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1 INTRODUCTION AND OVERVIEW

1.1 The Thameslink 2000 applications for TWA powers, together with associated applications, were considered by an Inspector appointed by the Secretary of State at a public inquiry held between 27 June 2000 and 16 May 2001[1]. The Inspector also considered eight 'called in' applications for planning permission and four applications for listed building and conservation area consent. These applications related to variations to the project that had come about through further design work, which had followed discussions with objectors and other interested parties in the run up to, and during, the first inquiry.

1.2 In his report dated 10 January 2002, the Inspector concluded that Thameslink 2000 would *provide very substantial … benefits for the travelling public, for promoting the use of rail-based public transport over road vehicles, and for enhancing the conditions for regenerating parts of the centre of London*. He also considered that it would provide substantial benefits to other centres in the south and east of the country. The benefits of the proposal were, in his view, such as to *outweigh the harm that would be caused to heritage interests, principally in the area of Borough Market*.

Changes in the project

1.3 The Inspector, however, identified three deficiencies in the Thameslink 2000 proposals as presented, and he considered that until all three were addressed, it would not be appropriate for him at that stage to reach decisions on the submitted applications. The deficiencies were:

(i) the proposed replacement of a 6 storey building at Blackfriars Station with a new single-storey station concourse;

(ii) the absence of detailed re-instatement proposals in respect of the listed buildings proposed to be demolished at four sites in the Borough High Street area; and

(iii) the design of the concourse and canopies at London Bridge Station.

1.4 In a letter dated 30 July 2002, the First Secretary of State gave a general and preliminary indication of his view of the proposals on the basis of the information currently before him. He agreed in principle with the Inspector that, overall, Thameslink 2000 would bring very substantial transportation, economic and regeneration benefits. However, he also agreed with the Inspector that the project had three deficiencies which required resolution before a decision could appropriately be made on the scheme as a whole. It appeared to him that it was likely that these deficiencies could only be addressed if further applications for planning permission were made and, probably, also an application for an amending

[1] This public inquiry is referred to in this Statement of Case as "the first inquiry".

order for TWA powers.[2] Following consultation, in a letter dated 29 January 2003, the First Secretary of State decided that he would defer decisions upon the proposals then before him for a reasonable period in order for applications to be made addressing the deficiencies, which the Inspector had identified; together with an *amended, expanded and updated Environmental Statement (ES) covering the whole scheme as [then] proposed*. Such applications together with a new ES have now been made by Network Rail (see paragraph 1.5 below).

1.5 In the light of the First Secretary of State's indication of view, Network Rail propose the following:

(i) at Blackfriars Station, the replacement of the 6 storey building with a building of similar scale;

(ii) in regard to the re-instatement proposals in the Borough High Street Conservation Area, that demolition of the buildings identified by the Inspector in the Borough High Street area be linked by planning condition to the provision of appropriate replacement buildings for which detailed planning permission should be given at the same time as permission for the remainder of the Thameslink 2000 scheme;

(iii) at London Bridge Station, to rely, on and incorporate as part of the Thameslink 2000 scheme, the planning permission granted by LB Southwark on 30 September 2003[3] for the comprehensive redevelopment of London Bridge Station ("Masterplan") in place of the request for deemed planning permission under the application for TWA powers.

1.6 The proposals identified in paragraph 1.5 above required a number of further planning and associated applications to be made to the City of London and to LB Southwark. In addition, following design work and project development, a number of other applications have been made to the City of London and LB Southwark, in respect of the planning proposals at Blackfriars Station. An environmental impact assessment has also been undertaken of the whole project and a new ES produced.

1.7 All the applications referred to in paragraphs 1.5 and 1.6 above have been called in by the Government Office for London, so that the First Secretary of State may determine them himself.

1.8 The changes which have been made to the proposals since the close of the first inquiry are improvements and refinements to the project which do not alter in any fundamental manner the way Thameslink 2000 is designed to operate. The Thameslink 2000 objectives remain unchanged. The principal objective of the Thameslink 2000 project is to provide the infrastructure to allow a major expansion of Thameslink services. Specifically the project will:

[2] Further consideration of this issue has indicated that no amending order for TWA powers is needed.
[3] The associated listed building consent for Masterplan was granted on 24 March 2004.

(i) reduce overcrowding on Thameslink and other London commuter services;

(ii) reduce overcrowding on the Underground;

(iii) reduce the need for interchange between mainline and Underground train services;

(iv) provide for the introduction of new cross-London services, so improving public transport accessibility in south east England, including access to areas of expected demand growth such as the London Bridge development area, Docklands, the land adjacent to King's Cross/St Pancras stations and London's airports; and

(v) facilitate the dispersal of passengers from St Pancras following the completion of the Channel Tunnel Rail Link (CTRL).

1.9 The project is designed to deliver a substantial increase in passenger capacity through the provision of a more extensive network of frequent, high quality services which cross central London, and through the use of longer trains. It will enable more people to travel by public transport in greater comfort across a large part of the rail network in southeast England.

1.10 A further benefit flowing from the project is the provision at London Bridge of a new station worthy to be a principal interchange in one of the world's great cities. Thameslink 2000 provides a catalyst for the construction of the new station, and the provision of Thameslink 2000 services to the station provides an additional reason in any such separate justification for the provision of the new station.

Consultation

1.11 Since the close of the first inquiry, Railtrack and subsequently, Network Rail has continued to consult with objectors to the Order applications in order to resolve outstanding issues, to negotiate commitments and wherever possible to obtain the withdrawal of objections. This process is still underway and to date over three hundred formal commitments have been entered into; and some two hundred and fifty objections have been formally withdrawn. Some 15 objections have been withdrawn since the end of the first inquiry.

1.12 In addition Network Rail has consulted widely in connection with the submission of planning and listed building applications in June 2004, and in connection with the new Environmental Statement submitted at the same time. The adoption of the consented Masterplan scheme at London Bridge in substitution for the earlier TWA proposals required consultation with numerous parties in the London Bridge area. During this consultation exercise Network Rail has engaged with a range of individuals and bodies directly or indirectly affected. These have included:

(i) residential and commercial property owners and occupiers;

(ii) residents, interest groups and individuals;

(iii) local authorities;

(iv) consent granting bodies;

(v) statutory undertakers;

(vi) the Railway industry, and

(vii) the Thameslink 2000 Consortium (a wide grouping of local authorities and other bodies throughout the South East of England which support the scheme).

1.13 Public information centres were held at major central London sites in November 2003 and in July 2004 to display proposals, gather feedback and, in the case of the July 2004 round, to publicise the findings of the updated Environmental Statement.

1.14 The principles of the consultation process are contained in the *Thameslink 2000 Public Consultation Strategy* – a public document available on the Network Rail website[4] and attached as an appendix to the ES2004 (Scoping & Methodology Report.)[5]

1.15 The submissions as made in June 2004 reflect the concerns of consultees, as these became understood during the consultation process. Further development of the proposals has taken place within the context of continued discussion with affected parties. This has resulted in a number of negotiations, which will lead to new formal commitments or revisions to existing ones.

1.16 Consultation and information exercises will continue during the planning, detailed design and construction periods.

Construction Programme

1.17 Inevitably, the programme for constructing Thameslink 2000 has changed. At the time of the first inquiry, it was envisaged that construction would start in early 2002 and take 52 months to complete. It is now envisaged that the works will take about five years to complete with commencement in 2007.

1.18 At Blackfriars construction is programmed to take about 30 months. Work at Farringdon is envisaged to start at the beginning of 2008; the closure of the Thameslink Moorgate Branch is not able to take place until the bulk of the Blackfriars work is completed, since trains from the north that can no longer terminate at

[4] www.networkrail.co.uk/engineeringprojects/tl2k/consultation.htm

[5] The new Environmental Statement is referred to in this Statement of Case as *ES2004.*

Moorgate will need to turn back south of Farringdon, and the additional capacity at the completed Blackfriars will be needed to accommodate these extra trains.

1.19 Construction work at London Bridge is programmed to take about five years, i.e. the entire length of the project. Major construction at London Bridge will be programmed so that the most significant disruption will not coincide with that at Blackfriars. The new through platforms for the Thameslink 2000 service are envisaged to become available in the early part of 2009. It is envisaged that the works at Borough Viaduct will be completed early in the programme.

1.20 Tanners Hill works will be completed early in the programme so that extra line capacity to provide alternative routes for trains may be provided and so relieve the pressure from other areas where construction is taking place. The timing of works at Bermondsey is related to the track and platform requirements at London Bridge.

1.21 The length of time that the various project works will take has not materially changed, save that the Blackfriars and London Bridge works are now programmed to take respectively 6 months and 10 months longer than originally planned.

Environmental Assessment

1.22 As noted above, the Thameslink 2000 scheme as now proposed (including Masterplan) has been subject to environmental impact assessment and the results reported in a new Environmental Statement published in June 2004. Significant changes in the environmental impacts of the project from what was reported in the Environmental Statements prepared in 1997 and 1999 are explained in an appendix to ES 2004 *Summary of Significant Changes*.[6]

Sustainability Appraisal

1.23 In the period since the first inquiry, the principles of sustainability have assumed greater significance in Government thinking and in the overall approach to consideration of development proposals. More specifically, with the introduction of PPS 1 in February 2005, it is now incumbent upon developers to demonstrate in submitting their applications for development that sustainability has been properly considered.

1.24 In recognition of this direction of policy, Network Rail undertook a Sustainability Appraisal of the Thameslink 2000 project, which was published in June 2004 with ES2004. This appraisal was based upon a set of sustainability objectives for the project which were in turn built around the four main aims of Government's sustainability strategy, namely:

[6] Where in this Statement of Case it is necessary to refer separately to this appendix to ES2004, it is referred to as *Summary of Significant Changes (2004).*

(i) effective protection of the environment;

(ii) prudent use of natural resources;

(iii) social progress which recognises the needs of everyone; and

(iv) maintenance of high and stable levels of economic growth and employment.

The basis for Government's strategy turns on developing economic and social capital while exercising strong stewardship over environmental capital.

1.25 The main aim of the sustainability appraisal is to demonstrate how consistent the project is currently with the guiding principles of sustainability and with project specific sustainability objectives – in order to provide a "benchmark" against which improvements in terms of sustainability can be measured, at regular intervals during project development.

Mitigation Strategy

1.26 Network Rail remains aware of the need to avoid, reduce, remedy or compensate for the adverse environmental effects of the project. A *Planning and Environmental Management Strategy (PEMS)* was adopted by the project in 1999 to describe, among other things, how environmental impacts due to construction would be mitigated. This has now been updated to reflect the considerable work undertaken by Thameslink 2000's environment team to develop mechanisms for controlling environmental impact – both at the design stage and during construction.

1.27 The Thameslink 2000 project will be undertaken in accordance with Network Rail's overarching Environment Policy, which sets a further "benchmark" for environmental performance for all Network Rail operations, including major projects. *PEMS* has been devised by the Thameslink 2000 project team, in part, to define how the aims of this policy are to be achieved. Central to *PEMS* is the commitment of the project to achieving sound environmental management, by which is meant:

(i) complying with environmental requirements, both regulatory requirements and commitments specific to Thameslink 2000;

(ii) minimising environmental risk; and

(iii) delivering best practicable environmental performance – preventing pollution, minimising negative environmental effects wherever practicable and using energy and materials efficiently.

Network Rail will work to (or will require its contractors to work to) these objectives during both the design and the construction of the project.

1.28 Contractors will be required to achieve defined standards of environmental performance and to set out, within environmental management plans (EMPS), how they plan to do this. Network Rail will itself define the required standards of

environmental performance within EMP guidance notes, the contents of which are to be agreed in advance with relevant local authorities.

Recent developments in the areas to be served by Thameslink 2000

1.29 Since the close of the first inquiry development has taken place in the areas that Thameslink 2000 is designed to serve. Further development and redevelopment is proposed in those areas and is being progressed. Some of this development (e.g. the planning permission for new office development known as London Bridge Tower) although not dependent upon the provision of Thameslink 2000, adds to the case for building Thameslink 2000.

Policy Changes

1.30 As regards policy, there have been some policy changes since the close of the first inquiry. The principal changes are summarised at paragraphs 1.31 to 1.40 below. These changes have resulted in increased support for the project.

Changes in the railway industry

1.31 At the first inquiry, the proposals were promoted by Railtrack PLC, supported by the Shadow Strategic Railway Authority. In the course of the first inquiry, the Shadow Strategic Railway Authority became the Strategic Railway Authority.

1.32 More specifically, at the first inquiry the relations between Railtrack and the (s) SRA were governed by the Thameslink 2000 Agreement. This was an agreement signed on 24 April 1996 by Railtrack, the Franchising Director and the Secretary of State for Transport. Under its terms the respective responsibilities of the parties were as follows:

(i) Railtrack was to:

- obtain Transport and Works Act Powers;
- construct the necessary railway infrastructure, and
- deliver project outputs.

(ii) the Secretary of State was to:

- provide CTRL enabling works at King's Cross/St Pancras

(iii) the Franchising Director was to:

- underwrite payment of access charges by train operators.

1.33 Although the Thameslink 2000 Agreement did not address the changes to the project resulting from the 1999 order, the Franchising Director agreed in principle to fund these and other changes to the project since 1997.

1.34 The office of Franchising Director was abolished by section 215 of the Transport Act 2000 and the Strategic Rail Authority took over his duties. These included seeking to secure objectives set by the Secretary of State, including increasing the number of passengers travelling by rail and securing a progressive improvement of services available to passengers travelling by rail. The SRA continued to support the project and indicated that it too would fund the changes in the project since 1997.

1.35 In October 2001, Railtrack went into administration and in due course its responsibilities were taken over by Network Rail.[7] Network Rail is a company limited by guarantee, run on a commercial basis, but without shareholders. Under its operating licence Network Rail is charged with improvement, enhancement and development of the network. Network Rail is required to produce an annual *Business Plan*.[8] Since its creation Network Rail has continued to develop Thameslink 2000, but taking guidance and directions from the Strategic Rail Authority.[9] In April 2003, the Thameslink 2000 Agreement was terminated in accordance with its terms. Thereafter, responsibility for development and construction of the scheme passed to the SRA.

1.36 In July 2004, the Department for Transport (DfT) published a White Paper *The Future of Rail* (Cm 6233), setting out its policy for the railways. The SRA is to be wound up and its strategic and financial responsibilities will pass to the DfT, and the Secretary of State will take responsibility for setting the national level strategic outputs for the railway industry, its terms of capacity and performance. At the date of this Statement of Case these proposed changes have not yet happened.[10] A diagram indicating the main relationship with the railway industry as proposed by the government is **Figure 1**. As explained later in this Statement of Case, the White Paper makes clear government support for infrastructure improvements to the railway network of the kind represented by Thameslink 2000.

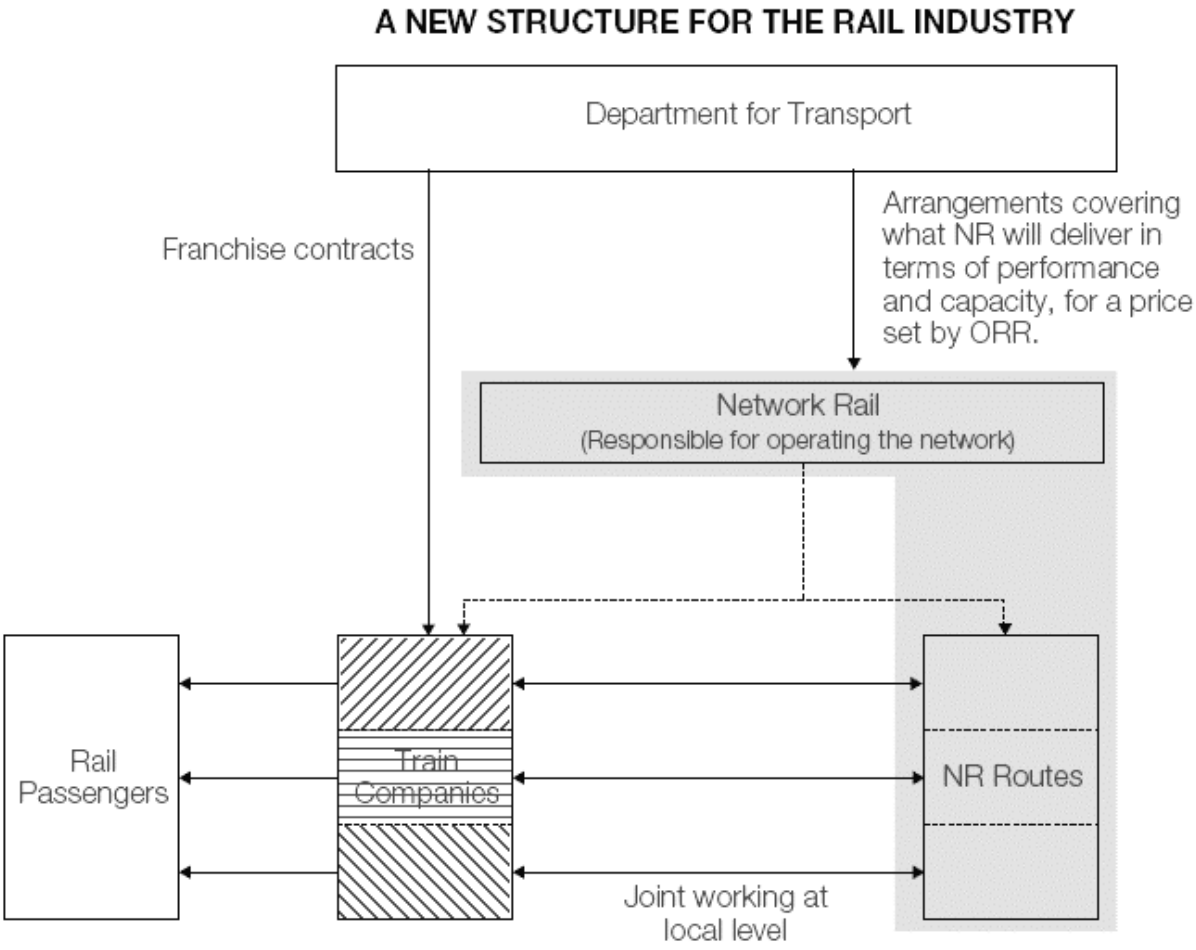
[7] The formal title of Network Rail is Network Rail Infrastructure Limited. It is referred to throughout this Statement of Case as 'Network Rail'

[8] This has a similar function to the annual *Network Management Statement* formerly produced by Railtrack.

[9] In his review of access charges published in December 2003, the Rail Regulator, at the SRA's request, allowed Network Rail to charge up to £32 million of the development costs of Thameslink 2000 to its Regulated Asset Base.

[10] A Railways Bill is currently before Parliament.

Figure 1



(The Future of Rail, Department for Transport, July 2004)

1.37 At the time of the first inquiry, the area proposed to be served by Thameslink 2000 was operated by the following franchisees:

Franchise Operator	Owner	End date	Length of Franchise
Connex South Central	Connex	May 2003	7 years
Connex South Eastern	Connex	Oct 2011	15 years
Thameslink Rail Limited	Go-Via	April 2004	7 years, 1 month
WAGN	Prism	April 2004	7 years, 3 months

The position currently is as follows:

Franchise Operator	Owner	End date	Length of Franchise
South Eastern Trains	SRA	Not applicable	Not applicable
Southern	Govia	Dec 2009	6 yr 7 months
Thameslink Rail Ltd	Govia	31 Mar 2006	2 year extension
WAGN (Great Northern)	National Express	31 Mar 2006	2 year extension

1.38 Refranchising is currently underway on the South Eastern, Thameslink and Great Northern routes.

1.39 An integrated Kent franchise will include the existing South Eastern services and new domestic services on the CTRL route. Commencing in December 2005, the franchise will be for a term of eight years, the last two dependent on the franchisee's performance in meeting specified contractual commitments.

1.40 The existing Thameslink and Great Northern franchises will be combined into a single Thameslink/GN Franchise to commence in April 2006 for a period of up to 9 years, dependent upon the progress of Thameslink 2000. A new franchise is anticipated for the introduction of the Thameslink 2000 services.

Scope of Statement of Case

1.41 This Statement of Case sets out the case of Network Rail and the SRA in respect of the matters to be addressed at the re-opened inquiry. More particularly, it addresses the joint Statement of Matters (dated 6 January 2005) about which the First Secretary of State and the Secretary of State for Transport particularly wish to be informed in respect of the application before the re-opened inquiry.

1.42 There are 28 applications before the re-opened inquiry. These are listed at Annex A to this Statement of Case.

In summary, these applications are in respect of:

(i) the Network Rail (Thameslink 2000) Order (1997)

(ii) the Network Rail (Thameslink 2000) (Variation) Order (1999)

(i) works at Farringdon Station in LB Islington;

(ii) works at Apothecary Street, EC4 in the City of London in respect of the provision of power reinforcement supply equipment;

(iii) works at Blackfriars Station and Blackfriars Railway Bridge in the City of London and LB Southwark to provide a new station;

(iv) works at 7 Stoney Street SE1 in LB Southwark to provide a beer garden with sculptured entrance gate;

(v) works at 2-4 Bedale Street SE1 in LB Southwark, to provide a 2-storey retail/office building;

(vi) works at 11-15 Borough High Street SE1 to provide a 4-storey retail/office building;

(vii) works at 16-26 Borough High Street SE1 in LB Southwark to provide a 4-storey retail/office building;

(viii) associated applications for listed building consent and applications for listed building consent at Farringdon Station and Cowcross Street LB Islington; 1-13 Park Street SE1 in LB Southwark, 6 Stoney Street SE1 in LB Southwark, the Black Friar Public House in the City of London, Eastbourne Station in the Borough of Eastbourne, Brighton Station in the City of Brighton and Hove;

(ix) 5 applications for Conservation Area Consent in the City of London and LB Southwark.

1.43 In accordance with the guidance of the two Secretaries of State, this Statement of Case sets out the position of Network Rail and the SRA in respect of the new matters that have arisen since the first inquiry. Accordingly, it does not repeat the case presented to the first inquiry upon which Inspector Ward has reported.

Structure of Statement of Case

1.44 Having set out some background of the Thameslink 2000 Project, this Statement of Case describes in section 2 the planning applications that have been made. In section 3, the Statement of Case sets out the planning policy context within which the applications sit. In section 4, it addresses the 13 matters raised by the Secretary of State for Transport, upon which he specifically wished to be informed. Finally, in section 5, it addresses each matter raised by both Secretaries of State regarding the planning applications, about which they wish to be informed.

2 THE NEW PLANNING APPLICATIONS

Introduction

2.1 The referencing of applications by prefix ('TL') and number is that adopted in Annex A.

Blackfriars station and railway bridge (TL6, TL7 & TL8)

2.2 Application TL6 made to the City of London in June 2004 provides for the reconstruction of the existing Blackfriars station to provide a new station entrance, ticket hall and station concourse together with associated works. Specifically, it addresses the deficiency identified by the Inspector in the previous proposals in respect of the proposed replacement of a 6-storey building at Blackfriars station with a new single-storey station concourse ("the missing tooth").

2.3 Application TL7 made to the City of London in June 2004 provides for the widening of the railway bridge and the provision of new station platforms with a roof canopy above, together with associated works.

2.4 It is necessary to widen the railway bridge in order to accommodate the extended platforms. In the 1999 proposals this was achieved by what, in structural terms was a 'two-bridge' solution i.e. the extension of the bridge on to the easternmost piers of the disused West Blackfriars & St Paul's railway bridge was separate from the main structure (see Figure 5e of the 1999 Environmental Statement). Following the end of the first inquiry, further design work raised issues in respect of the design, particularly in relation to its ability to withstand potential ship strike impacts. Accordingly, a 'one-bridge' solution was developed.

2.5 The widening of the bridge is now achieved by three rows of new rib arches supported off the redundant columns of the old dismantled railway bridge. In order to achieve a structural solution to the potential for ship strike affecting these columns, they will be piled and tied back into the railway bridge.

2.6 Similarly, as regards the platform roof canopy of the proposed new station, further design work after the end of the first inquiry resulted in further refinement, whilst retaining the essential concept. In working up the design after the first inquiry several operational issues were identified where improvements could be made, such as heat build-up within the station and the possibility of drivers being distracted by the effects of sunlight through the station roof. Revisions to the roof addressed these issues whilst maintaining the overall design concept and the qualities of transparency and lightness that led the Inspector to commend the design in his report.

2.7 As stated above, the new platform roof canopy design adheres to the original concept. The new platform roof canopy is described as a "north light" roof

configuration and comprises a series of alternating solid panels and glazed sections producing a horizontal louvred effect.

2.8 Application TL8 made to LB Southwark in June 2004 provides for similar works to TL7 above, but in the area of LB Southwark, together with a new station entrance on the south side of the river. The widened railway bridge, where it reaches the South Bank, requires a further encroachment into the listed southern abutment of the former West Blackfriars & St Paul's railway bridge, with the new rib arches appearing to pass through the structure. The location and design of the South Bank station remains as previously proposed.

TL6 : North Bank station

2.9 The redesigned North Bank station will provide a new integrated station entrance building, combining both mainline and Underground ticket halls, accessed from a new station entrance off Queen Victoria Street. The existing subway entrance to the station will be closed.

2.10 A new space accommodating the entrance, ticket hall and concourse will be created behind a façade rising to the full height of the existing building at 167-179 Queen Victoria Street, which will be demolished. This new space will also contain an LUL ventilation shaft[11] and a mezzanine deck but will otherwise be open to its roof, creating a "cathedral entrance" to the station. Access down to the Underground and up to the mainline station will be beyond a shared ticket line via escalators and lifts. Retail units will be provided at street level and elsewhere within the station.

2.11 The office building at 1 Puddle Dock will remain but will be affected by the station redevelopment. In particular, a new single-storey plant room for the building will be provided at platform level to replace the plant room in the basement that will need to be demolished. There will be modifications to basement plant and car-park areas and to the north-western escape stair. The south-facing façade of 1 Puddle Dock will be largely open in the new arrangement as a result of the demolition of the existing trainshed. The existing pedestrian route to the Mermaid Theatre will be kept open.

2.12 Passengers will also have direct access to the Thameslink platforms via a new pedestrian footbridge across Queen Victoria Street, accessed from the street by lift and stairs located alongside the listed Black Friar Pub. The pedestrian route will provide direct access to the mainline platforms through a passageway within a new station accommodation building on the west side of the station, which will contain plant and other station accommodation and will overlook the station entrance space.

[11] Under the earlier design, there were two ventilation shafts, one of which was sited on the traffic island on the Victoria Embankment, fronting Unilever House.

TL7 and TL8: railway bridge

2.13 The mainline station platforms will be extended along the entire length of Blackfriars railway bridge in order to accommodate 12-car trains. The track layout will be altered by switching the two through-platforms from the west to the east side of the bridge, thereby minimising conflicts between terminating trains and the increased through Thameslink service to and from the south. The number of terminating platforms will be reduced from three to two and extended to 12-car length. A new single-storey staff accommodation building will be provided in the space vacated by the current easternmost bay platform.

2.14 The existing station roof will be demolished and replaced by a new roof of glazed north lights and partial height glazed side panels that will provide weather protection for passengers along the entire length of the bridge. With the roof supports kept to the edges of the bridge deck and the use of glazed side panels, the overall transparency of the structure will be increased compared with the previous design. The roof extends no further into the St Paul's Heights Limitations than did the previous design.

2.15 The existing bridge deck will be strengthened and widened; its footprint will extend on to the easternmost piers of the former West Blackfriars and St Paul's Railway Bridge. The strengthened piers will be tied into the railway bridge structure and will be stone clad. New bridge spans will link the piers and within each will be three new rib arches, designed to replicate the appearance of those in the existing bridge. On the east side of the bridge, a single new rib arch will connect to reconstructed bridge piers.

2.16 The listed southern abutment to the old railway bridge will be partially dismantled and reconstructed around the new terminating rib arches. The cast iron crest on the east side of the south abutment will be re-located back-to-back with the western crest.

TL8 and TL21 : new station entrance on the south bank

2.17 There will be a station entrance and ticket hall within the eastern side of the south abutment in a similar manner to that proposed in 1999. The public riverside walkway will be re-directed to the north of the railway bridge abutment underneath the bridge rib arches. Platforms will be accessed by lifts and stairs rising from the concourse, through existing archways to a sub-platform passageway and thence through the bridge deck to the platforms. The sides of the stairs will be enclosed in glass walls. The new rib arches on the western side of the bridge will appear to have been threaded through the listed stone southern abutment.

Borough High Street area (TL3, TL4, TL5, TL9)

2.18 Application TL3 made to LB Southwark in January 2003 is for the development of a beer garden with a sculptural entrance gate and a new steel maintenance stair at 7 Stoney Street. The absence of reinstatement proposals for this site, following demolition to enable construction of the Borough Market Viaduct, was considered unsatisfactory by the Inspector. The application provides for the after use of the site. The beer garden would be used in association with adjoining Wheatsheaf pub at number 6.

2.19 Application TL4 made to LB Southwark in January 2003 is for the erection of a 2-storey retail/office building at 2-4 Bedale Street. The Borough Market Viaduct crosses Bedale Street requiring the demolition of numbers 2, 3, 4. The absence of reinstatement proposals for the site before the first inquiry was considered unsatisfactory by the Inspector. The application provides a replacement building and a new entrance to Borough Market.

2.20 Application TL5 made to LB Southwark in January 2003 is for the erection of a 4-storey retail/office building at 11-15 Borough High Street. Numbers 11-15 are to be demolished to make way for the new railway bridge over Borough High Street. The site lies in the Borough High Street Conservation Area. The Inspector considered that the absence of details of the replacement buildings to be constructed on the remainder of the site was unsatisfactory. The proposed building has been designed to respond imaginatively to the features of the site and the amenities of neighbouring buildings.

2.21 Application TL9 made to LB Southwark in June 2004 is for the erection of a 4-storey retail/office building at 16-26 Borough High Street. The Grade 11 listed terrace designed by Robert Smirke at 16-26 Borough High Street is required to be demolished to accommodate bridge columns supporting the viaduct as it passes over Borough High Street. The application is made in response to the Inspector's recommendation that details of a replacement building on the site should be provided. The proposed replacement building has been developed in consultation with English Heritage and LB Southwark and represents a sympathetic design in keeping with the character and appearance of this part of the Borough High Street Conservation Area.

London Bridge Masterplan

2.22 Masterplan is not a planning application before the re-opened inquiry; it is a planning permission granted in September 2003. However, it does describe one of the three deficiencies identified by the Inspector and so, for completeness, it is described in this section.

2.23 Masterplan involves a comprehensive redevelopment of the whole station. The scheme will increase public space, improve circulation and alleviate congestion. It

will also greatly improve pedestrian access, deliver a new bus station with increased capacity and provide for more retail outlets. Masterplan also provides for a ten-storey office building over the station, currently expected to be developed separately.

2.24 A large new station concourse will be created at ground level by demolishing the extensive brick vaults between Stainer and Weston Streets. These streets will be incorporated within the new concourse space and cease to be thoroughfares. The new concourse will greatly assist the flow of people between Tooley Street and St Thomas Street, as well as providing additional retail space. Stairs and central escalators will take passengers from the concourse to a mezzanine level from which further banks of stairs and escalators will deliver them to the platforms. The terminating platform concourse will open on to a landscaped piazza and from this to a new, enlarged bus station.

2.25 The bus station will be redeveloped on its present site and enlarged eastwards into the space relinquished by the existing concourse.

2.26 The new London Bridge Station will include extensive retail space. Shops, restaurants, and other commercial uses will open onto the station concourse. The existing western arcade will be re-opened and extended to link the new concourse with Joiner Street and the Underground Station; retail facilities will be introduced into arches along its length. Other new retail facilities will occupy the existing arches that front Tooley Street and Bermondsey Street.

2.27 In place of the current six through[12] and nine terminating platforms, Masterplan will have nine through and six terminating platforms. Platforms will be made longer, wider and straighter. The listed northern wall of the trainshed will be demolished and replaced with a new retaining wall alongside the new through platforms. The listed bays of the roof over the terminating platform will be dismantled and stored.

[12] There is also currently a through loop.

3 PLANNING POLICY CONTEXT

Introduction

3.1 This section provides a context in terms of the planning policies operating at national, regional and local levels for the applications submitted (and ES2004) and the matters about which the First Secretary of State and the Secretary of State for Transport have asked to be informed.

3.2 Accordingly, this section addresses the national, regional and local planning framework in turn and the interrelationships and dependencies between them.

3.3 This then provides the backdrop for sections 4 and 5 of this Statement of Case as they address each of the matters in turn.

Background

3.4 Section 54A of the Town & Country Planning Act 1990 and section 38 of the Planning and Compulsory Purchase Act (PCPA) 2004 require that where regard is to be had to the development plan for the purpose of determining applications for planning permission, the determination must be in accordance with the plan, unless material considerations indicate otherwise. The "development plan" for these purposes will include the London Plan (section 38 PCPA 2004).

3.5 Local planning authorities are required, in formulating policies in their development plans, to have regard to national and regional planning guidance. The government issues national guidance in the form of Planning Policy Guidance notes (PPGs). PPGs are being replaced by Planning Policy Statements (PPS). PPS 1 *Delivering Sustainable Development* replaced PPG 1 on 4 February 2005. National guidance is taken forward at regional level in Regional Planning Guidance (RPG), and in development plans.

3.6 RPGs relevant to the Thameslink 2000 proposals are: RPG 9 Regional Planning Guidance for the South East, RPG 9A (*The Thames Gateway Planning Framework*) and RPG 6 (*Regional Planning Guidance for East Anglia*). RPG 3 (*Strategic Planning Guidance for London Planning Authorities*) and RPG 3B/9B (*Regional Planning Guidance for the River Thames*) have been superseded by the publication of the Mayor's London Plan in February 2004. However, these documents are referred to having been current guidance during the development of the project.

3.7 Other strategic rail transport policy guidance is provided in the national rail transport strategy as applied in the government's directions and guidance to the SRA

for the development of the railway network and as found in the White Paper *The Future of Rail* (2004) (Cm 6233).

NATIONAL POLICY FRAMEWORK

Introduction

3.8 The overarching purpose of the planning system is the delivery of sustainable development (See section 39 of the Planning and Compensation Act 2004). PPS 1 sets out the Government's planning policies for the delivery of sustainable development. Four key objectives are identified: the promotion of social cohesion and inclusion, the protection and enhancement of the environment, the prudent use of natural resources and the attainment of sustainable economic development.

3.9 PPG 13 (*Transport*) (1994) has been reissued (2001) since the completion of the 1999 ES. The objectives of the PPG are to integrate planning and transport at the national, regional, strategic and local level. Thameslink 2000 would provide more sustainable transport choices for people and improved accessibility to jobs and services by public transport in London and the Southeast in accordance with the objectives of the guidance. The project would also assist local authorities in delivering the objectives of PPG 13 and PPS 1 by encouraging development that is well served by public transport and by enabling the integration of transport and land use planning policy.

3.10 Protection and enhancement of the environment includes the promotion of good design. In accordance with the principles formerly set out in Annex A of PPG 1 (1997) (now superseded by PPS 1), particular attention has been paid to the achievement of high quality design in the applications for new structures at Blackfriars, Farringdon, London Bridge and the Borough Market. Paragraph 35 of PPS 1 states that good design goes beyond aesthetic considerations and should address issues including, accessibility to jobs and key services and integration with the existing urban form. These design objectives are achieved in the Thameslink 2000 scheme.

3.11 PPG15 (*Planning and the Historic Environment*) provides guidance on the desirability of preserving or enhancing the historic environment. The Thameslink 2000 scheme involves unavoidable changes to the historic urban fabric at a number of locations along and particularly in the Borough Market area. The re-instatement proposals for new buildings on demolition sites in that area (which were absent from the 1999 scheme) meet the requirement to minimise, so far as practicable, the impact of the project on listed buildings and the preservation and enhancement of the character and appearance of the Borough High Street Conservation Area. The new buildings have been designed to respond to their local context, which is a key design objective of PPS 1.

3.12 The project's *Archaeological Strategy* conforms with advice contained in PPG 16 (*Archaeology and Planning*) in respect of the keeping of a *watching brief* and the recording/preserving of archaeological remains. Potential impacts on water resources or from noise have been identified and appropriate mitigation proposed (in accordance respectively with PPG 23 (*Planning and Pollution Control*) and the general objectives of PPG 24 (*Planning and Noise*)).

SRA Objectives

3.13 The Thameslink 2000 project is sponsored by the SRA, which is required to operate under directions and guidance set down by the Secretary of State for Transport. The most relevant directions and guidance identified by the Inspector (see paragraph 3.1.2 of his report) are:

(i) to increase the number of passengers travelling by rail;

(ii) to secure a progressive improvement of services available to passengers travelling by rail; and

(iii) to stimulate development in the position of rail services to the public by the promotion of high levels of cost effective investment in the network.

3.14 In setting out its proposals for the fundamental review of the railway industry in *The Future of Rail*, (July 2004) the Government continues to support the development of the national rail network by improved performance for passengers and freight users. The White Paper recognises the importance of rail as a vital part of the country's transport infrastructure and acknowledges that the railway industry is making progress in increasing the number of passengers carried and in improving levels of performance. It wants to see this continue and accelerate. In this context the White Paper recognises that passenger rail is well suited to serve concentrated markets such as commuters entering central London

PPS 1 *Delivering Sustainable Development* (2005)

3.15 PPS 1 identifies 'sustainable development' as the core principle underpinning planning. Thameslink 2000 will facilitate development in accordance with planning policies relating to the principles of sustainable development and is itself a project that accords with those principles. The Thameslink 2000 Sustainability Report (June 2004) is an appraisal of the project measured against sustainability objectives.

3.16 PPS 1 sets out the Government's objectives for the planning system, which are built around three themes: sustainable development, spatial planning and community involvement. The policy statement re-emphasises the importance of the plan-led system.

(i) Sustainable development:- The performance of Thameslink 2000 against the Government's aims for sustainable development is considered in the sustainability report. In the overall balance of effects it concludes that the project will make a positive contribution to sustainability objectives.

(ii) Spatial planning:- Thameslink 2000 offers transportation and regeneration benefits that will contribute to the achievement of wider social and economic objectives and policy aims beyond those solely related to land use planning.

(iii) Community involvement:- Thameslink 2000 has pursued and continues to pursue an active programme of consultation, involving local authorities, community groups, statutory agencies, landowners, commercial organisations and private individuals.

PPG 13 *Transport* (2001)

3.17 This revised version of PPG 13 followed the publication of the White Paper *A New Deal for Transport: Better for Everyone* (July 1998) (Cm 3950) which set out the government's integrated transport policy.

3.18 The objectives of the guidance are to:

(i) promote more sustainable transport choices for both people and for moving freight;

(ii) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and

(iii) reduce the need to travel, especially by car.

3.19 The objectives of the Government's integrated transport policy were considered by the Inspector at paragraph 45.5.6 of his Report. He concluded that Thameslink 2000 lay firmly within a framework which included improvement of reliability, support for regeneration and vitality and more efficient use of the transport system. He noted that there was no challenge to the statement in the *Statement of Case* (February 2000) with respect to the objectives of the White Paper being met by Thameslink 2000. There has been no material change of circumstances with respect to the project's conformity with sustainable transport policy since the closure of the first inquiry.

PPG 15 *Planning & the Historic Environment* (1994)

3.20 Paragraph 3.3 of PPG 15 refers to the statutory requirement to have special regard to the desirability of preserving listed buildings and their settings and paragraph 4.27 states that where demolition is proposed within conservation areas, the general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Consent for

demolition should not be given unless there are acceptable and detailed plans for any redevelopment of the relevant site.

3.21 The proposals considered by the Inspector at the first inquiry did not include detailed designs to be approved in respect of replacement buildings on demolition sites in the Borough High Street Conservation Area. A 'reinstatement framework' was put forward backed by a section 106 agreement but was not acceptable to him. In the light of his misgivings concerning this approach (see paragraph 9.4.22 of his Report), planning applications for replacement buildings have now been made to LB Southwark and have been called-in for consideration at the re-opened inquiry. This strategy accords with the guidance in PPG 15.

PPG 16 *Archaeology & Planning* (1990)

3.22 The Thameslink 2000 *Archaeological Strategy*, upon which local authorities within the Inner Area have been consulted, sets out the detailed arrangements for the investigation, preservation or recording of archaeological remains in accordance with guidance in PPG 16.

PPG 23 *Planning & Pollution Control* (1994)

3.23 Where issues of pollution control and contaminated land arise with respect to specific sites forming part of the scheme these have been addressed in evidence. Overall ES2004 concludes that Thameslink 2000 will not give rise to significant contaminated soil or adverse water quality impacts. There is a risk of significant dust impacts during construction at some Inner Area sites. Implementation of the project's Planning and Environmental Management Strategy (PEMS) will impose environmental control measures that will ensure that these construction impacts are minimised so far as is reasonably practicable.

3.24 A draft revision to PPG 23 published in July 2002 updates the existing guidance and takes into account the setting up of the National Air Quality Strategy and the system of local air quality management under Part IV of the Environment Act 1995. The draft guidance has been taken into account in the assessment of air quality.

PPG 24 *Planning & Noise* (1994)

3.25 Significant temporary noise impacts are likely during construction, particularly in the Inner Area. In the long term, longer and more frequent trains will result in increased noise levels alongside the Thameslink 2000 route, particularly between Blackfriars and London Bridge.

3.26 The Thameslink 2000 project has been designed to minimise operational noise impacts as far as reasonably practicable through the introduction of measures including noise barriers and mitigated track design. PEMS and the project's *Noise and*

Vibration Policy describe the measures that will be taken during construction to minimise noise and vibration. In these respects, the project complies with the general objectives of PPG 24.

REGIONAL POLICY FRAMEWORK

RPG 3: *Strategic Planning Guidance for London Planning Authorities* (1996)

3.27 RPG 3, which is replaced by the London Plan, cited Thameslink 2000 as an example of a development which would make a significant contribution to the infrastructure of central London, which relies on good public transport to support tourism and the main activities of the West End and the City.

3.28 The Inspector reported that Thameslink 2000, although refined in concept since the publication of RPG3, remained a key part of the strategy but that the design of London Bridge Station (as presented to the first inquiry) was not consistent with London's role as a world city (see paragraph 45.5.12 of his Report). The Masterplan proposals for London Bridge station, which have received planning permission from LB Southwark, have now been adopted as the appropriate means of addressing this deficiency.

The London Plan (2004): The Mayor of London's Spatial Development Strategy

3.29 The London Plan, which was published in February 2004, supersedes RPG 3, RPG 3A and RPG 3B and provides the strategic context for land use policies in the London Boroughs' unitary development plans and a common spatial framework for all the Mayor's strategies.

3.30 The London Plan seeks to improve public transport within London and gives express support to Thameslink 2000. Other relevant objectives and policies relate to design, heritage, archaeology and the Blue Ribbon Network.

3.31 Objective 5 of the London Plan is to *improve London's accessibility*. Paragraph 3.158 states:

To achieve the Mayor's vision of an exemplary, sustainable world city, the quality of London's transport must be transformed. This means taking an integrated approach to transport provision and development, making major improvements to public transport and tackling traffic congestion.

3.32 Policies 3C.1, 3C.3, 3C.5, 3C.9 and 3C.10 promote the importance of improving London's public transport infrastructure including the development of Thameslink 2000. Policy 3C.11 states that:

The Mayor will work with strategic partners to improve the strategic public transport system in London, including cross-London rail links to support future development and regeneration priority areas, and increase public transport capacity by [among other things]: completing the Thameslink 2000 project.

3.33 The importance of Thameslink 2000 as a cross-London rail link supporting key development opportunities in the vicinity of King's Cross and London Bridge is expressly recognised in paragragh 3.187 of the Plan.

3.34 The London Plan identifies five sub-regions within London and makes specific mention of the importance of Thameslink 2000 to the development of transport infrastructure and accessibility in central London (in Policy 5B.1), North London (5E.1) and South London (in 5F.1)

3.35 The London Plan, accordingly, supports the construction of Thameslink 2000. To the extent that the railway may facilitate in-commuting, this is a matter taken account of in the formulation of policies in support of the scheme. Paragraphs 1.17 and 1.18 of the Plan makes it clear that the Mayor will support efforts to increase public transport capacity across the whole mega-city region, especially on the heavy rail system, in parallel with efforts to increase the capacity of London residents to take up the growing number of jobs in London.

3.36 The London Plan includes environmental policies for improving, among other things, air quality (4A6), for reducing noise (4A14), for achieving good design (4B1), and for protecting views; and also, for protecting and enhancing the Blue Ribbon Network of the Thames (4C1), its historical environment (4C10) and for its protection where schemes are proposed for structures over the river (4C22). Detailed consideration will be given to the application of these policies to the Thameslink 2000 proposals. The scheme, however, by design and planning, conforms with these up to date London policy aims and objectives.

Mayor of London's Transport Strategy 2001

3.37 The Mayor's Transport Strategy (July 2001) includes, among the stated priorities for transport in London, an increase in the overall capacity of the transport system by the promotion of major new cross-London rail links. The Transport Strategy notes that Thameslink 2000 would improve access to and capacity across the central area, and improve links to Luton and Gatwick airports (4Q.9).

3.38 Proposal 4Q.1 of the Transport Strategy expressly supports the development of Thameslink 2000.

RPG 9 *Regional Planning Guidance for the South East* (2001)

3.39 RPG 9 issued in March 2001, in relevant respects, contains similar advice to that in the earlier version of RPG 9 that was before the Inspector.

3.40 Chapter 9 of RPG 9 sets out the regional transport strategy.

3.41 Key principles (paragraph 3.5) governing the continuing development of the region that are relevant to Thameslink 2000 are:

(i) Urban areas should become the main focus for development through making them more attractive, accessible and better able to attract investment;

(ii) London's World City role and the South East's international connections should be developed as a basis for the enhancement of the Region's attractiveness in Europe and the world;

(iii) Access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through public transport with reduced reliance on the car; and

(iv) Transport investment should support the spatial strategy, maintaining the existing network, enhancing access as part of more concentrated forms of development, overcoming bottlenecks and supporting higher capacity and less polluting modes of transport.

3.42 Proposals which are classified as being of regional significance in this context include Thameslink 2000 (paragraph 9.29). It is considered that Thameslink 2000 fully accords with and is supported by RPG9. Its regional significance is also recognised by and accommodated in, the London Plan.

Regional Transport Strategy for the South East Region

3.43 Regional Planning Guidance for the South East (RPG9) was issued in March 2001. The Inspector considered the draft RPG during the first inquiry. RPG9 provides the spatial framework for the development and preparation of local development plans in the South East and for the London Plan.

3.44 Chapter 9 of RPG 9 is now replaced by the Regional Transport Strategy (July 2004), which states that Thameslink 2000 will help deliver the following RTS policies:

(i) Policy 1 – Manage and Invest

investment in upgrading the transport system should be prioritised to support the delivery of the spatial strategy by …developing the network of regional hubs and spokes…

(ii) Policy 4 – Regional Hubs

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that support and develop the role of regional hubs by:

giving priority to measures that increase the level of accessibility by public transport, walking and cycling; …

giving priority to the development of high quality interchange facilities between all modes of transport; …

(iii) Policy 5 – Regional Spokes

Relevant regional strategies, development plans and Local Transport Plans should include policies and proposals that support and develop the role of regional spokes by:…delivering an improvement in journey reliability that supports the rebalancing of the transport system in favour of non-car modes

(iv) Policy T9 – Public Transport

The Regional Assembly should work with other Regional Assemblies, Local Transport Authorities and transport delivery agencies to develop: …rail services to provide better inter and intra-regional connections.

RPG 9A *The Thames Gateway Planning Framework* (1995)

3.45 The Thames Gateway area extends from Docklands to Tilbury and the Isle of Sheppey. RPG 9A notes the importance of public transport in achieving regeneration in this area.

3.46 The Inspector (paragraph 45.5.14) noted that the improvement of services to Dartford would enhance the connection between the Thames Gateway regeneration area defined in RPG 9A and London.

RPG 6 *Regional Planning Guidance for East Anglia* (November 2000)

3.47 RPG 6 provides a framework for updating the structure plans and the preparation of district-wide local plans for the counties of Cambridgeshire, Norfolk and Suffolk and Peterborough Unitary Authority up to 2016. Since April 2001 a new planning region encompassing additionally Bedfordshire, Essex and Hertfordshire has been in existence. New guidance (RPG 14) will be produced to reflect these changes.

3.48 RPG 6 notes that the national Ten Year Transport Plan proposes a major enhancement of the rail network to provide additional capacity to meet demand for increased use by passengers and freight, so reducing future road congestion. Policy 36 of RPG 6 states that Thameslink 2000, which would be used by services from

Cambridge, Kings Lynn and Peterborough to London and beyond, should be progressed, subject to satisfactory appraisal, completion of statutory processes and the availability of finance.

Conclusion

3.49 The need for and benefits of Thameslink 2000 are clear and strongly supported by both regional and London-wide policy.

LOCAL PLANNING FRAMEWORK

Structure Plans

Norfolk County Council

3.50 The Norfolk Structure Plan (1999) supports Thameslink 2000. The County Council will pursue improvements to the strategic rail network in co-operation with the rail industry, central Government and the European Commission (Policy T9). It supports the provision of Thameslink 2000 and encourages improvement to the quality of existing regional and inter-regional rail services and the upgrading of rail facilities to King's Lynn.

Cambridgeshire and Peterborough

3.51 The Cambridgeshire and Peterborough Structure Plan (2003) and the Local Transport Plan support Thameslink 2000. Policy P8/7 (Improvements to Rail Services) requires local authorities to work closely with the rail industry to bring forward service enhancements and new infrastructure to increase rail use. Thameslink 2000 is listed as a scheme to be implemented over the plan period to meet strategic requirements and the needs of major developments.

3.52 In Annex 3 of the Cambridgeshire Local Transport Plan 2004-2011 key rail infrastructure improvements sought include Thameslink 2000.

Bedfordshire County Council

3.53 The Bedfordshire Structure Plan (1997) and emerging county planning policy and the Local Transport Plan, supports Thameslink 2000. Policy 41 seeks to promote a greater proportion of passenger travel by rail by encouraging improvements to Thameslink services.

3.54 In the Deposit Draft of the Bedfordshire & Luton Structure Plan – 2016 Policy 32 (Strategic Transportation Schemes) states that subject to favourable environmental assessment, the implementation of Thameslink 2000 will be encouraged during the Structure Plan period.

3.55 The Bedfordshire Local Transport Plan 2001/2 - 2005/6 supports the improvement of rail infrastructure and services to enable greater use of the rail network in the county (paragraph 4.10.45) and supports the implementation of Thameslink 2000 (paragraph 4.10.40).

Hertfordshire County Council

3.56 The Hertfordshire Structure Plan (1998) and the Local Transport Plan support Thameslink 2000. Policy 31 (rail improvement schemes) states that the County Council supports in principle rail improvement schemes indicated on the key diagram, which includes Thameslink 2000.

3.57 Hertfordshire County Council's Local Transport Plan (2000) also includes support for major rail infrastructure projects, including Thameslink 2000.

West Sussex County Council

3.58 The West Sussex Structure Plan (proposed modifications 2003) and Local Transport Plan support Thameslink 2000. Paragraph 31 of the draft Structure Plan notes that the County Council's development strategy requires a radical improvement to links between Gatwick/Crawley and the coast, and refers to improvements to the rail services in the corridor. Policy NE13 specifically supports the implementation of Thameslink 2000.

3.59 Section 7 of the Local Transport Plan notes that Thameslink 2000 is consistent with the vision West Sussex has for rail travel which is of a system that enables effective access to stations for local train journeys, for regional journeys within the South East and for interchange on to long distance rail services.

East Sussex and Brighton & Hove Structure Plan

3.60 The East Sussex and Brighton & Hove Structure Plan (1991- 2011) (December 1999) and East Sussex County Council Local Transport Plan (July 2000) supports Thameslink 2000. Paragraph 7.15 of the explanatory memorandum acknowledges the important role which rail services can fulfil in serving the transport needs of the plan area - promoting social inclusion, encouraging economic regeneration and helping to reduce the use of cars.

Surrey County Council

3.61 The Surrey Structure Plan (1994) supports improvements to the rail network. That support is re-iterated in emerging county planning policy and the Local Transport Plan (Policy MT13).

3.62 Policy DN4 of the Deposit Draft of the replacement Structure Plan (November 2003) states that development promoting the use of public transport will be supported, particularly where it is related to the priorities set out in the local transport plan or to the Spatial Strategy. The Local Transport Plan 2001/2–2005/6 includes support for Thameslink 2000 and notes that land for station improvements and ancillary works will be safeguarded.

Kent County Council

3.63 The Kent Structure Plan (1996) supports improvements to the rail network (Policy T8). The deposit draft Structure Plan and the Local Transport Plan support Thameslink 2000.

3.64 Policy TP4 of the Deposit Draft Kent and Medway Structure Plan (2003) states that Kent County Council and Medway Council will press Government and the SRA to implement the rail schemes listed in Table TP4 including the Thameslink 2000 extension to Dartford.

3.65 Kent County Council's Local Transport Plan includes specific support for the completion of Thameslink 2000 (Policy S14). It will work in partnership with local authorities and others in the Thameslink 2000 Consortium, with the SRA and with the future train operating company to maximise the service benefits to Kent by extending the proposed services to Gravesend and Maidstone.

Summary as regards Structure Plans

3.66 Thameslink 2000 conforms to structure plan policies, which generally support enhancements to the rail network that promote social inclusion and economic regeneration and help to reduce dependency on the car.

OTHER LOCAL PLANS

3.67 There are specific conflicts with LB Islington's and LB Southwark's policies to protect listed buildings and conservation areas. In addition there is a conflict with the City of London's policies in respect of St Paul's Heights.

3.68 However, there is a broad level of support for Thameslink 2000 at the district/ borough level. The project is seen as consistent with local plan policies which encourage improvement to and increased use of rail services to help reduce dependence on the private car and as well as with support for sustainable development now incorporated in the majority of development plans. The project also conforms with local planning policy in respect of regeneration and employment. The increased accessibility afforded by the scheme would assist local regeneration initiatives focused on town centres.

3.69 In the majority of districts and boroughs where the project involves significant works, there is specific support in adopted or emerging planning policy for Thameslink 2000. In the majority of other local authority areas affected by more minor works, support is given either for Thameslink 2000 specifically or for improvement to the rail infrastructure generally.

Inspector's Conclusions

3.70 At the first inquiry, the Inspector concluded that, in relation to local planning policy current at the Inquiry, there were no conflicts with the development plans of any local planning authority which warranted refusal of planning permission for the scheme as a whole (see paragraph 45.5.16 of the Inspector's Report). As far as Network Rail are aware, this remains the position.

4 LIST OF MATTERS REGARDING TWA ORDER AND DEEMED PLANNING PERMISSION

Introduction

4.1 The Secretary of State for Transport is responsible for determining the two TWA applications and the applications for deemed planning permission made under them. He has identified 13 matters about which he particularly wishes to be informed in the light of material changes in circumstances since the first inquiry, with particular regard to the Environmental Statement dated June 2004 and the representations made to him upon it.

4.2 This section of the Statement of Case addresses, in turn, each of the matters identified by the Secretary of State.

***Matter 1 identified by the Secretary of State for Transport*: an updated assessment of the key aims and objectives of the scheme and its potential transportation, regeneration and socio-economic benefits, having regard to changed circumstances since the earlier inquiry.**

4.3 There has been no change in the Thameslink 2000 objectives since the first inquiry. They are set out in section 1 , paragraph 1.8 of this Statement of Case.

Transportation benefits

4.4 Relative to the data presented to the first inquiry 1999-2004, growth in London and South East passenger volumes (annual passenger kilometres) has been 18%. The pattern of growth over the same period for Thameslink services was 20%.

4.5 The ranges of passenger growth considered at the first inquiry are predicted to continue in the period to 2011 and beyond.

4.6 The SRA's forecast for future passenger growth (2001 – 2016) on Thameslink 2000 franchises is 25%.

4.7 These trends in both historic and future growth are consistent with those of the transportation case for the Thameslink 2000 scheme presented at the first inquiry.

4.8 Two primary objectives / benefits of the Thameslink 2000 scheme are the reduction of overcrowding and reductions in passenger journey time resulting from a decreased need for interchange. These effects are derived from passenger use of both the National Rail Network (NRN) services and London Underground (LUL) services.

4.9 The pattern of overcrowding on both LUL and NRN services has changed little in the period since the first inquiry. The impact of increased passenger volumes on overcrowding has been mitigated in part by train operators (NRN and LUL) maximising service capacity within existing constraints. However opportunities for introducing additional capacity are limited, and the inevitable impact of future growth is that levels of overcrowding will worsen as the effects of future growth are felt.

4.10 Opportunities for journey time reductions arise from the changing pattern of services offered by the new Thameslink 2000 services, enabling passengers to avoid the need to transfer between transport modes by providing a wider range of origin-destination options than is currently available. There is no change in the proposed pattern of Thameslink 2000 services, and consequently no material change in the level of passenger journey time benefits.

4.11 Accordingly, the Inspector's conclusions about the transportation benefits of Thameslink 2000 remain sound, and the case for continuing the project has been strengthened by the continued growth in rail passenger usage.

Regeneration benefits

4.12 Thameslink 2000 continues to provide significant regeneration benefits.

London

4.13 Thameslink 2000 will help to underpin the economy of London and help to make London a more prosperous city with strong and diverse economic growth in accordance with the Mayor's objectives. Relief of the chronic congestion now evident in parts of the public transport system will remove what would otherwise become a deterrent to investment in Central London.

4.14 The provision of a southern entrance to Blackfriars Station will assist the regenerative effort in the Bankside area; similarly, the provision of a much enhanced station at London Bridge will assist growth in that area. Moreover, the design of the proposed station at London Bridge is intended to facilitate north-south movement of pedestrians at street level, thereby reducing the impact of the existing railway viaduct.

4.15 Thameslink 2000 will support and enhance the economies of the regions served by Thameslink by improving accessibility to Gatwick and Luton airports (in accordance with the London Plan) and by providing an important interchange facility with the Channel Tunnel Rail Link at St Pancras.

4.16 At paragraph 45.2.8 of his report the inspector noted:

To the north east of King's Cross lies the large area of the King's Cross Railway lands, beneath which the CTRL will pass. Large scale regeneration of this area is planned, with a consequent effect on travel. Adjacent to Farringdon the Smithfield area is expected to be the subject of redevelopment in due course. Around London Bridge regeneration is already in progress at More London Bridge and the GLA headquarters building, with much regeneration of Bankside in progress at present. All of these developments will increase the pressure on public transport services in the eastern part of Central London.

4.17 These and other regeneration projects could be adversely affected if Thameslink 2000 does not go ahead.

The Southeast and the East of England

4.18 By significantly increasing the passenger capacity, both to and from a number of key stations in the South East and the East of England at peak times, Thameslink 2000 will help the Government to meet its objectives for increased employment and housing in three key areas. These comprise:

(i) the Luton/Dunstable/Houghton Regis regeneration area and growth area;

(ii) the Bedford part of the Milton Keynes-South Midlands growth area; and

(iii) the Cambridge sub-region of the London-Stansted-Cambridge-Peterborough growth area.

4.19 Further, the improvement of services to Dartford would enhance the connection between the Thames Gateway regeneration area and London.

Socio-economic benefits

4.20 In the area of Borough Market and London Bridge, it is considered that Thameslink 2000 will displace about 360 jobs, of which about 40 will be "at risk" (considered effectively to be lost). On the other hand, new retail and other facilities within the redeveloped stations (ie, Farringdon, Blackfriars, and London Bridge) will generate about 400 jobs, mostly at London Bridge. This is an increase in the estimated number of new jobs change from the position as assessed at the time of the first inquiry, essentially flowing from the incorporation of Masterplan within the Thameslink 2000 scheme.

4.21 Further work undertaken in connection with ES2004 has identified that two areas (in Luton and Brighton and Hove) with a higher than average proportion of "employment deprived" residents will experience significant benefits as a result of Thameslink 2000, through improved access to major employment markets.

4.22 ES 2004 estimates that construction of the Thameslink 2000 scheme will, directly, create 11,500 person years of employment, and, indirectly 5,750 person years of employment. This is an increase from what was previously estimated.

***Matter 2 identified by the Secretary of State for Transport*: an assessment of key changes in the relevant planning and transport policy background since the first inquiry, and their impacts on the scheme.**

National and Regional Policy

4.23 The planning and transport policy background to the Thameslink 2000 proposal is set out in section 3 above. *The Future of Rail* (2004) (see in particular paragraphs 2.5.7 and 2.5.8) and the *Regional Transport Strategy* (2004) (see Policies 1, 4, 5 and T9), published since the first inquiry, re-emphasise the strong support that the project continues to derive from national and regional policy.

Structure and Local Plan Policy

4.24 At paragraph 45.5.16 of his Report, the Inspector set out his conclusion on the consistency of the Thameslink 2000 proposals with local planning policies. He concluded that there was no conflict with the development plans of any local planning authority which warranted refusal of planning permission for the scheme as a whole. Since the end of the first inquiry, local planning policy has continued to evolve. Apart from the adoption of the London Plan, which is considered at paragraphs 3.28 to 3.35 above and gives significant additional policy support for Thameslink 2000, it is not considered that the position as regards local planning policy has changed materially. As explained in ES2004 (see section 4.4) there is considerable local policy support for Thameslink 2000.

***Matter 3 identified by the Secretary of State for Transport*: the justification for, and implications of, the proposed closure of Blackfriars underground station for 24 months, including the likely impacts of such closures on other stations, bus services, traffic and pedestrian flows.**

(i) The justification for the proposed closure of Blackfriars Underground Station for 24 months.

4.25 Changes to the design of the proposals in respect of Blackfriars Underground Station, indicated that the 24 month period originally envisaged for carrying out the works at Blackfriars was too short. Accordingly, the programme was subjected to detailed reappraisal, which indicated that a 60 month period would be required. This was on the basis that the Underground Station remained open during this period.

4.26 The design of the remodelled Underground Station now involves the complete demolition of the existing station, apart from the track and platform edge. It involves the provision within the new station of new escalators and lifts for those whose mobility is impaired, in addition to replacement of the existing station facilities and construction of a combined Underground/National Railway Network.

4.27 The closure of the Underground station during the period that these works are carried out is necessary because the safety shield required to separate the works from the running lines will reduce the available platform area to such an extent that the station cannot be operated safely for the majority of the construction period. Alternatives (such as single platform operation and weekend only closures) have been examined but all scenarios involve the reduction of the platform available to below an acceptable standard of safety. The construction strategy will be to close the station; get the work done in the shortest possible time in the safest possible environment; and re-open to a completed new station.

4.28 The closure would be for two years. A shield would be constructed around the track and train envelope along the entire length of the platforms. This would permit the works to construct the new station to be carried out at the same time as the through running of District and Circle Line trains.

Consultation

4.29 Following extensive discussions with London Underground Limited (LUL), Network Rail considers that it is not possible to keep Blackfriars Underground Station open throughout the period of construction of the new station. This conclusion has been accepted by both the City of London and the London Transport Users' Committee. In addition major commuter groups and significant employers in the Blackfriars area have already been informed.

(ii) the likely impacts of such closure

4.30 Information provided by LUL predicts that the number of people using Blackfriars Station will reduce by about 28,000; these people will use alternative means for their journey including walking, bus or alternative Underground stations, particularly Chancery Lane, Temple and Mansion House. Information provided by LUL also predicts a reduction of at least 10% in the passenger use of Blackfriars NRN Station, with passengers expected to transfer to either City Thameslink Station or to Farringdon Station. There will also be greater levels of utilisation at Cannon Street, Elephant and Castle, and Embankment stations.

4.31 Further work is in hand to review these issues.

***Matter 4 identified by the Secretary of State for Transport*: the interface between the proposed Thameslink 2000 and Crossrail projects, particularly at Farringdon, including plans for co-ordinating the two projects in order to minimise disruption.**

4.32 At the time of the first inquiry it was considered that the construction of Thameslink 2000 would precede the construction of the Crossrail project. It is now possible that the construction of Crossrail could overlap with the construction of Thameslink 2000, or even precede it. However Thameslink 2000 has been designed to be compatible with Crossrail, and vice versa.

4.33 Since the first inquiry the Crossrail project team has worked closely with the Thameslink 2000 project team to completely redesign the Farringdon Crossrail station at street level. The effect of the new Crossrail station design is to remove its dependency on the Thameslink 2000 scheme. In particular the new Crossrail design does not require use of the Moorgate branch or to interface with Network Rail track and signalling. Changes to the Crossrail design have not necessitated any variation in the Thameslink 2000 scheme.

4.34 As a consequence of these changes the two schemes can now be constructed independently of one another.

4.35 If both projects are constructed the opportunity exists to build a bridge joining the two street level concourses so as to provide paid side (inside the ticket barriers) interchange for passengers transferring from Crossrail to Thameslink 2000 services or vice versa. The Crossrail scheme assumes that most interchange with LUL services will take place at the eastern end of their Farringdon station, which interfaces with LUL's Barbican station.

4.36 Liaison between the two project teams is accordingly an increasingly important component of both projects as they are being progressed towards authorisation.

4.37 The focus of liaison between the two projects is to:

(i) address the cumulative effects of both projects (especially if they were to be under construction at the same time);

(ii) maximise the benefits of both projects eg. ensuring easy access for passengers between services at Farringdon, and;

(iii) ensure a co-ordinated approach to the various stakeholders of each project, many of whom are the same individuals or organisations.

4.38 If both projects were to go ahead at the same time, this would have implications for the labour market. Again, co-ordination and liaison between the two projects would seek ensure the availability of the necessary workers; and that neither project was

bidding against the other in respect of the acquisition of workers with the same skills.

***Matter 5 identified by the Secretary of State for Transport*: the likely effects of construction and operation of the scheme on the character of the Borough High Street/Borough Market Area and on the setting and integrity of buildings within that area in the light of changed circumstances since the earlier inquiry, including the cumulative impact of the proposed new buildings in the area.**

4.39 As regards the permanent impact of the proposals on the character of the Borough Market area and its listed buildings, the Inspector concluded:

10.6.54 In summary, the proposal would have significant harmful effects upon the character of the locality, and on listed buildings due to their demolition, and upon the settings of some listed buildings. The buildings which would be lost are irreplaceable as a national resource. These effects would be concentrated at the north eastern part of the area, where the viaduct gives way to the Borough High Street Bridge. I have made recommendations elsewhere concerning the reinstatement of buildings here. The construction works would be disruptive of the life of the other parts of the Borough Market which it, or the working sites would physically affect. I consider that appropriate safeguards are in place to preserve the essential elements of the character of the place so that it would be successfully reinstated following construction. I do not consider that there would be long term harm to this part of the area.

4.40 There have been no changes to the project which would affect this conclusion, save that the Inspector's concerns about the re-instatement of buildings (see paragraphs 9.4.17 to 9.4.22 of his Report) have been addressed by the applications made in respect of re-instatement; the case for which is set out at Section 5 below.

4.41 As regards the temporary effects of the proposals, the Inspector concluded:

The construction works would be disruptive of the life of the other parts of the Borough Market which it, or the working sites would physically effect. I consider that appropriate safeguards are in place to preserve the essential elements of the character of the place so that it would be successfully reinstated following construction. I do not consider that there would be long term harm to this part of the area (paragraph 10.6.54).

4.42 As regards the balance between the harm caused to the character of the Borough Market Area and its listed buildings and the benefits of the proposal, the Inspector concluded:

The benefits of the proposal are such as to outweigh harm which would be caused to heritage interests, principally in the area of the Borough Market (paragraph 1.27.)

4.43 In the absence of the emergence of any new facts since the end of the first inquiry, the Inspector's conclusions as to the balance of advantage remain unchanged.

***Matter 6 identified by the Secretary of State for Transport*: an updated assessment in the light of changed circumstances since the first inquiry, of the feasibility of alternatively (a) routeing Thameslink services into Elephant and Castle and Herne Hill stations; or (b) constructing a tunnel from King's Cross or Farringdon to Bermondsey.**

Routeing Thameslink services via Elephant and Castle and Herne Hill stations

4.44 This alternative, called by the Inspector CARAPLAN was considered by him at the first inquiry. His conclusion was as follows:

10.6.77 CARAPLAN would be an expensive proposition, and would put at risk an element of the railway's existing customer base. It is technically doubtful, and some of the benefits claimed are small, or more likely to be achieved in other ways. The ratio of quantifiable costs to benefits is less attractive than for Thameslink 2000. It would not be without environmental costs, although these would be of a different nature to those incurred in the Borough Market. To adopt it would lead to any benefits from improved railway services through the core being foregone for about five years, or longer, and lead to a period of increased severity in overcrowding due to its disconnection from the CTRL programme.

4.45 As part of the environmental assessment of the revised project and preparation of ES2004, CARAPLAN was re-evaluated. The re-evaluation concluded that the original reasons for rejecting CARAPLAN remained valid. In reaching this conclusion it took into account that CARAPLAN would require additional demolition ; and that on completion of CTRL Phase 2 in 2007, up to 2 Eurostar paths per hour would become available for other services through Herne Hill (see section 3.2 of the *Alternatives Report* (June 2004) especially paragraphs 3.2.33 and 3.2.34).

4.46 Eurostar have now stated that upon the completion of the second phase of the Channel Tunnel Rail Link and the opening of a new international station at St Pancras, Eurostar services will no longer operate to Waterloo. At the moment, however, Eurostar has a contractual right to operate trains via Herne Hill to Waterloo, and terms modifying this arrangement have not, as yet, been agreed with DfT. This does not mean that any surplus Eurostar paths could be used for additional Thameslink 2000 services via Herne Hill, since there would not necessarily be capacity for such services on the rest of the network. In any event, sufficient capacity would not become available to enable all Thameslink 2000 trains to be diverted from London Bridge via Herne Hill. Thus CARAPLAN continues to rely for its

implementation, upon works which would require significant land acquisition and disturbance.[13]

A tunnel from King's Cross or Farringdon to Bermondsey

4.47 The Inspector concluded in respect of a tunnelled alternative as follows:

10.6.81….. No other advantage is claimed for tunnelling apart from the elimination of impacts upon Borough Market. A very high capital cost is likely, even at the lower end of the ranges quoted. No party challenged the estimates. In my view (and this is a matter of personal judgement) the extra cost would not be justified in avoiding the harmful aspects of the work on Borough Market. I have similar views in relation to the effects of delay as I expressed [in respect of CARAPLAN].

4.48 The main reason for the rejection of the tunnelled option was its high capital cost, with no significant revenues or other direct benefits.

4.49 The case for a tunnelled option was re-examined in 2003, taking into account further information on tunnelling derived from experience gained from the construction of schemes such as CTRL and Jubilee Line Extension.

4.50 The scheme assessed was similar in concept to that considered in 1992 although worked up to a greater level of detail in terms of engineering, cost and environmental impact.

4.51 The results of this further study were reported in ES2004 (Alternatives Report) where a range of reasons for rejecting the option are documented. This includes the high capital cost with no additional economic, operational or environmental benefit (taking into account the benefits of avoiding significant environmental effects at Borough Market with the environmental dis-benefits of this option). So nothing has occurred since the first inquiry which suggest that the Inspector's conclusion should be changed. Rather, the case in support of his conclusion is considerably strengthened.

[13] The conclusion of the Inspector as to these works in terms of property acquisition and disturbance to these works is at paragraph 10.6.75 of his Report. He considered that they represented *serious disadvantages and in my view far outweigh the effects of disturbance by the proposed scheme …*

***Matter 7 identified by the Secretary of State for Transport*: whether, in the light of the updated assessments arising under 5 and 6 above, the transport and other benefits assessed under 1 above would outweigh the harm arising to heritage interests, principally in the Borough Market area.**

4.52 In his report following the first inquiry, the Inspector concluded as follows:

1.26 Thameslink 2000 is a proposal which would enhance existing assets to provide very substantial public benefits, both directly to the travelling public, and in underpinning the economy of London, and enhancing the conditions for regeneration of parts of the centre of the capital. It would also provide substantial benefits to other centres in the south and east of the country, including the major airports of Gatwick and Luton, and areas which suffer economically from their remoteness. It would assist in providing the conditions which favour the use of rail based public transport over road vehicles, including the private car. It is my view that the proposal would meet the criteria for public funding.

1.27 The benefits of the proposal are such as to outweigh harm which would be caused to heritage interests, principally in the area of the Borough Market. Alternatives which have been examined would not realise the benefits to the public. Furthermore, the adoption of any alternative would lead to significant delay, during which time benefits would be foregone.

4.53 The project has now addressed the three deficiencies that the Inspector identified. The other changes made to the project are improvements to it. In the view of Network Rail, in the light of the assessments set out in response to Matters 5 and 6 above, the benefits of the project would clearly still outweigh the harm arising to heritage interests in the Borough Market.

***Matter 8 identified by the Secretary of State for Transport*: in regard to Network Rail's preferred new design of London Bridge Station (known as Masterplan), for which LB Southwark granted planning permission in 2003:**

- **a) whether the Masterplan scheme overcomes the deficiencies previously identified by the Inspector following the earlier inquiry, such as would justify giving the statutory powers sought in the TWA Order to enable that scheme to be implemented; and**
- **b) how the Masterplan scheme will impact upon the provision of bus and taxi services at London Bridge Station, including whether it makes adequate arrangements for the requirements of articulated buses.**

a) Whether Masterplan overcomes the deficiencies identified by the Inspector at the first inquiry

4.54 Note that details of the Masterplan proposals are set out at paragraphs 2.22 to 2.27 above.

4.55 At paragraph 6.3.43, the Inspector set out his conclusion in respect of the proposals before him in for London Bridge. He said:

This proposal is not good design, in my view. Whilst the design as a response to the insertion of an additional track may indicate a degree of flair, the station as a whole would remain mediocre. London Bridge is one of the major London stations, and its through train function does not make it any less important. I am convinced that the station as it stands, and as proposed for Thameslink 2000 is unworthy of a principal interchange in one of the world's great cities.

4.56 In respect of Masterplan, he concluded:

It shows an alternative approach, and starkly illustrates the cost of producing what appears by common consent to be a design which would be appropriate to a major rail terminal in one of the World's great cities (paragraph 6.3.37).

4.57 Planning permission and listed building consent has been granted by LB Southwark for Masterplan. English Heritage did not object to the loss of the listed trainshed on the basis of the high quality of the design.[14]

4.58 CABE in its design review dated 5 August 2000 of the Masterplan proposal concluded that:

…this high quality proposal represents a long-term solution to the ad hoc development over many decades of the existing station complex and we very much hope that it will proceed.

4.59 At the first inquiry the case of LB Southwark had been that … *[Masterplan] showed that the opportunity existed to address major interchange and integration problems at London Bridge* (paragraph 6.1.48 of the Inspector's Report).

4.60 Network Rail considers that Masterplan is indeed a design appropriate to a principal interchange and major rail terminal in one of the World's great cities and that it overcomes the deficiencies previously identified.

b) Bus and Taxi Services

4.61 As regards taxis, Masterplan provides for a new street level taxi drop-off point in St Thomas Street immediately outside the southern entrance to the ground level concourse. The new taxi pick-up point will be at the north entrance, on Tooley

[14] The dismantled trainshed will be stored for up to five years, during which time it is hoped that a site on which it may be appropriately re-erected will be found.

Street, served by a feeder rank in Bermondsey Street. Some spaces will also be provided for pre-booked taxis at the Piazza area. The provision for taxis is satisfactory, and is an improvement both upon the present arrangements and what was proposed in 1999.

4.62 As regards buses, the Masterplan proposal was developed in consultation with London Buses. The new bus station will give space for four additional "standard" bus stands, increasing the number to 15. All the stands will be created around island waiting areas and a new roof will be provided. Buses will enter the new bus station from Borough High Street via Station Approach and exit to Borough High Street via London Bridge Street, as they do now. The bus station proposals were developed on the basis of 'standard' bus sizes (12m) rather than articulated buses (18m). However a subsequent study (*Colin Buchanan & Partners for TfL*, 2003) has identified that the Masterplan scheme is capable of accommodating 6 articulated and 4 standard buses.

4.63 Should TfL wish in the future to reconfigure the bus station, better to accommodate articulated buses, they may develop and promote a separate new scheme; and if necessary seek separate powers.

4.64 TfL does not seek any modification to the Masterplan scheme.

***Matter 9 identified by the Secretary of State*: an updated assessment of the principal effects of the proposed reconfiguration and stopping up of highways in central London on bus services, pedestrian and cycle routes and the general flow of traffic, including in particular the impacts of:**

a) the permanent closure of Cowcross Street, Farringdon;
b) changes to the road layout around Blackfriars Station and the closure of roads in the London Bridge area;
c) the movements of heavy goods vehicles associated with construction works, and
d) disruption to taxi-rank facilities at Charterhouse Street and Queen Victoria during construction.

a) the permanent closure of Cowcross Street, Farringdon

4.65 The pedestrianisation of Cowcross Street has always formed part of the Thameslink 2000 scheme. However at the time of the first inquiry, it was assumed that all the diverted traffic from Cowcross Street would divert to the junction of Clerkenwell Road with Farringdon Road. The left turn from Clerkenwell Road (east) into Farringdon Road (south) is no longer permitted and a signal-controlled pedestrian crossing has been introduced across the south area of Farringdon Road to assist pedestrian movement. The traffic assignment has accordingly been re-assessed and the results presented in the *Transport and Access Specialist Report* (June 2004) (see pp 58-60 and Figures 5.2 and 5.3). The existing flows along Cowcross Street are low and the effect of diverting this traffic on to adjacent routes means that there will be

no significant adverse effects on traffic resulting from its closure. This matter has been discussed with TfL which is satisfied with what is proposed.

b) changes to the road layout around Blackfriars Station and the closure of roads in the London Bridge area

Changes to the road layout around Blackfriars Station

4.66 During the construction period it is proposed that the traffic junction of New Bridge Street with Victoria Embankment will be realigned to the west to provide additional construction site space within the hoarding line around the west side of Blackfriars station (north). Construction access will be provided from New Bridge Street.

4.67 The re-alignment of the traffic junction for the period of the construction works would continue to provide two southbound traffic lanes to Blackfriars Bridge and would not have an adverse effect on traffic flow. The matter has been discussed with TfL which is content to rely upon a traffic management plan to ensure that the temporary arrangements are satisfactory and that disruption to vehicular and pedestrian traffic is minimised.

Closure of roads in the London Bridge area

4.68 Masterplan requires the closure of Weston Street and Stainer Street. The closure of Weston Street will not have a significant adverse effect but the closure of Stainer Street will divert significant amounts of traffic on to Bermondsey Street and Tooley Street (east of Bermondsey Street) This was reported as a significant adverse effect in ES2004.

4.69 However, the section 106 agreement which has been agreed with LB Southwark in relation to Masterplan provides for a number of changes in the road network in the vicinity of London Bridge, to accommodate the closure of these streets. These include:

(i) the reversion of St Thomas Street to two-way working throughout its length;

(ii) modifications to the St Thomas Street/Bermondsey Street junction; and

(iii) modifications to Tooley/Bermondsey Street junction.

c) the movements of heavy goods vehicles associated with the construction works

4.70 This matter is addressed in relation to each relevant site in ES2004. At a more general level, each contractor is required to produce and implement an

Environmental Management Plan (EMP) in setting out how they will deliver Thameslink 2000.

4.71 As part of their EMP, each contractor is also required to produce a Traffic Management Plan (TMP) setting out, amongst other things, how the movement of heavy goods vehicles (HGVs) will be managed and controlled. The TMP will be drawn up in liaison with the relevant highway authority and will draw on the advice given in their EMP Guidance Note, which will be produced by Network Rail in liaison with the relevant local planning authority.

4.72 An extract from a typical EMP Guidance Note is included in ES2004 (Scoping & Methodology Report – Appendix F) and, among other things; this requires that the TMP should identify the routes to be used by construction traffic and any restrictions thereof.

4.73 It also notes that construction traffic routes and an evaluation of alternative transport options should be agreed in consultation with the relevant highway authority and the Police.

4.74 It should also be noted that in recent consultation on this issue, TfL has expressed satisfaction that TMPs will address the appropriate routing of HGVs and that disruption will accordingly be minimised.

d) disruption to taxi-rank facilities at Charterhouse Street and Queen Victoria Street during construction

4.75 It will be necessary for each of these taxi ranks temporarily to be relocated. A traffic management plan will be drawn up in respect of each location in consultation with (among others) TfL and interested parties. TfL is satisfied with these proposals.[15]

Matter 10 identified by the Secretary of State for Transport : the effects of increased noise levels in the vicinity of Blackfriars Station, as discussed in ES2004 and measures to mitigate these effects.

4.76 A significant adverse operational effect is predicted at commercial buildings, in the vicinity of Blackfriars Station, and for residents of Quadrant House to the south and the Blackfriar Pub to the north. This is not as a result of an increase in noise levels but as a result of an increase in the duration and number of events (because of longer and more frequent trains). The ES 1999 reported similar effects but ES 2004 reports adverse effects at more locations. This is a result of obtaining new baseline data following extensive ambient noise measurements[16] , as well as further design

[15] TfL now incorporates the Public Carriage Office for London.

[16] The baseline data has changed as a result of the phasing out of 'slam door' rolling stock.

detail. Some of the commercial properties are likely to have sealed windows and air conditioning and it is likely therefore that the incidence of adverse effects reported in ES 2004 is over-estimated. Further evaluation will be necessary to determine whether residual noise impacts arise and a series of building evaluations will be carried out as part of the detailed design process. Until such time as the further evaluations have been carried out, a conservative approach has been adopted.

4.77 More specifically, as regards Falcon Point, there is no change to noise levels predicted in the 1999 ES.[17] Using the formal assessment methodology appropriate for evaluating a typical railway, there is no significant effect, as indicated on Figure 7.8(ii) of ES 2004. However, the railway noise here is dominated by structure radiated noise which will be heard more often and for longer periods of time as a result of more frequent and longer trains. Professional judgment was therefore applied which led to the observation being reported in the text of ES 2004. This effect is considered to be marginal because the level of railway noise is at the threshold at which the onset of community annoyance is expected and because the rail noise is not the dominant noise source at this location.[18] Vibration-reducing track designs can reduce the level of 'bridge noise' radiated from the structure of the bridge.

4.78 The change in design at Blackfriars has not led to any change in the position as regards the effect of the public address system. Noise from the new public address (PA) system at Blackfriars Station will be controlled through design, siting and specification of the PA system. The ES 1999 similarly reported that potential significant effects will be mitigated. A draft planning condition has been agreed with the L B Southwark and the City of London that will effectively limit and control noise from the PA system such that there is no significant effect.

4.79 A number of measures, including track renewal and appropriate maintenance standards, have already been incorporated into the design to mitigate the effect of noise.

4.80 Moreover, the new station proposed at Blackfriars and its associated structures will provide some additional screening and shielding from the operational railway.

Further Mitigation Options

4.81 Further measures may be used to reduce railway noise due to wheel-rail interaction and these were considered as part of the EIA process, notably:

[17] Note that the reference in paragraph 7.8.14 of the ES2004 to the *predicted increases in noise radiated from the bridge at Falcon Point* is not making a comparison with the 1999 ES.

[18] This increase in 'bridge noise' is off-set to some extent by the expected reduction in 'squeal'.

(i) use of damped rails[19] and optimum selection of rail pads;

(ii) use of noise barriers; and

(iii) adoption of an enhanced rail maintenance regime, using more regular rail grinding and wheel maintenance.

4.82 The potential benefit provided by acoustic barriers is limited because the height of most of the facades, facing the viaducts, extends above the height of the track with a direct view of the track.

4.83 Further work will be carried out to assess the practicalities and effectiveness of these mitigation options and further options will be assessed as part of the design process to avoid significant effects as far as reasonably practicable.

Matter 11 identified by the Secretary of State for Transport: any other significant changes in circumstances since the earlier inquiry that are material to consideration of these applications.

Introduction

4.84 Inevitably, as design work on the project has continued, there have been changes to the project, some of which are minor and others of which are of greater significance. Many of these changes have been identified in Matters 1 to 10 addressed above. Changes in significant environmental impact, as has been explained at paragraph 1.22 above, are set out in ES 2004 and summarised in *Summary of Significant Changes (2004).*

4.85 There are a number of other changes to the project, none of which, in the view of Network Rail, affects any conclusion as to the environmental impact of the project or whether the necessary powers and permissions should be given to enable it to go ahead. Nonetheless, for completeness, and because others might take a different view as to their effect, these changes are set out in this section of the Statement of Case.

Rolling Stock

4.86 The position as explained to the first inquiry[20] was that the Thameslink 2000 Agreement defined the type of rolling stock to be used on Thameslink 2000 services. This was to comprise the rolling stock used on the existing Thameslink service (319 stock) and other rolling stock no more demanding of the infrastructure than 319 or 365 stock (365 stock is single voltage rolling stock capable of conversion to dual

[19] The necessary product approval is yet to be secured for the use of rail damping devices on the UK railway network.

[20] See paragraph 2.3.12 – 2.3.14 of the Inspector's Report

voltage operation). It was assumed that 127 existing 365s would be made available, and that a further 200 units would be required to be manufactured.

4.87 The Thameslink 2000 agreement has now been terminated. Project planning has been based upon guidance given by the SRA. This assumes the operation of Thameslink 2000 by a purpose built fleet of about 330 4 car units. Such units would have better performance than existing 365 stock and would be designed so that, as regards noise, they were not noisier than 365 stock.

Signalling

4.88 Since the first inquiry there have been two changes in respect of the proposals for signalling Thameslink 2000:

(i) the lineside signalling in the core area between Blackfriars and St Pancras will be a three-aspect rather than a four-aspect system. The number of signals will also be reduced in the core area. This makes this section of route less stressful for drivers and improves overall equipment reliability. The change will have no material impact on the ability of the core section to operate 24tph, and the revised rolling stock specification should assist overall system capability.

(ii) the original interlocking signalling system selected to operate the signals was based on new European computer based technology, known as CBI (computer based interlocking). However this has proved difficult to customise to UK standards and practices, and was therefore rejected for the Thameslink 2000 scheme in favour of a proven solid-state system, known as SSI (solid state interlocking). This system has been extensively used throughout the UK and will achieve an equivalent performance. The signalling system will be designed with future upgrades in mind.

Changeover from DC third rail to AC Overhead Line Equipment (OLE) and vice versa

4.89 This changeover currently takes place at Farringdon. However, the works at Farringdon require the removal of the trackwork which currently are used in the event that a train fails to change from DC third rail to AC OLE, and vice versa. At the time of the first inquiry it was proposed that the changeover point should be moved to Blackfriars, and that, as a consequence, the AC OLE equipment should be extended to Blackfriars Junction. It is now proposed that the changeover point for southbound trains will continue to be Farringdon and for northbound, City Thameslink. New trackwork between Farringdon and City Thameslink will facilitate recovery of a failed train.

Land Acquisition

4.90 The figures provided to the first inquiry in respect of land permanently to be acquired by the project, demolitions and businesses displaced require amendment in the light of the inclusion within the project of Masterplan. The relevant figures (with previous figures in brackets) are as follows:

(i) Land permanently to be acquired 77.2 ha (74.2 ha)

(ii) Demolitions 115 (116)

(iii) Businesses displaced 162 (123)

4.91 Fielden House is no longer to be acquired and will not be demolished. Network Rail will rely on its landlord and tenant powers to obtain possession of the business premises which it requires to construct Masterplan.

CTRL

4.92 At the time of the first inquiry, it was assumed that the opening of Thameslink 2000 and CTRL would coincide. In the event, CTRL will be completed before Thameslink 2000. International services are expected to begin in Spring 2007 and domestic services by December 2009.

4.93 The fitting out of the 'box' at St Pancras (which has been built under powers conferred by the CTRL Act 1996) will be completed as part of the Thameslink 2000 scheme, unless funding is made available to carry out this work at an earlier date.

Procurement Strategy

4.94 In its *Statement of Case: February 2000* Railtrack described a procurement and contracting strategy based on the use of Design, Manage and Construct (DMC) contractors procured in accordance with European community directives and UK law.

4.95 A decision was taken early in 2003, following a review of programme development timescales resulting from emerging TWA requirements, to place all DMC contracts into suspension. Suspension of design activity took place in Spring 2003 and since then the design process has focused on preparation of the revised planning applications that are to be the subject of the proposed public inquiry.

4.96 A review of future development and implementation strategy for the Thameslink 2000 scheme is in hand, taking account of procurement / contracting options and Office of Rail Regulation efficiency targets.

Access for those whose mobility is impaired

4.97 The SRA is required to prepare a Code of Practice for protecting the interests of those whose mobility is impaired, which it did in February 2002. Following the publication of the SRA's Code of Practice, Network Rail prepared a *Disabled People's Protection Policy* (Issue 2: 2 July 2004), which is reviewed and re-issued annually. It is a condition of all passenger train operator and station operator licences that station and train operators should develop and comply with their own Disabled People Protection Policy.

Maintenance of the network

4.98 In October 2003, Network Rail announced its intention to bring in-house all day to day maintenance of its network. The decision followed a six month review which showed that creating a single integrated rail maintenance operation would deliver three key benefits:

(i) consistent application of high standards of rail maintenance across the rail network;

(ii) significant efficiency savings;

(iii) improvement in track-side safety.

4.99 The change involved the transfer of some 18,500 employees from seven Infrastructure Maintenance Companies (IMCs), and was completed in July 2004.

Matter12 identified by the Secretary of State for Transport: the conditions proposed to be applied to deemed planning permission for the scheme, if given, and in particular whether those conditions meet the tests in DOE Circular 11/95 as being necessary, relevant, enforceable, precise and reasonable.

4.100 The Inspector addressed planning conditions in Chapter 46 of his report. He had before him an agreed list of conditions (RT/89/B), which reflected his comments on earlier drafts, and the comments also of Mr Barton. He concluded that the agreed list of conditions was satisfactory. It is implicit in his conclusion that the tests in DoE Circular 11/95 were met.

4.101 Conditions 3.1-3.33 (in respect of works at Blackfriars) are no longer appropriately imposed in respect of the applications for deemed planning permission in connection with the applications for a order under the Transport and Works Act 1992. This is because it is intended that the works at Blackfriars should be permitted by reference to the applications for planning permission (and associated consents) made in June

2004.[21] However many of these conditions will be appropriately imposed upon any permissions granted in respect of the applications made in June 2004, and Network Rail will, in the usual way, seek to agree appropriate conditions with interested parties before the conclusion of the re-opened inquiry.

4.102 Condition 4.22 – 4.32 (in respect of works at London Bridge Station) similarly are no longer appropriately imposed since the deemed application in respect of works at London Bridge Station has been superseded by the permissions given by LB Southwark for Masterplan.[22]

Matter 13 identified by the Secretary of State for Transport: whether the scheme is reasonably capable of attracting the necessary funding, if the powers sought in the TWA Order were to be given.

Costs

4.103 The capital cost estimate for the Thameslink 2000 scheme, as presented to the first inquiry was £748m (3Q95 price levels). The latest cost estimate for the scheme (August 2003) is £2,748m at 2Q01 price levels. The reasons for variation in scheme costs include the following:

(i) inclusion of new items in the Thameslink 2000 cost plan that were previously included in other projects proposed by Railtrack, including resignalling of London Bridge station area[23] and works on the East Coast main line;

(ii) additions to the project scope such as inclusion of Masterplan ;

(iii) additional allowances for compensation of affected train operators;

(iv) a more robust approach to provisions for risk and contingency;

(v) inflation.

4.104 The latest cost estimate will be subject to further review as design, procurement and construction detail are developed.

[21] The Secretaries of State will be invited not to permit the applications for deemed planning permission insofar as they relate to works at Blackfriars.

[22] The Secretaries of State will be invited to refuse the application for deemed planning permission insofar as it relates to works at London Bridge. Note that, in practical terms, it would not be possible to construct Thameslink 2000 without completing either the deemed planning permission (if it were granted) or Masterplan. Accordingly, the Secretaries of State may find that, if deemed planning permission for the works at London Bridge is refused, it is not necessary to 'tie' (by planning condition or otherwise) implementation of Thameslink 2000 to the construction of Masterplan.

[23] Thameslink Associated Signalling Works (TASW) (see section 9.4 of the *Statement of Case*, February 2000) is no longer being progressed as a separate project

4.105 The change in the cost of the project is one of a number of factors which affect the 'value for money' assessment presented to the first inquiry.

Value for money

4.106 The cost benefit appraisal of the project has been re-examined and rolled forward to 2016, reflecting a date shortly after completion of construction of the project and introduction of rail services.

Table 1 : Central case cost-benefit appraisal

Item		£M pv
Direct Costs		
Access charges and other capital costs		-3,672
Train operating and leasing costs		-486
Total Net Costs	[A]	-4,158
Revenues		
Net to Train Operating Companies		1,476
Net to LUL, DLR and Croydon Tramlink		166.6
Total Incremental Revenue	[B]	1,309
Avoided Costs / Accelerated renewals	[C]	505
Total Financial Effects	[A+B+C]	-2344
Wider Benefits / (Disbenefits)		
Net Passenger Time Savings		2,827
Net Crowding Relief		1,033
Net non-user benefits		319
Construction disbenefits		-191
Residual value		1,354
Total Wider Benefits	[D]	5,343
Net Present Value	[A+B+C+D]	2,999
Benefit to Cost Ratio	[B+C+D] / [A]	1.7:1

4.107 This compares to the BCR presented to the first inquiry of 1.6:1

Reasons for change to BCR since the first inquiry

4.108 The reasons for the changes to the cost benefit appraisal since the first inquiry are threefold:

(i) changes in methodology;

(ii) changes to the costs;

(iii) changes to forecast benefits;

Changes in methodology

4.109 There have been a number of changes to the recommended methodology for transport appraisals, primarily arising from a revised version of the Treasury Green Book[24] that came into effect in April 2003. In particular, there are three changes that have a significant effect on the project BCR:

(i) a change to the recommended discount rate from 6% to 3.5%

(ii) an increase in the residual value by considering the ongoing operation of Thameslink 2000 beyond the initial 30 year appraisal (to a total of 50 years)

(iii) the inclusion of a factor to address optimism bias in the assessment of capital costs and operating costs.

4.110 The first two matters have the effect of increasing the BCR, the third of reducing it.

4.111 Had these changes in methodology been applied to the appraisal presented to the first inquiry, they would have had the effect of improving the BCR to 1.9:1

Cost estimates

4.112 All the costs have been re-estimated since the first inquiry, and are now based on second quarter (Q201) 2001 prices. The capital cost estimate has risen for the reasons set out at paragraph 4.103 above.

Forecast benefits

4.113 A range of factors has affected the calculation of forecast benefits, including

(i) a revised revenue forecast;

(ii) revised assessment of the proportion of business travel on the new service;

(iii) increased passenger time savings; and

(iv) revised DfT guidance on the value of time savings;

[24] *Appraisal and Evaluation in Central Government: HM Treasury Guidance (* 2003).

4.114 These various changes have the effect of increasing the BCR by 0.4

Conclusion on Benefit : Cost Ratio

4.115 The re-examination of the cost benefit appraisal continues to demonstrate that, working in accordance with current HM Treasury guidance for the appraisal of transport projects, Thameslink 2000 continues to represent excellent value for money.

Investment in terms of public finances

4.116 In his report dated 10 January 2002, the Inspector concluded

45.12 4 … the evidence concerning the economic evaluation of the proposal shows that, in terms of public finances, the investment would be very worthwhile at the levels of demand forecast.

4.117 In the light of the new cost benefit appraisal that has been carried out, this conclusion remains true.

Ability of Network Rail to fund Thameslink 2000

4.118 In a paper submitted to the first inquiry on 5 April 2001, Railtrack explained how it would have been able to fund Thameslink 2000.[25]

4.119 The Inspector concluded that the considerations relating to this matter were not whether Railtrack, as a private company, could raise the required funding. He concluded that *[t]his is a matter for Railtrack and the Government (paragraph 45.12.4 of his Report).*

4.120 The decision to proceed to implementation of the project, and the means, availability and timing of funding rests with Government, as the customer for the project, funder of Network Grants and ultimate underwriter of incremental Access Charges. The project has a robust business case (see Paragraphs 4.103 – 4.115 above) with a benefit to cost ratio of 1.7:1, and meets Government's criteria for investment. As with other major railway projects (c.f. Crossrail) a firm commitment to implementation cannot be made until it is known that powers to construct the project have been secured.

4.121 In considering whether to proceed with the project, Government will consider the scope for project financing by contractors, developers and Network Rail. Such financing could affect the timing and amount of any call on future Government resources, and could also improve effective risk transfer to the private sector

[25] Note that, under the terms of the Thameslink 2000 agreement, Railtrack was under a legal obligation to construct Thameslink 2000.

(strengthening the business case further). Before committing to proceed with the project, the Government will want to be satisfied that the costs to the public purse are fully affordable within the long term funding available for transport expenditure.

4.122 Network Rail, if it was to finance the project, would be capable of financing the construction or purchase of the project through its own borrowings. Network Rail has a long-term debt programme that is rated "Triple A" as a result of Government support. This means that, there should be no obstacle to its raising the appropriate sums of money at attractive interest rates.

4.123 Under this approach, Network Rail would expect its Regulatory Asset Base (the RAB) to be increased by a sum determined by the Office of Rail Regulation, based on ORR's assessment of scheme costs. The resultant increase in the value of the RAB would generate additional income to Network Rail from Access Charges or Network Grant. This additional income would be used to service Network Rail's incremental debt.

5 LIST OF MATTERS REGARDING PLANNING AND LISTED BUILDING CONSENT APPLICATIONS AND ENVIRONMENTAL STATEMENT

Introduction

5.1 The First Secretary of State and the Secretary of State for Transport are jointly responsible for determining the planning applications, and the First Secretary of State is responsible for determining the listed building and conservation area consent applications.

5.2 They have identified 15 matters about which they particularly wished to be informed.

5.3 This section of the Statement of Case addresses in turn each of the matters identified by the Secretaries of State.

THE 3 PLANNING APPLICATIONS RELATING TO BLACKFRIARS STATION AND RAILWAY BRIDGE: TL6, TL7 AND TL8

Site and surrounding area

5.4 Blackfriars Station is surrounded by busy roads including Queen Victoria Street, Blackfriars Bridge Road and the Blackfriars underpass on the Embankment. The station and its environment are highly visible from the southern end of Blackfriars Bridge Road in views northwards towards the dome and upper parts of St Paul's Cathedral. From the west the station area is overlooked by the Grade II listed Unilever House. To the north on the opposite side of Queen Victoria Street, lies the Grade II* listed Black Friar public house. Pedestrians gain access to the mainline and underground stations by a variety of links at street, subway and high level. The four-lane Grade II listed Blackfriars Road Bridge is situated to the west of the railway bridge and the redundant piers of the former West Blackfriars and St Paul's railway bridge.

5.5 Blackfriars station lies between two conservation areas – Whitefriars Conservation Area and Ludgate Hill Conservation Area. The northernmost part of the station comes within the St Paul's Strategic Viewing Corridor.

5.6 The reconstruction of the station outlined in section 2 including the new station entrance, necessitates the demolition of the 6 storey 1960's office building at 167-179 Queen Victoria Street at present tenanted by LUL. A replacement building of sympathetic design is required to reflect the importance of the site at the entrance to the City of London, its proximity to listed buildings and its prominence in views to and from the two conservation areas.

5.7 The existing underground station that runs north east / south west below the mainline station constrains development options above and necessitates major reconstruction of the mainline station in order to achieve the required increase in platform, interchange and circulatory capacity. The realignment of through and terminating tracks (essential to provide the Thameslink 2000 capacity upgrade) requires the widening of the railway bridge. This will be achieved by incorporating the easternmost row of the piers of the former West Blackfriars and St Paul's railway bridge into the support structure for the widened existing railway bridge.

5.8 The southern end of the railway bridge lies in close proximity to the 9 storey Express Newspaper building, the 7 storey Lloyds TSB building and the 6 to 8 storey Falcon Point residential flats. Alongside the southern end of the bridge to the west is the Grade II listed former railway bridge abutment supporting the two London, Chatham and Dover Railway Company crests known as cartouches.

Assessment of Proposals

Blackfriars North (TL6)

5.9 As detailed in Pascall and Watson's *Design Statement* (January 2005) the design of the north bank station building will provide a single unified Blackfriars Station entrance, a combined mainline and underground ticket hall, and separate mainline, underground and interchange concourses. The design brings together separate functional elements of the station's operations by the use of form, materials and the placement of structures. The building, which replicates the height and massing of the building to be demolished, is intended to be an "open" public building of a size and massing appropriate for a major London railway terminus in this important civic location. Integral to the design is the underground tunnel and smoke ventilation shaft rising up through the building that will be visible through the glazed façade. This functional element originally comprised two such ventilation shafts, one proposed to be sited on the traffic island on the Victoria Embankment immediately to the east of the Grade 11 Unilever building, and the other incorporated into the station design. This structure is essential to the operation of the underground railway. The incorporation of the single ventilation shaft within the new station building will add emphasis to the verticality of its "cathedral entrance." A finely detailed public stair wraps around the ventilation shaft giving access to an upper retail level.

5.10 The functional suitability of the station design for passenger access and services is demonstrated in the layout of the building including the separate concourses for the mainline and underground stations. Each is provided with its own operational facilities for station staff, train crews and Train Operating Company staff. Passenger access to and egress from the underground station will be provided only at ground level (and not at existing subway level). Access to the mainline station will be via the station entrance building or via a new high-level walkway over Queen Victoria Street. Full details of how the internal layout of the building will facilitate passenger access, circulation and services and, in particular, will provide the opportunity to

interchange between national rail and underground stations behind the ticket barrier line are shown in the application plans and in the *Design Statement*.

5.11 The design of the building and the choice of materials, stone and glass, and finishes are appropriate to its function and its location. In accordance with the guidance in paragraph 35 of PPS1 the building will not only be of high quality design and appearance but will also:

(i) address the connections between people and places by enabling those using the railway network to obtain improved access to their places of work and employment generally and to key services, particularly in the City;

(ii) achieve integration into the existing urban form on the east side of Blackfriars Bridge Road;

(iii) comprise an integral part of the process of ensuring a safe, successful and inclusive public rail transport system for London and the Southeast;

(iv) create an environment where passengers can get better access to and benefit from the rail system; and

(v) respect the environment in which the station is placed.

5.12 The overall scale and form of the station building is appropriate to its site and location. It will fill the 'missing tooth' gap and be assimilated into the established townscape, preserving and enhancing the character and appearance of the Whitefriars Conservation Area in keeping with the advice in PPG15 and the recommendations of the inspector (45.8.5). The Grade II listed statue of Temperance would be relocated to the garden area outside the Black Friar public house.

Blackfriars Bridge North (TL7)

5.13 The existing railway bridge in the City (**TL7**) is to be widened to accommodate covered platforms over its full length and the re-modelling of the through and terminating tracks. The design detail is outlined in section 2. The widening is to be achieved by rib arched structures being added to either side. On the west side of the bridge these will be supported from the easternmost row of the former West Blackfriars and St Paul's bridge piers. The roof enclosure over the bridge will allow passengers to be sheltered for the length of the extended platforms (extended to take 12 car trains). The design and form of the roof has taken account of and been informed by both the St Paul's Cathedral Height Limitations and operational railway requirements. In order to preserve the opportunity for panoramic river views the roof canopy has a high degree of transparency.

5.14 The proposed "parabolic north light" roof design permits only diffused north light on to the platform environment and thus avoids excess heat build-up caused by solar gains and train operations. The overall design concept for the roof closely follows

that submitted to the first inquiry and endorsed by the Inspector, but the design has been developed to address the operational issues noted above.

5.15 The degree of infringement of the St Paul's Heights Limitations by the roof canopy is illustrated in the *Design Statement*. The areas of the roof and supporting structure that project above the Height Limitations do so in a similar pattern to the canopy structure considered by the Inspector (45.8.6). The roof would not impinge significantly on any existing views of St Paul's and the high quality of the roof design coupled with the transportation benefits of the Thameslink 2000 scheme outweigh any conflict with policy in that respect.

5.16 The roof canopy enables the use of the bridge to provide platforms and stations at either end. The design is thus not only of high aesthetic quality but also it meets the wider criteria of good design set out in paragraph 35 of PPS 1.

Blackfriars South (TL8)

5.17 The extension of the platforms over the widened bridge in Southwark and the need for an emergency access at its southern end provide the opportunity to create a new station with a single storey ticket hall on the south bank serving the LB Southwark (**TL8**). The Thames Path will be diverted to the north side of the existing bridge arches. The existing (unlisted) Blackfriars railway bridge southern abutment needs to be widened in order to accommodate the widened bridge structure. The Grade II listed southern abutment of the West Blackfriars and St Paul's railway bridge, which lies to the west, also needs to be modified in order for it to provide support to the widened bridge, accommodate the diversion of the Thames Path and access to the platforms via new, glass enclosed, stairs.

5.18 Listed building consent (**TL21**) is sought for the re-modelling of the listed southern abutment to allow a fixing for the new rib arches, the layout of the diverted river walkway and the provision of a staircase from platform level. The two cartouches are proposed to be moved to stand back to back at the western end of the abutment.

5.19 Following advice from English Heritage on an appropriate design approach, the new steel rib arches of the widened bridge will appear to be threaded through the abutment, rather than replacing it. This will be achieved by partial dismantling and re-erection of the masonry of the abutment. In this way the appearance of the northern and western stone elevations of the abutment will be restored and preserved substantially intact, consistent with advice on the desirability of preserving listed buildings in PPG 15.

THE MATTERS ABOUT WHICH THE TWO SECRETARIES OF STATE (THE FIRST SECRETARY OF STATE AND THE SECRETARY OF STATE FOR TRANSPORT) WISH TO BE INFORMED

Matter 1(i) and(ii) identified by the Secretaries of State : securing a high quality of design

5.20 Government guidance on design is now contained in PPS 1. The design of the several elements of the new Blackfriars station is illustrated and explained in the Pascall & Watson '*Design Statement*.' It is of high aesthetic and functional quality and meets the criteria of good design set out in paragraph 35 of PPS 1. The replacement building at Blackfriars North station would fill the gap and is appropriate to its townscape setting as discussed above.

5.21 The design of Blackfriars provides the optimum internal layout of the station to accommodate both national rail and underground interchanging passengers. Convenient access is provided to the north and south of the river at ground level and across Queen Victoria Street.

Matter 2(i, ii,and iii) identified by the Secretaries of State : consistency with PPG 15

5.22 The north and western facades of the listed southern abutment and the cartouches above are retained in the proposals. The abutment will perform the necessary function of supporting the widened bridge but will retain, in large measure, its setting and its architectural and historic interest.

5.23 The impact of the works at Blackfriars North in the Whitefriars Conservation Area is addressed above. The new station building with its cathedral entrance and incorporation of the ventilation shaft will preserve and enhance the character and appearance of the conservation area in views to and from the area. While the incorporation of the listed southern abutment as a necessary structural support for the widened bridge must affect its architectural and historic integrity, it would remain a recognisable railway feature of historic interest in its own right.

5.24 The works at Blackfriars, including the widening of the bridge and the roofing over are a functional and unavoidable necessity to provide the requisite platform and interchange capacity needed to operate the Thameslink 2000 service through the inner core. The transportation benefits of the scheme including the high quality of the design of new and altered structures, outweigh any unavoidable loss of historic interest that may result from its implementation.

Matter 3 identified by the Secretaries of State: revised design of the roof canopy

5.25 The rationale of the revised roof design is explained in section 2 above. The design has both aesthetic merit and sound functional purpose. The position as regards the infringement of the St Paul's Heights Limitations, is not materially changed from that considered by the Inspector. While existing views will be affected to a degree by its construction the roof design will achieve a significant degree of transparency and will create the opportunity for new views of the Thames and the wider area from the platforms on the bridge.

Matter 4 identified by the Secretaries of State : consistency with PPG13

5.26 The reconstruction of Blackfriars Station is integral to the provision of the integrated transportation benefits of Thameslink 2000 and in particular the increase in capacity through the core. The station will be accessible on foot, cycle and by public transport (underground and bus) from north and south of the river and will provide modern and convenient interchange facilities between national rail and the underground. These features of the proposals accord with the principles of sustainable transport including integration between different types of transport and reduction in the need to travel by car, as set out in PPG13.

Matter 5 identified by the Secretaries of State : construction effects

5.27 The construction period is expected to last approximately 30 months at Blackfriars. Noise and Vibration effects will be experienced by neighbours but will be controlled under the Planning and Environmental Management Strategy (PEMS). The spread of dust will be controlled by the use of hoardings around worksites and the covering of loads in transit. Wheel washing will control the risk of mud on roads around worksites. It is proposed that Blackfriars Underground Station will be closed for 2 years. During the temporary closure it is expected that passengers affected will alter their travel arrangements making use of alternative proximate stations, bus services and the adjoining footway network.

THE 4 PLANNING APPLICATIONS RELATING TO DEVELOPMENTS IN THE BOROUGH HIGH STREET AREA AT:

7 Stoney Street, SE1 (TL3)

2-4 Bedale Street, SE1 (TL4)

11-15 Borough High Street, SE1 (TL5)

16-26 Borough High Street and 7 Bedale Street, SE1 (TL9)

Site and surrounding area

5.28 The Thameslink 2000 project includes the construction of a new section of railway viaduct between Metropolitan Junction and London Bridge Station to remove the bottleneck west of the station. The construction of the viaduct necessitates the demolition or alteration of a number of properties in the historic Borough High Street area. The Inspector concluded that in order to safeguard the character of the Borough High Street Conservation Area and the setting of Southwark Cathedral, acceptable reinstatement proposals for the parts of the demolition sites not occupied by the viaduct should be approved, and their implementation assured before the Thameslink 2000 Orders were made. The First Secretary of State accepted the Inspector's conclusion and determined that it would be inappropriate to confirm the TWA Order and grant other consents until full details of the reinstatement proposals had been provided.

5.29 The Borough Market area contains a varied mix of buildings from different periods. The Victorian properties in Bedale Street date from a similar period to the existing railway viaduct (1862). The Globe Public House is Grade II listed. The existing viaduct cuts across the rear of the Globe. The new viaduct will pass over Borough Market and close to the front of the pub. To the north of the Globe is Green Market, partly covered by the existing railway viaduct, beyond which lies the Grade I listed Southwark Cathedral. To the east is borough High Street and the Grade II listed 16 – 26 Borough High Street designed by Robert Smirke. On the other side of the High Street is 11-15 Borough High Street. Both of these properties are required to be demolished to accommodate the Thameslink 2000 viaduct The area is included in the Borough High Street Conservation Area.

Assessment of Proposals

7 Stoney Street (TL3)

5.30 Construction of the Borough Market Viaduct will require demolition of the unlisted building at 7 Stoney Street. The building is structurally unsound. The new viaduct will run partially over the top of the site and a concrete abutment and columns supporting the viaduct will be inserted, straddling the site.

5.31 Following advice contained in PPG15, the Inspector concluded that a suitable replacement use should be specified for the remainder of the demolition site before demolition is permitted.

5.32 It is proposed to create a beer garden on the site of 7 Stoney Street, for use by patrons of the adjoining Wheatsheaf public house at No 6. The site would be paved in York stone and enclosed and secured by two storey high sculpted metal gates. It is intended that the gates feature an abstract design based on a field of wheat motif. A new metal staircase clad in stainless steel woven mesh would be sited immediately to

the northwest in line with the new gates to enable maintenance access to the viaduct above (**TL3**: drawing N232/DWG/JAWOO/49020 Rev AA).

5.33 The choice of high quality materials, including stainless steel, metal and York stone are typical of materials used in buildings and structures in the surrounding Borough High Street Conservation Area.

2-4 Bedale Street (TL4)

5.34 Construction of Borough Viaduct will require the demolition of 2-4 Bedale Street. The Inspector concluded that, in accordance with advice in PPG15, a suitable replacement building should be designed before demolition is permitted.

5.35 The application properties are not listed but are sited in the Borough High Street Conservation Area. The adjoining buildings at 1 and 5 Bedale Street are directly unaffected. The Grade 11 listed Globe public house faces the development across Bedale Street. Borough Market is located to the rear of the properties.

5.36 It is proposed to replace the existing structure with a two-storey retail/office building designed by architects Jestico and Whiles. The scheme is illustrated at page 129 of ES 2004 Main Report Inner Area.

5.37 The replacement building includes a walkway through to Borough Market, with the remainder of the ground floor being A1 retail space. The first floor is B1 office space. The roof area is designed to accommodate signals and an area for the maintenance of the underside of the viaduct. To maintain the vertical proportions of the existing streetscape, the elevation is treated as three separate units, though it is a single building.

5.38 The proposed design uses high quality materials in keeping with those found in the surrounding conservation area. On the left the façade is a Portland stone clad opening through to Borough Market, secured by steel gates. To the right the façade is faced in red brick with double-height windows, allowing daylight between the viaducts to be received on the office floors. In the centre of the façade are three bays of brick and glass directly beneath the viaduct, in the style of local warehouses.

5.39 The proposed building scale, choice of materials and general appearance is intended to reflect the historic character of the locality, in accordance with PPG15. Similarly, the treatment of external areas is characteristic of the area. The gates into Borough Market will be green painted steel and the passage will be paved in York stone to match the existing paving in Green Dragon Court.

5.40 In their report to the Council in February 2004, the planning officers of LB Southwark advised that the proposed building would preserve and enhance the character and appearance of the conservation area. This position was confirmed by

the Council in a letter of 20 January 2004 to the Government Office for London recommending that planning permission be granted subject to conditions.

11-15 Borough High Street (TL5)

5.41 Construction of Borough Viaduct will require demolition of 11-15 Borough High Street. The building is not listed but is located in the Borough High Street Conservation Area. In accordance with advice in PPG 15, the Inspector concluded that a suitable replacement building should be designed before demolition is permitted.

5.42 The ground floor of the building is in retail use, whilst the upper floors are a mix of office and residential. To the south of the site is the Grade 11 listed building at 19a Borough High Street. Although known as the old Post Office, 19a is the last remaining wing of the original St Thomas's Hospital. Behind the site to the east is a narrow secluded courtyard, which forms an exit route from the rear of buildings fronting onto London Bridge Street and St Thomas Street.

5.43 In order to construct the viaduct between the new bridge over Borough High Street and London Bridge Station it is necessary to demolish 11-15 Borough High Street. The adjoining buildings at 4 London Bridge Street and 19a Borough High Street are not directly affected. The replacement building, to be placed on the remainder of the demolition site following completion of the viaduct, is the subject of this application (**TL5**).

5.44 The building has been designed by architects Jestico and Whiles and is illustrated on page 5 of ES 2004 Main Report Inner Area. It comprises a basement, ground and three upper floors. The basement and majority of the ground floor are to be A1/A2/A3 retail and the upper floors B1 office space.

5.45 On the Borough High Street elevation the façade is set back from the existing building line, providing a large public forecourt. The façade comprises three large projecting bays with deep-set windows. The ground floor features simple glazed openings into the retail shopfronts. A stone cornice line echoes the details on the adjacent Post Office building.

5.46 The closeness of the viaduct at the edge of London Bridge Street has dictated that the design progressively steps back at the north-west corner, which forms the main entry into the upper offices. Above this sits a number of zinc-clad fins, allowing light into the building whilst blocking noise coming from the new viaduct.

5.47 At the request of English Heritage, the south side of the building has been pulled back from No. 19a. This enables the walkway through into the courtyard to be of generous proportion, and reveals a significant length of the, at present, hidden north façade of the Grade II Post Office. The new building including its south facing

elevation will be clad with oolitic limestone, which will gradually age to match the existing stone of the Post Office.

5.48 The chosen materials are hardwearing and appropriate for the harsh local environment. The result will be a clean, simple, functional building, with references to the original structure. The use of limestone elements, zinc cladding, steel-framed windows will produce a high quality appearance. External areas will be paved with York stone to match existing.

5.49 LB Southwark has acknowledged the good quality of the design and the appropriate scale of development and that it could be considered to preserve and enhance the character and appearance of the Borough High Street Conservation Area. This position was confirmed by their letter of 20 January 2004 to the Government Office for London recommending that planning permission be granted subject to conditions.

16-26 Borough High Street and 7 Bedale Street (TL9)

5.50 16 – 26 Borough High Street is a Grade 11 listed building. On the opposite side of Borough High Street is 11 – 15 Borough High Street and the Grade II listed Post Office No.19a.

5.51 The proposed viaduct will pass directly over Borough High Street on a new bridge adjacent to and south of the existing box girder railway bridge that carries the Victorian viaduct. The alignment of the new viaduct coming from the west to connect to the new bridge necessitates the demolition of the Grade II listed terrace designed by Robert Smirke at 16-26 Borough High Street including Green Dragon Court to the rear and 7 Bedale Street.

5.52 The new bridge was described by the Inspector as a dramatic landmark structure of unique design that, in his view, would add to the sense of place and contribute to the continuity of notable buildings that make up the area's diversity and reflect its long history.

5.53 The proposed replacement building (**TL9**), to be constructed on the remainder of the demolition site, is a four- storey office designed by architects Jestico and Whiles.

5.54 The Jestico and Whiles design is illustrated at page 32 of the Thameslink 2000 Environmental Statement Main Report – Inner Area. The proposed four storey building comprises ground floor retailing (A1/A3) with three floors of offices (B1) above. It is intended to replace the existing four storey listed terrace with a structure in keeping with neighbouring buildings in the Borough High Street Conservation Area. The design has been developed in close consultation with LB Southwark and is of high quality appropriate to its location and of a general size and bulk in keeping with other neighbouring buildings.

5.55 The building has the appearance of a solid masonry structure with "punched" openings, reflecting the established character of this historic street, but displaying a contemporary style. The ground floor will be clad in Portland Stone, with large glazed shopfronts. Upper floors will be clad in brick panels with aluminium framed windows. At the junction of Borough High Street with Bedale Street the building turns the corner by means of curved full-height glazing. The roof and plant room will be clad in standing seam zinc.

5.56 The proposed scale, height and massing of the building respects its townscape setting. The architectural approach is a modern interpretation of neighbouring structures. The proportions, detailing and choice of materials draw references from adjoining brick and stone buildings.

5.57 At a meeting with LB Southwark on 24 November 2003, the Borough Conservation Officer advised that the quality and detailing of the proposed building was acceptable and praised the *quiet, contextual, contemporary design*. English Heritage have been similarly supportive at presentations in 2003.

THE MATTERS ABOUT WHICH THE TWO SECRETARIES OF STATE (THE FIRST SECRETARY OF STATE AND THE SECRETARY OF STATE FOR TRANSPORT) WISH TO BE INFORMED

Matter1 identified by the Secretaries of State : securing a high quality of design

5.58 As noted the leading architects Jestico and Whiles have been engaged to design the replacement buildings in the Borough High Street area in consultation with LB Southwark and English Heritage. The buildings reflect and respect the historic townscape in which they are to be placed in terms of their siting, design, aesthetic merit and their function. They accord with the principles of good design set out in PPS1 paragraph 35.

Matter 2(i), (ii), and (iii) identified by the Secretaries of State : consistency with PPG15

5.59 Demolition of properties in the Borough High Street area is an unavoidable requirement of Thameslink 2000. In that context the replacement strategy, in so far as it may be achieved consistent with the infrastructural requirements of the Thameslink 2000 scheme, will preserve and enhance the character and appearance of the Borough High Street Conservation Area by putting back on reinstatement sites, buildings of appropriate design, scale, form and function in keeping with the area's built character. As noted by the Inspector (10.6.23) the overall historic character portrayed in the street pattern of the Borough Market area would not suffer.

Matter 3 identified by the Secretaries of State : construction effects

5.60 The effects of construction and construction traffic flows in the Borough Market area are not expected to be materially different from those described in evidence to the first inquiry. The construction of the replacement buildings will have largely localised effects. Control and mitigation of effects will be exercised through PEMS and the involvement of the LB Southwark.

The LBC application in respect of the Black Friar public house, 174, Queen Victoria Street, EC4 (TL20)

5.61 At Blackfriars North it is proposed that passengers will have direct access to the Thameslink platforms via a new pedestrian footbridge across Queen Victoria Street.[26] Access to the footbridge from the north will be via a lift and stairs located alongside the Grade 11* listed Black Friar Pub.

5.62 The proposals require the partial demolition of the top of the old railway abutment wall to the rear of the pub on Queen Victoria Street allowing the new passenger footbridge to pass to the rear of the Black Friar before terminating on its northern side in a new stair and lift enclosure giving access onto the garden area outside the pub.

5.63 The eastern side of the bridge will be a solid structure clad with storey height grey steel panelling providing structural capability as well as a shield to the existing box girder railway bridge over Queen Victoria Street. On its western side the footbridge will have an open stainless steel woven mesh cladding to give protection to the road below. The bridge will be roofed with a sloping glazed roof. The lift and stairs behind the pub will be constructed in reconstituted stone, steel panelling and a glass frontage to the lift doors area.

5.64 English Heritage are understood to be satisfied that the structural integrity of the Grade II* listed building will not be prejudiced by the minor works to the abutment – nor will its setting be compromised by the proposed stairs and footbridge. It is considered that in the context of the delivery of the Thameslink project the details of the footbridge accord with the generality of advice in PPG15.

[26] Note that the alignment of the bridge has been changed since 1999, so that it is now curved instead of straight. This has been done for aesthetic reasons and for ease of construction.

THE MATTERS ABOUT WHICH THE FIRST SECRETARY OF STATE WISHES TO BE INFORMED

Matters identified by the First Secretary of State : **need for the footbridge and consistency with PPG 15.**

5.65 The footbridge over Queen Victoria Street is needed to accommodate the demand for pedestrian access to Blackfriars Station from the north. Safe pedestrian movement over Queen Victoria Street, to and from the north of the City, is best achieved by a grade-separated footbridge.

5.66 The footbridge passes behind the Black Friar pub and the stairs and lift are sited adjacent to its northern elevation. The principal and most public elevations of the listed building to the south and west are largely unaffected by the new works. In the interest of providing safe access, particularly for those whose mobility is impaired, over the hostile traffic environment of Queen Victoria Street, the limited impact on the setting of the pub is acceptable. The bridging of Queen Victoria Street is in parallel with the existing railway bridge and would not constitute a visual intrusion in the street scene.

THE LBC APPLICATION IN RESPECT OF THE SOUTHERN ABUTMENT TO THE FORMER WEST BLACKFRIARS AND ST PAUL'S RAILWAY BRIDGE, BLACKFRIARS ROAD, SE1 (TL21)

5.67 The works to the southern abutment and their rationale have been described earlier at paragraph 5.19.

THE MATTERS ABOUT WHICH THE FIRST SECRETARY OF STATE WISHES TO BE INFORMED

Matter 1 identified by the First Secretary of State : **need for remodelling and consistency with PPG15**

5.68 The need for the remodelling of the abutment has also been explained above at paragraph 5.19.

5.69 The design, which follows advice from English Heritage, preserves the appearance of the southern abutment substantially intact. The two cartouches are retained in a way that enables them to be appreciated in a public context similar to their original situation.

ALL THE 9 ABOVE-MENTIONED APPLICATIONS FOR PLANNING PERMISSION AND LBC (TL3-TL9 AND TL20-21) AS SET OUT IN ANNEX A

THE MATTERS ABOUT WHICH THE TWO SECRETARIES OF STATE (THE FIRST SECRETARY OF STATE AND THE SECRETARY OF STATE FOR TRANSPORT) WISH TO BE INFORMED

Matter1 identified by the Secretaries of State : **the extent to which the proposed developments are in accordance with the current development plans for their area (the adopted Southwark UDP, the City of London UDP and the London Plan**

The works at Blackfriars

City of London UDP

5.70 The City of London UDP was adopted in 2002. The City of London's overall strategy is to maintain and improve the high quality of the City's working environment and transport infrastructure in order to improve its attractiveness as a highly accessible and sustainable centre of employment (STRAT 2C). STRAT 9B seeks to encourage additional and improved capacity in public transport serving central London and the City. Improvements in the safety, attractiveness, frequency, quality, reliability and accessibility of public transport are promoted by STRAT 9C.

5.71 Public transport policies TRANS 1 and TRANS 2 promote the use of public transport and support initiatives designed to improve passenger interchange facilities. The City of London welcomes proposals for rail improvement schemes, including Thameslink 2000, and seeks to ensure that the layout of new stations will provide for efficient, convenient and safe movement of passengers.

5.72 The improvements to Blackfriars Station and train services provided by Thameslink 2000 are consistent with these policy objectives.

5.73 The City of London also attaches great importance to urban design and conservation issues. Policy STRAT 10A requires all new development to be designed to the highest standards and have regard to the special character of the City which contains many buildings and areas of historic and architectural importance.

5.74 Policy ENV 1 encourages development that visually enhances the City, and avoids harm to the townscape by taking account of the general massing, scale, height, character and materials of the locality. Policy ENV 2 seeks to protect or enhance significant views of buildings, townscape and skylines. Policy ENV 18 resists development which would adversely affect the setting of listed buildings and Policy ENV 20 seeks to ensure that development which affects views of St Paul's Cathedral

does not detract from its setting, local views or its impact on the wider skyline. Policies ENV 21 and 22 also protect views of St Paul's Cathedral and Policy ENV 23 requires compliance with the St Paul's Heights Limitations.

5.75 The designs for Blackfriars station have been developed in accordance with this policy guidance. The design of the new station roof has taken account of the need to avoid obstruction to the St Paul's Heights Limitations and strategic views of the dome from the west. Although interruption of views from a small number of viewpoints will result, the Inspector acknowledged, with respect to the previous canopy proposal, that this adverse impact would need to be weighed in the planning balance against the public transport benefits of the new station and its high quality design. He concluded that the relatively minor infringement of the St Paul's Heights Limitations was outweighed by the design quality of the canopy and the transportation benefits of the Thameslink 2000 scheme. In this regard English Heritage have expressed their view that *the revised canopy design is of comparable quality to the previous proposals*.

5.76 The design of the station entrance building at 167-179 Queen Victoria Street complements its prominent City gateway location, adjacent to the Whitefriars Conservation Area and the setting of the Grade II listed Unilever House, Blackfriars Road Bridge and II* Black Friar Public House. English Heritage have welcomed *the proposal to provide an entrance building of appropriately generous scale and status to replace the existing buildings*. It is considered for all these reasons that the proposals at Blackfriars are not in material conflict with the City of London UDP.

5.77 Other relevant City policies include Policy SHOP 1, which resists the loss of retail floorspace. Retail units will be provided on the Queen Victoria Street frontage of the new station building. Policy RIV 1 requires that development pays due regard to riverside character and maintains or improves important views along the River. The revised design, and in particular its emphasis on transparency and the opportunity it provides for new viewpoints, meets this policy aim.

Southwark UDP

5.78 The UDP for LB Southwark was adopted in 1995. The north of the Borough including the area of the proposed Blackfriars South station (Bankside) is designated as a central area of community need (Policy R1) where investment will be channelled towards improving the local environment and infrastructure. LB Southwark supports public transport improvements through Objective T.3. Policy T.3.1 encourages public transport operators to improve the quality of services and facilities in relation to reliability, frequency, convenience, comfort, safety, security and accessibility. Under policy T.3.2 LB Southwark will support Thameslink 2000 where there is satisfactory justification, no real alternative, acceptable local environmental impact and satisfactory local benefit.

5.79 New developments are required to respect strategic views of St Paul's Cathedral (Policy E 2.2). Policy E.4.6 requires alterations to listed structures be executed in sympathy with the architectural or historic character of the structure.

5.80 Other relevant policies include Policy E.7.1 which encourages the maintenance of and increase in public access to the Thames riverside and shoreline.

5.81 The proposed redevelopment of Blackfriars Station extending the platforms across the river to a new station at Bankside and the introduction of the Thameslink 2000 service will provide substantially improved accessibility to public transport in North Southwark consistent with the policies of the Southwark UDP. The inspector's findings of there being justification for the scheme and an absence of a realistic alternative remain supported by substantial evidence. Accordingly, the scheme is supported by the relevant policies of the Southwark UDP.

5.82 The replacement UDP is known as the Southwark Plan and is at Second Draft Deposit stage. This plan is to be considered at a public inquiry in Spring 2005. Strong emphasis is placed on public transport improvements. Objective 11 aims to increase ease of movement by alternative modes of transport to the private car and to reduce congestion by promoting the development of infrastructure for an efficient public transport system. Policy 5.2 (Public Transport Programmes) states that the Council will enable, where possible, large public transport infrastructure improvements where they comply with Plan policies, including Thameslink 2000.

5.83 The proposals for Blackfriars station south are consistent with the above policies supporting the improvement of public transport facilities. The provision of the new station on the south bank would significantly increase accessibility to Bankside. The relocation of the listed cartouches is consistent with Policy E.4.6 protecting heritage and has been supported by English Heritage. The need to maintain strategic views of St Paul's Cathedral is acknowledged. Some visual intrusion is unavoidable but would be counter-balanced by the beneficial impact of the new canopy design, which is of high quality and makes a positive contribution to the surrounding cityscape. The diversion of the Thames Path around the listed southern abutment accords with Policy E.7.1 to maintain and enhance access to the river.

The London Plan

5.84 The London Plan includes environmental policies for achieving good design (4B1) and protecting the historic environment (4C10). This proposal has been designed in discussion with the local planning authority and English Heritage in order to comply with these policies.

LBC application in respect of the Black Friar public house

City of London UDP

5.85 Public transport policies TRANS 1 and TRANS 2 promote the use of public transport and support initiatives designed to improve passenger interchange facilities. The City of London welcomes proposals for rail improvement schemes, including Thameslink 2000, and will seek to ensure that the layout of new stations will provide for efficient, convenient and safe movement of passengers.

5.86 The improvements to the station including pedestrian access over the footbridge over Queen Victoria Street and the train services provided by Thameslink 2000 are consistent with these policy objectives.

5.87 The City of London also attaches great importance to urban design and conservation issues. Policy STRAT 10A requires all new development to be designed to the highest standards and have regard to the special character of the city, which contains many buildings, and areas of historic and architectural importance.

5.88 Policy ENV 1 encourages development that visually enhances the City, and avoids harm to the townscape by taking account of the general massing, scale, height, character and materials of the locality. Policy ENV 2 seeks to protect or enhance significant views of buildings, townscape and skylines. Policy ENV 18 resists development that would adversely affect the setting of listed buildings.

The London Plan

5.89 The London Plan includes environmental policies for achieving good design (4B1) and protecting the historic environment (4C10). This proposal has been designed in discussion with the local planning authority and English Heritage in order to comply with these policies.

7 Stoney Street

Southwark UDP

5.90 No 7 Stoney Street is not listed but is in the conservation area and adjoins the Grade 11 listed Wheatsheaf Public House. Whilst recognising that the demolition of No 7 and the loss of the upper floor of the Wheatsheaf public house would be harmful to the policy of preserving or enhancing the character or appearance of the conservation area, the Inspector concluded that overall the character of the area would be preserved in the Thameslink 2000 proposals. The proposed reinstatement scheme reinforces that conclusion. It complies with policy E.2.3 (aesthetic control) and has an acceptable impact on the adjoining listed building for the purposes of policy E.4.3.

The London Plan

5.91 The London Plan includes environmental policies for achieving good design (4B1) and protecting the historic environment (4C10). This proposal has been designed in discussion with the local planning authority and English Heritage in order to comply with these policies.

2-4 Bedale Street

Southwark UDP

5.92 By design and function the proposed building accords with Policy E4.6 in that it *…respects the architectural or historic references and is sympathetic to the character and appearance of the building or of any group of building…* The building sits between two similar 1930s facades, which have distinct vertical elements, and continues that similar architectural theme. The materials have been chosen to reflect the existing palette locally - red and yellow brick, Portland stone, steel features and York stone to external areas.

5.93 Similarly, the proposed design of the building accords with the E2 policies: Urban Design. In particular, the route through to the market has been designed to provide a convenient way from the station. It will be well lit and will be maintained by the Market.

5.94 The Inspector considered that *reinstatement of buildings fronting Bedale Street would maintain the sense of enclosure, and permit the re-establishment of small businesses that are important to the character of the area and provide employment*. These aims are achieved in the reinstatement proposals and the conditions of Policy E4.3: *Conservation Areas* requiring, among other things, *that a high priority has been given to … enhancing the … appearance of the conservation area … paying special regard to building lines, scale, height and massing…* are met. The proposed building will mitigate the intrusive effect of the new viaduct by sensitive infilling retaining a sense of street enclosure.

5.95 Policy B1 *Employment Protection* seeks *to maintain and protect existing businesses, in order to preserve a range of job opportunities for local people*. The building replaces previous office / retail space on the site, thus preserving employment opportunities.

5.96 Policy S3 *Shopping Environment* seeks to *improve the shopping environment for the benefit of all shoppers and traders*. The retail space at ground level replaces that existing and more convenient access to the market is provided by the new pedestrian route.

The London Plan

5.97 The London Plan includes environmental policies for achieving good design (4B1) and protecting the historic environment (4C10). This proposal has been designed in discussion with the local planning authority and English Heritage in order to comply with these policies.

11-15 Borough High Street

Southwark UDP

5.98 The proposed building accords with UDP Policy E4.6 *to respect the architectural or historical references and be sympathetic to the character and appearance of the building or of any group of buildings*. The building height and scale respects that of adjacent properties along Borough High Street and London Bridge Street. The parapet and stone stringcourse continue the dominant features of the Post Office and the building proportions echo the latter. The use of limestone reflects that of the Post Office and the zinc features provide a contemporary interpretation of the stone window surrounds and capitals.

5.99 UDP Policy E1 *Urban Design* seeks *to create attractive well-designed buildings, streets, squares and other urban spaces* although Policy E2.5 requires that *new developments …should display a high standard of …townscape design compatible with safety and security…and include well-designed street furniture, lighting and signposting*. Good quality townscape and urban design are integral to the building and it's siting. It will be set back from the existing building line to enable a slight street widening to occur, an enlarged forecourt to the front of the 11-15 site, and views the building line established by the Post Office as discussed with English Heritage. The proposal also allows the creation of a new urban link to the historic inner courtyard of the former hospital.

5.100 UDP Policy E4.3 *Conservation Areas* requires that *the design of any new development should demonstrate that a high priority has been given … to enhancing the appearance of the conservation area …pay special regard to building line, scale, height, massing, plot widths and… schemes should be drawn up in detail*. The proposed massing and materials have been selected to tie in with the historic nature of the surrounding conservation area. The building is located between two dominant structures – a listed stone columned former hospital and a modern steel railway bridge – and must respond to both. Whilst it respects the vertical nature and proportions of the Post Office, it also provides a modern response to the new viaduct.

5.101 In accordance with PPG 15, by design and layout the building would improve the setting of the Post Office and otherwise would preserve and enhance the character and appearance of Borough High Street in the context of Thameslink 2000 coming forward.

5.102 The building replaces previous office/retail space on the site, thus preserving employment opportunities in line with UDP Policy B1 *Employment Protection*. It also provides replacement ground floor retail space and a widened pedestrian plaza in line with UDP Policy S3 *Shopping*.

The London Plan

5.103 The London Plan includes environmental policies for achieving good design (4B1) and protecting the historic environment (4C10). This proposal has been designed in discussion with the local planning authority and English Heritage in order to comply with these policies.

16-26 Borough High Street and 7 Bedale Street

Southwark UDP

5.104 UDP Objective T.3 supports public transport improvements in Southwark. Policy T.3.1 encourages public transport operators to improve the quality of services and facilities. Policy T.3.2 states that LB Southwark will support Thameslink 2000 where there is a satisfactory justification, no real alternative, acceptable local environmental impact and satisfactory local benefit.

5.105 The justification for Thameslink 2000 and the absence of alternatives have been the subject of evidence to the first inquiry and conclusions in the Inspector's Report. He concluded that the benefits of the proposal outweighed the harm that would be caused to heritage interests, principally in the area of Borough Market. The First Secretary of State (30 July 2003) has given his general and preliminary indication that overall the Thameslink 2000 scheme would bring very substantial transportation, economic and regeneration benefits.

5.106 With regard to local environmental impact and satisfactory local benefit, these issues as they affect the loss of the existing listed terrace at 16-26 Borough High Street should be balanced against the overall transport benefits of the Thameslink 2000 project to the Borough, notably the redevelopment of London Bridge station by the consented Masterplan.

5.107 16-26 Borough High Street lies in the Borough High Street Conservation Area. Demolition of the listed terrace within the Conservation Area would, accordingly, be in conflict with Policies E.4.1 (preservation and enhancement of character and appearance of conservation areas). Policy E.4.5 says that listed building consent will not be granted for the demolition of a listed building other than in exceptional circumstances. Meeting the objectives of Thameslink 2000 constitute such circumstances.

5.108 The Jestico and Whiles building would comply with Urban Design Objective E.2 in creating an attractive, well-designed building; and with Policy E.2.1 in maintaining the building line. Its quality and respect for its historic location demonstrates that a high priority has been placed in design on preserving and enhancing the character or appearance of the conservation area with Thameslink 2000 in accordance with policy E.4.3. It would shield the area to the west from traffic noise and provide enclosure to Borough market. It would also retain at least a sense of the enclosure that is characteristic of this part of Borough High Street.

5.109 The site lies in the Bankside Regeneration Area and in an Employment Area shown on the UDP proposals map. In providing improved accessibility to London Bridge and to employment destinations in North Southwark Thameslink 2000 will contribute to the overall regeneration of the area. Objective B.1 of the UDP seeks to maintain and protect existing businesses and B.2 seeks to encourage business investment in order to secure a wide range of job opportunities for local people. The loss of business space in 16 – 26 Borough High Street will be compensated by the construction of the new retail / office building and resulting job opportunities it will provide.

5.110 Objective S.1 seeks to protect essential shopping facilities to ensure that all residents have access to a range of shops to meet their regular shopping needs. Policy S.3 aims to improve the shopping environment. The proposed ground floor retail units in the new building will contribute to meeting these policy objectives in Borough High Street.

5.111 The draft replacement Southwark Plan places strong emphasis on public transport improvements. Policy 5.2 supports such infrastructure improvements including Thameslink 2000, where they comply with Plan policies. The draft Plan refers developers to the relevant chapters of the adopted Plan (1995) for detailed guidance on such matters as conservation and heritage, as assessed above.

5.112 It is expected that appropriate planning conditions will be agreed with LB Southwark in a statement of common ground prior to the reopening of the inquiry.

The London Plan

5.113 The London Plan includes environmental policies for achieving good design (4B1) and protecting the historic environment (4C10). This proposal has been designed in discussion with the local planning authority and English Heritage in order to comply with these policies.

Matter 2 identified by the Secretaries of State : suitability of conditions

5.114 It is expected that appropriate planning conditions will be agreed with the City of London and/or LB Southwark in a statement of common ground prior to the opening of the inquiry.

ALL OTHER APPLICATIONS FOR PLANNING PERMISSION (TL1 AND TL2), LISTED BUILDING CONSENT (TL10-TL19) AND CONSERVATION AREA CONSENT (TL22-TL26)

5.115 This section addresses the applications submitted at both the start and during the first inquiry, as set out under the above reference numbers in Annex A.

THE MATTERS ABOUT WHICH THE TWO SECRETARIES OF STATE (THE FIRST SECRETARY OF STATE AND THE SECRETARY OF STATE FOR TRANSPORT) WISH TO BE INFORMED

Matter 1 identified by the Secretaries of State : significant changes that are material

5.116 The significant changes in circumstances in respect of these applications that have been submitted since the first inquiry are set out in paragraphs 1.29 – 1.40 above.

5.117 Significant changes in plans and policies that are material to consideration of these applications are set out in section 2 above.

Matter 2 identified by the Secretaries of State: updated assessment of conditions to be attached

5.118 PEMS includes a list of planning conditions that have previously been agreed with the local planning authorities. Some of these will no longer be relevant and replaced by new conditions. Any new conditions will be agreed as part of the Statements of Common Ground with local planning authorities prior to the re-opened inquiry.

ALL THE APPLICATIONS (TL1-TL28)

5.119 This section refers to the complete list of applications as set out in Annex A.

THE MATTERS ABOUT WHICH THE TWO SECRETARIES OF STATE (THE FIRST SECRETARY OF STATE AND THE SECRETARY OF STATE FOR TRANSPORT) WISH TO BE INFORMED

The adequacy of the revised and updated Environmental Statement

Introduction

5.120 ES2004 describes the significant environmental effects that are predicted to arise from Thameslink 2000. It constitutes an amended, expanded and updated environmental statement covering the scheme taking account of relevant changes since the publication of the ES1999. The Institute of Environmental Management and Assessment has carried out a review of ES2004 and awarded it 'A' in each of 12 categories of review[27].

25/27 Farringdon Road

5.121 As far as Network Rail is aware, the only point that has been taken as to the adequacy of the ES2004 relates to 25/27 Farringdon Road. Mr DJ Reed of the 25/27 Residents Association suggested[28] that the land use survey on page 88 of the ES2004 was incorrect, since it did not indicate the residential use of the seven upper stories of 25/27 Farringdon Road. In its reply[29], Network Rail pointed out that notation of as the map in question reflected the difficulty of plotting a three-dimensional urban area in two dimensions. The point of substance was whether a significant effect had inadvertently been overlooked. This is not the case. No significant direct impact from the proposed works at Farringdon is predicted at these premises. This is in large part due to the fact that 25/27 Farringdon Road is screened the proposed works by other buildings in the area (such as Smith New Court.)

[27] 'A' is defined as *Excellent, no tasks left incomplete.*
[28] Letter dated 10 October 2004.
[29] Letter dater 22 November 2004.

ANNEX A

THAMESLINK 2000 - LIST OF OUTSTANDING CONSENT APPLICATIONS

Applications for Planning Permission made under the Town and Country Planning Act 1990

TL2K Ref Number[30]	Date of Application	Location and Brief Description of Works	Local Planning Authority (LPA)	SoS Responsible for Determining Application	Comments
TL1	**Oct 2000**	**Farringdon station:** Roof extension at northern end of trainshed	Islington	FSS[31] & SoS for Tp[32] jointly	Called in by FSS Dec 2000
TL2	**Oct 2000**	**Apothecary Street power site:** Power reinforcement supply equipment	City of London	FSS & SoS for Tp jointly	Called in by FSS Dec 2000
TL3	**Jan 2003**	**7 Stoney Street:** Proposed beer garden with sculptural entrance gate (LPA planning application ref 03AP/255)	Southwark	FSS & SoS for Tp jointly	Called in by FSS Nov 2004
TL4	**Jan 2003**	**2-4 Bedale Street:** Erection of 2 storey retail/office building (LPA planning application ref 03AP/256)	Southwark	FSS & SoS for Tp jointly	Called in by FSS Nov 2004
TL5	**Jan 2003**	**11-15 Borough High Street:** Erection of 4 Storey retail/office building (LPA planning application ref 03AP/253)	Southwark	FSS & SoS for Tp jointly	Called in by FSS Nov 2004
TL6	**June 2004**	**Blackfriars North:** Reconstruction of existing Blackfriars station to provide new station entrance, ticket hall and station concourse, new track alignment and platform layout, etc. (LPA planning application ref 04/00582/FULLEIA)	City of London	FSS & SoS for Tp jointly	Called in by FSS Nov 2004

[30] Application references allocated by TWA Orders Unit
[31] First Secretary of State
[32] Secretary of State for Transport

TL2K Ref Number[30]	Date of Application	Location and Brief Description of Works	Local Planning Authority (LPA)	SoS Responsible for Determining Application	Comments
TL7	**June 2004**	**Blackfriars Bridge North:** Widening of railway bridge, with new platform roof canopy spanning bridge, new track alignment and platform layout, etc (within City of London jurisdiction). (LPA planning application ref 04/00580/FULLEIA)	City of London	FSS & SoS for Tp jointly	Called in by FSS Nov 2004
TL8	**June 2004**	**Blackfriars South:** Widening of railway bridge with new platform roof canopy spanning bridge, new track alignment and platform layout, and new station entrance on south side of river, etc (within Southwark jurisdiction). (LPA planning application ref 04-AP-1137)	Southwark LBC	FSS & SoS for Tp jointly	Called in by FSS Nov 2004
TL9	**June 2004**	**16-26 Borough High St** Erection of 4 storey retail/office building. (LPA planning application ref 04-AP-1133)	Southwark LBC	FSS & SoS for Tp jointly	Called in by FSS Nov 2004

Applications for Listed Building Consent made under the Planning (Listed Building and Conservation Areas) Act 1990*

N.B. Where a LBC application is made to the LPA in consequence of proposals included in a TWA application; section 17 of the TWA amends section 12 of the 1990 Act to the effect that any such application is automatically referred to the Secretary of State (to enable parallel consideration.)

TL2K Ref Number	Date of Application	Location and Brief Description of Works	SoS Responsible for Determining Application	Local Planning Authority (LPA)
TL10	**Nov 1999**	**Listed Building Consent for Farringdon station, EC1:** Farringdon Station to be remodelled internally to increase circulation space and improve access to platforms.	FSS	Islington LBC
TL11	**Nov 1999**	**Listed Building Consent for 54-60 Cowcross St, EC1:** Total Demolition of Buildings	FSS	Islington LBC

TL2K Ref Number	Date of Application	Location and Brief Description of Works	SoS Responsible for Determining Application	Local Planning Authority (LPA)
TL12	**Nov 1999**	**Listed Building Consent for 1-13 Park Street:** Demolition of rear extensions and internal remodelling	FSS	Southwark LBC
TL13	**Nov 1999**	**Listed Building Consent for 6 Stoney Street:** Partial Demolition (top floor) of Wheatsheaf public house	FSS	Southwark LBC
TL14	**Nov 1999**	**Listed Building Consent for 2,3,4 Bedale St, SE1:** Total Demolition	FSS	Southwark LBC
TL15	**Nov 1999**	**Listed Building Consent for 16-26 Borough High Street:** Total Demolition	FSS	Southwark LBC
TL16	**Nov 1999**	**Listed Building Consent for Eastbourne station:** Construction of platform extension	FSS	Eastbourne
TL17	**Nov 1999**	**Listed Building Consent for Brighton station:** Removal of part of concourse at platforms 4-7 and relocation of kiosk	FSS	Brighton and Hove
TL18	**Oct 2000**	**Listed Building Consent for Farringdon station:** Northern extension to trainshed roof	FSS	Islington
TL19	**Oct 2000**	**Listed Building Consent for 1-13 Park Street:** Demolition of rear extensions and internal remodelling shown at larger scale	FSS	Southwark LBC
TL20	**June 2004**	**Listed Building Consent for Black Friar Public House:** Proposed partial demolition of rear abutment and re-alignment of Queen Victoria St footbridge.	FSS	City of London
TL21	**June 2004**	**South Abutment to former West Blackfriars & St Paul's Rail Bridge:** Remodelling of stone abutment in order to accommodate widened bridge structure	FSS	Southwark LBC

Applications for Conservation Area Consent made under the Planning (Listed Building and Conservation Areas) Act 1990*

N.B. Where a CAC application is made to the LPA in consequence of proposals included in a TWA application; section 17 of the TWA amends section 12 of the 1990 Act to the effect that any such application is automatically referred to the Secretary of State (to enable parallel consideration.)

TL2K Ref Number	Date of Application	Location and Brief Description of Works	SoS Responsible for Determining Application	Local Planning Authority (LPA)
TL22	Nov 1999	**65/65A/65B Charterhouse St, London EC1:** Total demolition of buildings	FSS	Islington
TL23	Nov 1999	**Borough Market, SE1:** Demolition and partial reinstatement of south area of Borough Market roof	FSS	Southwark
TL24	Nov 1999	**7&8 Stoney Street:** Total demolition of no 7 and partial demolition of no 8	FSS	Southwark
TL25	Nov 1999	**20 Southwark Street:** Demolition of two storey side extension	FSS	Southwark
TL26	Nov 1999	**11-15 Borough High St, SE1:** Total demolition of existing building	FSS	Southwark

Applications under The Transport And Works Act 1992

TL2K Ref Number	Description	SoS Responsible for Determining Application
TL27	Two TWA applications have been submitted in connection with the Thameslink 2000 scheme. The first TWA application was submitted in 1997 (The Network Rail (Thameslink 2000) Order) and a further variation application was submitted in 1999 (The Network Rail (Thameslink 2000) (Variation) Order). The draft orders submitted with each of the two applications have been consolidated into a single draft TWA Order covering the whole of the Thameslink 2000 scheme.	SoS for Tp

Applications under the Transport and Works Act 1992 for Deemed Planning Permission under Section 90(2a) of the Town and Country Planning Act 1990.

TL2K Ref Number	Description	SoS Responsible for Determining Application
TL28	Both the 1997 and 1999 Thameslink 2000 TWA applications included a request for deemed planning permission. When consolidated, the two requests for deemed planning permission cover all the development which would be authorised by the consolidated Thameslink 2000 TWA Order, with the exception of those elements of the proposed works that are covered by the subsequent planning applications listed above in the table of Applications for Planning Permission made under the Town and Country Planning Act 1990.	SoS for Tp

ANNEX B

THAMESLINK 2000 PUBLIC INQUIRY
CORE DOCUMENT LIST

Reference	Detail
CD/1	Railtrack's Network Licence. Extract: Condition 7 (taken from the Railtrack Network Management Statement for Great Britain, 1999).
CD/2	Sustained Passenger Growth in London. OPRAF. March 1999.
CD/3	Regional Planning Guidance for the South East of England - Public Examination May-June 1999: Report of the Panel.
CD/4	PPG1: General Policy and Principles. February 1997.
CD/5	PPG2: Green Belts. 1995.
CD/6	PPG13: Transport. March 1994.
CD/7	PPG15: Planning and the Historic Environment. September 1-994.
CD/8	PPG16: Archaeology and Planning. 1990.
CD/9	PPG23: Planning and Pollution Control. 1994.
CD/10	PPG 24: Planning and Noise. September 1994.
CD/11	RPG 3: Strategic Planning Guidance for London Planning Authorities. May 1996.
CD/12	RPG 3B/9B: Strategic Planning Guidance for the River Thames. February 1997.
CD/13	RPG 6: Regional Planning Guidance for East Anglia. July 1991.
CD/14	RPG 9: Regional Planning Guidance for the South East. March 1994.
CD/14a	The Thames Gateway Planning Framework RPG 9a.
CD/15	Camden Borough Council Draft UDP. Extracts. 1993. *[Now incorporated in CD/93]*
CD/16	Islington Borough Council UDP. Extracts. 1994. *[Now incorporated in CD/93]*
CD/17	City of London UDP, 1994, extracts; and City of London UDP Review, 2000, extracts. *[Now incorporated in CD/93]*
CD/18	Southwark Borough Council UDP. Extracts. 1995. *[Now incorporated in CD/93]*
CD/19	Lewisham Borough Council UDP. Extracts. 1996. *[Now incorporated in CD/93]*
CD/20	Railtrack Safety Policy Statement, August 1999; and General Manager's Safety Policy,Thameslink 2000, January 2000.
CD/21	Statement of Reasons for the Major Closure Application Under s.38 and s.39 of the Railways Act. SSRA. 23 September 1999.
CD/22	Central London Rail Study. DoT/BR/LRT/LUL. 1989.
CD/23	The Channel Tunnel Rail Link Dispersal Impacts Study. LT/LUL for the DoT. 1995.
CD/24	Government White Paper - A New Deal for Transport: Better for Everyone. DETR. July 1998.
CD/25	Objectives, Instructions and Guidance for the Franchising Director. OPRAF. 6 November 1997.
CD/26	Instructions and Guidance for the Franchising Director. sSRA. September 1999.
CD/27	Impact of the Proposed Withdrawal of the Thameslink Service to Moorgate. London Transport. 1998.
CD/28	Network Management Statement for Great Britain - Summary. Railtrack. March 1999.
CD/29	Planning and Environmental Management Strategy for Thameslink 2000 (PEMS) - including list of draft planning conditions. Railtrack. August 1999.
CD/30	Railtrack Disability Strategy: Our Disability Plan. Railtrack. February 2000.
CD/31	Meeting the Needs of Disabled Passengers. Code of Practice. Office of the Rail Regulator. 1994.
CD/32	Railtrack Environmental Policy Statement. 1997.

Reference	Detail
CD/33	Thameslink 2000 Project Environmental Policy. May 1997.
CD/34	Thameslink 2000 Environmental Statement. Main Report. November 1997.
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