

# 1 Introduction

## 1.1 Background

- 1.1.1 This Environmental Statement (ES) has been prepared by URS on behalf of London Underground Limited (LUL) in support of a Transport and Works Act Order (TWAO) application for the Bank Station Capacity Upgrade (BSCU).
- 1.1.2 Powers to undertake the BSCU and planning permission will be sought via a TWAO application submitted to the Secretary of State for Transport (the Secretary of State) and an application for planning permission under *Section 90(2A)* of the *Town and Country Planning Act 1990* for the operational works (a 'deemed' planning application). To inform the TWAO application, an Environmental Impact Assessment (EIA) has been carried out, the findings of which are described in this Environmental Statement (ES), which is submitted as part of the application.
- 1.1.3 URS has undertaken all EIA work with inputs from:
- Dragados, Mace and Keltbray Group – construction proposals and logistics;
  - Quod – planning support;
  - Wilkinson Eyre – Architects;
  - Miller Hare Limited – accurate visual representations;
  - Steer Davies Gleave – transport assessment support;
  - Rupert Taylor Limited – noise and vibration assessment support;
  - Anderson Acoustics – noise and vibration surveys;
  - Professor Robert Mair and Dr Christopher Menkiti – Built Heritage assessment and Stage 2 Building Damage Assessment support; and
  - Alan Baxter & Associates LLP – Built Heritage assessment support.
- 1.1.4 Construction of the BSCU will require the demolition of several buildings in a block bounded by King William Street, Nicholas Lane, Cannon Street and Abchurch Lane. These would need to be replaced on project completion. Whereas a TWAO (with deemed planning permission) can deliver planning consent to construct and operate a railway and ancillary works, it cannot provide consent for the commercial redevelopment of any surplus land (such as that resulting from a large part of this demolition). Therefore, separate planning permission for an Over Site Development (OSD) located over and around the new station infrastructure was sought via an application to the City of London Corporation under the *Town and Country Planning Act 1990*. Permission for this was granted in June 2014.

- 1.1.5 The approach to the assessment of cumulative effects between the BSCU and the OSD is explained in Chapter 17: Inter-relationships and Cumulative Effects.

### **Objectives of the Project**

- 1.1.6 The overarching aim of the BSCU Project is to ensure that Transport for London continues to provide a fit-for-purpose public transport station complex to support the City of London. It shall do this by:
- increasing the capacity of Bank Station so that it is able to handle present and forecast demand, and thereby support the economic growth of the city;
  - minimising passenger journey time through the station, and thereby reduce crowding;
  - improving the quality of access, interchange and ambience, including the provision of step-free access routes from street level to Northern Line trains and provide step-free interchange between Northern Line and Docklands Light Railway (DLR) trains; and
  - improving emergency fire and evacuation protection measures.

### **Overview of the Bank Station Capacity Upgrade**

- 1.1.7 The BSCU involves a major upgrade of the Bank Monument Station Complex to provide greatly improved passenger access, circulation and interchange. It includes provision of a new passenger entrance with lifts and escalator connections; a new Northern Line passenger concourse using the existing southbound platform tunnel; a new Northern Line southbound running and platform tunnel; and new internal passenger connections between the Northern Line, the DLR and the Central Line.
- 1.1.8 The new Station Entrance will open on to Cannon Street at the junction with Nicholas Lane. A new Station Entrance Hall will provide circulation space, as well as accommodating staff facilities, plant rooms and associated retail space. New passenger lifts will link the new Station Entrance Hall directly with the Northern Line and DLR providing step free access. Escalators will also connect the new Station Entrance Hall with the Northern Line.
- 1.1.9 The existing southbound platform for the Northern Line will be converted into a new passenger concourse. A new southbound running and platform tunnel will be located to the west of the existing platform. New cross passages will connect the Northern Line concourses and platforms. New walkways and escalators will better connect the Northern Line, the DLR and the Central Line. In particular, a tunnelled passageway fitted with moving walkways and new escalators will greatly improve interchange between the Northern Line and the Central Line.

1.1.10 Works to divert and protect utilities and to protect listed and other buildings from ground settlement, will also be undertaken, where analysis indicates this is required. The compulsory purchase and temporary use of land, the temporary stopping up of streets, street works and ancillary works will also be required.

**Programme**

1.1.11 The anticipated programme (illustrated in Figure 1.1) is as follows:

- TWAO application for the BSCU submitted to the Secretary of State in September 2014 with formal decision following consultation and Public Inquiry expected in 2016;
- demolition of existing buildings (including the rear extension of 20 Abchurch Lane) in approximately 2016/17;
- construction of the BSCU during 2016 – 2021; and
- it is expected that construction of an OSD is likely to be undertaken between 2021/22 and 2023/25 (commencement within one year of completion of the BSCU; however, assessments have also considered a potential overlap in works of up to one year).

**Figure 1.1:** Anticipated Programme of Construction Works

BSCU	[Shaded bars representing construction period from Q1 2016 to Q4 2021]																[White bars representing other periods]																			
Over Site Development	[White bars]																[Shaded bars representing construction period from Q1 2022 to Q4 2024]																			
Time Period (Quarter)	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
	2016				2017				2018				2019				2020				2021				2022				2023				2024			

1.1.12 A more detailed breakdown of the construction programme is provided in Section 3.1 of the Outline Construction Logistics Plan (Appendix A8.2)

**1.2 Legislative Context**

1.2.1 Applications for TWAOs must follow the *Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006* (the *TWA Rules*). Under *Rule 7*, when making an application, the TWA Rules require submission of ‘environmental information’ (typically considered within an ES) for works which constitute a project which is of a type mentioned in *Annex I* or *Annex II* to the *EIA Directive (European Council Directive 85/337/EEC as amended)* (the *Directive*).

- 1.2.2 The BSCU falls within the description of projects which require EIA listed in *Annex II to the Directive. Paragraph 10 Infrastructure Projects* includes (g) *Tramways, elevated and underground railways, suspended lines or similar lines of a particular type, used exclusively or mainly for passenger transport.*
- 1.2.3 Given the dense urban location of the BSCU, and the potential for environmental effects, LUL have elected to carry out an EIA to accompany the TWAO application without seeking a screening opinion.
- 1.2.4 The EIA has been prepared in accordance with *Rule 4(1), 11 and Schedule 1* of the *TWA Rules*.
- 1.2.5 The online *Planning Practice Guidance* (DCLG, 2014) states that *the aim of EIA is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process...the aim of EIA is also to ensure that the public are given early and effective opportunities to participate in the decision making procedures.*
- 1.2.6 *Rule 10* of the *TWA Rules* specifies the documents which must be submitted as part of an application and this ES forms part of the application package. The production of the ES follows assessment work and consultation. Consultation included direct mailings, public events, and meetings with the City of London Corporation, statutory consultees and local stakeholders.
- 1.2.7 An EIA Scoping Opinion was sought from the TWA Orders Unit in September 2013 and received in November 2013. A copy of the EIA Scoping Report submitted as part of the request is provided in Appendix A1.1 and the Opinion is provided in Appendix A1.2. Appendix A1.3 tabulates the Scoping Opinion comments together with responses by LUL, including reference to where any points have been addressed within this ES or reasons for their exclusion.
- 1.2.8 The purpose of this ES is to report upon all technical and consultation work undertaken to inform the EIA which examined the likely significant effects of the development upon the environment.
- ### 1.3 Contents of the Environmental Statement
- 1.3.1 *Rule 11 and Schedule 1* of the *TWA Rules* require the ES to include (*inter alia*) a description of the *likely significant effects of the development on the environment. This should cover the direct effects and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects of the project* as well as a description of the forecasting methods used to assess the effects on the environment. *Schedule 1* also identifies a number of aspects of the environment that should be considered,

namely *population (human), fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.*

1.3.2 These requirements are presented in Table 1.1 together with reference to where the respective information can be found within this ES.

1.3.3 The ES documentation comprises:

- a Non-Technical Summary - providing a description of the BSCU including the consideration of alternatives, the likely significant environmental effects, both beneficial and adverse, and the means to avoid or reduce the adverse effects;
- the ES Main Report – which describes the assessment of environmental impacts associated with the BSCU;
- ES Appendices – information supporting the assessments; and
- a volume of ES Figures.

**Table 1.1:** Location of Required Information in the Environmental Statement

	Information Required by the TWA Rules	Location within the ES
<i>Rule 11 of the TWA Rules:</i>		
1 (a)	A description of the development comprising information on the site, design and size of the development.	Chapter 3 (The Site and Surroundings), Chapter 4 (The Proposed Development) and ES Figures Volume
1 (b)	A description of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects on the environment of the proposed works.	Topic Chapters 7-16 and Chapter 18 (Summary of Mitigation and Residual Effects)
1 (c)	The data required to identify and assess the main effects which the development is likely to have on the environment.	Chapter 6 (Method of Assessment) and Topic Chapters 7-16
1 (d)	An outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects.	Chapter 5 (Consideration of Alternatives)
1 (e)	A non-technical summary of the information provided under paragraphs (a) to (d).	Provided as a separate Volume: Non-Technical Summary
The ES must also include so much of the information specified in <i>Schedule 1</i> to the <i>TWAO Rules</i> as is relevant to the proposed works (subject to the scoping opinion given by the Secretary of State under <i>Rule 8 of the TWA Rules</i> ).		
1	Description of the development, including in particular	
(a)	A description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases;	Chapter 4 (The Proposed Development)
(b)	A description of the main characteristics of the production processes, for instance, nature and quantity of materials used;	Chapter 4 (The Proposed Development)
(c)	An estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.	Topic Chapters 7-16
2	An outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects.	Chapter 5 (Consideration of Alternatives)

	<b>Information Required by the TWA Rules</b>	<b>Location within the ES</b>
3	A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets (including the architectural and archaeological heritage), landscape and inter-relationship between the above factors.	Chapter 3 (The Site and Surroundings) and ES Figures Volume and Topic Chapters 7-16 and Chapter 17 (Inter-relationships and Cumulative Effects)
4	A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from:	Topic Chapters 7-16 and Chapter 17 (Inter-relationships and Cumulative Effects)
(a)	The existence of the development;	
(b)	The use of natural resources;	
(c)	The emission of pollutants, the creation of nuisances and the elimination of waste, and a description by the applicant of the forecasting methods used to assess the effects on the environment.	Topic Chapters 7-16 and Chapter 17 (Inter-relationships and Cumulative Effects). Chapter 6 addresses the EIA methodology
5	A description of the measures envisaged to prevent, reduce and where possible remedy any significant adverse effects on the environment.	Topic Chapters 7-16 and Chapter 18 (Summary of Residual Environmental Effects, Mitigation and Monitoring)
6	A non-technical summary of the information provided under paragraphs 6 to 8.	Provided as a separate Volume: Non-Technical Summary
7	An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.	Chapter 6 (Method of Assessment) and Topic Chapters 7-16

## References

Department for Transport, 2006. *Transport and Works (Applications and Objections Procedure) (England and Wales) Rules*

*Town and Country Planning Act 1990*. Her Majesty's Stationery Office.

*Transport and Works Act 1992*. Her Majesty's Stationery Office.