



CROSSRAIL INFORMATION PAPER

D18 – LISTED BUILDINGS AND CONSERVATION AREAS

This paper outlines the Crossrail policy with regard to the built heritage.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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APPROVED

Version 3 – 20/11/07



D18 – LISTED BUILDINGS AND CONSERVATION AREAS

1. Introduction

1.1 This paper outlines the policy of the Crossrail project with regard to built heritage. It covers the following issues:

- listed buildings
- conservation areas
- townscape and the setting of listed buildings
- other buildings and structures of historical interest

1.2 Impacts on listed buildings and other matters of heritage interest have been assessed in the Crossrail Environmental Statement (ES¹).

2. Listed Buildings

2.1 Crossrail has sought to avoid adverse effects on listed buildings wherever practicable but this has not been possible at some locations. The construction of Crossrail will result in the demolition of three listed buildings and the modification of a further 18 as summarised below. Further information on the nature of the modifications is provided in Schedule 9 to the Bill and further information on the impacts of the proposals on the listed building is provided in the ES.

- Demolition of Grade II listed 94 Dean Street for construction of Tottenham Court Road Station (see Information Paper G4 on Tottenham Court Road – Dean Street and Volume 2 of the main ES, page 155).
- Demolition of Grade II listed Middlegreen Road Bridge and Dog Kennel Bridge to accommodate the overhead line equipment (OHLE) (see SES3, page 100).
- Modifications to Grade II listed 8-10 Southampton Row for the Fisher Street Vent Shaft including demolition of the rear annex (see Volume 2 of the main ES, page 156 and SES3, page 28).
- Modifications to Grade I listed Paddington Station resulting in removal of the retaining wall, railings and canopy on Departures Road and Eastbourne Terrace, internal alterations to the Lawn and in the Horse Arch, ground floor and basement of parts of Macmillan House, alterations to Red Star Deck (located on the north-east side of the station) including demolition of the Lynx Building (see Volume 2 of the main ES, page 67 onwards and AP ES, page

¹ The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005. See <http://billdocuments.crossrail.co.uk/>.

14), and alterations to Grade II listed Great Western Hotel relating to emergency escape provision (see AP3 ES, page 29).

- Modifications to the Grade II* listed Maidenhead Viaduct for the installation of overhead line electrification (see Volume 3 of the main ES, page 24 onwards and Appendix 1 of SES 3, page 212) and works within the basement of the Grade II* listed Smithfield Market (see Volume 2 of the main ES, page 192).
- Modifications to Grade II listed Leigh Road Bridge and St Mary's Road Bridge involving raising the parapets and alternations to brickwork (as an anti-trespass measure) (see SES3, pages 100, 104 and 117).
- Alterations to the Grade II listed Slough Station in connection with platform lengthening, a new footbridge, overhead line electrification and ticket hall rearrangement (see Volume 3 of the main ES, page 46) and alterations to the Grade II listed Hanwell Station in connection with platform lengthening (see Volume 3 of the main ES, page 148).
- Alterations to the Grade II listed Paddington Underground station in Praed Street in connection with construction of an interchange footbridge, lifts and stairs (see Volume 2 of the main ES, page 69).
- Demolition of the pool, fountains and plaza at the Grade II listed Centre Point (see Volume 2 of the main ES, page 155) and temporary removal of exterior stairs to first floor level on the western side of the building and installation of an alternative temporary entrance structure (see AP3 ES, page 64).
- Works within the Grade II listed Kingsway Tram Tunnel in connection with carrying out compensation grouting for protection of buildings in the vicinity (see Volume 2 of the main ES, page 156).
- Temporary removal and reinstatement of Grade II listed structures as follows: Finsbury Circus gazebo (see Volume 2 of the main ES, page 224), the bollards on the corner of Fareham Street and Great Chapel Street (see Volume 2 of the main ES, page 156) and the Porters Lodge on the corner of Oxford Street in front of 1 Stratford Place (see AP3 ES, page 41).
- The Grade II listed drinking fountain at Stepney Green is located within the vicinity of the worksite and will be protected by hoardings during the works (see Volume 2 of the main ES, page 302).
- Protection of, and possibly alterations to, the Grade II listed council depot (former electricity generating station) at White Hart Road, Plumstead in connection with use of the building as site offices and a workshop (see AP2 ES, page 101).

2.2 Schedule 9 to the Crossrail Bill disapplies listed building consent in relation to Crossrail works to each of the buildings set out in the first table of the Schedule (and as listed above). Heritage agreements have been prepared for the listed buildings affected by Crossrail works, between the Secretary of State for Transport, English Heritage and the relevant local authority as appropriate. These

agreements will describe the required mitigation for the effects at each of the buildings.

2.3 Potential impacts from construction works on listed buildings which are not covered by a separate agreement will be controlled via mechanisms set out in the Construction Code (see Information Paper D1, Crossrail Construction Code).

2.4 Potential settlement impacts on listed buildings are dealt with in Crossrail's settlement policy (see Information Paper D12, Ground Settlement) and in Appendix 2 of the heritage agreements.

3. Conservation Areas

3.1 The construction of Crossrail will result in the demolition of unlisted buildings within conservation areas. These are:

- 191-195, 197-199 (rear part) Praed Street and 19-23 Spring Street (rear part) in the Bayswater Conservation Area for the interchange between Crossrail and the District and Circle Line at Paddington.
- 18/19 Hanover Square and 1A Tenterden Street in the Mayfair Conservation Area for the Bond Street Eastern Ticket Hall and 354-358 Oxford Street in the Stratford Place Conservation Area for the Bond Street Western Ticket Hall.
- The block of buildings between Great Chapel Street, Fareham Street, Diadem Court and Dean Street within the Soho Conservation Area for the Tottenham Court Road Western Ticket Hall.
- Buildings between Oxford Street, Charing Cross Road, Sutton Row and Falconberg Mews within the Soho Conservation Area and buildings between Andrew Borde Street and Denmark Place within the Denmark Street Conservation Area for Tottenham Court Road Eastern Ticket Hall.
- 33-35 and 36-37 Charterhouse Square and 38-42 Charterhouse Street within the Charterhouse Square Conservation area for Farringdon Station.
- The pavilion in Finsbury Circus Gardens (within the Finsbury Circus Conservation Area) for the Finsbury Circus worksite and demolition of 11-12 Blomfield Street (within the New Broad Street Conservation Area) for the Blomfield Street Shaft.
- Demolition of 82-102 Hanbury Street and the rear extensions of 63-67 Princelet Street within the Fournier Street Conservation Area for Hanbury Street Shaft.
- Demolition of Whitechapel Station signal cabin (District Line), Fulbourne Street Bridge, Court Street footbridge and London Underground infrastructure at or near Whitechapel Station within the Whitechapel Market Conservation Area.
- Demolition of Gidea Park Station footbridge within the Gidea Park Conservation Area to provide for access for people with reduced mobility.

- Demolition of bridge structures within the Charterhouse Square and Smithfield Conservation Areas carrying Charterhouse Street and Lindsey Street over the Metropolitan Line and Thameslink infrastructure.
- Demolition of southern span of footbridge carrying Westbourne Park passage over the railway and part of the boundary wall on Westbourne Park Villas within the Westbourne Conservation Area.
- Demolition of 12, 14, 15 and 16 Gunners Terrace within the Woolwich Arsenal Conservation Area for Woolwich Station.

3.2 In addition, the conservatory to the Blind Beggar Public House (337 Whitechapel Road) within the Whitechapel Market Conservation Area will be demolished for works at the Sainsbury's car park worksite.

3.3 Schedule 9 to the Crossrail Bill disapplies conservation area consent in relation to each of the buildings as set out in the first table of the Schedule (and listed above). As the Bill proposes deemed planning permission for the Crossrail works, the principle of the demolitions and modifications will be established through the Act. However, in exercising their functions to preserve or enhance the character or appearance of the conservation area, local authorities will be able to approve the detail of the design and external appearance of Crossrail buildings, as set out in Schedule 7 of the Bill (see Information Paper B5, Main Provisions of the Planning Regime).

3.4 The Bill only seeks powers for the works that relate to the construction of the Crossrail railway, and the structures necessary for the operation of the railway. There are a number of locations where the Bill will seek powers to demolish buildings in conservation areas, but will not seek powers for the replacement of those buildings above or around the operational works (including stations). Once complete, the operational structures do not require the full site area and hence there are opportunities for non-operational development (referred to as over-site development or OSD). OSD would provide replacement buildings for those lost, and is likely to reduce or mitigate the impacts on the conservation areas resulting from the demolitions.

3.5 Two undertakings have been given in respect of OSD. The first applies to OSD, except that provided in the Royal Arsenal Woolwich conservation area, for buildings specified in the table in clause 14(2) of the Bill, and was given by the Secretary of State to Parliament on 15 February 2006². It states that:

“The Secretary of State will take steps to ensure that:

(1) There is consultation with Local Planning Authorities prior to submission of a planning application for OSD on -

- a. the proposed use, quantum, layout, scale, access, appearance and response to context of the proposed OSD (including where appropriate cooperation in the preparation of a Planning Brief and/or SPD); and

² See entry 232 on the Register of Undertakings and Assurances

b. the means by which the fundamental design elements of the new development will be integrated with the Crossrail Works (including loadings, support and access).

(2) OSDs in or adjacent to Conservation Areas will be designed in accordance with relevant national, regional, spatial and local planning policies, and in consultation with English Heritage.

(3) In assessing the contribution that OSDs will make to the character or enhancement of conservation areas the quality of buildings that existed prior to demolition will be a material consideration.

(4) A planning application and accompanying environmental statement for the proposed OSD is submitted as soon as reasonably practicable and in any event no later than 2 years after the commencement of construction of the Crossrail Works on the site unless the Local Planning Authority agree to a deferral or agree that an application is not required.

(5) Reasonable endeavours will be used to obtain planning consent by the date the works for the new stations or railway on the sites are completed.

(6) Reasonable endeavours will be used to ensure that development is commenced in accordance with the planning consents granted once the works for the new stations or railway on the sites are completed."

3.6 The undertaking will ensure that there is full consultation with the local planning authorities regarding OSD sites and that planning applications and accompanying environmental statements are submitted as soon as reasonably practicable and in any event no later than 2 years after the commencement of construction of the Crossrail works on the site unless the planning authority agrees to a deferral or that an application is not required.

3.7 The second undertaking applies solely to OSD on land to the east of Arsenal Way in the Royal Arsenal Woolwich conservation area and was given by the Secretary of State to Parliament on 10 July 2007³. It ensures that the same requirements as to consultation with the planning authority and the bringing forward of planning applications apply to the conservation area at Woolwich, but that the back stop date for submission of planning applications and environmental statements is two years from when a decision is made about whether the station box at Woolwich is to be fitted-out. These specific arrangements are required because of the funding conditions that the Secretary of State has stipulated need to be met before fit-out of the station could take place - namely that sufficient contributions are received from developers and businesses that stand to benefit from a Crossrail station at Woolwich, and that no additional public funds will be made available.

³ See entry 432 on the Register of Undertakings and Assurances

4. Setting of Listed Buildings

- 4.1 The demolition of buildings and the development of new stations, shaft structures and replacement non-operational development will result in changes to the townscape along the Crossrail route and there are implications for setting of nearby listed buildings. In the Central London area, a large number of listed buildings are located in the vicinity of the works.
- 4.2 In exercising their functions to preserve the setting of listed buildings, local authorities will be able to approve the detail of the design and external appearance of Crossrail buildings, as set out in Schedule 7 to the Bill. The arrangements for OSD are set out above.

5. Townscape

- 5.1 As set out above, the demolition of buildings and the development of new stations, shaft structures and replacement non-operational development will result in changes to the townscape along the Crossrail route. Impacts on designated conservation areas are set out in section 3 above. Although much of the route is undesignated, the works do affect areas of high quality and high sensitivity townscape, in particular in Central London.
- 5.2 In exercising their functions to preserve the local environment or amenity, local authorities will be able to approve the detail of the design and external appearance of Crossrail buildings, as set out in Schedule 7 to the Bill. The arrangements for OSD are set out above.
- 5.3 In addition, the project has appointed external design and heritage advisors to provide advice on design and heritage issues.

6. Other Buildings and Structures of Historical Interest

- 6.1 It is recognised that there will be loss of, or modifications to, other buildings or structures which, although they do not have any statutory protection, are of historical interest.
- 6.2 It is proposed that the mitigation strategy for both above ground and below ground historic features are considered together. Information Paper D22, Archaeology describes the framework of control measures that would be in place before construction begins.