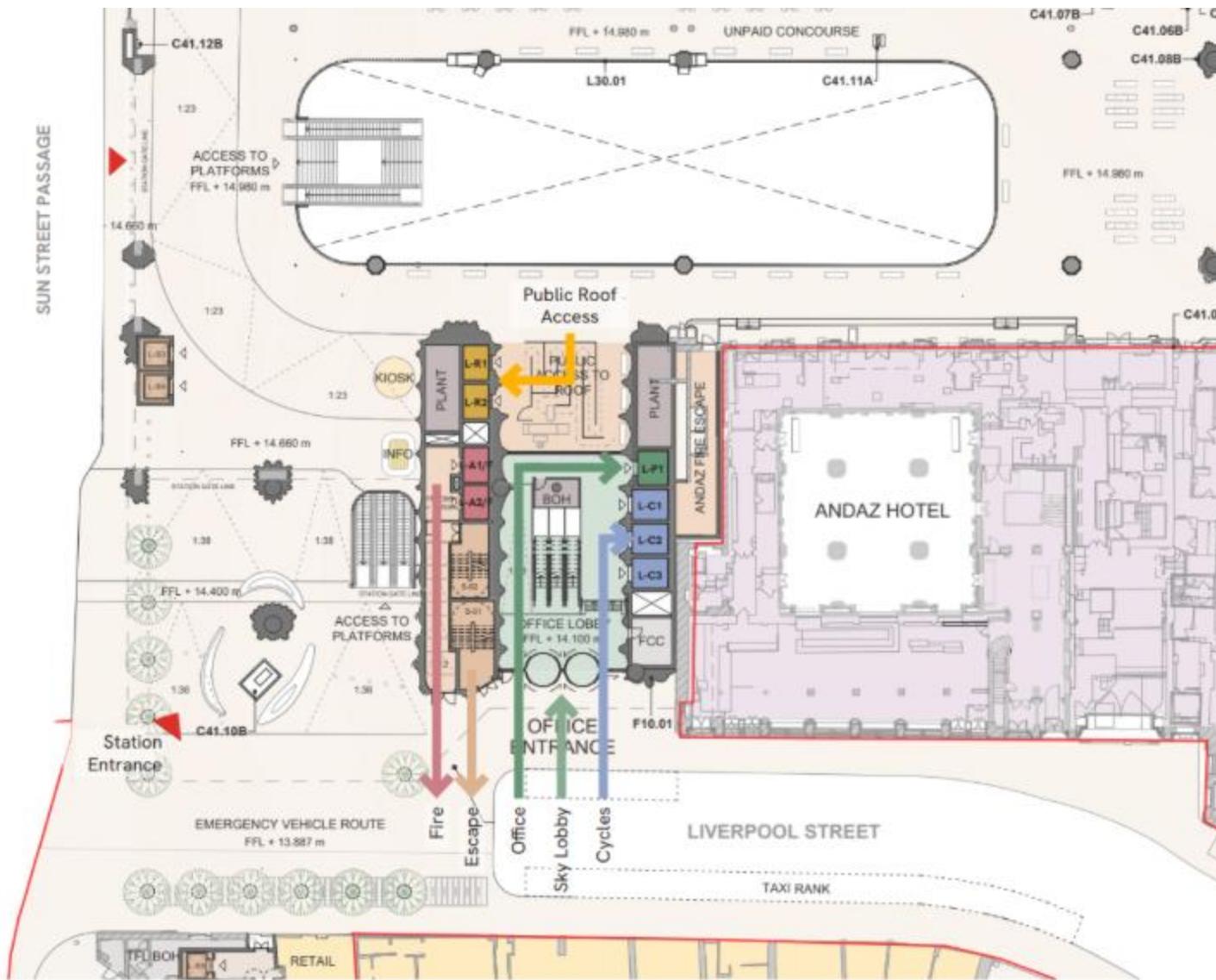


Fig.18.455. 122 Illustrative Ground Floor Plan

Proposed OSD access

Figure 6-2: Proposed Servicing Yard Layout

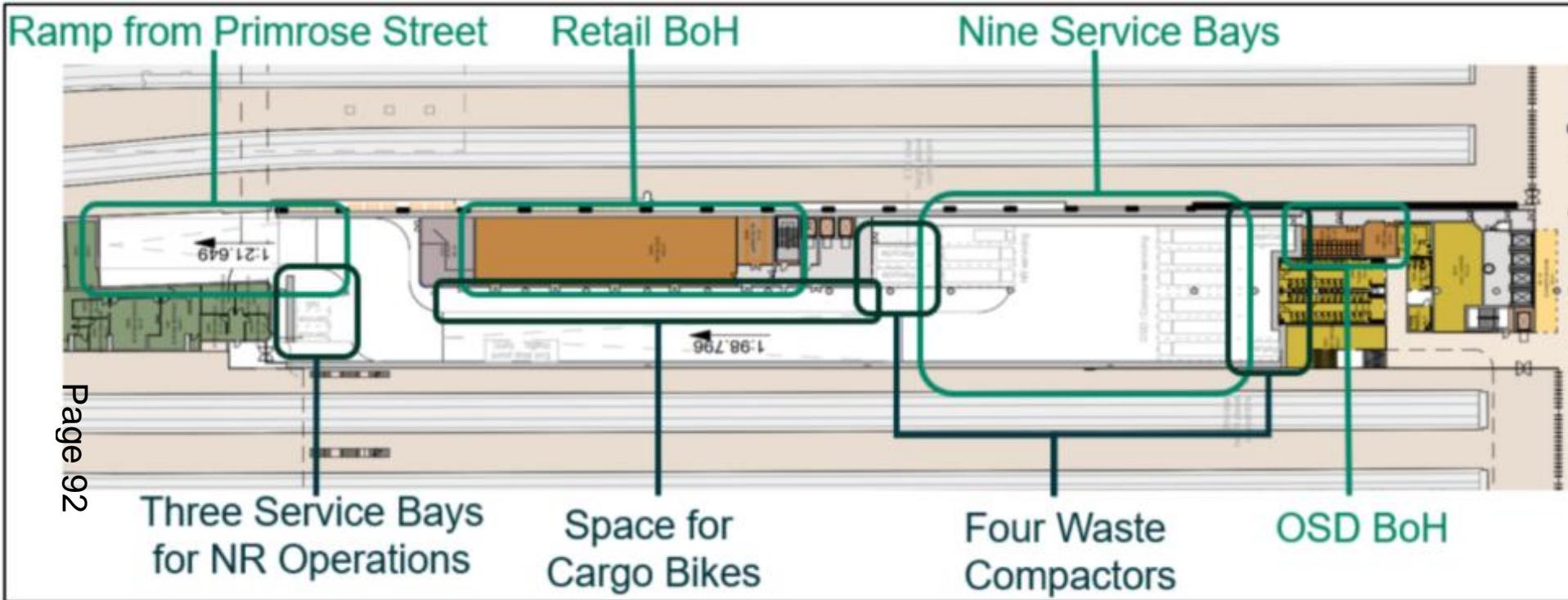
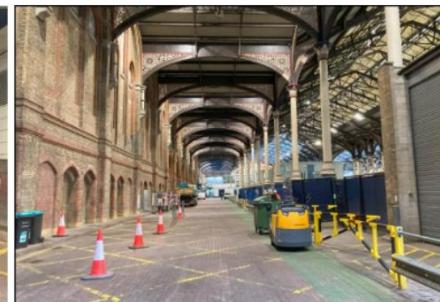


Figure 6-1: Existing Service Yard

View looking north to Primrose Street

View looking south to service yard



Proposed station servicing

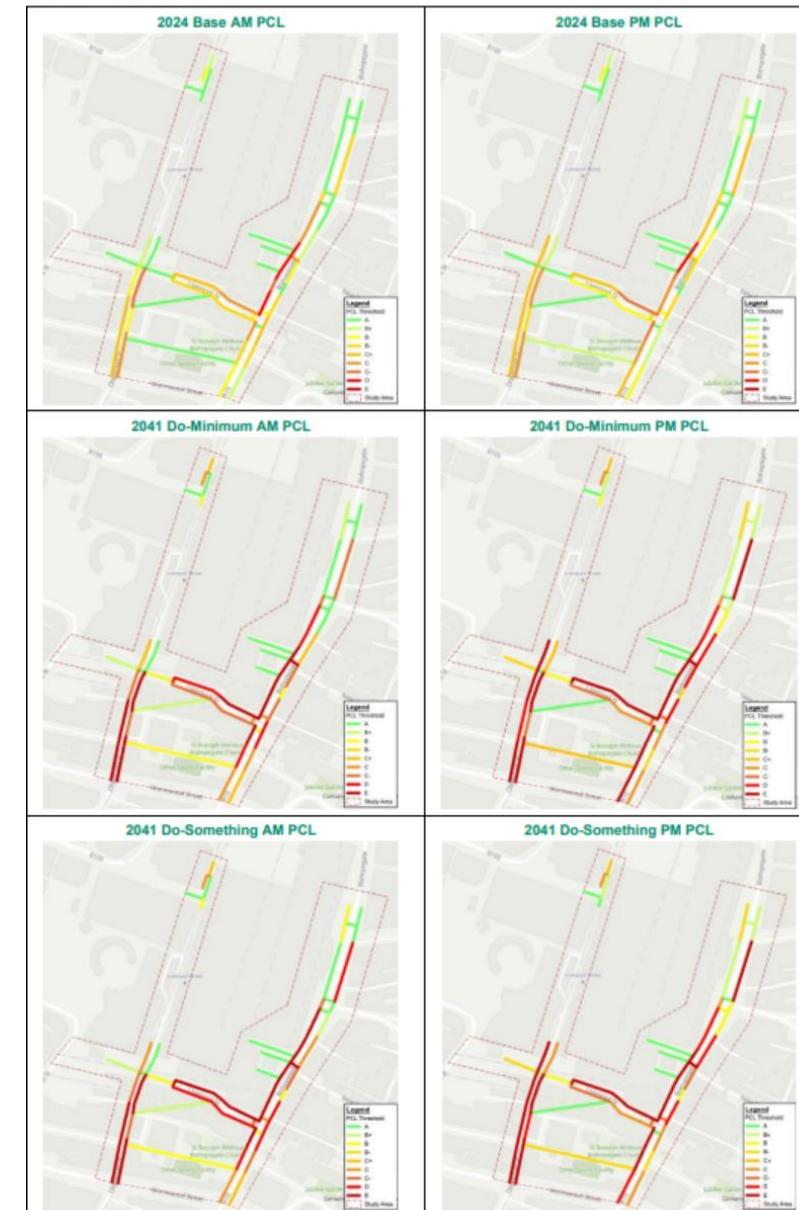
Liverpool Street Station, London, EC2M 7PY

Page 93

Figure 5-7: Model Extent

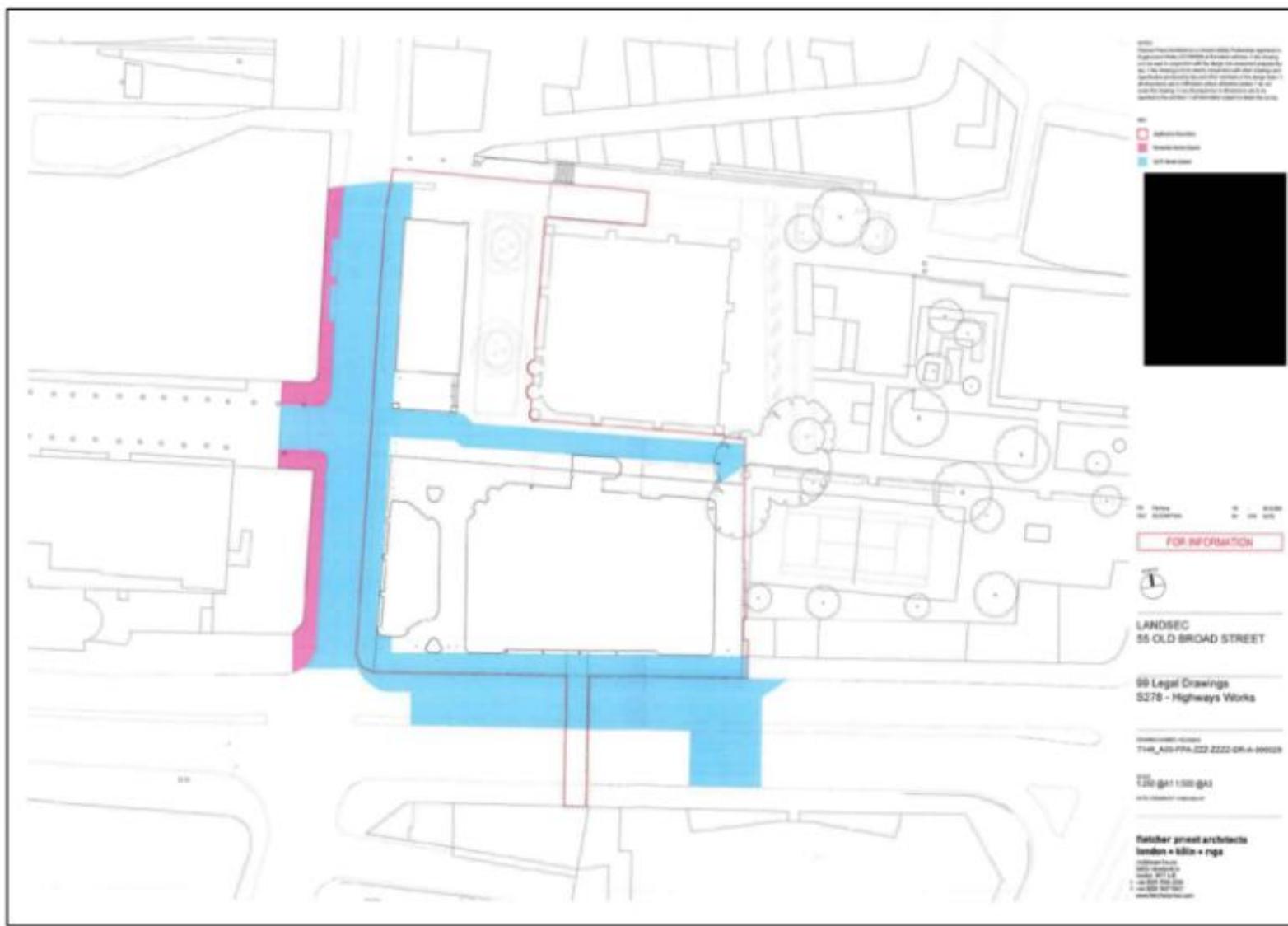


Table 5.51: PCL Results



Liverpool Street Station, London, EC2M 7PY

Figure 2-1 – S278 Extents Associated with Application Ref 23/00469/FULEIA, Extracted from Schedule 8 of the Signed s106 Agreement



55 Old Broad Street: extent of S278 works

Liverpool Street Station, London, EC2M 7PY

Figure 4-1: Access/Egress Routes from Western TLRN

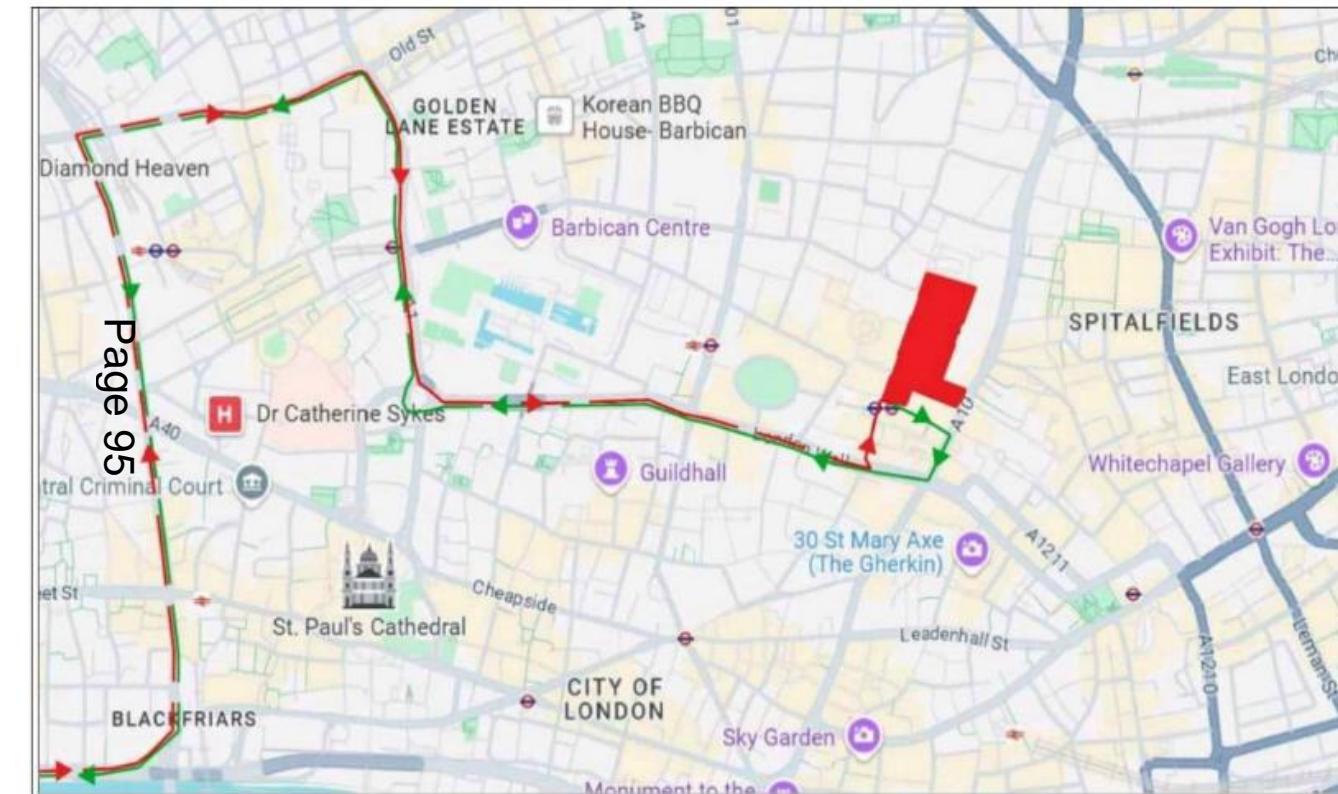
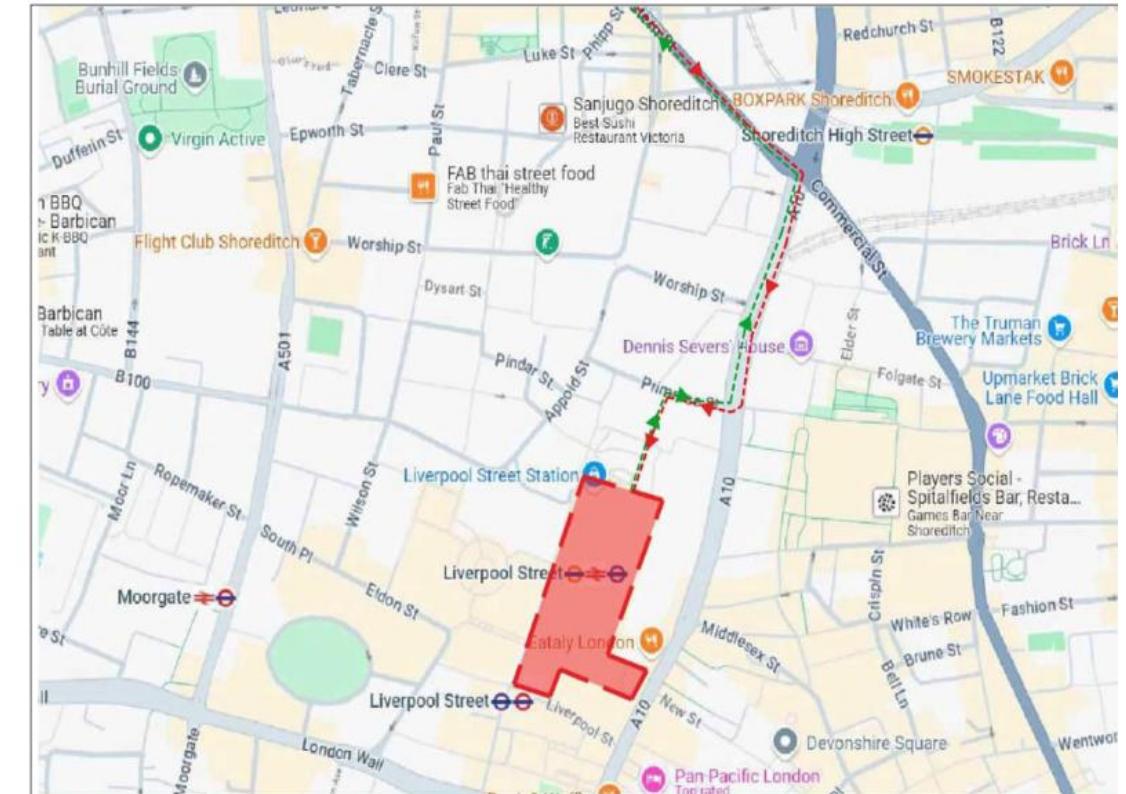


Figure 4-2: Access/Egress Routes from Northern TLRN

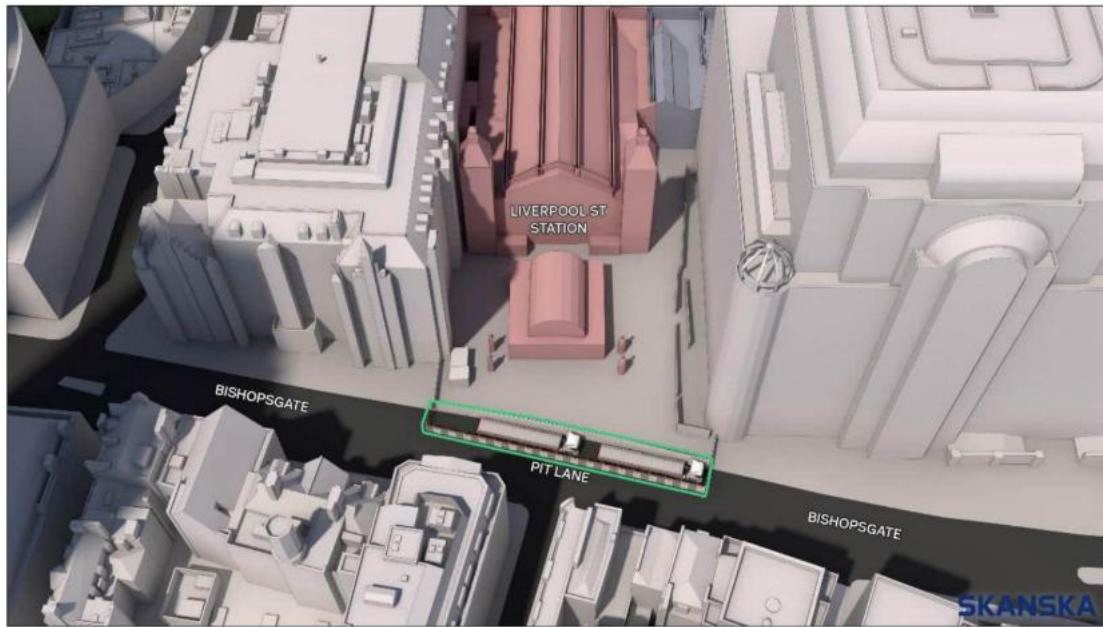


Proposed construction vehicle routes

Liverpool Street Station, London, EC2M 7PY

Page 96

Figure 4-3: Indicative Pit Lane on Bishopsgate



Source: Skanska

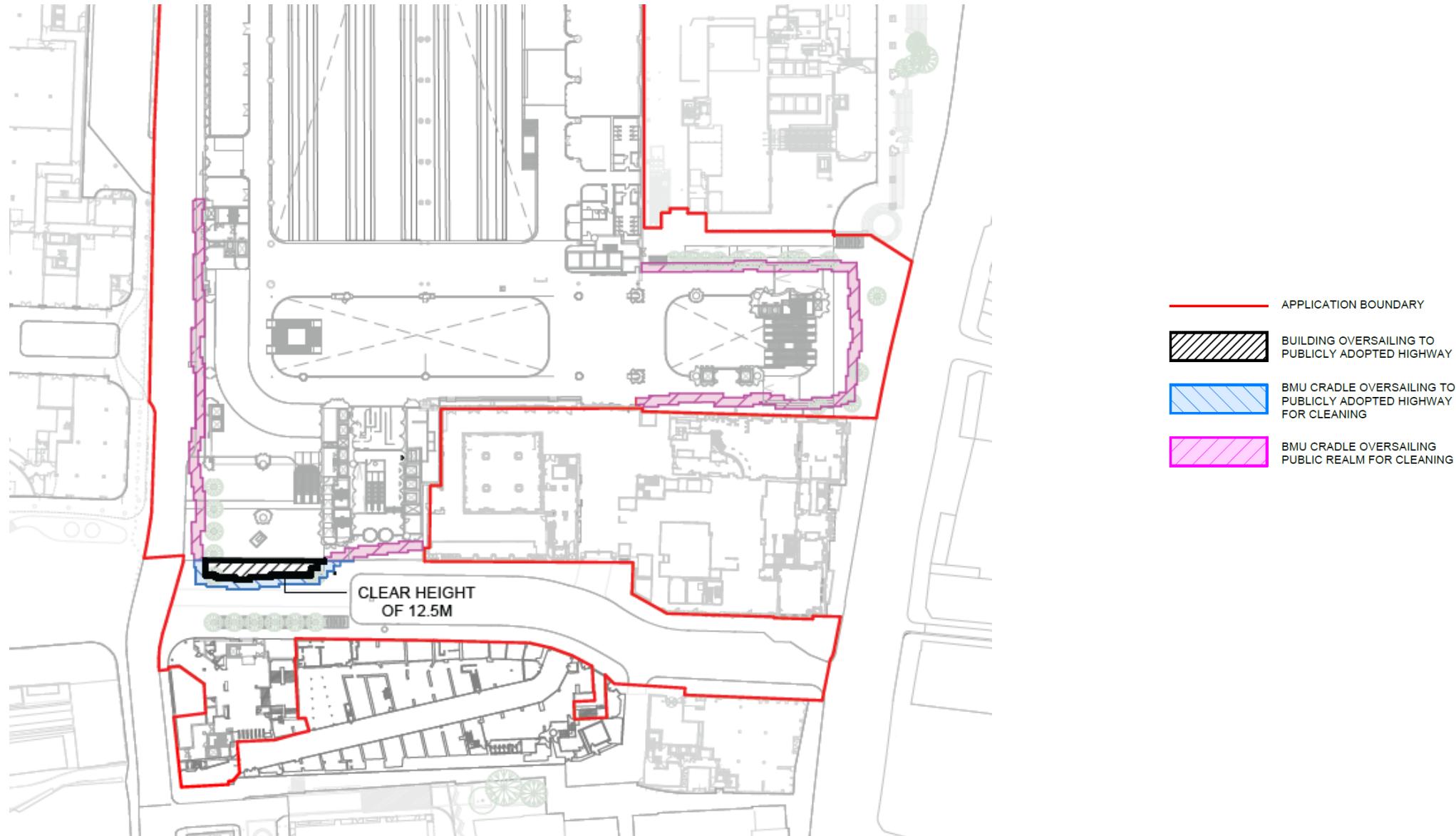
Figure 4-5: Indicative Extended Pit Lane on Liverpool Street



Source: Skanska

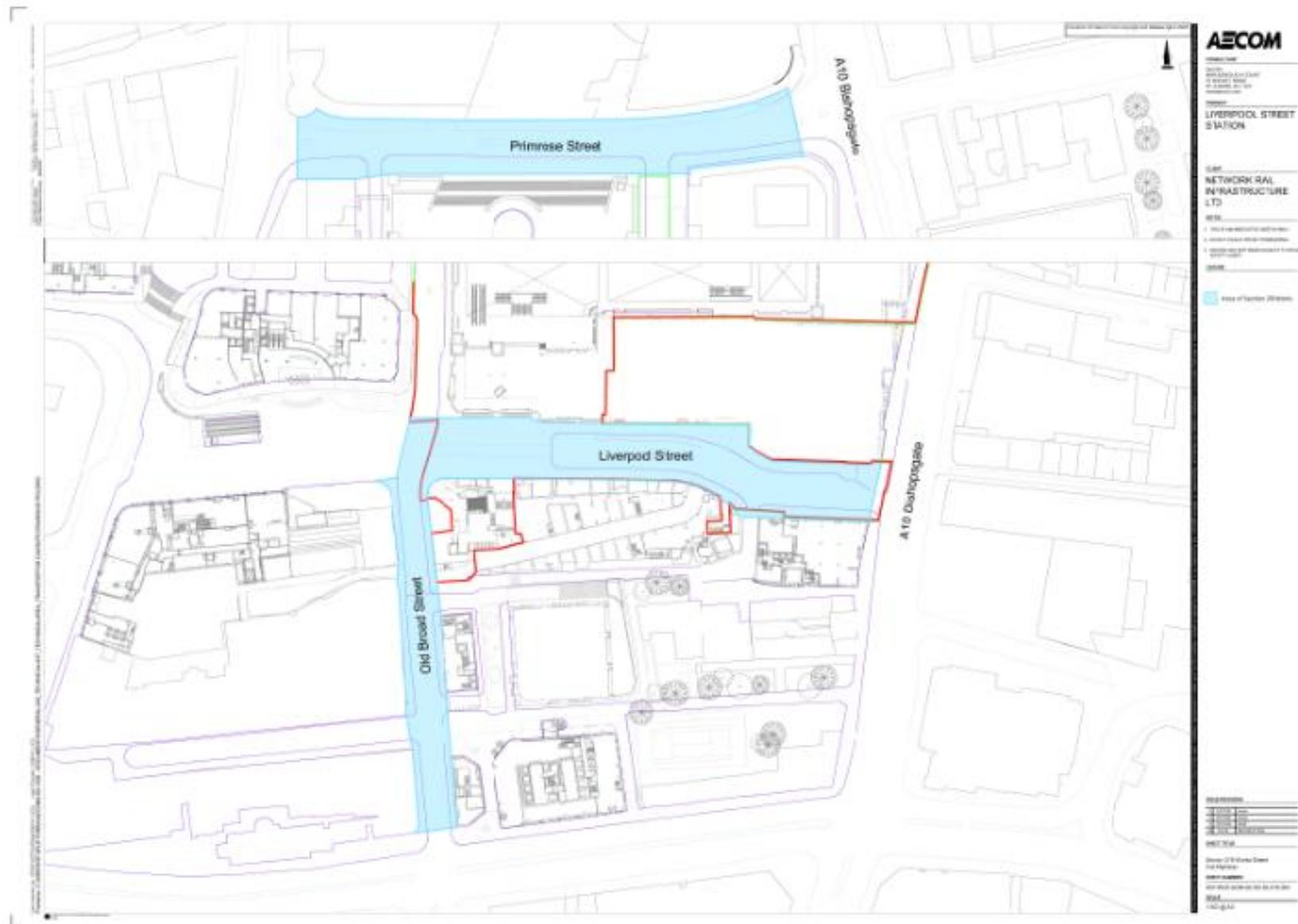
Indicative pit lanes on Bishopsgate, Liverpool Street and Sun Street

Liverpool Street Station, London, EC2M 7PY



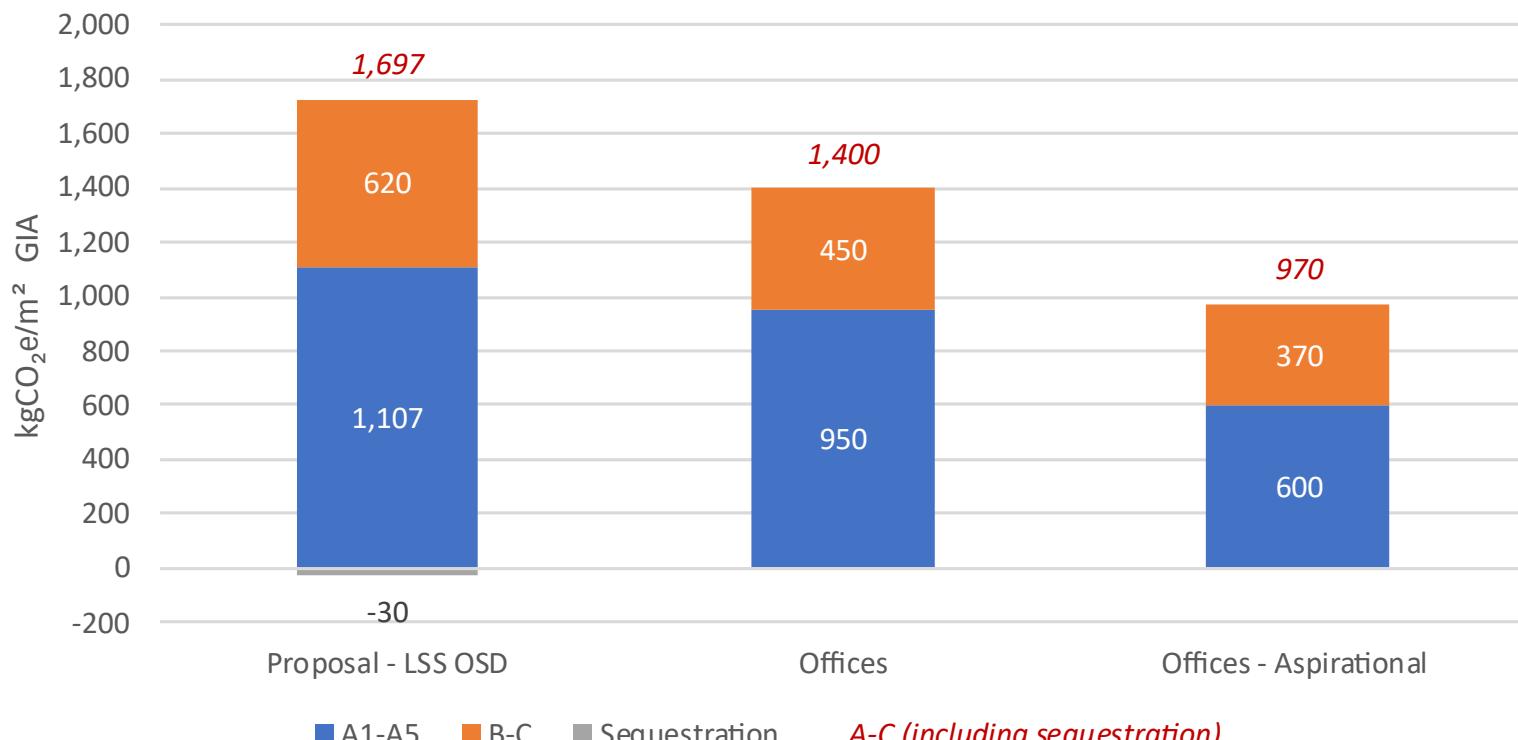
Oversailing: proposed oversailing plan

Liverpool Street Station, London, EC2M 7PY



Indicative CoL S278 Extent

Embodied Carbon comparison to GLA benchmarks [kgCO₂e/m² GIA]



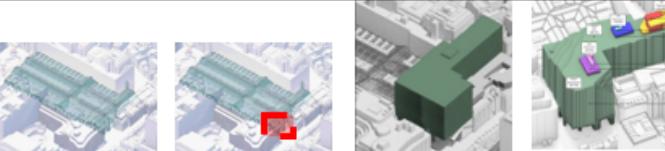
Upfront carbon (A1-A5) excl. sequestration = 1,107 kgCO₂e/m² GIA

Embodied carbon (A1-C4, excl. B6&B7) incl. sequestration = 1,697 kgCO₂e/m² GIA

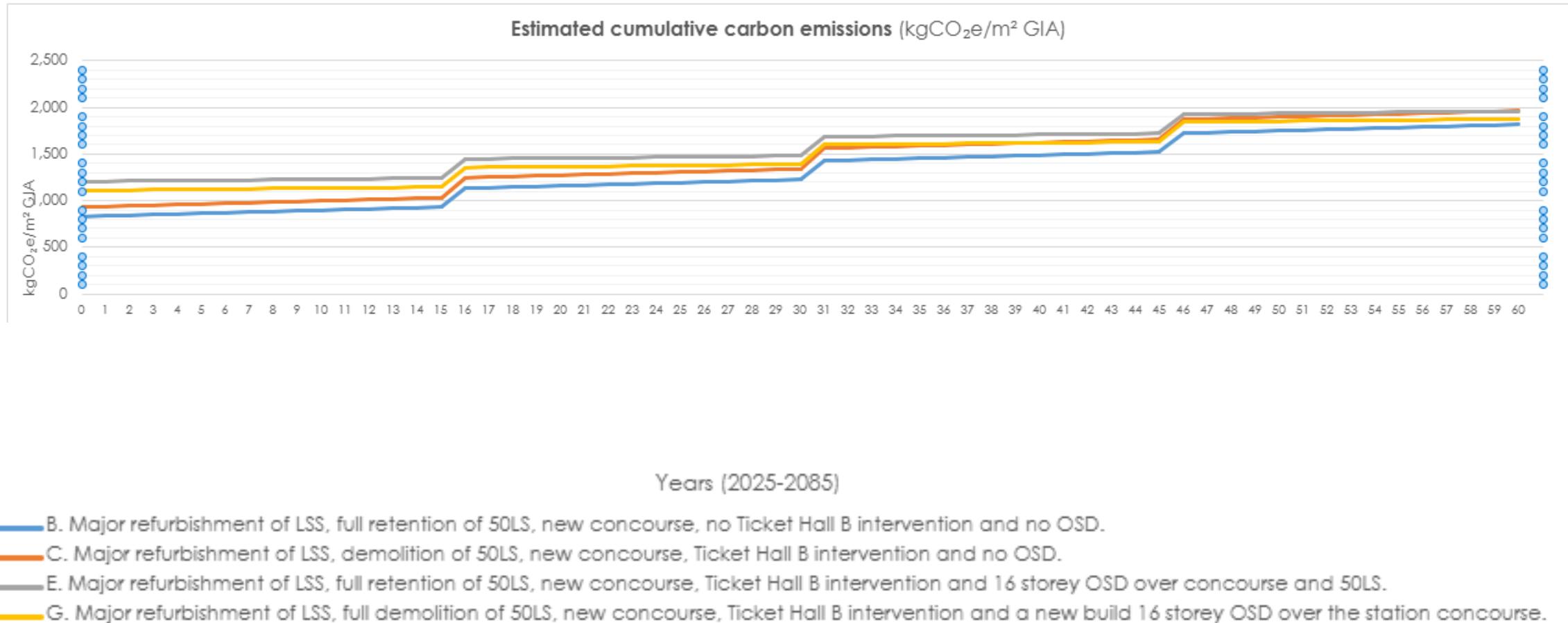
Whole Life Cycle Carbon:

Total WLC (Embodied + operational) including sequestration –
2,471 kgCO₂e/m² GIA
274,756 tonnes CO₂e

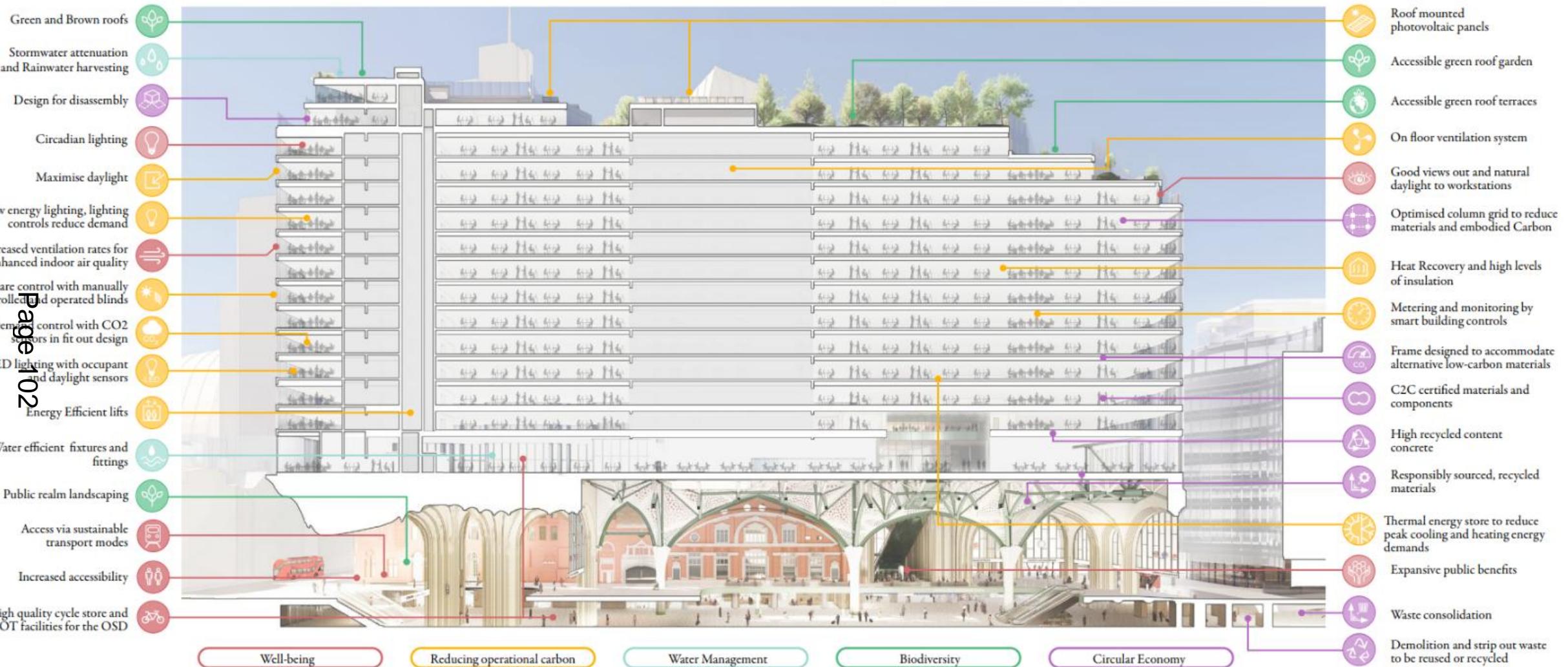
Liverpool Street Station, London, EC2M 7PY



	Option B	Option C	Option E	Option G
Gross Internal area (GIA) m²	20,484	18,984	112,698	111,198
Increase in NIA (over existing)	0	-1,320	55,816	55,816
Substructure % retained (by mass)	100%	~85%	~98%	~85%
Superstructure % retained (by mass) (frame, upper floors, roof, stairs, ramps)	100%	~90%	~98%	~90%
Superstructure % retained (by area) (external walls, windows, external doors)	100%	~98%	~25%	~25% 
Upfront Embodied Carbon (A1-A5) (kgCO₂e/m² GIA) exc. sequestration	828	926	1,201	1,106
In-use & End of Life Embodied Carbon (B-C) (kgCO₂e/m² GIA) excl. B6 & B7	587	628	610	620
Life-cycle Embodied Carbon (A1-A5, B1-B5, C1-C4) (kgCO₂e/m² GIA)	1,415	1,554	1,811	1,726
Fuel source	Electricity	Electricity	Electricity	Electricity
Whole Building Operational Energy Use (kWh/m² GIA per year)	318	318	115	115
Whole Building Operational Carbon for building lifetime (B6) (kgCO₂e/m² GIA)	405.7	405.7	146.1	146.1
Total WLC Intensity (incl. B6 & pre-demolition) (kgCO₂e/m² GIA) B7 not considered	1,820.7	1,965.1	1,961.1	1,876.6
Upfront Embodied carbon (A1-A5) (tCO₂e)	16,961	17,579	135,350	122,985
In-use embodied carbon (B-C) (tCO₂e)	12,024	11,922	68,746	68,943
Operational carbon for building lifetime (B6) (tCO₂e)	8,310	7,702	16,463	16,243
Total absolute WLC (incl. B6 and pre-demolition) (tCO₂e) Module B7 not considered	37,295	37,305	221,015	208,679



Liverpool Street Station, London, EC2M 7PY

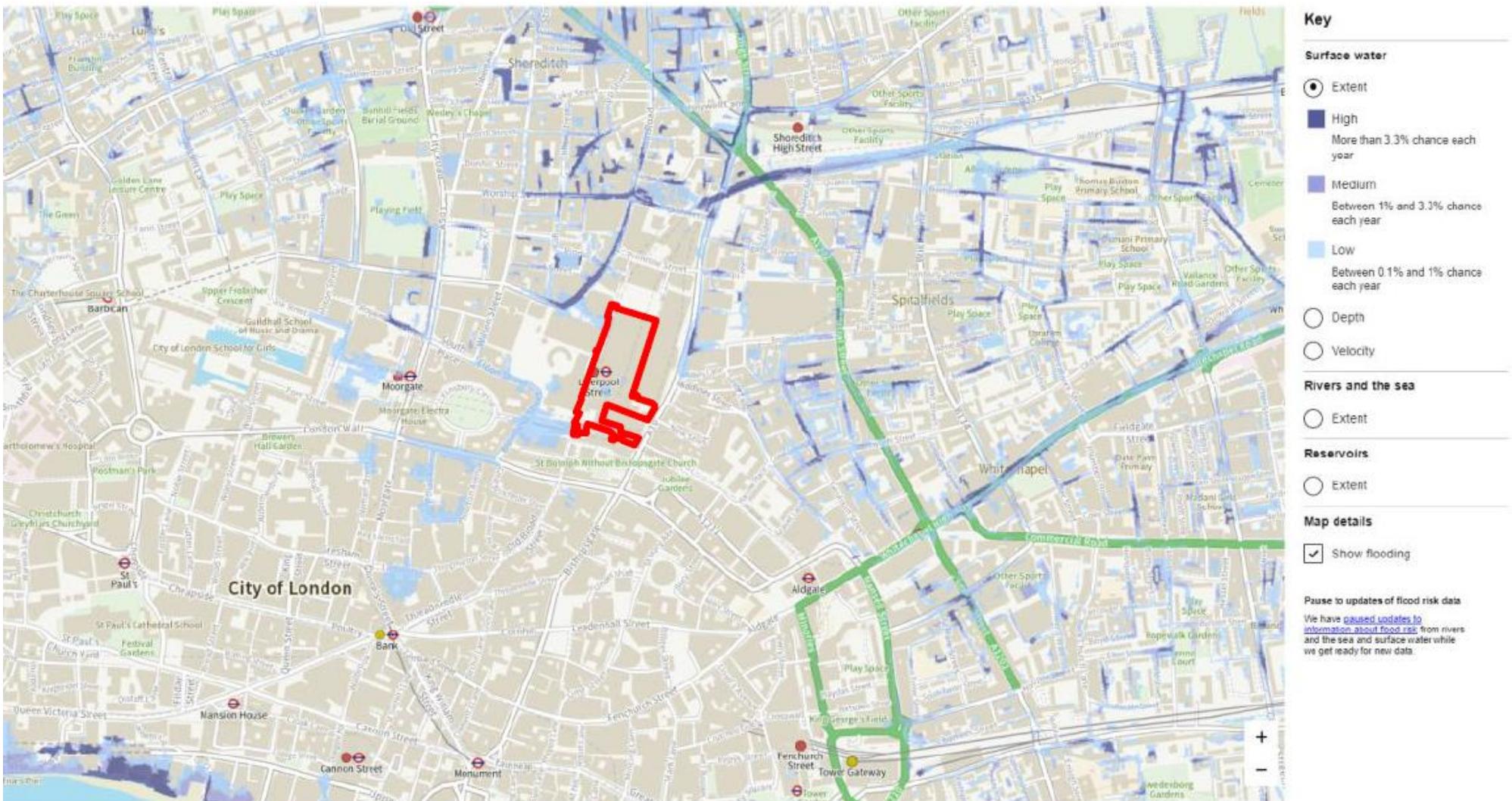


Liverpool Street Station, London, EC2M 7PY

Table 9-7: Climate data projections for the Site

Climate Variable	Baseline (1981–2010) Greenwich Park	Climate change projection RCP 8.5				Projected Trend	Climate Projection Source
		Extreme Scenario		Extreme scenario	Extreme scenario		
		RCP 8.5 (2020-49)	RCP8.5 (2030-2059)	RCP8.5 (2060-2089)			
Temperature							
Mean annual maximum daily temperature (°C)	15.34	+1.10 (+0.50 to +1.73)	+1.51 (+0.76 to +2.31)	+3.17 (+1.78 to +4.59)	↑	UKCP18 RCP8.5	
Mean summer daily temperature (°C)	22.52	+1.44 (+0.49 to +2.35)	+1.98 (+0.82 to +3.13)	+4.17 (+2.04 to +6.33)	↑	UKCP18 RCP8.5	
Mean winter daily temperature (°C)	3.08	+0.90 (+0.14 to +1.72)	+1.32 (+0.39 to +2.31)	+2.55 (+0.94 to +4.32)	↑	UKCP18 RCP8.5	
Maximum summer air temperature (°C)	23.43 (July)	+1.58 (+0.20 to +2.92)	+2.21 (+0.32 to +3.99)	+4.63 (+2.33 to +6.98)	↑	UKCP18 RCP8.5	
Minimum winter air temperature (°C)	2.70 (February)	+0.59 (-0.36 to +2.27)	+1.41 (-0.04 to +2.93)	+2.44 (-0.53 to +4.87)	↑	UKCP18 RCP8.5	
Rainfall							
Mean annual rainfall (%)	557.43 (mm)	+0.20 (-5.86 to +6.34)	-1.65 (-8.00 to +4.75)	-2.82 (-12.49 to +7.11)	↓	UKCP18 RCP8.5	
Mean summer rainfall (%)	45.38 (mm)	-7.89 (-29.11 to +12.72)	-12.42 (-36.77 to +11.10)	-26.90 (-56.55 to +5.05)	↓	UKCP18 RCP8.5	
Mean winter rainfall (%)	42.29 (mm)	+8.77 (-3.14 to +17.54)	+8.01 (-3.76 to +21.06)	+16.03 (-3.46 to +39.38)	↑	UKCP18 RCP8.5	
Wettest month on average (mm)	61.06 (October)					Met Office	
Driest Month on average (mm)	34.55 (July)					Met Office	
Other							
Droughts	The Met Office has projected a trend towards drier summers on average, with the trend being stronger under a high GHG emission scenario compared to a low one. However, it is the distribution of rainfall throughout the seasons that will determine UK drought risk.				↑	Met Office	
Storms	Climate change is expected to lead to more frequent and intense winter storms across the UK, with higher wind speeds and wetter winters, while summers may become drier.				↑	Met Office	

Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

Page 105

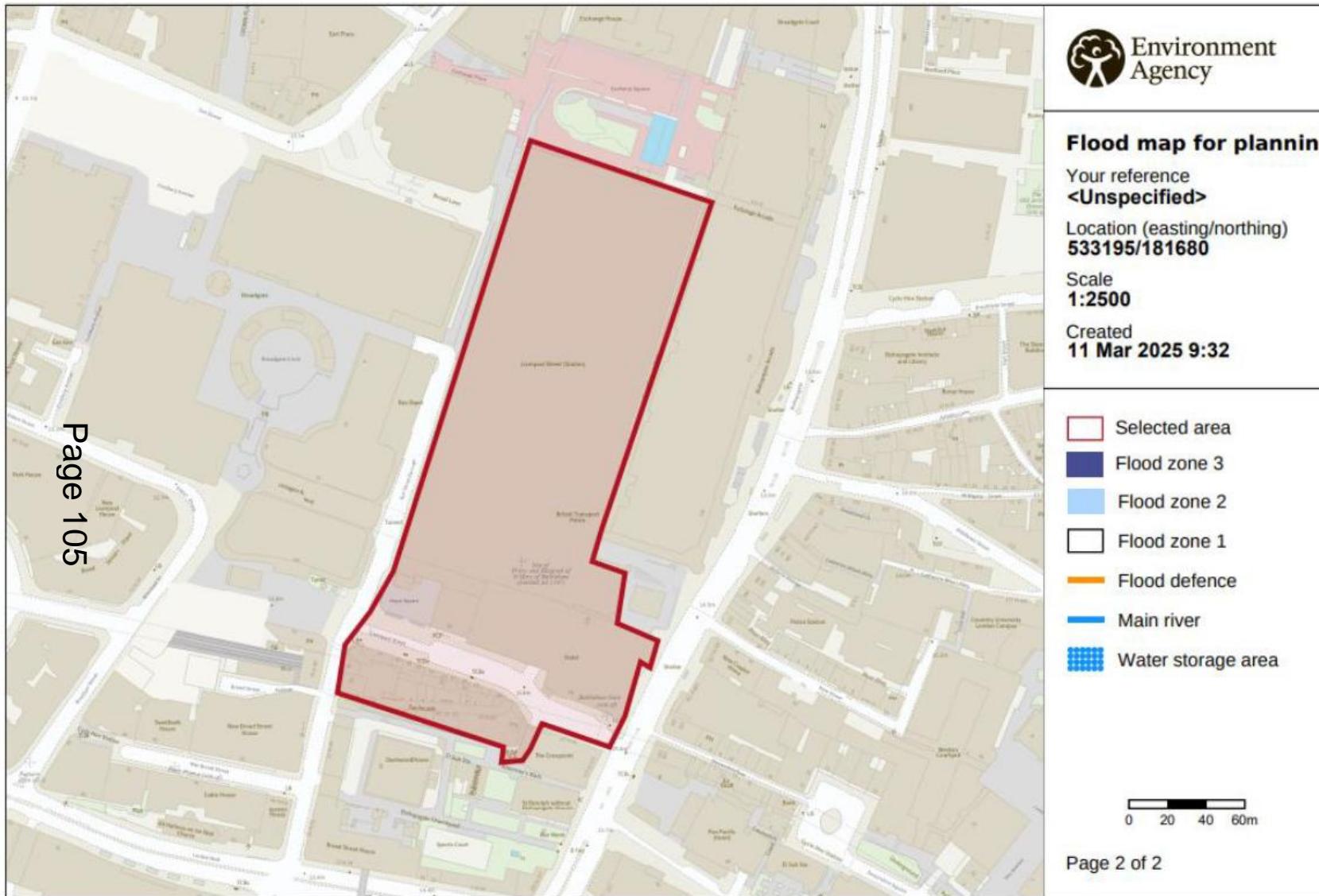


Table 17: Flood Risk Summary

Flood Risk Source	Pre-Development Risk	Post Development Risk	Comments
Fluvial	Low	Low	The site is located within Flood Zone 1. The pre- and post-development risk of flooding from a fluvial source is not expected to change.
Tidal	Low	Low	The site is not located within an area susceptible to tidal flooding or breach from the Thames, the risk is therefore deemed to be low
Pluvial (Surface Water)	Low	Low	The Site is located in an area with very low risk of flooding from surface water. The proposed development will employ a surface water drainage strategy that will incorporate SuDS to mitigate the risk of flooding that could occur due to any increases of runoff from the proposed development.
Groundwater	Low	Low	In general the development does not propose to alter ground levels within the Site boundary, where the internal access road is proposed to be lowered, it not considered to materially change the groundwater flooding risk.
Sewers	Low	Low	The Site has no historical record of sewer flooding. The drainage strategy proposed a net decrease in flows to the existing sewer arrangement meaning the risk level will not increase as a result of the development. It is also proposed to check the location and condition of non return valves to the out falling sewer to ensure the risk of surcharging is mitigated.
Artificial Sources	Low (residual)	Low (residual)	Other artificial sources such as canals and waterways are considered to be regularly maintained and therefore only deemed to pose a low (residual) risk to the proposed development



Urban Greening Factor

0.19 (all area within red line boundary)

0.32 (policy compliant across developable area – e.g. excluding rail tracks)

Biodiversity Net Gain

208.29% net gain (policy compliant)

Total site area (m²) (include all land within the red line boundary)

32213,74

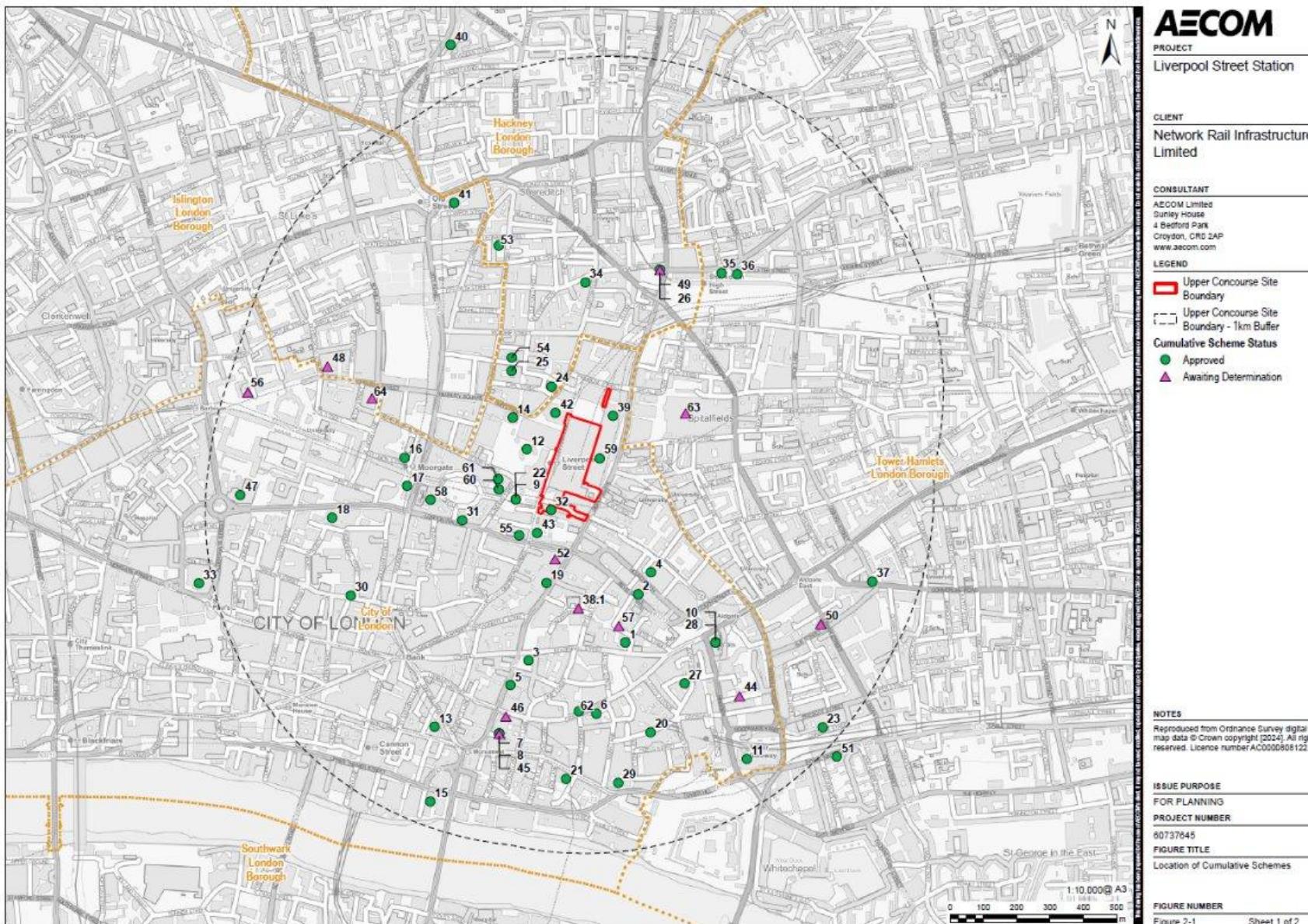
Urban Greening Factor Calculator					
Surface Cover Type	Factor	Area (m ²)	Contribution	Notes	
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	1122,042	1122,0415	Semi-natural vegetation as brown roof along BMU tracks and surrounding solar panels	
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1	0	0		
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0,8	1252,079	1001,6632	Roofgarden area on L18	
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0,8	3901,26	3121,008	Trees on roofgarden, office terraces, Bishopsgate entrance and Sun Street Passage. Assumed radii 3 meters	
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0,7	0	0		
Flower-rich perennial planting.	0,7	847	592,9	Raised planters on office terraces, balconies, Sun St Passage and Bishopsgate	
Rain gardens and other vegetated sustainable drainage elements.	0,7	0	0		
Hedges (line of mature shrubs one or two shrubs wide).	0,6	0	0		
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0,6	480,59	288,354	Trees on Hope Sq, Bishopsgate sidewalk, assumed radii 3 meters	
Green wall –modular system or climbers rooted in soil.	0,6	0	0		
Groundcover planting.	0,5	0	0		
Amenity grassland (species-poor, regularly mown lawn).	0,4	176,737	70,6948	Recreational lawn areas on Level 18	
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014.	0,3	0	0		
Water features (chlorinated) or unplanted detention basins.	0,2	0	0		
Permeable paving.	0,1	0	0		
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0	0	0		
Total contribution			6196,6615		
Urban Greening Factor			0,192360822		

Total site area (m²) (excluding railtracks, arcade, bus route and station service zone)

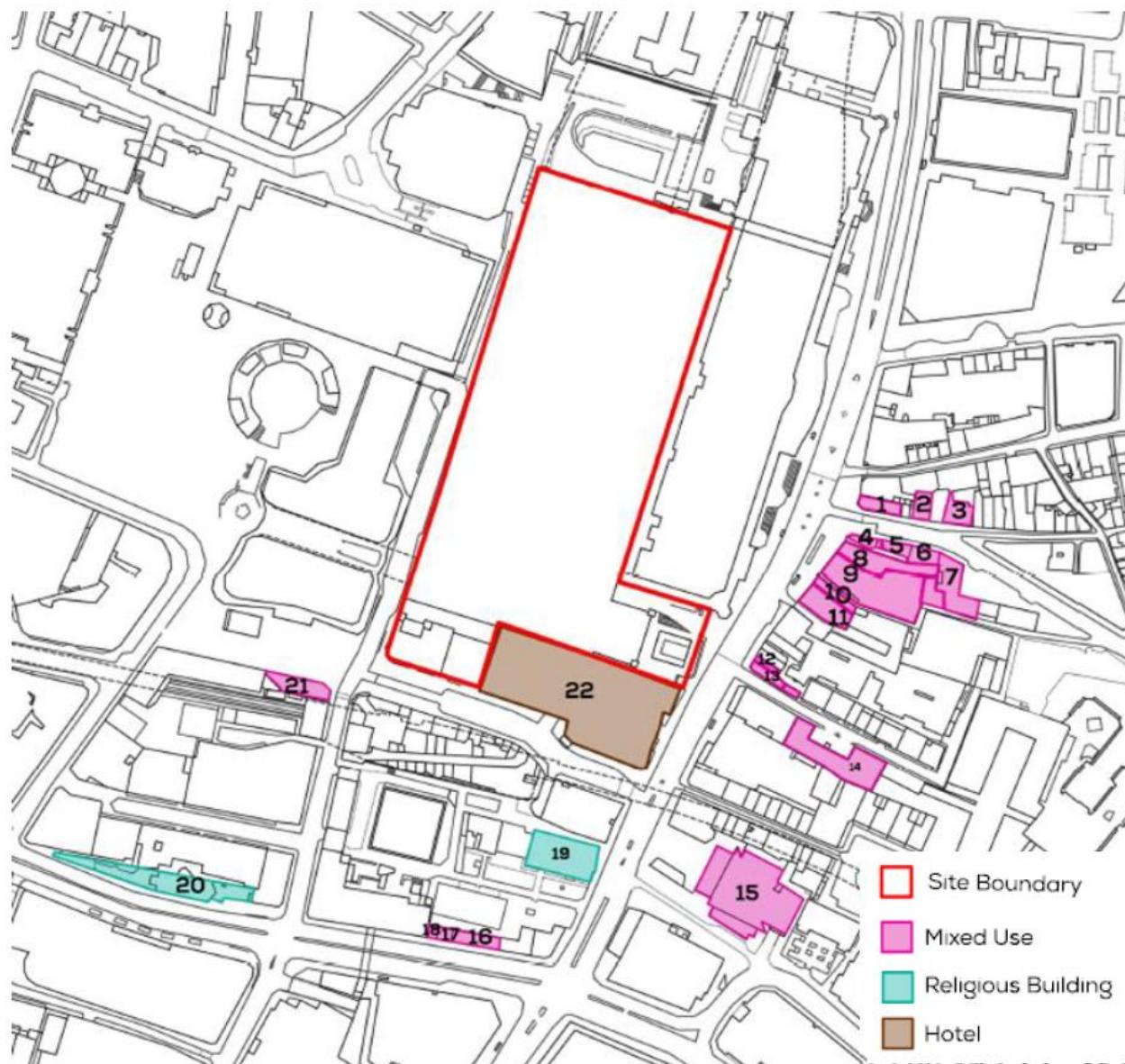
19678,2628

Urban Greening Factor Calculator				
Surface Cover Type	Factor	Area (m ²)	Contribution	Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	1122,042	1122,0415	Semi-natural vegetation as brown roof along BMU tracks and surrounding solar panels
Wetland or open water (semi-natural; not chlorinated) maintained or established on	1	0	0	
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0,8	1252,079	1001,6632	Roofgarden area on L18
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0,8	3901,26	3121,008	Trees on roofgarden, office terraces, Bishopsgate entrance and Sun Street Passage. Assumed radii 3 meters
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0,7	0	0	
Flower-rich perennial planting.	0,7	847	592,9	Raised planters on office terraces, balconies, Sun St Passage and Bishopsgate
Rain gardens and other vegetated sustainable drainage elements.	0,7	0	0	
Hedges (line of mature shrubs one or two shrubs wide).	0,6	0	0	
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0,6	537,13	322,278	Trees on Hope Sq, Bishopsgate sidewalk, assumed radii 3 meters
Green wall –modular system or climbers rooted in soil.	0,6	0	0	
Groundcover planting.	0,5	0	0	
Amenity grassland (species-poor, regularly mown lawn).	0,4	176,737	70,6948	Recreational lawn areas on Level 18
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014.	0,3	0	0	
Water features (chlorinated) or unplanted detention basins.	0,2	0	0	
Permeable paving.	0,1	0	0	
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0	0	0	
Total contribution			6230,5855	
Urban Greening Factor				0,316622741

Liverpool Street Station, London, EC2M 7PY

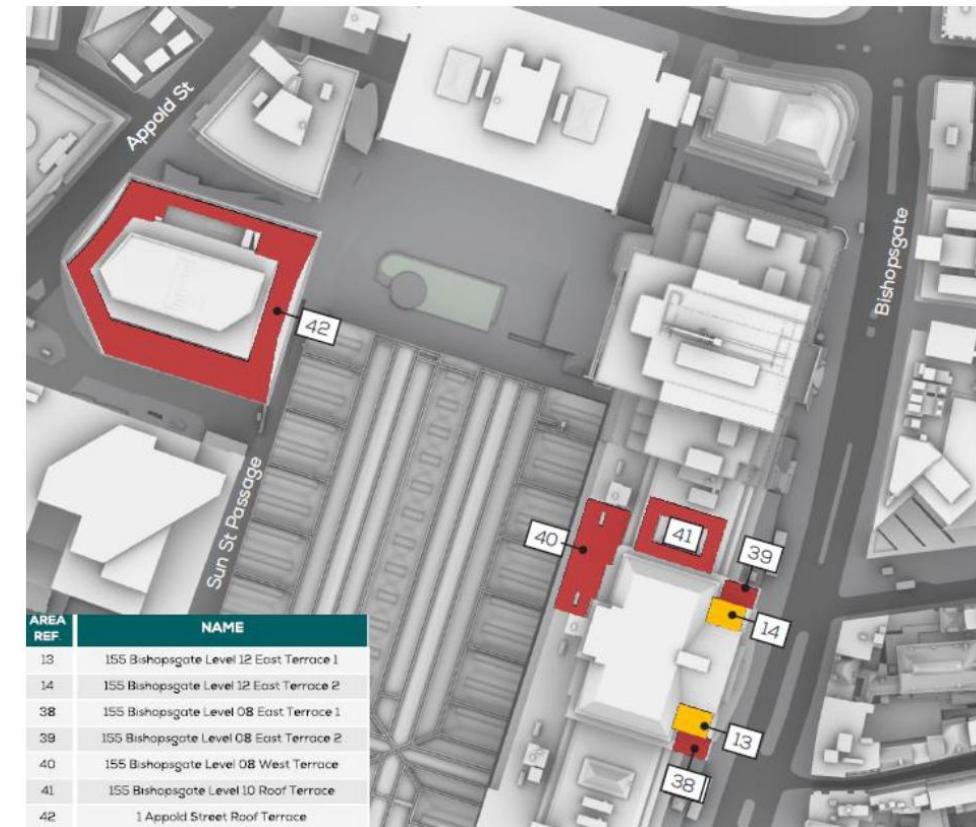
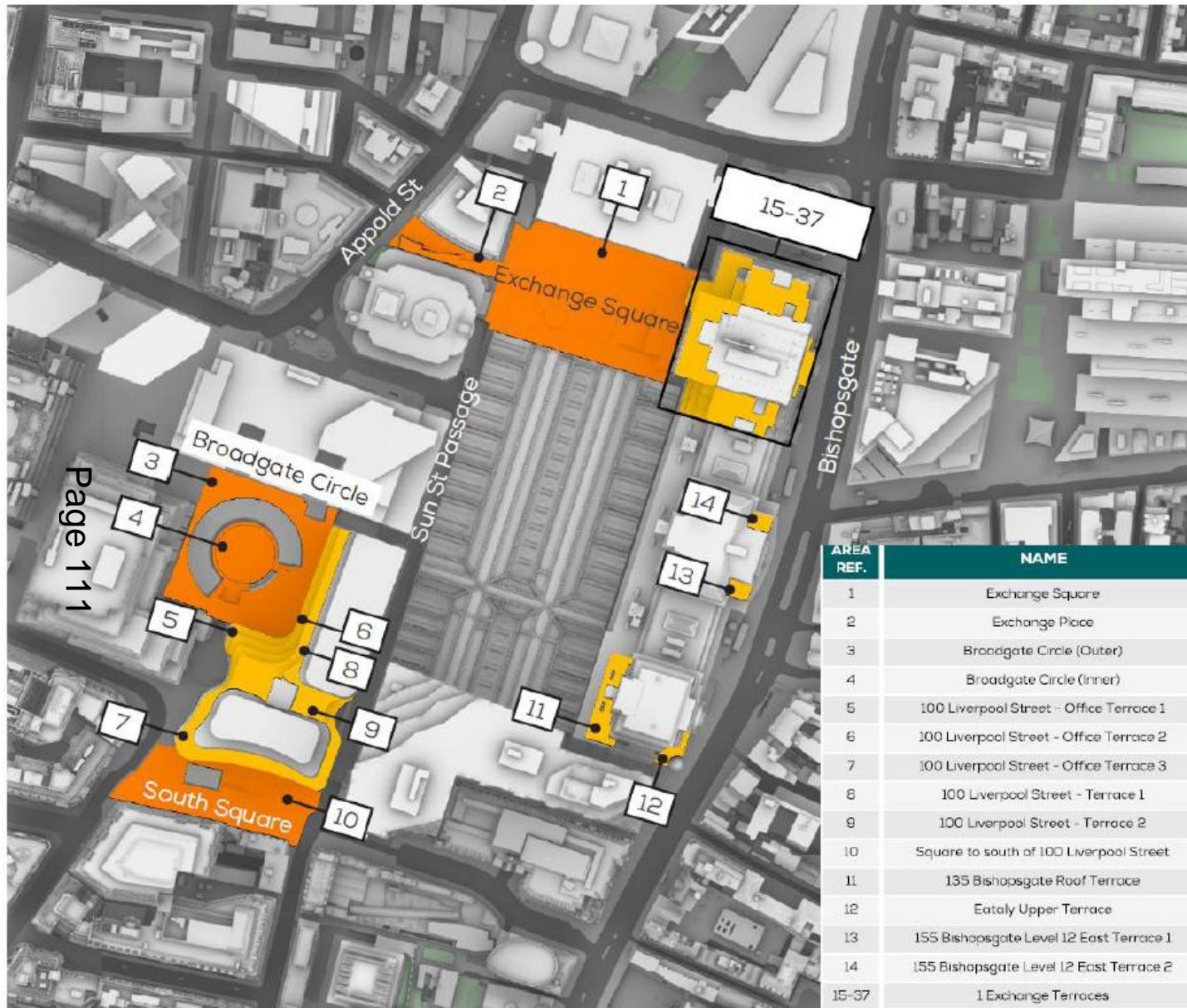


Liverpool Street Station, London, EC2M 7PY



1. 212 Bishopsgate
2. 124 Middlesex Street
3. 120 Middlesex Street
4. 206-210 Bishopsgate
5. 133 Middlesex Street
6. 131 Middlesex Street
7. Astral House, 129 Middlesex Street
8. 202 Bishopsgate
9. 194-200 Bishopsgate
10. 192 Bishopsgate
11. 186-190 Bishopsgate
12. 174 Bishopsgate
13. 172 Bishopsgate & 1a New Street
14. 16 New Street
15. 80 Houndsditch
16. 22-24 Wormwood street
17. 25 Wormwood Street
18. 26 Wormwood Street
19. St Botolph Church
20. City Gates Church
21. 15 Liverpool Street
22. Andaz Hotel

Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY



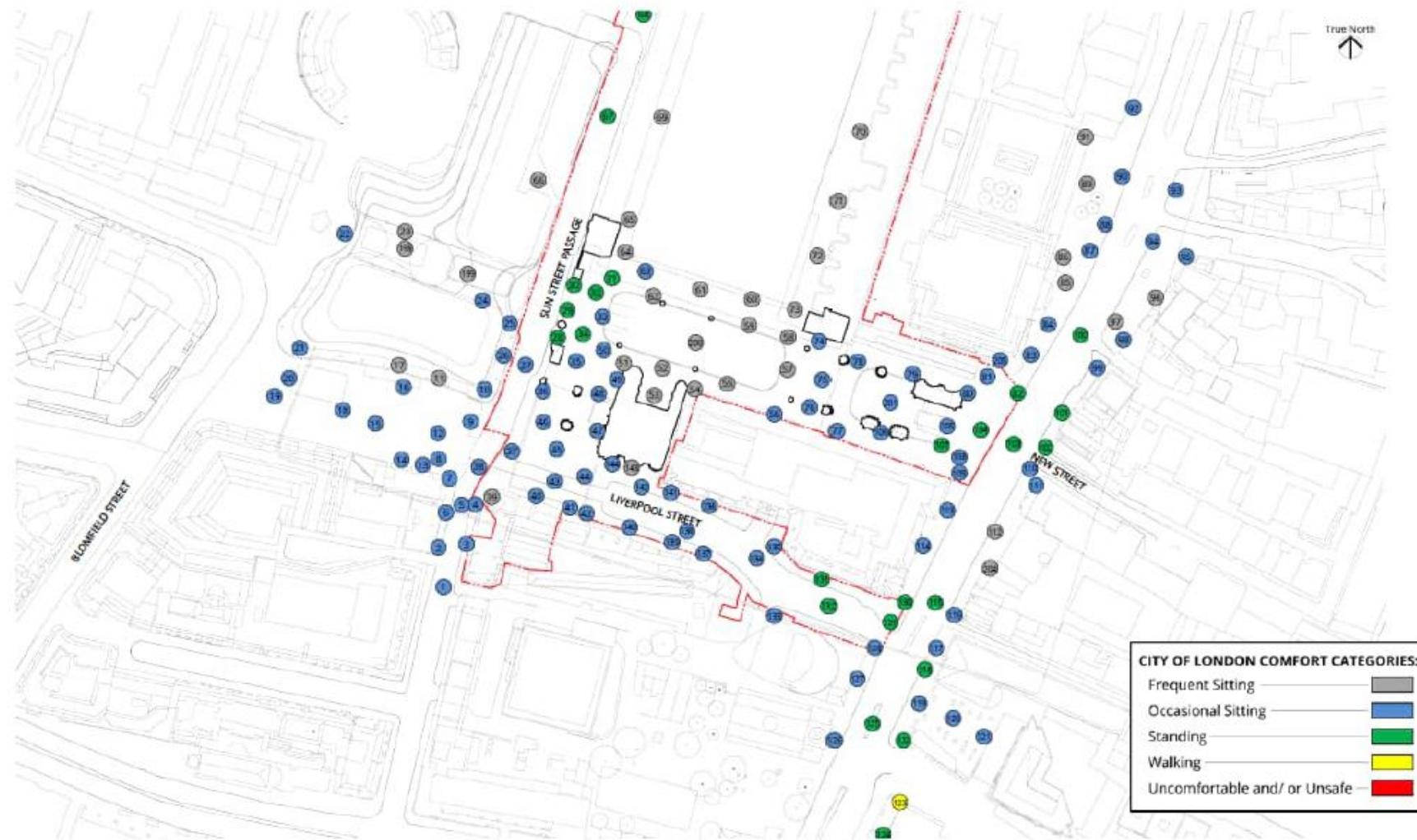
Liverpool Street Station, London, EC2M 7PY

Plate 15-3: Existing Site with existing surrounding buildings- Ground Level (Windiest Season)

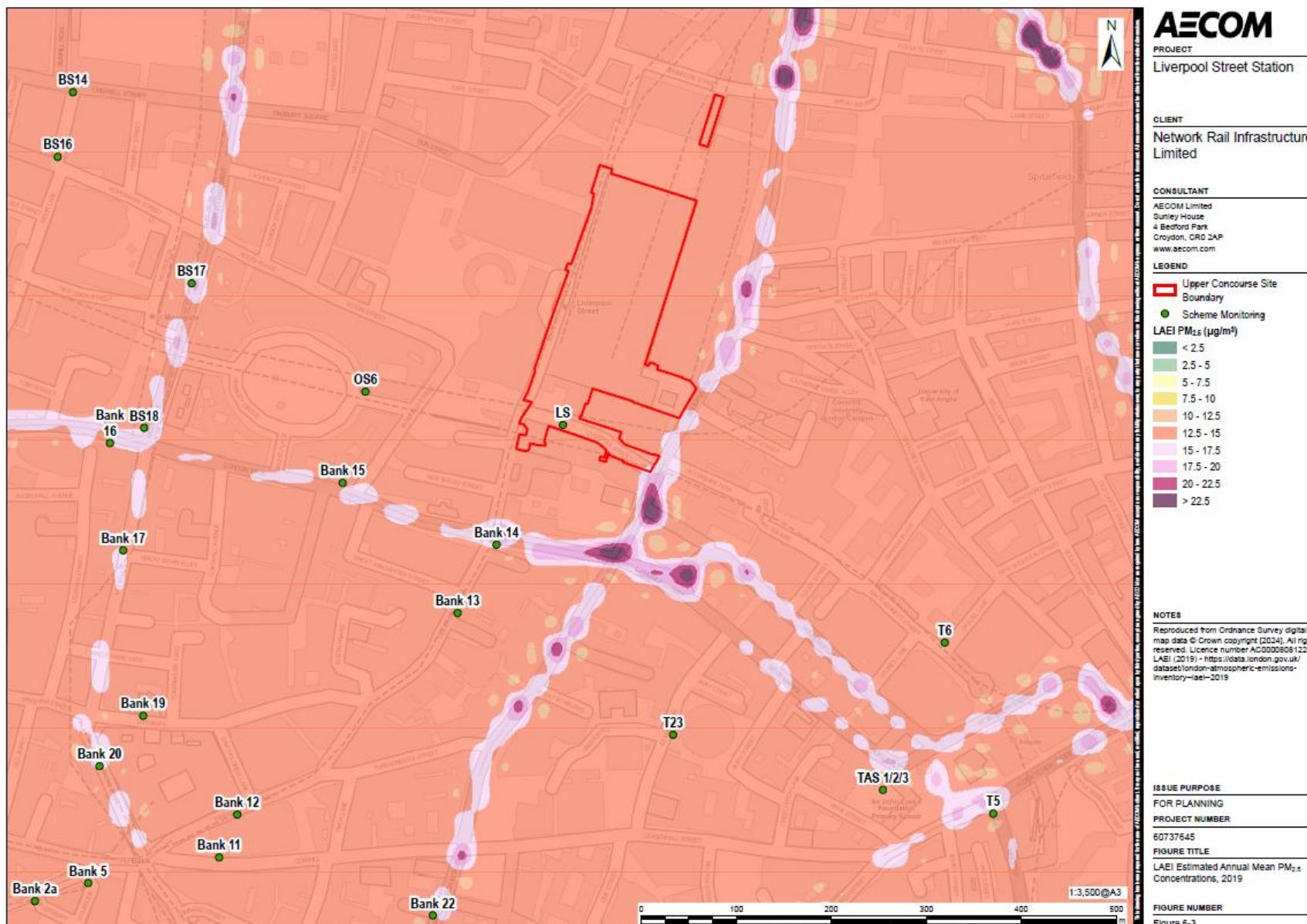


Liverpool Street Station, London, EC2M 7PY

Page 114



Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

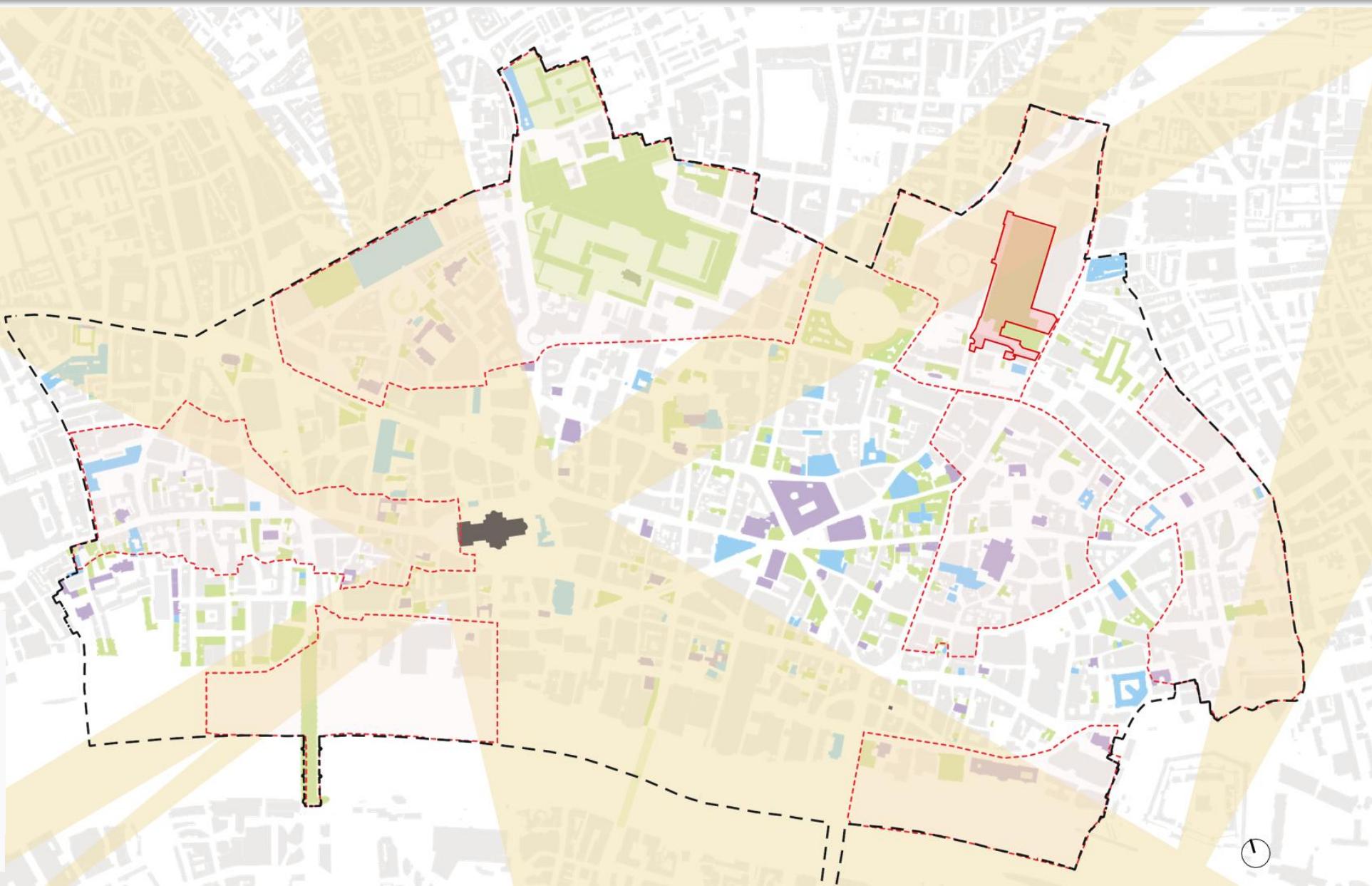
Table 12-14: Summary of Residual Effects – Noise and Vibration

Description of Resource / Receptor	Sensitivity of Receptor	Nature of Effect/ Geographic Scale	Classification of Effect and Statement of Significance (with embedded control)	Mitigation and Monitoring	Residual Effect and Statement of Significance (with mitigation and monitoring)
Demolition and Construction Phase					
Demolition and Construction Noise	Residential receptors	Temporary (Medium-term) / Local	Below SOAEL (Not Significant)	No further mitigation proposed	Below SOAEL (Not Significant)
	Non-residential receptors (hotel)	Temporary (Medium-term) / Local	Above SOAEL (Significant)	Voluntary S61 consent application Implementation of the Noise and Vibration Management Plan (see Appendix 12-5, Volume III of this ES)	Below SOAEL (Not Significant)
	Non-residential receptors (offices, studio/ show room, medical centre, place of worship)	Temporary (Medium-term) / Local	Below SOAEL (Not Significant)	No further mitigation proposed	Below SOAEL (Not Significant)
Demolition and Construction Vibration	Residential receptors	Temporary (Short-term) / Local	Below SOAEL (Not Significant)	No further mitigation proposed	Below SOAEL (Not Significant)
	Non-residential receptors (hotel and offices)	Temporary (Short-term) / Local	Above SOAEL (Significant)	Implementation of the Noise and Vibration Management Plan (see Appendix 12-5, Volume III of this ES)	Below SOAEL (Not Significant)
	Non-residential receptors (offices, studio/ show room, medical centre, place of worship)	Temporary (Short-term) / Local	Below SOAEL (Not Significant)	No further mitigation proposed	Below SOAEL (Not Significant)
Demolition and Construction Road Traffic Noise	All receptors	Temporary (Medium-term) / Local	Negligible to Minor Adverse (Not Significant)	No further mitigation proposed	Negligible to Minor Adverse (Not Significant)
Complete and Operational Phase					
Operational Road Traffic Noise	All receptors	Permanent / Local	Negligible (Not Significant)	No further mitigation proposed	Not Significant
Fixed Plant Noise	All receptors	Permanent / Local	Below LOAEL (Not Significant)	Mitigation is embedded within the Proposed Development Design. A suitably worded planning condition is anticipated.	Not Significant

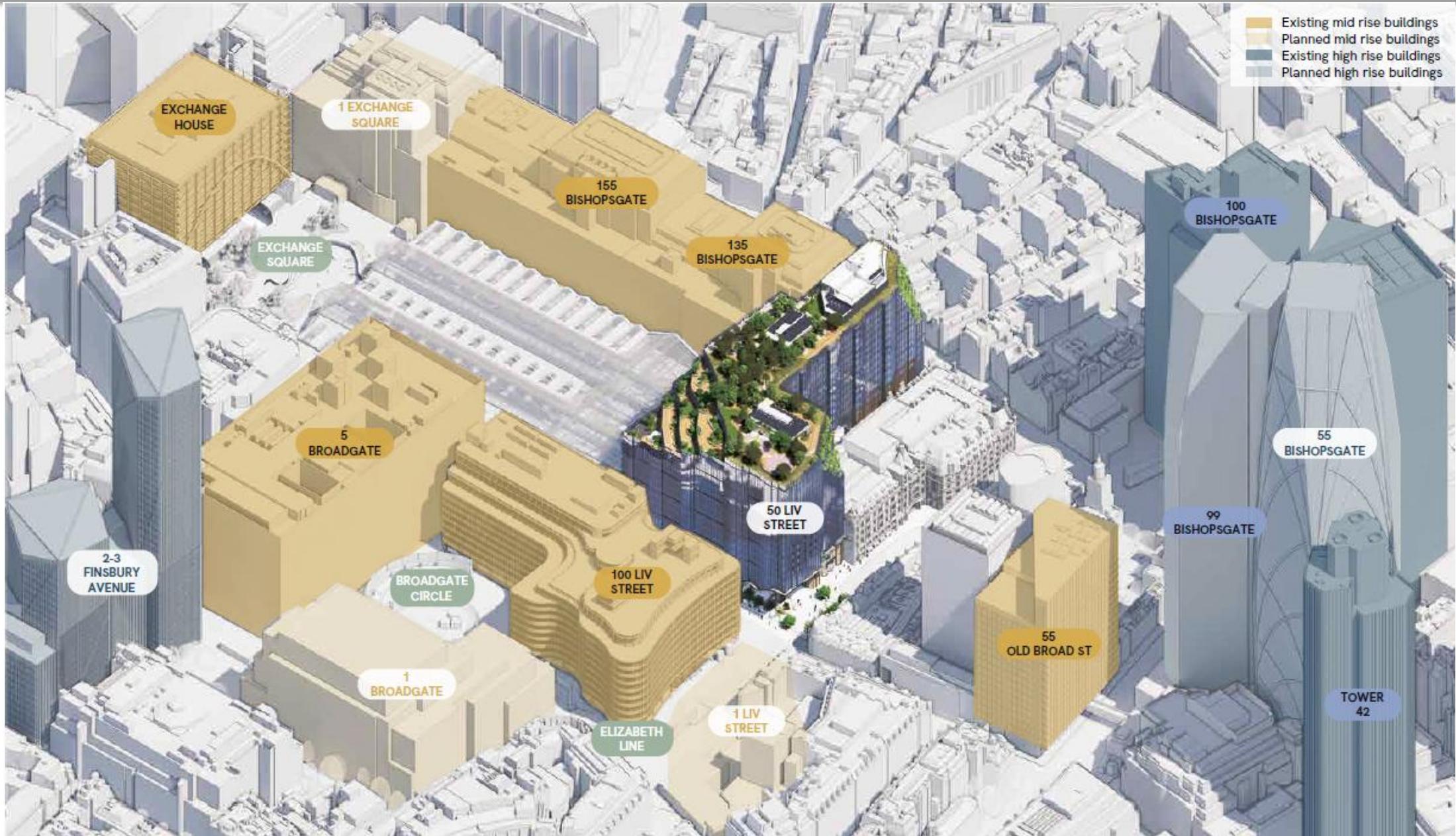
Liverpool Street Station, London, EC2M 7PY

Page 117

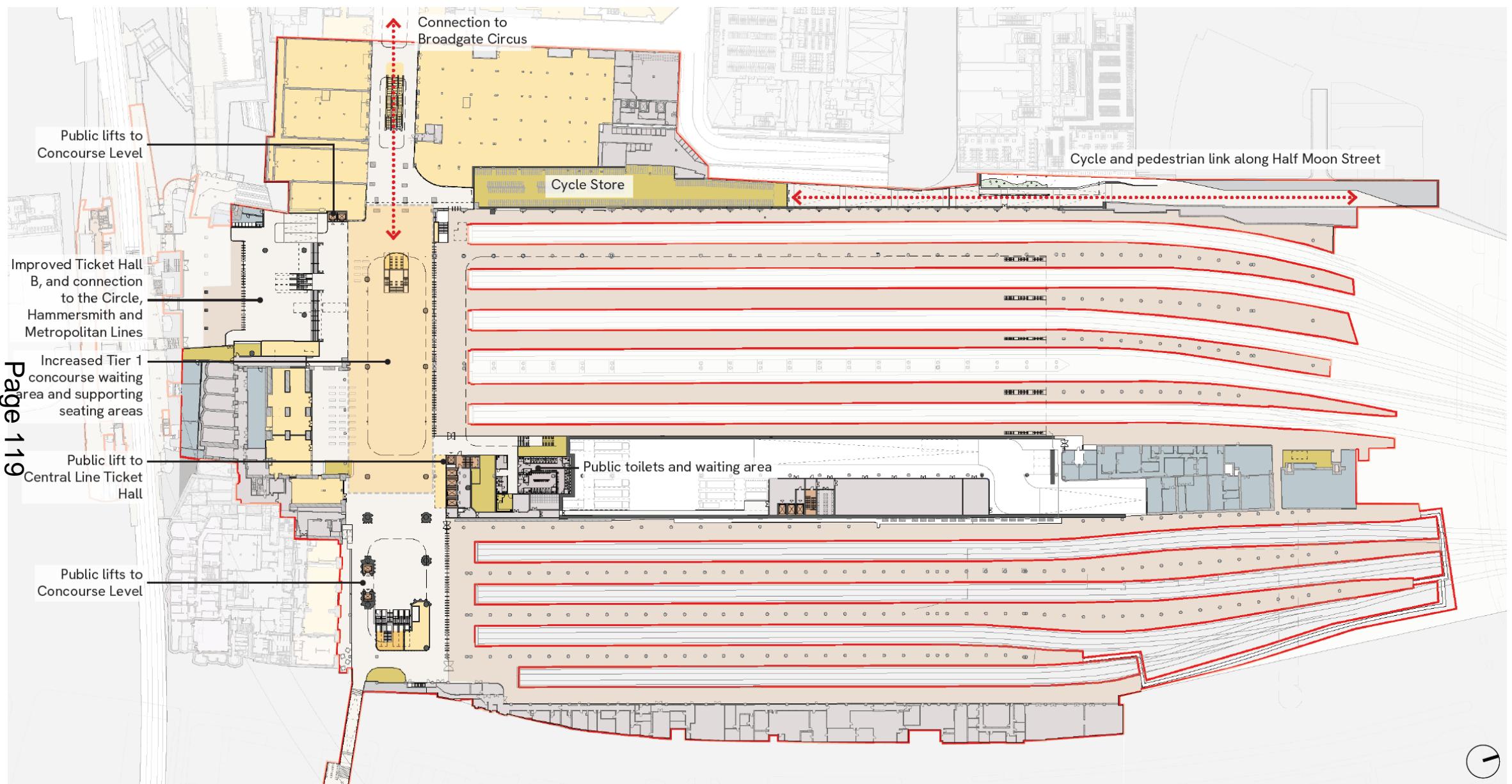
- Grade I
- Grade II*
- Grade II
- City of London boundary
- The Site
- Key area of change
- Viewing Corridors



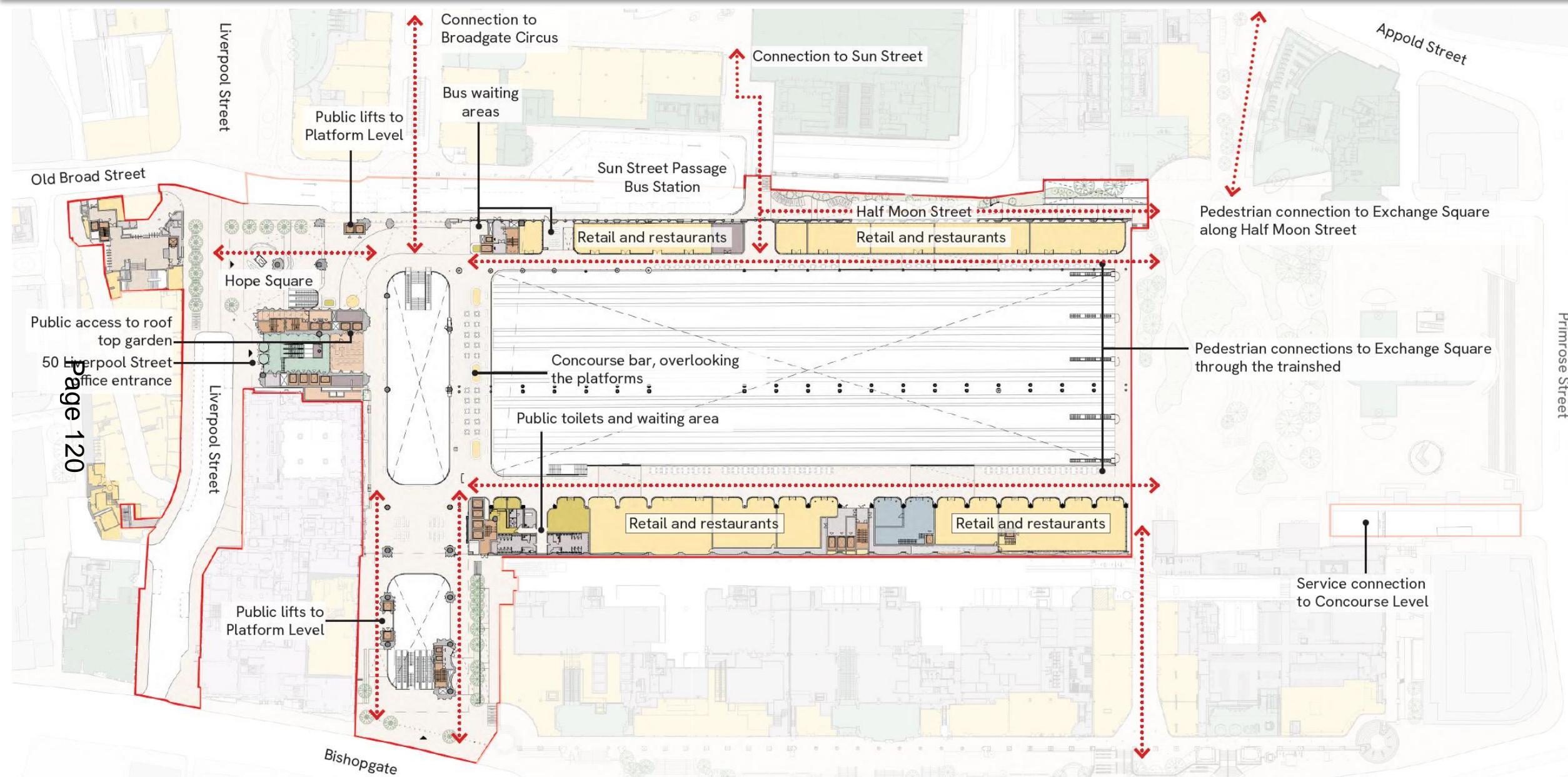
Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

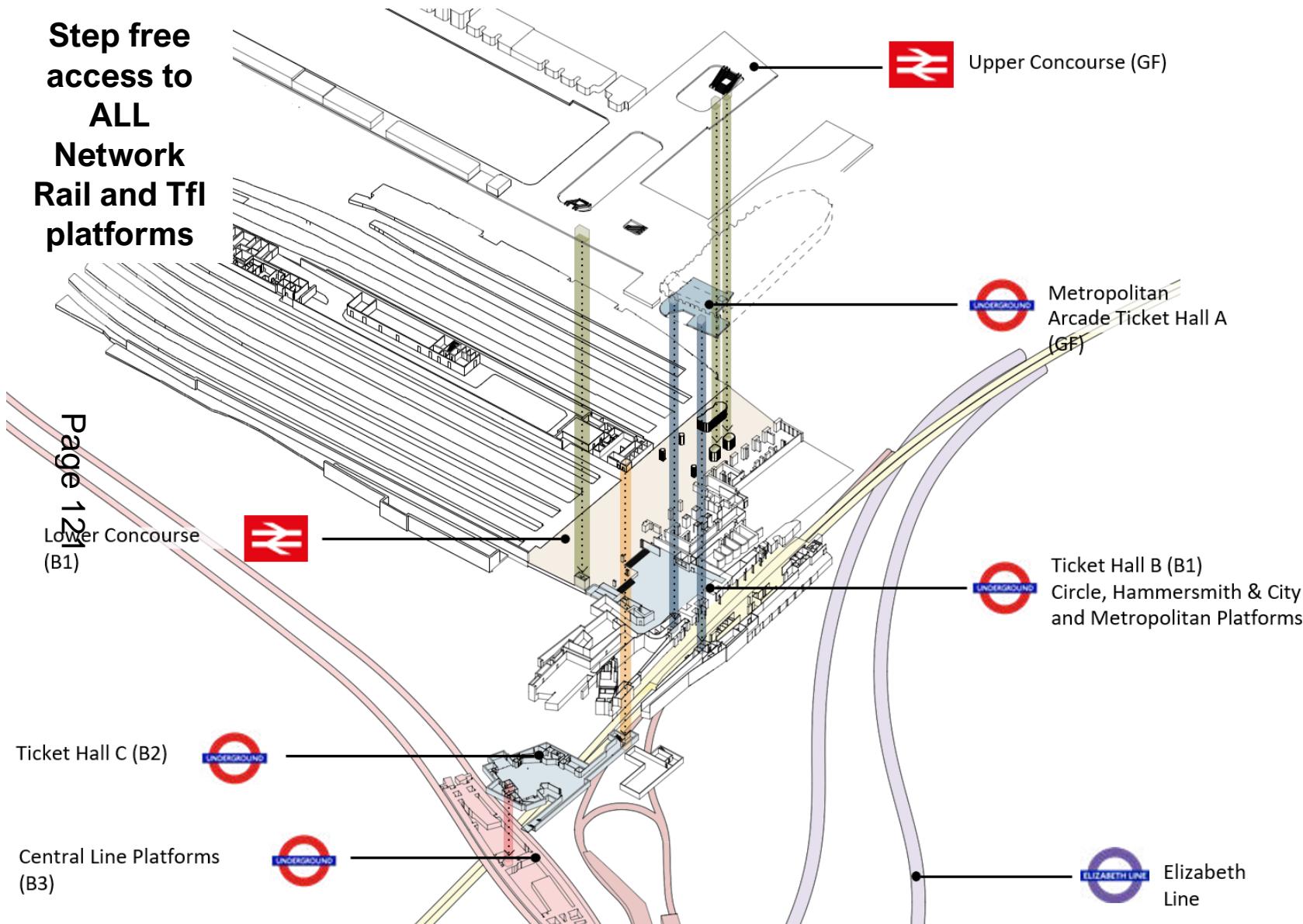


Liverpool Street Station, London, EC2M 7PY



Liverpool Street Station, London, EC2M 7PY

**Step free
access to
ALL
Network
Rail and TfL
platforms**

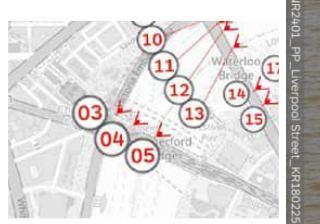


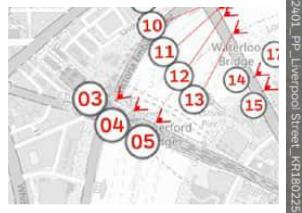
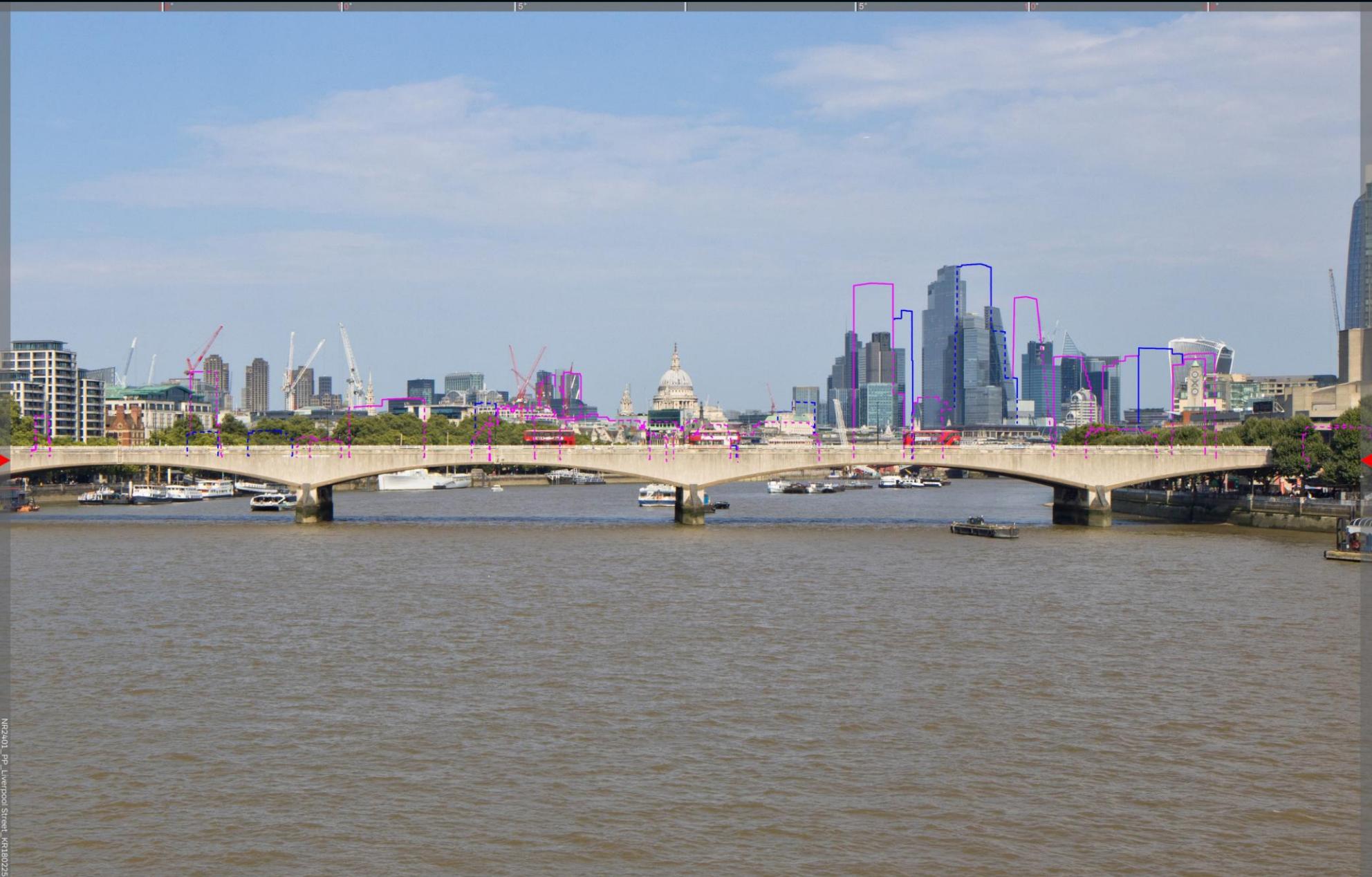
- ▶ Lift access point
- Lifts between upper and lower concourse
- Lifts between ground floor in the Metropolitan Arcade and platform
- Lift between Ticket Hall C and the Central Line
- platforms Ticket Hall
- Lower Concourse

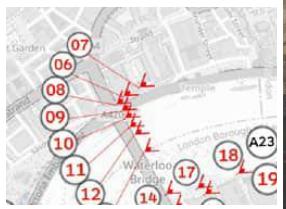
Proposed station enhancements – Step Free

Liverpool Street Station, London, EC2M 7PY









AVR View 9 of LVMF 15B.1 Existing

Verified Views

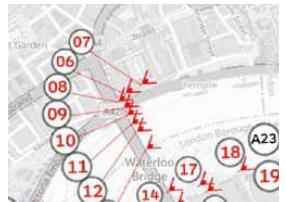
Page 126



AVR View 9 of LVMF 15B.1 Proposed Cumulative



AVR View 10 of LVMF 15B.1 Existing



AVR View 10 of LVMF 15B.1 Proposed Cumulative



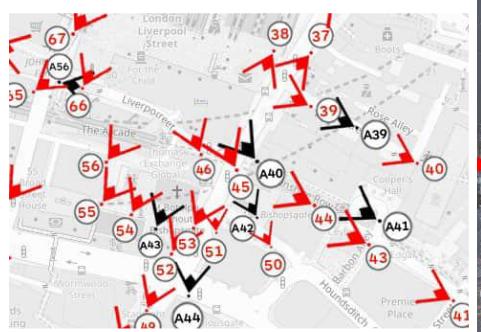
AVR View 10 of LVMF 15B.1 Existing and Proposed **Magnified**



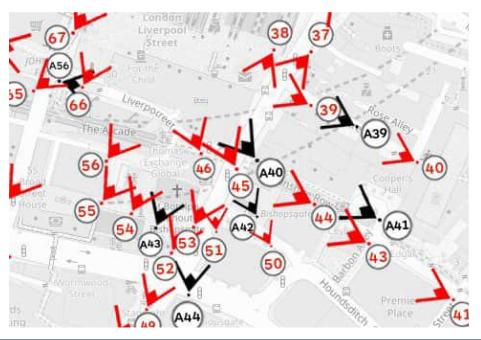
AVR View 25 from St Pauls Golden Gallery - Existing



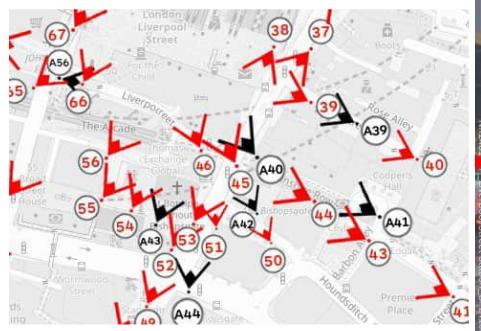
AVR View 25 from St Pauls Golden Gallery – Proposed Cumulative



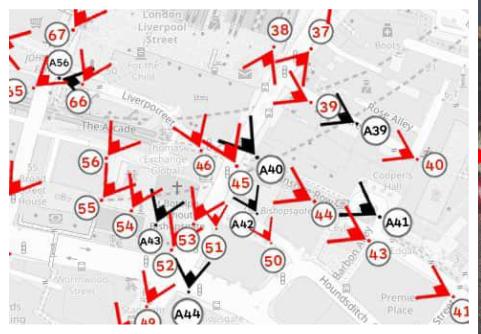
AVR View 45 Existing



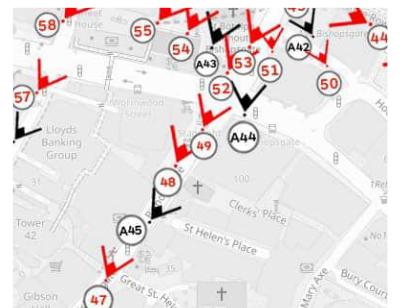
AVR View 45 Proposed



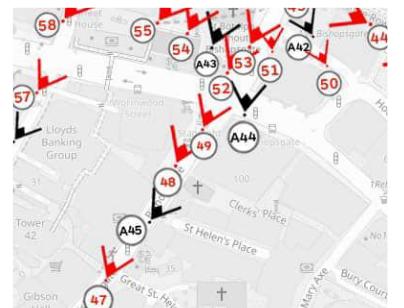
AVR View 45 Proposed Dusk



AVR View 45 Proposed Night



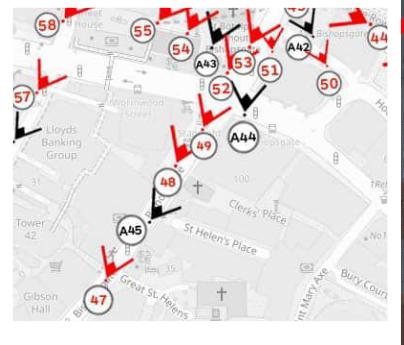
AVR View 48 Existing



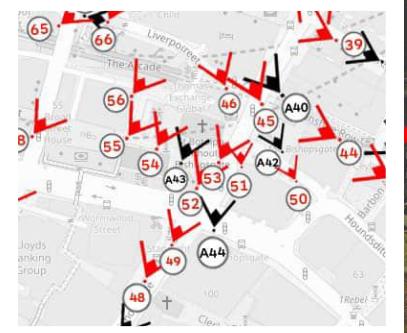
AVR View 48 Proposed



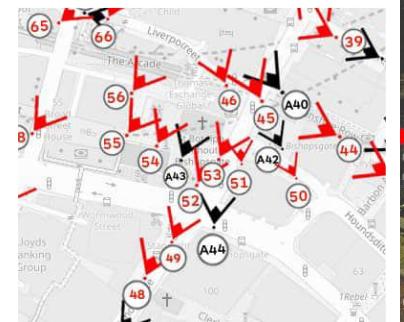
AVR View 50 Existing



AVR View 50 Proposed



AVR View 54 Existing



AVR View 54 Proposed



AVR View 64 Existing



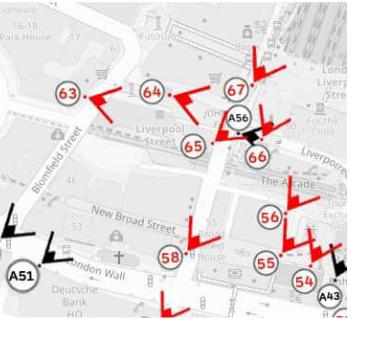
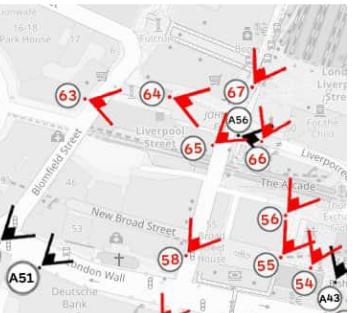
AVR View 64 Proposed



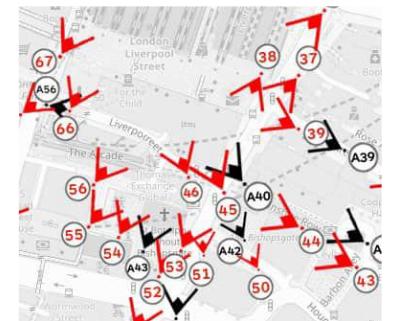
AVR View 65 Existing



AVR View 65 Proposed



AVR View 65 Proposed Night



AVR View 46 Existing



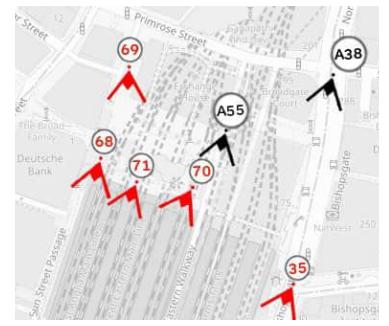
AVR View 46 Proposed



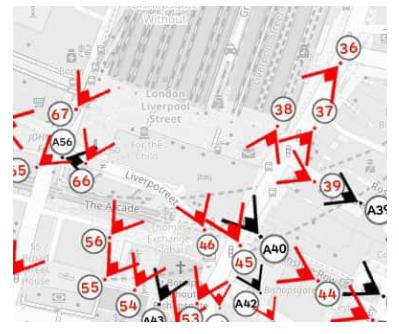
AVR View 69 Existing



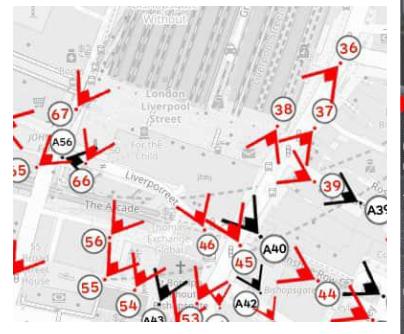
AVR View 69 Proposed



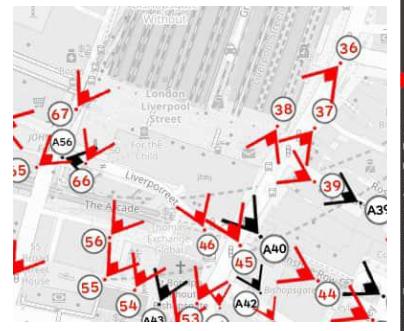
AVR View 69 Proposed night



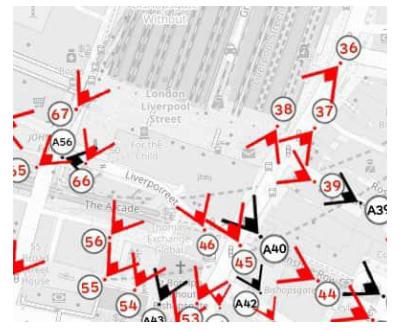
AVR View 37 Existing



AVR View 37 Proposed



AVR View 39 Existing



AVR View 39 Proposed



Next Planning Applications Sub Committee

25th March 2026