



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, 25/00476LBC 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

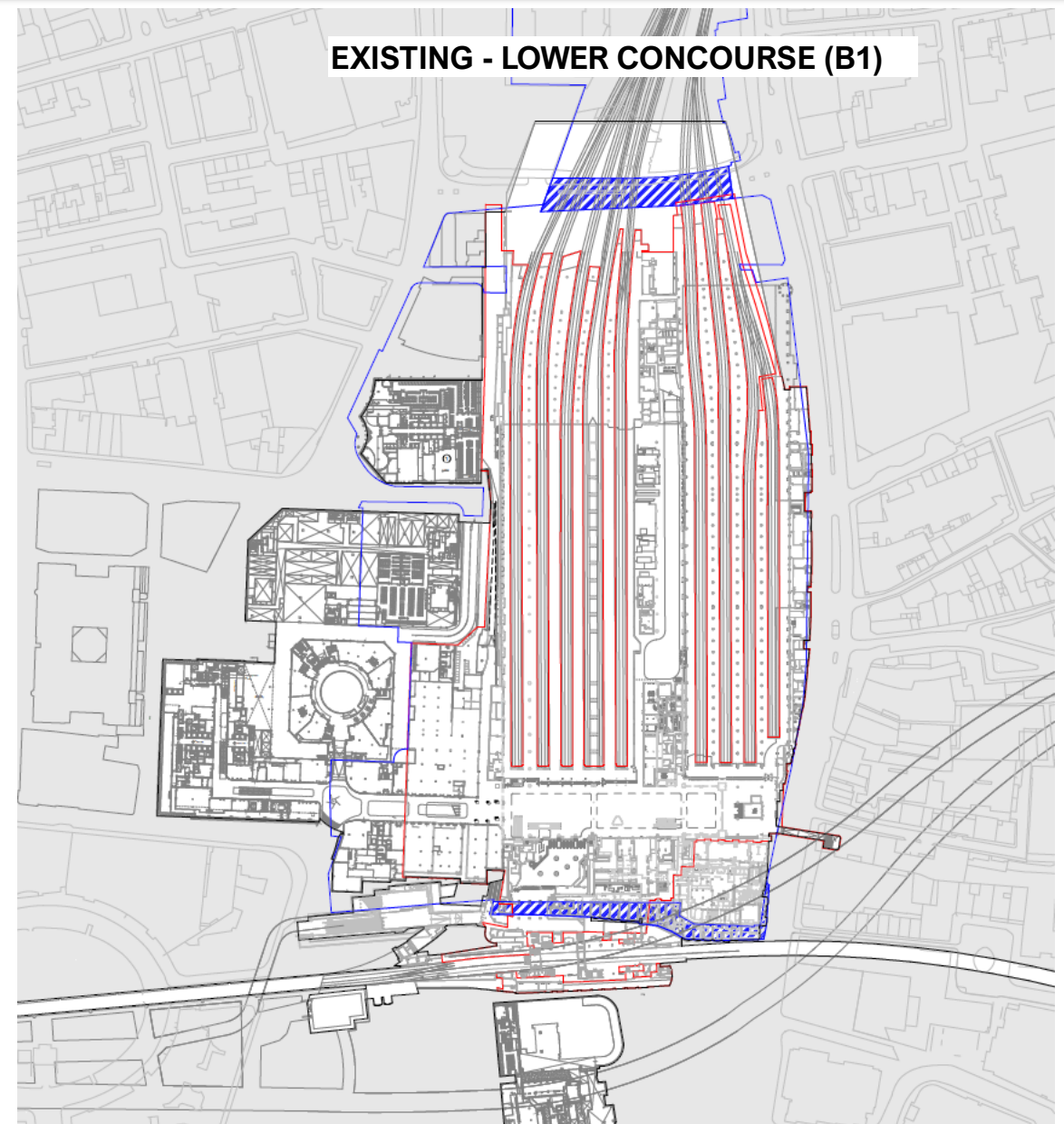
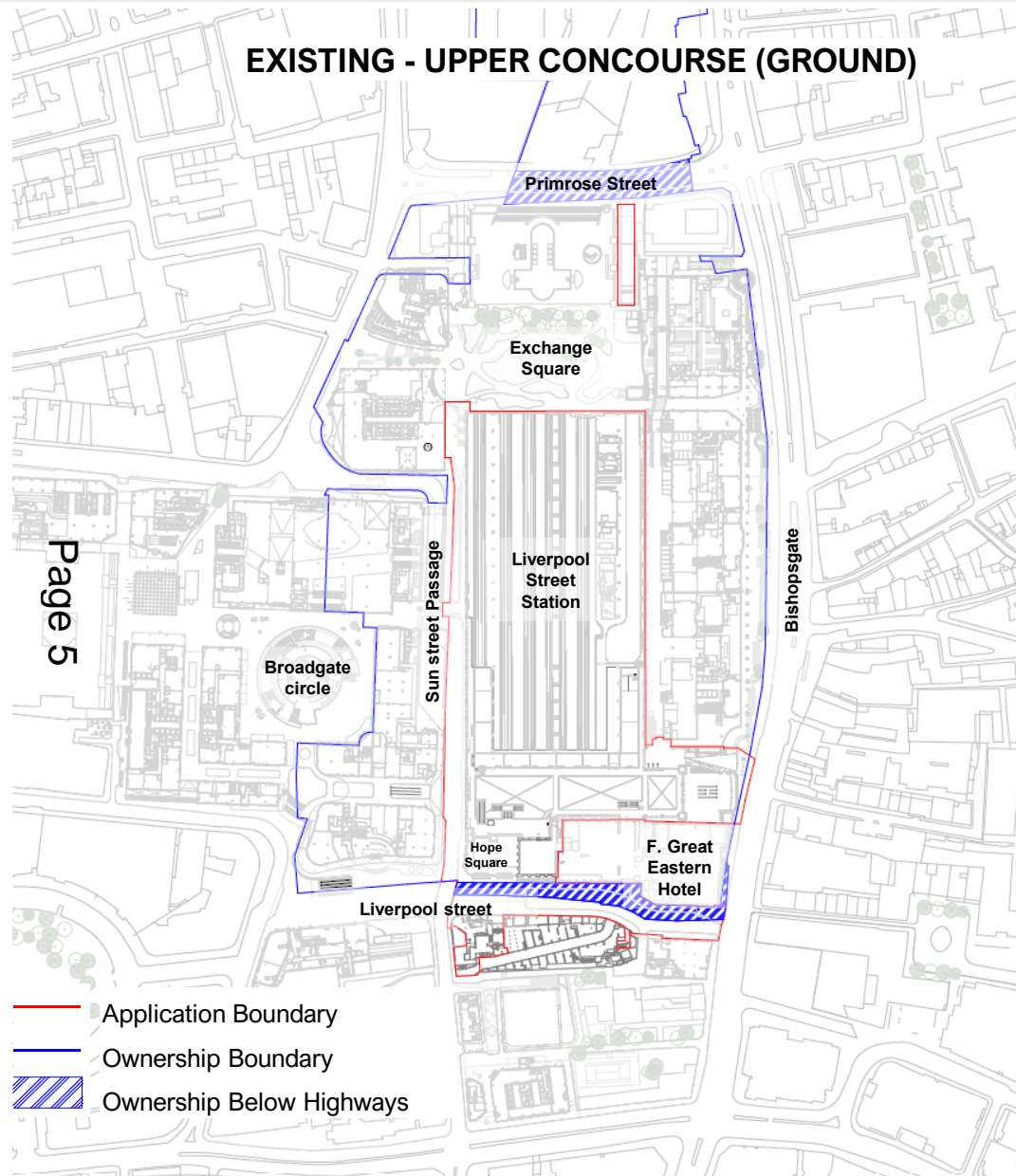
Planning Applications Sub Committee

10th February 2026

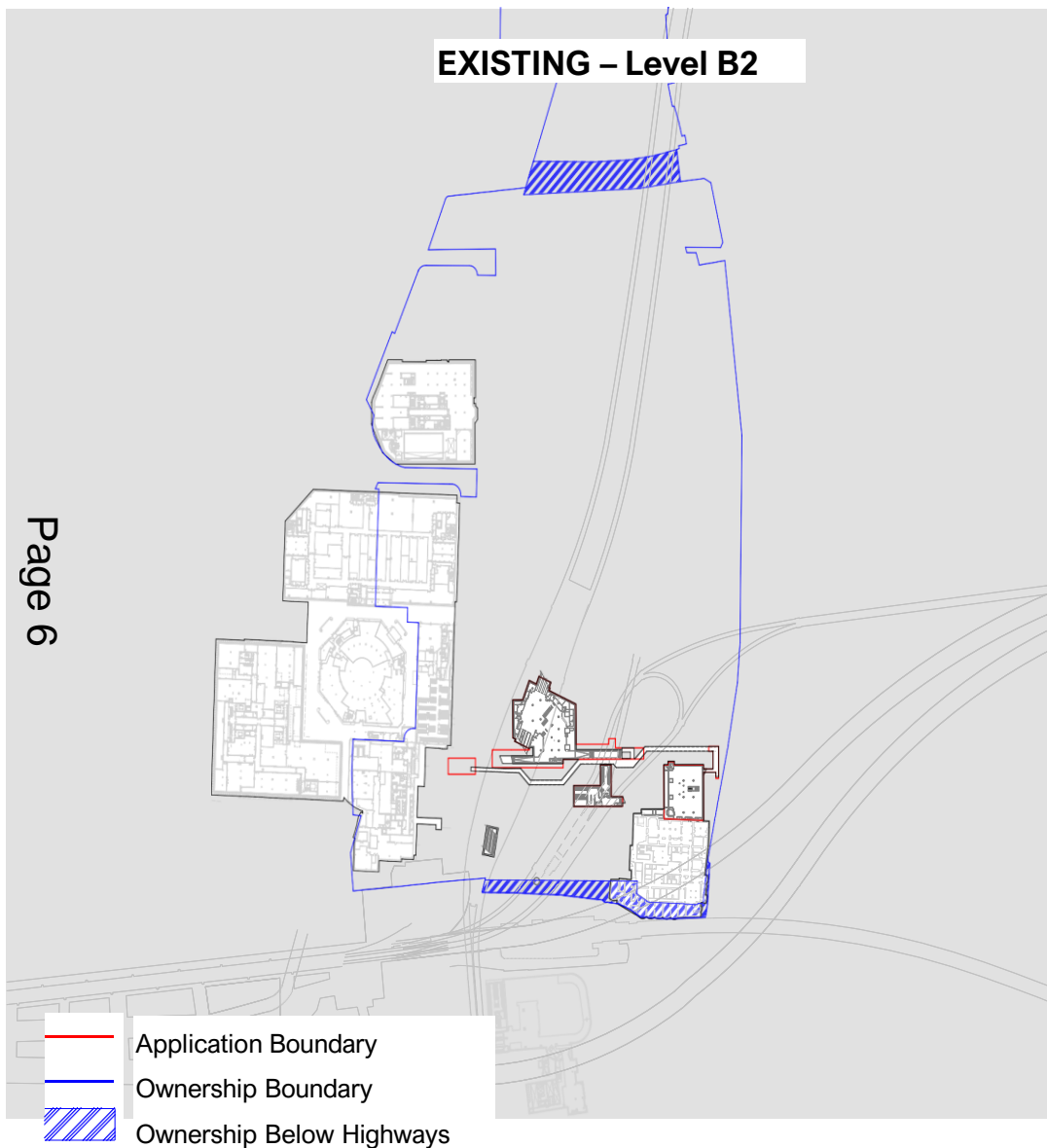


Liverpool Street Station aerial photo – site location

Liverpool Street Station, London, EC2M 7PY



EXISTING – Level B2



EXISTING – Level B3





Liverpool Street entrance and Hope Square



Bishopsgate entrance

Liverpool Street Station, London, EC2M 7PY



Route to Sun Street Passage



Sun Street Passage Bus stops



Sun Street Passage south and western Station Facade



Rear elevation of Station and Exchange Square



Stepped route north to Exchange square

Liverpool Street Station, London, EC2M 7PY



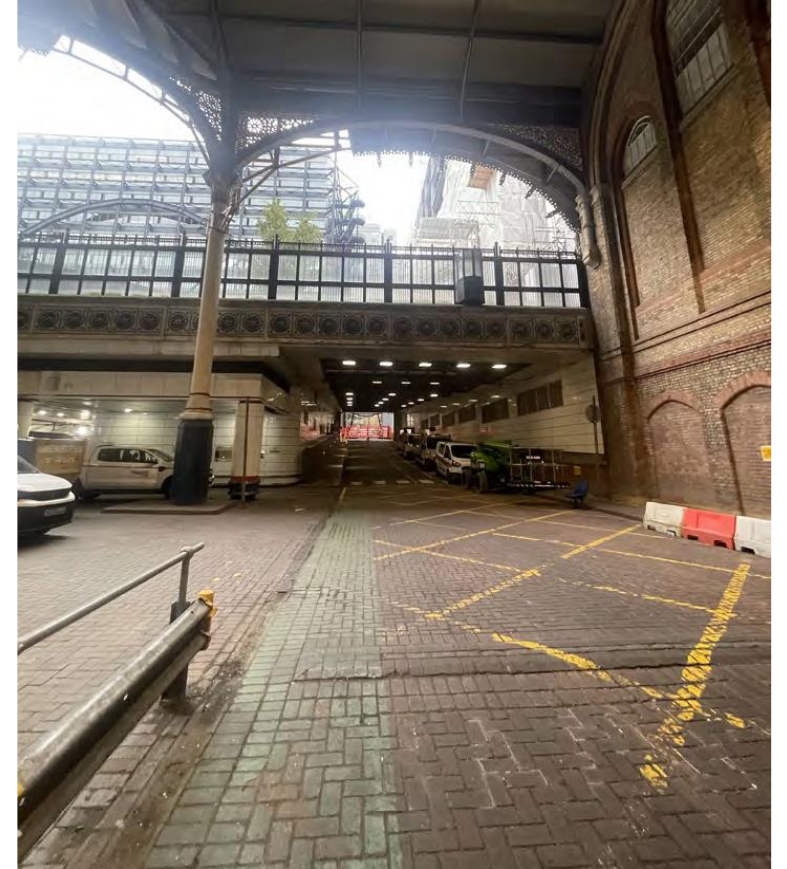
Station interior, FGEH northern elevation



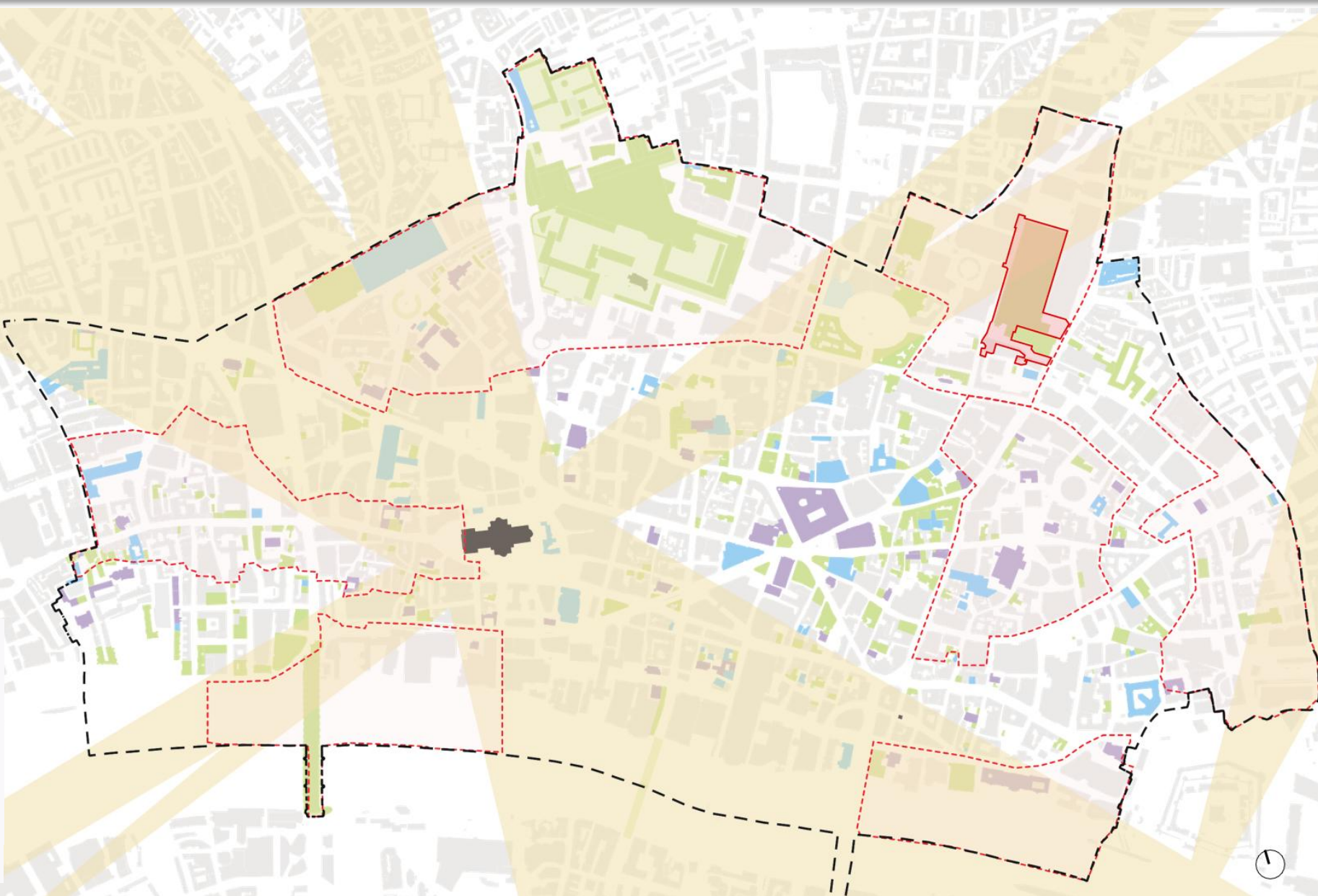
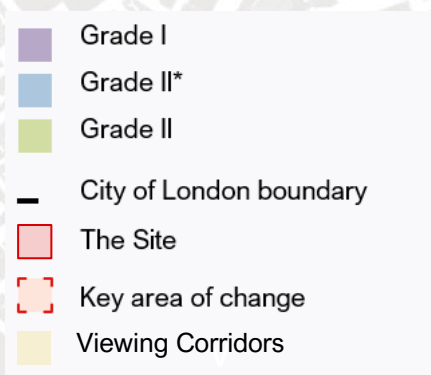
Station interior and 1990s Roof



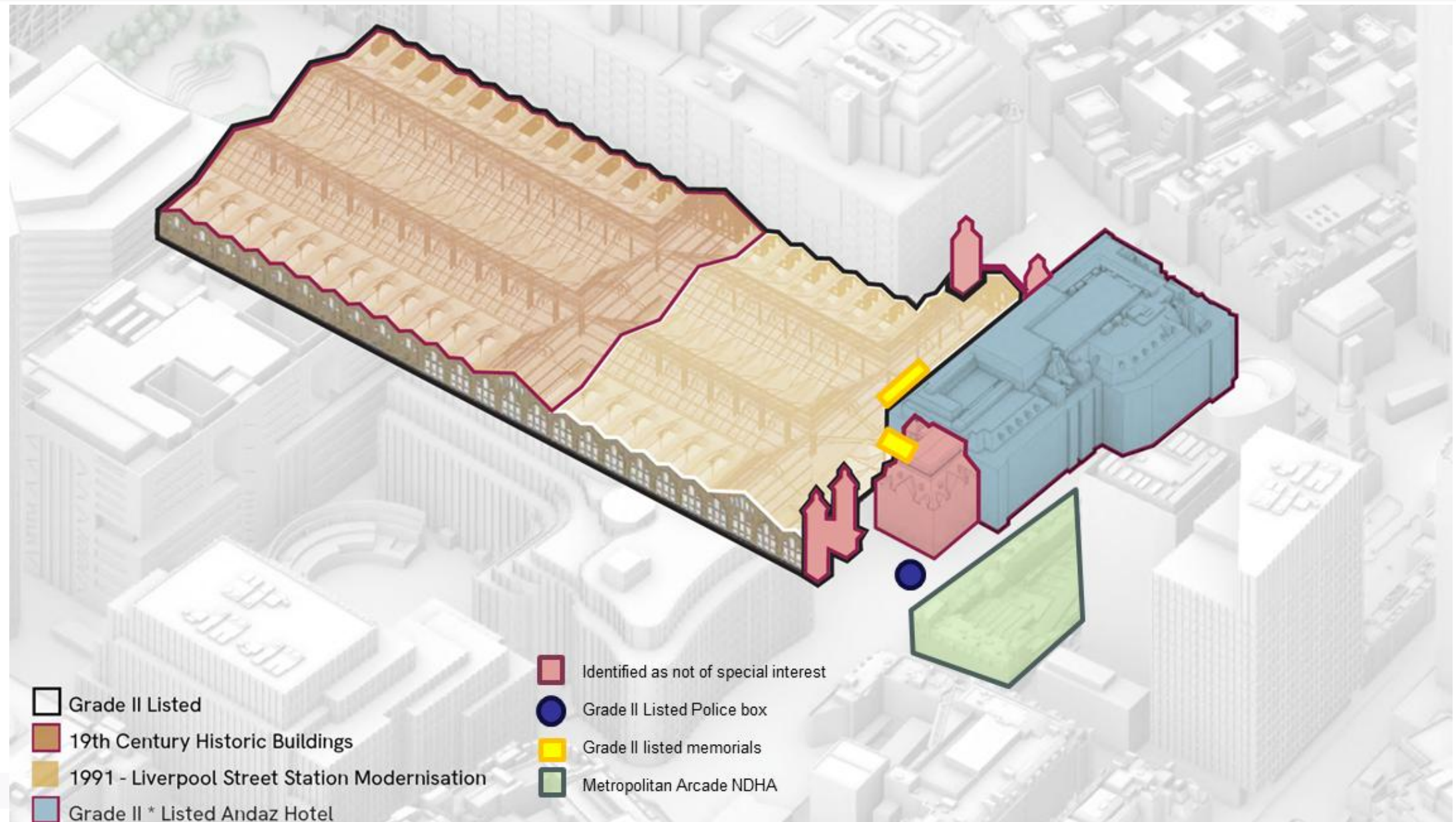
WW1 Monument and station lift



Interior Station service road north

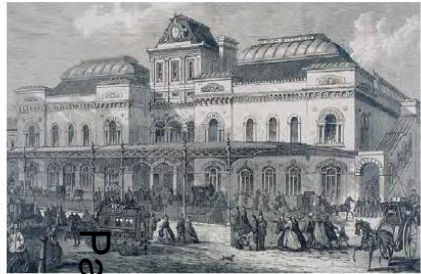






Liverpool Street Station, London, EC2M 7PY

1862



1875



1894



1985-1991



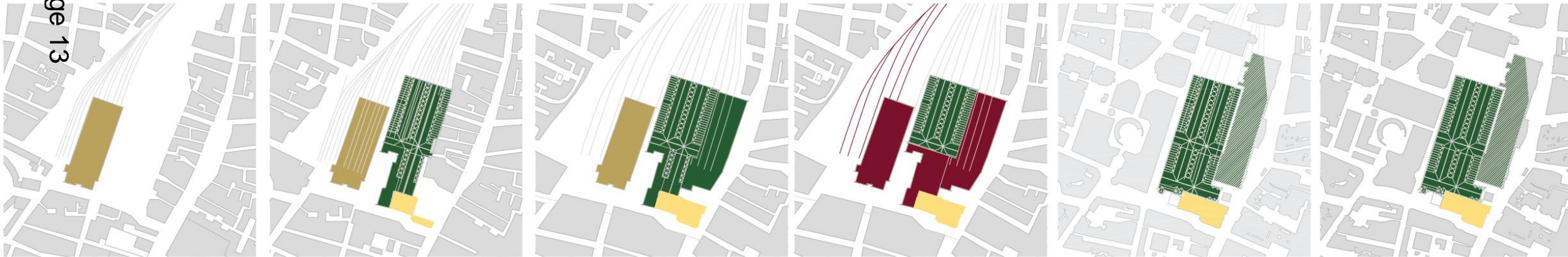
1991



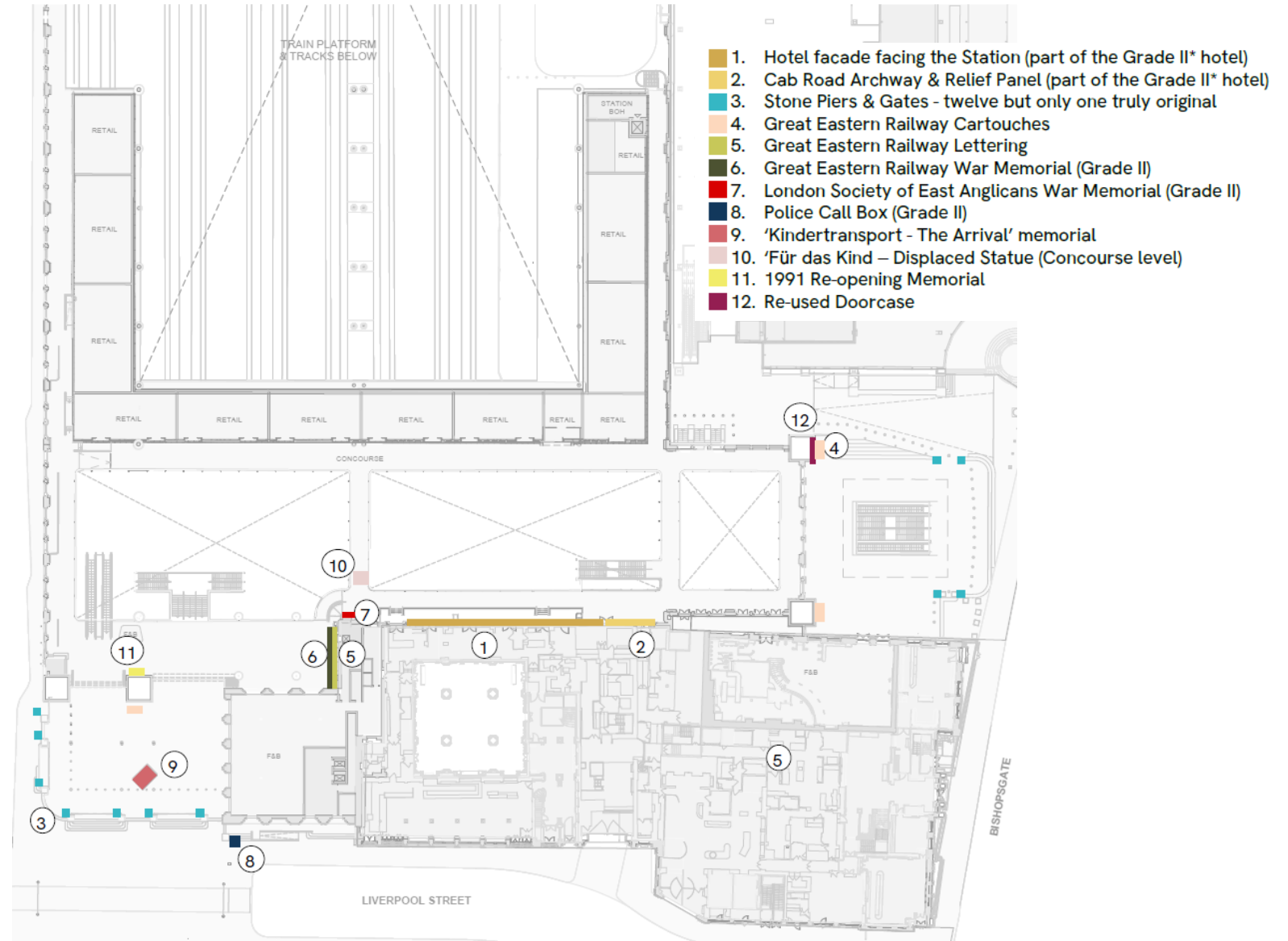
2025



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Liverpool Street Station, London, EC2M 7PY

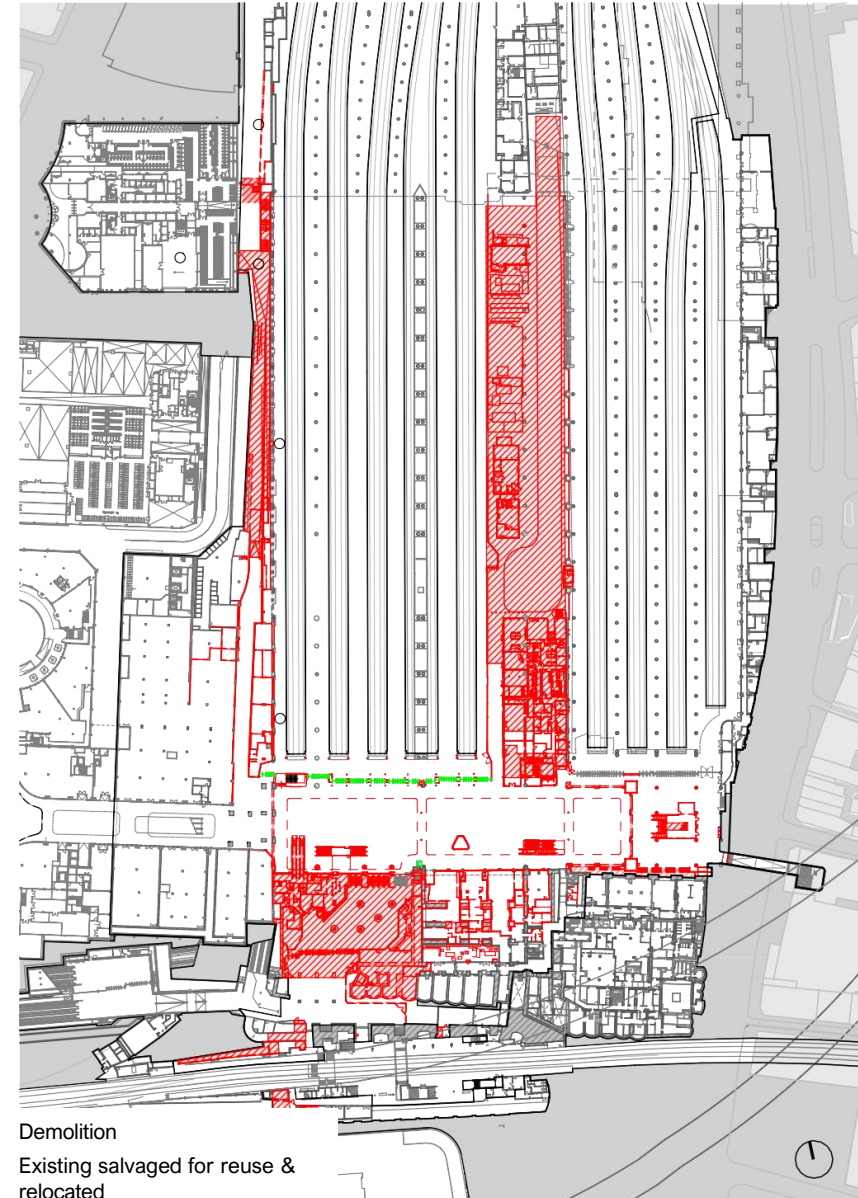
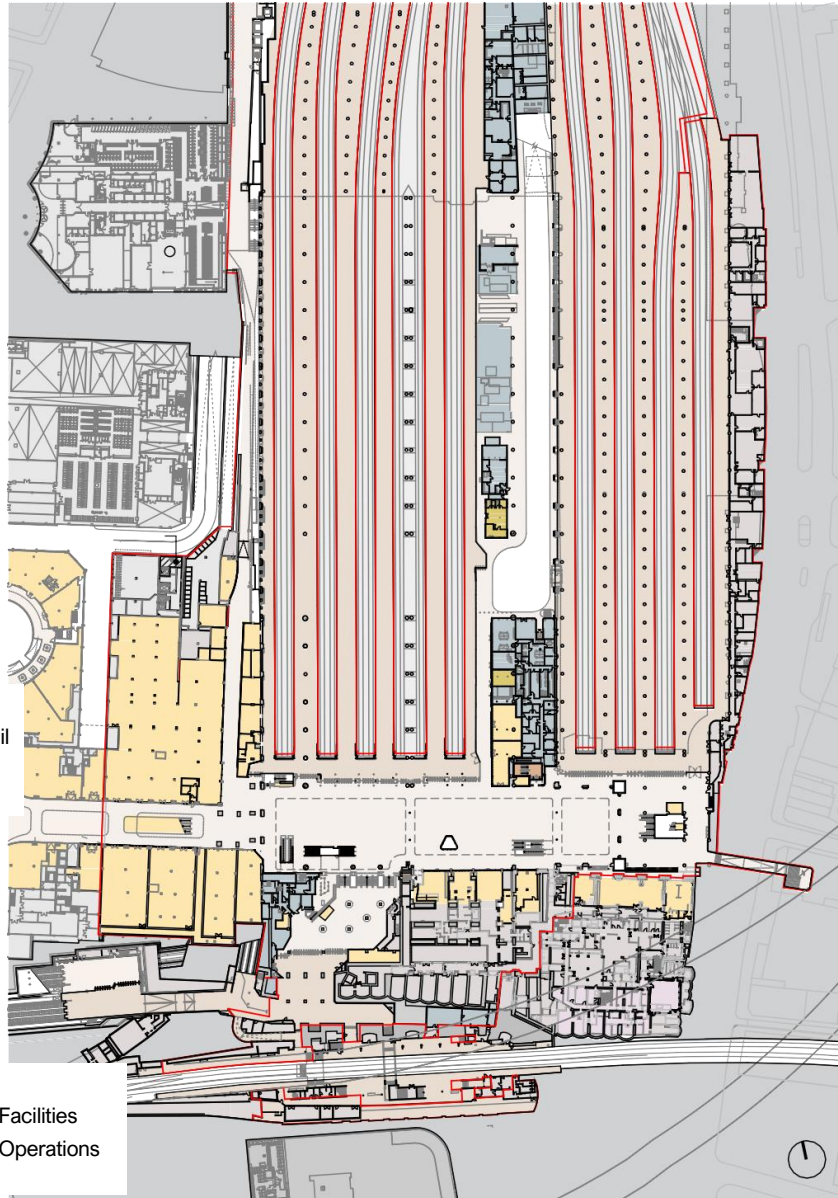


Existing location of Historic monuments and artifacts

Liverpool Street Station, London, EC2M 7PY

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- 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

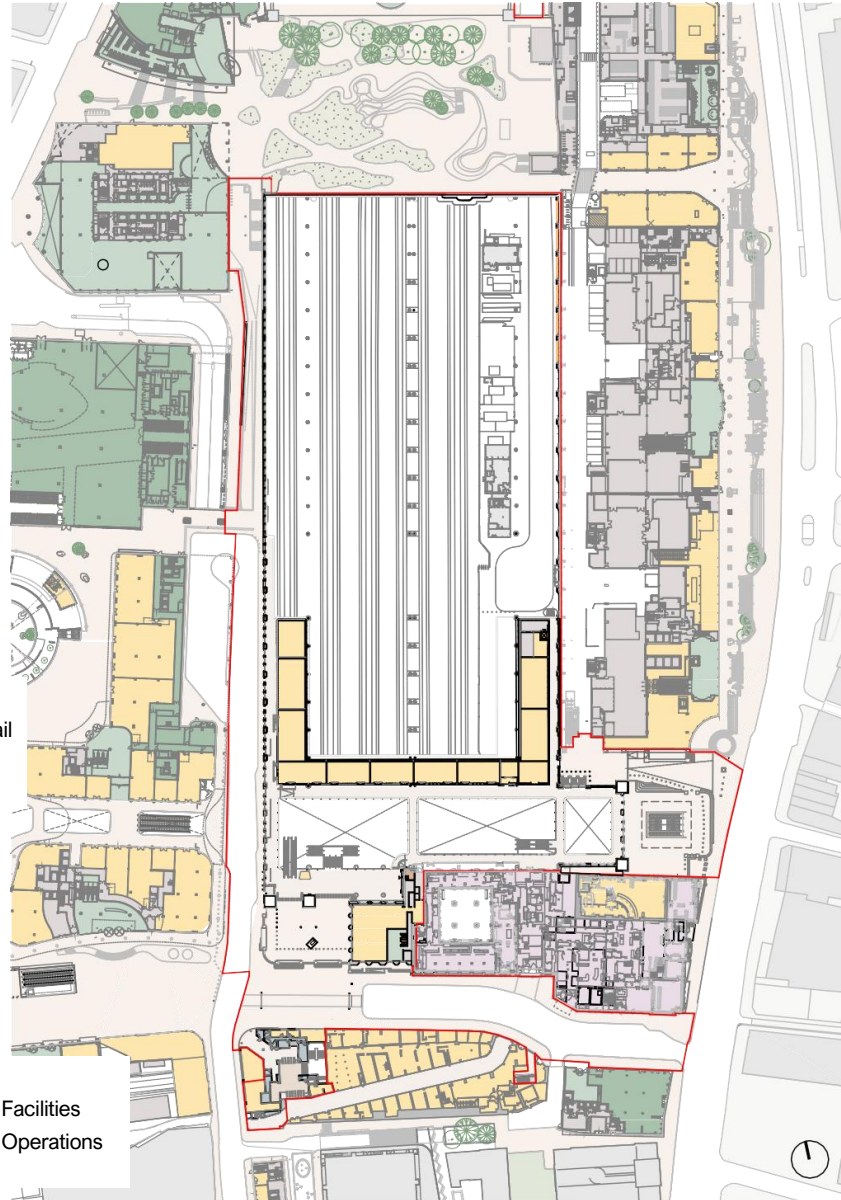


Liverpool Street Station Lower Concourse level plans, existing (left) and demolition (right)

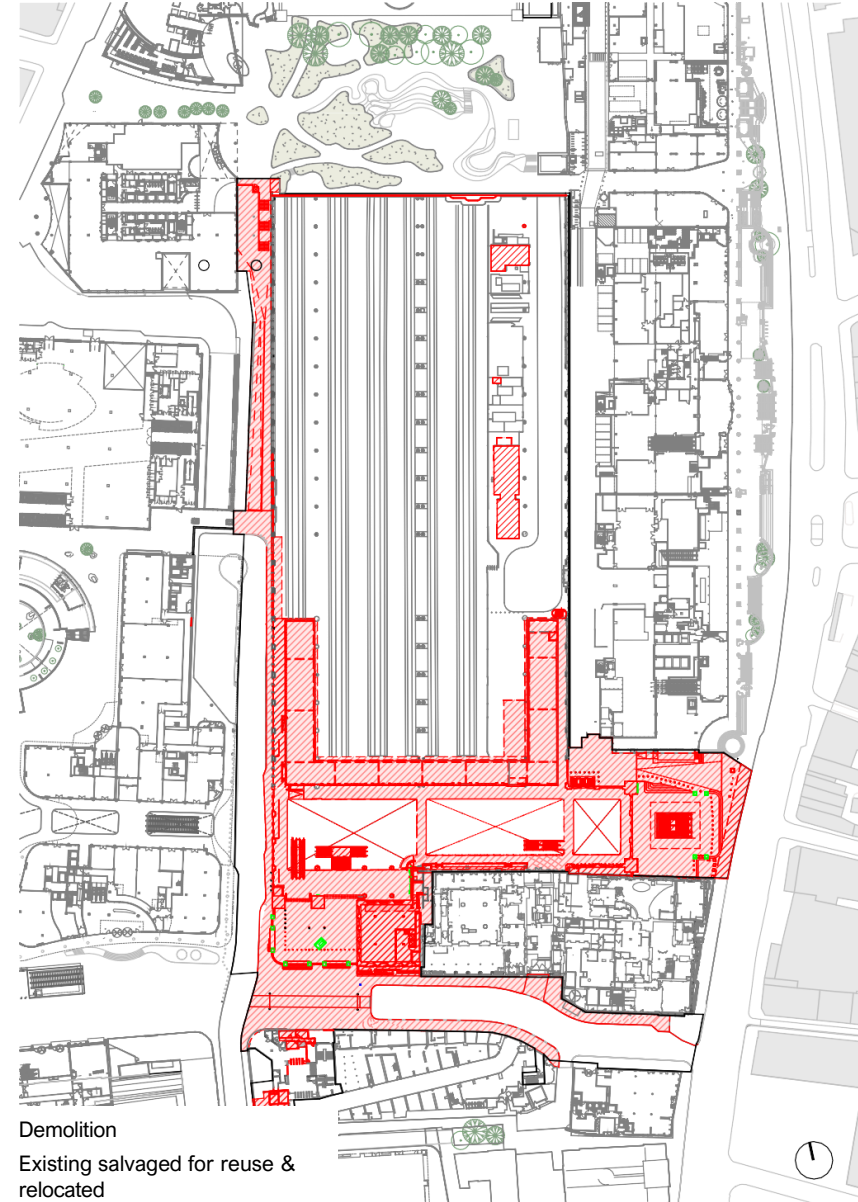
Liverpool Street Station, London, EC2M 7PY

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- 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



- Demolition
- Existing salvaged for reuse & relocated

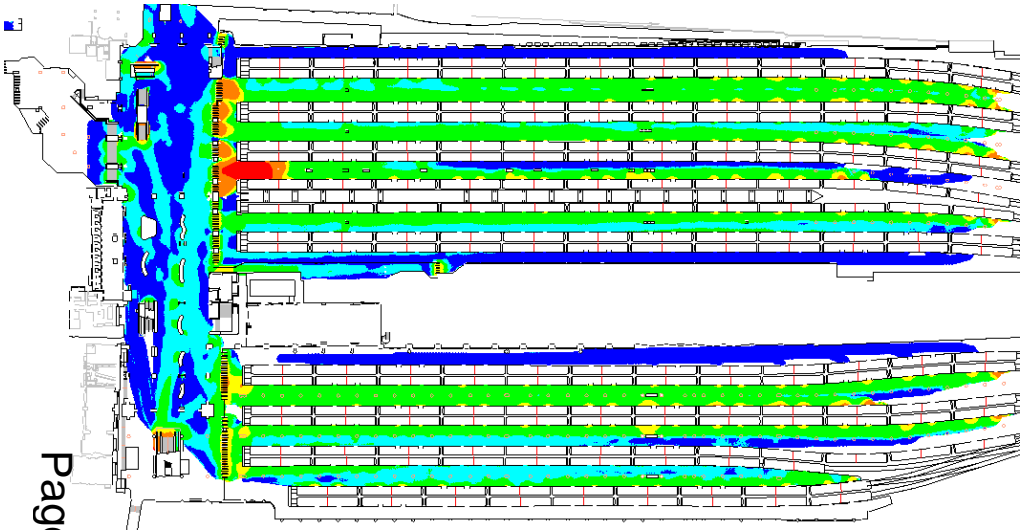


Liverpool Street Station Upper Concourse level plans, existing (left) and demolition (right)

Liverpool Street Station, London, EC2M 7PY

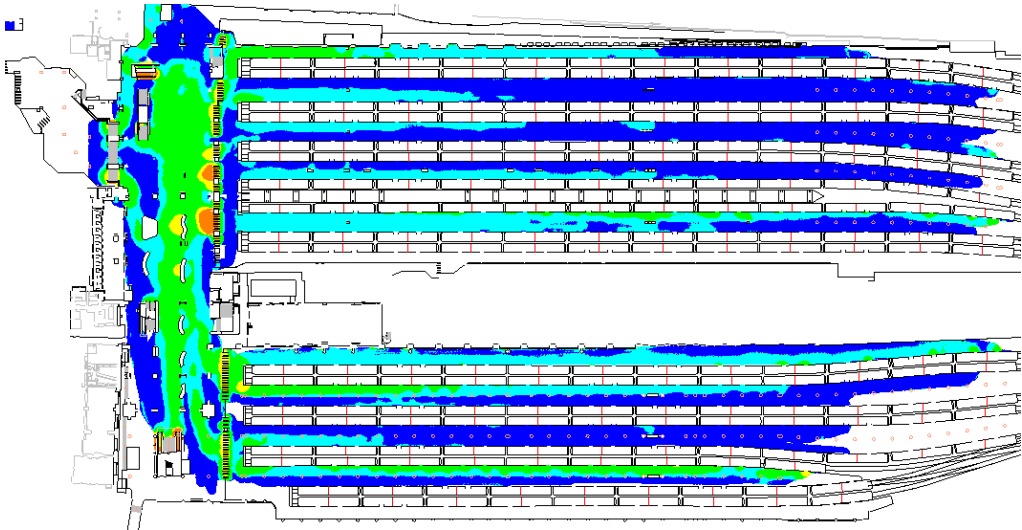
AM PEAK HOUR DENSITY MAP

2024 Do Minimum 8.45 AM

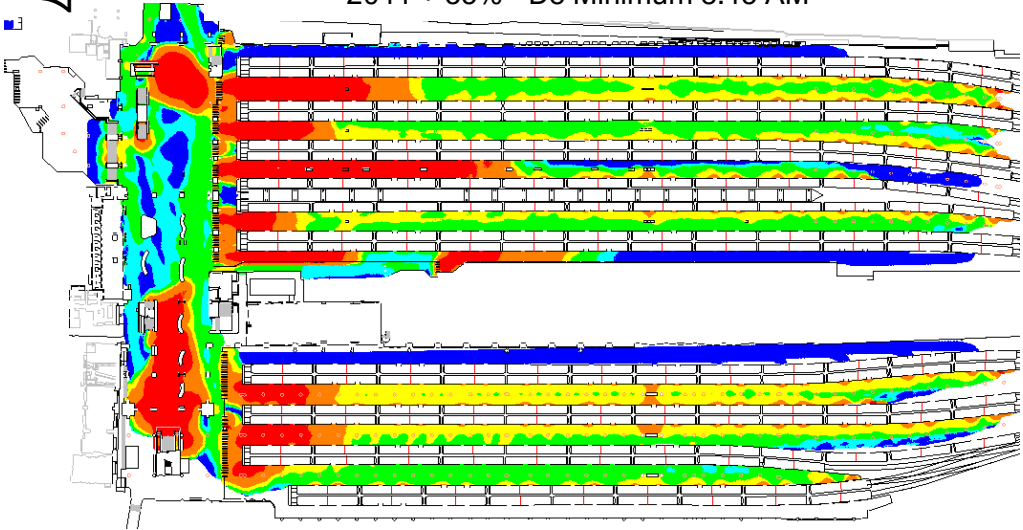


PM PEAK HOUR DENSITY MAP

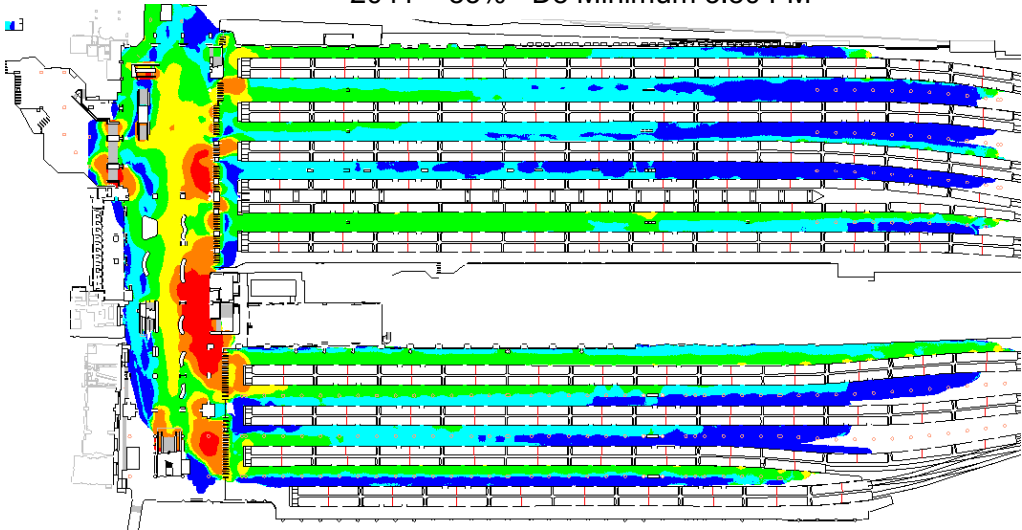
2024 - Do Minimum 5.30 PM



2041 + 35% - Do Minimum 8.45 AM

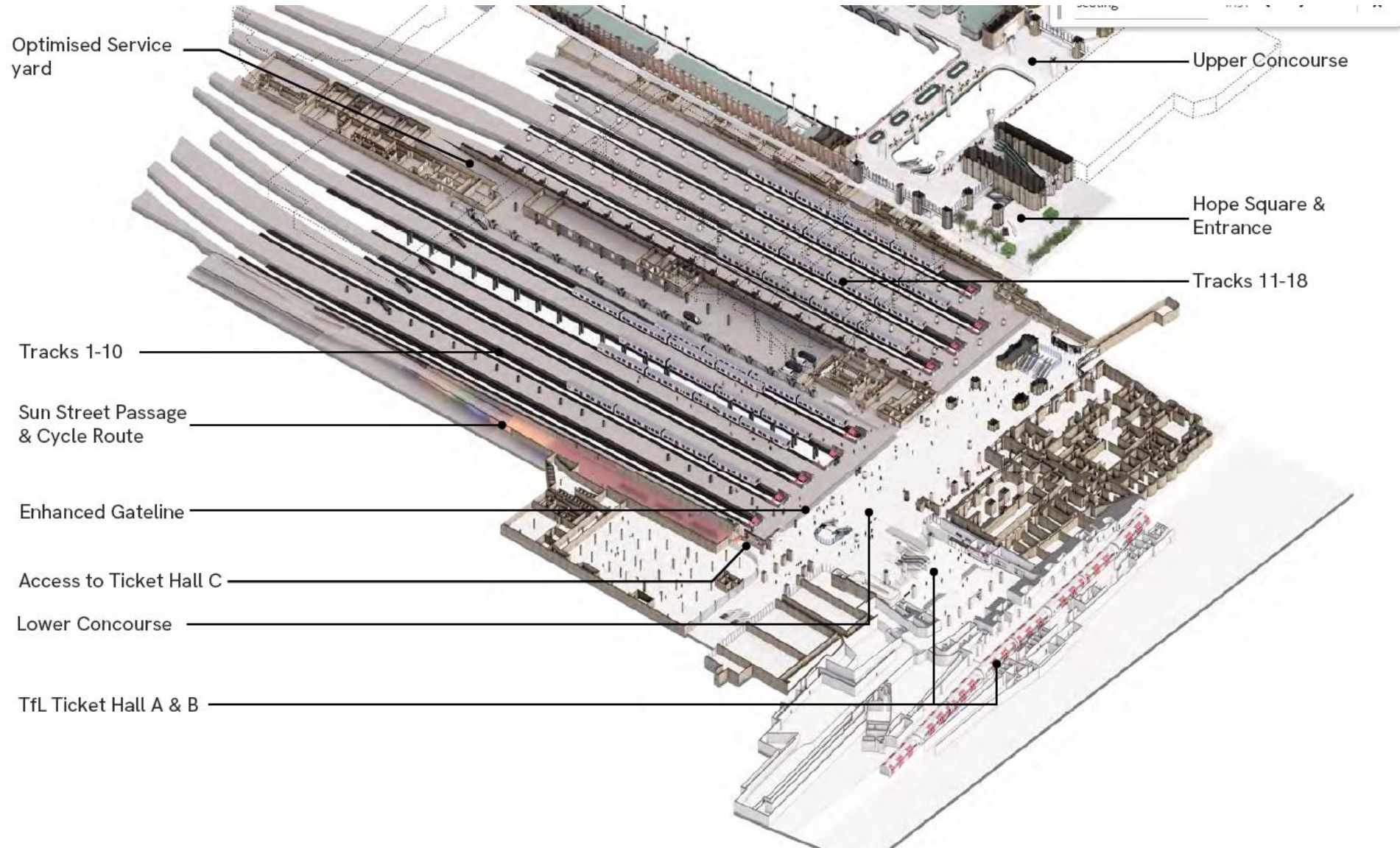


2041 + 35% - Do Minimum 5.30 PM



Level of service	Definition
A	Free circulation
B	Uni-directional flows and free circulation with only minor conflicts
C	Slightly restricted circulation, with difficulty passing other. Reverse and cross-flows with difficulty
D	Restricted circulation for most. Reverse and cross-flows with significant difficulty
E	Restricted circulation for all. Intermittent stoppages and serious difficulty for reverse and cross-flows
F	Complete breakdown of flow with frequent stoppages

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%

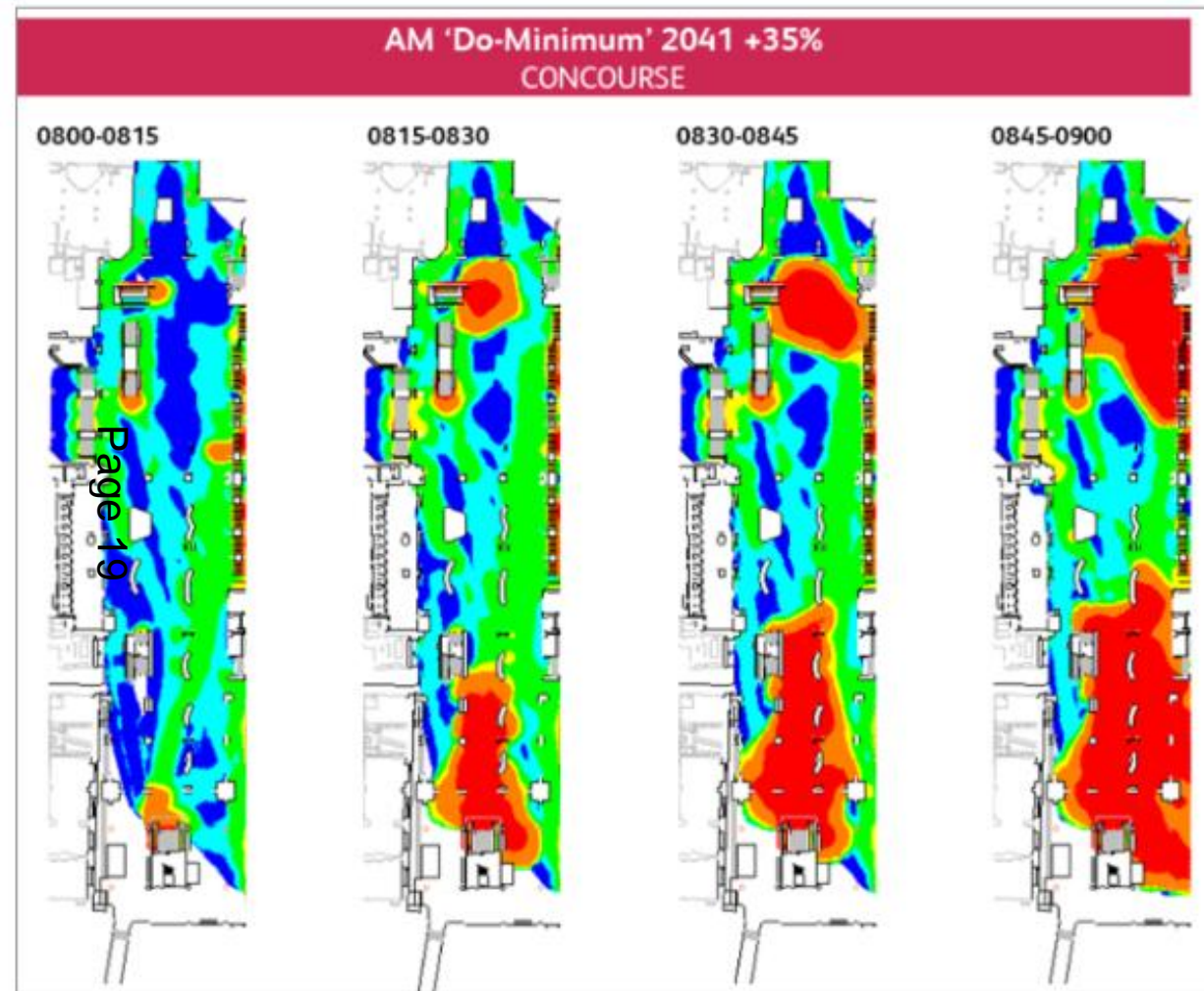
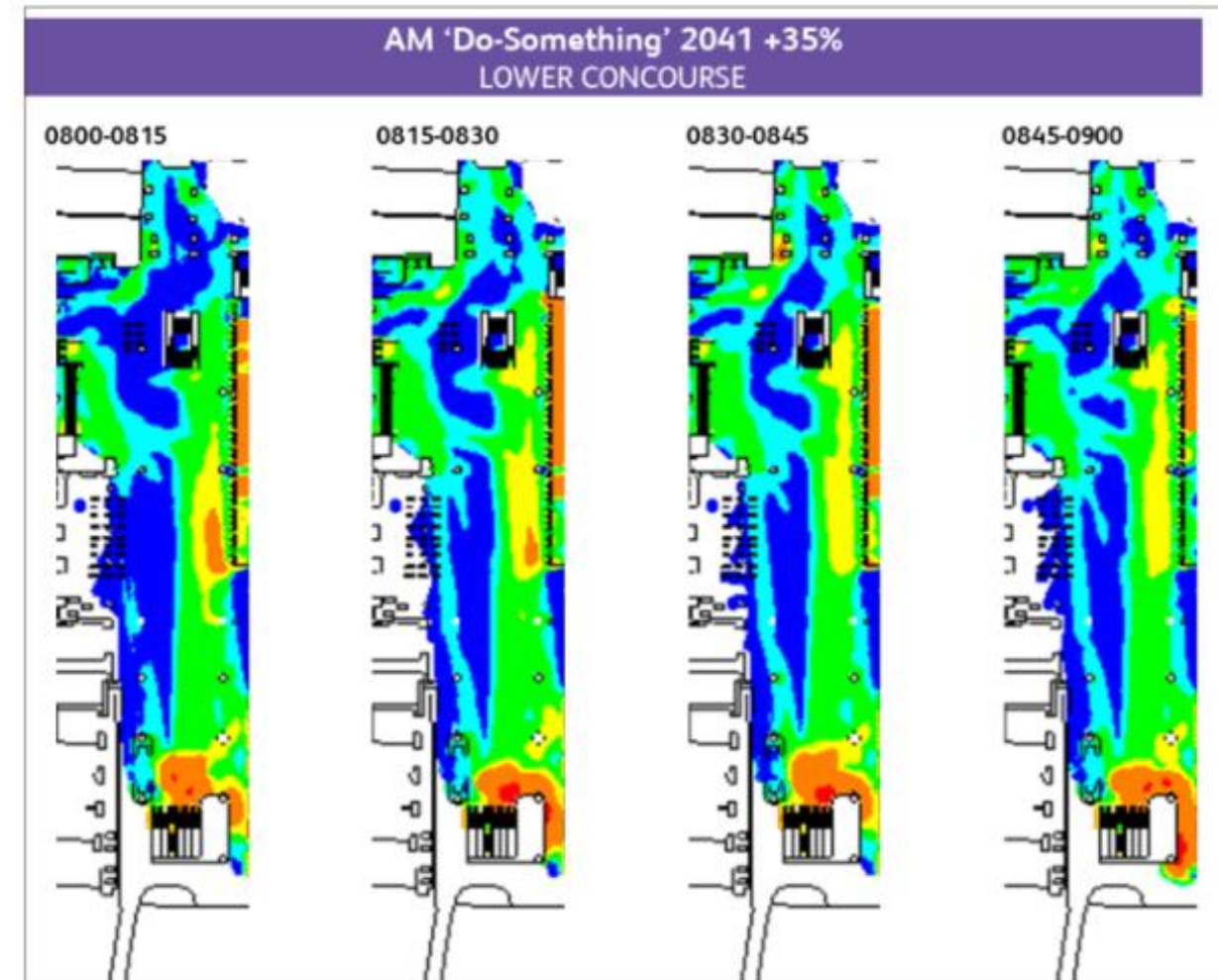


Figure 5-38: Cumulative Mean Densities (Walkway) - Lower Concourse - Do Something AM 2041+35%



Liverpool Street Station, London, EC2M 7PY

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

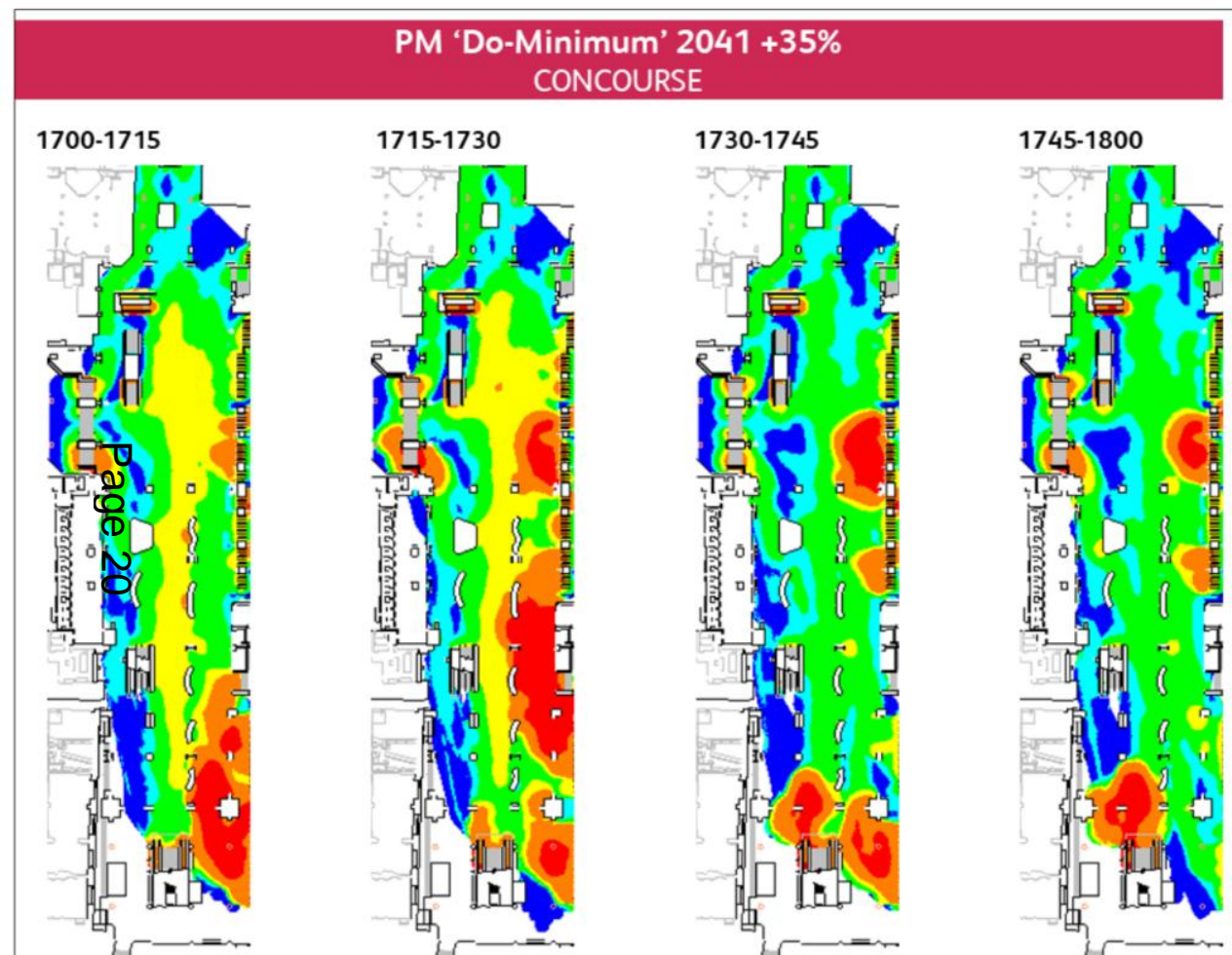


Figure 5-47: Cumulative Mean Densities (Walkway) Lower Concourse – Do Something PM 2041+35%

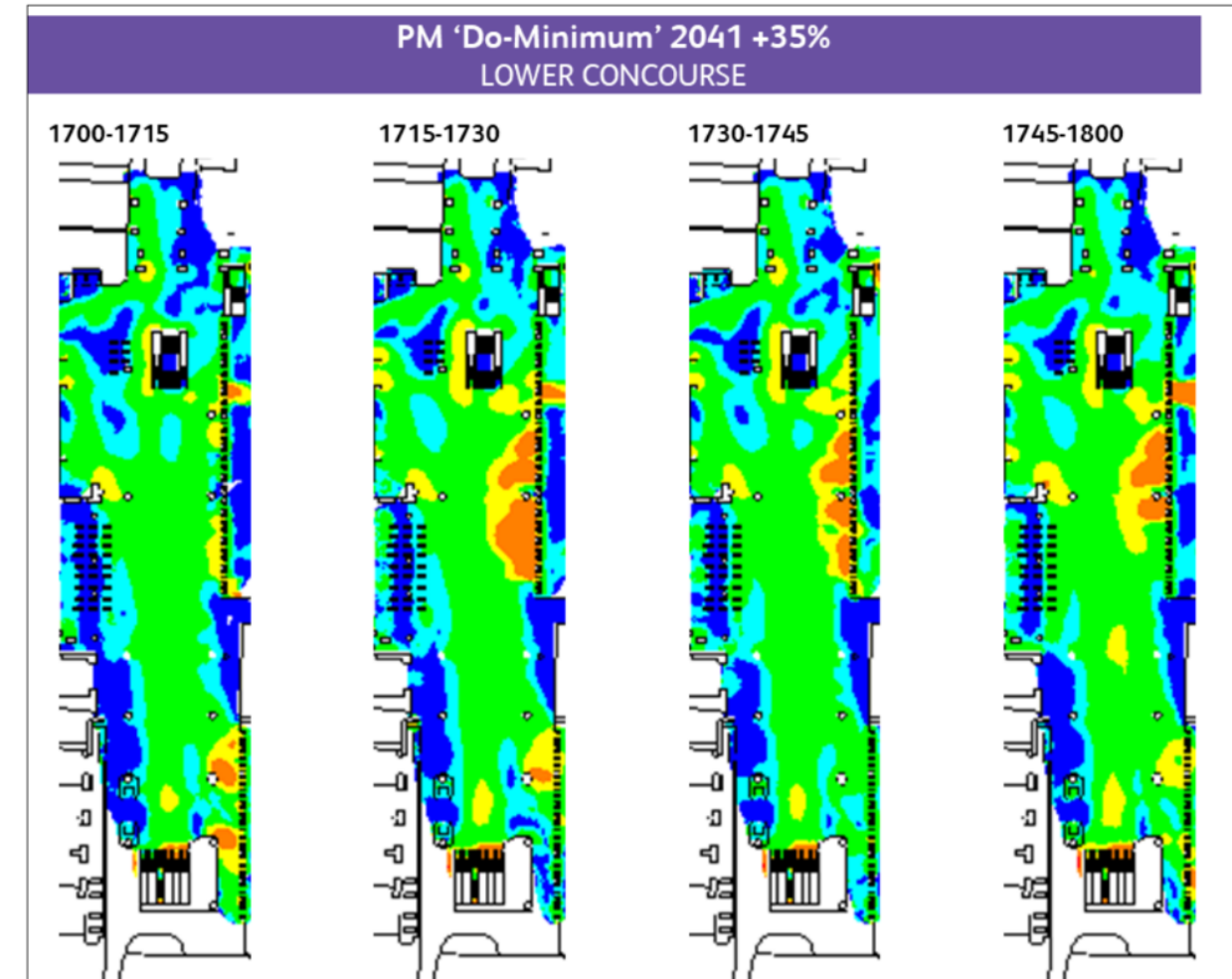


Figure 5-45: Cumulative Mean Densities (Walkway) Upper Concourse Level – Do-Minimum PM 2041+35%

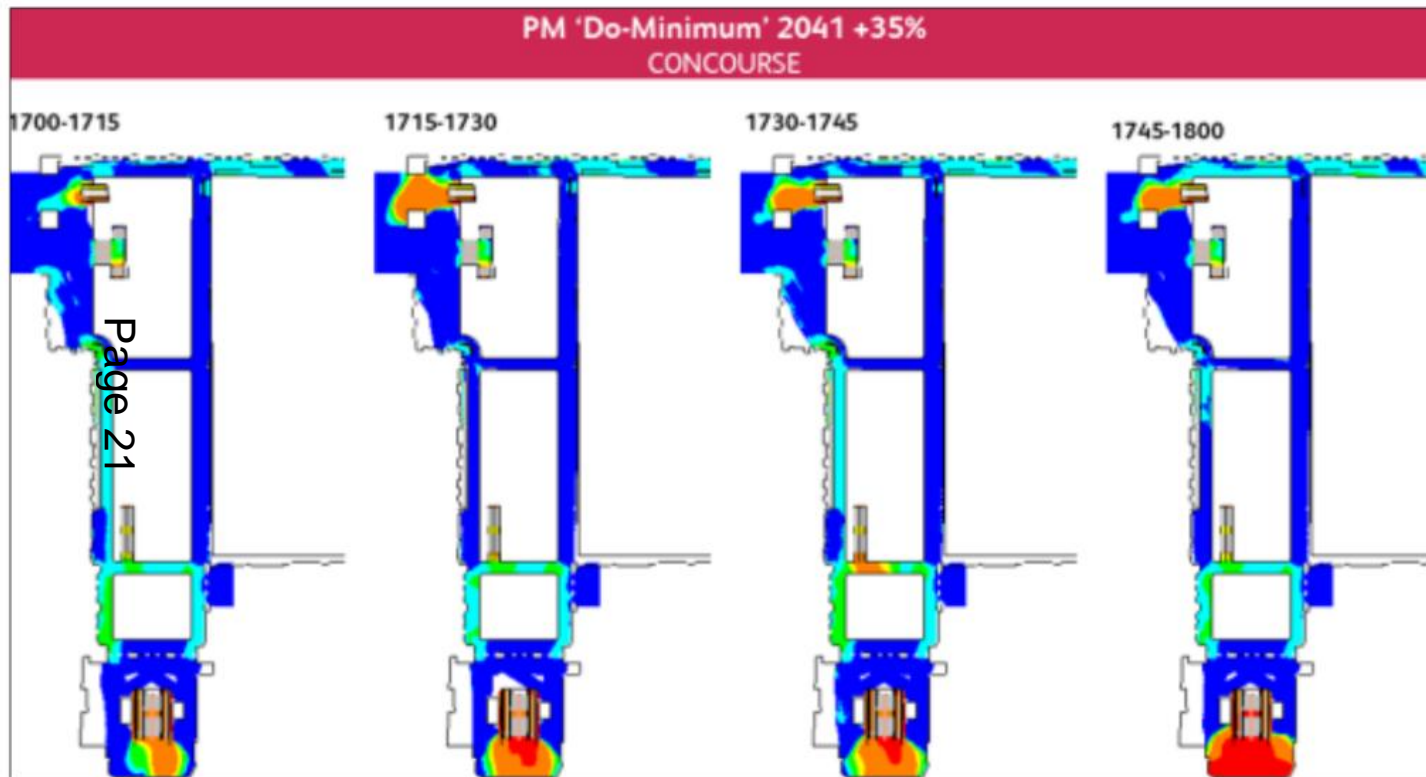
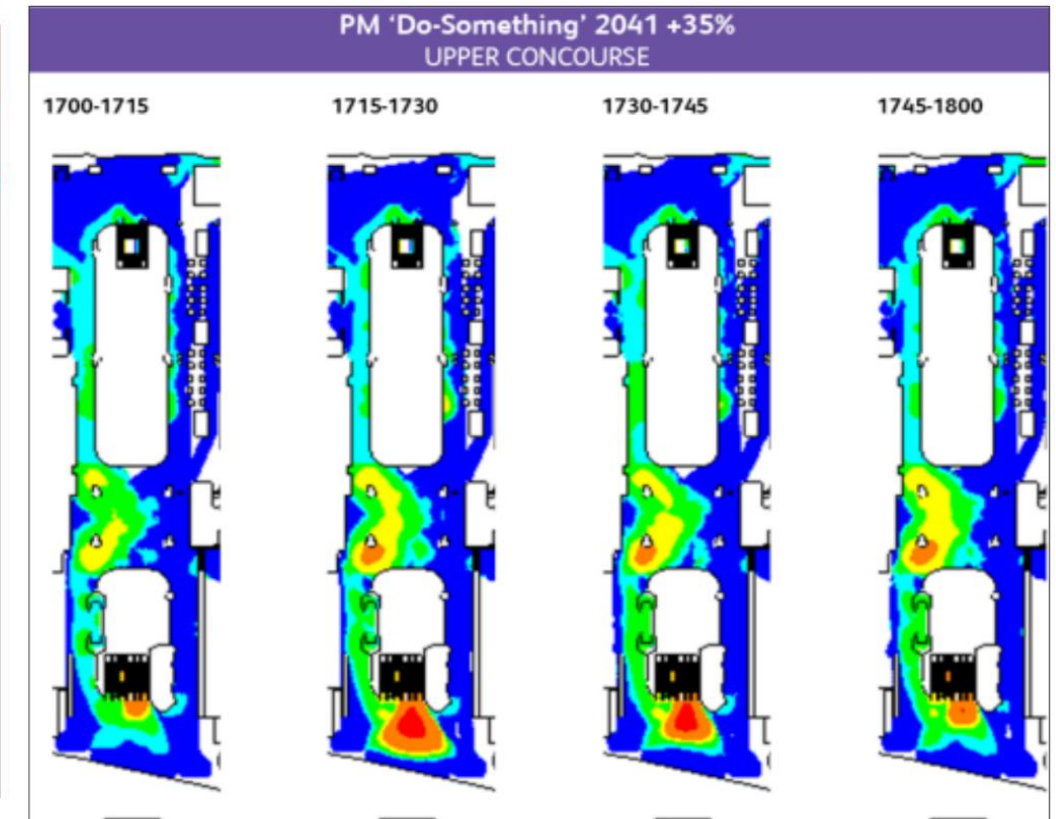
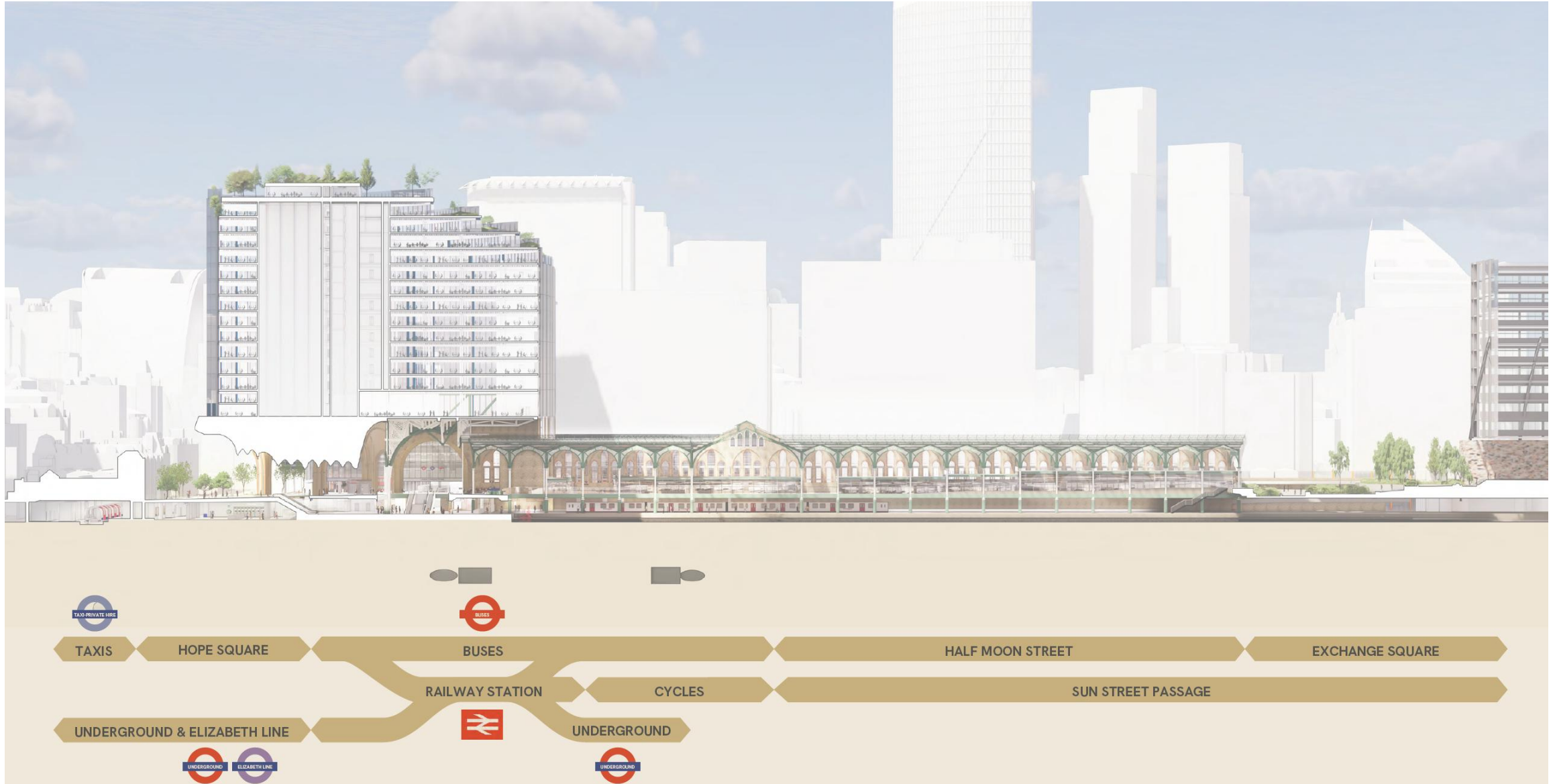
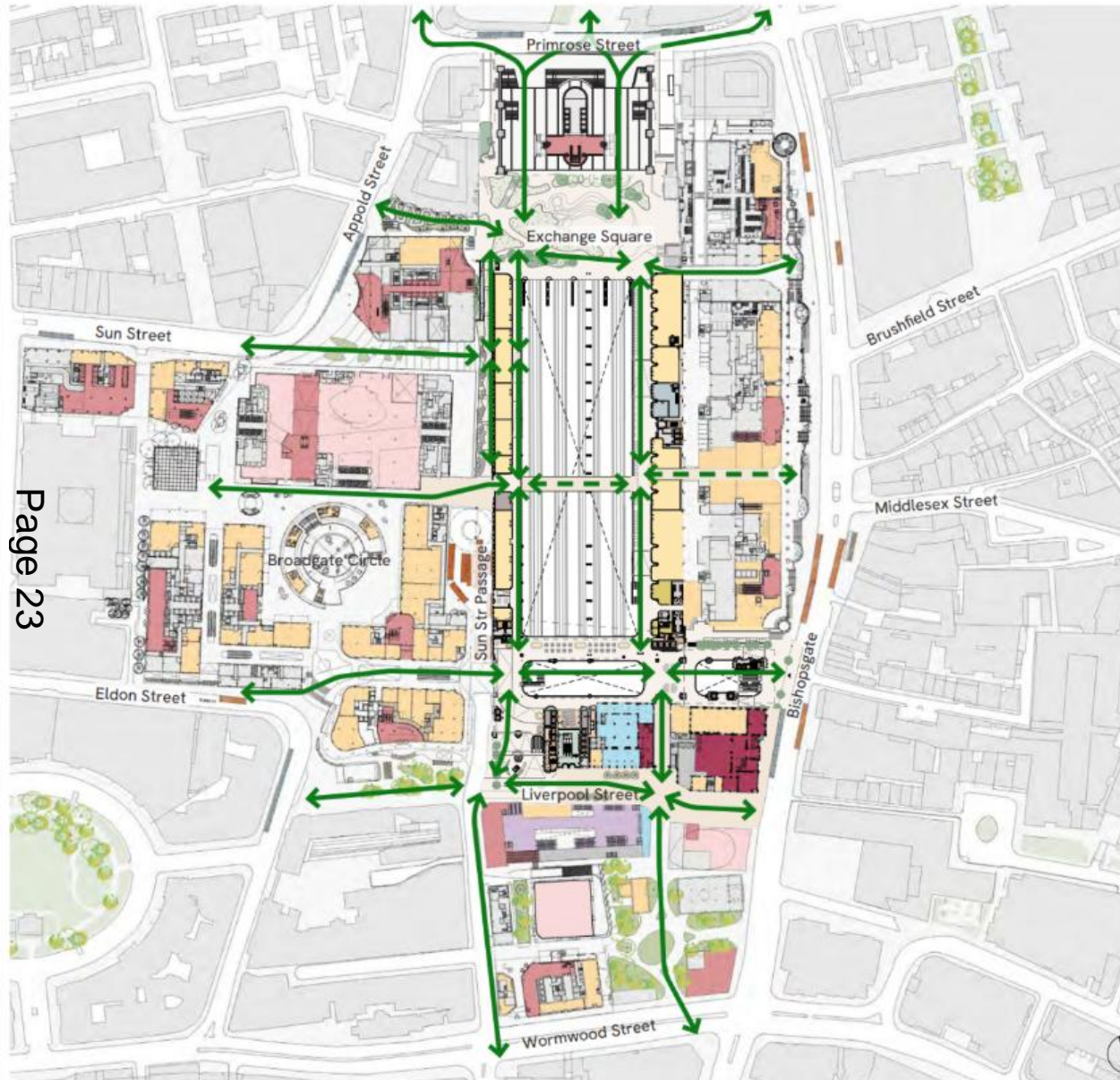


Figure 5-44: Cumulative Mean Densities (Walkway) Upper Concourse – Do Something PM 2041+35%

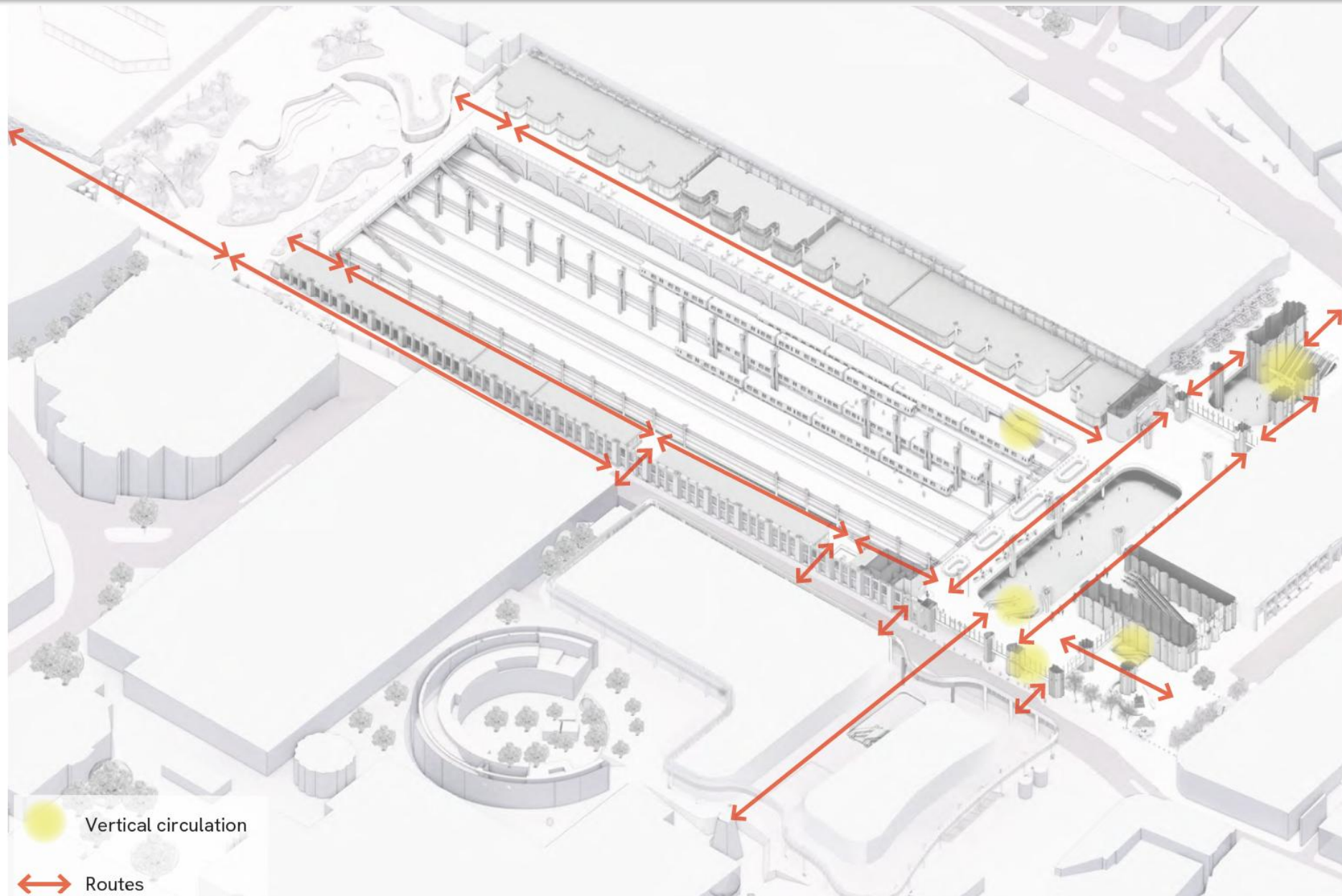




Proposed station enhancements – multi modal interchange with OSD above

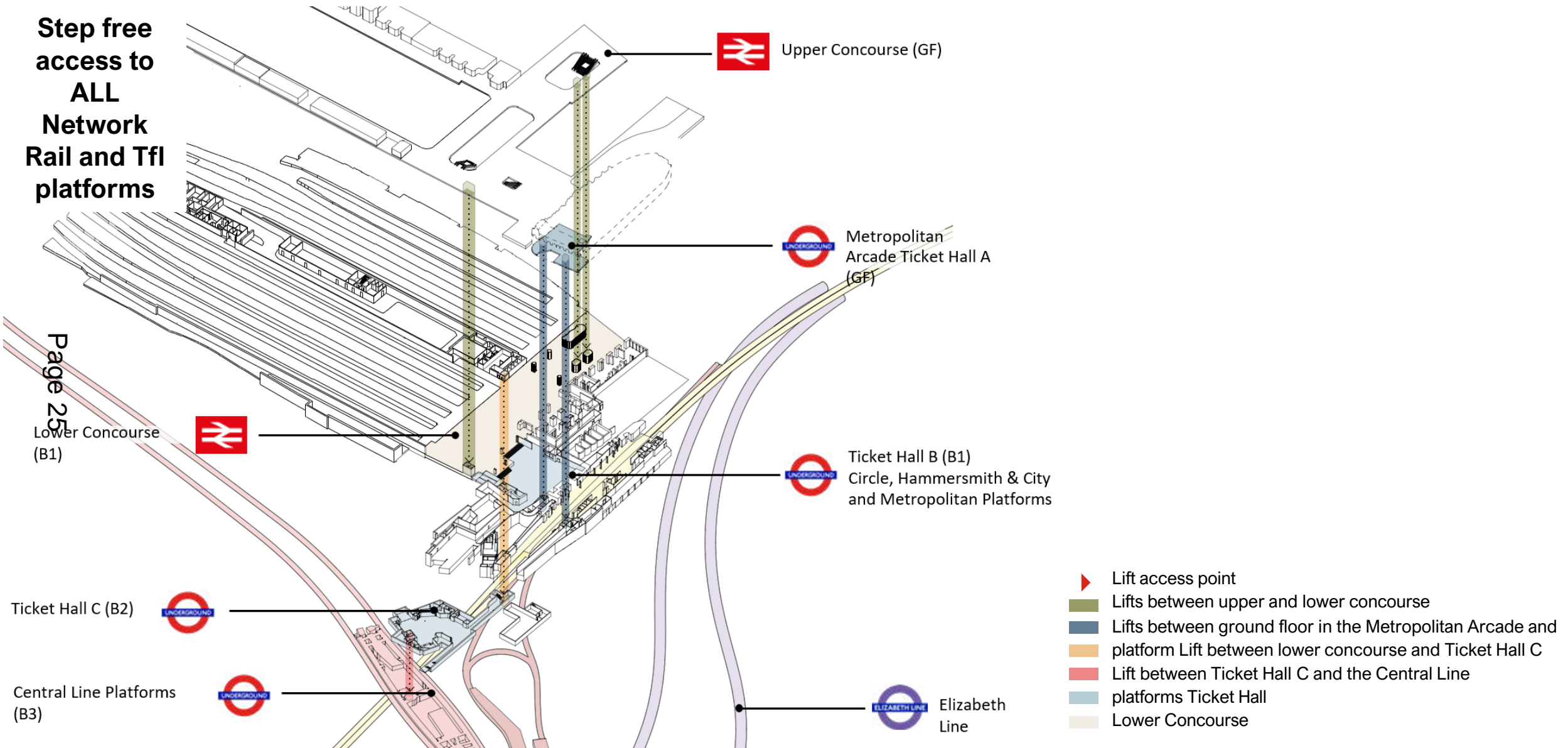


- ↔ Proposed pedestrian connection
- ↔ Proposed future potential pedestrian connection (not in current proposals)



Liverpool Street Station, London, EC2M 7PY

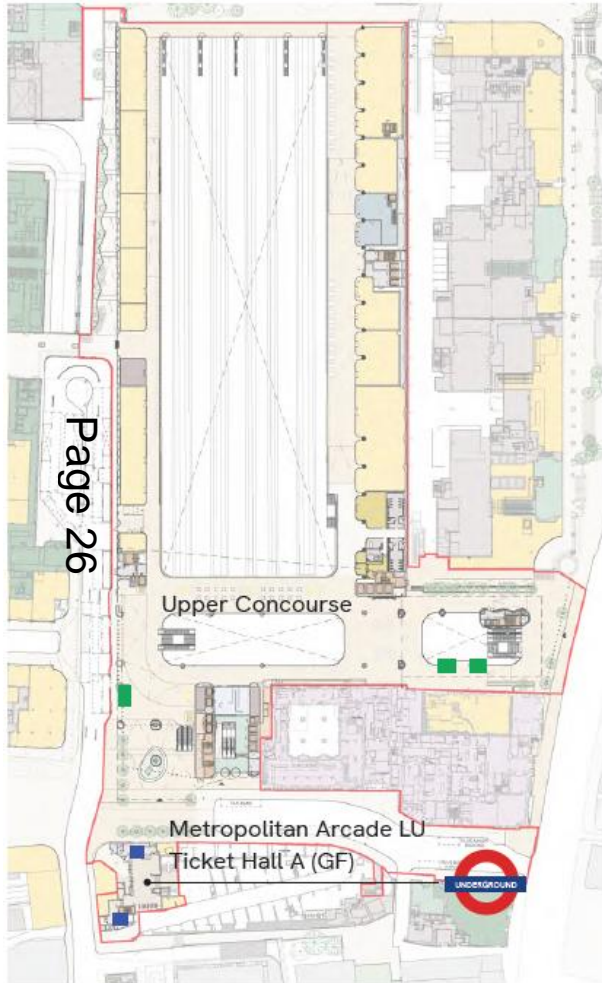
**Step free
access to
ALL
Network
Rail and TfL
platforms**



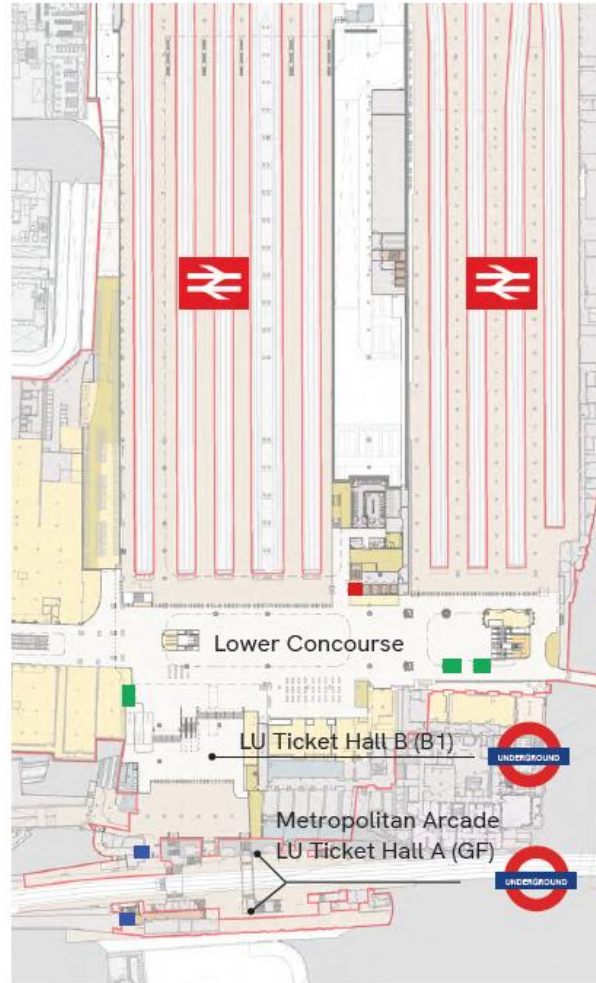
Proposed station enhancements – Step Free

Liverpool Street Station, London, EC2M 7PY

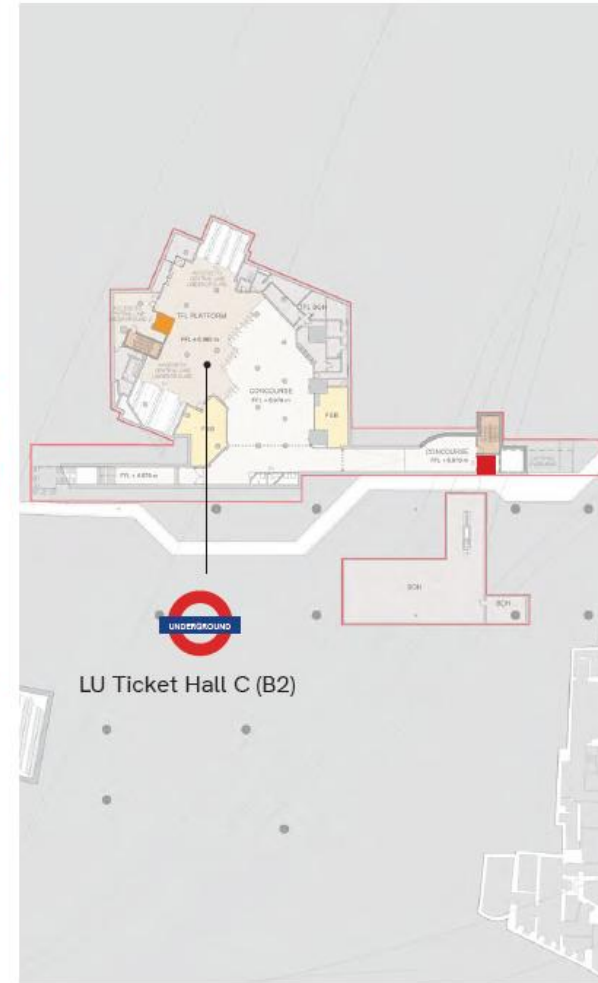
Upper concourse (GF) Proposed



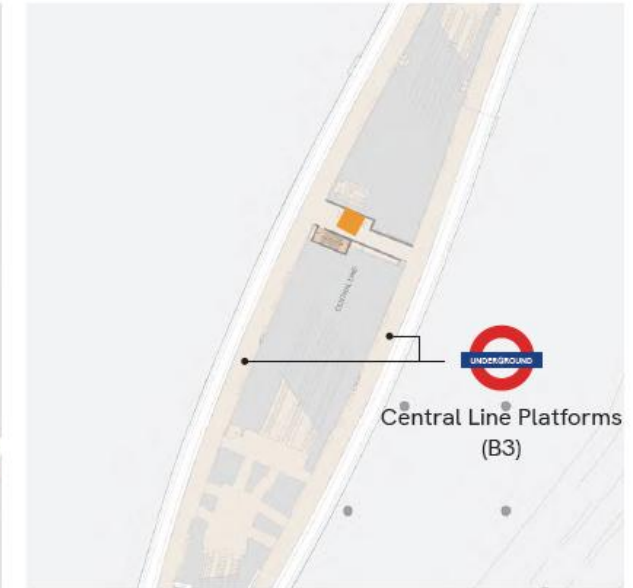
Lower concourse (B1) Proposed







Basement 2 (B2) Proposed



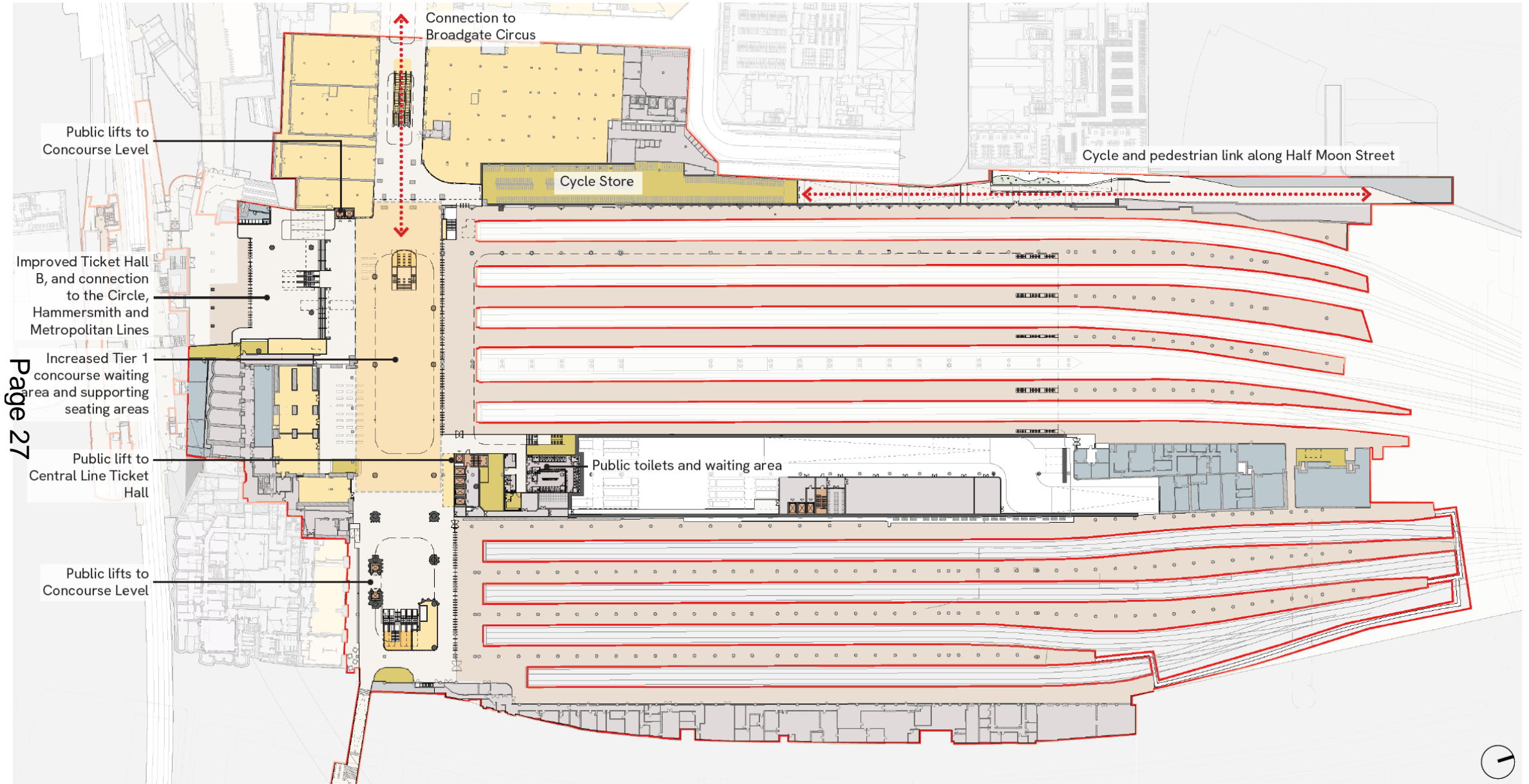
Basement 3 (B3) Proposed



KEY

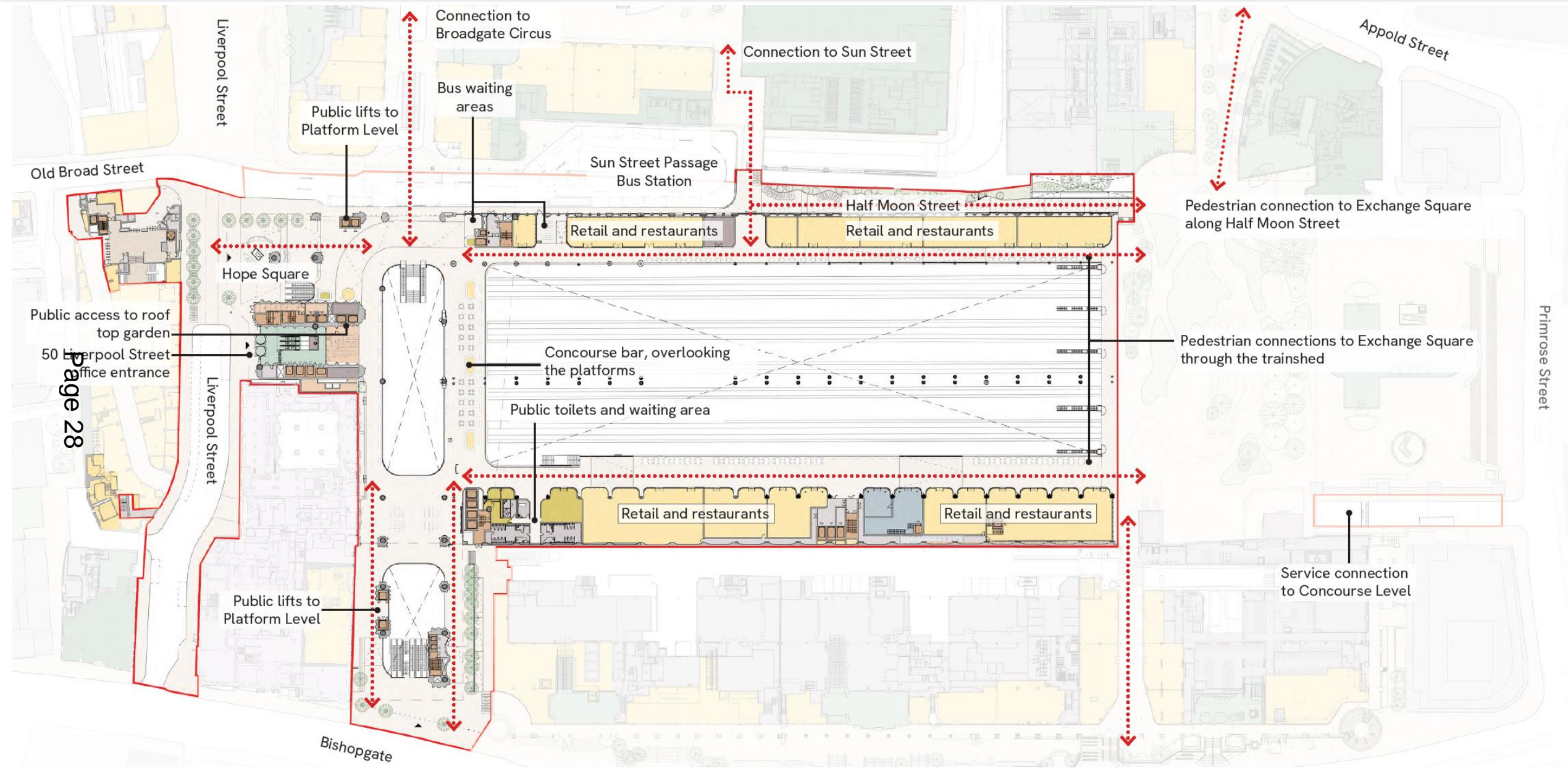
-  Lifts from Ground Floor (GF) to Concourse (B1).
-  Lift from the Concourse (B1) to Ticket Hall C (B2)
-  Lift from Ticket Hall C (B2) to Central line platforms (B3)
-  Lifts from Ground Floor (GF) to the Circle, Hammersmith & City and Metropolitan lines (B2).

Liverpool Street Station, London, EC2M 7PY



Proposed station enhancements Lower concourse

Liverpool Street Station, London, EC2M 7PY



Proposed station enhancements Upper concourse

Liverpool Street Station, London, EC2M 7PY



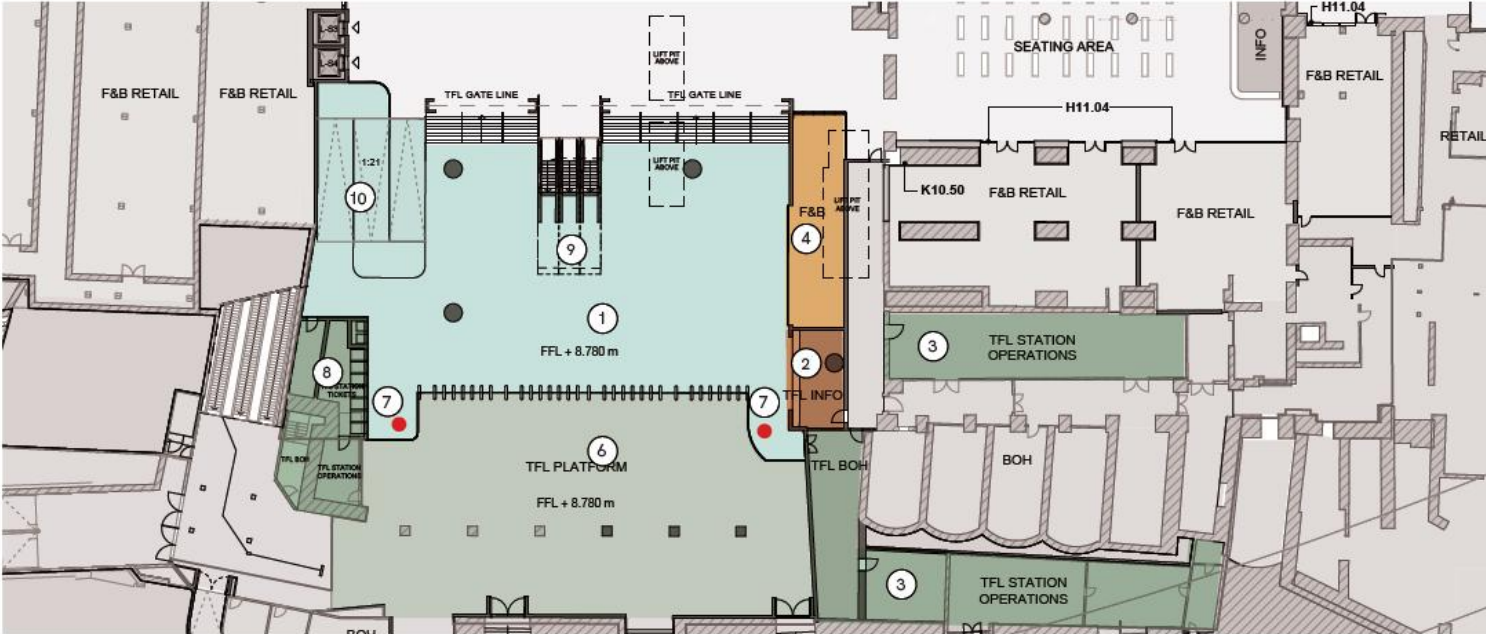
Fig.13.372. Existing congested entrance to Ticket Hall B.



Fig.13.373. Proposed through Ticket Hall B towards platforms



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



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

Proposed station enhancements: TFL Ticket hall B

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

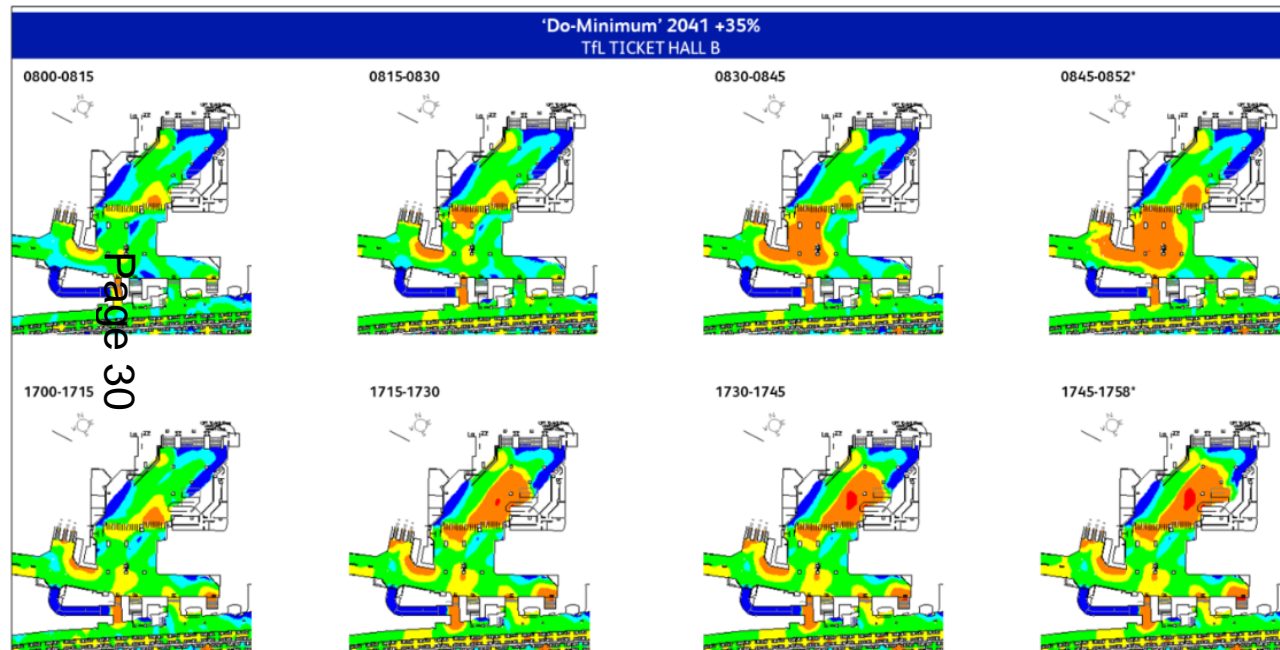
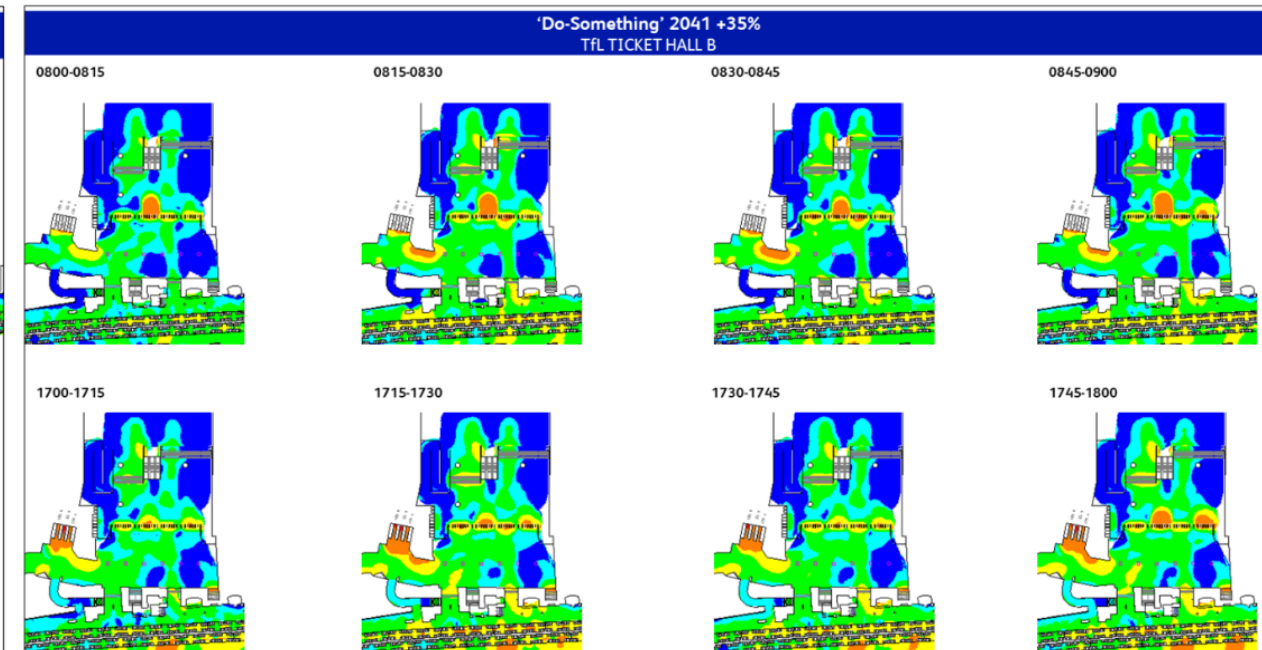
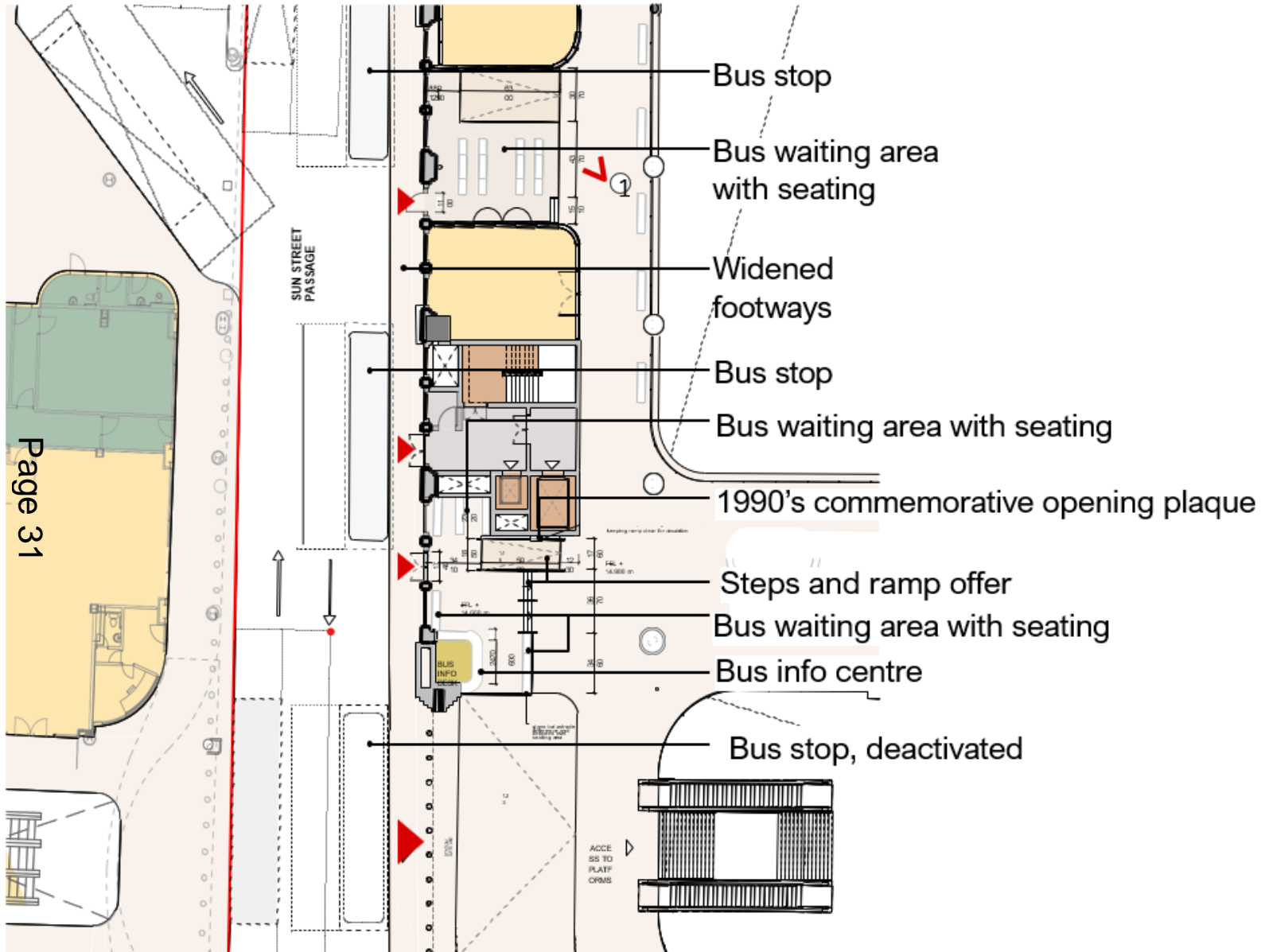


Figure 5-53: Cumulative Mean Densities (Walkway) TfL Ticket Hall B – Do-Something



Proposed Plan

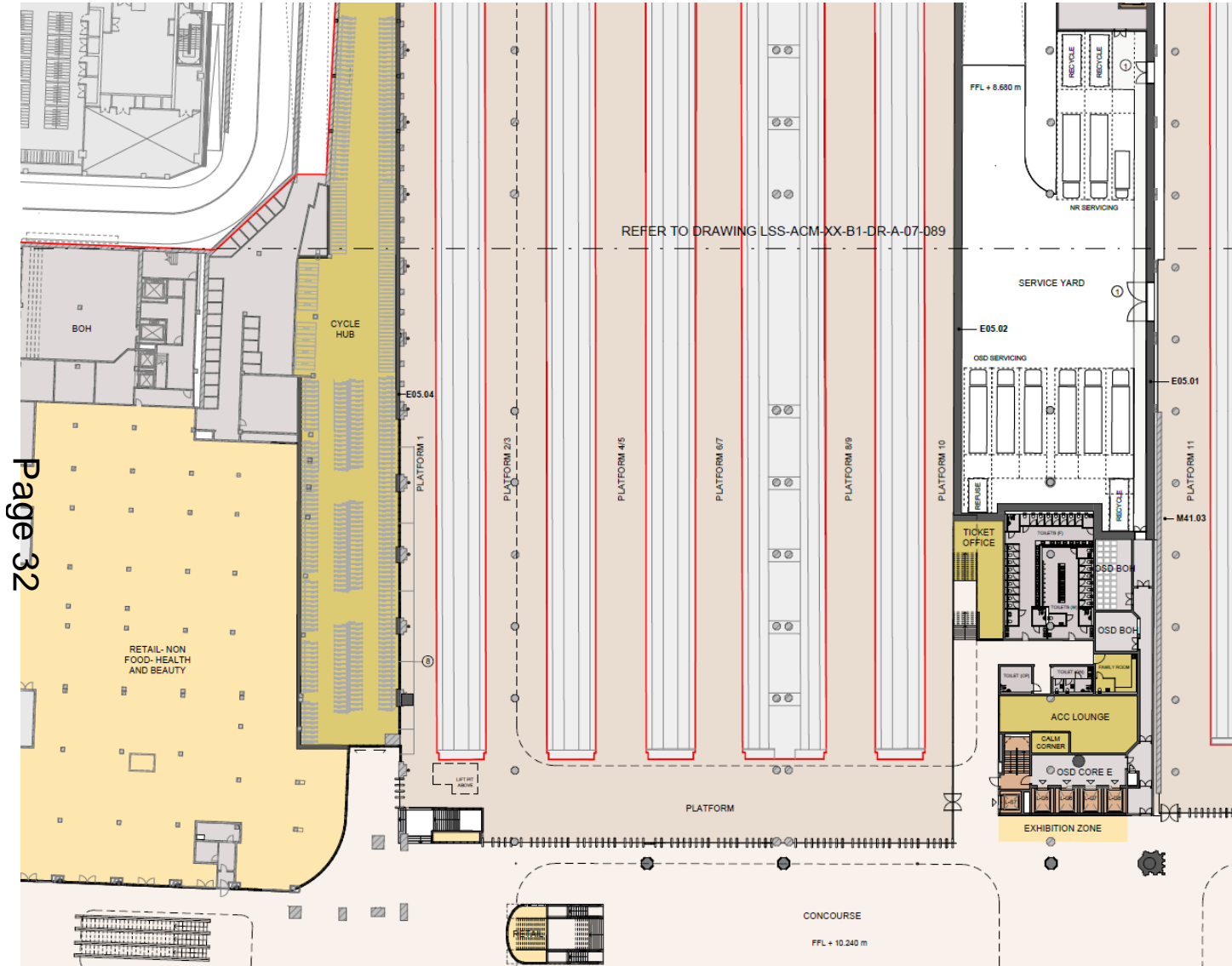


Proposed bus seating area and info desk



Proposed bus waiting area

Liverpool Street Station, London, EC2M 7PY



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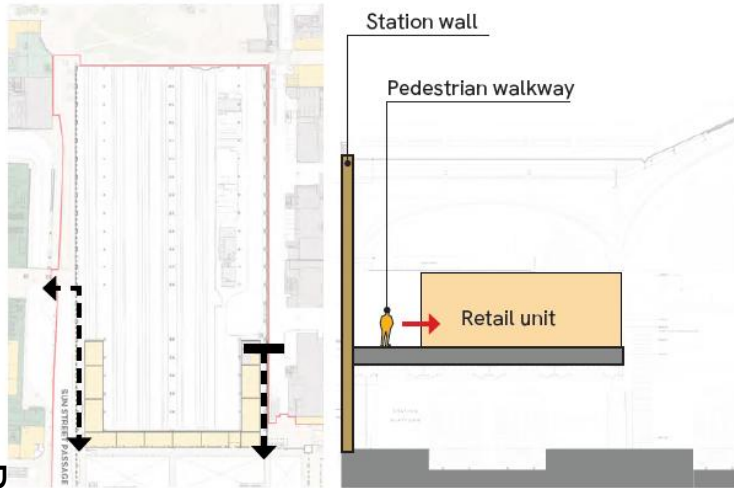
Proposed Lower Concourse Plan of cycle hub

- 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



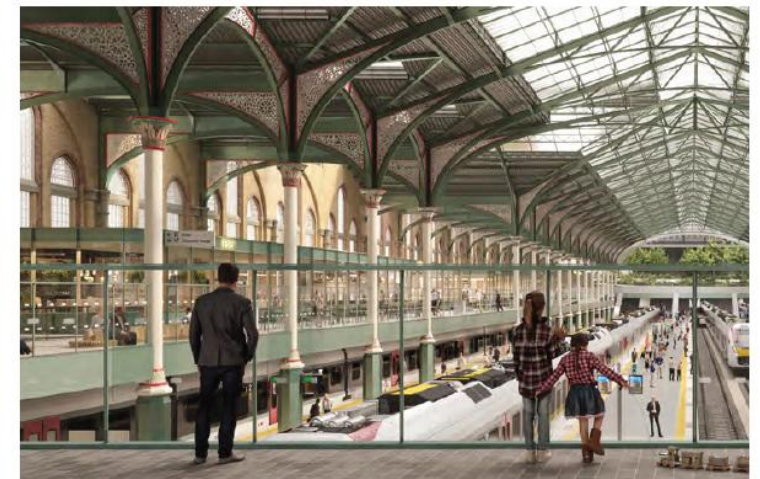
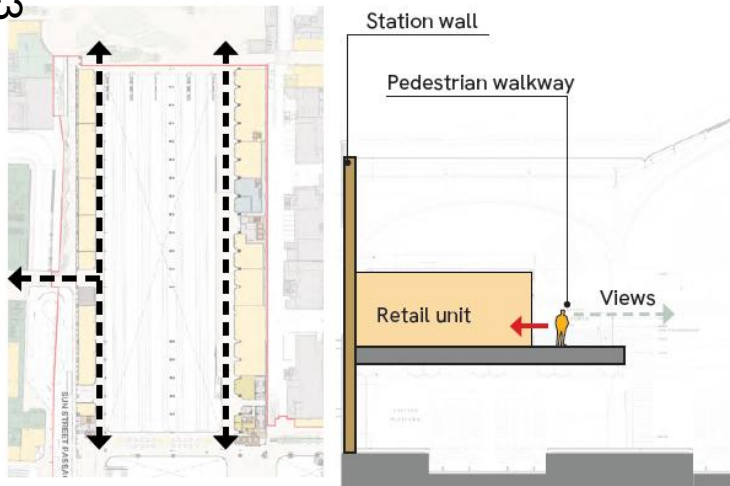
Indicative image of cycle hub interior

Existing station retail unit layout and appearance

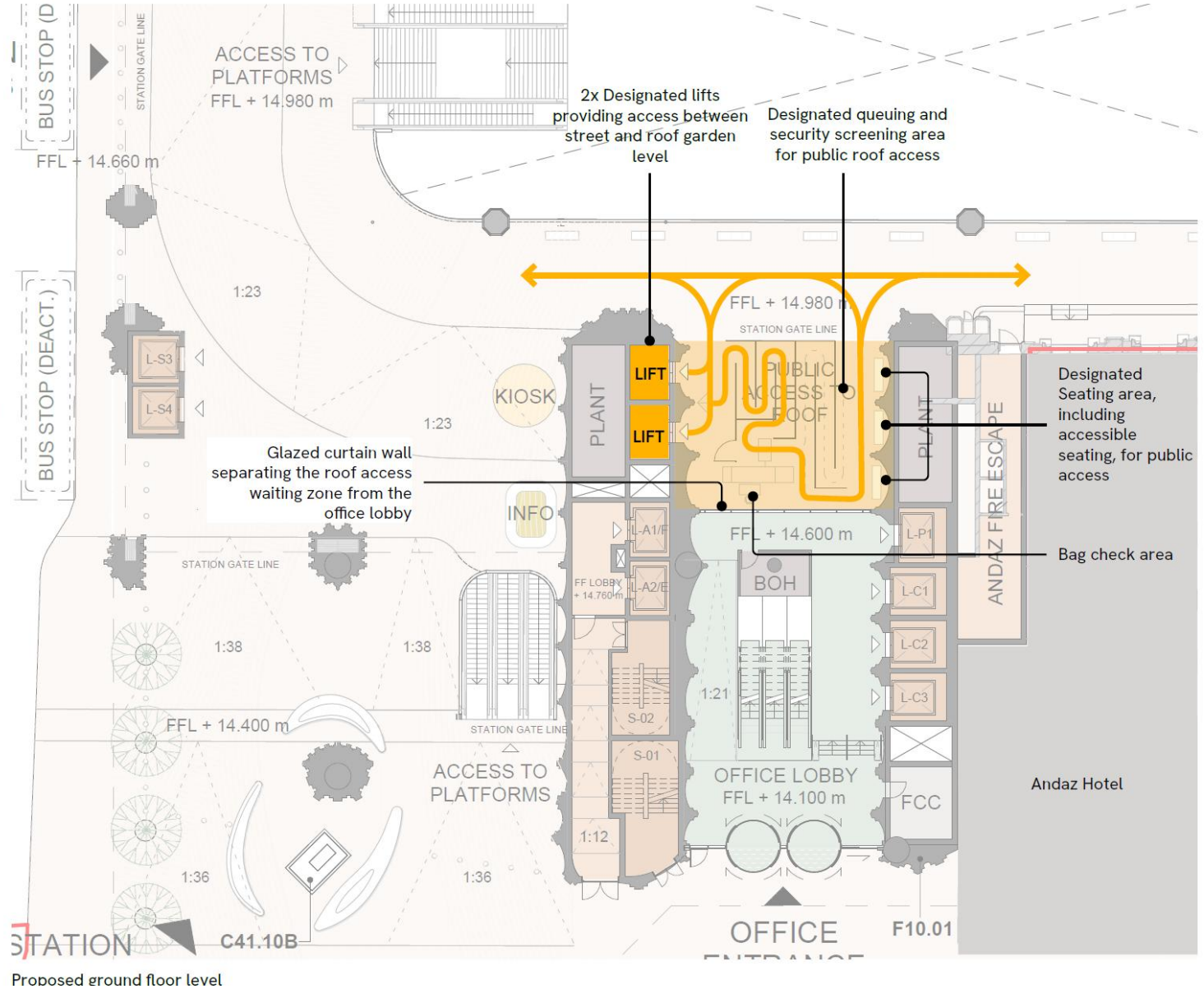
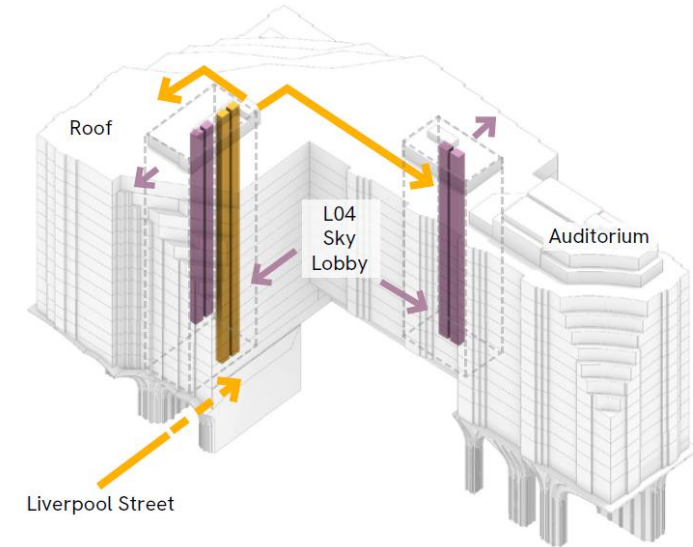
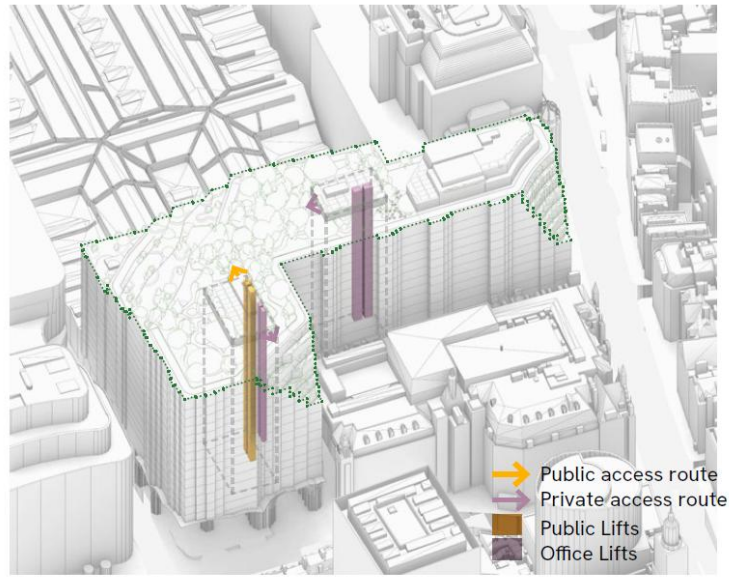


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Proposed station retail strategy and unit design



Liverpool Street Station, London, EC2M 7PY

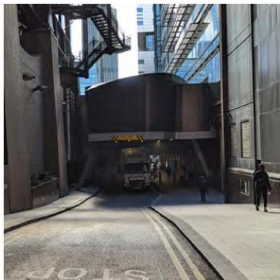




Proposed station enhancements: CGI of lower concourse looking to TFL ticket hall B

Liverpool Street Station, London, EC2M 7PY

EXISTING PHOTOGRAPHS



1 - Ramp from Primrose Street



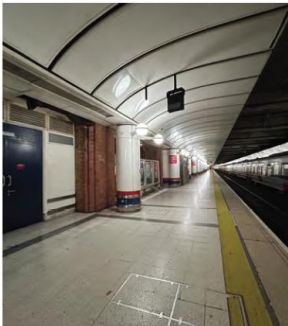
2 - Existing retail



3 - Current service yard



4 - Service yard from platform 10



5 - Service yard from platform 11

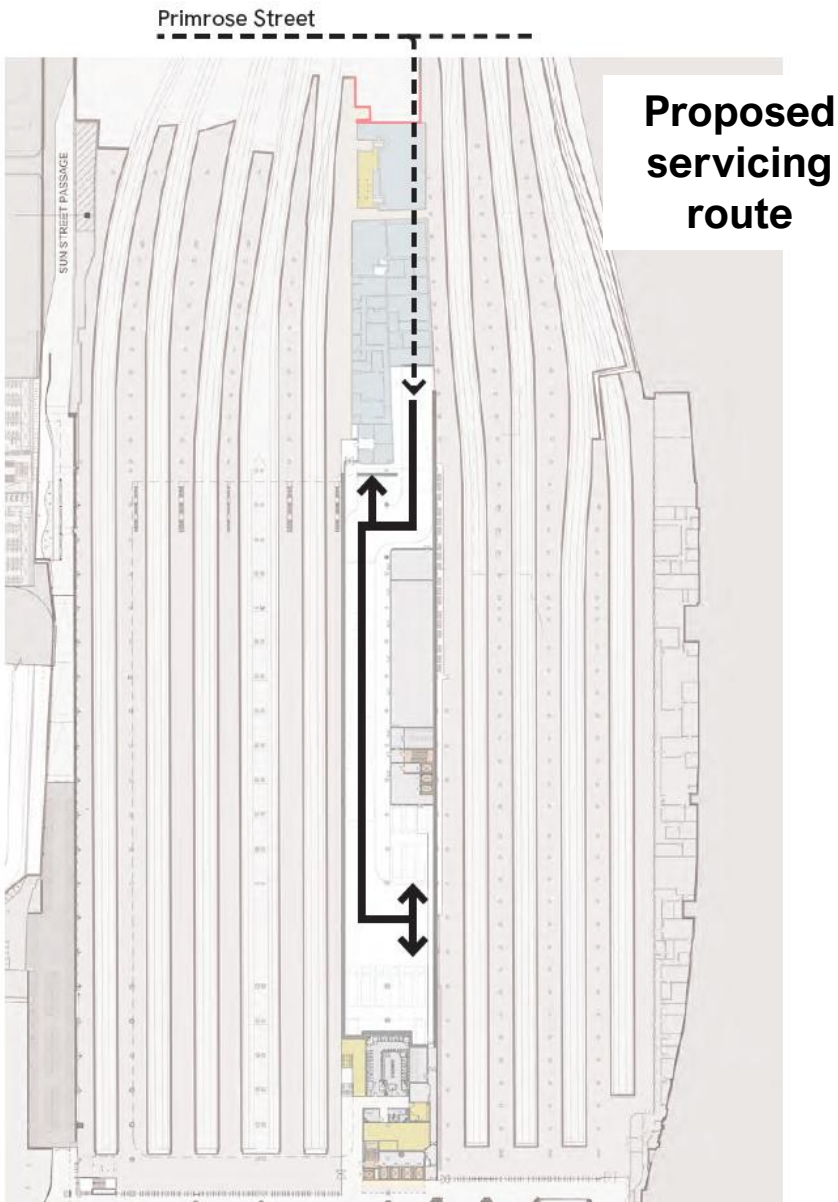
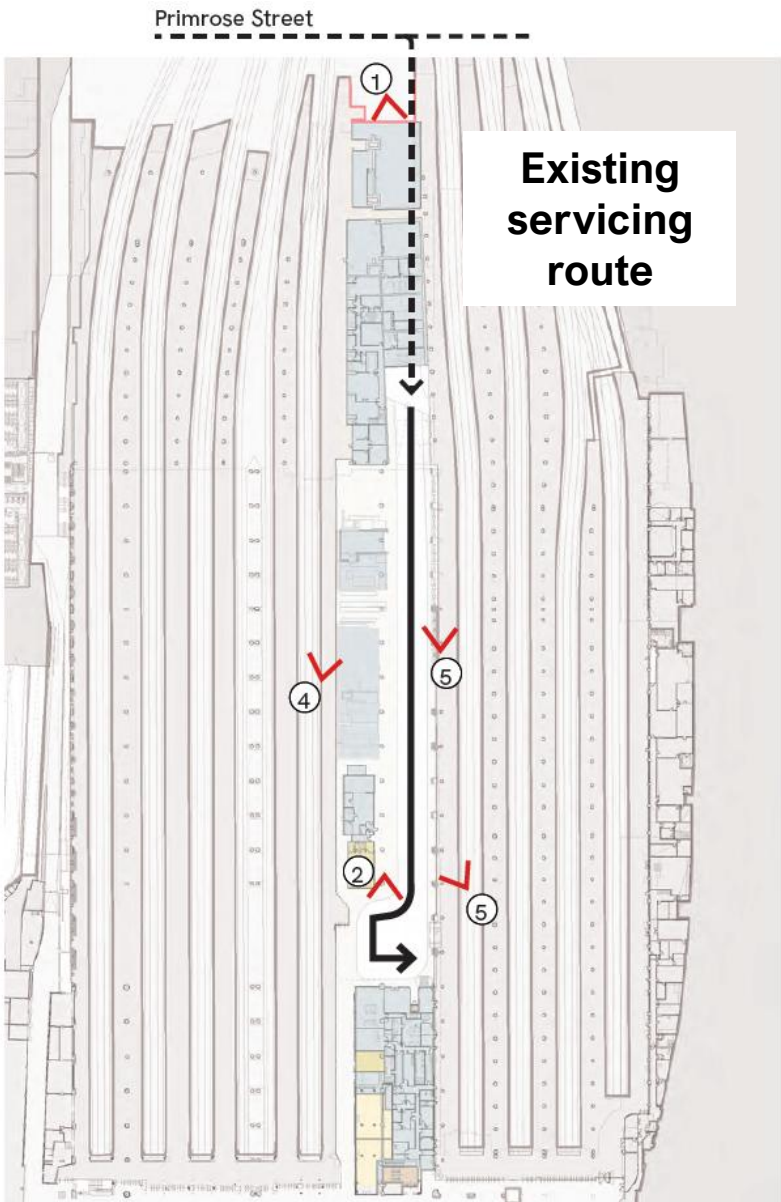
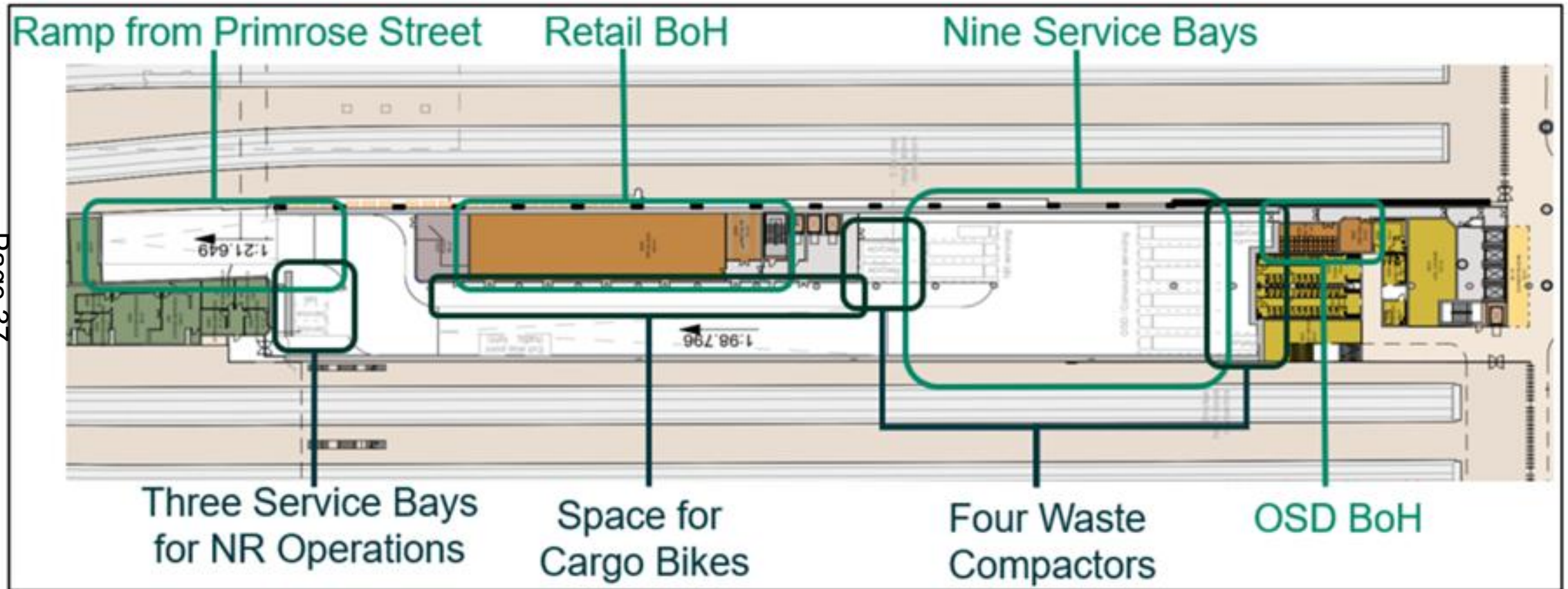


Figure 6-2: Proposed Servicing Yard Layout



Liverpool Street Station, London, EC2M 7PY

Proposed
servicing
lower
concourse

Primrose Street

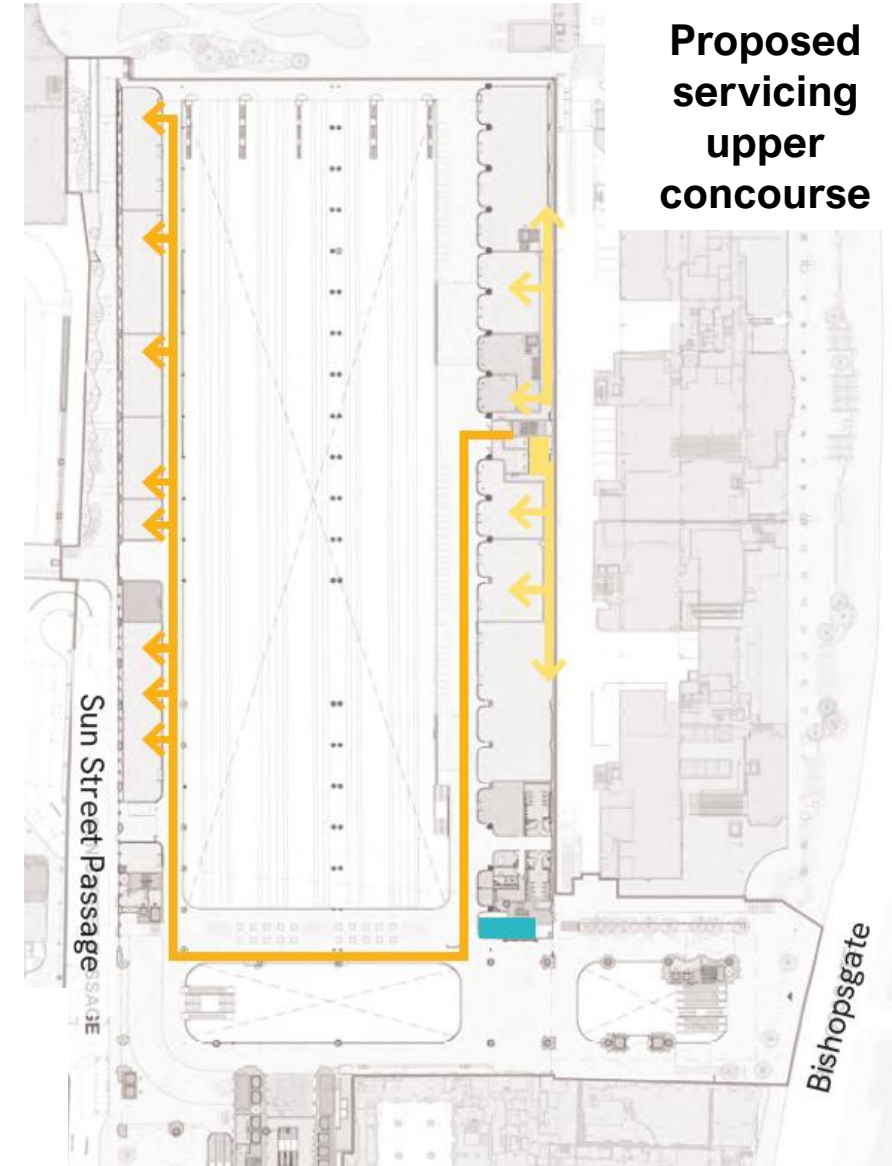
Appold Street

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- ➔ Vehicular access/egress
- Retail service yard
- ➔ Retail BOH servicing
- ➔ Retail FOH servicing
- Retail vertical core
- OSD service yard
- OSD service core
- Ashbee house

Proposed
servicing
upper
concourse



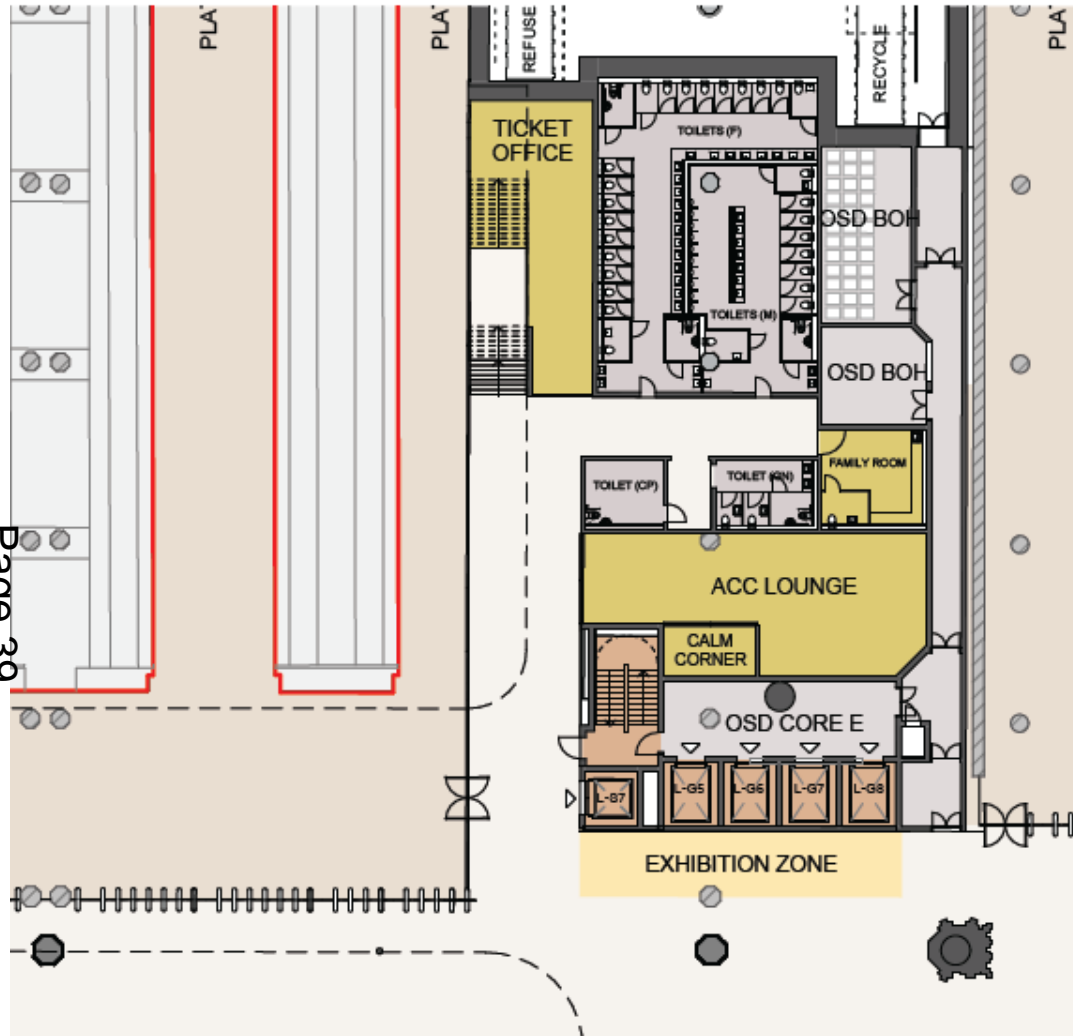
Sun Street Passage

Bishopsgate

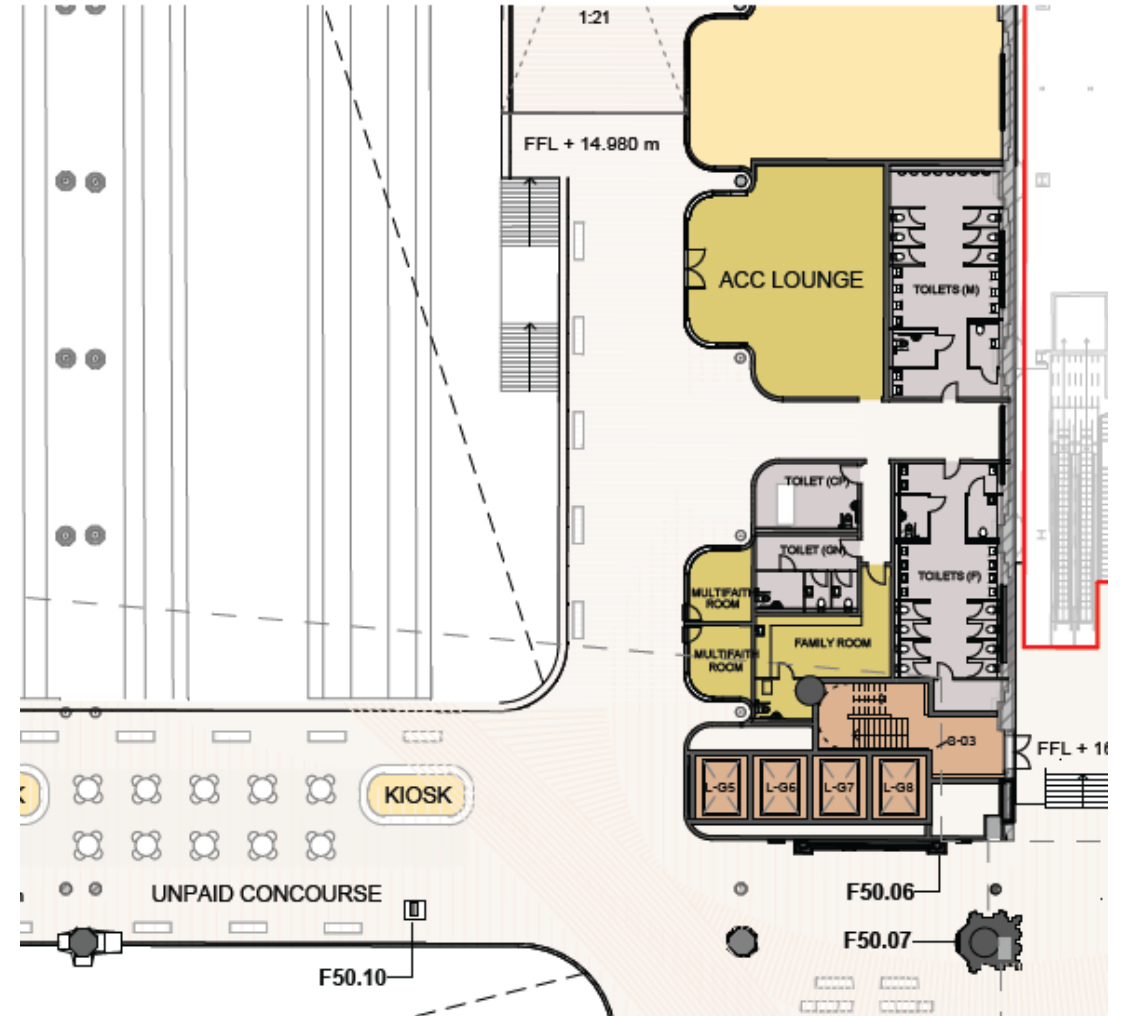
Proposed station enhancements – servicing

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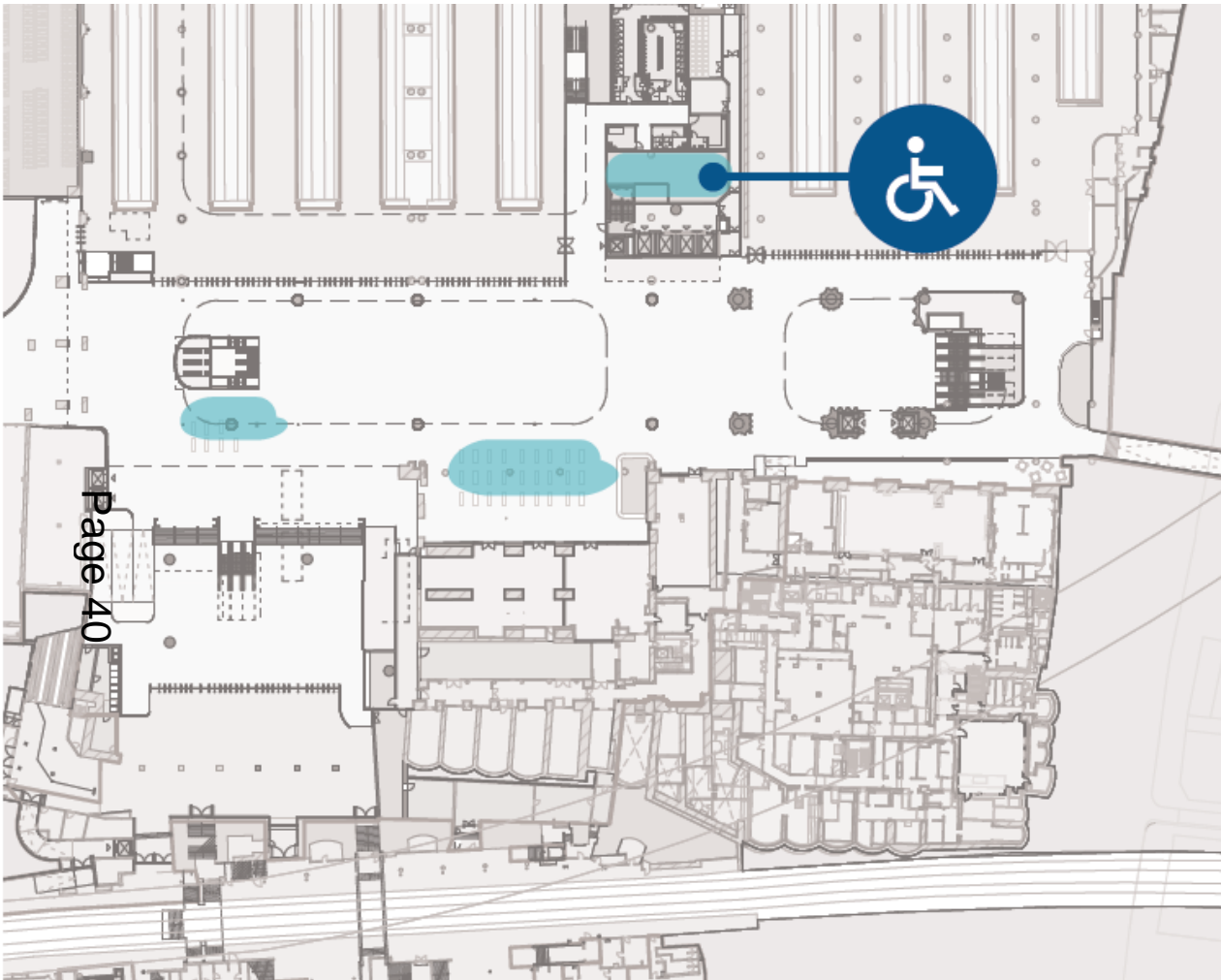
Proposed Lower Concourse Plan of new station facilities



Proposed Upper Concourse Plan of new station facilities

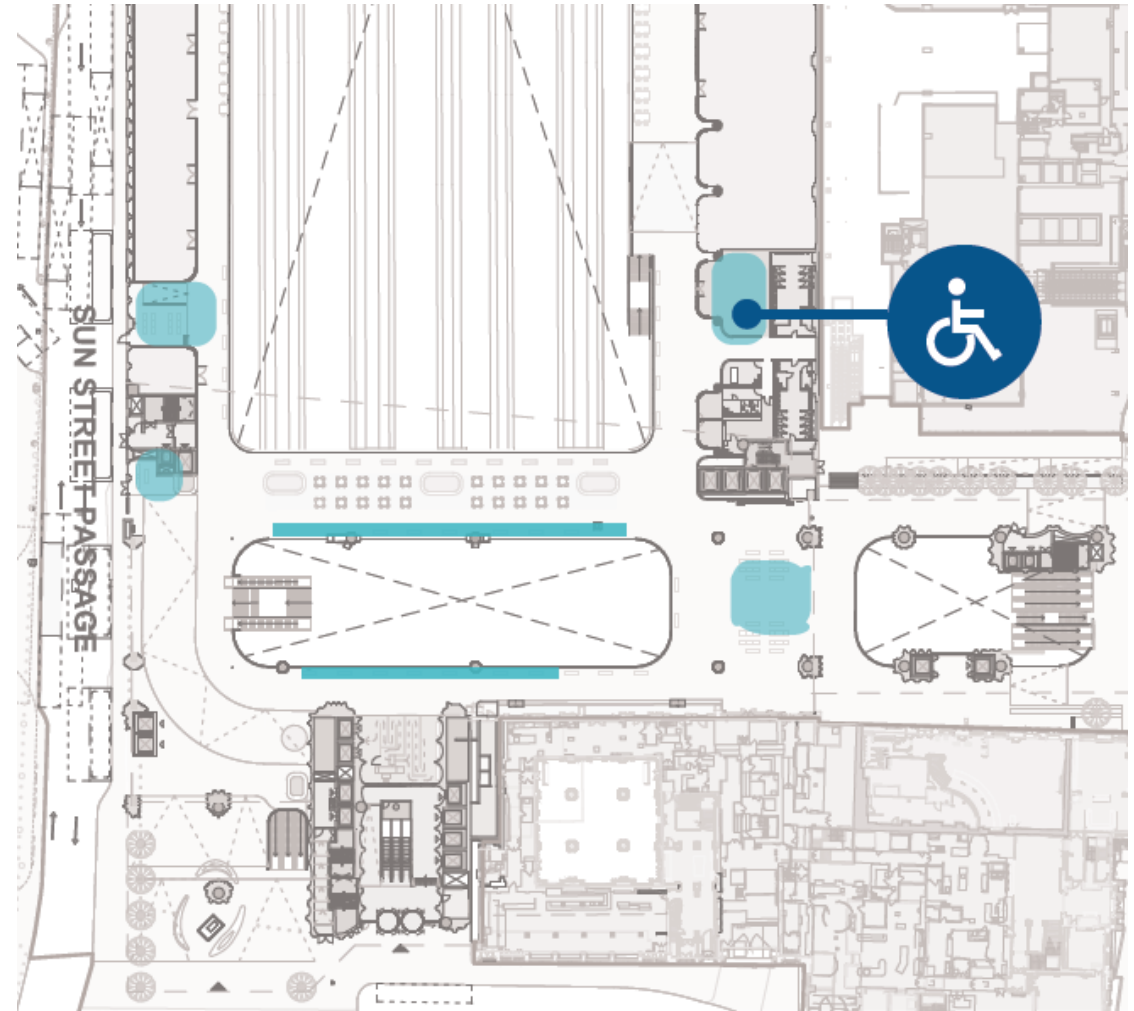
Proposed station enhancements: Access enhancements to Station Facilities

Liverpool Street Station, London, EC2M 7PY



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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



Proposed Station roof structure details

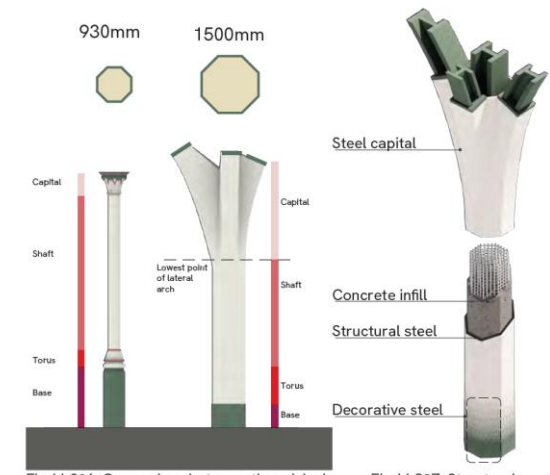
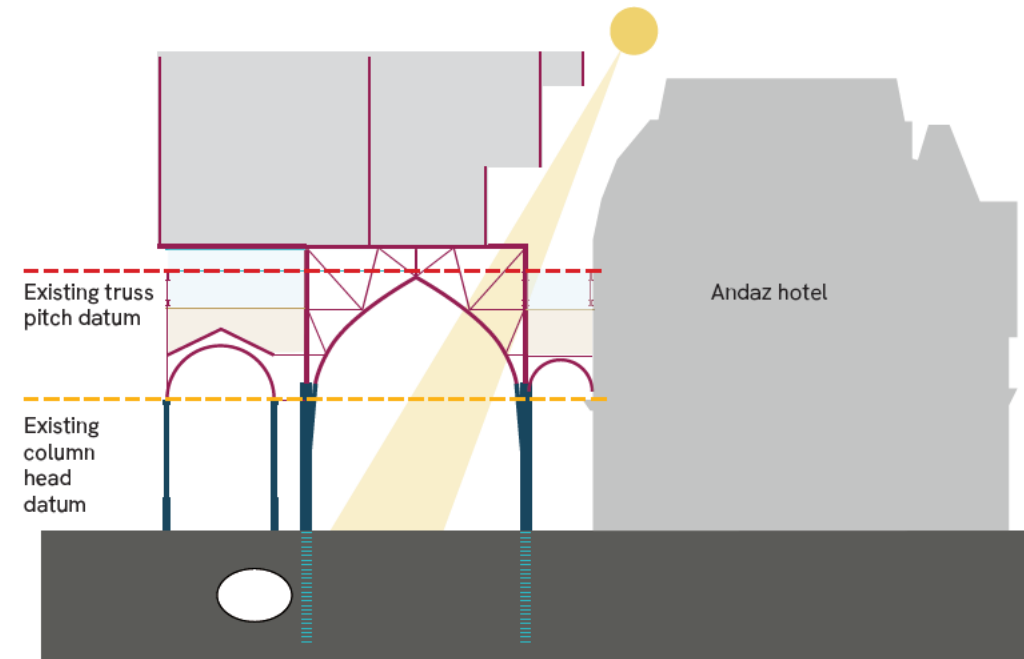
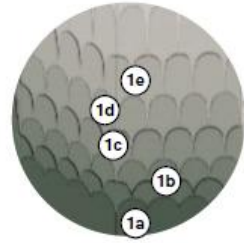


Fig.11.326. Comparison between the original and new column

Fig.11.327. Structural build up of the proposed column

Proposed station upper concourse and new station roof



1 5 Shades Columns Base
(Powder Coated Steel)

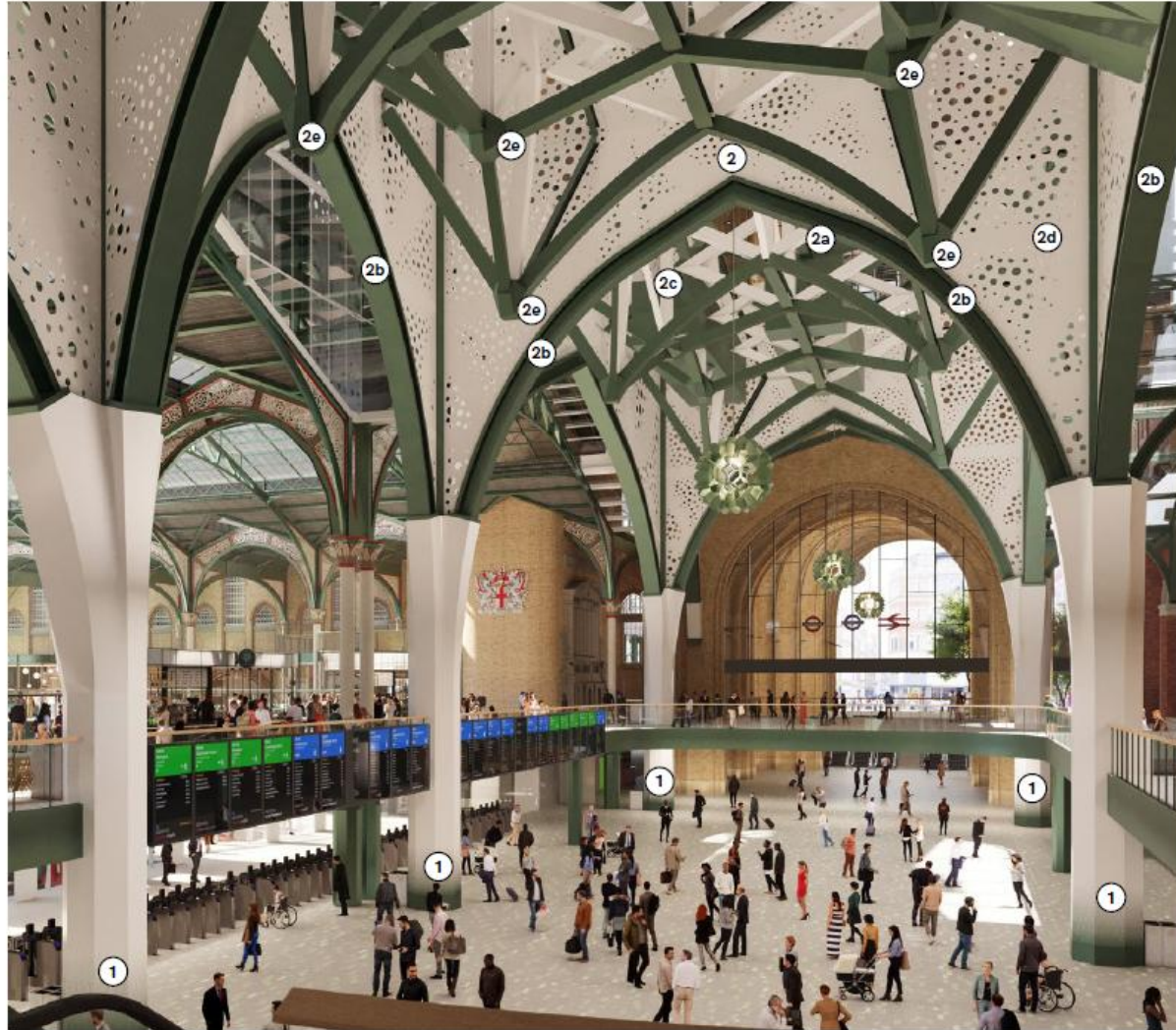
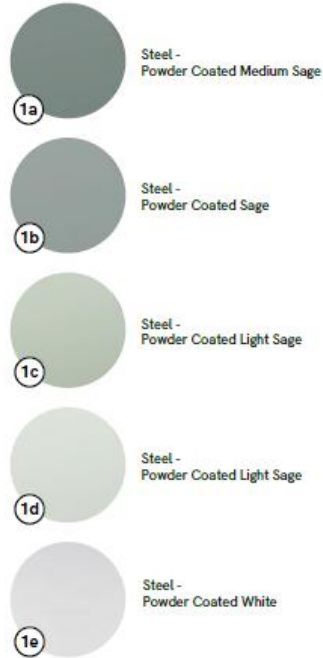
Refer to Drawing
A-24-200, A-24-400,
DAS Station Roof Chapter
P. 149

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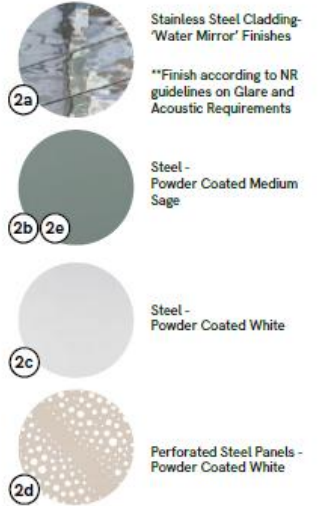
The station's colour scheme, typical of Victorian designs, was dark: green for columns and primary structures, with chocolate brown elsewhere. This choice suited the coal-fired locomotive era, where lighter colours were impractical to maintain.

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



2 Station Concourse Roof

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



Stainless Steel Cladding -
'Water Mirror' Finishes

**Finish according to NR
guidelines on Glare and
Acoustic Requirements

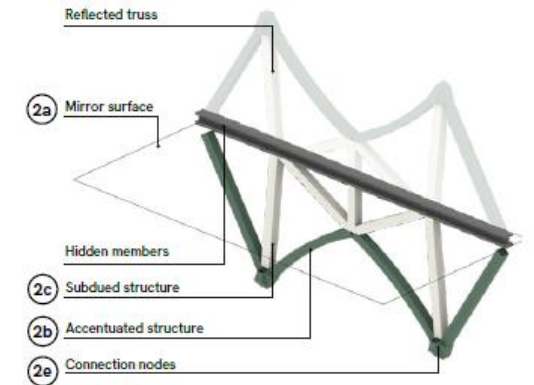
Steel -
Powder Coated Medium
Sage

Steel -
Powder Coated White

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.



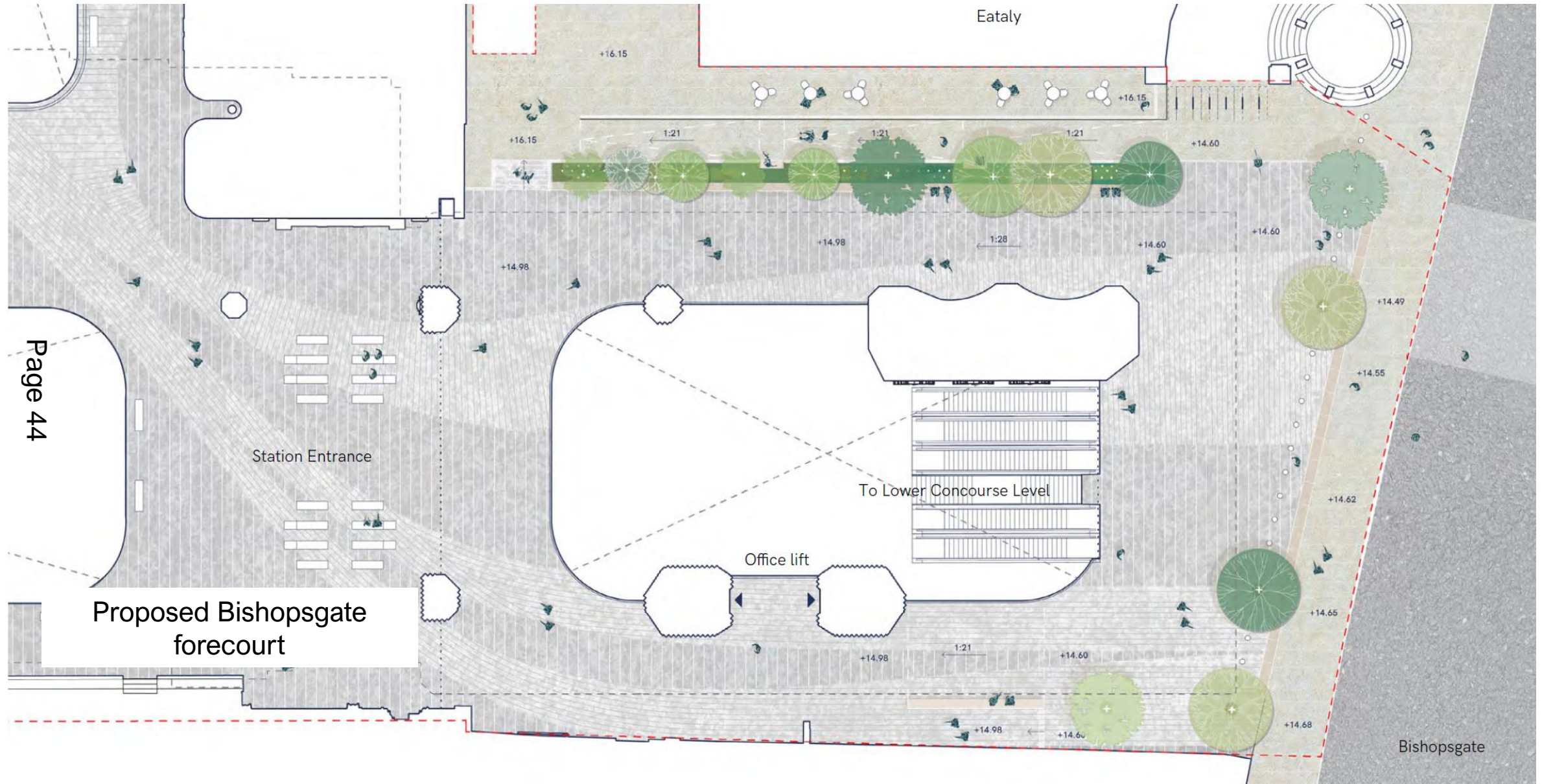


Proposed Bishopsgate station entrance



Proposed Bishopsgate station entrance from lower concourse level

Liverpool Street Station, London, EC2M 7PY



Proposed station enhancements: Station entrances and public realm

Liverpool Street Station, London, EC2M 7PY

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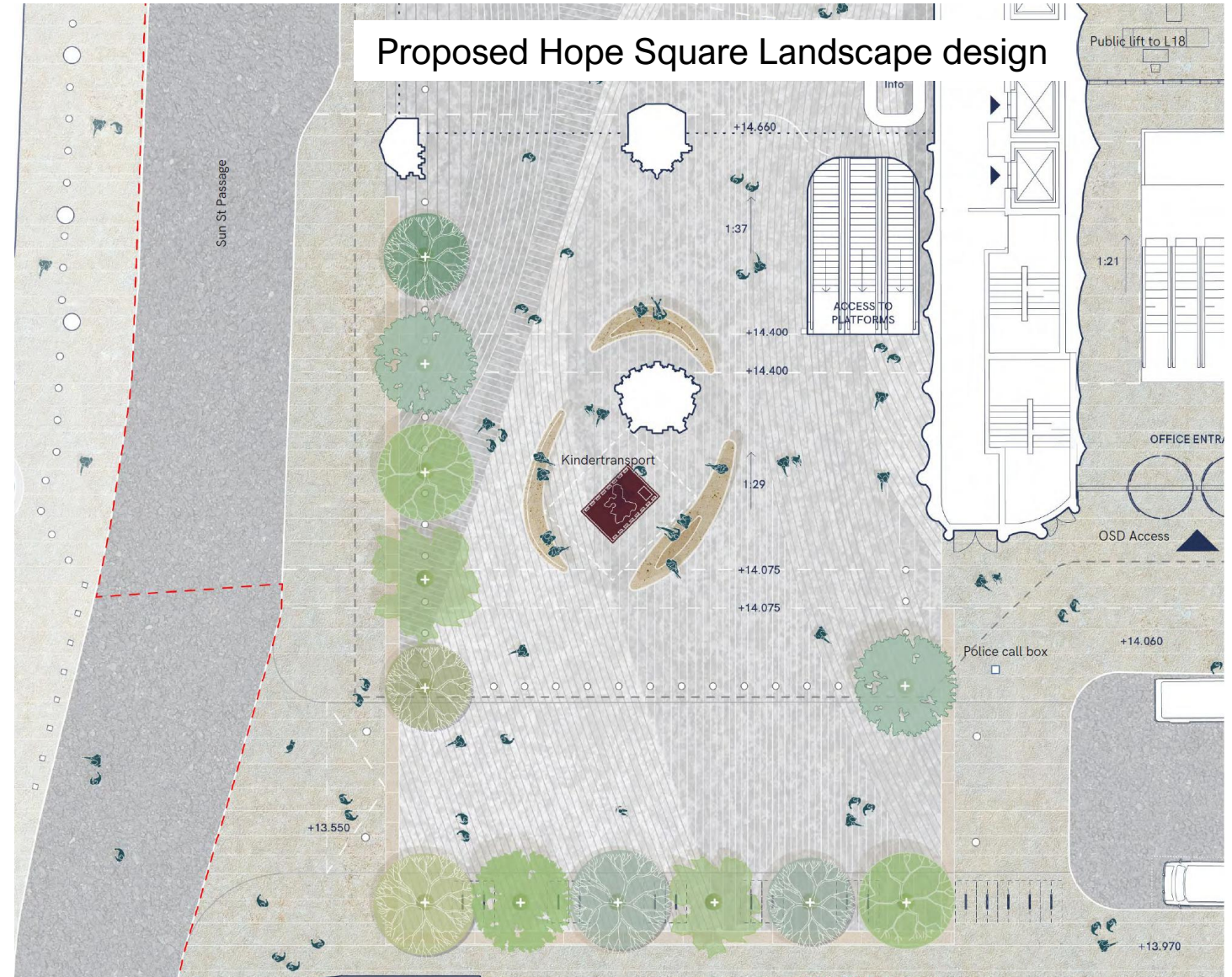


Proposed Liverpool Street station entrance archways



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Proposed Kindertransport Sculpture
location and setting

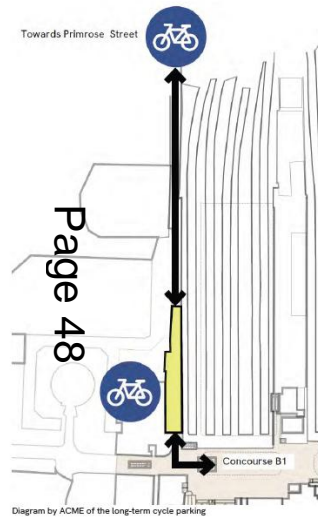


Proposed Hope Square Landscaping

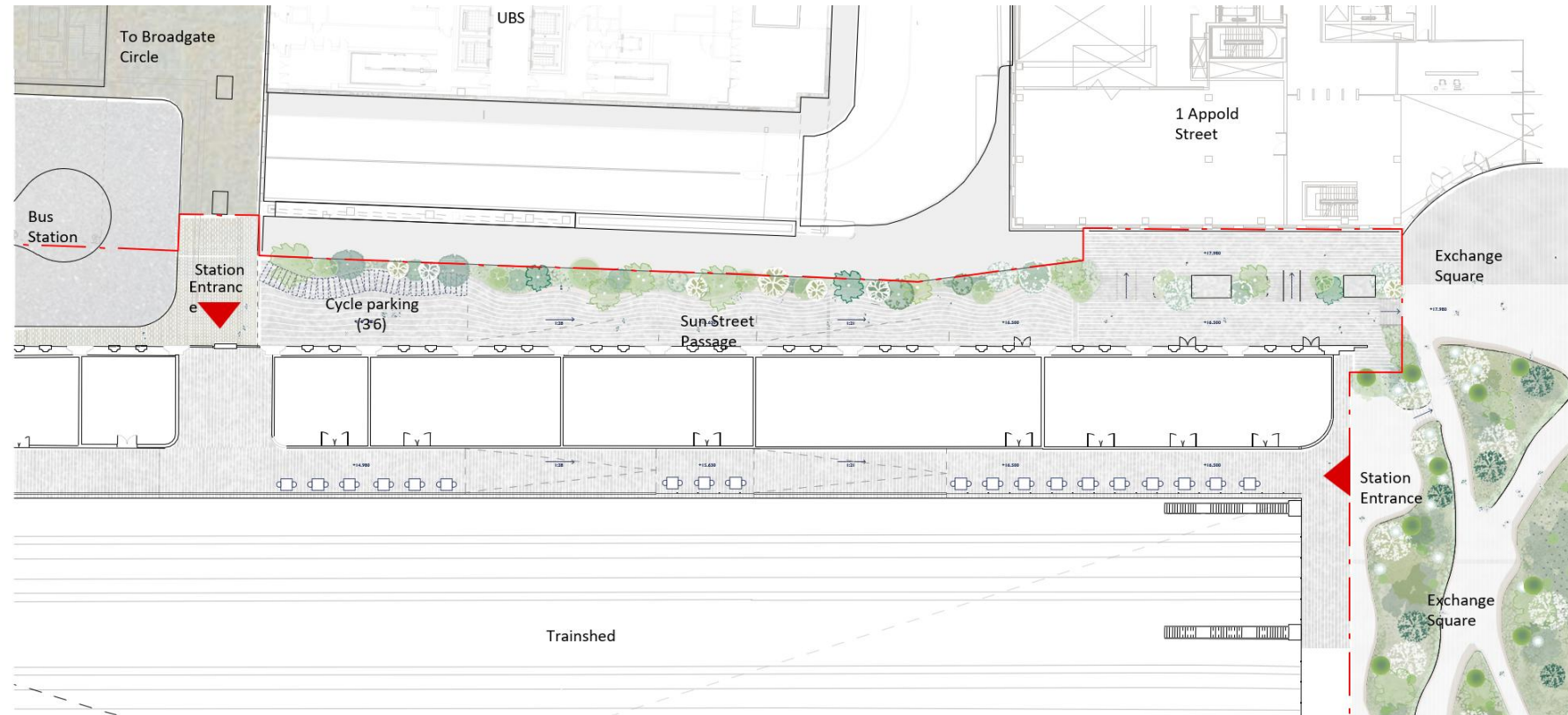


Sun Street entrance

Liverpool Street Station, London, EC2M 7PY

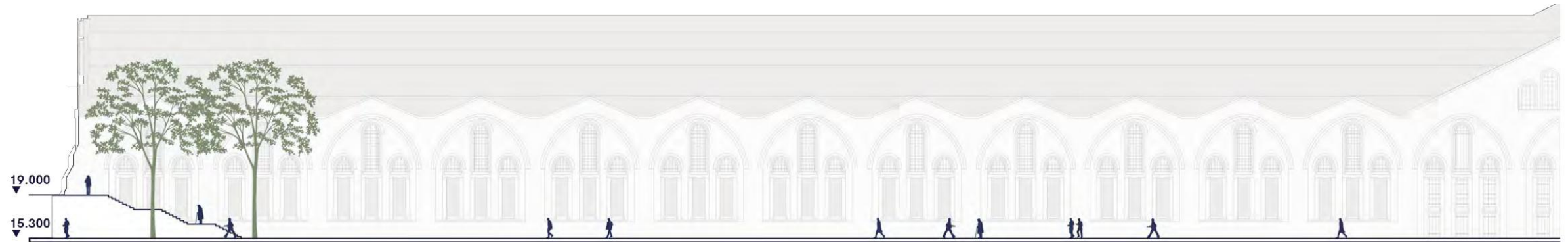


Illustrative section and plan of Sun street passage route



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



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 from the of station entrance.

Proposed relocation of historic relics

Liverpool Street Station, London, EC2M 7PY

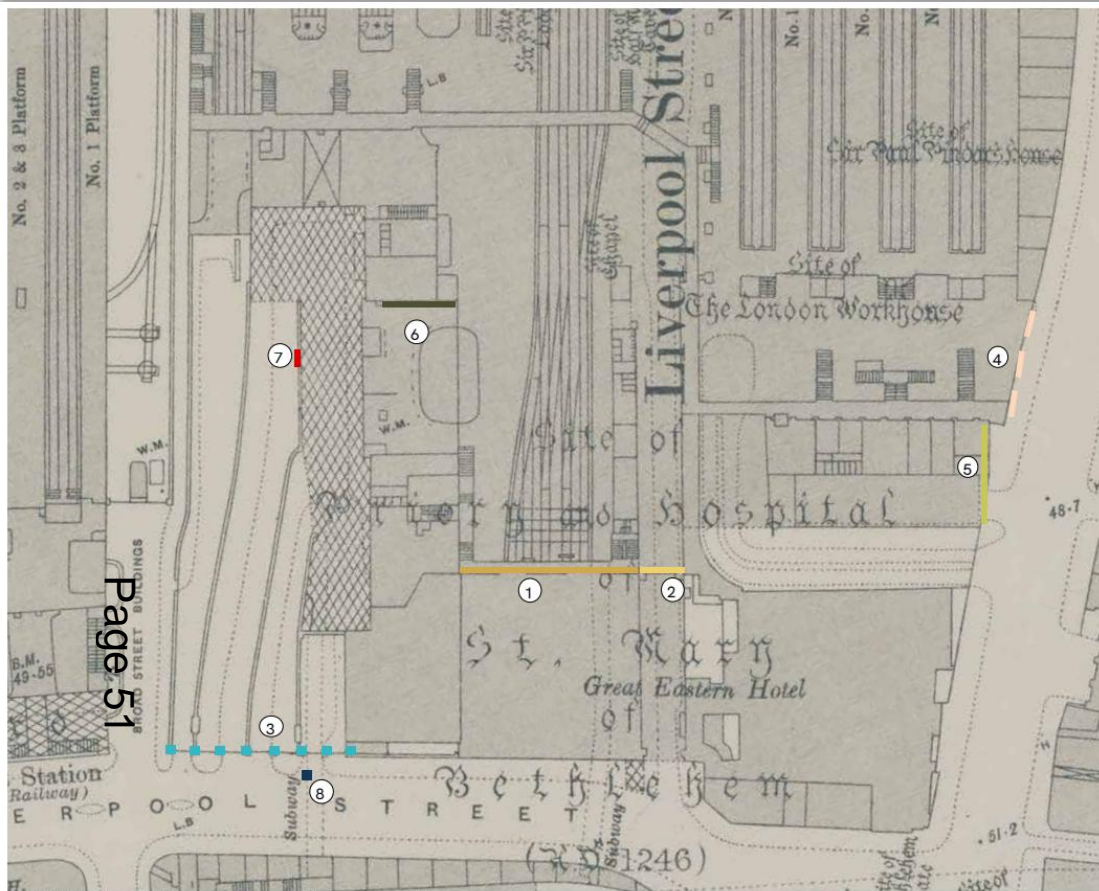


Fig.12.351. OS map of the Liverpool Street Station from 1894

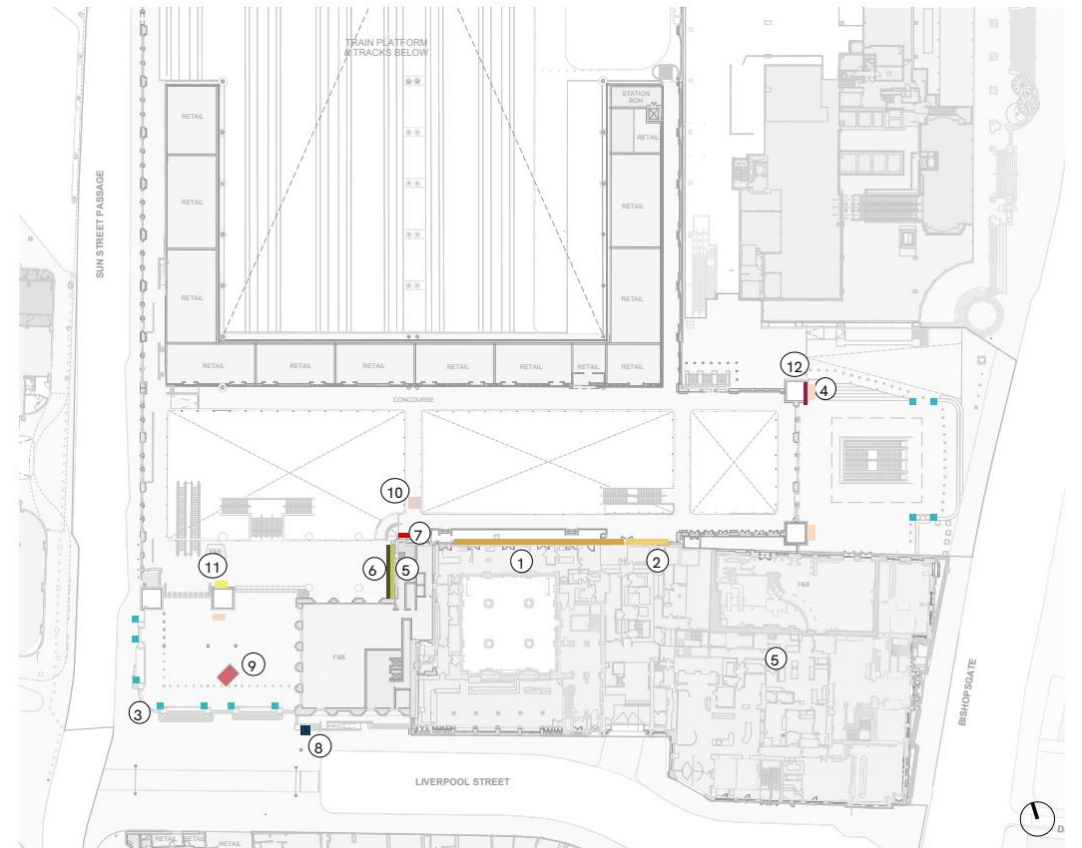



















Fig.12.352. Plan of existing Ground Floor (upper concourse level)

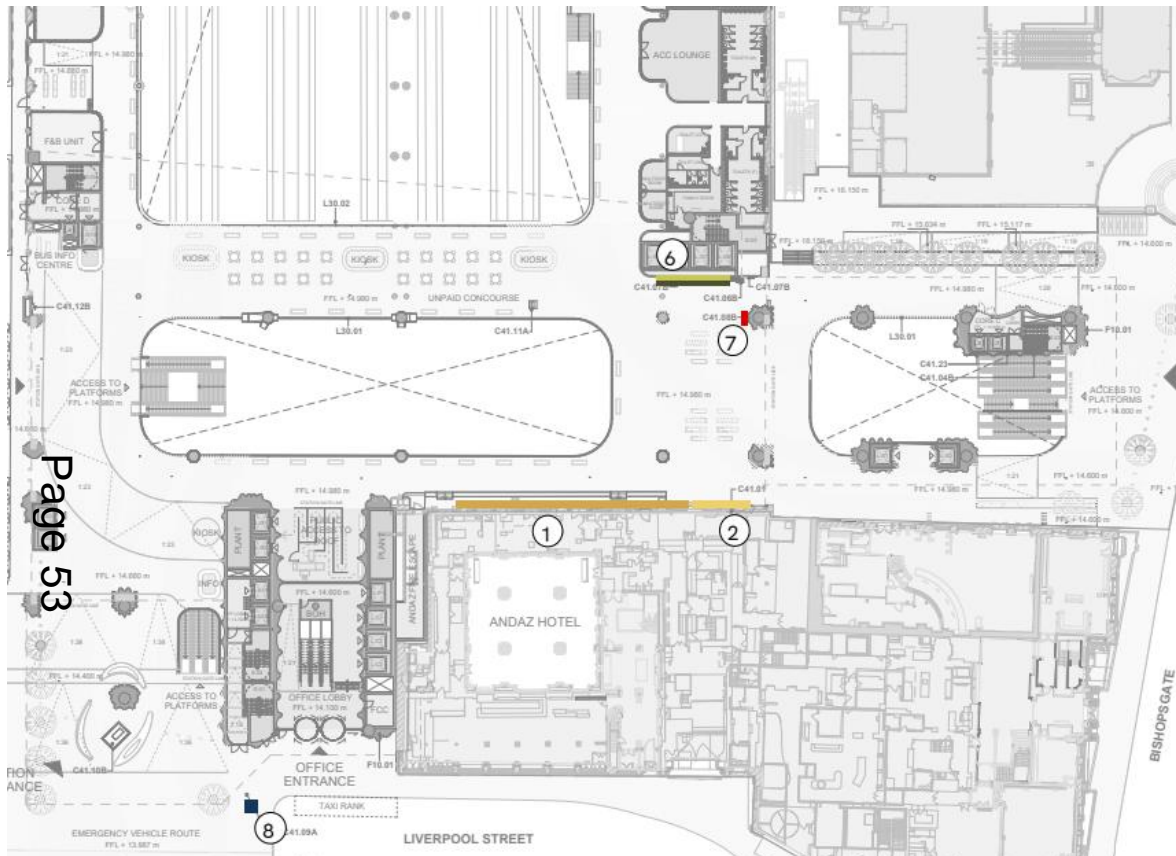
- 1. Hotel facade facing the Station (part of the Grade II* hotel)
- 2. Cab Road Archway & Relief Panel (part of the Grade II* hotel)
- 3. Stone Piers & Gates - twelve but only one truly original
- 4. Great Eastern Railway Cartouches
- 5. Great Eastern Railway Lettering
- 6. Great Eastern Railway War 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

Historic and Current location of historic relics within the site

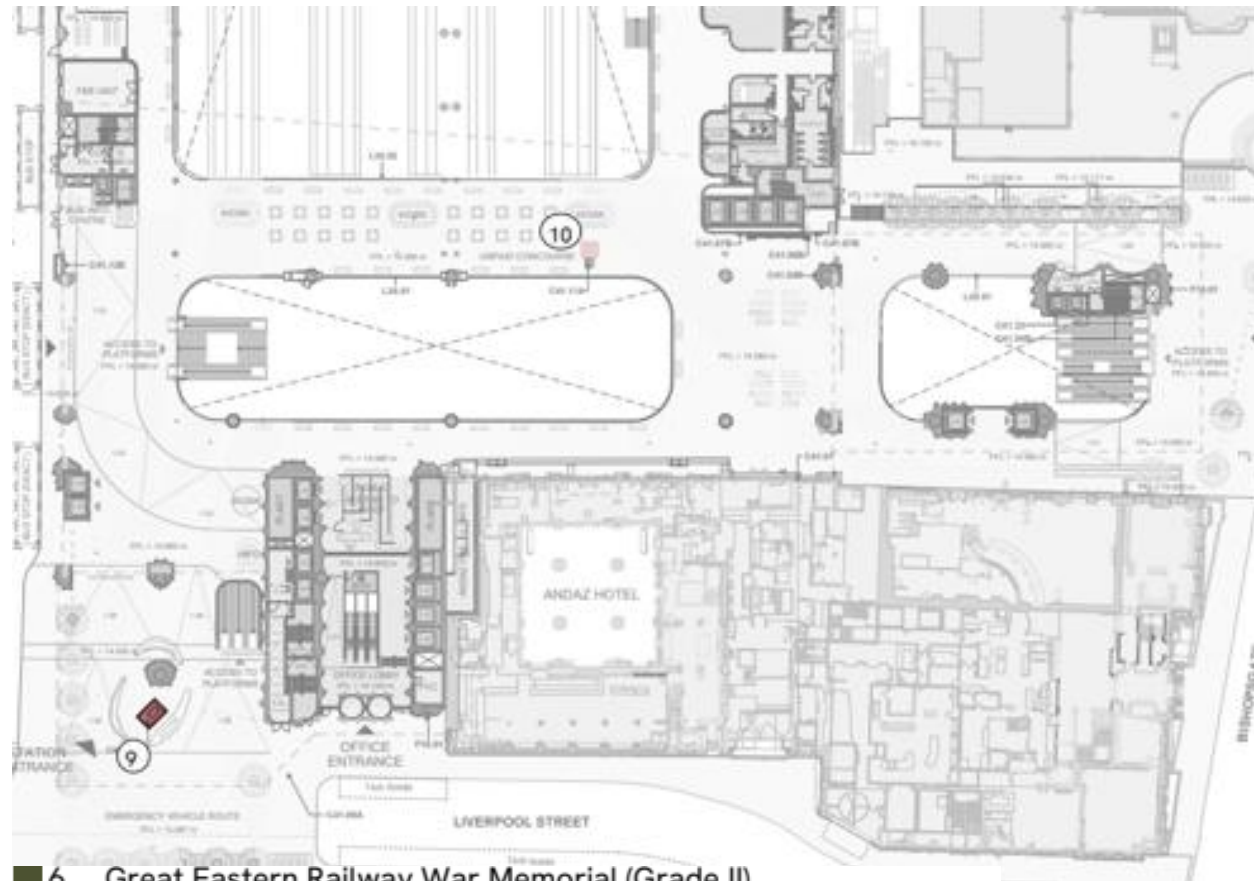
Liverpool Street Station, London, EC2M 7PY

				
C41.01 RETAINED CAB ARCHWAY & RELIEF PANEL	C41.02A REUSED DOORCASE RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.02B REUSED DOORCASE RELIC RELOCATED FROM SITE REINSTALLED FROM OFF-SITE TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS	C41.03A REPLICA PORTLAND-STONE PIERS RELICS (x12) TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.03B REPLICA PORTLAND-STONE PIERS RELICS (x12) REINSTALLED FROM OFF-SITE TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS	C41.04A REPLICA GREAT EASTERN RAILWAY CARTOUCHE RELICS TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.04B REPLICA GREAT EASTERN RAILWAY CARTOUCHE RELICS (ALL EXCEPT 1 X LETTERED 'N') REINSTALLED FROM OFF-SITE TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS C41.04C REPLICA GREAT EASTERN RAILWAY CARTOUCHE RELIC LETTERED 'N' REINSTALLED FROM OFF-SITE TO NEW BISHOPSGATE ENTRANCE, ALONG SIDE ORIGINAL CARTOUCHE (C41.23). FIXINGS TO MATCH EXISTING LOCATIONS	C41.05A GREAT EASTERN RAILWAY LETTERLING RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.05B GREAT EASTERN RAILWAY LETTERLING RELIC REINSTALLED FROM OFF-SITE TOGETHER WITH THE WAR MEMORIAL TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS
				
C41.06A GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.06B GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC REINSTALLED IN NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS	C41.07A CAPTAIN FRYATT & 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 C41.07B CAPTAIN FRYATT & SIR HENRY WILSON BART MEMORIALS, PART OF THE GRADE II LISTED GREAT EASTERN RAILWAY WAR MEMORIAL RELIC TO BE RELOCATED EITHER SIDE OF SIR WAR MEMORIAL AS PER HISTORIC ARRANGEMENT	C41.08A GRADE II LISTED LONDON SOCIETY OF EAST ANGLIANS WAR MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.08B GRADE II LISTED LONDON SOCIETY OF EAST ANGLIANS WAR MEMORIAL RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS	C41.09A GRADE II LISTED POLICE BOX RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.09B GRADE II LISTED POLICE BOX RELIC REINSTATED IN THE SAME POSITION PRIOR TO COMPLETION OF THE WORKS. FIXINGS TO MATCH EXISTING LOCATIONS	C41.10A KINDERTRANSPORT - THE ARRIVAL MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.10B KINDERTRANSPORT - THE ARRIVAL MEMORIAL RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS
				
C41.11A FUR DAS KIND - DISPLACED STATUE RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.11B FUR DAS KIND - DISPLACED STATUE RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS	C41.12A 1991 RE-OPENING MEMORIAL RELIC TO BE CAREFULLY REMOVED & STORED OFF-SITE DURING CONSTRUCTION C41.12B 1991 RE-OPENING MEMORIAL RELIC REINSTALLED FROM OFF-SITE TO NEW CONCOURSE LOCATION. FIXINGS TO MATCH EXISTING LOCATIONS	C41.17 1990S STATION CLOCKS TO BE CAREFULLY REMOVED & STORED OFF-SITE FOR FUTURE REPURPOSING		
				
C41.20 RAILWAY CHERUB DEMILUNES RELIC (1 OF 8) RELOCATED FROM PEELEY ST TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS	C41.21 HARWICH HOUSE FACADE TURRET RELIC RELOCATED FROM PEELEY ST TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS	C41.22 ORIGINAL 1975 PORTLAND-STONE ENTRANCE PIER RELIC RELOCATED FROM PEELEY ST TO NEW ROOFTOP GARDEN. FIXINGS TO MATCH EXISTING LOCATIONS	C41.23 ORIGINAL EASTERN CONCOURSE SCREEN WALL CARTOUCHE LETTERED G & E RELIC RELOCATED FROM PEELEY ST TO NEW BISHOPSGATE ENTRANCE. FIXINGS TO MATCH EXISTING LOCATIONS	

Liverpool Street Station, London, EC2M 7PY



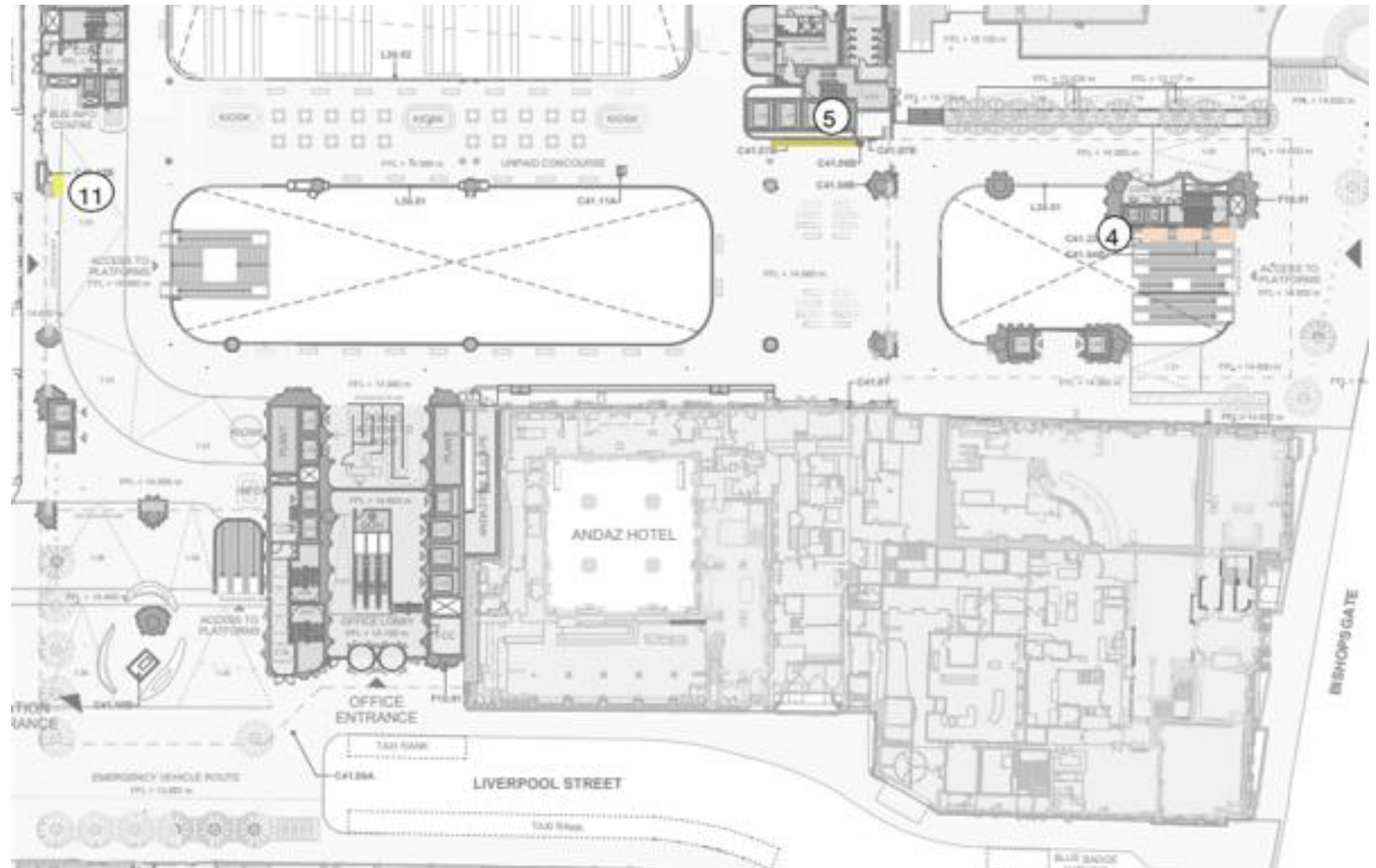
- 1. Hotel facade facing the Station (part of the Grade II* hotel)
- 2. Cab Road Archway & Relief Panel (part of the Grade II* hotel)
- 3. Stone Piers & Gates - twelve but only one truly original
- 4. Great Eastern Railway Cartouches
- 5. Great Eastern Railway Lettering



- 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

Proposed relocation of historic relics

Liverpool Street Station, London, EC2M 7PY



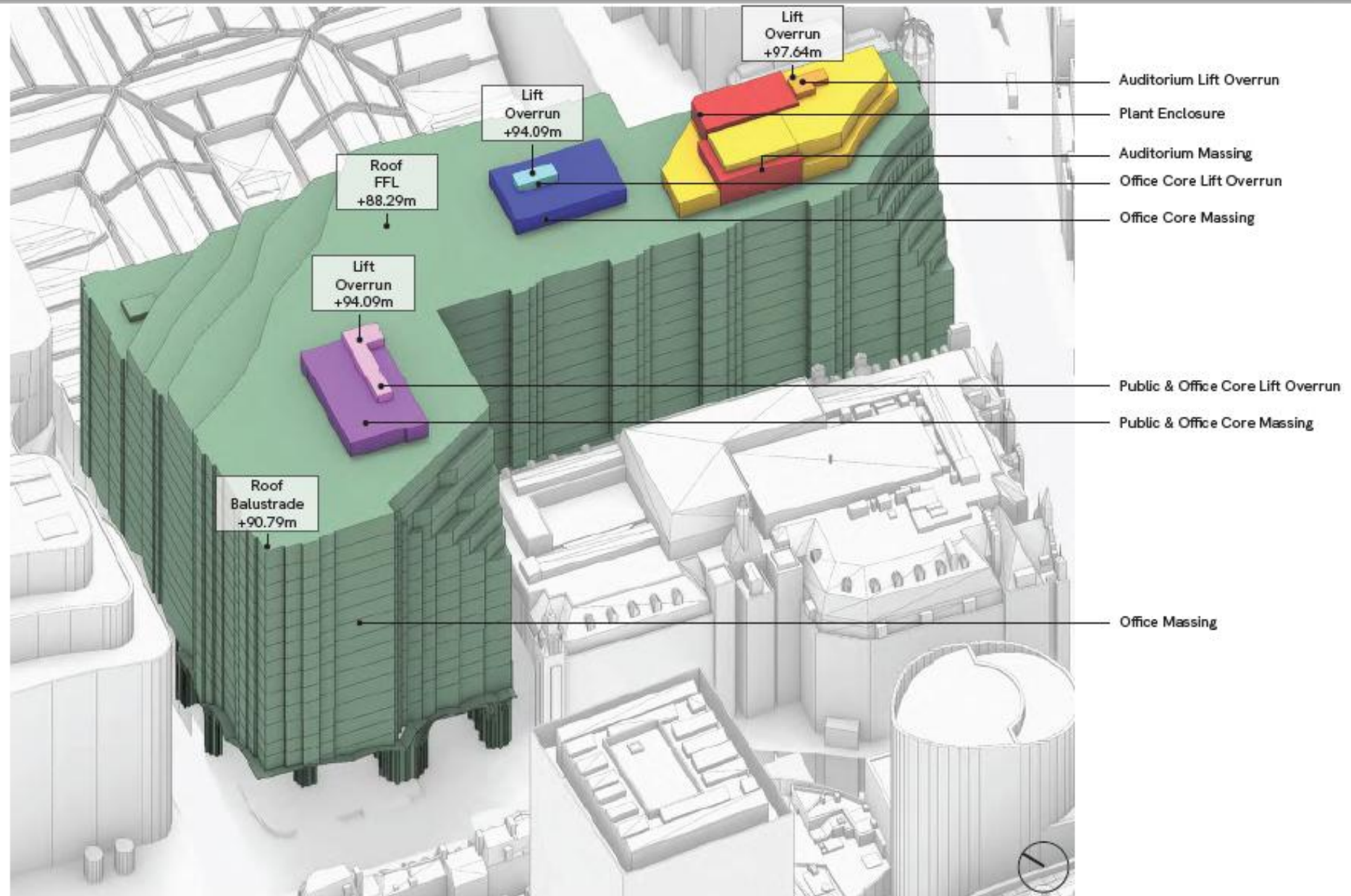




Proposed OSD Massing

Liverpool Street Station, London, EC2M 7PY

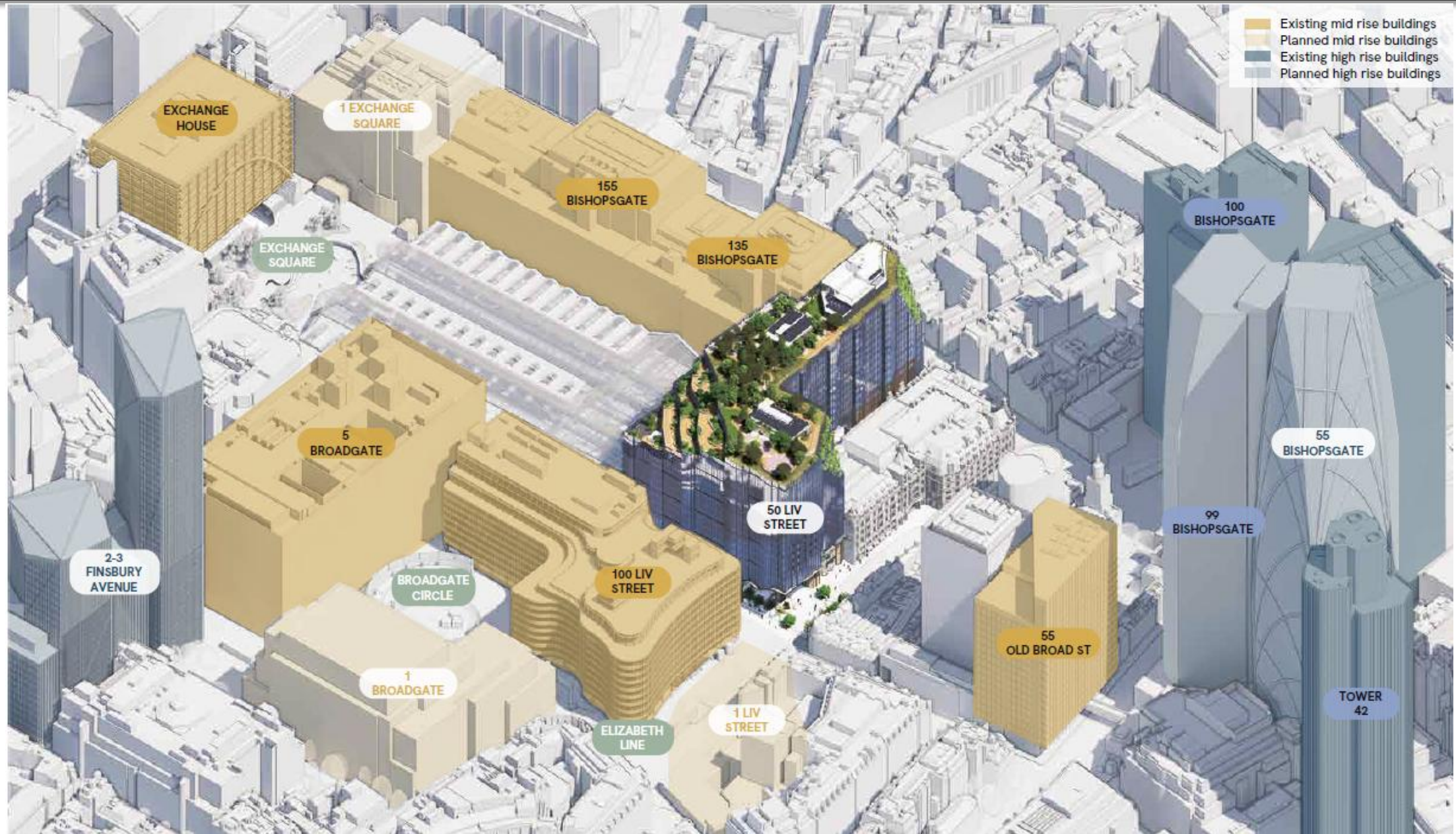
Page 57



Proposed OSD Massing

Liverpool Street Station, London, EC2M 7PY

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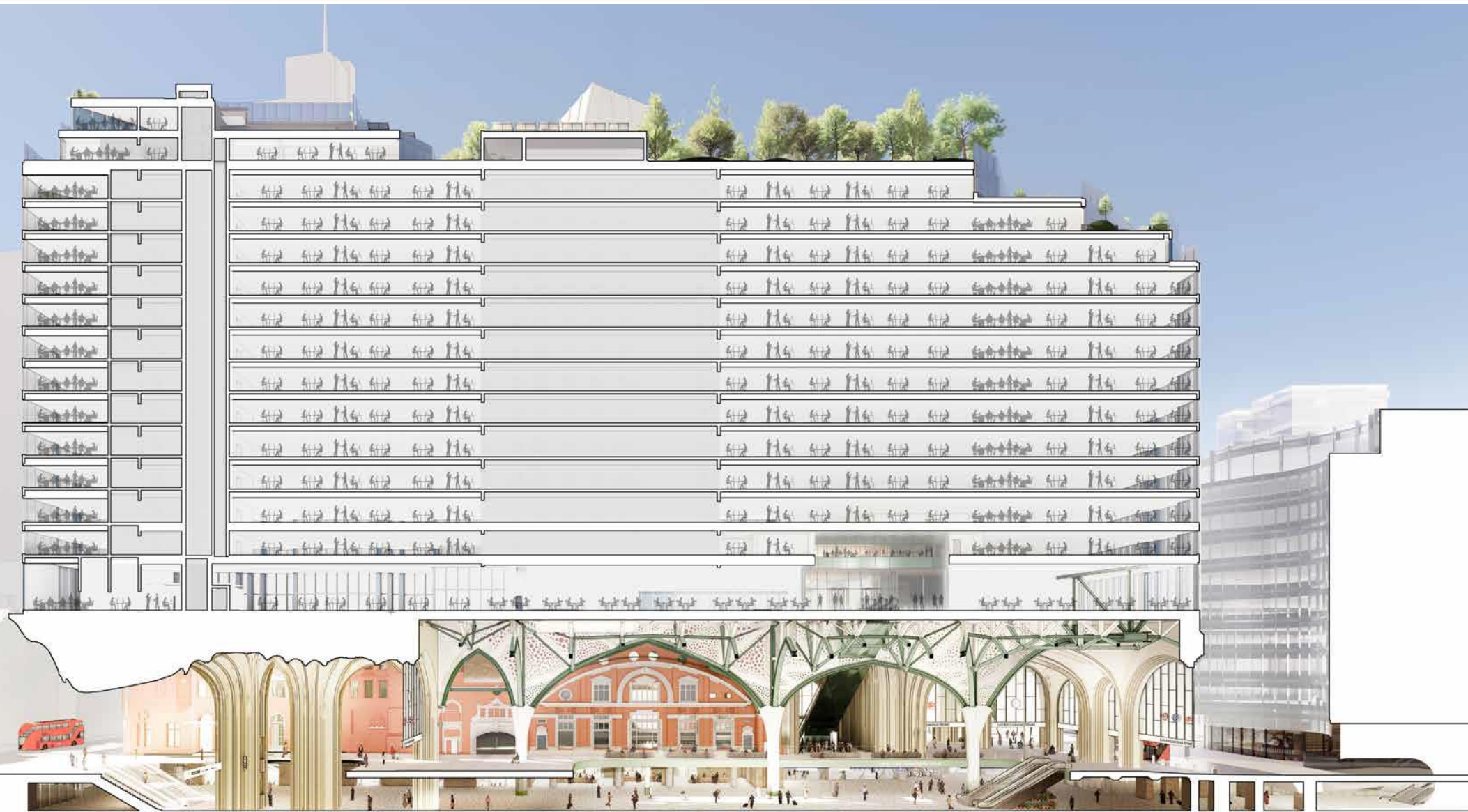
Proposed OSD Massing



OSD massing in section south to north

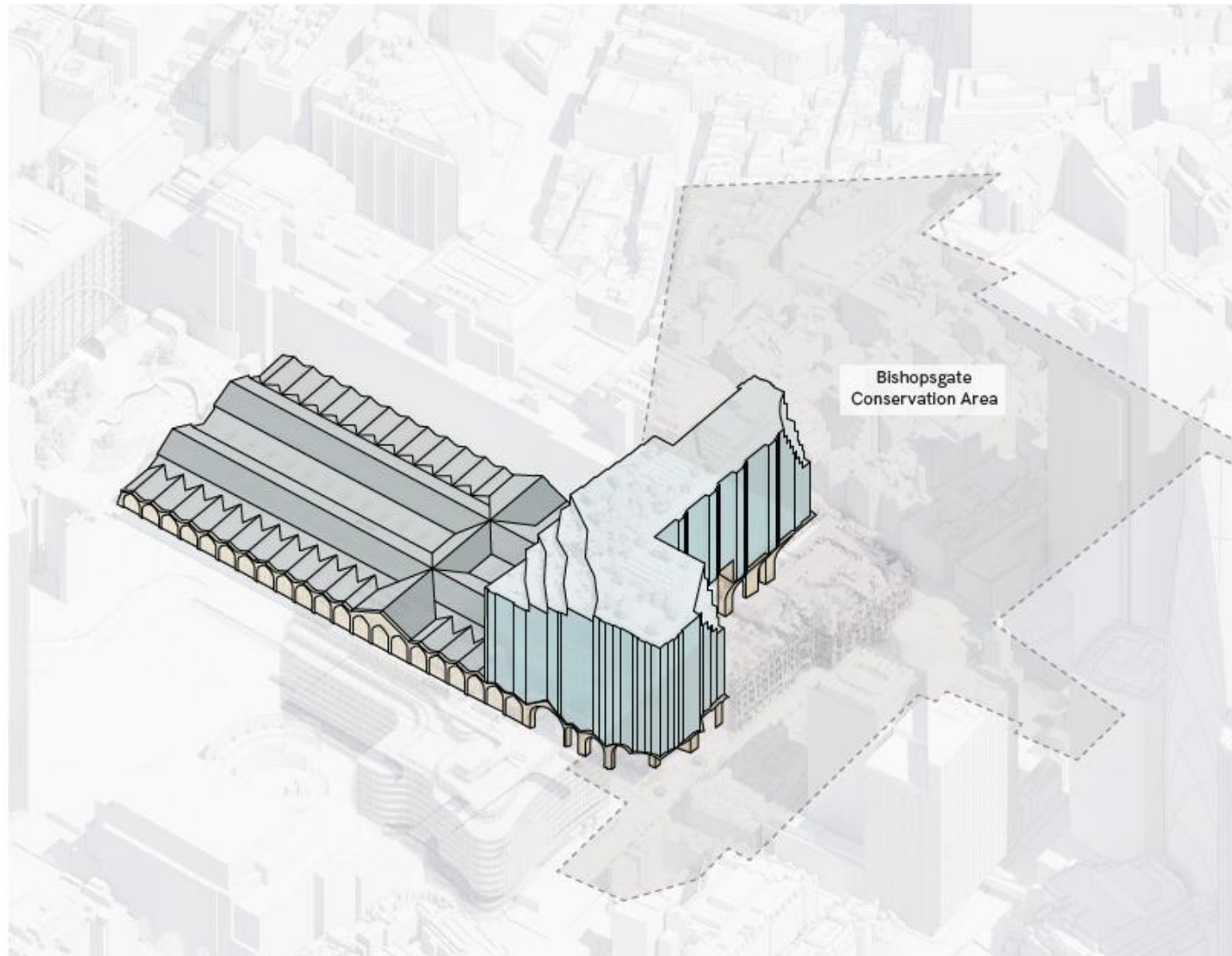
Liverpool Street Station, London, EC2M 7PY

Page 60

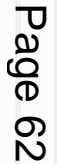


OSD Massing in section east to west

Proposed OSD Massing



Proposed OSD Elevations (North)



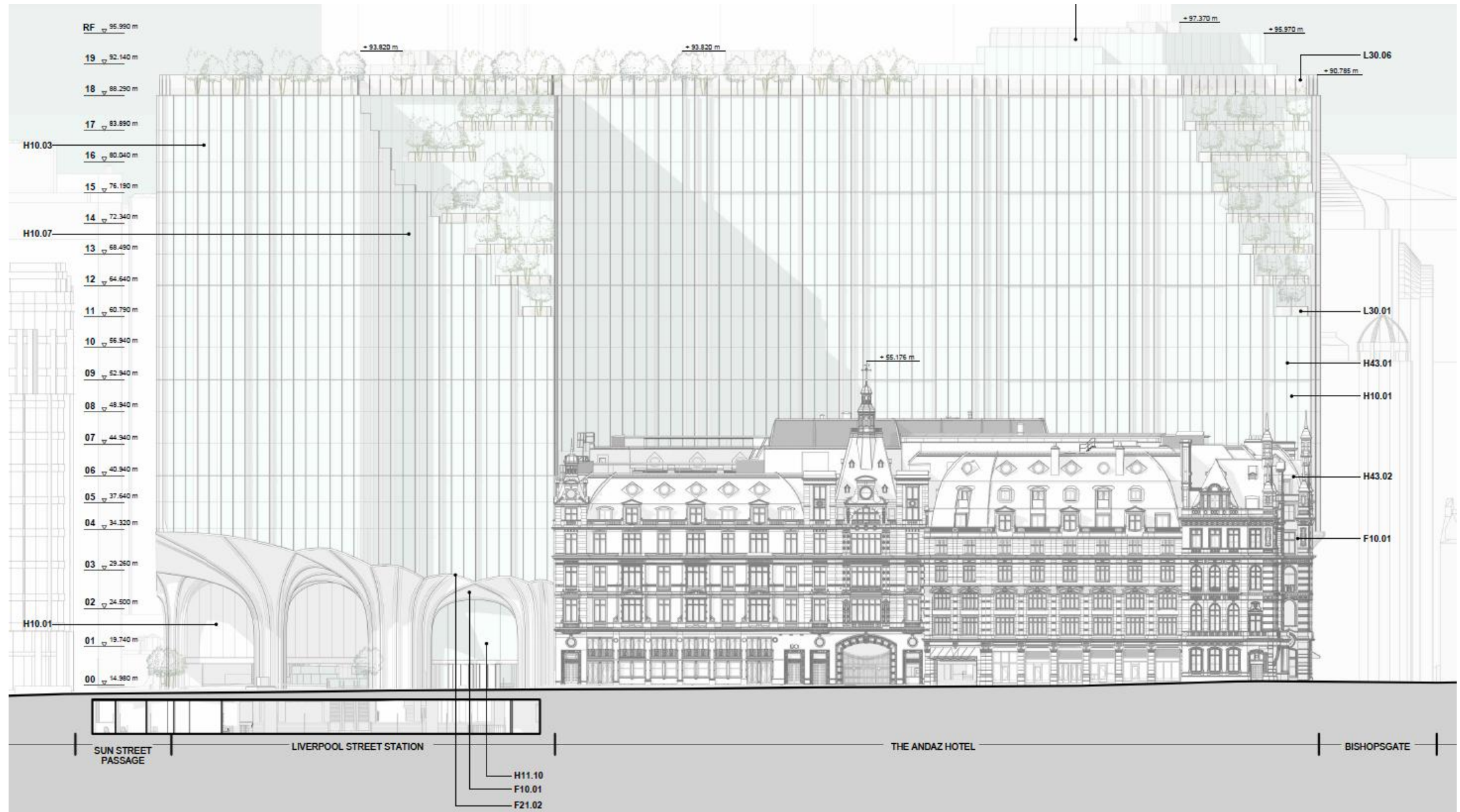
Architectural elevation drawing of the Liverpool Street Station building, showing the existing structure and a proposed extension. The drawing includes floor levels, height markers, and a section cut. The existing building has a series of arched windows and a flat roof. The proposed extension is a modern building with a glass facade and a flat roof. The drawing is labeled "Page 63" and "70-7".

Key features and labels:

- Page 63**: Located on the left side of the drawing.
- 70-7**: Located at the bottom right corner.
- Height Markers (Right Side)**:
 - H11.51
 - 95.990 m RF
 - 92.140 m 19
 - 88.290 m 18
 - 83.890 m 17
 - 80.040 m 16
 - 76.190 m 15
 - 72.340 m 14
 - 68.490 m 13
 - 64.640 m 12
 - 60.790 m 11
 - 56.940 m 10
 - H10.05
 - 52.940 m 09
 - H43.02
 - 48.940 m 08
 - 44.940 m 07
 - H43.01
 - 40.940 m 06
 - H10.01
 - 37.640 m 05
 - 34.320 m 04
 - F21.02
 - 29.260 m 03
 - F10.01
 - 24.600 m 02
 - H10.01
 - 19.740 m 01
 - F10.02
 - 14.980 m 00
- Height Markers (Top)**:
 - +96.640 m
 - +97.370 m
 - +81.458 m
 - +74.835 m
 - +34.682 m
 - +33.628 m
 - +34.780 m
- Section Labels (Bottom)**:
 - L10.01
 - C41.32
 - L10.04
 - L10.04
 - L10.04
 - L10.04
 - L10.04
 - L30.30
 - LIVERPOOL STREET STATION
 - HOPE SQUARE
 - LIVERPOOL STREET

Liverpool Street Station, London, EC2M 7PY

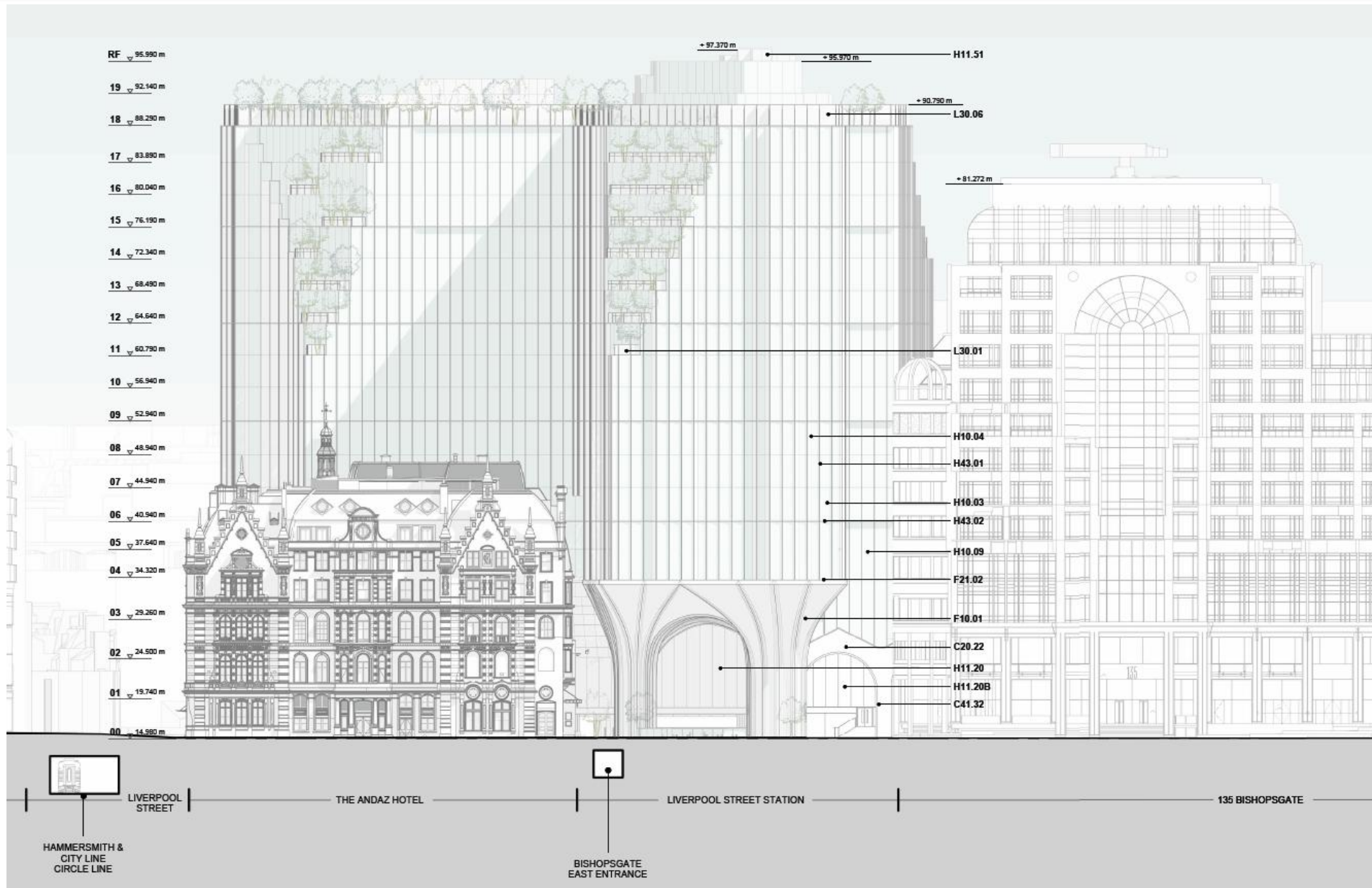
Page 64



Proposed OSD Elevations (South)

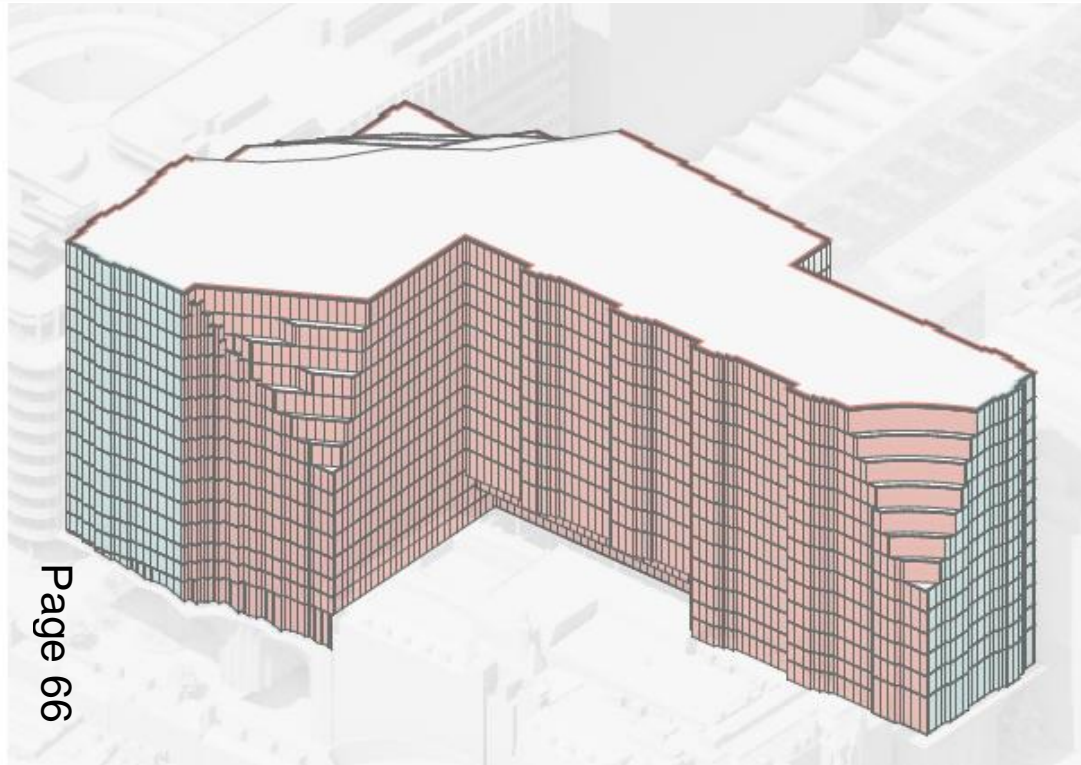
Liverpool Street Station, London, EC2M 7PY

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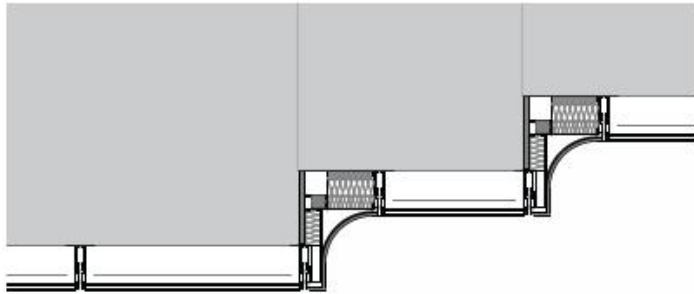
Proposed OSD Elevations (East)

Liverpool Street Station, London, EC2M 7PY



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TYPICAL ELEVATIONS



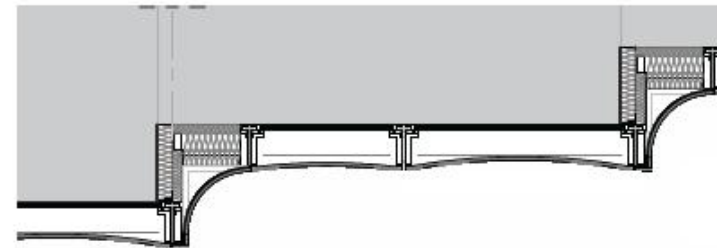
Curved glazing precedent



Proposed glazing render



MOST PROMINENT ELEVATIONS - BISHOPSGATE & HOPE SQUARE



Proposed OSD Elevations

Liverpool Street Station, London, EC2M 7PY

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Proposed OSD Elevations with curved glass

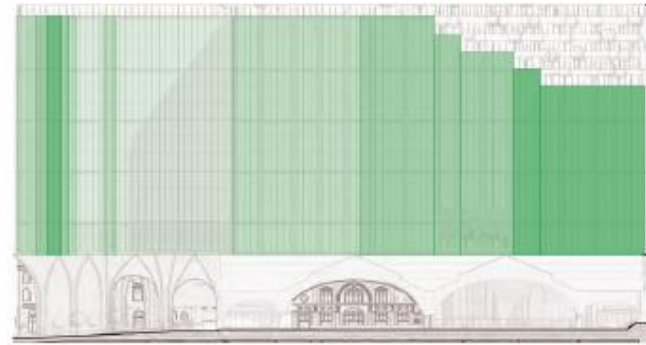
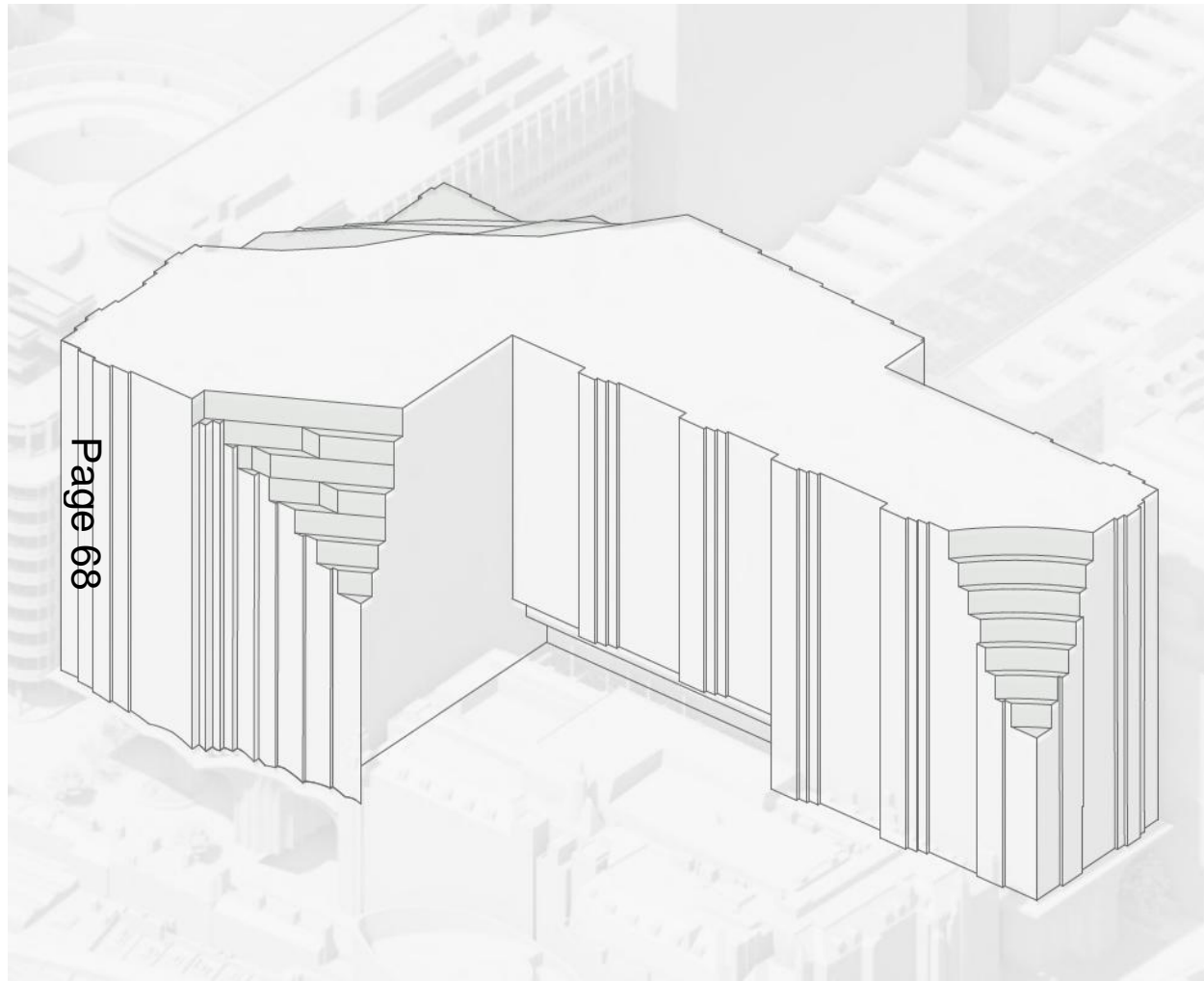


Fig.19.498. North elevation protrusions

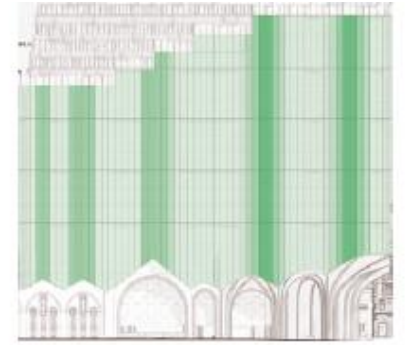
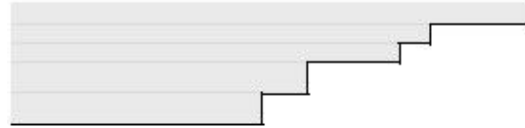


Fig.19.499. West elevation protrusions

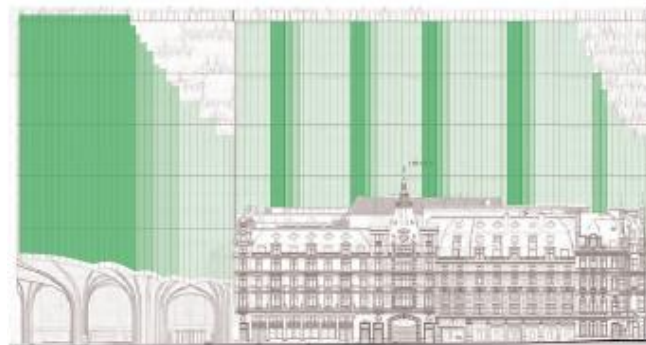
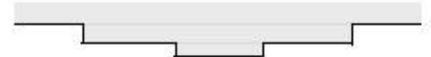


Fig.19.500. South elevation protrusions

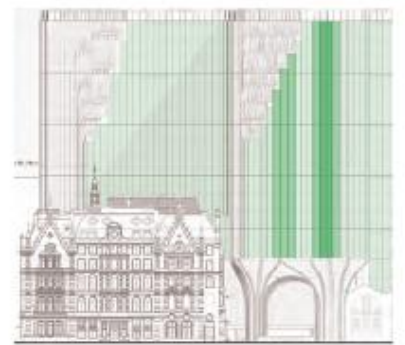
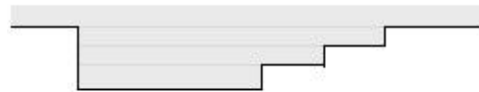
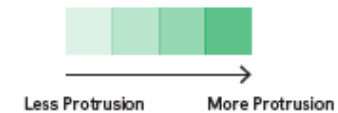
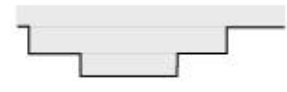
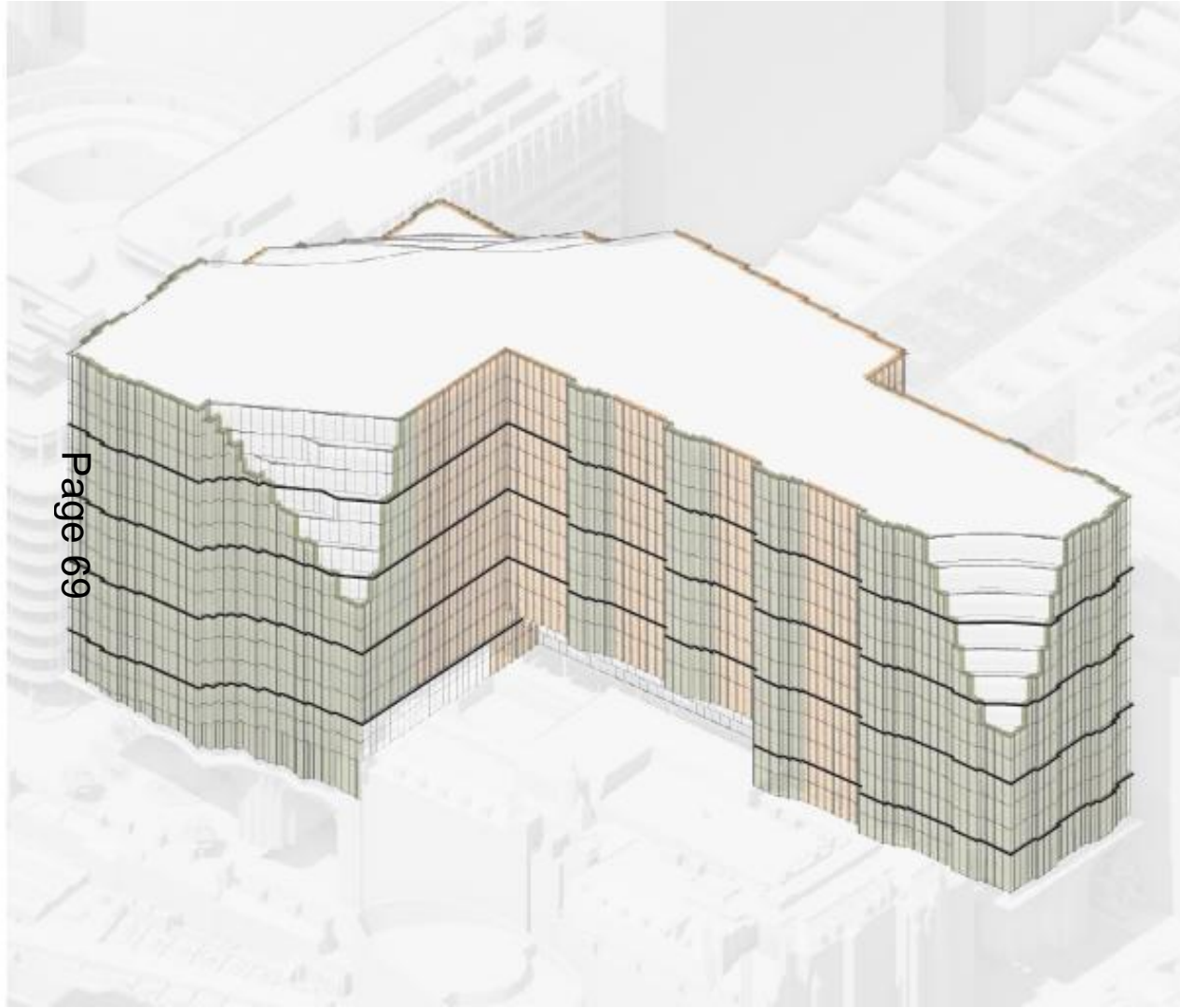


Fig.19.501. East elevation protrusions





AREAS WITH NO PROTRUSIONS

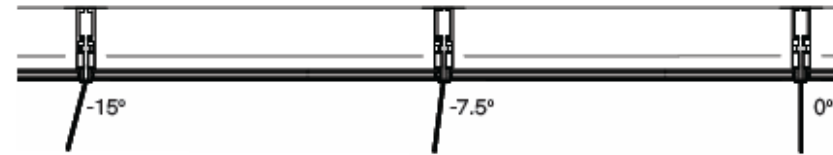


Fig.19.512. 300mm Vertical Fins

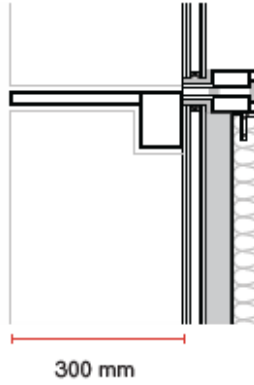
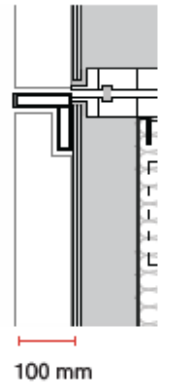


Fig.19.513. 300mm Horizontal Fins

AREAS WITH PROTRUSIONS OR CURVED GLASS



Liverpool Street Station, London, EC2M 7PY



1 Assorted Clay Bricks and Glass Bricks on a Gradient Pattern

Refer to Drawing A-20-103,
DAS Entrances Chapter
P. 133

Page 70



1a

*Clay Brick Colour Variation
01 - London Yellow Stock



1b

*Clay Brick Colour Variation
02 - London Yellow Stock



1c

*Clay Brick Colour Variation
03 - London Yellow Stock



1d

*Glass/Glazed Brick Colour
Variation 01- Frosted Amber



1e

*Glass/Glazed Brick Colour
Variation 02 - Frosted Amber



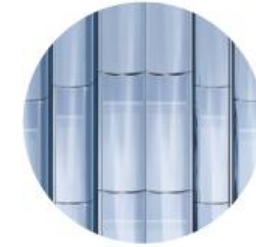
1f

*Glass/Glazed Brick Colour
Variation 03 - Frosted Amber



Existing Train Shed Exterior
Wall Clay Brick - London
Yellow Stock Brick

*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.



2 Curved Glazed Facade

Refer to Drawing A-20-310,
DAS Facade Chapter
P.223



2a

Glazed Facade -
DGU Curved Single
Laminated Glazing
DGU (Double Glazed Unit)



2b

Horizontal Fins
Aluminium Extrusion -
Powder Coated Grey



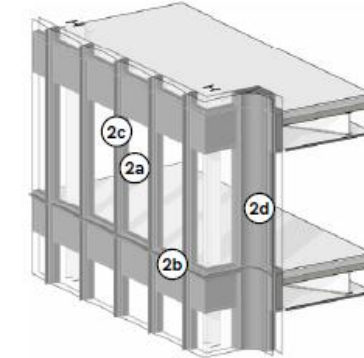
2c

Vertical Fins/Mullions/
Capping
Aluminium Extrusion -
Powder Coated Light Grey

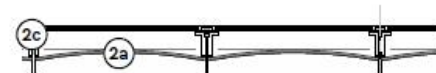


2d

Curved Reveal with
Reflective Finish
Back Painted Curved
Glazing/Reflective Curved
Metal Panel



Axonometry curved glazed facade type



Plan illustrating the curved glazed facade type

Proposed Elevations materiality



Proposed OSD Entrance

Liverpool Street Station, London, EC2M 7PY

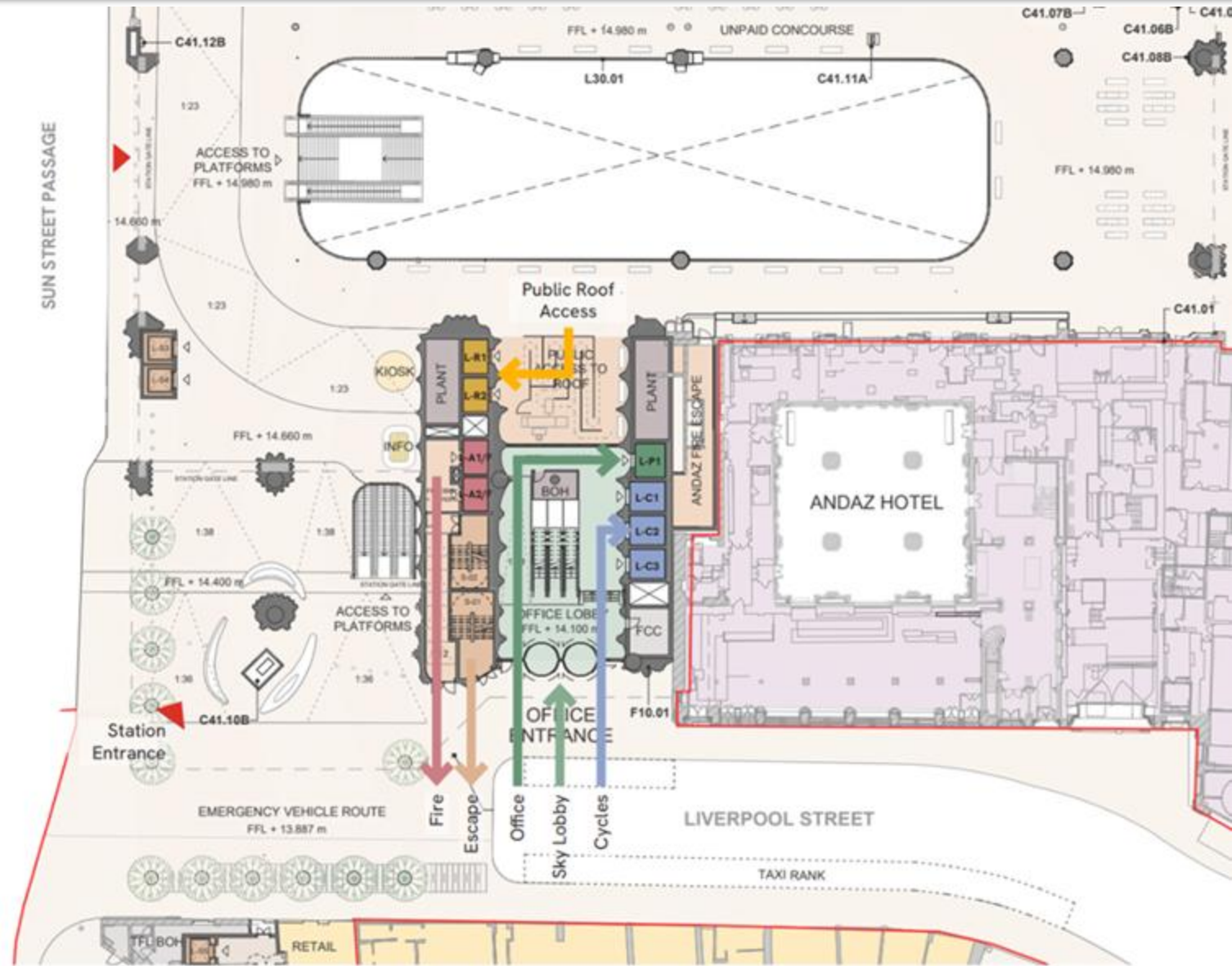


Fig.18.455. 122 Illustrative Ground Floor Plan

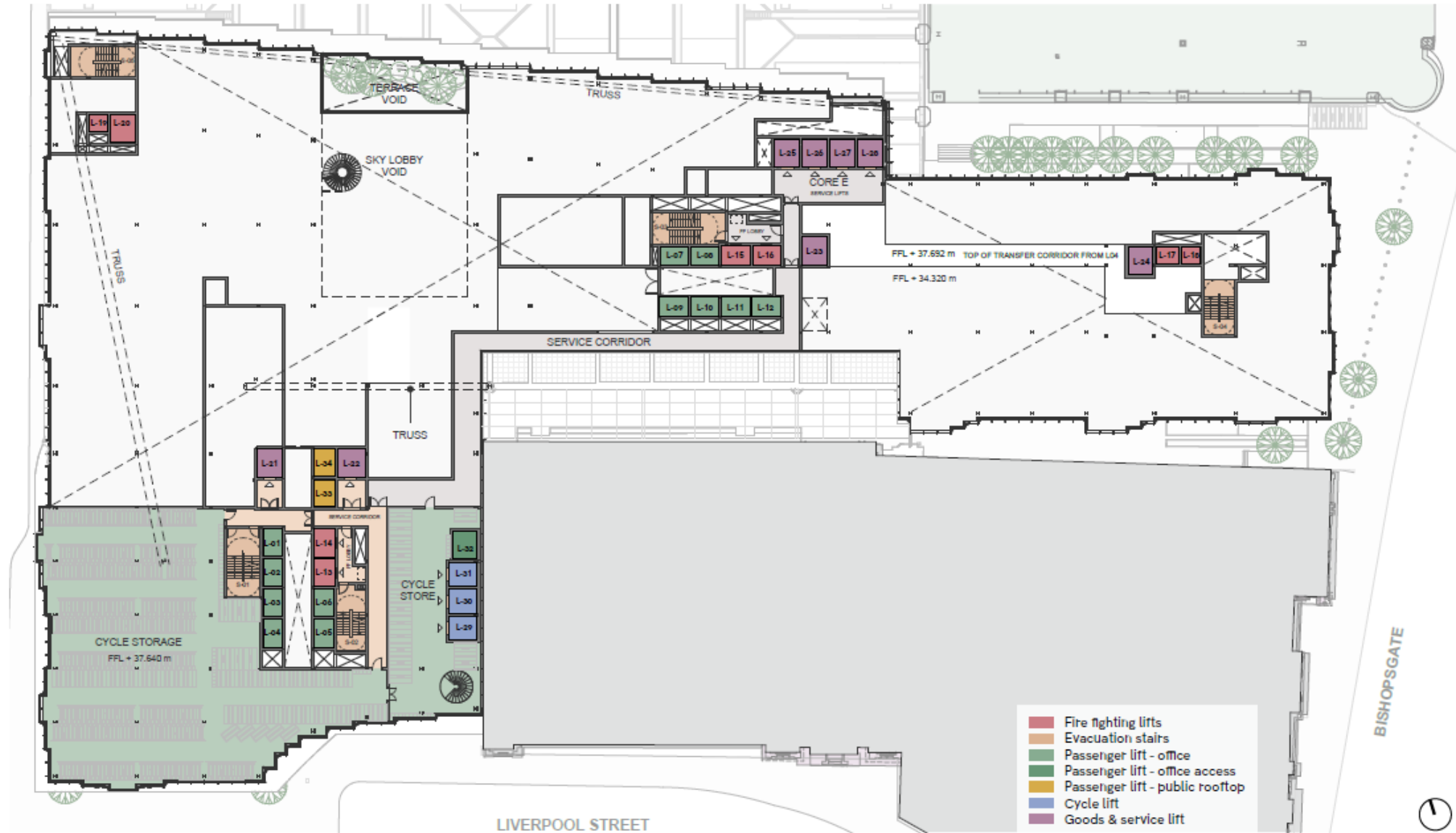


Fig.18.459. Illustrative plan of level 05

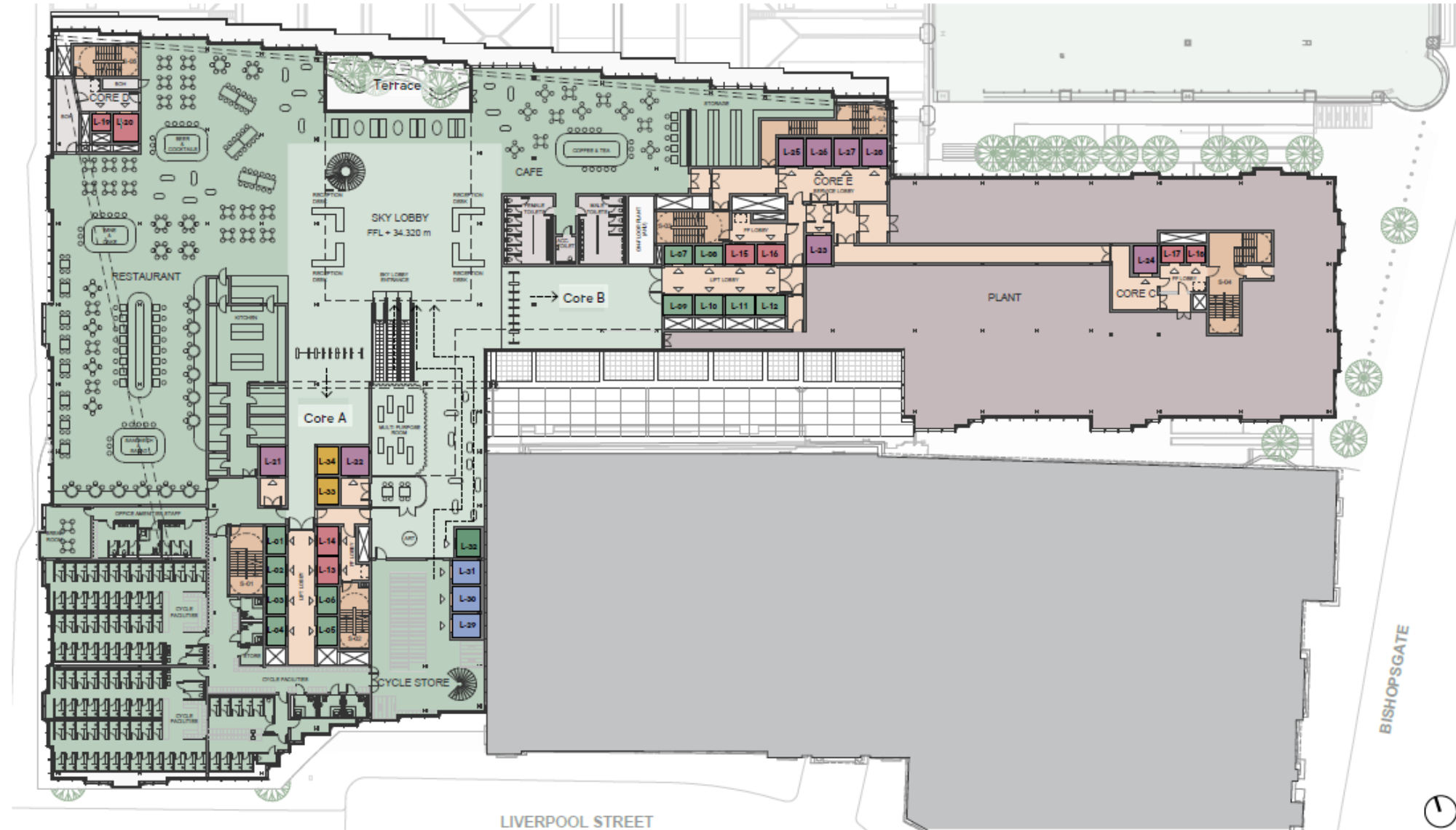


Fig.18.456. Illustrative plan of level 04



Fig.18.461. Illustrative Plan Level 06

Proposed OSD Office plans

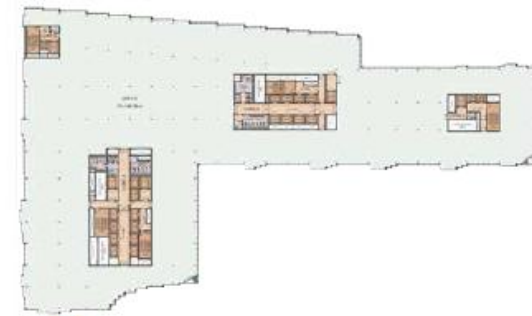
Fig.18.467. Illustrative typical floor plan



Level 7 - 9



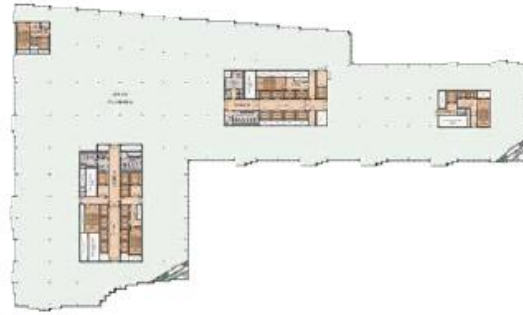
Level 10



Level 11



Level 12



Level 13



Level 14



Level 15



Level 16



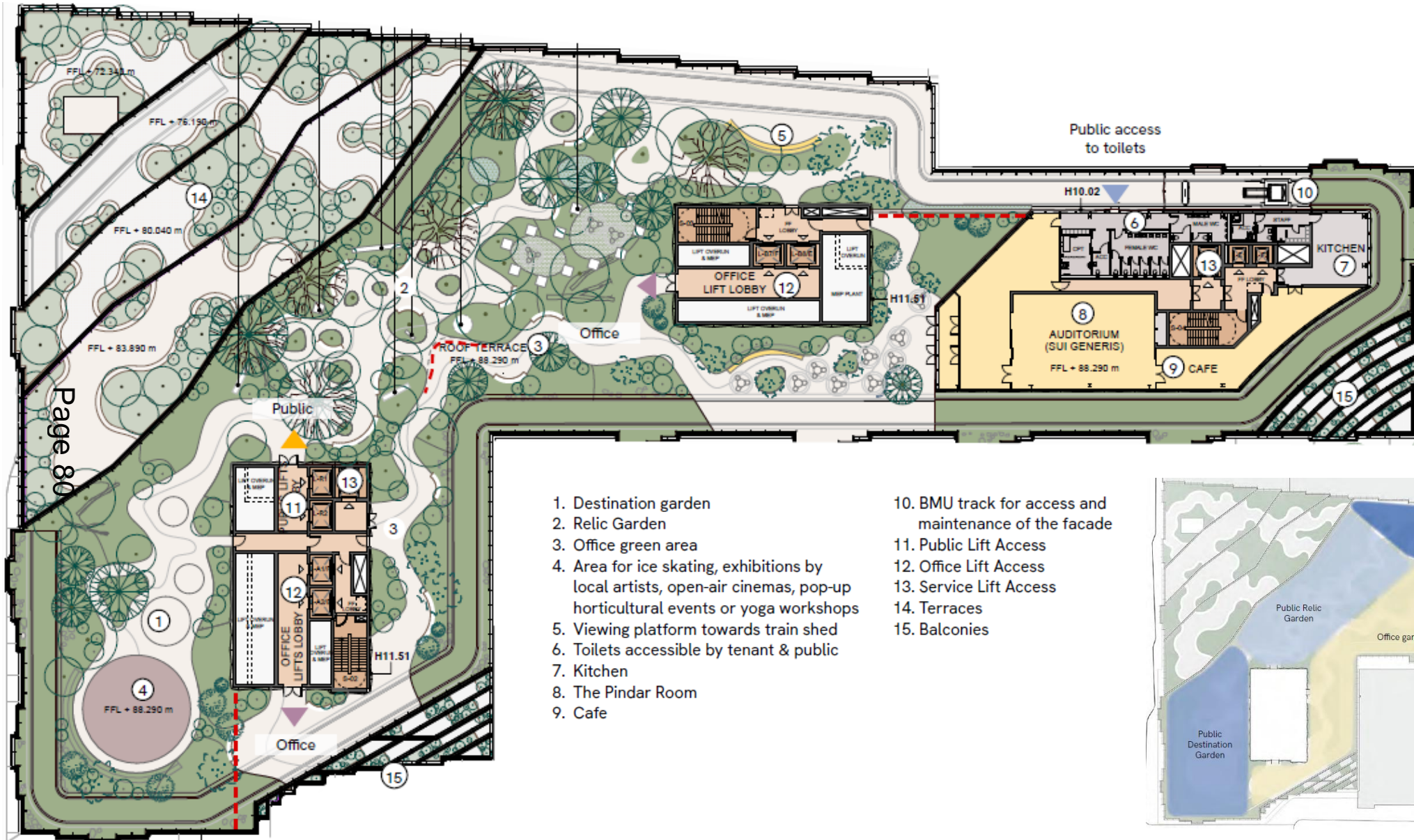
Level 17



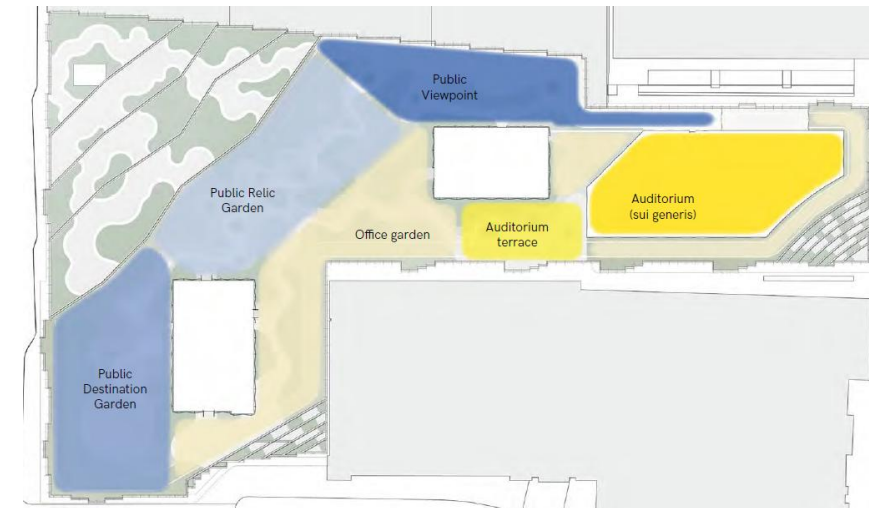
Proposed OSD Roof Garden



Liverpool Street Station, London, EC2M 7PY

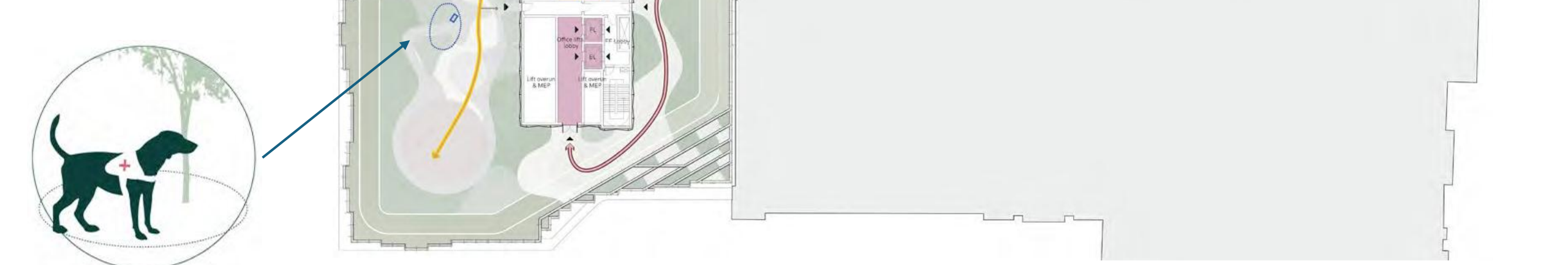


1. Destination garden
2. Relic Garden
3. Office green area
4. Area for ice skating, exhibitions by local artists, open-air cinemas, pop-up horticultural events or yoga workshops
5. Viewing platform towards train shed
6. Toilets accessible by tenant & public
7. Kitchen
8. The Pindar Room
9. Cafe
10. BMU track for access and maintenance of the facade
11. Public Lift Access
12. Office Lift Access
13. Service Lift Access
14. Terraces
15. Balconies



Liverpool Street Station, London, EC2M 7PY

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Assistance Animal spend area

Proposed OSD Roof Garden routes





The destination garden



Viewpoint over the train sheds



Liverpool Street Station, London, EC2M 7PY



Harwich House turret



Harwich House reused door case



Railway cherub demilune



2x cartouches, lettered G & E



12x Stone piers



Original Portland stone pier

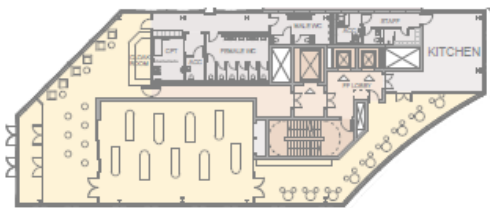
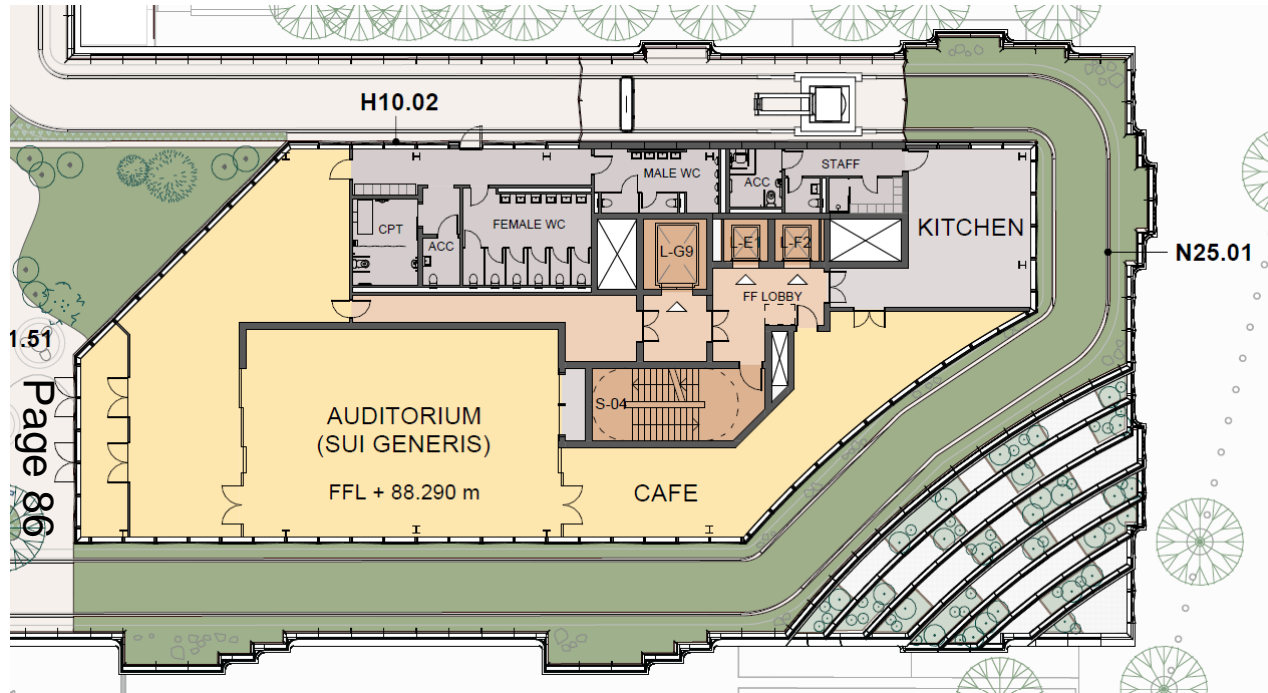
Liverpool Street Station, London, EC2M 7PY



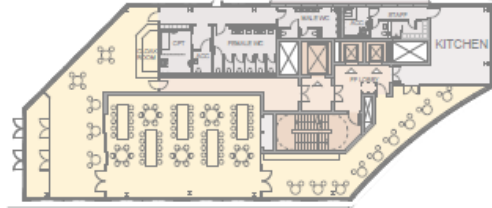
Page 85

Proposed OSD Roof Garden St Pauls height restriction zone

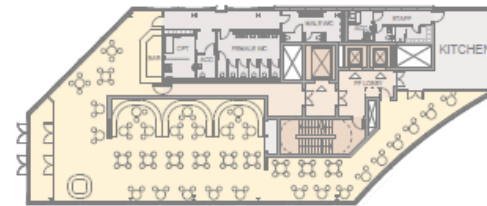
Pindar Room - Rooftop Auditorium and Cafe



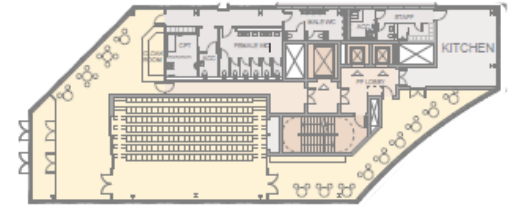
Exhibition



Public event



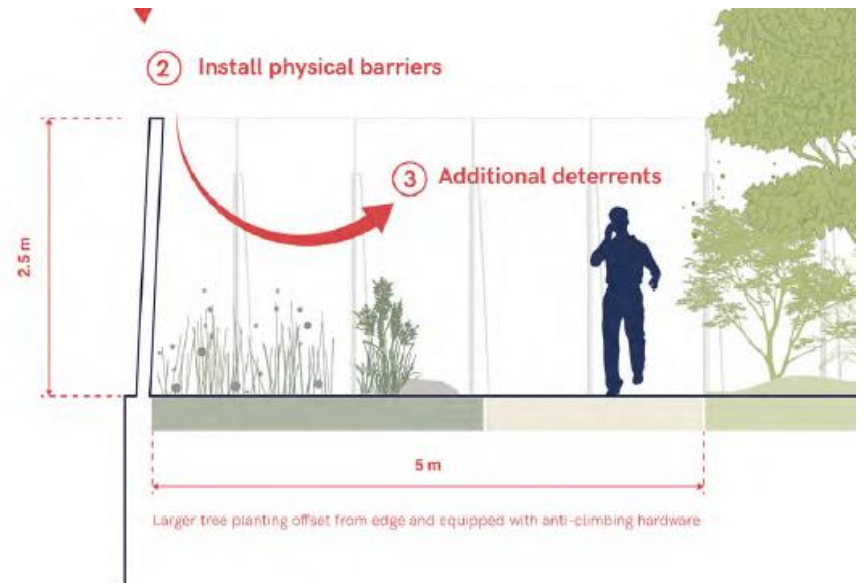
Black tie event



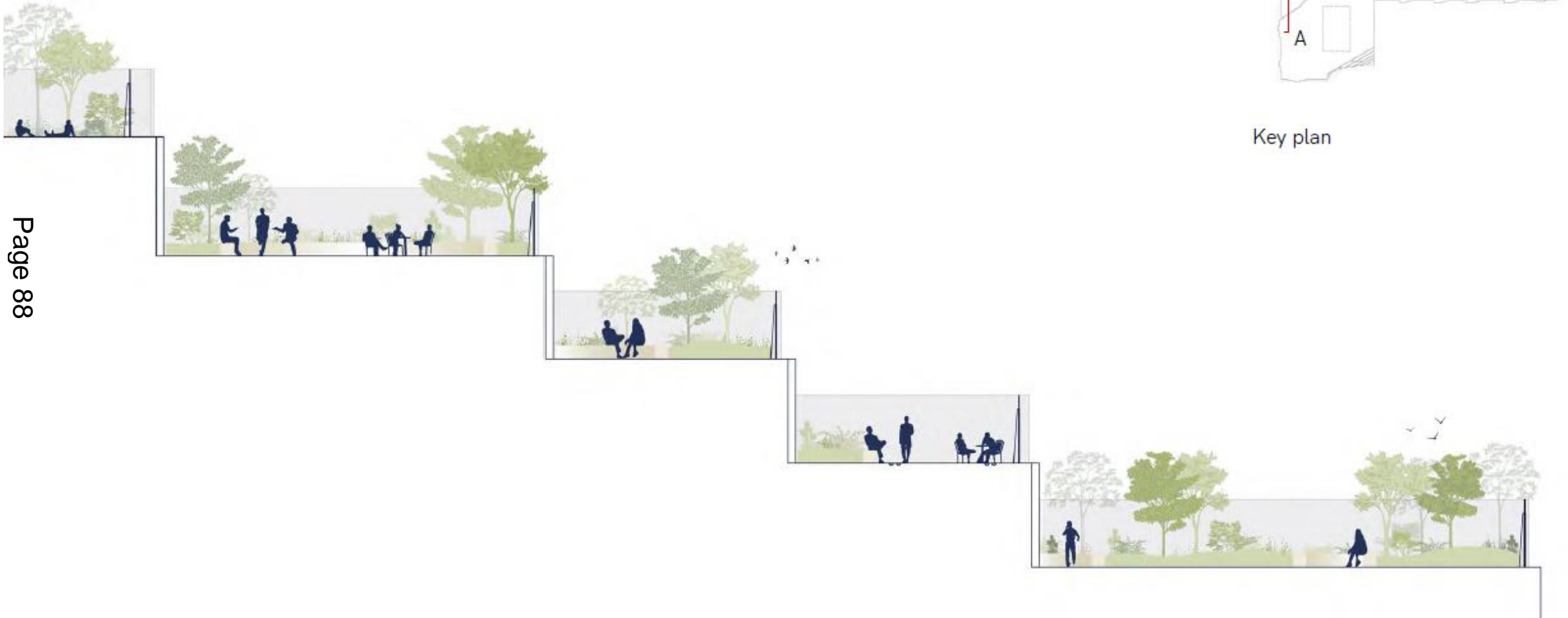
Auditorium



Roof garden glass balustrades 2.5m inclined



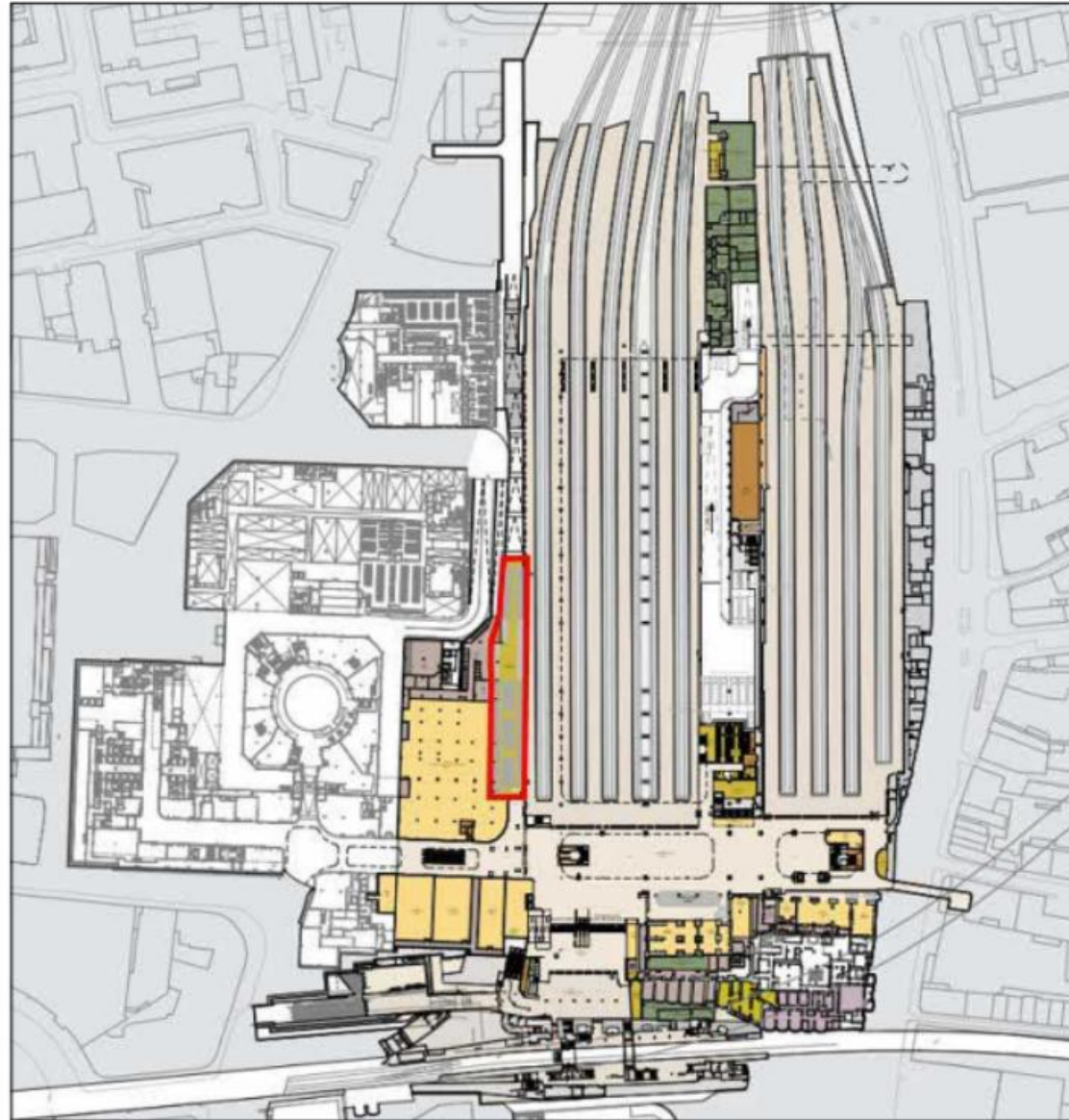
Suicide prevention measures





Liverpool Street Station, London, EC2M 7PY

Figure 3-10: Station Cycle Storage Location



Proposed station cycle hub

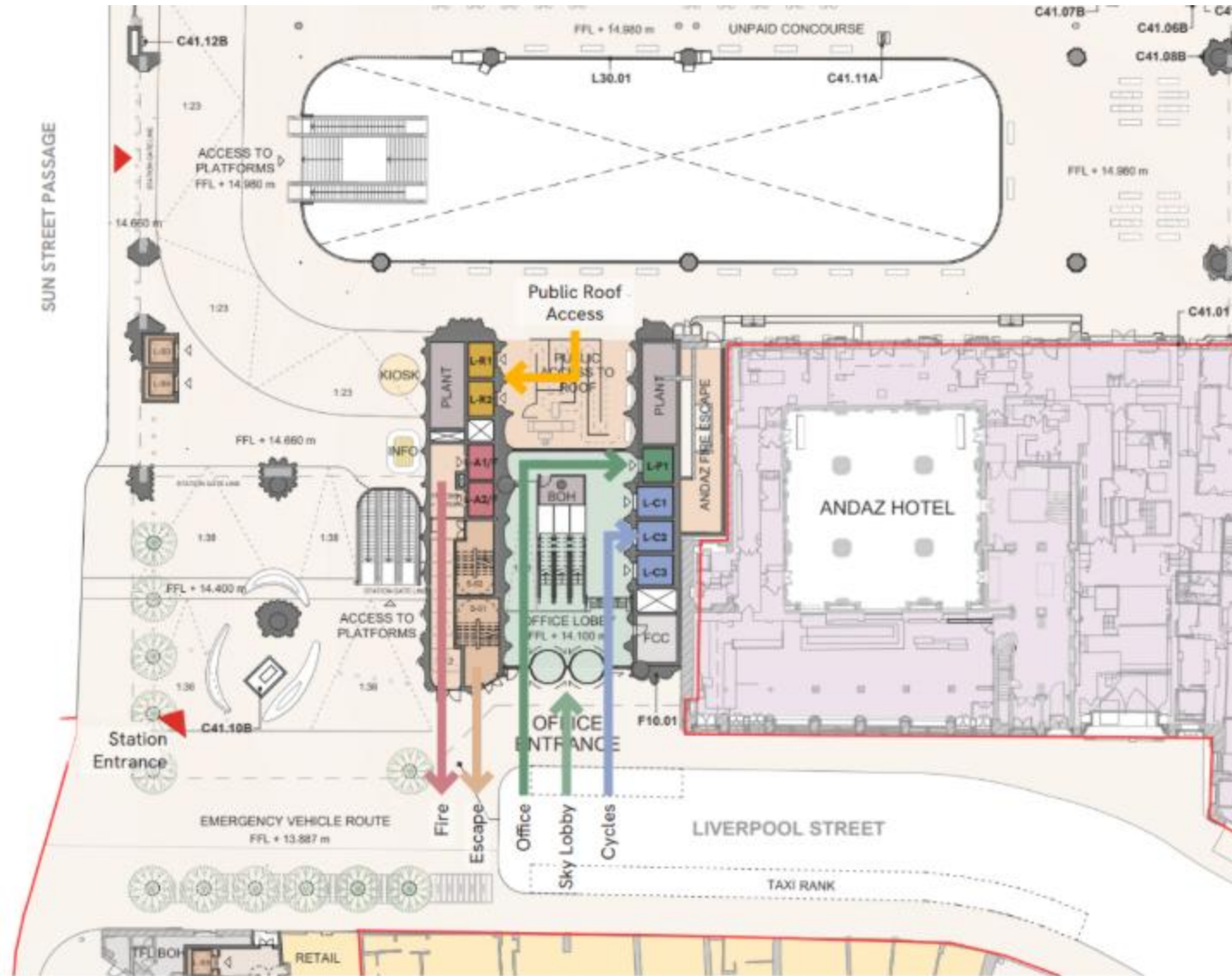
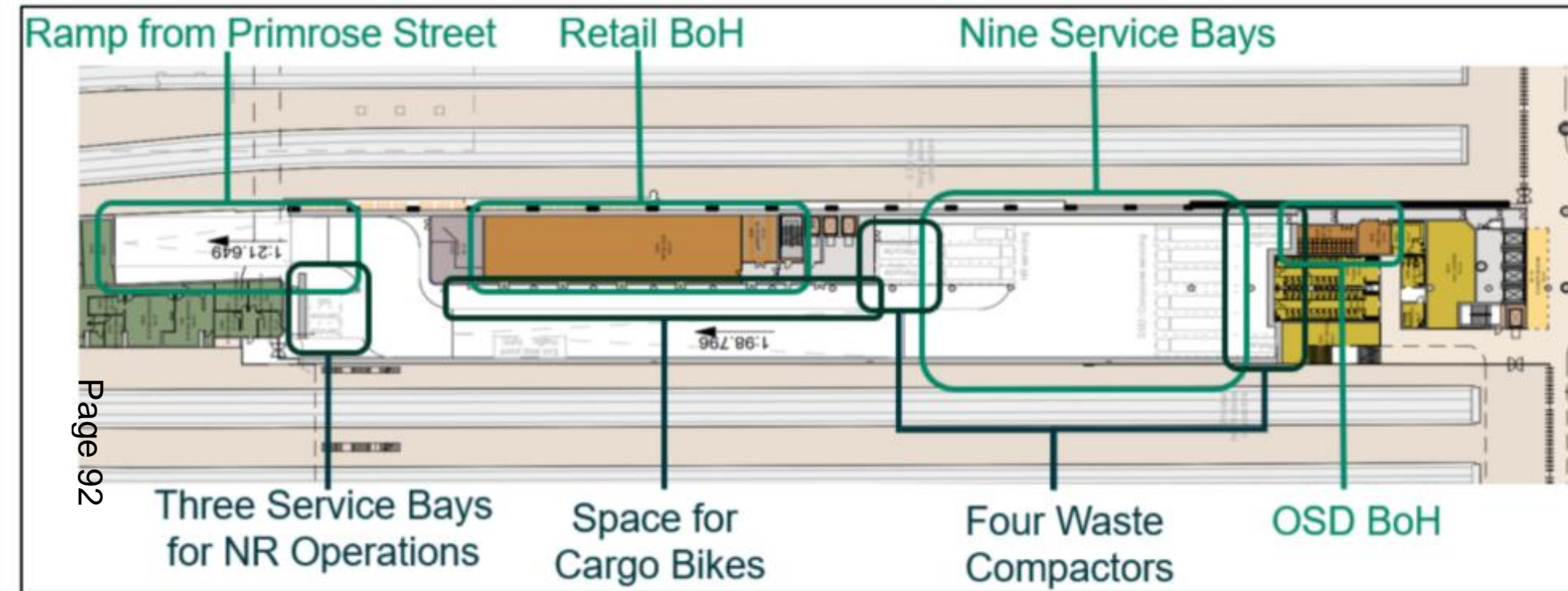


Fig.18.455. 122 Illustrative Ground Floor Plan

Figure 6-2: Proposed Servicing Yard Layout



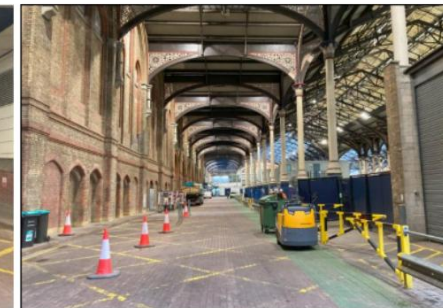
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Figure 6-1: Existing Service Yard

View looking north to Primrose Street



View looking south to service yard

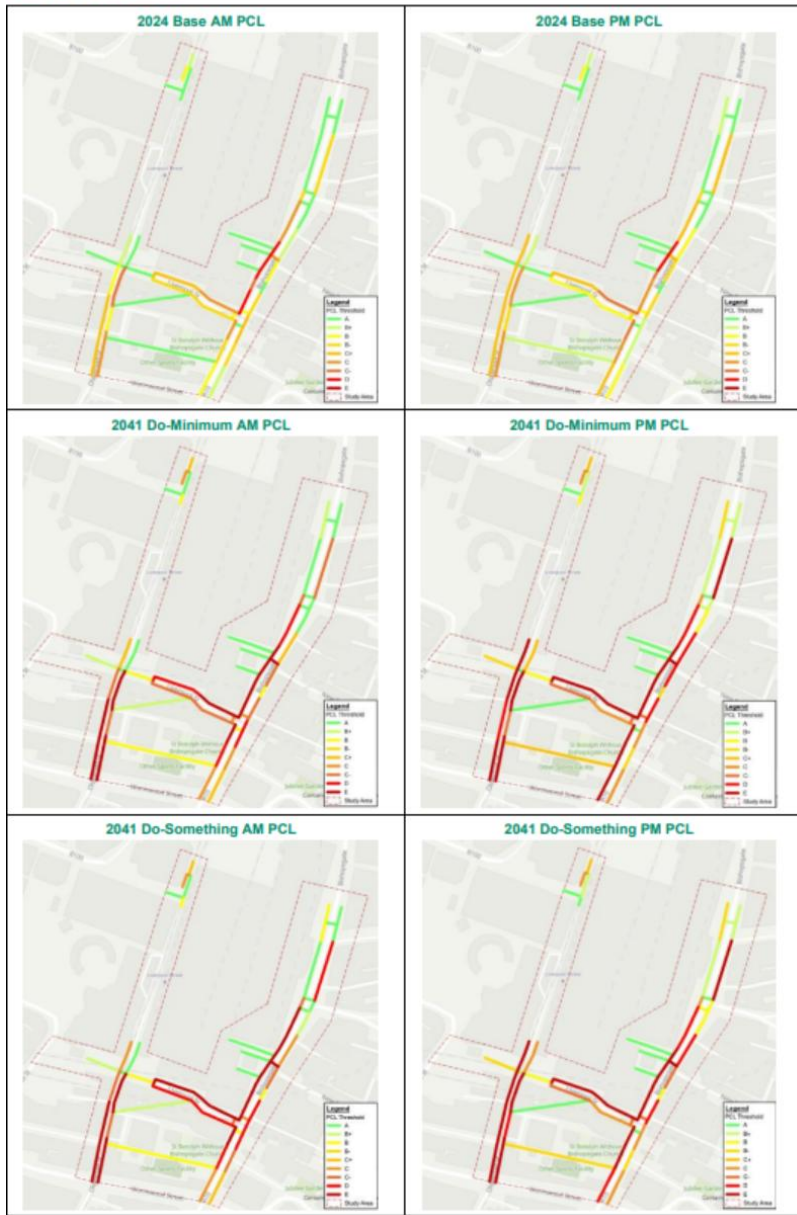


Proposed station servicing

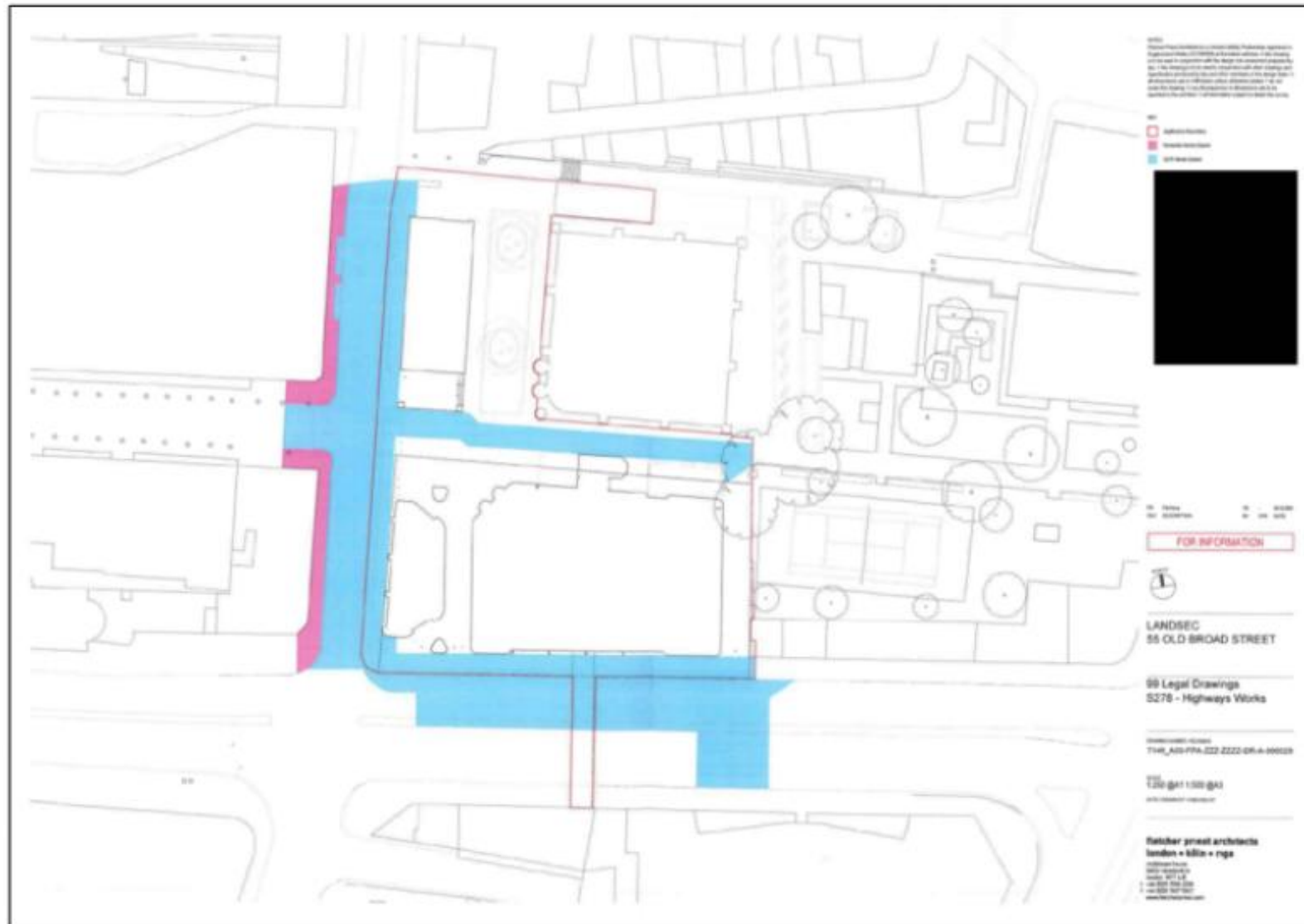
Figure 5-7: Model Extent



Table 5.51: PCL Results



55 Old Broad Street: extent of S278 works



Liverpool Street Station, London, EC2M 7PY

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

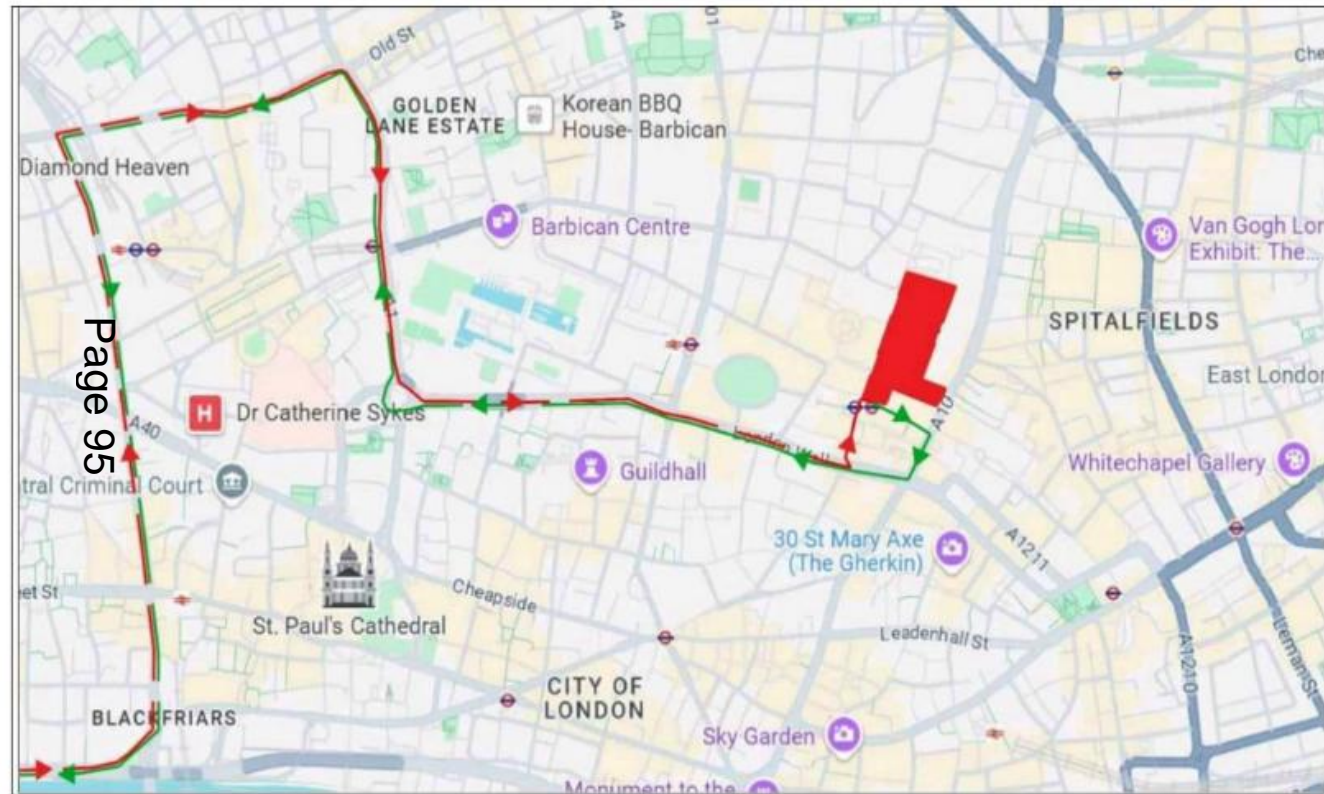
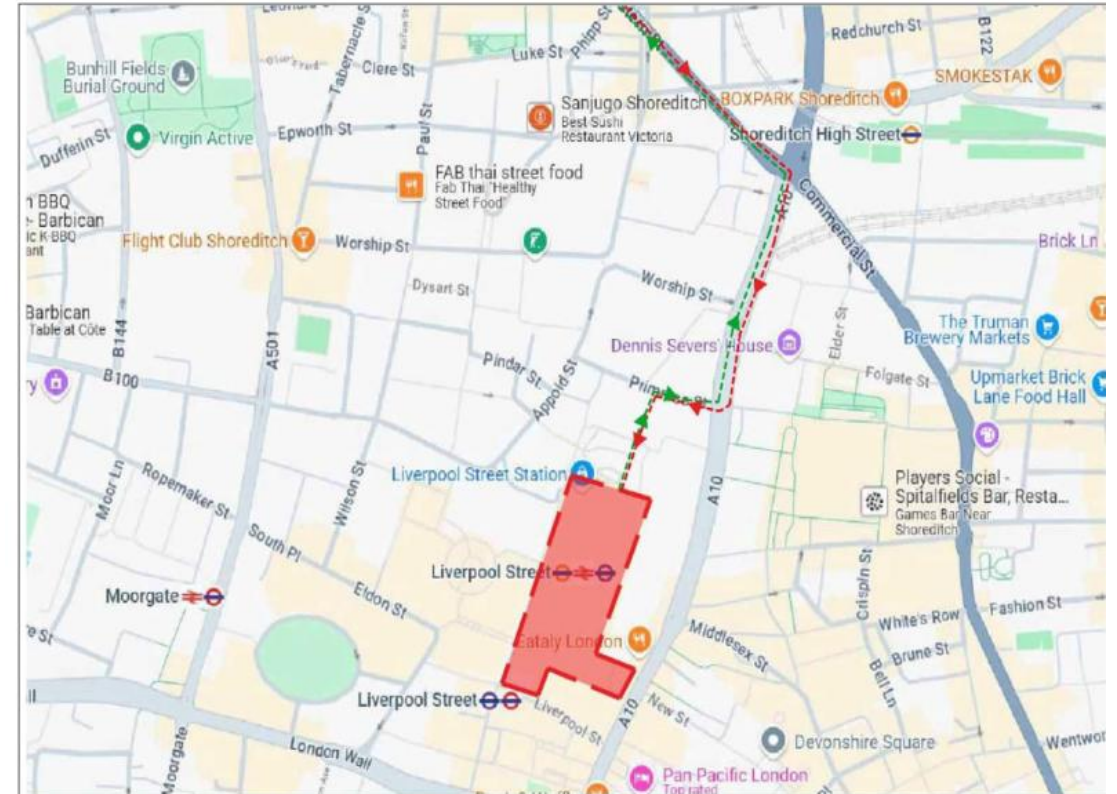
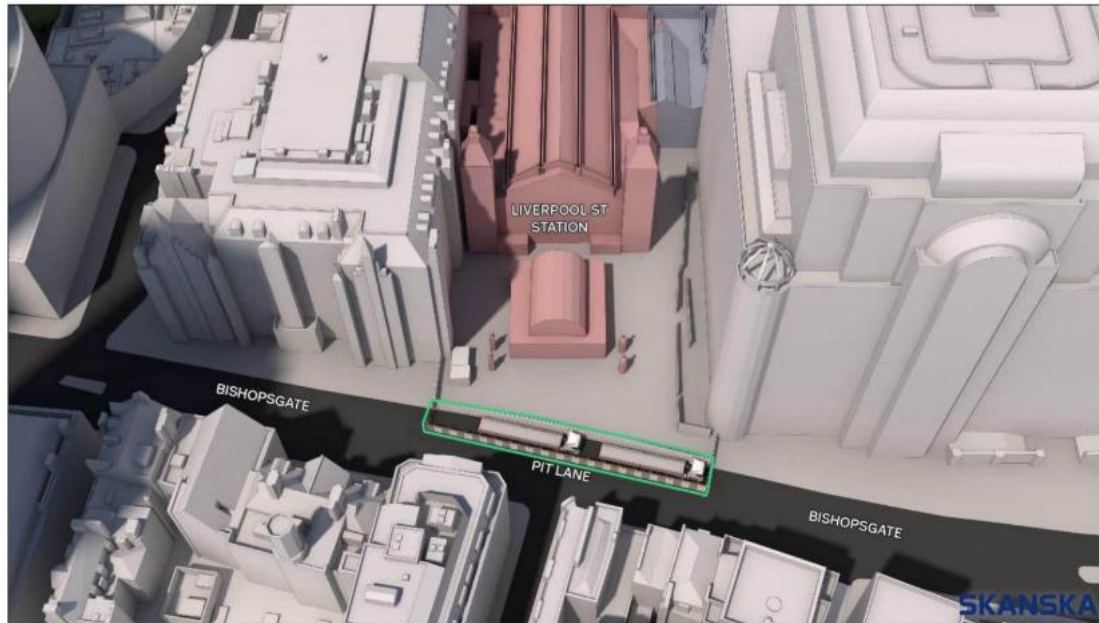


Figure 4-2: Access/Egress Routes from Northern TLRN



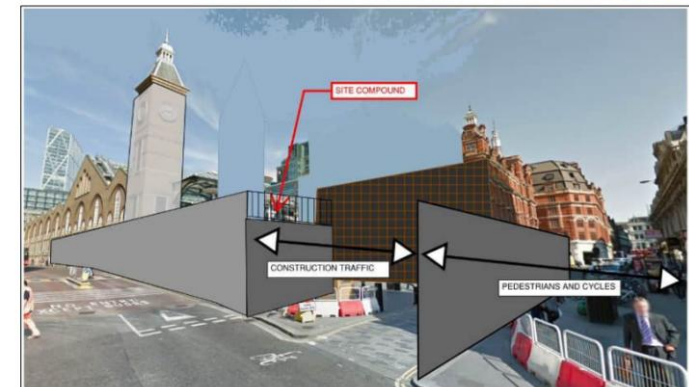
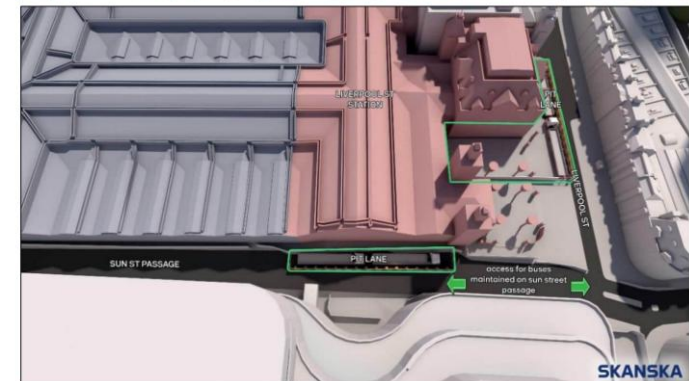
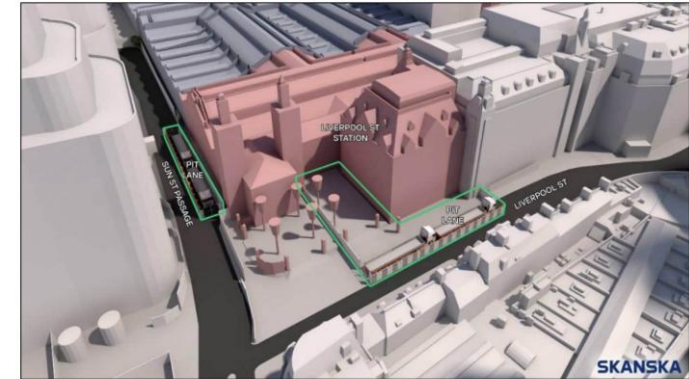
Proposed construction vehicle routes

Figure 4-3: Indicative Pit Lane on Bishopsgate



Source: Skanska

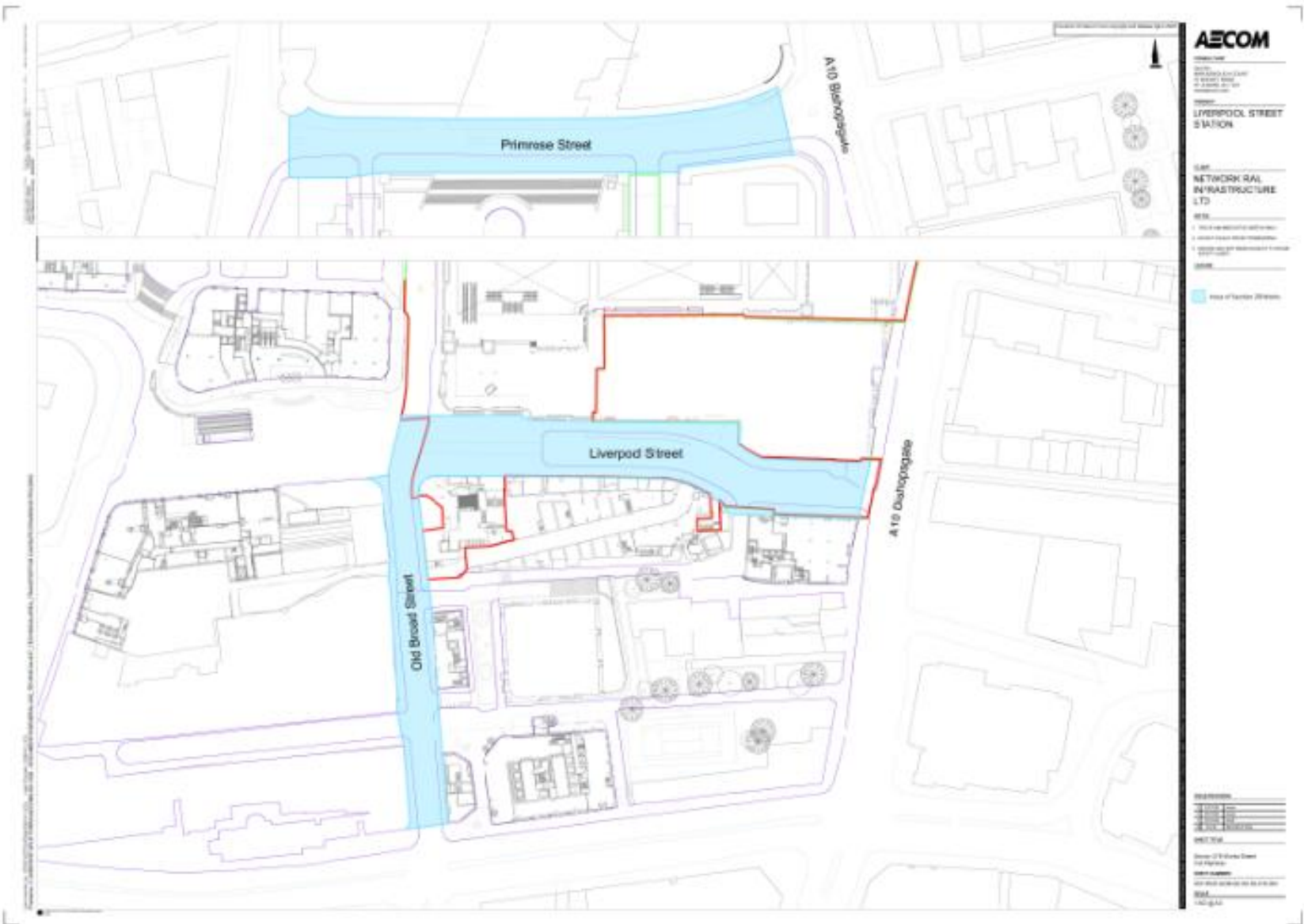
Figure 4-5: Indicative Extended Pit Lane on Liverpool Street



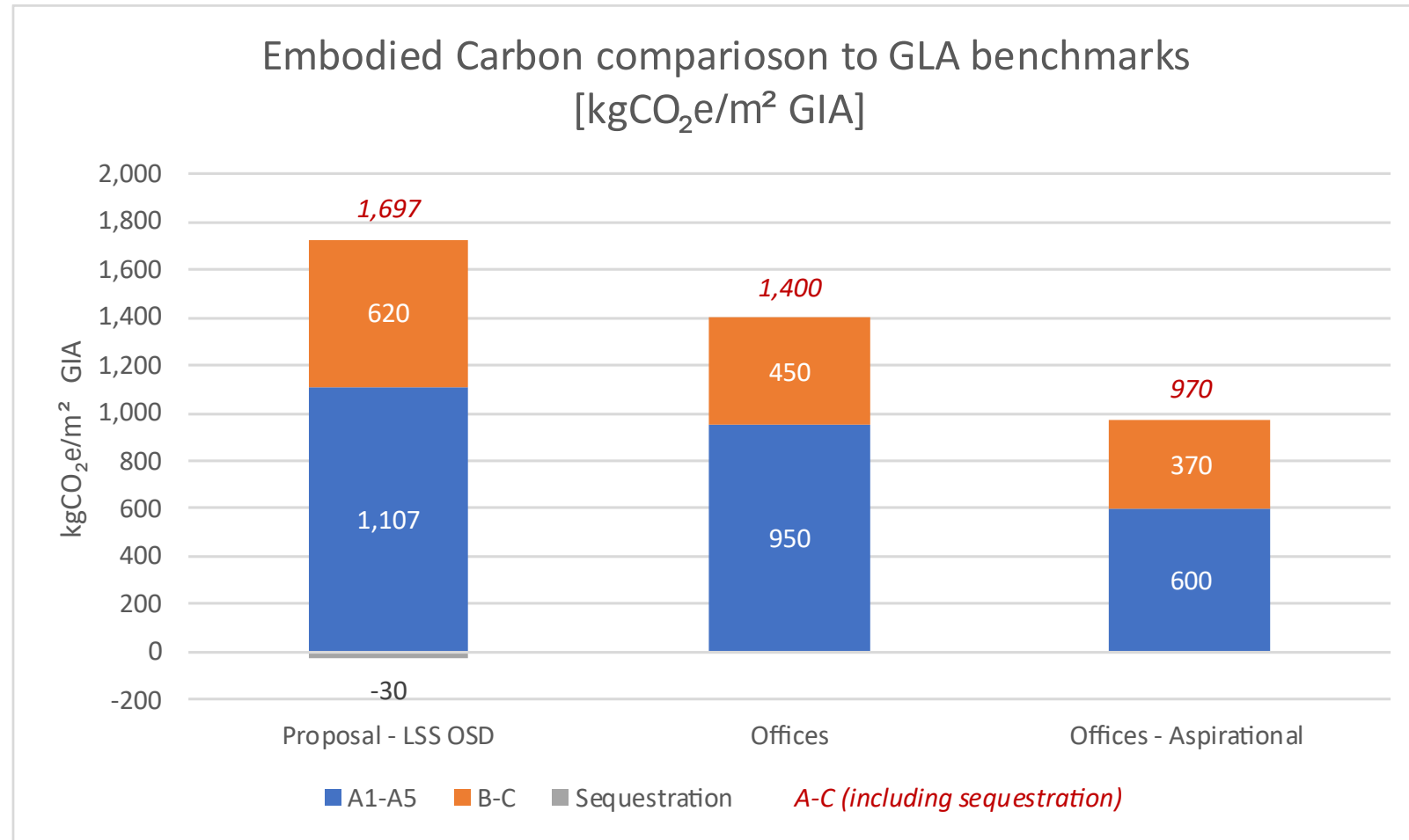
Source: Skanska



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Indicative CoL S278 Extent

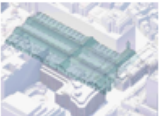





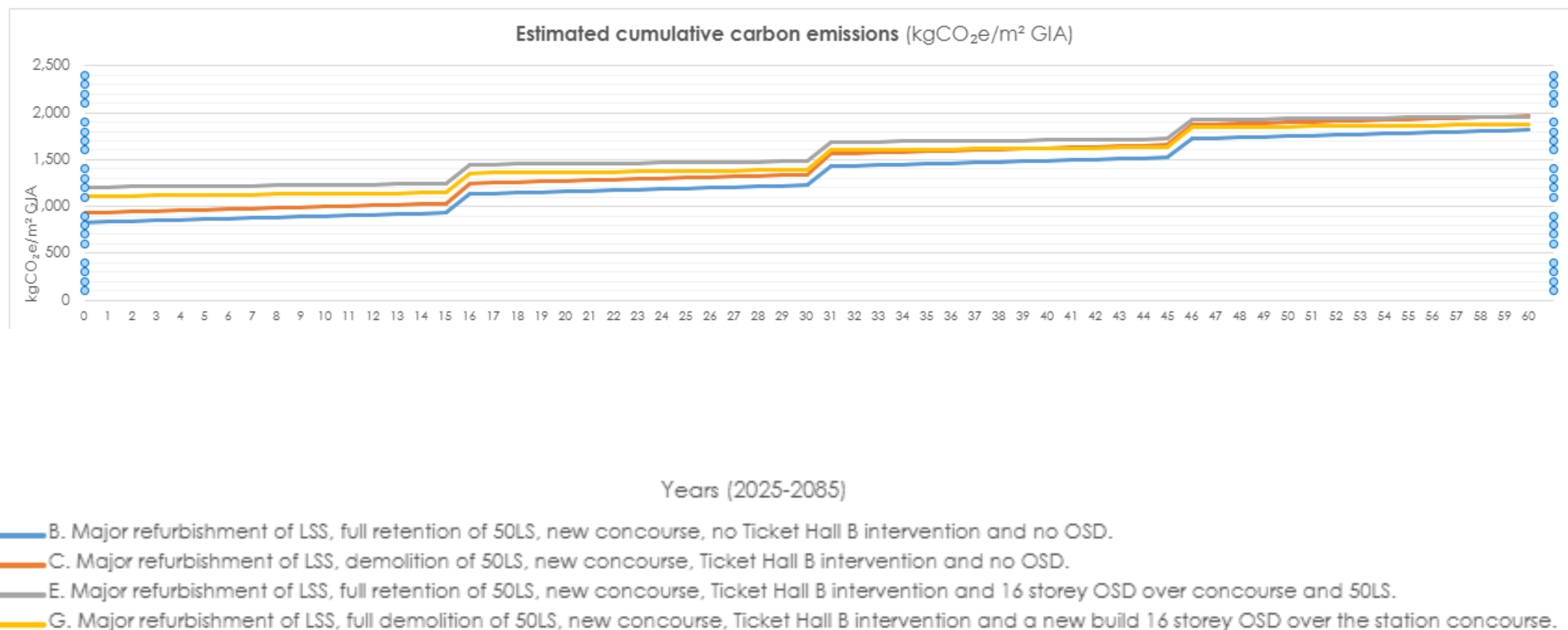
Upfront carbon (A1-A5) excl. sequestration = 1,107 kgCO₂e/m² GIA
 Embodied carbon (A1-C4, excl. B6&B7) incl. sequestration = 1,697 kgCO₂e/m² GIA

Whole Life Cycle Carbon:

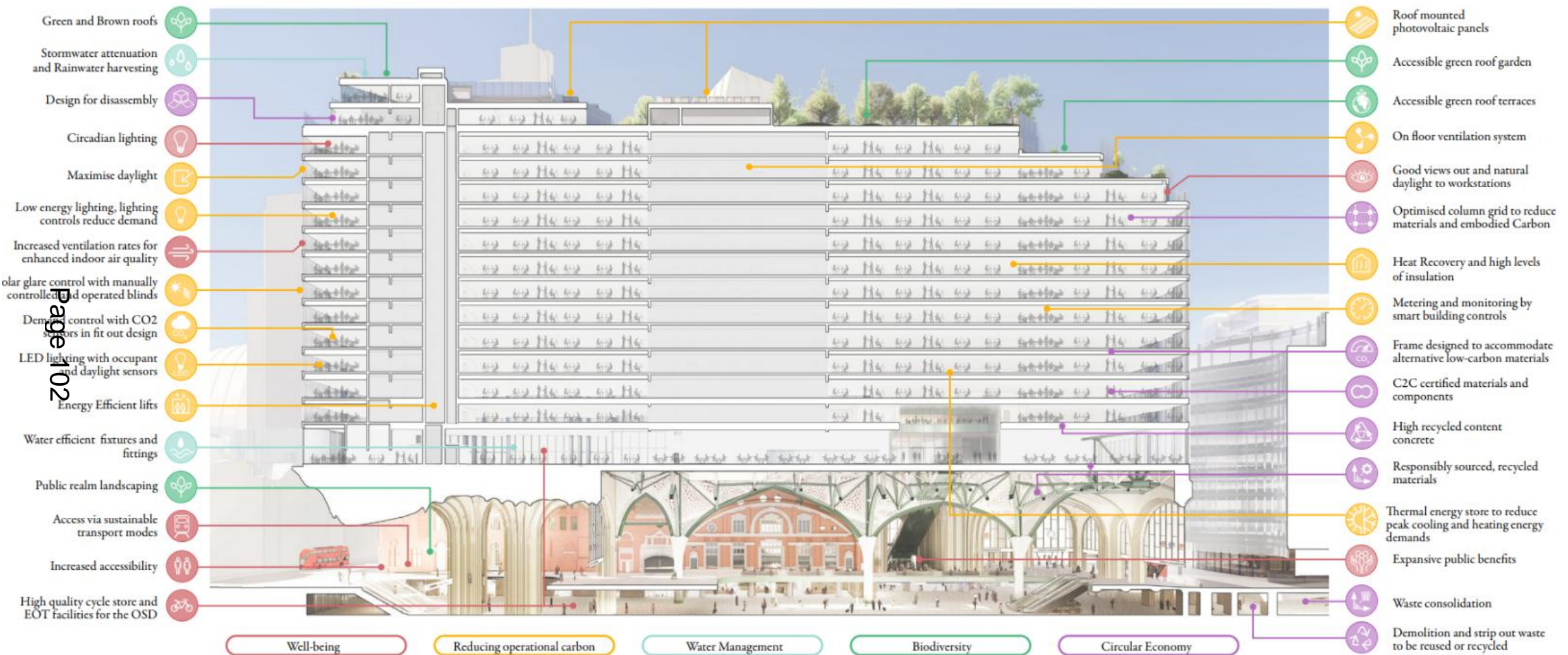
Total WLC (Embodied + operational) including sequestration –
 2,471 kgCO₂e/m² GIA
 274,756 tonnes CO₂e

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	Option B	Option C	Option E	Option G
Gross Internal area (GIA) m ²	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) (kgCO ₂ e/m ² GIA) exc. sequestration	828	926	1,201	1,106
In-use & End of Life Embodied Carbon (B-C) (kgCO ₂ e/m ² GIA) excl. B6 & B7	587	628	610	620
Life-cycle Embodied Carbon (A1-A5, B1-B5, C1-C4) (kgCO ₂ e/m ² GIA)	1,415	1,554	1,811	1,726
Fuel source	Electricity	Electricity	Electricity	Electricity
Whole Building Operational Energy Use (kWh/m ² GIA per year)	318	318	115	115
Whole Building Operational Carbon for building lifetime (B6) (kgCO ₂ e/m ² GIA)	405.7	405.7	146.1	146.1
Total WLC Intensity (incl. B6 & pre-demolition) (kgCO ₂ e/m ² GIA) B7 not considered	1,820.7	1,965.1	1,961.1	1,876.6
Upfront Embodied carbon (A1-A5) (tCO ₂ e)	16,961	17,579	135,350	122,985
In-use embodied carbon (B-C) (tCO ₂ e)	12,024	11,922	68,746	68,943
Operational carbon for building lifetime (B6) (tCO ₂ e)	8,310	7,702	16,463	16,243
Total absolute WLC (incl. B6 and pre-demolition) (tCO ₂ e) Module B7 not considered	37,295	37,305	221,015	208,679



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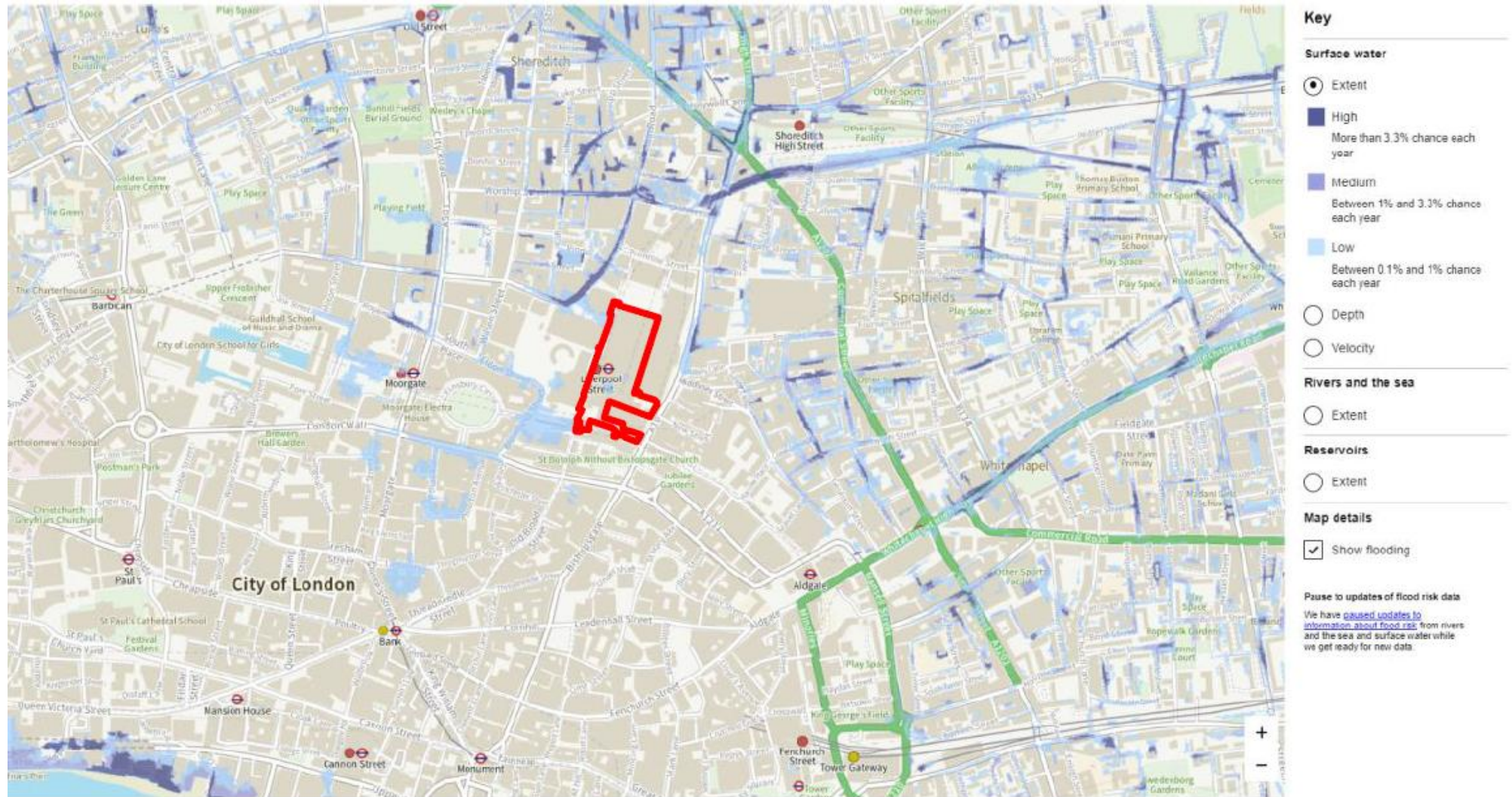


Wider Sustainability Matters

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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



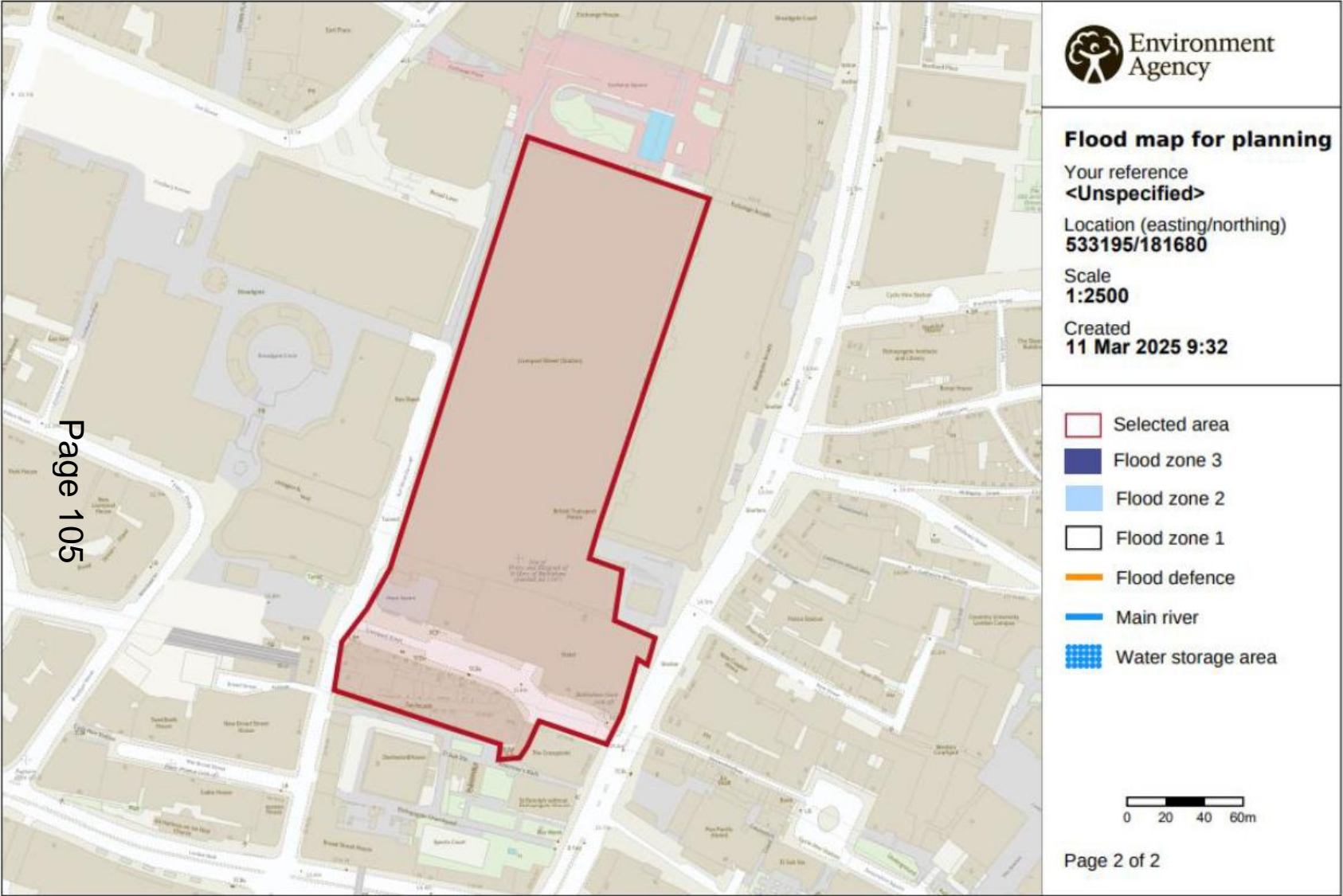


Table 17: Flood Risk Summary

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

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

19678,2628

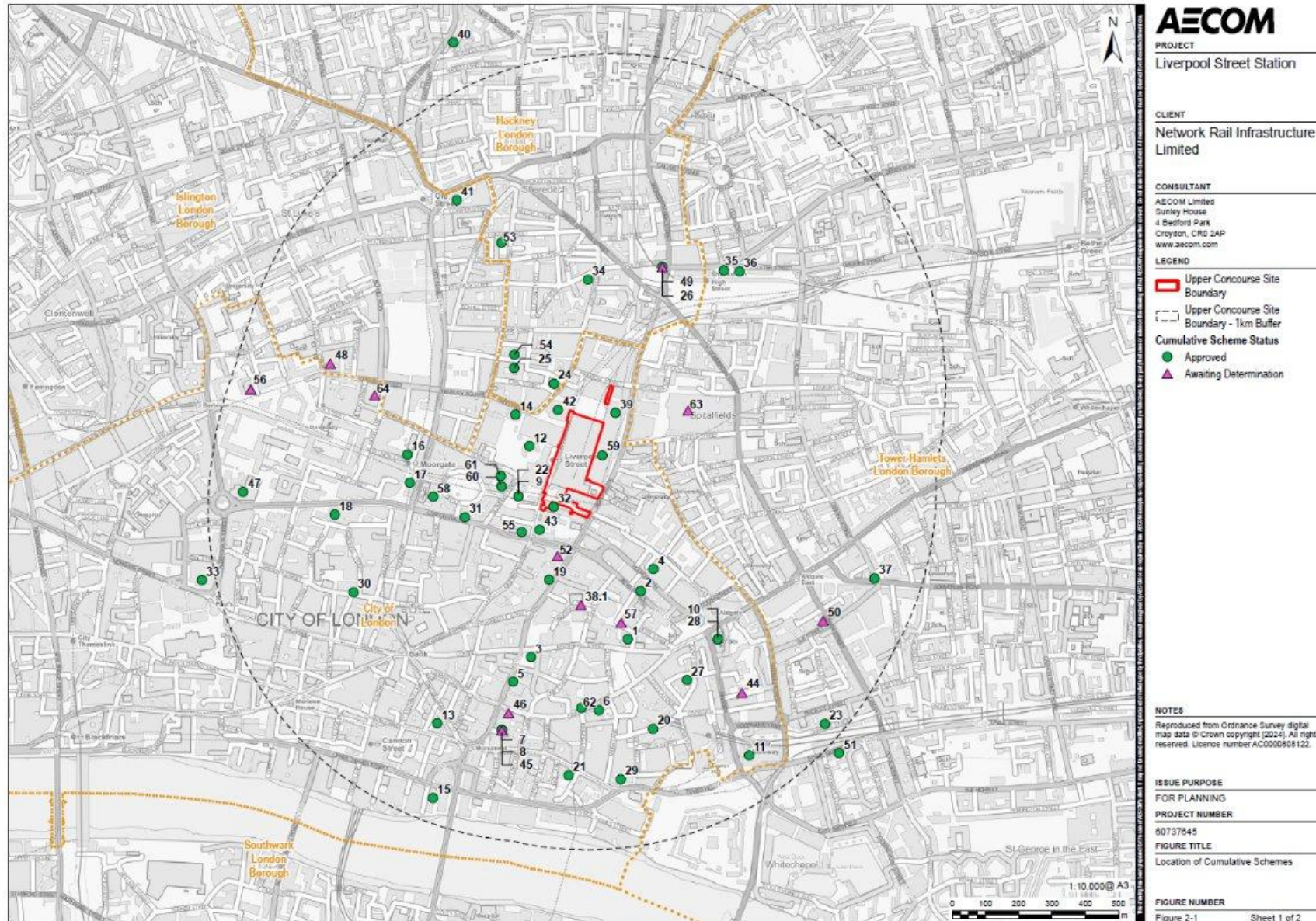
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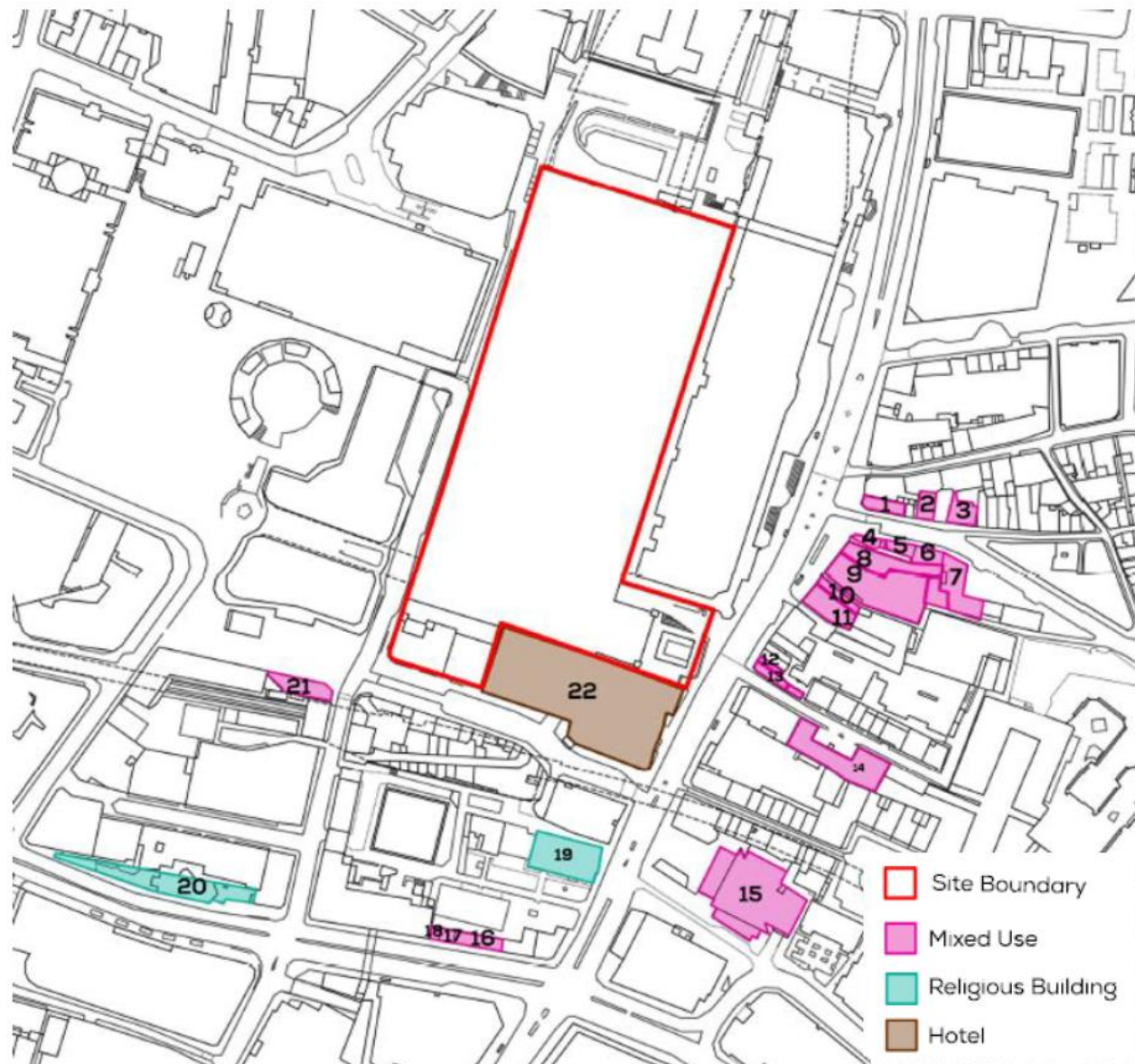
Urban Greening Factor Calculator				
Surface Cover Type	Factor	Area (m²)	Contribution	Notes
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	1122,042	1122,0415	Semi-natural vegetation as brown roof along BMU tracks and surrounding solar panels
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	

Area in alterative calculation

Proposed UGF

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

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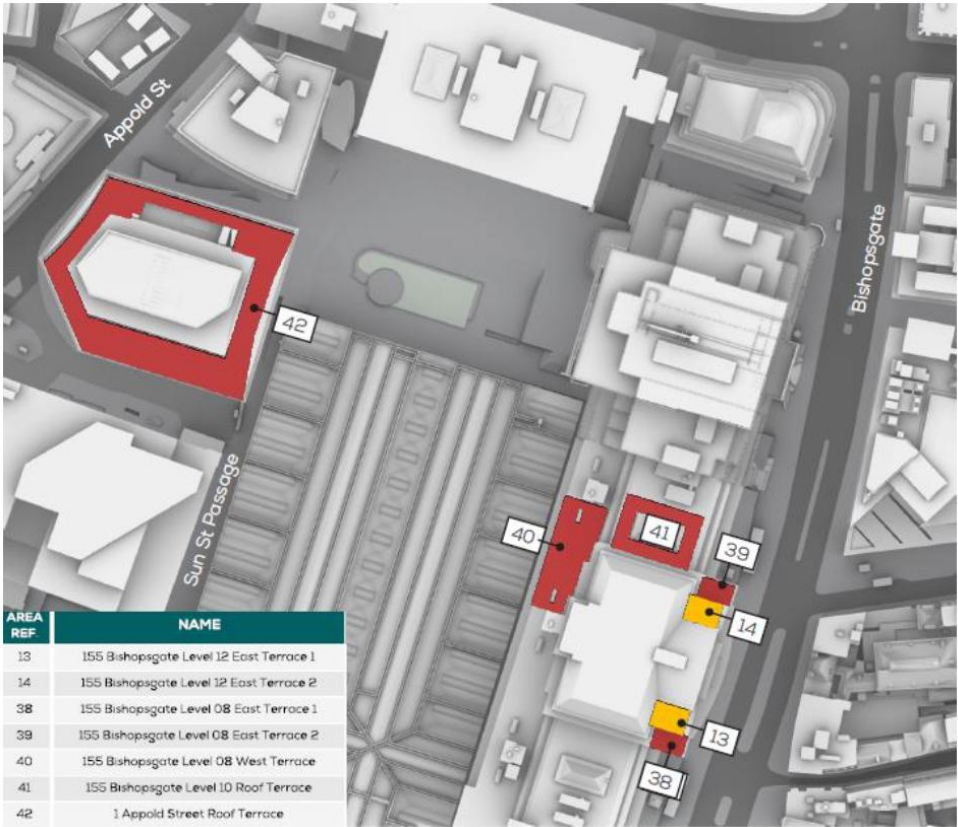
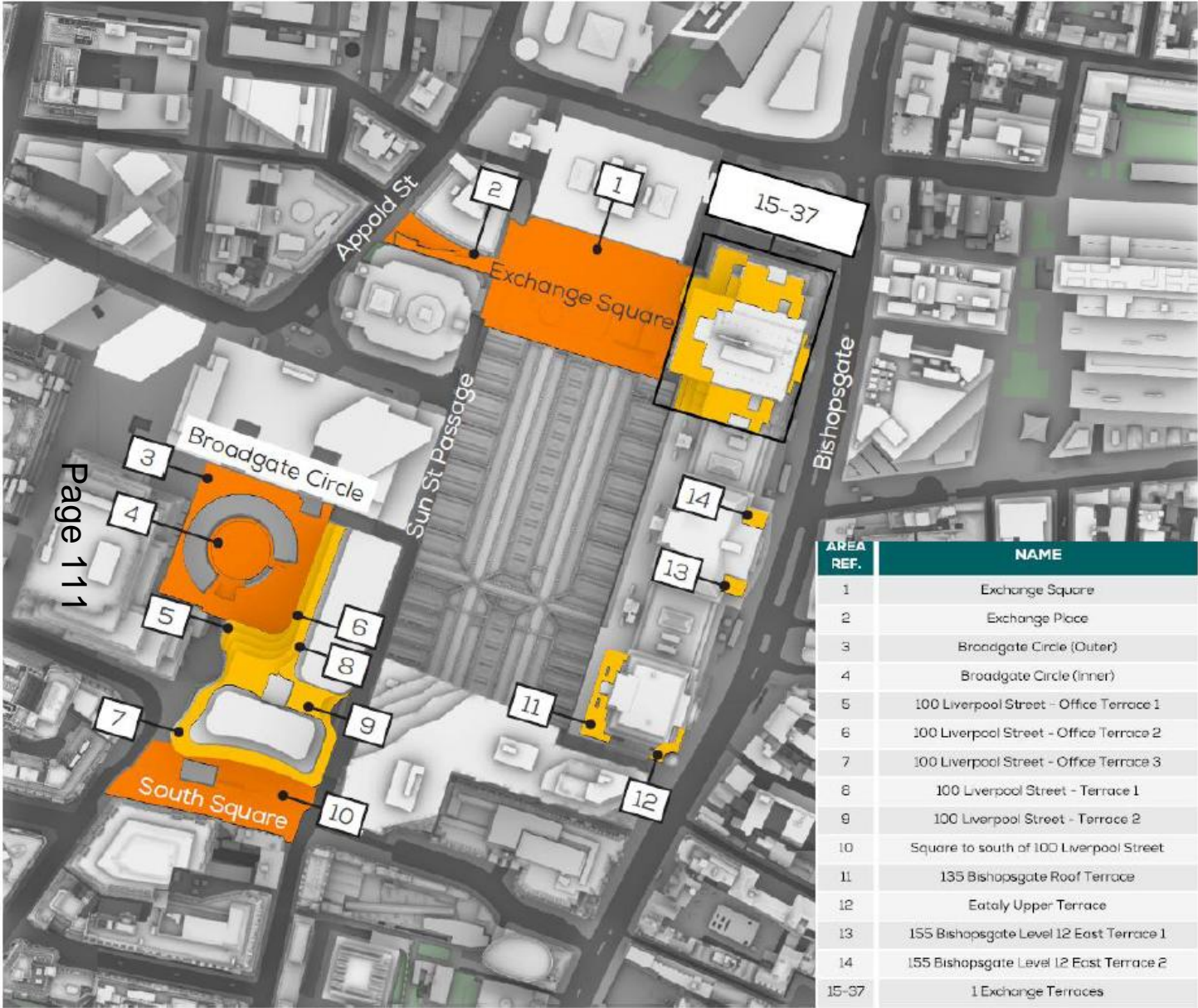
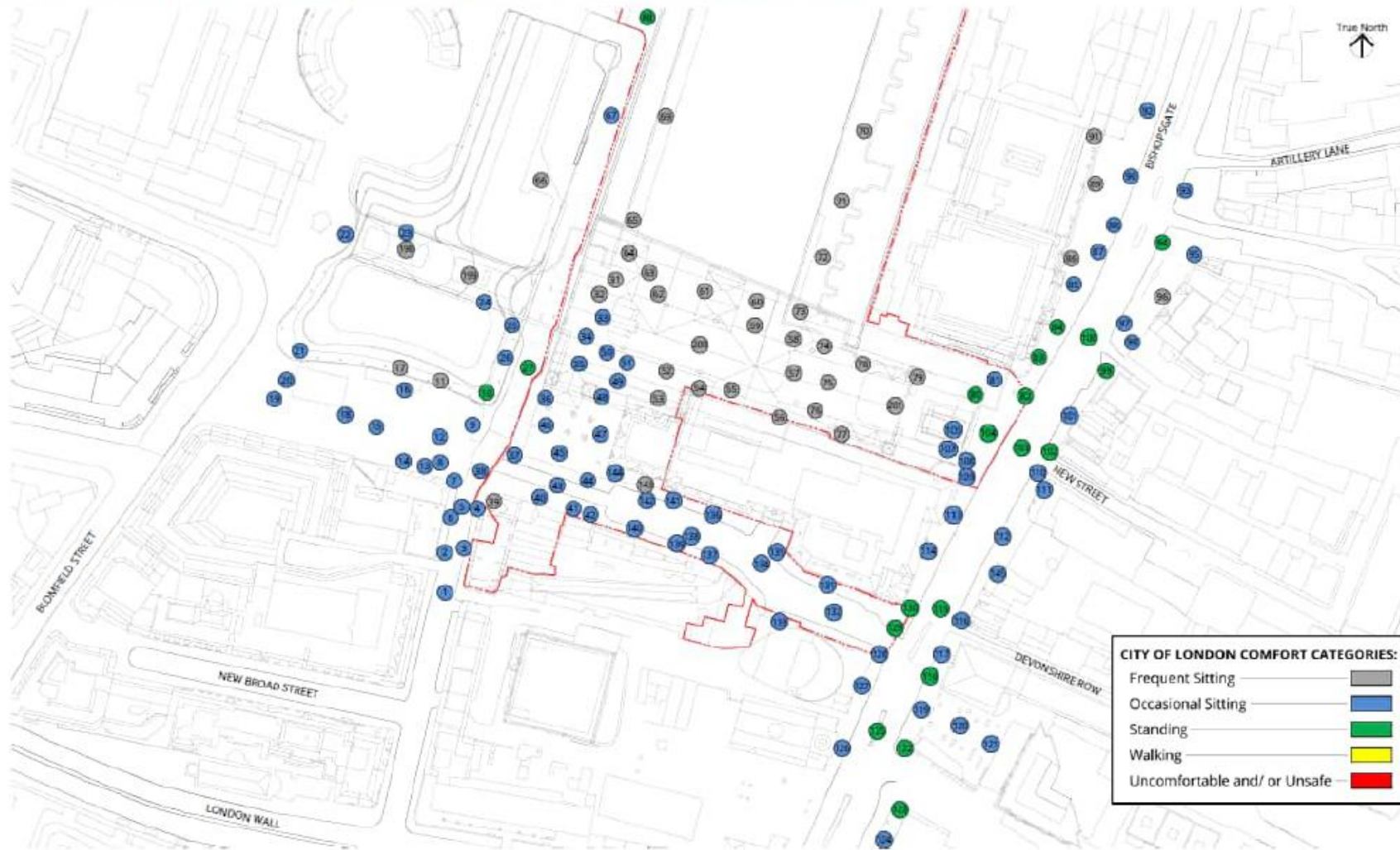
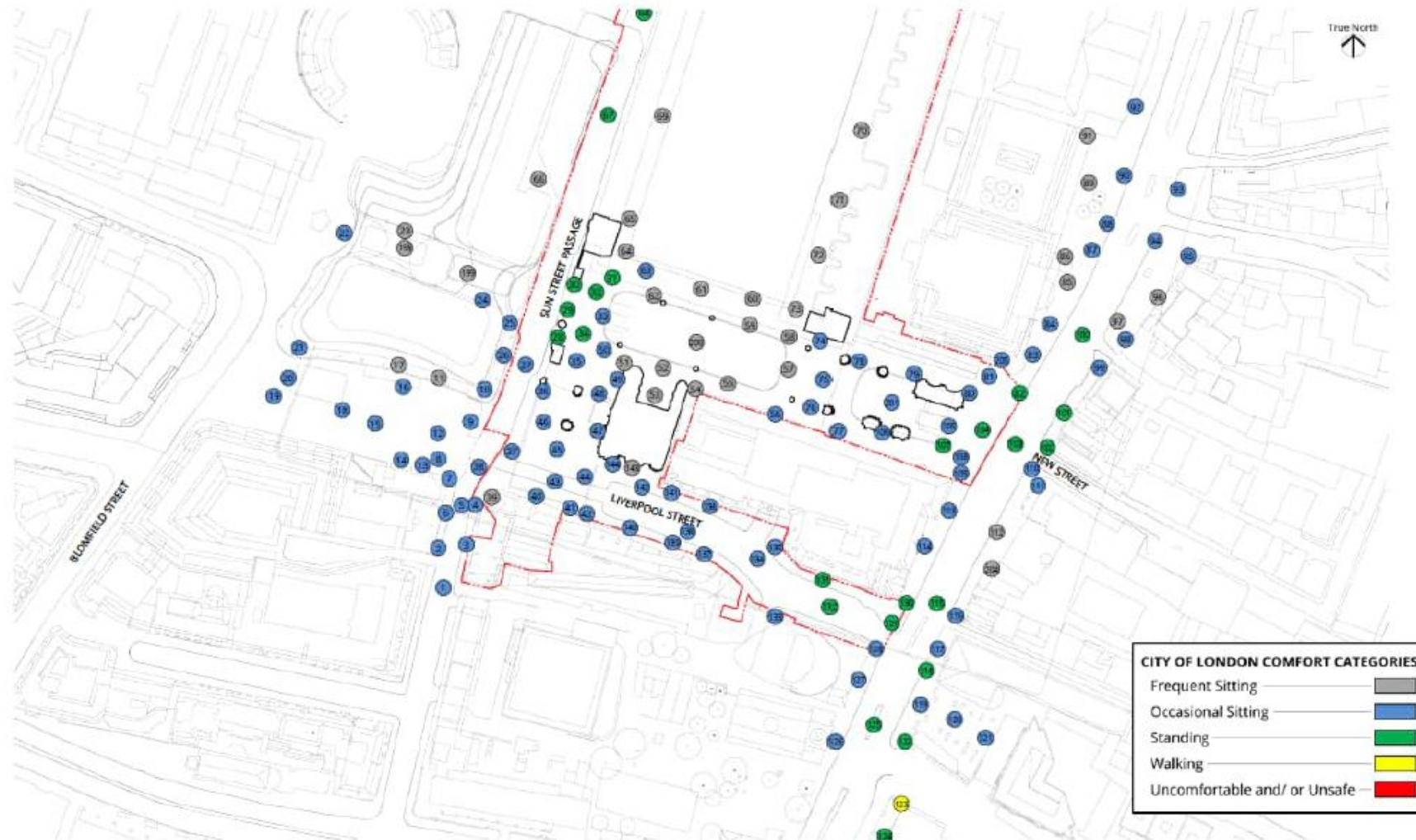




Plate 15-3: Existing Site with existing surrounding buildings- Ground Level (Windiest Season)





Liverpool Street Station, London, EC2M 7PY

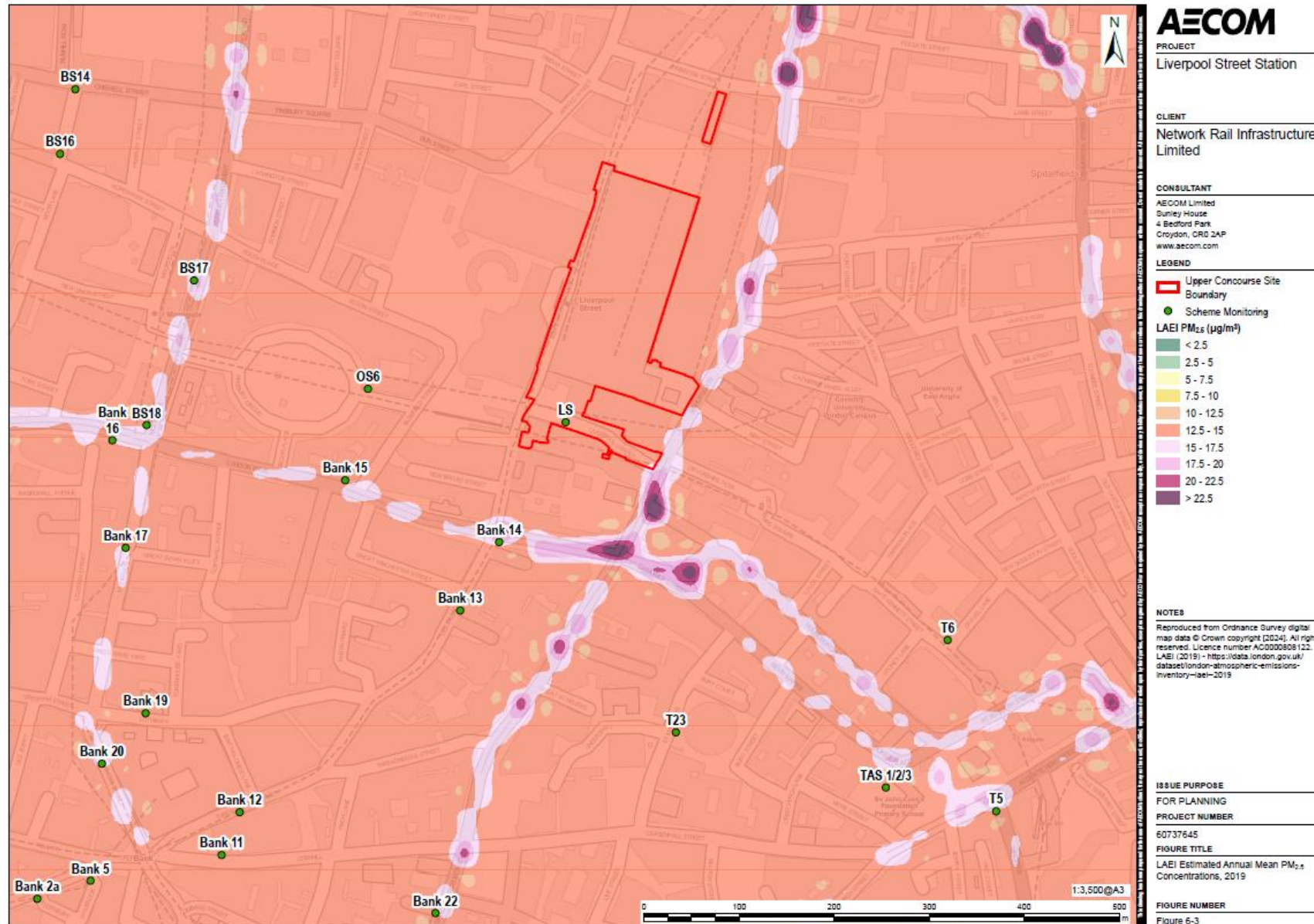
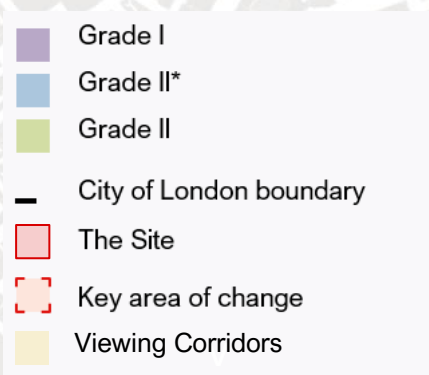


Table 12-14: Summary of Residual Effects – Noise and Vibration

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

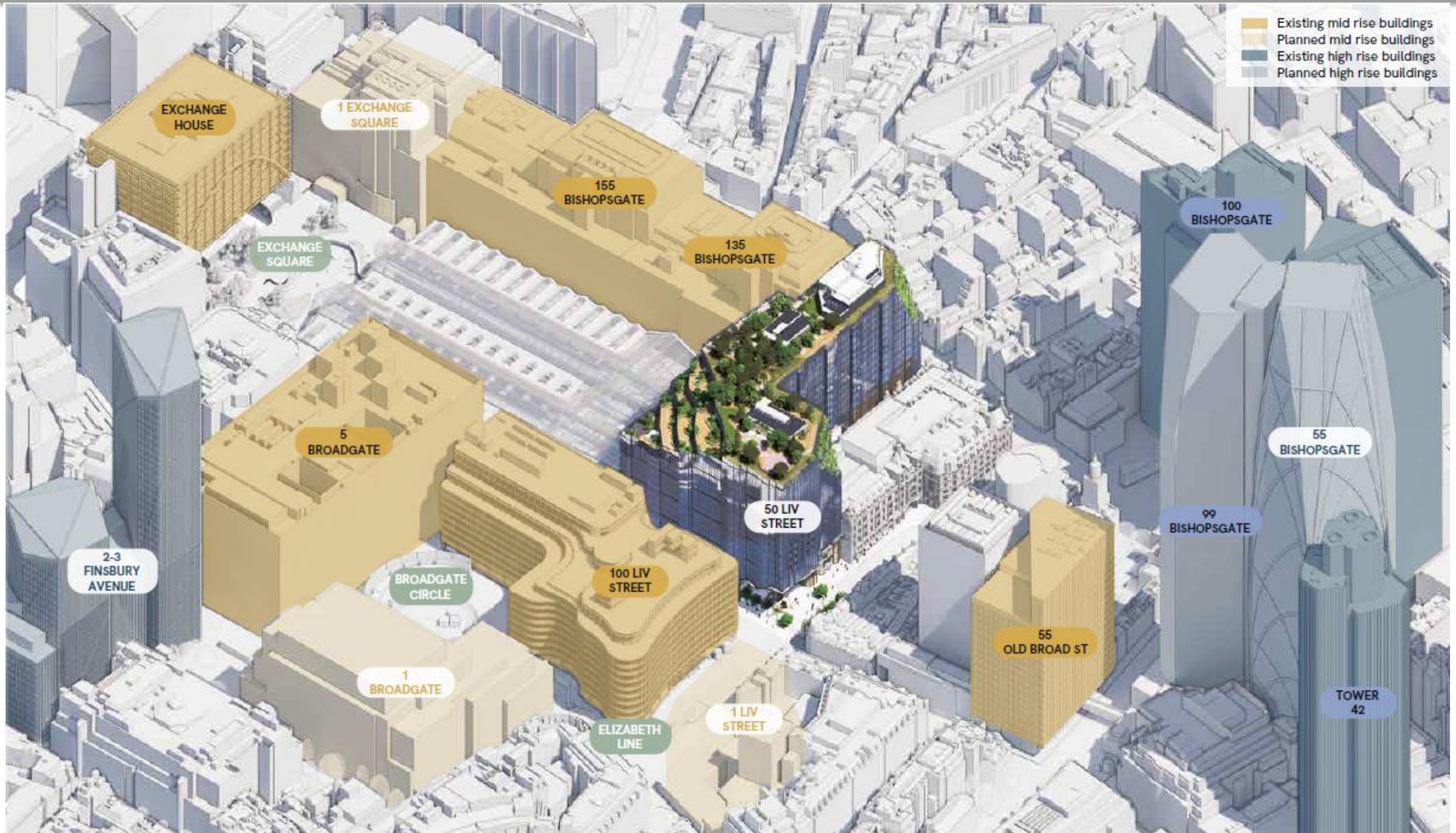
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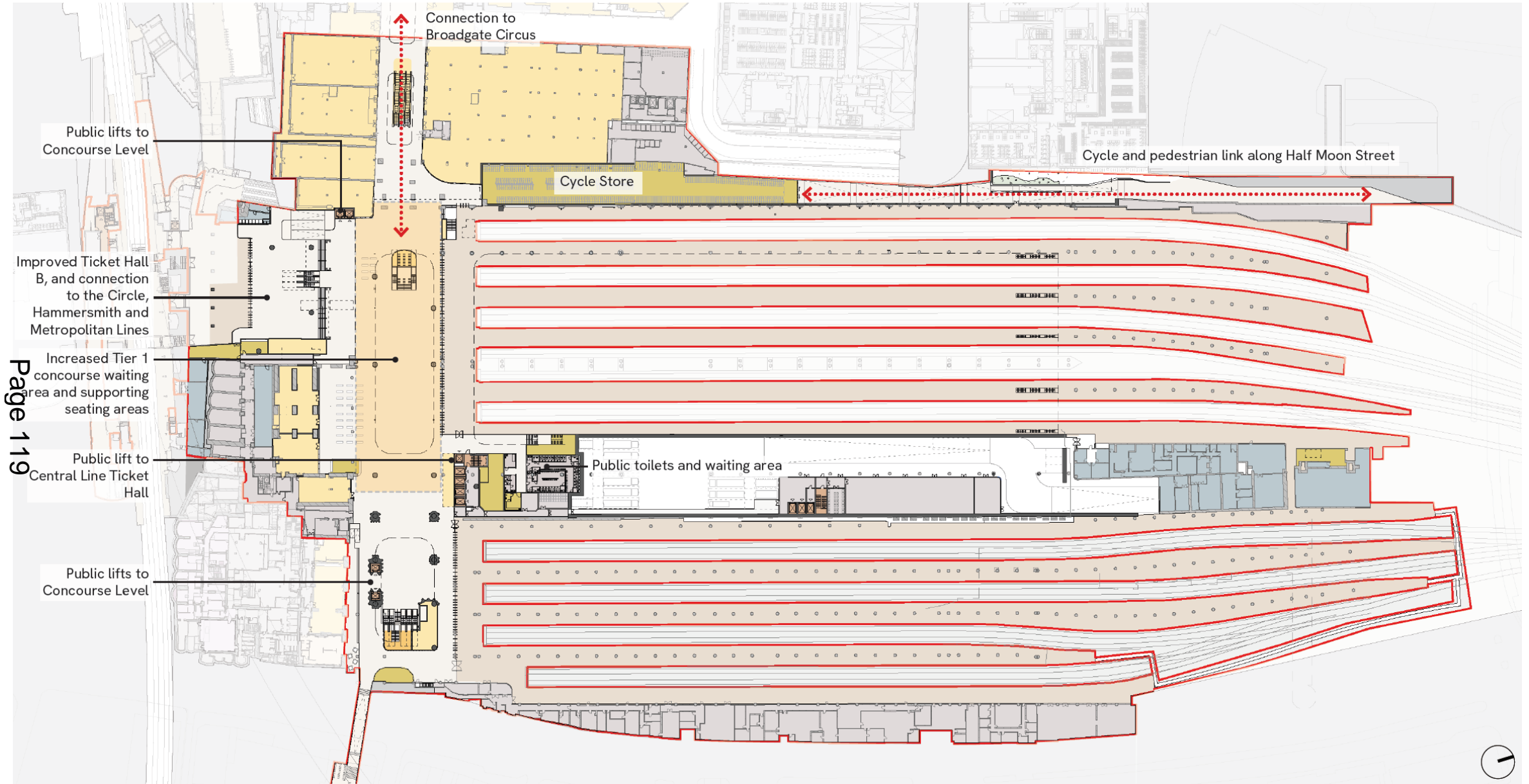


Heritage Impacts

Liverpool Street Station, London, EC2M 7PY

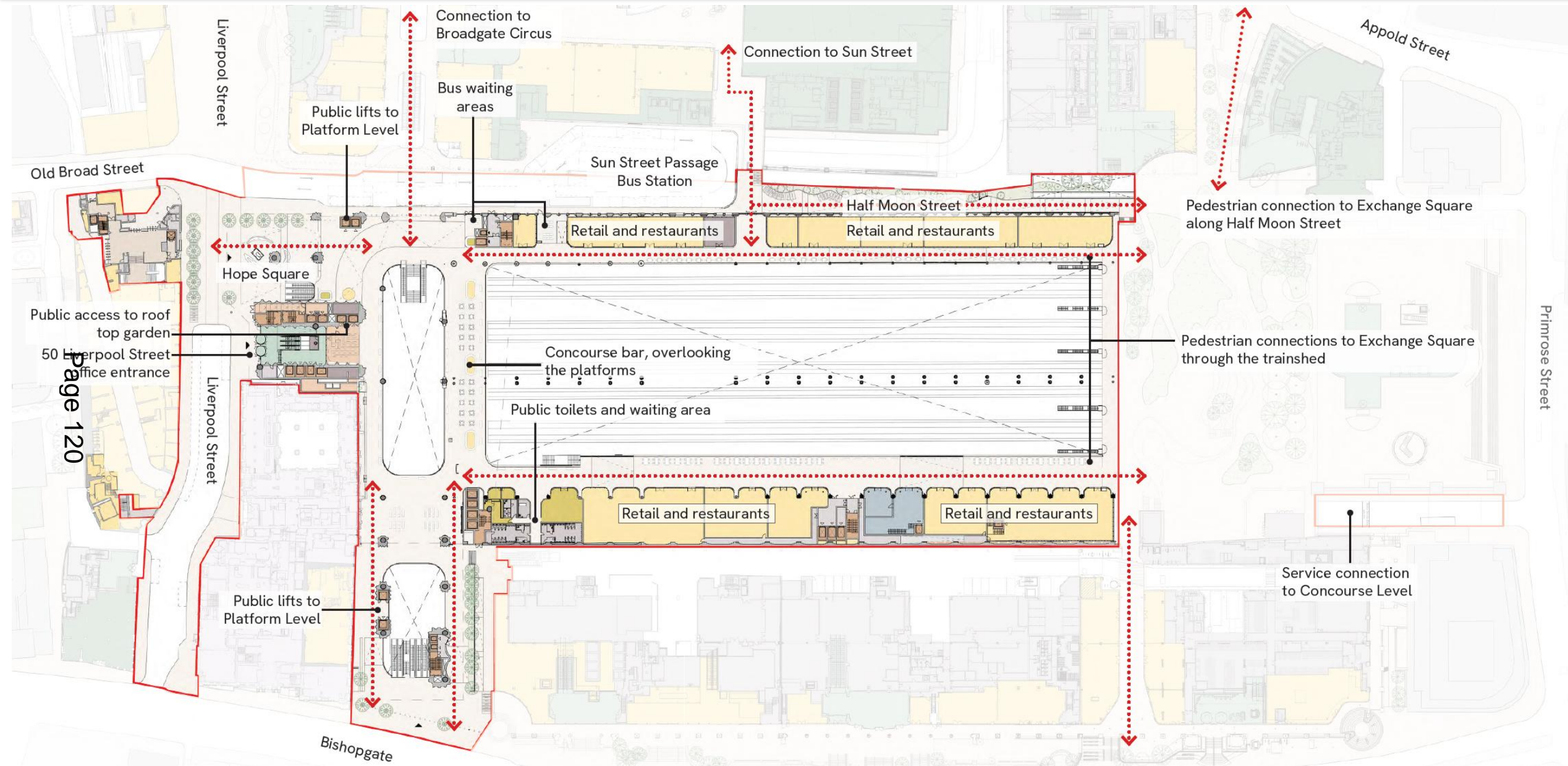


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Proposed station enhancements Lower concourse

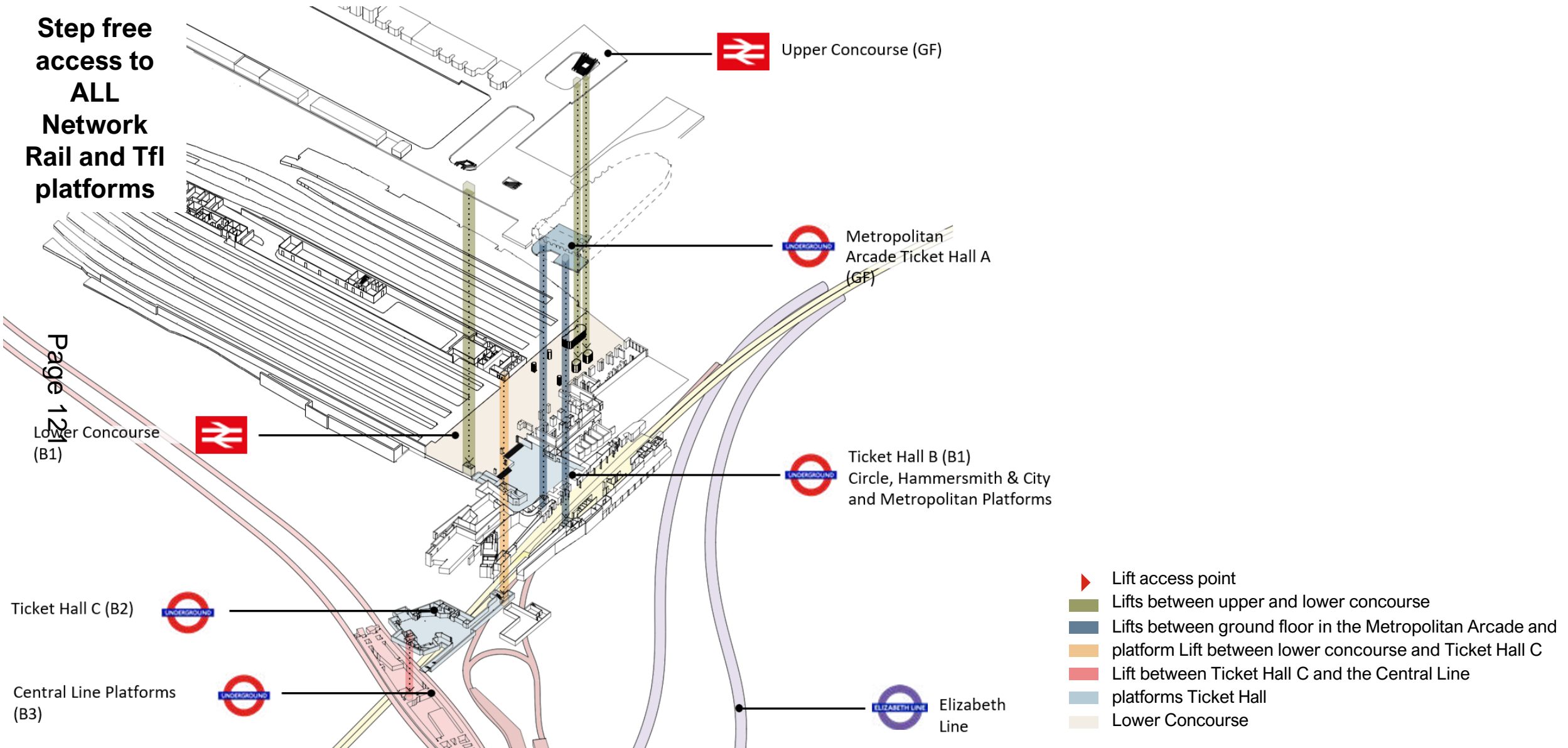
Liverpool Street Station, London, EC2M 7PY



Proposed station enhancements Upper concourse

Liverpool Street Station, London, EC2M 7PY

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



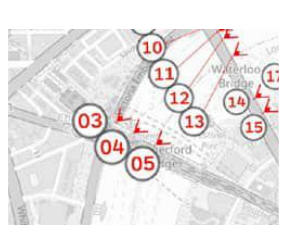
Proposed station enhancements – Step Free

Liverpool Street Station, London, EC2M 7PY





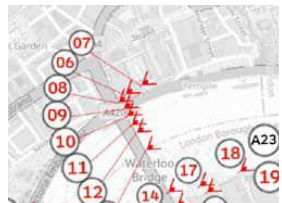
AVR View 3 of LVMF 17B.1 Existing

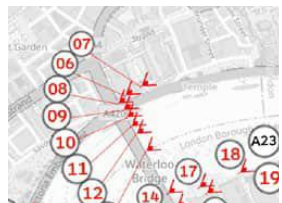


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AVR View 9 of LVMF 15B.1 Existing

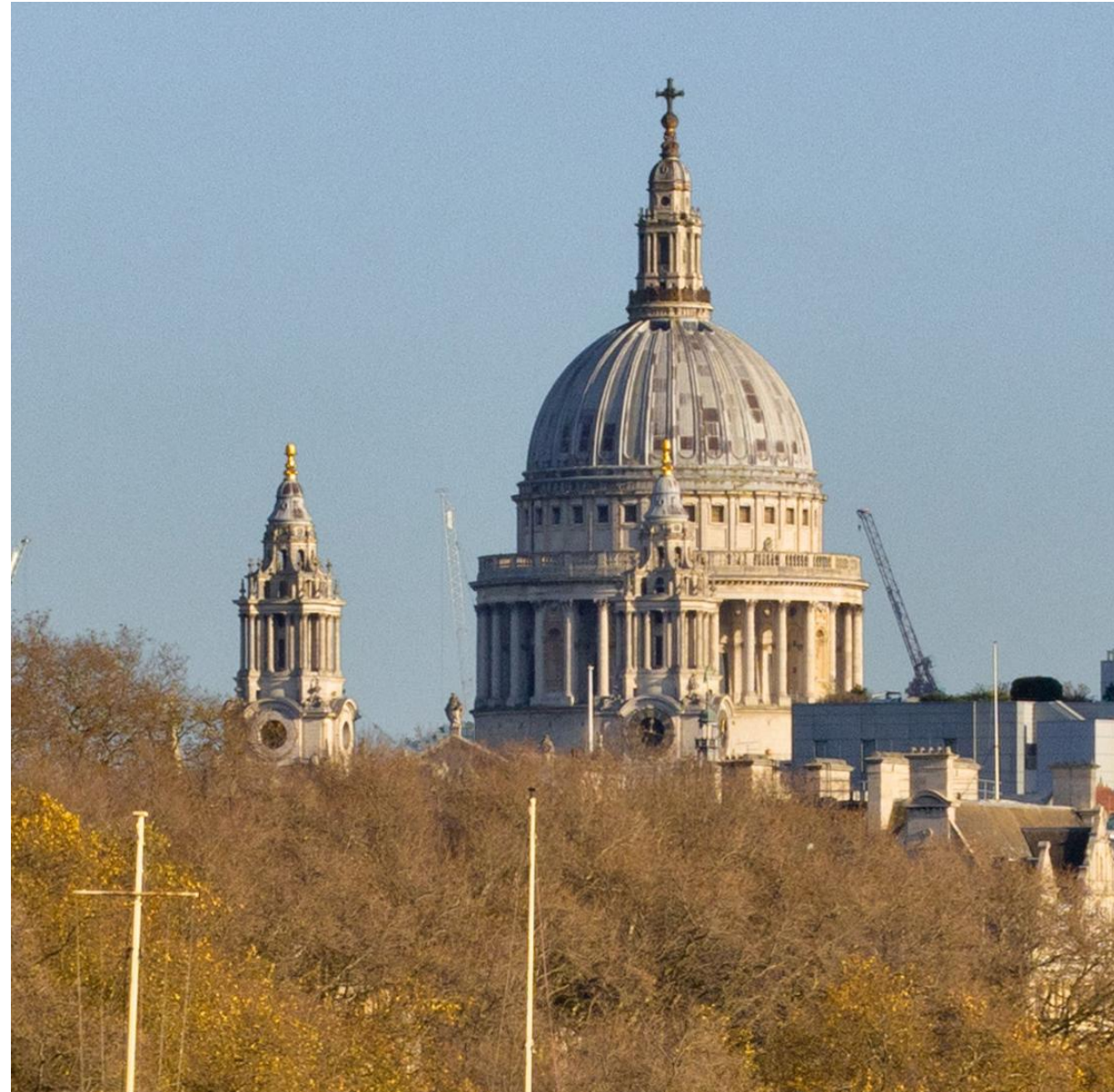
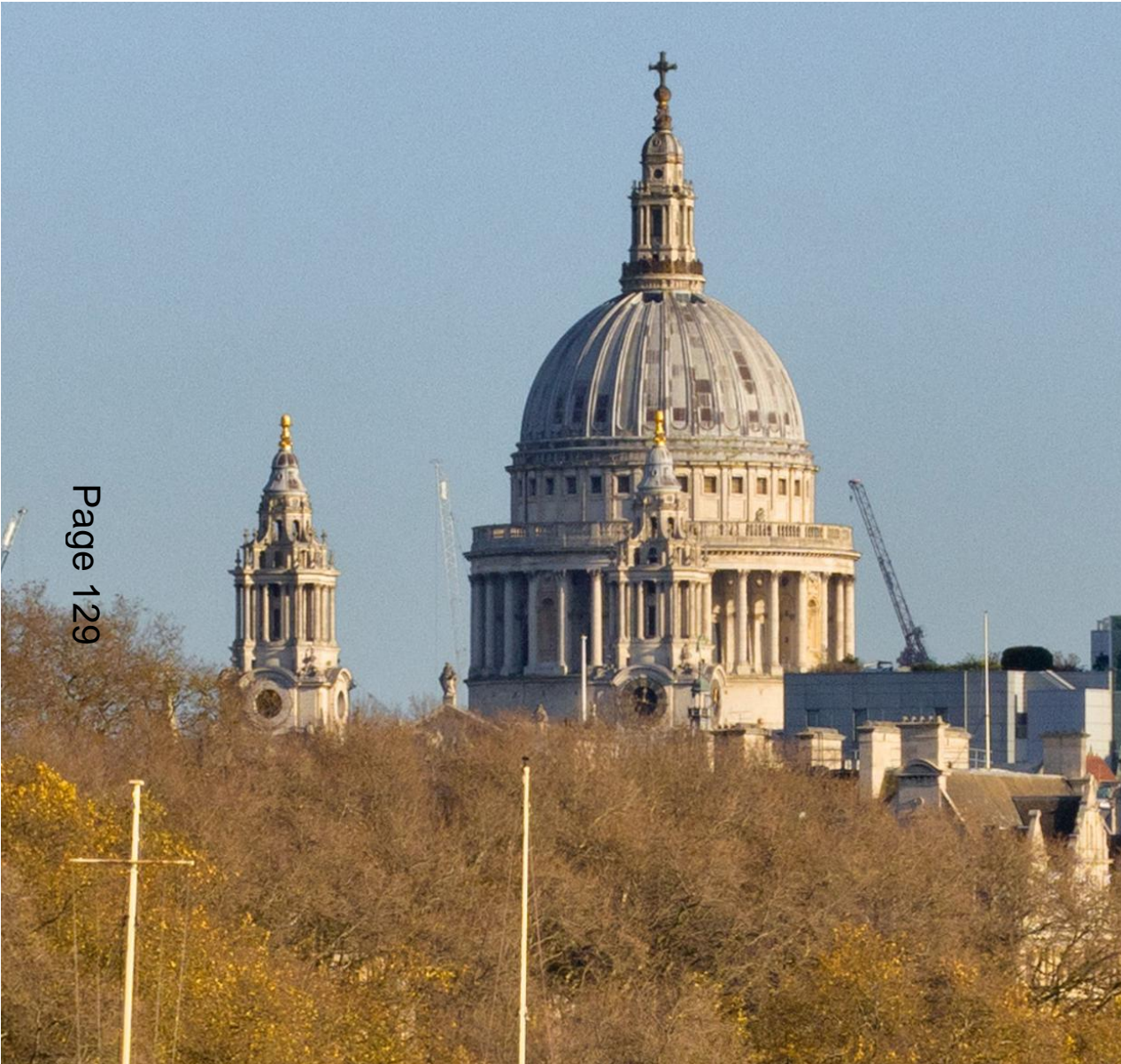




AVR View 10 of LVMF 15B.1 Existing

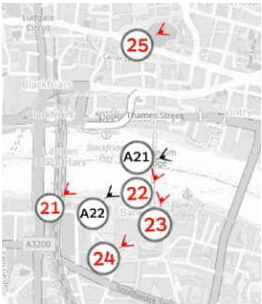


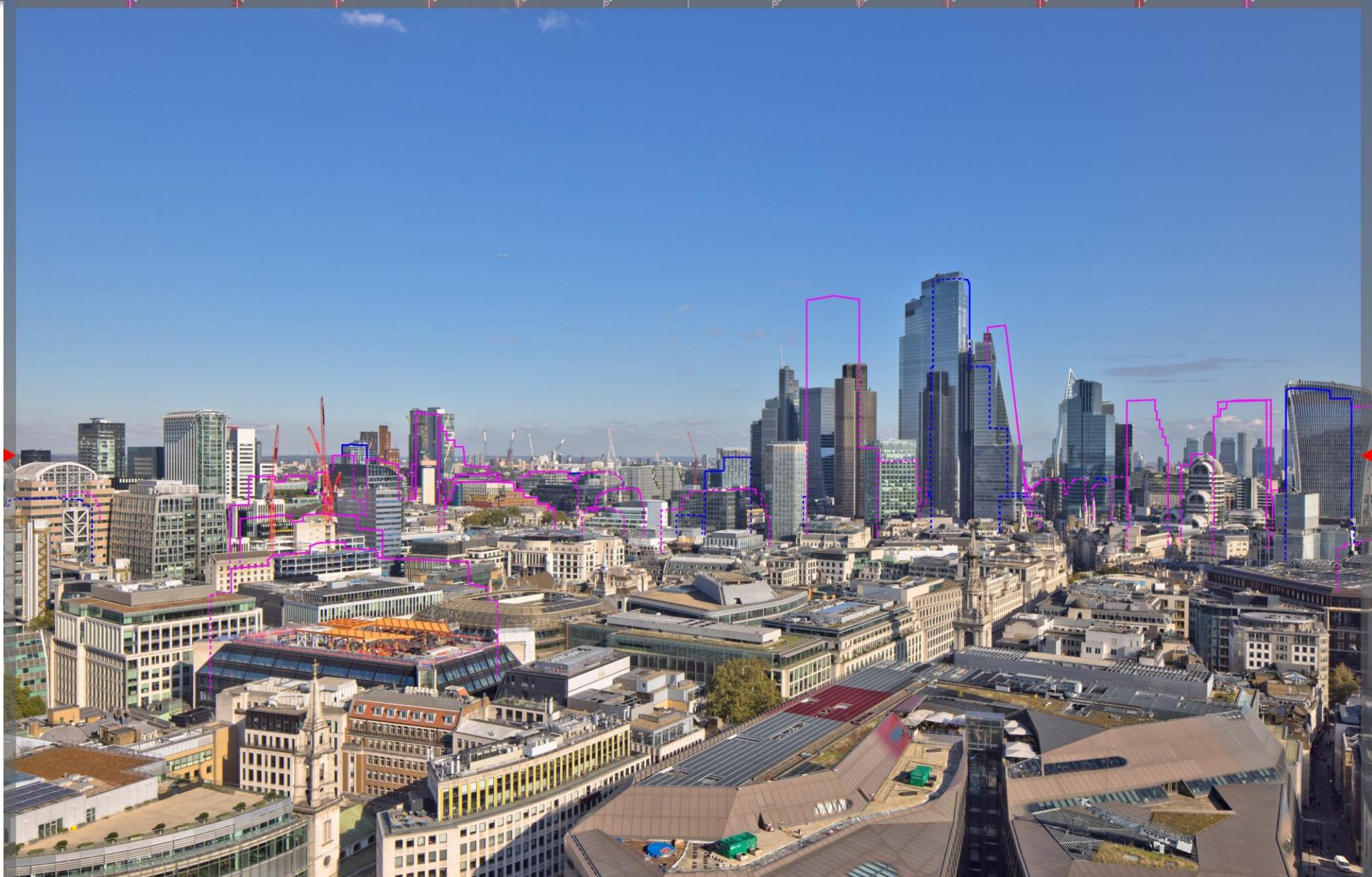
AVR View 10 of LVMF 15B.1 Proposed Cumulative



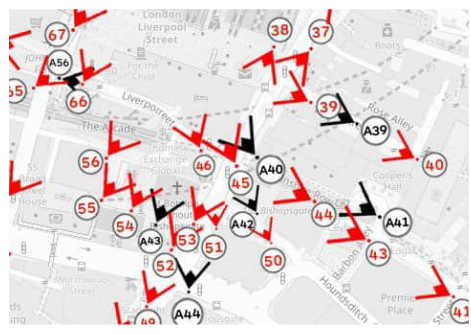


AVR View 25 from St Pauls Golden Gallery - Existing

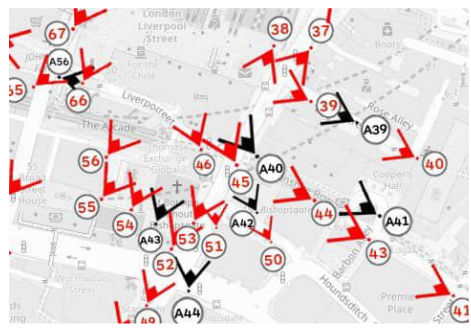




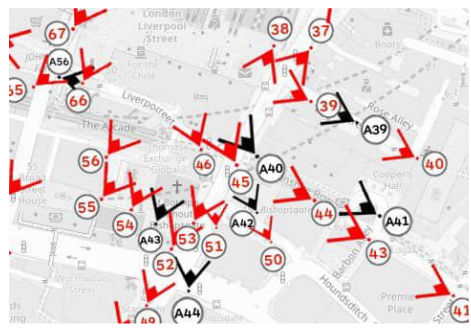
AVR View 25 from St Pauls Golden Gallery – Proposed Cumulative



AVR View 45 Existing



AVR View 45 Proposed



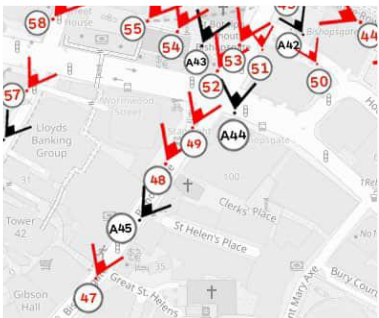
AVR View 45 Proposed Dusk



AVR View 45 Proposed Night

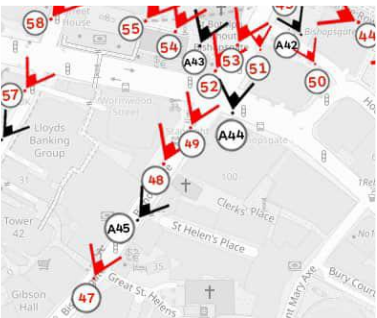


AVR View 48 Existing



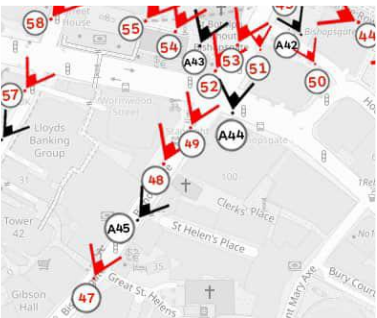


AVR View 48 Proposed



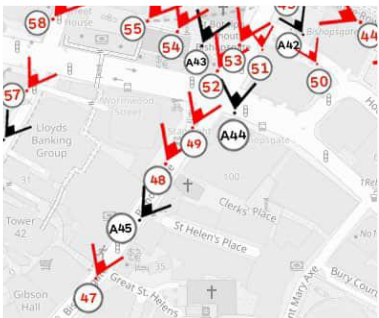


AVR View 50 Existing



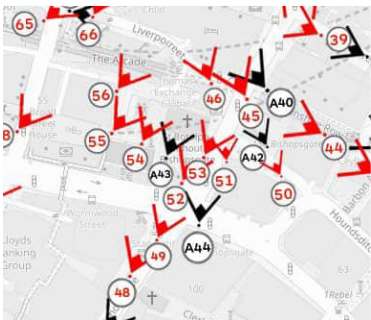


AVR View 50 Proposed



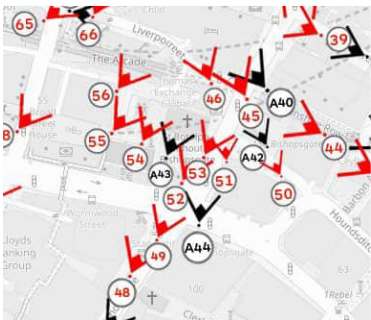


AVR View 54 Existing



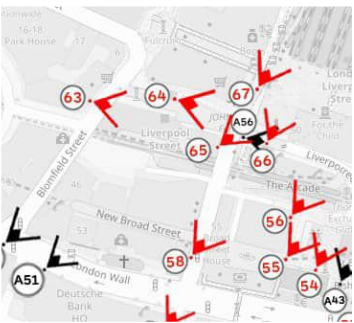


AVR View 54 Proposed



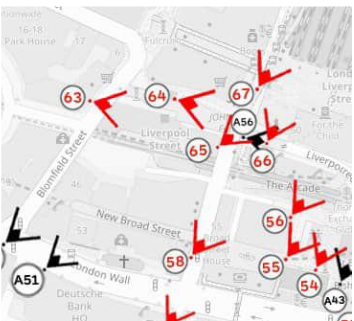


AVR View 64 Existing



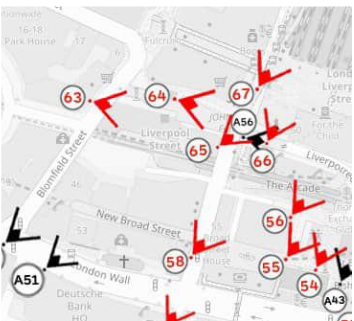


AVR View 64 Proposed



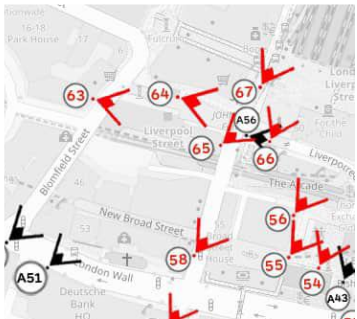


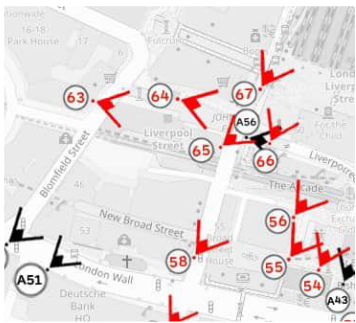
AVR View 65 Existing





AVR View 65 Proposed

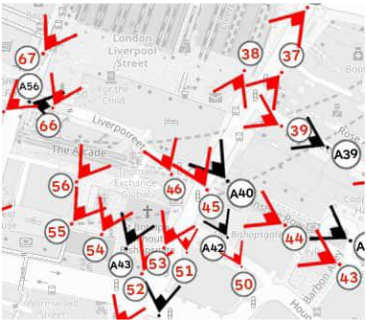




AVR View 65 Proposed Night

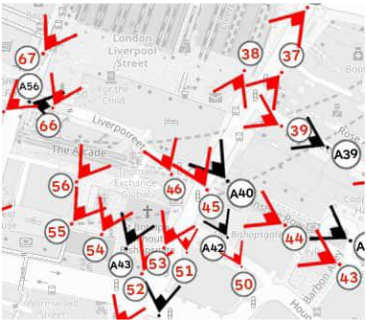


AVR View 46 Existing



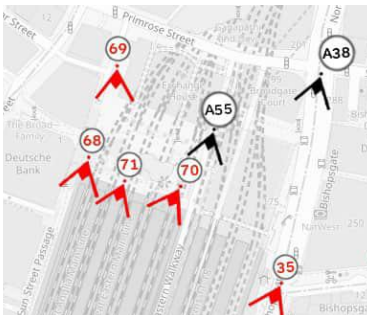


AVR View 46 Proposed



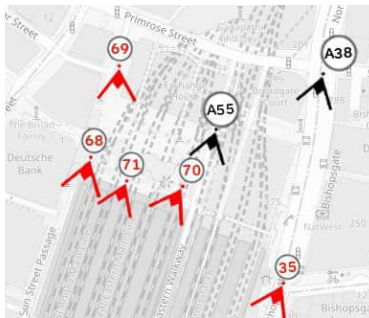


AVR View 69 Existing

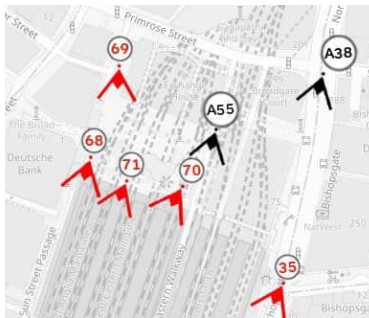




AVR View 69 Proposed



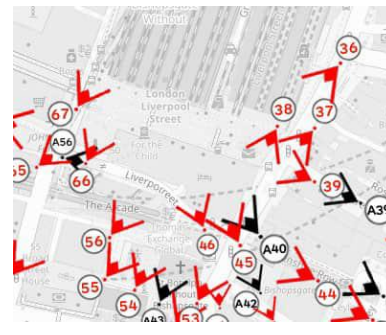
NR2401 JP Liverpool Street Station_S17A1119



AVR View 69 Proposed night

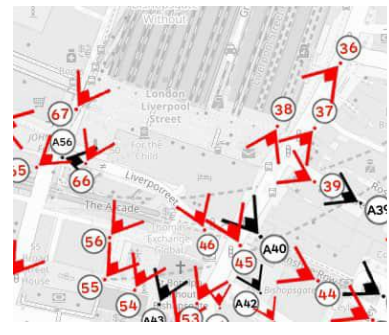


AVR View 37 Existing



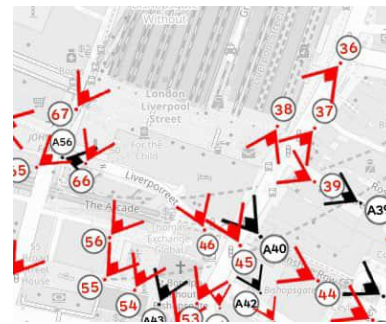


AVR View 37 Proposed



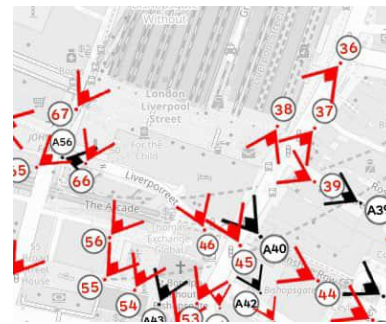


AVR View 39 Existing





AVR View 39 Proposed





Next Planning Applications Sub Committee

25th March 2026