



DEPUTY BENJAMIN MURPHY

[Site comprising Liverpool Street Station, 50 Liverpool Street, Sun Street Passage, 40 Liverpool Street \(in part\), Hope Square and Bishopsgate Plaza London, EC2M 7PY \(25/00494/FULEIA and associated Listed Building Consents 25/00474/LBC, 25/00479/LBC, 25/00475/LBC, 25/00476LBC and 25/00477/LBC\)](#)

Chairman, Fellow Members, Ladies & Gentlemen,

Thank-you for allowing us the opportunity to address you today, as the locally elected Bishopsgate Ward team.

From everything you have heard today, I think we can all agree that Liverpool Street Station's continued success is critical for both the City of London and the UK's economic prosperity.

The 98 million passengers which passed through the station last year are fuelling the government's growth agenda, and the forecasts show that passengers are set to rise exponentially in years ahead. This application also helps us to achieve the City Corporation's Corporate Plan in delivering dynamic economic growth, leading sustainable environments, creating vibrant thriving destinations, and crafting flourishing public spaces.

Like many, I have commuted into Liverpool Street Station daily for the past 25 years and have had to navigate the buckets of water which line the route to collect rainfall; have had to struggle to carry buggies, wheelchairs and suitcases up the stairs because the lifts and escalators aren't working and I have had to beat a path across the insufficiently sized concourse in the chaos of rush-hour or at weekends during major sporting events.

Sadly, the station is no longer fit for purpose. It cannot adequately provide what we need for the future in its current state. Indeed, Network Rail's own settlement with government has moved the asset maintenance of the station into 'managed decline'.

So, the case for the investment and improvement, in my opinion, is very clear.

As local Councillors, we have been involved in discussions about the station's future, considering how people use the station now, as we build-out our Destination City Strategy and create a thriving hospitality and cultural hub 7 days a week.

If I may, I'd like to comment on the planning process, which has been referenced several times today.

I am aware that the letters outlining the application and consultation were sent by the City Corporation to 4,667 residential properties in EC1, EC2 and EC3, in addition to the 12 public locations around the station which had formal notices displayed, and press notices published in City AM.

Bishopsgate Ward Members have promoted engagement via social media, our newsletters and in hundreds of conversations with interested parties.

This is distinctly separate from the work conducted by Network Rail's public engagement team. I note that specifically because our team wished to reflect upon the lack of local business engagement directly from Network Rail, which has caused some local frustration.



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As Councillors, we have met with architects, Transport for London and Network Rail several times onsite and online to walk through plans and discuss risks and issues. This has included detailed discussions on construction sequencing, accessibility impacts, noise and vibration, dust control, and impacts on others including train, bus, taxis and pedestrian routes.

Turning to the application itself, there are clearly impacts that must be acknowledged:

- the loss of some heritage features,
- the implications of building above the station,
- the effects of an estimated 8-year construction period,
- and the consequences for the Andaz Hotel's commercial operations.

On heritage, Liverpool Street has evolved repeatedly over its long history. While reasonable people may differ on matters of architectural taste, in my view the proposals are sympathetic to the Victorian character of the station, and any identified heritage harm is outweighed by the substantial public benefits delivered by the scheme.

On building above the station, the Square Mile is defined by the careful coexistence of heritage and modern architecture. Without this, the scheme is simply not viable.

A construction process of this duration will inevitably have impacts, but it appears to be the only realistic option if the station is to remain operational throughout.

I would urge Network Rail to continue giving careful thought to the passenger experience.

The concerns of the Andaz Hotel have been well articulated today, so I will not repeat them. However, if the application is approved, I hope the Committee will make clear its expectation that appropriate mitigation is secured, through conditions or legal agreement. I would also encourage the swift resolution of the scheme's financial viability and note that any future applications seeking to extend the development to generate additional income are likely to be viewed unfavourably.

Ultimately Members, your committee's task is to weigh those impacts against the benefits. I believe those benefits are substantial:

- a significant increase in concourse space;
- comprehensive step-free access throughout, including new lifts and escalators;
- improved ticket barriers, signage and wayfinding;
- enhanced connectivity to surrounding estates, supporting local businesses;
- strong environmental sustainability credentials, including more space for cycle storage;
- and a significantly improved public realm, including a publicly accessible rooftop garden and historic interpretation of previously unseen assets.

Ultimately, this application will secure Liverpool Street as the UK's most important station.

In our discussions with local residents, there has been strong and consistent support for this scheme. Those who choose to live in Bishopsgate understand that it is a dynamic and evolving part of the City, and that they benefit from world-class transport, culture, hospitality and public spaces on their doorstep.



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In conclusion, any redevelopment of a nationally significant asset will raise concerns. The challenge is to address them properly, mitigate impacts wherever possible, and deliver a scheme efficiently that is sustainable and fit for the next generation.

For those reasons, I confirm the unanimous support of Bishopsgate's non-voting Alderman and Councillors, and I urge your committee to approve this application.