

DEPARTMENT FOR TRANSPORT 2014

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006**

THE LONDON UNDERGROUND (BANK STATION CAPACITY UPGRADE) ORDER

**Request for Direction under section 90(2A) of the Town and Country
Planning Act 1990, conditions to be attached to the Direction**

- To: The Secretary of State for Transport, Zone 1/18 Great Minster House, 33 Horseferry Road, London, SW1P 4DR
1. London Underground Limited (the Company) is applying to the Secretary of State for Transport under section 6 of the Transport and Works Act 1992 for the above-mentioned Order under section 1 of that Act. This Order would authorise the Company to construct and operate works at Bank Station in the City of London for the purposes of creating additional passenger access capacity to the Company's Northern Line underground railway at that station.
 2. The Company seeks, pursuant to rule 10(6) of the above mentioned Rules, a direction from the Secretary of State under section 90(2A) of the Town and Country Planning Act 1990 that planning permission, so far as it is required, be deemed to be granted for the development sought to be authorised by the Order now being applied for within the various limits provided for in the draft Order and the accompanying deposited plans.
 3. The principle works proposed to be authorised in the Order comprise a new southbound running tunnel to carry a diversion of the Northern Line together with a new passenger platform at Bank Station to serve the diverted line. The Order also authorises cross passages from the proposed new platform to the existing Northern Line southbound platform (which will become a new underground passenger concourse serving the Northern Line) as well as other works and conveniences to improve passenger access between the Northern Line, Central Line and Docklands Light Railway including new step free passenger access at street level within a proposed new station entrance in Cannon Street.
 4. The Order authorises the compulsory acquisition and temporary use of land for the purposes of the works and confers powers in connection with the construction and operation of the works.

5. The Order provides for the construction and maintenance of ancillary works and includes provisions to execute street works, to alter the layout of streets, to stop up streets permanently and temporarily, to provide access to works, to construct, alter and maintain new streets and to enter into agreements with street authorities. The Order makes provision for the discharge of water, to carry out protective works to buildings, roads and apparatus of a statutory undertaker and to survey and investigate land.
6. The Order confers powers for the compulsory acquisition of land for the purposes of the works and for ancillary purposes and the imposition of restrictive covenants, the acquisition of easements or other rights in land, the appropriation of the subsoil of or airspace over streets, the temporary use of land for the construction or maintenance of works, to disregard certain interests and improvements in land and for the set-off in any enhancement in the value of land in assessing compensation payable. The Order would also confer powers for the acquisition of part only of certain properties, the extinction or suspension of private rights of way, and provides a time limit for the exercise of the powers of compulsory acquisition conferred by the Order.
7. The Order would modify planning legislation in relation to tree preservation orders and as to the treatment of land as operational land, provide for the felling or lopping of trees overhanging the works and override the application of landlord and tenant law in relation to agreements relating to the authorised works.
8. The Order further provides for the prevention of obstruction of the construction of the works and trespass on the proposed station entrance and makes provision for traffic regulation, provides a defence to proceedings in respect of statutory nuisance and includes protective and ancillary provisions.
9. The proposed development is entirely within the administrative area of the City of London Corporation.
10. The applicant's interest in the proposed development is as prospective purchaser of any land permanently required for its operation and use but it also has interest in some of the land.
11. Notice to property owners and occupiers affected by the proposed development has been given by way of service of notices in accordance with Rule 15 of the abovementioned Rules and other publicity required by those Rules.
12. The following aspects of the proposal contained in the draft Order are or may be development requiring planning permission under section 57(1) of the Town and Country Planning Act 1990 as follows:

Proposals	Draft Order articles/schedules
The scheduled works	Article 6, Schedule 1
Station works at Bank	Articles 6, 8 and 11, Schedule 1
Highway alterations and improvements	Articles 9, 10, 11, 12, 13, 14, 15, and 16, Schedule 2, 3, 4 and 5
Protective works	Article 18
Temporary use of land	Article 26, Schedule 8

13. Where land is being acquired permanently, the effect of the direction will be to change the use of all of that land within the boundary of the scheduled works to railway use. Such land will become "operational land" as defined in section 264(3) of the Town and Country Planning Act 1990 and as provided for in Article 36 (planning permission) of the Order.
14. Further particulars of items currently identified as forming elements or possible elements of development proposed are contained in **Appendix 1** to this Request.
15. The direction sought is one of deemed planning permission to be granted for the whole development and for each element of it. Attached as **Appendix 2** to this Request pursuant to Rule 10(6)(b) are draft conditions which the applicant currently wishes to propose.
16. There also accompanies the application pursuant to rule 10(6)(d) of the abovementioned rules a set of Planning Direction drawings showing some of the elements of development in further detail. These show the planning application boundary, which corresponds with the limits of Land to be Acquired or Used but are otherwise for illustrative purposes only.
17. An Environmental Statement and a Design and Access Statement also accompany this application.

Dated: 9th September 2014

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Solicitors and Parliamentary Agents
 For London Underground Limited

APPENDIX 1

ELEMENTS OF THE DEVELOPMENT

In the administrative are of the City of London Corporation:

1. Work No.1 - A railway 662 metres in length in tunnel, being a realignment of part of the southbound railway of the Company's Northern Line, commencing by a junction with the southbound railway beneath a point 16 metres north of the junction of Gresham Street with Lothbury, passing in a southerly direction and terminating by a junction with the southbound railway beneath a point 39 metres south of the bridge carrying King William Street over Lower Thames Street.
2. Work No.1A - A passenger subway linking the proposed passenger platform forming part of Work No.1 to the Company's existing Northern Line southbound passenger platform at Bank station, commencing by a junction with Work No.1 beneath a point 37 metres south-west of the junction of Sherborne Lane with King William Street and terminating beneath a point 7 metres south-east of that road junction.
3. Work No.1B - A passenger subway linking the proposed passenger platform forming part of Work No.1 to the Company's existing Northern Line southbound platform at Bank station, commencing by a junction with Work No.1 beneath a point 40 metres south-west of the junction of Sherborne Lane with King William Street and terminating beneath a point 17 metres south-east of that road junction.
4. Work No. 1C - A passenger subway linking the proposed passenger platform forming part of Work No.1 to the Company's existing Northern Line southbound platform at Bank station, commencing beneath a point 8 metres north-west of the junction of Abchurch Lane with King William Street and terminating at a junction with Work No. 1 beneath a point 38 metres west of that road junction.
5. Work No. 1D - A passenger subway linking the proposed passenger platform forming part of Work No.1 to the Company's existing Northern Line southbound platform at Bank station, commencing beneath a point 28 metres south-east of the junction of Abchurch Lane with King William Street and terminating at a junction with Work No. 1 beneath a point 47 metres south-west of that road junction.
6. Work No. 2 – A passenger subway incorporating two banks of triple escalators between a proposed station entrance hall on the north side of Cannon Street to a passenger subway (Work No.1C) commencing at a point 19 metres north of the junction of Nicholas Lane with Cannon street and terminating by a junction with Work No.1C beneath a point 15 metres west of the junction of Abchurch Lane with King William Street.
7. Work No. 3 – A passenger subway incorporating a bank of triple escalators between the existing Docklands Light Railway passenger subway at Bank station to the Company's Northern Line passenger concourse commencing by a junction with Work No.1B beneath a point 22 metres south-west of the junction of Sherborne Lane with King William Street and terminating at the Docklands Light

Railway passenger concourse beneath a point 12 metres south-west of the junction of Abchurch Lane with King William Street.

8. Work No. 4 - A passenger subway incorporating a moving passenger walkway between the passenger subway forming Work No.1A and the proposed passenger subway to the Company's Central Line forming Work No. 5, commencing beneath a point 27 metres west of the junction of Prince's Street with Threadneedle Street and terminating by a junction with Work No.1A at a point 22 metres south-west beneath the junction of Sherborne Lane with King William Street.
9. Work No. 5 - A passenger subway incorporating a bank of triple escalators between the passenger subway forming Work No.4 and the Company's Central Line, commencing beneath a point 7 metres east of the junction of Prince's Street with Threadneedle Street and terminating beneath a point 34 metres west of that road junction.
10. Work No. 6 - A passenger subway forming a reconstruction and enlargement of the existing passenger subway connecting the passenger subway forming Work No.5 to the Company's Central Line passenger platforms at Bank station, commencing beneath a point 11 metres south-east of the junction of Prince's Street with Threadneedle Street and terminating beneath a point 8 metres north of that road junction.
11. Work No. 7 - A tunnel for construction purposes commencing beneath a point 20 metres south of the junction of Sherborne Lane with King William Street and terminating beneath a point 11 metres south-east of that road junction.
12. Work No. 8 - A tunnel for construction purposes commencing beneath a point 14 metres west of the junction of Abchurch Lane with King William Street and terminating beneath a point 7 metres north of that road junction.
13. Work No. 9 - A tunnel for construction purposes commencing beneath a point 29 metres south of the junction of Abchurch Lane with King William Street and terminating beneath a point 22 metres south-east of that road junction.
14. Work No. 10 - A tunnel for construction and maintenance purposes, commencing by a junction with Work No.1 at a point 34 metres east of the junction of Abchurch Lane with Cannon Street and terminating at a point 10 metres north of the junction of Nicholas Lane with King William Street. Work No. 10 includes alterations to the headwalls of the Company's existing Northern Line southbound and northbound platforms and to the Company's existing escalator tunnel to Monument Station to enlarge the existing passenger subway.
15. Work No. 11 - A tunnel for construction and maintenance purposes linking Work No.1 to the Company's existing Northern Line southbound tunnel, commencing by a junction with Work No.1 beneath a point 28 metres south of the junction of Prince's Street with Moorgate and terminating beneath a point 28 metres south of that road junction.
16. Work No. 12 - A tunnel for construction and maintenance purposes linking Work No.1 to the Company's existing Northern Line southbound tunnel, commencing by a junction with Work No.1 beneath a point 24 metres north-west of the junction of King William Street with Arthur Street and terminating beneath a point 20 metres north-east of that road junction.

17. Work No. 13A - A passenger subway linking the Docklands Light Railway arrival platform to the concourse of that railway at Bank station, commencing beneath a point 36 metres north-west of the junction of Abchurch Lane with King William Street and terminating beneath a point 32 metres north-west of that road junction.
18. Work No. 13B - A passenger subway linking the Docklands Light Railway departure platform to the concourse of that railway at Bank station, commencing beneath a point 32 metres north-west of the junction of Abchurch Lane with King William Street and terminating beneath a point 30 metres north-west of that road junction.
19. Work No. 14 - A passenger subway linking the Docklands Light Railway arrival and departure platforms to the concourse of that railway at Bank station, commencing beneath a point 20 metres south-west of the junction of Abchurch Lane with King William Street and terminating beneath a point 7 metres south-east of that junction.
20. Work No. 15 - A passenger subway linking the Docklands Light Railway arrival platform to the concourse of that railway at Bank station, commencing beneath a point 30 metres south of the junction of Abchurch Lane with King William Street and terminating beneath a point 26 metres south of that road junction.
21. Work No. 16 - A passenger subway connecting the Company's Central Line eastbound and westbound passenger platforms at Bank station, commencing beneath a point 21 metres north-east of junction of Walbrook with Queen Victoria Street and terminating beneath a point 15 metres north-east of that road junction.
22. Work No. 17 - A tunnel for services between Work No.4 and the Company's existing Central Line ticket hall, commencing beneath a point 29 metres south-west of junction of Prince's Street with Threadneedle Street and terminating beneath a point 6 metres south of that road junction.
23. Work No.18 - A passenger subway connecting Work No.1A to the Company's existing passenger lift (No. D6) commencing beneath a point 20 metres south of the junction of St Swithin's Lane and King William Street and terminating beneath a point 10 metres south of the junction of Sherborne Lane with King William Street.
24. Work No. 19 - A tunnel for construction and maintenance purposes linking Work No.1 to Work Nos. 4 and 5, commencing by a junction with Work No.1 beneath a point 65 metres north-west of the junction of Poultry with King William Street and terminating beneath a point 27 metres west of that road junction.
25. Work No. 20 - A tunnel for construction and maintenance purposes, commencing by a junction with Work No. 3 beneath a point 33 metres south of the junction of Sherborne Lane with King William Street and terminating at point 26 metres south of that road junction.
26. Work No. 21 - A passenger subway between the proposed lift shaft and Work No.1D, commencing beneath a point 31 metres south of the junction of Abchurch Lane with King William Street and terminating at point 36 metres south of that junction.

27. Work No. 22 - A tunnel for operational services between the proposed shaft to incorporate a proposed lift and Work No.1D, commencing beneath a point 34 metres south of the junction of Abchurch Lane with King William Street and terminating at point 38 metres south of that road junction.
28. Work No. 23 - A tunnel for construction purposes, linking Work No.1C with Work No. 3, commencing by a junction with Work No.3 beneath a point 27 metres south of the junction of Sherborne Lane with King William Street and terminating at point 24 metres west of the junction of Abchurch Lane with King William Street.
29. Work No. 24 - A tunnel for operational services linking Work No 10 to the proposed lift shaft, commencing by a junction with Work No. 1 at a point 16 metres west of the junction of Nicholas Lane with King William Street and terminating at a point 14 metres west of that road junction.

APPENDIX 2

CONDITIONS PROPOSED TO BE ATTACHED TO THE DIRECTION FOR DEEMED PLANNING PERMISSION DATED []

In these conditions, unless the context otherwise requires—

“**the Code of Construction Practice**” means the document of that title comprising Appendix A4.1 to the Environmental Statement, subject to any subsequent amendment to it agreed by the Local Planning Authority;

“**the Design and Access Statement**” means the document of that title submitted with the request for the Planning Direction;

“**the Development**” means the works authorised by the Order and the Planning Direction;

“**the Environmental Statement**” means the document of that title submitted with the application for the Order;

“**Local Planning Authority**” means the City of London Corporation;

“**the Order**” means the London Underground (Bank Station Capacity Upgrade) Order 201[];

Time limits

1. The Development shall commence not later than five years from the date that the Order comes into force.

Reason: To ensure that the Development is commenced within a reasonable period of time.

Detailed design approval of above ground development

2. Work on the relevant aboveground parts of the Development shall not commence until the following details have been submitted to, and approved in writing by, the Local Planning Authority:
 - a) the proposed new facades including typical details of the fenestration, entrances, doors, canopy, external louvers, rain screens and expansion joints;
 - b) materials (including samples) to be used on all external facades;
 - c) the location of street lighting, historic plaques and other signage to be fixed to the elevations;
 - d) finished floor levels at ground floor level in relation to existing and proposed highway levels;

- e) external surfaces within the site boundary including materials, levels, drainage hard and soft landscaping and street furniture.

The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable reasonable and proper control to be exercised over these aspects of the Development.

Code of Construction Practice

- 3. Demolition and construction of the Development shall be carried out in accordance with the Code of Construction Practice unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity.

Construction Logistics Plan

- 4. Demolition and construction of the Development shall not commence until a Construction Logistics Plan to manage all freight vehicle movements to and from the site has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall be carried out in accordance with the approved Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and sustainability.

Traffic Management Plan

- 5. The Development shall not commence until a Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority which shall include the following:
 - a) details of how traffic will be managed during key phases of construction;
 - b) type of construction vehicles needed, and when;
 - c) access and parking arrangements for service and delivery vehicles;
 - d) pedestrian, cyclist, bus and general traffic considerations; and
 - e) appropriate plans to confirm details of proposed highway closures, diversion routes and traffic routes for works traffic and abnormal loads.

The development shall be carried out in accordance with the approved Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and sustainability.

Contaminated land

6. a) Prior to commencing development which may disturb contaminated land with the potential to materially harm persons or pollute controlled waters or the environment, site investigations shall be undertaken to confirm the levels of contamination present and the validity of the conclusions of the contaminated land assessment reported in Chapter 14 of the Environmental Statement. The results of these investigations shall be made available to the Local Planning Authority.
- b) Should the site investigations undertaken in accordance with a) indicate a materially greater contamination risk within any of the proposed working areas than set out in the Environmental Statement, the measures set out in the Code of Construction Practice will be evaluated for continued suitability in the light of the new findings. Should it be concluded that additional measures are required, a report shall be submitted to and approved by the Local Planning Authority prior to commencement of the works within the affected areas. The report shall provide:
- i. a description of the Work Site concerned;
 - ii. details of the investigation and assessment to identify the extent of contamination at that relevant site, including both onsite and offsite sources; and
 - iii. details of the additional measures required (both short and long term) and how they will be undertaken.
- c) Following the completion of the measures identified in b) iii above, a verification report shall be submitted to and approved by the Local Planning Authority. The report shall provide evidence that all required measures have been put into effect.
- d) Following commencement of works, if contamination not previously identified is found to be present on a site which cannot be adequately controlled by the established measures, no further development shall be carried out on that part of the site until details of how the additional contamination is to be dealt with have been submitted to and approved by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Archaeology

7. No Development, with the exception of above ground works and shallow works which do not have the potential to impact upon archaeology, shall commence within or immediately adjacent to an area which is mentioned in Chapter 11 of the Environmental Statement as being of known or suspected archaeological importance until a written scheme of investigation for that area to deal with archaeological remains has been submitted to, and approved by, the Local Planning Authority. This shall include the following:

- a) a description of all works which may have an impact on the archaeology of the site, including details of any temporary work;
- b) details of the foundation and piling configuration or other works with the potential to affect archaeology; and
- c) a timetable and scheme of archaeological evaluation for the analysis, publication and archiving of the results.

All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the Development is undertaken with due regard to any archaeological remains on the site.

Disused King William Street station photographic recording

- 8. No works to the disused King William Street Station shall commence until completion of a photographic recording and its submission to the Local Planning Authority.

Reason: To ensure that a record of the structure is made prior to commencement of the works.

Highway Drainage

- 9. No work on the relevant parts of the Development shall commence until details of the surface and foul water drainage system have been submitted to, and approved in writing by, the Local Planning Authority. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate surface water and foul drainage facilities so as to reduce the risk of flooding and pollution.

Approved drawings

- 10. The development be carried out in accordance with the following approved drawings (save for the internal layouts which are illustrative only) or as approved under conditions of this planning permission: BSCU-DRA-MAC-N133_Z-DR-T-9601; BSCU-DRA-MAC-N133_Z-DR-T-9602; BSCU-DRA-MAC-N133_Z-DR-T-9603; BSCU-DRA-MAC-N133_Z-DR-T-9800; BSCU-DRA-MAC-N133_Z-DR-T-9890; BSCU-DRA-MAC-N133_Z-DR-T-9901; BSCU-DRA-MAC-N133_Z-DR-T-9902; BSCU-DRA-MAC-N133_Z-DR-T-9903; BSCU-DRA-MAC-N133_Z-DR-T-9904.

Reason: To ensure that the development is in compliance with details and particulars which have been approved by the Secretary of State for Transport and the Local Planning Authority.

**DEPARTMENT FOR TRANSPORT
2014**

Transport and Works Act 1992

**Transport and Works (Applications and
Objections Procedure) (England and
Wales) Rules 2006**

**THE LONDON UNDERGROUND
(BANK STATION CAPACITY UPGRADE)
ORDER**

**Request for Direction under section
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