



Exclusive: Herzog and de Meuron working on all-new rival Liverpool Street plans

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1/27 ACME's validated Liverpool Street application (May 2025)
Source: ACME

Herzog & de Meuron is working on all-new proposals for redeveloping Liverpool Street Station as a rival proposal to ACME's current Network Rail-backed scheme, the AJ can reveal

The Swiss architects first submitted controversial plans to overhaul the Grade II-listed terminus in the City of London in May 2023 on behalf of Sellar and Network Rail. Now the AJ understands the practice is drawing up a rival scheme, separate to its original proposal, which is effectively a third but as yet unseen design for the station and a development above it.

ACME, on behalf of Network Rail, submitted its own proposals in April after Network Rail appointed the Shoreditch practice to draw up plans last year.

This put the brakes on Herzog & de Meuron's 2023 scheme, which had been updated with amendments in 2024 in response to criticism over heritage harm – though the application was never withdrawn and remains live on the City of London's planning portal.

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According to sources, Herzog & de Meuron – still with Sellar's backing – is actively working on a fresh scheme with 'much less demolition', which could rival ACME's plans as well as its own 2023 scheme.

SAVE Britain's Heritage, which the AJ understands is among several bodies to have been consulted on the 'third' scheme for Liverpool Street station, told the AJ: 'There are now potentially three live schemes for the same site.

'However, what is interesting about Sellar's latest proposal is that it involves much less demolition of the station. Network Rail and their current favoured architect, ACME, would do well to take note.'

Historic England, which strongly opposed the original Herzog & de Meuron scheme, is understood to have been shown the Swiss architects' latest proposals in March. The heritage body's official response to the ACME scheme has not yet been made public.

A spokesperson for the government's heritage watchdog told the AJ of the emerging third proposal: 'We have seen a revised scheme designed by Herzog & de Meuron, but it has not been submitted as a formal proposal and we have not provided advice on it.'

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The C20 Society added that it 'can confirm that it has been in pre-app consultation with both ACME and Herzog & de Meuron regarding the various schemes in development for Liverpool Street Station'.

The body, which campaigns to protect 20th century buildings, added: 'We will provide a full statement once all plans have been scrutinised.'

In November, the Tate Modern architects **appeared to be off the job** following the appointment by Network Rail of Shoreditch-based ACME, which came up with an alternative scheme featuring slightly smaller office towers as part of the planned above-station development.

The ACME plan for Liverpool Street includes an above-station office development that would rise to 18 storeys, with balcony spaces on the 10th to 17th storeys and outdoor garden terraces from the 14th to 17th storeys. These proposals are marginally shorter than Herzog & de Meuron's original 15 and 21-storey designs.

However, despite these changes, ACME and Network Rail's scheme has recently seen criticism by the Victorian Society, which told the AJ last month that it would object to the ACME scheme, claiming the above-station development 'would be hugely damaging to Liverpool Street Station and the wider historic environment of the City of London'.

In September last year, Sellar confirmed that that Herzog & de Meuron was working on an amended proposal, as the **AJ revealed** at the time. However, it is unclear if the latest, third option is related to that work.

While both applications introduce more escalators down to platform level and accessibility improvements, the Herzog & de Meuron scheme proved controversial because of planned changes to the inside of the Grade II*-listed former Great Eastern Hotel building above the concourse, which would have seen the hotel relocate to new-build elements.

The Swiss architect's original proposals would have also removed much of the 1992 additions to the concourse by British Rail's last chief architect, Nick Derbyshire – which had not been included in the original 1975 listing for Liverpool Street station. Historic England listed that part of the station **in late 2022** after a first consultation on the Herzog & de Meuron plans.

Network Rail told the AJ that it remains 'fully committed' to the ACME plan, which was validated only last month.

Herzog & de Meuron referred the AJ to Sellar for comment.

Sellar declined to comment.

ACME has been approached for comment.

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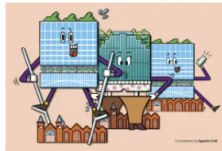
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Frank Anatole

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