

**MEDIA RELEASE: 18 JANUARY 2023**

## **Latest designs for Liverpool Street station show new leisure and commercial destination with over 1.5 acres of new public realm**

- *The project's second public consultation will include design proposals for a new building above Liverpool Street station*
- *Delivering one of the greenest destinations in the City, with a publicly accessible roof garden and swimming pool, the proposals deliver exceptional new leisure spaces, an improved passenger experience and celebrate the station's heritage*
- *The sustainably developed office, hotel and leisure scheme enables £450 million station upgrades to alleviate access, capacity and overcrowding issues to transform the passenger experience for millions of station users at no cost to passengers or the taxpayer*
- *The innovative Herzog & de Meuron design uses the space above 1990s station elements to alleviate the City's undersupply of modern, grade A commercial floorspace with strong environmental credentials*
- *Wellbeing-focused office accommodation will offer up to 71,000 sq ft per floor, and will include outdoor access on every floor*

Sellar, the developer of London Bridge Quarter and Paddington Square, and MTR, a leading global operator of sustainable rail transport services including the Elizabeth line, working together with Network Rail, are presenting further details of their proposed upgrades to transform Liverpool Street station. The second public consultation for the project is being held on 18-19 January, following the initial consultation event in November 2022.

The last upgrade to Liverpool Street station, completed in the early 1990s, came at a time when there was no expectation that passenger numbers would grow. Now Liverpool Street is London's busiest station, with up to 135 million people using it annually in recent years. Due to the size of the existing concourse, however, passengers currently experience significant overcrowding at the station during peak times. While numbers dropped during the pandemic, congestion still occurs at peak times, and these conditions are expected to worsen as more passengers return. The station is also difficult to access for people with disabilities, luggage and small children, with only one accessible lift serving the main line station and no step-free access to most Underground platforms.

The latest designs include details of the proposed commercial elements, which will enable the delivery of £450 million of vital station upgrades, resulting in an improved passenger experience and creating a destination station.

The evolving designs follow months of consultation and discussions with the City of London, heritage organisations and other stakeholders, including members of the public, which have led to a number of amendments and improvements.

Herzog & de Meuron's innovative design uses the space primarily above the 1990s' elements of the station, efficiently densifying the existing footprint, while retaining local and street level views by visually setting back the commercial building comfortably from the historic façades of the Andaz London Liverpool Street (formerly the Great Eastern Hotel).

Sellar, MTR and Network Rail are working closely with key stakeholders, including Transport for London and Hyatt, owners of the Andaz London Liverpool Street hotel adjacent to the station, to bring forward the plans for this regeneration opportunity.

The £1.5 billion project aims to create a new accessible world-class station and will support the City of London Corporation's *Destination City* ambitions by creating a landmark seven-day-a-week destination comprising a new retail and leisure hub for visitors, passengers and the local community.

Key elements of the second public consultation are as follows:

- **For the first time, the public will be shown visuals of the proposed architecture of the new building above the upgraded station and partially above the former Great Eastern Hotel building.** The development's commercial elements will comprise 840,000 sq ft of offices and around 190,000 sq ft of hotel space which have been designed to use the airspace primarily above the station and hotel's 1990s elements. The Victorian train sheds will not be touched by these plans and are due to be restored separately by Network Rail.
- **The proposals include the creation of over 1.5 acres of public realm in and around the main station building, with the highlight being a new public roof terrace.** This has been designed to offer the community new amenities that do not currently exist. Natural planting and biodiversity are at the heart of the roof design. Routes have been carved within the green spaces to allow a series of meeting points, seating, and open areas to enjoy the views. A new swimming pool heated by surplus heat from the offices will allow swimmers to enjoy the open air surrounded by natural planting. A unique padel court (a hybrid of tennis and squash) will become the first in the City of London. Both will be available to the public. A rooftop café, with outstanding views over the City and to St. Paul's will be open to visitors. The intention is also to work with cultural partners to provide a strong cultural offering as part of the destination.
- **New visuals show how the updated form of the Liverpool Street station development is composed of a series of connected buildings, which are proportioned and positioned in relation to the former Great Eastern Hotel building and historic train sheds.** The updated concourse roof is more distinctive and voluminous, forming a clearer internal junction with the existing historic train sheds and the former Great Eastern Hotel building.
- **The proposals create a number of new public spaces throughout the upgraded station, around the station and office entrances, and at roof level.** Visitors approaching the station on the concourse will be able to see straight through the wide-open street created by the new structure to the historic train sheds. The proposals deliver a larger, more open square off Bishopsgate, removing all of the street clutter that exists today, connecting the active frontage of the Eataly restaurant with a newly restored Hamilton Hall on the ground floor of the former Great Eastern Hotel building. On Liverpool Street itself, Hope Square will be expanded to seamlessly link to a pedestrianised Liverpool Street, providing an improved setting for the Kindertransport and War Memorials.
- **The wellbeing-focused office accommodation will provide up to 71,000 sq ft of space per floor, which has the potential to be subdivided between one and four tenants.** The office space, with over three metre floor to ceiling heights, is designed to meet the high current and projected demand for modern, quality space in the City of London. The office space will complement new and flexible ways of working with unique floorplates to attract new tenants to the Square Mile. Offices will incorporate collaborative spaces, including external terraces on every floor, with large balconies, and access to a biodiverse green space at roof level.
- **The new six-storey hotel at the top of the building will be a destination for international and domestic travellers, and includes a venue that can host conferences, talks, lectures and live music.** The new hotel serves as a replacement to the existing hotel. It will be operated by Hyatt and continue to be part of the Andaz hotel brand, offering a top-quality hotel for the City of London.

- **The façade and structure design will create an efficient and low-energy building that has the potential to be adapted in the future.** The design will help the development to achieve the highest sustainability target possible of BREEAM Outstanding. For instance, one feature of the new building is that heat will be recycled between the office and hotel parts of the building, allowing the energy from the office lighting, computers and people to be recycled into heat for the hotel.
- **Working sensitively to protect the station and hotel’s unique heritage features remains a key priority.** At the end of last year, in consultation with Historic England and City of London Corporation, Sellar commissioned a review of the listing statuses of Liverpool Street station and the former Great Eastern Hotel building because the previous listing described many elements that had already been demolished. Overall, the updated heritage designations provides the certainty and clarity about the significance of the heritage assets needed to inform the proposals for essential upgrades at the station and the hotel, to which it is linked.

The updated listing has left the station listed as Grade II, with the Great Eastern Railway’s WWI and East Anglian Memorials now listed separately. The Hotel has been upgraded to Grade II\*. This also applies to the interiors of the hotel, much of which are being restored and will become accessible to the public. The McDonald’s building, 50 Liverpool Street, Hope Square and the Bishopsgate entrances have been excluded from the station’s listing. Within the station, all post-1985 retail structures, fixtures, signage, toilets, stairs, escalators, raised walkways, and inserted offices within the concourse have been excluded from the listing.

**James Sellar, Chief Executive at Sellar, said:** “Our proposals for a sustainably developed office, hotel and leisure scheme above the station will enable the £450 million vital station upgrades at no cost to passengers or the taxpayer. It is important that we transform Liverpool Street station and encourage people to travel back to the City by significantly improving the experience for the station’s millions of users.

“At Sellar, we choose to work on projects that can deliver meaningful public benefits that ultimately help to improve this city for all.

“At Liverpool Street, we aim for this to be one of the greenest destinations in the Square Mile with significant new spaces for the public. Our plans give Hope Square outside the station a new civic grandeur, the roof garden will have a swimming pool and sports courts, which we want to be used by the entire community, including local schools, and there will be new public cultural spaces in the former Great Eastern Hotel.

“The proposed commercial elements will aim to meet the high current and projected demand for modern Grade A space in the Square Mile that has strong environmental and wellness credentials and can accommodate the changes to working habits that have accelerated as a result of the pandemic.

“Our entire approach prioritises protecting and enhancing the heritage elements of both the Andaz hotel and of the station itself. The original Victorian railway sheds at Liverpool Street station will not be touched but will be celebrated by opening up new views to and through them.”

**Robin Dobson, Group Property Director at Network Rail, said:** “Liverpool Street Station sits at the very heart of the City of London and is used by millions of people every year. We know the station could deliver so much more for our passengers, and for the local community who work and live in the area.

“The plans, which celebrate the station’s existing heritage, will not only transform Liverpool Street, creating an accessible and inclusive station that’s fit for the future, but also delivers new shops, restaurants and an expansive public realm.

“Just as we have successfully delivered at London Bridge and King’s Cross, London Liverpool Street has the potential to become a landmark seven-day-a-week destination for the capital that is open to all.”

**Steve Murphy, CEO at MTR UK said:** “MTR is proud to draw on our international expertise of creating transport-focused property development to enable thriving communities across our network. The proposed designs will not only establish Liverpool Street Station as a world-class destination but will offer accessible, inclusive spaces for everyone to enjoy, including passengers, visitors, office workers and significantly, the local community.

“It was important to us to take on board the valuable feedback we received from the first public consultation and the numerous meetings we have had with key stakeholders over several months. This collective feedback has informed our decisions and shaped the updated plans we are excited to present at our second public consultation.”

**James Francque, Global Head of Transactions at Hyatt, said:** “We are proud to share the latest designs that bring the vision for Liverpool Street station and the newly developed Andaz London Liverpool Street to life with our colleagues and with the public in collaboration with Sellar and MTR. The greatly enhanced new Andaz London Liverpool Street is expected to be an exceptional component of this pioneering development, enhance our lifestyle hospitality offering and deliver long-term value to our colleagues, guests, and stakeholders.”

Further details of the project can be found below.

**-ENDS-**

**FOR MORE INFORMATION, CONTACT:**

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## **FURTHER DETAILS ON THE PROPOSALS:**

### **Liverpool Street station is London's busiest station, with up to 135 million people using the station annually in recent years**

Liverpool Street station was recently ranked as the busiest station in London in terms of footfall, with 135 million people using the station in 2019 to access National Rail, London Underground and the station's retail facilities.

Passengers currently experience significant overcrowding, poor accessibility, and difficulty navigating within and through the station.

While numbers dropped during the pandemic, overcrowding still occurs at peak times, and these conditions are expected to worsen as more passengers return.

The station is difficult to access for people with disabilities, luggage and small children. There is only one accessible lift serving the main line station, and there is no step-free access to Central line platforms or westbound on the Circle, Hammersmith and City and Metropolitan lines.

The station also suffers from poor amenities and facilities which prevent it from being the social and economic hub it could be.

### **A circa £450 million programme of significant infrastructure works aim to alleviate significant access, capacity and overcrowding issues to transform the passenger experience**

This will include:

- Doubling the size of the station concourse from 51,300 sq ft to 98,350 sq ft, the equivalent of adding 22 tennis courts' worth of space
- Adding up to 60% more ticket barriers (66-107)
- Quadrupling the number of public lifts from one to seven, all of which will be accessible
- Providing step-free access across the station and to all London Underground platforms
- Adding six more escalators, to bring the total to 10
- Improving the entrance to the London Underground station and its concourse
- Adding 1.5 acres of public realm and green spaces

Adopting a one-station approach to the multiple transport modes with a clear focus on customer facilities will deliver significant improvement for passengers, visitors, office occupiers and the wider community.

This investment will be funded through a private sector partnership at no cost to the tax of fare payer, by delivering an accompanying mixed-use development, which will unlock these issues and future-proof it for years to come.

### **Protecting and celebrating the station's unique heritage features is a key priority**

The Victorian train sheds are due for restoration by Network Rail and will not be touched or built over. The newly proposed station concourse will celebrate these valuable heritage structures by opening up new views of them throughout the station.

The historic elements and façade of the Grade II\* listed Andaz hotel, which originally opened as the Great Eastern hotel in 1884, will be sensitively restored, and plans for the elements above the station have already been scaled back following initial consultations over the past few months to preserve its integrity as an historic building. The building will also be sensitively and sustainably adapted so it connects to the concourse and creates a new public realm. This will also allow its historic rooms,

including the masonic temples and ballroom, to be more accessible to the public, providing unique meeting, leisure, and exhibition space.

Existing memorials such as the Great War memorial and other statues will also be conserved and given more prominence. The 'Kindertransport - The Arrival' statue of 2006 that serves as a memorial to the thousands of unaccompanied European Jewish children who fled to London on the Kindertransport in the Second World War, will be given greater space and prominence. The *Für das Kind*, of 2003 by the sculptor Flor Kent will also find a home in this new arrangement.

### **Energy and carbon efficient new building to address sustainable, wellness-focused office space**

Sitting on the edge of the City's Eastern Cluster, these will comprise c. 840,000 sq ft of offices and around 190,000 sq ft of hotel over ten and six floors, respectively.

The new office space will meet the demands for modern Grade A space in the City of London with strong environmental and wellness credentials. These flexible office floorplates will be amongst the largest in the Square Mile and will be attractive to a broad range of tenants. The proposal offers a more humanistic version of office life, incorporating low energy/passive serviced interiors, collaborative spaces and access to green space alongside extensive external terraces on each floor.

The plans aim to meet the highest levels of sustainability by minimising the carbon footprint in construction and operation, including the conservation of energy and water, and enhancing public health and wellbeing. An all-electrical building will use innovative energy saving features that include redirecting heat emitted from the office space to heat the hotel and use a new publicly accessible pool as a massive thermal store. Water consumption will be minimised through grey water recycling and rainwater harvesting. Solar panels on the roof will harvest the sun's energy to generate renewable power.

Key sustainability targets include:

- **Water efficiency** - rainwater and greywater harvested and recycled within the building
- **Operational energy** - Simultaneous demand for cooling in offices and heating in hotel means that energy can be transferred via water source heat pumps, with the swimming pool acting as a heat store
- **Air quality improvement** - air quality improved by an all-electric development with no combustion on site for heating
- **Thermal performance** - High-performance facades to reduce operational carbon of the building, summer heat gain and winter heat loss
- **Low Carbon** - The development is low carbon in construction and operation. By retaining the bulk of the existing construction on site the development preserves the existing embodied carbon of the buildings, coupled with minimal ground works and a light weight low carbon structure above ground to minimise the embodied carbon of the proposals. Operationally the development is envisaged to be highly efficient to minimise operational carbon coupled with upgrades to modern standards to the existing converted spaces.
- **BREEAM (the leading and most widely used environmental assessment method for buildings and communities)** - targeting BREEAM Outstanding - the highest rating
- **WELL (measures the attributes of a building that impact on occupant health by looking at seven areas - air, water, nourishment, light, fitness, comfort and mind)** - Aspiration of Platinum (to be refined at Stage 3)
- **NABERS (used to measure a building's energy efficiency, carbon emissions, as well as the water consumed, the waste produced and compare it to similar buildings):** aspiration of 5.5\* or higher, minimum target of 5\* (to be refined at Stage 3)

## **A City destination offering new public realm and green spaces**

The proposals also include the creation of over 1.5 acres of public realm in and around the main station building and Hope Square as well as the pedestrianisation of Liverpool Street.

A large scale new public roof garden and leisure uses are also being proposed, while new leisure retail and dining offers will be included within the development and throughout the upgraded station concourse.

## **Ensuring the station remains functioning and open throughout the development**

The proposals have been explored and engineered to minimise disruption to transport infrastructure, allowing the station to remain open and operational throughout all phases of the project construction.

## **ABOUT SELLAR**

Sellar is an independent, design-led developer and asset manager with a reputation for delivering innovative and high-quality mixed-use projects in London.

Sellar champions design, wellbeing and sustainability, and challenges conventional approaches to place making by designing masterplans collaboratively with our neighbours to create safer, more accessible places and in doing so deliver a positive impact on London and our communities. Sellar works across a range of project sizes and in partnership with investment partners, architects, designers, and specialists from across the globe that share its philosophy.

Liverpool Street station will be Sellar's third major transport infrastructure-adjacent project - the other two being the internationally-recognised Shard Quarter development at London Bridge and the urban transformation of Paddington Square.

Sellar's portfolio comprising of commercial and mixed-use development includes London's healthiest business ecosystem at Canada Water Dockside and innovative projects in Camden and Bermondsey.

For more information about Sellar, please visit [www.sellar.com](http://www.sellar.com)

## **ABOUT MTR (UK)**

MTR (UK) leads all MTR's transport businesses in the UK as part of MTR Corporation - a highly-regarded global leader in planning, design, construction, and operations of railway systems and development, investment and management of property. MTR (UK) has developed a reputation for operational excellence, exceptional customer service and innovation across its UK portfolio, bringing together railway operations, rail infrastructure and transport-focused property development.

The company's UK rail operations includes operating the Elizabeth line on behalf of Transport for London, including all aspects of train and passenger services.

For more information about MTR UK, please visit [www.mtr.uk.com](http://www.mtr.uk.com); for more information about MTR Corporation, please visit [www.mtr.com.hk](http://www.mtr.com.hk).

## **ABOUT MERSEY 1 LTD**

Mersey 1 Limited is the legal name of the joint venture between Sellar and MTR, and is the company name that will appear on all planning documents.

## **ABOUT NETWORK RAIL**

Network Rail own, operate and develop Britain's railway infrastructure; that's 20,000 miles of track, 30,000 bridges, tunnels and viaducts and the thousands of signals, level crossings and stations. They

run 20 of the UK's largest stations while all the others, over 2,500, are run by the country's train operating companies.

Usually, there are almost five million journeys made in the UK and over 600 freight trains run on the network. People depend on Britain's railway for their daily commute, to visit friends and loved ones and to get them home safe every day. Their role is to deliver a safe and reliable railway, so they carefully manage and deliver thousands of projects every year that form part of the multi-billion-pound Railway Upgrade Plan, to grow and expand the nation's railway network to respond to the tremendous growth and demand the railway has experienced - a doubling of passenger journeys over the past 20 years.

## **ABOUT HYATT HOTELS CORPORATION**

Hyatt Hotels Corporation, headquartered in Chicago, is a leading global hospitality company guided by its purpose - to care for people so they can be their best. As of June 30, 2022, the Company's portfolio included more than 1,150 hotels and all-inclusive properties in 72 countries across six continents. The Company's offering includes brands in the Timeless Collection, including Park Hyatt®, Grand Hyatt®, Hyatt Regency®, Hyatt®, Hyatt Residence Club®, Hyatt Place®, Hyatt House®, and UrCove; the Boundless Collection, including Miraval®, Alila®, Andaz®, Thompson Hotels®, Hyatt Centric®, and Caption by Hyatt; the Independent Collection, including The Unbound Collection by Hyatt®, Destination by Hyatt™, and JdV by Hyatt™; and the Inclusive Collection, including Hyatt Ziva®, Hyatt Zilara®, Zoëtry® Wellness & Spa Resorts, Secrets® Resorts & Spas, Breathless Resorts & Spas®, Dreams® Resorts & Spas, Vivid Hotels & Resorts®, Alua Hotels & Resorts®, and Sunscape® Resorts & Spas. Subsidiaries of the Company operate the World of Hyatt® loyalty program, ALG Vacations®, Unlimited Vacation Club®, Amstar DMC destination management services, and Trisept Solutions® technology services. For more information, please visit [www.hyatt.com](http://www.hyatt.com).

## **ABOUT HERZOG & DE MEURON**

Herzog & de Meuron is led by the two founders together with the current Partners and the CEO. The practice was established in Basel in 1978. Today, an international team of over 600 collaborators are engaged in a wide range of projects across Europe, the Americas and Asia. Our main office in Basel works in tandem with our studios in Berlin and Munich, London, Hong Kong, New York and San Francisco and our site offices in Copenhagen and Paris.