

Bank Station Capacity Upgrade – fact sheet 10

Listed buildings and heritage

Introduction

Bank is a particularly rich area of history and architecture within the City of London. The Northern line currently follows the line of King William Street from the River Thames to Princes Street, a route deliberately planned as the least disruptive to the buildings above. The existing main entrances to Bank station are close to the Bank of England.

Listed buildings and heritage

A conservation area covers much of the cityscape affected by the Bank Station Capacity Upgrade (BSCU). Of the buildings in the area potentially affected by our proposed tunnelling and excavations, 31 have special architectural or historic interest and are therefore 'listed' by English Heritage. Six are Grade I listed, meaning they are of exceptional interest, three are Grade II* while 22 buildings are Grade II listed. One of the Grade II* listed buildings.

Planning the proposed BSCU scheme is challenging as this area has been extensively developed both above and below ground. There are many buildings, tunnels, sewers and other utilities present all of which have had to be taken into consideration when developing our designs. The project team's engineering designers have worked very hard to identify a solution which avoids, as far as practicable, working close to buildings of architectural and historic significance. However, because of the nature of the area some work below ground will be required close to historic buildings. Tailored methods will be adopted to protect buildings during the project's construction phase.

Archaeology

City of London is an area of known archaeological potential arising from almost 2000 years of historic settlement. The proposed station design requires excavation below the basement levels of existing buildings on the Cannon Street worksite, to connect the new station entrance with the Northern line platform level which is approximately 30m below street level. This work has the potential to disturb Roman remains that may survive beneath parts of the worksite on Cannon Street and Nicholas Lane.

The proposed shaft in Arthur Street and works which may be required to protect buildings and utilities also have the potential to disturb buried archaeological remains. The tunnelling works themselves will take place through archaeologically sterile London Clay which formed millions of years before humans inhabited the British Isles, so it does not contain archaeological remains.

The project team is preparing detailed archaeological assessments for the proposed worksites so that, where possible, the scheme design will avoid disturbing buried archaeology. In areas where there is potential to disturb archaeology appropriate

safeguards will be taken. This will include a programme of archaeological investigation and recording for any significant archaeology uncovered by the works.

Further information

For more information visit: tfl.gov.uk/bank-consultation or email BankSCU@tfl.gov.uk

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