

# Paddington Station and Environs, London W2

## Planning Brief



Document title: Planning Brief for Paddington Station and Environs, London W2  
Version: Adopted  
Date: September 2009  
Produced by: City of Westminster  
Planning & City Development  
City Planning Group  
City Hall, 64 Victoria Street  
London SW1E 6QP

Contact: Tim Butcher  
E-mail: [tbutcher01@westminster.gov.uk](mailto:tbutcher01@westminster.gov.uk)  
☎ 020 7641 5972 Fax: 020 7641 3050

# Contents

---

FRONTISPIECE	3
EXECUTIVE SUMMARY	4
1 INTRODUCTION	6
2 THE SITE AND SURROUNDING AREA	9
THE SITE	9
SURROUNDING AREA	12
3 PLANNING POLICY FRAMEWORK	13
STATUTORY PLANNING FRAMEWORK AND PRINCIPAL POLICIES	13
THE MAYOR'S SPATIAL DEVELOPMENT STRATEGY (THE LONDON PLAN)	13
4 KEY LAND USE ISSUES AND ADJACENT SITES	16
4.1 PADDINGTON STATION PROPOSALS	16
4.2 ST MARY'S HOSPITAL	19
4.3 POST OFFICE	19
4.4 EASTBOURNE TERRACE	21
4.5 ENTERPRISE HOUSE	22
4.6 CROSSRAIL LINE 1	23
4.7 4-18 BISHOP'S BRIDGE ROAD	29
4.8 55-56 NORTH WHARF ROAD	30
4.9 BISHOP'S BRIDGE (LONG TERM VEHICULAR ACCESS)	30
4.9 PADDINGTON BUSINESS IMPROVEMENT DISTRICT (PBID)	32
5 TRAFFIC AND TRANSPORTATION CONSIDERATIONS	33
6 CONSERVATION, URBAN DESIGN AND PUBLIC REALM CONSIDERATIONS	39
7 IMPACT ON RESIDENTIAL AMENITY AND THE ENVIRONMENT	42
8 MITIGATION OF IMPACTS AND PROVISION OF PLANNING BENEFITS	45
9 SUMMARY OF KEY ISSUES AND THE WAY FORWARD	47
10 CONTACTS AND FURTHER INFORMATION	49
11 GLOSSARY	50
12 LIST OF FIGURES AND APPENDICES	51

## FRONTISPIECE

*"I am going to design, in a great hurry, and I believe to build, a station after my own fancy; that is with engineering roofs etc. this at Paddington, in a cutting, and admitting of no exterior, all interior and all roofed in.... Now such a thing will be entirely metal as to all general forms, arrangement and design; it almost of necessity becomes an Engineering Work, but to be honest, even if it were not it's a branch of architecture of which I am fond... You are an industrious man and night work will suit you best... I will expect you at 9 this evening"*

(IK Brunel to architect Matthew Digby Wyatt, 13 January 1851, as quoted in LCT Rolt "IK Brunel" 1957).

*"Too often as at Paddington, the station is entirely obscured by the hotel building in front, and the actual entrance and exit is nothing but a mean gangway on each side of, or through the hotel building; we can imagine other treatments of railway stations with ample spaces in front for traffic, and with the hotels flanking the entrance, leaving the opening of the station with some genuine suggestion of gateway as the central feature".*

("Town Planning in Practice", 1909 (Sir) Raymond Unwin 5<sup>th</sup> Ed. 1919.)

These two quotes set forward the merits and historical interest of the station and the long-term criticism that some operational and layout characteristics of the station require considerable attention. The challenge is how in the context of national, Mayoral and council policies those issues can be satisfactorily addressed.

## Executive Summary

---

As part of its approach towards the Crossrail line 1 proposals the council has prepared a series of planning briefs for the key sites across the city. The aim of the briefs is to set out all the relevant council policies and issues relating to the sites, and to seek to obtain the promoters' of Crossrail, Crossrail Limited (CRL), agreement to incorporate these matters into their proposals. The council supports the principle of Crossrail subject to considerations as set out in this and the other briefs being prepared. These briefs assisted the council in its negotiating and petitioning strategy in respect of CRL's hybrid bill, which was deposited in Parliament on 22 February 2005, and the subsequent amendments for the powers to construct and operate Crossrail Line 1 which led to Royal Assent in July 2008, and its subsequent and continuing project development.

Paddington Station is a Grade I listed building located within the Paddington Special Policy Area (PSPA) as defined in the council's Unitary Development Plan (UDP). The PSPA is a major development location and key transport node within Central London. The objective for the PSPA is to create an area of mixed yet compatible land uses whilst seeking opportunities to improve transport linkages, the environment and amenity of the local area. Paddington Station is identified as a key Opportunity Site in the London Plan being recognised as a major regeneration resource and offering the potential for major public transport improvements to facilitate new development and growth, as well as offering a suitable location for new businesses. It is proposed to include Paddington Station and its environs within a new Paddington Opportunity Area to be defined in the forthcoming Local Development Framework (LDF).

In summary the main issues include:

- The development of Crossrail line 1 including the construction of a new station along Eastbourne Terrace at Paddington with links to the main Paddington Station and underground network
- Network Rail's proposals for Paddington Station
- London Underground Limited (LUL) proposals for their three lines and stations (Hammersmith & City, Circle & District, and Bakerloo lines), including Paddington Integrated Project (PIP)
- The impact of the station on adjoining sites, and integration of the station with those sites.

This brief sets out the council's policies and the specific issues relating to development pressures and focuses on the potential amenity, traffic, environmental, design and conservation impacts of a wide variety of proposals.

There is a need for the Station and its interchanges to facilitate and manage the increased pressure and demands that these developments will bring, and for any negative impacts to be mitigated. This brief will therefore form the basis for continuing discussions with all relevant parties that have an interest in the above proposals. The brief will also assist and influence the various developers in drawing up their proposals for the site and surrounding area.

The range of transportation and property development projects in the area all have in common a significant range of impacts on the public realm. In order to co-ordinate and deliver a phased implementation to the public realm across the projects, the draft brief proposed that a joint public realm study and programme be prepared, led by the council, based on this brief. During the consultation period, the public realm study has commenced, and once complete will be available on the council website. Figure 5 shows the area this study covers.

Comments arising from the consultation on the draft version of this brief have been used during negotiations on the issues above, and integrated into this revised version which was reported back to the Cabinet Member for the Built Environment for formal adoption on 11 August 2009.

The council used earlier versions of this brief as part of its petitioning strategy to the Crossrail Select Committee, through the House of Lords, and in negotiations to finalise Crossrail's

undertakings and assurances. The Crossrail Act received Royal Assent on 21 July 2008 and undertakings and assurances made include requiring the nominator to have regard to the provision of Planning Briefs, where they are relevant, when preparing technical submissions under the Act (including under the heritage deeds and Schedule 7).

This adopted planning brief therefore forms an integral part of the requirements in the development of Paddington station, and as a material consideration in the determination of any planning or listed building consent applications for the sites addressed. It is also promoted as a reference to the railway companies in the development of their future proposals and management of this important Grade I listed building.

In the next decade (2009-2019) Paddington Station faces the largest number of planned changes than at any time since its completion in the early 1850's. The proposed Intercity Express Programme (IEP) main-line trains could bring full electrification across the station; Crossrail will end the main-line station's role as a true terminus; and improvements to the LUL stations and services, and the continuing Paddington Special Policy Area (PSPA) developments will bring more passengers to the station for both travel and shopping.

The council will be using this brief for development management purposes, as the principal reference for the future planning of this strategic site.

# 1 Introduction

---

## **Purpose of the Brief**

- 1.1 This planning brief has been prepared in the context of development pressures currently focused around the Grade I listed Paddington Station and in particular the proposals of Crossrail Limited (CRL) to build Crossrail line 1. The land to which the brief mainly relates is located in North West Westminster and is bound by Praed Street, London Street and the Grand Union Canal, Bishops Bridge Road and Westbourne Terrace. A site location plan is included as Figure 1.
- 1.2 The site is included entirely within the Paddington Special Policy Area (PSPA), which is a major development location and key transport node within central London. The PSPA is centred on Paddington Station and the Grand Union Canal and was first designated by the council as a special policy area in 1988 in response to the considerable development pressure on a number of major sites. The objective for this area, as set out in the council's Unitary Development Plan (UDP), is to create an area of mixed yet compatible land uses whilst seeking opportunities to improve transport linkages, the environment and general amenity of the local area. Paddington Station in particular is identified as a key opportunity site in the UDP, being recognised as a major regeneration resource and offering the potential for major public transport improvements to facilitate new development and growth as well as offering a suitable location for new businesses.
- 1.3 Since 1988 specific planning policies, as well as earlier versions of this planning brief, have been developed to ensure that the council's position on the future development of the PSPA and Paddington Station is considered in development proposals for the area.
- 1.4 This 2009 version supersedes the January 2007 'Paddington Station and Environs Draft Planning Brief'. In developing this brief the following events have been recognised:
- September 2005 - The council submitted a CRL petition
  - 14 November 2005 - 'Paddington Triangle' scheme submitted and committee consideration in 2006
  - March 2006 - CRL propose the inclusion of 4-18 Bishop's Bridge Road;
  - June 2006 - Intention to inscribe Great Western Railway as a World Heritage Site announced
  - 14 June 2006 - Replacement Bishop's Bridge opens
  - July 2006 - CRL change their station scheme
  - July 2006 - Network Rail determine not to complete Section 106 Agreement for Span 4/Phase 2, thereby ending the 2003 decision to grant planning permission and listed building consent for demolition and rebuilding over Span 4
  - 8 November 2006 - CRL release Amendment Provisions 3 (revised proposals)
  - 13 December 2006 - City Council submitted new petition to the House of Commons
  - January to March 2007 – Public consultation on previous draft brief
  - 18 June 2007 - Revised 'Paddington Triangle' application withdrawn
  - 5 October 2007 - Final agreement reached on Crossrail funding with major contributions from the public and private sectors
  - 29 November 2007 - Inaugural Crossrail "Paddington Residents Liaison Group" held
  - December 2007 – Network Rail produce draft remit outlining long term railway issues affecting the station
  - 10 January 2008 – Planning permission granted subject to S106 for the redevelopment of 55-65 North Wharf Road as a new office, retail and residential buildings
  - 30 January 2008 – Petition to House of Lords lodged
  - 22 July 2008 – Royal Assent obtained with construction expected to commence in 2010 following services diversions, with first trains running in 2017, and

- May 2009 – CRL decide not to lower Eastbourne Terrace.
- 1.5 There are still significant development pressures that are or will impact on the development of Paddington Station, in particular the progression of the Crossrail scheme. The purpose of this brief is therefore to provide an update on the current situation as well as set out the council's considerations for the station in relation to matters arising from other development pressures. The brief will focus in particular on potential amenity, traffic, environmental, design and conservation impacts of proposals.
- 1.6 The PSPA factsheet sets out the current development status of the entire PSPA and is a useful background document that sets out development activity past, present and proposed and puts the schemes in the PSPA into a strategic context. This factsheet is regularly updated and can be viewed on the council's website at <http://www2.westminster.gov.uk/services/environment/planning/majorprojects/paddington/factsheet/>
- 1.7 Section 4 of this planning brief discusses in more detail the key proposals that would have a particular impact on Paddington Station and its immediate environment, and in summary includes the following:
- Paddington Station Phase 2 – Following Network Rail's decision in July 2006 not to complete the legal agreement to allow the planning and listed building consents to be issued for the partial redevelopment of Paddington Station including the demolition of Span 4, the treatment of Span 4 has been reconsidered, and is now being refurbished by Network Rail
  - 'Paddington Triangle' – A development site with significant potential to impact upon the Hammersmith & City Line station upgrade and the use of the existing Redstar Deck as a taxi rank. Following the withdrawal of the planning application for an office building, the site is to be compulsorily purchased by Crossrail. Any commercial scheme will follow as an Over Site Development (OSD)
  - Post Office site - Has now been included in this brief rather than in association with the hospital, given its capability of providing a strategic solution to Paddington station, in the form of a new Bakerloo line station. Discussions have again commenced between the hospital and Post Office so that their redevelopments may be co-ordinated
  - Implemented, under construction, and proposed developments along Eastbourne Terrace
  - Crossrail line 1 is a proposal to introduce a new east-west railway linking Maidenhead and Heathrow with Shenfield and Abbey Wood through new tunnels under central London. The project is being promoted by the Secretary of State for Transport through the joint company Crossrail Limited (CRL), which is a joint venture between Transport for London (TfL) and the Department for Transport (DfT). To assist in the council's negotiations with CRL planning briefs have been prepared for key Crossrail sites across the City, of which this is one. A new Crossrail station is proposed at Paddington Station to be constructed beneath Eastbourne Terrace;
  - Paddington Underground Station (Circle and District Line) – London Underground Limited (LUL) is developing proposals regarding the introduction of longer (7 car) trains to serve the Grade II listed station on Praed Street. Such proposals would be brought forward through the promotion of a Transport and Works Act Order, together with an application for deemed planning consent (via a request to the Secretary of State for a planning direction) regarding the railway works. It is envisaged that a parallel planning (and listed building consent) application will be made for the development of buildings and structures to replace those demolished in order to facilitate the railway construction works, and further applications aiming to achieve level access
  - Other adjacent sites including interaction with the proposed redevelopment of 55-65 North Wharf Road and the Praed Street Business Improvement District.

1.8 The key development issues for the council, which are explored in this brief and which developers and promoters of the various proposals should address in full, can be summarised as:

- Preservation and enhancement of the Grade I listed building and its setting
- Provision of World Class Architecture
- Provision of an acceptable mix of land-uses in accordance with policy and provision of appropriate planning benefits
- Provision of public transport improvements, traffic access, servicing, taxi circulation and parking facilities which meet the long term vehicular, cycling and pedestrian needs of the area, and minimise the traffic and environmental impact on adjacent residential, and listed, buildings in the area
- Integrated and compatible PSPA developments providing the best possible public and passenger links to and through the station, and improved public realm including the adjacent canal environment as an uninterrupted, clutter-free space and route.

1.9 This brief is a revised version of the draft planning brief for Paddington Station and Environs which on 26 May 2005 the Planning and Development Committee agreed to remaining in draft form as further discussions and negotiations take place with CRL and the Department for Transport (DfT) on their proposals, and to take account of any further comments from affected parties. Further changes following consultation in 2008 have been incorporated into this revised adopted brief, now a Supplementary Planning Document (SPD) with planning weight.

## 2 The Site and Surrounding Area

---

### The Site

- 2.1 The site that forms the subject of this planning brief is located within North West Westminster and entirely within the Paddington Special Policy Area, as defined by the City Council's UDP. The land to which the brief relates is bound by Praed Street, Bishops Bridge Road, Westbourne Terrace, London Street and the Grand Union Canal. A site location plan is included as Figure 1, and the Paddington Factsheet on the council's website (see paragraph 1.6).
- 2.2 The brief area is focused on the Grade I listed Paddington Station, adjoining buildings and properties along Eastbourne Terrace. In summary the main land uses within this area comprise the following. Their locations are illustrated in Figure 2.

### **Paddington Station**

- 2.3 As the Crossrail Bill has now received Royal Assent and is thereby enacted, the DfT has given planning permission to construct and operate Crossrail Line 1. Notwithstanding this, through the provisions laid out in the Act the council as Local Planning Authority is a qualifying authority that under Schedule 7 allows them to assess some detailed aspects of the proposals. Through this process the council would not be able to refuse permission for proposed works on points of principle however, they would be able to request additional details or amendments to proposals on the grounds of the provisions laid out in the Act. This may include the impact of proposals on design and location within the defined Safeguarding Limits. Furthermore, by setting out the council's principal planning issues and requirements this brief forms the basis of the council's advice to the agencies designing and building and running the railway.
- 2.4 Paddington Station is a Grade I listed building making it one of the most important (within the top 1.4%) historic buildings in England. It was designed by Isambard Kingdom Brunel and Sir Matthew Digby Wyatt for Great Western Railway and built between 1852 and 1854. The station was listed in 1952 in recognition of its acknowledged architectural and engineering qualities and its historic significance. The extent of the Listing notice and the acknowledged curtilage broadly follows the canal boundary, Bishops Bridge Road, Eastbourne Terrace and Praed Street. A plan to show the extent of the listed curtilage is included as Figure 3.
- 2.5 The station can be sub-divided into identifiable elements which are all included within the listed curtilage and comprise:
- Main train shed (Brunel's original structure including spans 1-3);
  - Macmillan House (in use as offices), Platform 1 Elevation and the Departure's Road (in use for taxi pick up and drop off, servicing, bus stop and private car pick up);
  - Lawn Area (main concourse area for ticket sales and ancillary retail uses including food and drink);
  - Span 4 (built between 1911 and 1916 to cope with increased passenger demand) and Redstar Parcels deck;
  - Tournament House and Arrivals Road;

The extent of each of these areas is shown at Figure 4.

- 2.6 The history of the railways and the historic development of Paddington Station is well documented. A summary of the historic importance and development of the station has been included in Appendix 3, however it should be recognised that this is a short summary and that in order to understand the development of the station in more detail further

documents outside of this brief should be consulted. A particularly useful document is the Paddington Station Design Manual and Conservation Plan which was developed by Network Rail in accordance with the obligations set out in the draft S106 legal agreement for Paddington Station Phase 2 works. This document will be updated on a periodic basis and provides a very good background paper to this planning brief. English Heritage also published 'Paddington Station its History and Architecture' by Dr. Steven Brindle in 2004.

- 2.7 Paddington Station is the London terminus for First Great Western Trains and the Heathrow Express and Heathrow Connect services. It is therefore a key station in the National Rail network, as well as a major interchange for London Underground Limited. Furthermore it is one of Network Rail's major stations where there is potential for further growth. Four underground lines pass through Paddington, the Circle and District lines from a location south of Praed Street, and the Bakerloo and Hammersmith and City lines, adjacent to the south-east and north-east of the main station respectively. CRL are also proposing to locate a new station under Eastbourne Terrace as part of their Crossrail line 1 proposals. This station needs to be integrated with the main station and underground lines.

### **Paddington Triangle**

- 2.8 The site includes land south of Bishops Bridge Road, to the east of the railway line, known as the triangle site. As this site was, at the time, deemed by Railtrack Group to be outside the operational requirements of Network Rail, it was sold by Railtrack Group, in administration, to Hammerson. The site has been the subject of a planning application by Hammerson for a new Hammersmith and City Line station box, and office tower with retail at canal level. Whilst the proposed building itself was considered acceptable in planning terms, the application has been withdrawn by the applicants.

### **District & Circle Line Ticket Hall, Praed Street**

- 2.9 Paddington District and Circle Line Underground Station is located on the south side of Praed Street in close proximity to the junction with Eastbourne Terrace, within the Bayswater Conservation Area. On 11 August 2003 the train shed and platforms, built between 1866 and 1868, were added to the list of buildings of special architectural or historic interest. Accordingly the station is now Grade II listed. The booking hall is located just below the level of Praed Street and is built across the centre of the tracks and platforms below. Two footbridges span the tracks. Step free access has been proposed by LUL, and welcomed in principle by the council, but is not currently being pursued.

### **16 South Wharf Road**

- 2.10 This group of mid 19<sup>th</sup> Century two storey canal side warehouses now owned by St Mary's Hospital and is used by them for ancillary health and administration purposes. These buildings are not listed.
- 2.11 Whilst in the long term the council may not be able to control the demolition of these buildings they do form an attractive group and represent a type of structure traditionally associated with a working canal. Any redevelopment proposals should include an assessment of their condition and adaptability for re-use, the visual impact of their loss set against the quality of future structures or spaces, and pedestrian and canal users movement along the canal.

### **Post Office**

- 2.12 The Post Office's West London Mail Centre occupies a key, pivotal position between Paddington station and St Mary's Hospital, above the Bakerloo Line ticket hall, giving it strategic transportation importance. The building, on London Street, has an attractive Baroque style brick and stone façade and dates from 1907/8.

- 2.13 The main use of the buildings, occupying two thirds of the site, was for mail sorting and processing. There was also a W2 delivery office, offices and a retail branch Post Office. The operation of the Mail Rail's underground railway, which used to run from Paddington to Whitechapel, has been discontinued. The Post Office Counter facility has now moved further eastwards along Praed Street, to West End Quay.

#### **Eastbourne Terrace (Numbers 10, 20, 30 & 40 and Telstar House)**

- 2.14 Eastbourne Terrace was formerly part of the stuccoed residential area that is still in evidence to the west. It was completely redeveloped for offices in the 1950s in the contemporary architecture of the day. The buildings were much admired in that context and a Civic Trust Award was given in 1957. As such the west side of Eastbourne Terrace is markedly different to the general character of Bayswater, and lacks symmetry in part due to the change in level, on the canal side of Eastbourne Terrace.
- 2.15 Number 40 has recently been refurbished, and a planning permission has been granted, with work now underway, for the refurbishment of numbers 10, 20 and 30.
- 2.16 Telstar House was situated on the corner of Bishop's Bridge Road and Eastbourne Terrace. The south west corner of the site is included within the Bayswater Conservation Area. The previous building, designed by Richard Seifert and constructed in the 1960s, comprised ground and 12 upper storeys and was used as offices. The building was severely damaged by a fire in July 2003, was demolished and has been rebuilt as offices, designed by Fletcher Priest for Derwent London, and now occupied by RTZ.

#### **4-18 Bishop's Bridge Road**

- 2.17 The building is located on the north side of Bishops Bridge Road opposite the junction with Eastbourne Terrace, and stands on a deck over platform 1A. Built in the 1930's by the Great Western Railway as a parcels office, the existing building comprises basement, ground and 5 upper floors totalling around 5,400sqm. The whole building is occupied as offices with ground floor garage parking. Although it has recently been ascertained that the piles supporting the building do not obstruct the proposed Crossrail tunnel trajectory, the demolition of the building may still be required by CRL in order to ensure servicing of the station can continue during Crossrail build.

#### **The Grand Union Canal**

- 2.18 The Paddington Branch of the Grand Union Canal was completed in 1801 and is an important link, leading via the Regents Canal, which it connects with at Little Venice, to the Thames, as well as other rivers. It is one of the oldest Grand Union Canal branches and was an important route into the capital. Today the canal connects the borough to the rest of our 2,200 mile network of inland waterways. The towpath is also an important pedestrian route for tourists, leisure and other users and acts as an 'open air gym'. The canal plays an increasingly important role for leisure, providing opportunities for boating, walking, fishing, water sports including canoeing, and nature study. The canal also forms an important pedestrian route for commuters between the station and surrounding developments, although its effectiveness as a local link is limited until the separating wall is pierced. It is important that the critical role of the towpath as a pedestrian route, and therefore as an uninterrupted, level, clutter-free space is recognised and enhanced.

#### **Conservation Areas**

- 2.19 Paddington Station does not currently lie within a conservation area, although it is bound to the west and south by the Bayswater Conservation Area, shown in Figure 5. The council is particularly concerned over any adverse impacts that proposals might have on the Bayswater Conservation Area and more distant conservation areas, including Maida Vale, Paddington Green and Royal Parks. This is reflected in the detailed design section of the report to the Major Planning Applications Committee recommending approval for the Paddington Station Phase 2 planning application.

### **World Heritage Status**

- 2.20 The Great Western Railway has been recommended for UNESCO World Heritage designation, and is currently sitting on the UK tentative list. This forms part of a proposal to designate a number of sites along the Great Western Railway route between Paddington and Bristol as a World Heritage Site on the basis of the outstanding historical importance of this railway designed by Isambard Kingdom Brunel in the 1830's. The World Heritage status could be implemented at the earliest by 2010, although a review of the UK tentative list may follow a review and consultation on World Heritage policy .

### **Surrounding Area**

- 2.21 The area immediately surrounding the planning brief site to the north west and east is also located within the PSPA. This comprises the largest development site in Westminster and a site of strategic importance in London. As stated above there are major development and transport projects underway as well as new proposals for the area. Development achievements to date include 1.14million sq. ft of office/retail/leisure space and 919 new homes. Other major proposals include mixed-use developments, public transport improvements and the redevelopment of the Post Office site. The council maintains an up-to-date Factsheet on the progress of the regeneration programme within the PSPA and provides more detailed site histories. Updated versions of this factsheet can be viewed on the council's website at <http://www2.westminster.gov.uk/services/environment/planning/majorprojects/paddington/factsheet/>

- 2.22 A priority for the council is to ensure that residential amenity is considered and protected in all development proposals. The most sensitive receptors to the proposed developments include the following residential areas.

- St Mary's Hospital to the east
- 50 residential units at Brewers Court on Bishops Bridge Road
- 219 recently constructed residential units at PaddingtonCentral (formerly Goods Yard) on the north side of Bishops Bridge Road adjacent to the canal
- 50 residential units located on the north side of Paddington Basin on North Wharf Road in Dudley House. This site is subject to a planning brief (2009) to redevelop the site and potentially provide between 150 and 200 additional residential units (see Paddington Factsheet on the councils website for more detail of this site and 232 residential units at Hermitage Street, now known as Paddington Walk)
- 100 new proposed residential units at 55-65 North Wharf Road
- Residential units on the upper floors of properties along Praed Street
- Substantial residential district to the south of Praed Street in the Bayswater Conservation Area
- Predominantly residential uses along Westbourne Terrace to the west of Eastbourne Terrace and the Mews that lie between, and
- New residential developments to the north of the canal at Merchant Square and the site of the North Westminster Community School, subject to a draft 2009 planning brief.

The location of the existing residential units are illustrated in Figure 6, whilst the locations of those that are proposed / under construction are shown in the PSPA factsheet.

### 3 Planning Policy Framework

---

#### Statutory Planning Framework and Principal Policies

3.1 The relevant statutory planning framework for Paddington is set out in:

- The Government's Planning Policy Guidance (PPG) notes and replacement Planning Policy Statements (PPS), particularly:
  - PPS1 (Planning & Climate Change),
  - PPS9 (Biodiversity and Geological Conservation),
  - PPS12 (Local Spatial Planning),
  - PPG13 (Transport),
  - PPG15 (Planning and the Historic Environment),
  - PPS23 (Planning and Pollution Control) and
  - PPG24 (Planning and Noise)
- The Mayor's Spatial Development Strategy (The London Plan consolidated with changes since 2004) published February 2008;
- The Mayor's Transport Strategy and revisions (2001 & 2004);
- The City of Westminster's Unitary Development Plan (UDP) 2007. The detailed policies of Chapter 5 'North Westminster' are of particular relevance and should be applied in conjunction with other policies in the plan;
- The City of Westminster's various Supplementary Planning Guidance;
- The City of Westminster's 5 Year One City Programme, adopted June 2006;
- The Westminster City Plan (Westminster's Sustainable Communities Strategy) adopted November 2006.

3.2 The UDP contains the principal planning policies against which the development of this planning brief site will be considered, although as time elapses and the processes undertaken, the LDF will take precedence. The council intends to "save" all the policies in the *UDP* for a minimum of 3 years, until at least January 2010. During this time the *Core Strategy Development Plan Document (DPD)* and *City Management DPD* are being prepared which when adopted, will supersede certain *UDP* policies. Some *UDP* policies may be saved beyond 3 years, subject to the approval of the Secretary of State.

#### The Mayor's Spatial Development Strategy (The London Plan)

3.3 The London Plan is the Spatial Development Strategy for Greater London and together with the City of Westminster's UDP, they form the current as well as the most important development plans to be considered for the purpose of understanding the policy context for this planning brief.

3.4 The Mayor of London's London Plan was published in February 2008. The London Plan aims to accommodate significant growth in the London economy, mainly in central and east London. It identifies Paddington as an Opportunity Area that has capacity to provide some 23,200 jobs and 3,000 new homes by 2026. Paragraph 5.34 of the Plan states that Paddington is a major national and commuter rail terminal, which has good links with Heathrow and London rail services. It recognises that the area has a distinct 'canal-side' character to build on and that existing developments have begun to respond to the site's scope for high density, good quality, business and housing development. The "Blue Ribbon Network" policies in the London Plan are also of relevance to developments proposed adjacent to the canal.

3.5 The London Plan also recognises that the development of Crossrail would extend links at Paddington with the City and eastwards. Policy 3C.12 in the Plan sets out to make major improvements to the transport network with new cross-London links. The Mayor aims to 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. The London Plan therefore fully supports the development of Crossrail line 1, as it is fundamental to enabling the projected growth and development set out in the plan.

- 3.6 Crossrail is also a key element of the Mayor's Transport Strategy and identifies it as a major project vital to London's status as a 'World City'. The Mayor sees the project as facilitating substantially increased capacity into and across central London, tackling overcrowding at Liverpool Street and Paddington mainline termini, linking the City and West End to Heathrow and assisting economic development in east London.
- 3.7 In December 2008 the Mayor announced a review of the London Plan. In May 2009 he outlined new policies to improve access to jobs, housing and transport as London's population climbs past the 9m mark by 2031. It was stressed that the new spatial plan must address low carbon development and greater use of green energy.
- 3.8 A full draft of the new London Plan will be published for public consultation in autumn 2009. In the summer/autumn of 2010 it will be submitted to an examination in public, led by a panel of independent inspectors, which will report back to the mayor in spring 2011. It is intended that the final version of the new London Plan will be published in the winter of 2011-12.
- 3.9 A Statement of Intent was issued by TfL in May 2009 explaining the process towards adoption of a revised Transport Strategy. Its proposed high level outcomes are:
- Economic development and growth (including improving transport connectivity)
  - Quality of life (including improving journey experience, and air quality impacts)
  - Safety and security (including public transport safety)
  - Transport Opportunities (including improving accessibility)
  - Climate Change (including reducing CO<sub>2</sub> emissions)

Public consultation is scheduled to begin in Autumn 2009, and the GLA intend to publish in Spring 2010.

#### **The Local Development Framework (LDF)**

- 3.10 The Core Strategy Development Plan Document (DPD) is the key document within the LDF, sitting alongside the London Plan as the local policy document. All other local policy documents and guidance will flow from the Core Strategy. The Draft Core Strategy is expected to be published in late 2009, and submitted to the Secretary of State in early 2010 for consideration. Adoption of the Core Strategy is expected by early 2011.
- 3.11 Emerging DPDs' policies can be a material consideration in the determination of planning applications, although the weight attached to the policies depends on the stage the policy has reached in the Development Plan process. Once the Draft Core Strategy has been submitted to the Secretary of State, careful consideration will be required to assess the weight that should be attributed to relevant emerging policies.
- 3.12 A second DPD is also proposed within the LDF: the City Management Plan. This will contain the more specific policies for development control purposes and will run at a timetable at least 6 months behind the Core Strategy. Policies in this document likewise gain weight as a material consideration as they progress through the plan development process.
- 3.13 Supplementary Planning Documents (SPD's - such as this planning brief) sit within the LDF but cannot designate or produce policy. Rather this document gives guidance as to how the policies in the London Plan, and later the Core Strategy, should be implemented in Paddington.

- 3.14 The Paddington Opportunity Area, designated in the London Plan and forthcoming Core Strategy aims to support the growth and improvement of business, public transport, the hospital and Imperial College's activities, and the developing residential community in the area. Its boundaries have changed from the UDP's Paddington Special Policy Area. The policies focus upon improving public transport, particularly interchange between modes and the passenger/pedestrian experience, and the additional development capacity that would allow.
- 3.15 The site is within the North Westminster Economic Development Area, and will play an important role in the wider regeneration of the most deprived wards in Westminster. This has implications for delivering social and community benefits and economic regeneration, as well as physical improvements to address severance issues to the north of Paddington.

## 4 Key Land Use Issues and Adjacent Sites

---

### 4.1 Paddington Station Proposals

- 4.1.1 In response to the major development proposals and transport initiatives proposed for the PSPA, including Crossrail line 1 and the introduction of the Heathrow Express, Network Rail (formerly Railtrack) issued a Station Masterplan in September 1996. This set out their aspirations for the development of the Station and how it could contribute to, and integrate with, the development of the wider area. The masterplan outlined a phased programme of investment in the Station. Phase 1 has now been successfully completed and involved works to Spans 1-3, The Lawn and parts of Macmillan House and Tournament House. The masterplan was prepared following consultation with the council and it is acknowledged that the Phase 1 works have been completed to a high standard whilst maintaining the architectural integrity of the historic building. These works demonstrate the positive benefits of high quality design and have brought noticeable improvements to the Station and passenger facilities. A full description of the Phase 1 works can be found in Network Rail's 'Paddington Station Design Manual and Conservation Plan' 2005. Network Rail are currently reviewing the document and it is hoped that the restoration of missing features and sympathetic reconstruction of missing fabric to the Eastbourne Terrace façade will be seen as objectives.
- 4.1.2 Phase 2 of the station Masterplan – which has now been superseded by Network Rail's decision to withdraw the application (see 4.1.4) - proposed the demolition and redevelopment of Span 4 and the adjacent London Street deck (Redstar Parcels) in order to deliver substantial transport benefits and commercial development. On 31 July 2003 the Major Planning Applications Committee resolved to grant conditional planning permission and listed building consent, subject to the completion of a S106 legal agreement. A copy of the committee report and minutes from this meeting are available as a background paper.
- 4.1.3 In summary the Phase 2 proposal included:
- Rationalisation and reconstruction of track infrastructure to existing Platforms 9-14 and construction of a new 15<sup>th</sup> platform to align with Platforms 1-8, providing increased train path capacity and operational flexibility and a unified concourse with Spans 1-3;
  - Demolition of Span 4 and Redstar Parcels deck (with temporary support to safeguard Span 3) to allow provision for transport interchange facilities to include a long-term vehicular access solution for the station and a new taxi/servicing deck accessed from Bishops Bridge Road;
  - Approximately 72,000 sqm of commercial development above the transport deck in the form of three blocks ranging in height between 50 metres and 75 metres above canal level.
  - Required congestion relief to Hammersmith & City Line station
- 4.1.4 The resolution to grant planning and listed building consent was subject to the completion of a S106 Legal agreement. In July 2006 Network Rail issued a statement explaining their decision not to pursue completion of Phase 2 as planned. The Section 106 agreement remains incomplete and the planning permission was never issued. Given the decision by Network Rail to withdraw their Span 4/Phase 2 application it is now appropriate for the 1996 Masterplan exercise to be revisited in the context of the Network Rail Conservation Plan and this brief. Such a review should include a policy on advertising, including the hoardings on the boundary wall to the Praed Street Ramp, which are considered by English Heritage to provide a wholly inappropriate approach to the grade I listed station.
- 4.1.5 Although the Phase 2 development is now unlikely to proceed, any future development proposals for the site should have full regard to the proposal that committee resolved to

approve on 31 July 2003, the context set by this brief and UDP or LDF policies. This sets the principles for acceptable land uses, design, heights of new buildings in relationship to world class architecture, interface with adjoining sites and public transport improvements and public benefits in the form of the continued maintenance and enhancement of the remainder of the Grade I listed station.

- 4.1.6 Listed building consent was granted in November 2008 to permit a sensitive, welcome refurbishment of Span 4, and work has now commenced.
- 4.1.7 On 17 February 2005 LUL wrote to Network Rail advising that engineering studies of two alternatives to connect the mainline concourse with the Bakerloo Line platforms had been undertaken and both give rise to unsatisfactory outcomes. As a result LUL have concluded that improvement in the vertical connection to the Bakerloo Line platform will have to rely on future developments associated with the Post Office (Royal Mail) and/or St. Mary's Hospital Sites.
- 4.1.8 The requirement and pressing need to provide a second escalator from the station concourse to the Bakerloo line platforms was reported to the 26 May 2005 Planning and City Development Committee along with a report setting out how negotiations to secure the other S106 heads of terms were progressing. At this meeting the Committee noted that it did not appear feasible to insist on Network Rail pursuing a scheme for a second escalator to the Bakerloo Line platforms, if this were to start from the station's concourse, and agreed that in lieu of these works financial funding be sought for related public transport improvements, accepting Network Rail's offer of £450,000 towards LTVA. It may now be possible to provide an enhanced link by utilising the basement of the Post Office building, as discussed in paragraphs 4.3.4 - 4.3.5.
- 4.1.9 With regard to the current programme for the Crossrail line 1 proposal (see section 4.7 below) CRL will require the Redstar Deck for the relocation of taxis from the Departures Road for the duration of construction. Taxis would then be directed from a new access ramp built off the new Bishops Bridge to the Redstar Deck adjacent to Span 4. CRL indicate that they intend to retain the taxi facilities on the deck indefinitely.
- 4.1.10 Given Crossrail's Undertaking to BAA (No.340) that the Crossrail Act would not, of itself, prevent subsequent temporary relocation of taxis to the Departures Road after the opening of Crossrail, to enable further development of the Redstar site, it is desirable that passive provision be made for such a possibility. Whilst this statement does not infer that such a temporary relocation will certainly be feasible on traffic grounds, the passive provision should be undertaken as part of the preparations for relocation of taxi access in 2011. There are obvious benefits in ensuring that relocation of taxi facilities happens once, on a permanent basis, but it would be prudent to allow for the taxis to revert to Departures Road should that prove necessary in the future.
- 4.1.11 As part of the public transport benefits with any such development the council would seek improvement to the interchange between the Bakerloo and Hammersmith and City Lines at Paddington. A multi-agency team was assembled in 2008 specifically to produce an economic design and procure delivery of works which fulfil the key requirements of all the stakeholders, by ensuring that what has been named the Paddington Integrated Project (PIP) is complete by early 2010. Crossrail Limited have confirmed that it has no intention to return the taxi's to Departures Road. The PIP proposal will enable the permanent relocation of black taxis to the Redstar Parcels Deck, allowing the Departures Road to be utilised during Crossrail build and subsequent operation. The PIP design must also:
- integrate with the rebuilding of the Hammersmith and City Line station. It is important that the PIP designs maximise the efficacy of the available platform space to reduce the serious congestion experienced by Hammersmith and City Line passengers.

- provide a new joint concourse for access from deck level to both the H&C and mainline stations
- provide a new vehicular ramp to the Redstar Deck, taxi stacking and waiting space that does not worsen the taxi queuing problems occurring on the strategic road network, and considers its impact on the canal. Although not a formal pedestrian route, the ramp should allow pedestrian access between deck and bridge
- provide a DDA compliant vertical circulation core to connect the mainline concourse and the deck via a legible pedestrian route. Access arrangements from concourse level will be required to respect mainline operations.
- no pedestrian access should be provided between the deck and London Street. This is to minimise the chance of taxi drop-off/pick up anywhere but the deck itself (see LTVA section below at 4.9), and to maximise the chance of taxis using the strategic road network in order to service the station, and may additionally compromise the hospital's activities. PIP managers need to resolve the fact that the above would comply with Undertaking 340, but would conflict directly with Assurance 290 which commits to providing access from deck to London Street, by obtaining a satisfactory resolution between all parties
- safe, legible and well designed accessible pedestrian access from the joint concourse to the canal towpath
- ensure it does not preclude the future over-site development on the "Triangle site"
- consider, and endeavour to incorporate, features to incorporate measures of sustainability, including minimising the station's draw of mains electricity and water, and biodiversity
- respect its location, within the curtilage of a Grade I listed building. Any roof or walls will be required to be designed and built to a high standard, sympathetic to the listed station.

4.1.12 A potential impediment to the Crossrail scheme's successful implementation is that, on the demise of Railtrack, the site between the new Bishop's Bridge and the rear of Paddington Station was sold to Hammerson, a third party property developer. This complex state of affairs springs from the placing of Railtrack into administration by the Government and the subsequent disposal of land not in daily use by the operational railway. This disposal created significant difficulties for Network Rail, as successors to Railtrack, and it appears that compulsory purchase is now the only available option to ensure CRL's ability to deliver the Crossrail scheme and consequentially relocating taxis to the Redstar deck.

4.1.13 On 23 February and 29 June 2006 decisions were taken by Planning and City Development Committee on an application to erect a new 15-storey office block, new Hammersmith and City line station box, Class A1-A3 use at canalside, and new access to Bishop's Bridge and facility for Crossrail's taxi ramp. Following negotiations a new application for a revised scheme was submitted with a package of mitigation measures that include the provision of a new station box to provide much needed congestion relief to the Hammersmith & City line. However, without agreement from London Underground on how the station was to be rebuilt, it could not be approved and was withdrawn in June 2006. The principles of bulk, mass, access and use were however, resolved.

4.1.14 Following the Government's Rail Review, Network Rail has been given the responsibility for developing Great Western Route Utilisation Strategies (RUS). These are designed to ensure the most efficient use of the rail network is made, and opportunities to improve it are identified. They will also help inform the development of the franchise specifications for train operators. Work commenced in January 2008, and is due to be consulted on in Summer 2009, with a final document agreed in early 2010. In parallel with this the Department for Transport is now tendering for new trains to replace the ageing diesel IC125 fleet with new electric trains before 2016, which may require alterations to platform and concourse layout. First Great Western Franchise commitments also require

maintenance if the integrity of the revenue protected areas, and not interfere with public rights of way or more general pedestrian flows through the station.

- 4.1.15 The discontinuance of 305 daily diesel arrivals and departures from the station will give a considerable improvement to the currently poor air quality, within the sheds and along the track.
- 4.1.16 It will be important, in making decisions going forward, that the station's principal function is always recognised, that is to ensure that the passenger experience is kept at the centre of all decision making, alongside the integrity of the listed building. Passenger access to information, ensuring their travel needs are satisfied effectively and efficiently even when there are disruptions, and the cleanliness of the station (including the air quality) should all receive priority. Officers will continue to work with Network Rail to develop their forthcoming "Remit for Paddington Station and Approaches" document, promoted by the DfT, which sets out a medium and long term vision for capacity, customer and operator satisfaction as well as the business needs of the operator.

## **4.2 St. Mary's Hospital**

- 4.2.1 A separate planning brief has been produced for this site; this is a brief overview of the key issues relevant to the station. On 22 August 2002 the Major Planning Application's Committee resolved to grant planning permission and listed building consent, subject to the completion of a S106 legal agreement, for the redevelopment of the adjacent St Mary's Hospital site.
- 4.2.2 It is now clear that this permission will not be implemented. Instead the St Mary's NHS Trust Board, following a merger with Hammersmith Group, is developing a strategy for the piecemeal development of the site, in line with a masterplan being developed in association with Royal Mail Group and the council.
- 4.2.3 St Mary's and Network Rail will need to jointly resolve the station entrance arrangements to the council's satisfaction. The council would also seek to ensure that, as in the August 2002 St Mary's Hospital scheme, a new access to Paddington Station, in the area of the Lawn, is provided from the site. As part of the proposals to provide this new access the August 2002 scheme included the demolition of the Grade II listed Mint Wing. However, in any revised proposals for the site the initial presumption is to provide the access whilst retaining this important structure in accordance with PPG15 and UDP Policy DES 10. A new Bakerloo line entrance and ticket hall, with an exit to South Wharf Road, is a conceivable new use for this important structure, though location of the entrance as a bespoke part of redevelopment of the Post Office site would be preferable.

## **4.3 Post Office**

- 4.3.1 The Paddington Mail Centre operates 24 hours a day with 800 employees and 47 operational vehicles based at the site. The operational link between the Post Office and Paddington Station was severed in 1996 with the opening of the national road-rail Distribution Centre at Willesden. In 2003 the Royal Mail ceased to operate the Paddington to Whitechapel Post Office underground railway.
- 4.3.2 Royal Mail Group (RMG) has vacated their Praed Street Mail Centre as part of a wider London review to meet their operational needs and the W2 Delivery Office is due to be vacated in early 2010. The counter service was relocated to Unit 6, West End Quay on Praed Street in April 2009.
- 4.3.3 The property implications of closure are being investigated and the site will be available in its entirety in 2010. The site occupies a key, pivotal position in the PSPA between the

station and the hospital. Although a joint scheme between St Mary's Hospital, the Royal Mail Sites and the Crown Hotel could provide the best solution in design and function terms, given the indeterminate state of the hospital's redevelopment proposals it is not considered prudent for this brief to restrict options to just a joint proposal for all three parties. Instead, redevelopment of the Royal Mail site alone, but with reference to the future redevelopment of the adjacent sites, could still bring forward significant public benefits, including public transport upgrades and a contribution to the wider regeneration of Paddington such as public realm enhancements, and visibility of the station improvements, much earlier than a more complex joint scheme.

4.3.4 Any development of the Post Office site would have to be co-ordinated with the proposals for Paddington Station, particularly in so far as the physical relationships, particularly at basement level, tie the sites including Crossrail together. In particular it has been shown that both a new access from street level and a new ticket hall for the Bakerloo Line are needed as well as an enlarged vertical connection between the ticket hall and the platform concourse below (see para 4.1.8 above). A subterranean link between Crossrail and Bakerloo line platforms is also proposed by CRL.

4.3.5 Discussions with Royal Mail have indicated the potential of the site to deliver space for a new Bakerloo Line station. This is supported by London Underground. However, the inclusion of residential use may jeopardise the ability of the scheme to deliver such a major benefit to the overall regeneration of the area. An office scheme would be more likely to enable the delivery of the Bakerloo line works as an integral part of the scheme. The land use content of any scheme submitted for planning permission will need to be considered against:

- UDP/LDF, and London Plan policies
- The physical constraints of the site
- Amenity considerations
- Impact on public transport/public realm
- Impact on adjacent sites

4.3.6 It may, subject to precise proposals and agreement with LUL and Network Rail on the viability of the public transport benefits proposed, therefore be appropriate to flex policies CENT 3 and PSPA 2 (and their successor policies in the emerging LDF) to allow the reduction or omission of residential accommodation in this instance, so that the necessary but spatially complex improvements to Bakerloo Line access may be delivered in conjunction with a redevelopment appropriate in this location.

4.3.7 Given the site's proximity to Paddington Station and the existence of a service tunnel linking the Post Office site to the station concourse, the relationship between the two sites needs to be carefully considered, especially during the 2010-14 period when the station requires servicing whilst the Crossrail station is constructed in Eastbourne Terrace. An option for the use of the site may arise from CRL's obligation to facilitate the servicing of the Network Rail station during the building of the Crossrail station and associated closure of Departures Road and parts of Eastbourne Terrace. The current proposal as set out in the Act locates this activity at 4-18 Bishop's Bridge Road. The RMG site lies outside Crossrail's limits of the Act, and so would require planning permission if it were to be used by Crossrail to service the station. Whilst it would be vital to minimise any impact upon the hospital and hotels, and the transportation impacts on London Street and its junction with Praed Street, the use of this site is less likely to impact adversely upon residential amenity and the wider area than the use of 4-18 Bishop's Bridge Road and the significant impact this would have on the residents of Brewers Court. At the time of writing it is understood discussions on this option are underway between CRL and RMG.

- 4.3.8 The Post Office underground railway (Mail Rail) runs from Paddington to Whitechapel, linking the Central London Mail Centres, and was used as a conduit for mail processing. In 2006, English Heritage declined to add the Mail Rail system to the list of Buildings of Special Architectural or Historic Interest and a Certificate of Immunity from Listing for that part of the railway infrastructure located below the building was received in July 2007 by RMG from the Department for Culture, Media and Sport. This certificate remains valid until July 2012.
- 4.3.9 The potential for future use of Mail Rail should be safeguarded in any proposals for the site, and will be conditioned and/or governed by a clause in a legal agreement.
- 4.3.10 The cumulative environmental impacts of these schemes would have to be considered in any development proposals and submitted as part of a detailed environmental impact assessment.

#### **4.4 Eastbourne Terrace**

- 4.4.1 On the 24 November 2004 conditional planning permission and conditional conservation area consent were granted for the redevelopment of Telstar House to provide a building comprising Class B1 (offices), car parking, hard and soft landscaping and associated works, and this permission has now been implemented. The permission was granted subject to a Section 106 legal agreement to secure the following:
- a financial contribution towards the provision of public art;
  - a financial contribution towards the funding of the Environmental Inspectorate's Code of Construction Practice;
  - the creation of a taxi set down facility in Cleveland Terrace, re-paving around the site and junction improvements in the vicinity and payment of associated Council costs;
  - dedication of public highway in the vicinity of the corner of Bishop's Bridge Road and Eastbourne Terrace.
- 4.4.2 On the 22 November 2004 planning permission was granted for the complete recladding of the Eastbourne Terrace elevation of 40 Eastbourne Terrace, replacement windows, new spandrel panels, brissoleil, plant room cladding, new entrance façade enclosure and additional landscaping. This permission was implemented subject to a legal agreement to secure the following:
- 4.4.3 A financial contribution towards:
- the Paddington Area Traffic and Environmental Management Study (PATEMS);
  - funding the Environmental Inspectorate and compliance with the Code of Construction Practice;
  - funding the cost of the traffic order(s) and all other costs relating to joining up public parking spaces on Eastbourne Terrace.
- 4.4.4 It was considered that whilst these proposals do not involve a substantial increase in the amount of office floorspace compared to the existing buildings, they do represent a significant improvement in the appearance of the buildings. It was considered that this would enhance their attractiveness for a wide range of businesses and thereby would contribute towards the regeneration of the area.
- 4.4.5 A single planning application has been approved for the refurbishment of numbers 10, 20 and 30 Eastbourne Terrace, and works are well underway.

4.4.6 Given that the new Crossrail line 1 Station at Paddington is proposed to be located along Eastbourne Terrace, one of the main considerations for Eastbourne Terrace is the effect that the proposals would have on its operation, townscape and various development proposals. The council and owners of the properties on Eastbourne Terrace are particularly concerned over the impact on servicing and access to the buildings, both during build and subsequently. It looks likely that proposals to lower the road permanently, that did receive deemed planning permission on enactment of the Bill, will not be pursued, and the carriageway is therefore likely to be reinstated at its current level following build, with impacts on the adjoining properties and users of the highway consequently minimised.

## **4.5 Enterprise House**

4.5.1 Enterprise House was built by GWR in 1935 as offices and associated uses as part of their major investment at Paddington, and is located on Westbourne Terrace at the corner of Westbourne Bridge. The floorspace at Enterprise House is approximately 4,800sqm. The building is owned by Network Rail but is non-operational and not currently required for any rail-related purpose and has remained vacant for more than 10 years. The market value of Enterprise House is adversely affected by a number of factors. The building adjoins sites safeguarded for Crossrail works and this precludes any short or medium term development proposals for Enterprise House itself. The building is also in a poor state of repair and would require extensive internal and external refurbishment to bring it back into use.

4.5.2 Spacia are the managing agent for the building and due to the above factors are unwilling to consider sale of the site until the aforementioned Crossrail works have been completed. However, Spacia have said that they intend to put the lease for Enterprise House out to market in order to bring the building back into use in the short to medium term.

4.5.3 Enterprise House is within the North West Westminster Special Policy Area which seeks to encourage commercial activity in this part of the City. The council wishes to see the option for Enterprise House to be used for commercial activity fully explored, and would object to proposals to convert the building for residential development. It is understood that Network Rail would like to partially occupy the building, whilst partly letting some space. Work has begun to address the restricted use clause, in place at the time of purchase and enforced by an Act of Parliament.

4.5.4 This building was recently offered for development as part of a package of other sites, however Network Rail have decided not to incorporate it into that programme, and at the time of writing its future remains uncertain.

4.5.5 Whilst Enterprise House is not a listed building, it is of architectural merit. It is also located opposite residential properties at Westbourne Court and at Brewers Court. For these reasons the council would expect proposals to respect the original structure and the surrounding area.

4.5.6 An emerging Creative Industry cluster exists within this part of the City and is an important part of the local economy. Great Western Studios (GWS) occupies a Network Rail owned property on Paddington New Yard (W9) and is an integral part of this creative industries cluster. The facility provides 40,000 sq ft for 140 self-employed artists and creative businesses, producing one of the largest concentrations of creative activity in London.

4.5.7 GWS would be demolished as part of the Crossrail construction process and the Crossrail Parliamentary Select Committee has formally stated that Enterprise House should be

explored as a potential site in which to relocate GWS – another Network Rail owned property. However, on 19 March 2009 an application to relocate to 65 Alfred Road was granted planning permission. It now appears that Enterprise House will be retained by Network Rail for their own use.

## **4.6 Crossrail line 1**

### **Background to Crossrail Safeguarding and Promotion**

- 4.6.1 In 1991 a Bill was submitted to Parliament for the east-west Crossrail scheme however, in 1994 the bill was rejected. Despite the decision not to proceed, the central tunnelled section of Crossrail (west of Paddington to east of Liverpool St) was made the subject of a Safeguarding Direction by the Secretary of State for Transport in October 1991. The main purpose of the Direction was to prevent development that could preclude the future construction of the line.
- 4.6.2 In 2000, with both Underground and National Rail networks suffering record levels of congestion and a resulting decline in service reliability the London east-west routes were resurrected and schemes developed to construct them. CRL submitted its Crossrail Business Case to the Secretary of State for Transport in July 2003 and in response the Government set up a review to assess the proposals. On 20 July 2004 the Secretary of State published the findings of this review and declared that he was confident that Crossrail should proceed and announced that appropriate powers for the construction of Crossrail should be sought by means of a hybrid bill to be introduced in Parliament at the earliest opportunity.
- 4.6.3 The Secretary of State for Transport deposited a Hybrid Bill to Parliament on 22 February 2005 to seek the necessary powers to construct and operate Crossrail Line 1. Appendix 2 shows the proposed route for Crossrail Line 1. The Bill was accompanied by an Environmental Statement, (consisting of a Non Technical Summary, 9 supporting volumes and annexed with a variety of technical appendices). At the same time as the Bill was deposited an updated Safeguarding Direction was issued under the General Development Procedure Order (1995). Accompanying the Direction are plans which identify:
- Limits of land subject to consultation with the promoters of Crossrail line 1 (before granting planning permission)
  - Areas within these limits which are of “surface interest” (areas of possible surface intervention such as ticket halls, ventilation shafts and work sites)
- A revised Safeguarding Direction was issued on 24 January 2008 reflecting changes that occurred during the Bill process. The site which is the subject of this planning brief is an “area of surface interest”, and the safeguarding designation is shown on Figure 7.
- 4.6.4 The council supports any rail project that seeks to improve the quality, reliability and accessibility of public transport and this is set out in the Unitary Development Plan, (policy STRA 20). It has consistently supported the Crossrail proposal, on the alignment safeguarded by the Secretary of State since 1991. However, the council also has clear policies to protect the general amenity of residents, businesses and visitors in Westminster against any adverse environmental impact. Therefore the council petitioned the Houses, seeking amendments to the Bill between 2006 and 2008
- 4.6.5 Royal Assent was obtained on 21 July 2008 and gives the nominated undertaker appointed to construct Crossrail deemed planning permission for the authorised works, subject to the condition that they are carried out in accordance with the planning regime established for the approval of certain matters of detail under Schedule 7 of the Act. Works should begin in 2009, subject to obtained Undertakings and Assurances as shown at Appendix 5, with completion in 2016 and operation programmed for 2017.

### **CRL's Proposals for Crossrail line 1 at Paddington as outlined in the 2005 Bill and Additional Provisions 3 (AP3)**

- 4.6.6 Whilst various other options have been raised by CRL over the last three years, in the absence of a committed, detailed proposal for Paddington's Crossrail station, the outline proposals in AP3 (November 2006) remain the most authoritative. Detailed design work is on-going
- 4.6.7 Crossrail's twin-bore tunnels would pass beneath the surface railway lines that run into Paddington Station. The route will then follow the alignment of Eastbourne Terrace before continuing under Spring Street and Sussex Square in twin-bore tunnels, with rails at a depth of between approximately 20 and 30 metres below street level. At Paddington Station, the permanent works would consist of:
- a new Crossrail station with a new ticket hall under MacMillan House that will have two entrances ; and
  - two new ventilation and emergency intervention structures, one at each end of the station.
- 4.6.8 The new Crossrail station would be constructed under Eastbourne Terrace to provide an interchange with London Underground and National Rail services. The station would link via new pedestrian tunnels to both the District & Circle lines, and the Bakerloo line. Whilst the council encouraged exploration of a direct link to the Hammersmith & City line, it has been shown that this would be at best impractical, due principally to the inadequate dimensions of the H&C platforms onto which the access from the tunnel would rise. Figure 8 shows the general layout arrangements of the proposed station and how it is proposed to interconnect with the main station.
- 4.6.9 The Crossrail station will be constructed by using either boring or by 'cut-and-cover' techniques under Eastbourne Terrace to provide an interchange with London Underground and National Rail services. Streetscape enhancement works would be undertaken, in association with the station ensuring the streets can continue to perform their principal functions – to move pedestrians and vehicles effectively and safely. Above ground will be structures required for ventilation and intervention and structures associated with the entrances including canopies, lifts and stairs. The design of these above ground structures is on-going and will require the approval of the council under schedule 7. The council considers it a particularly important priority that public transport interchanges are made as legible, safe and accessible as possible. The use of Legible London system of 'heads up mapping' signing should be considered.
- 4.6.10 The taxi rank would be removed from Departures Road and reprovided on the Redstar Deck, with vehicular access via a new ramp from the new Bishops Bridge. AP3 confirms that the taxi deck will be retained permanently on the Deck, which is being delivered by the Paddington Integrated Project (PIP), as described at 4.1.12. It will be necessary to ensure that taxis arrive and leave the deck and the Paddington area via appropriate routes to minimise residential disturbance. For this and other reasons it will be important that taxis are not able to access or depart the deck via London Street, but instead all leave the deck by turning right onto Bishop's Bridge and on to the strategic road network to head east into the City and West End. Taxis wishing to travel to the south west may also then be encouraged onto the strategic road network, or could use the gyratory to 'u-turn'.
- 4.6.11 Bus route stands and a bus stop would be temporarily relocated to Westbourne Terrace under current utility diversion proposals.
- 4.6.12 The construction of the Paddington Crossrail station including fit out and commissioning would take approximately five years to complete. The main works would commence after enabling works which would include:

- diversion of public utilities (including the sewer in Eastbourne Terrace), due to commence in autumn 2009;
- relocation of the taxi rank from Eastbourne Terrace to the Redstar deck on the north side of the station, due for completion early 2010;
- modifications to London Underground infrastructure; and
- alterations to utilities within MacMillan House as a result of the demolition works.

4.6.13 Demolition required in order to accommodate the main works would comprise:

- retaining wall and railings (some original) between Eastbourne Terrace and Departures Road
- canopy over Departures Road
- 191-195 Praed Street, and
- internal demolition works within MacMillan House.

4.6.14 Following site set-up, the main construction works could proceed as set out below:

- Installation of the diaphragm walls to form east and west work shafts within the station box eventually forming the two ventilation and escape structures at either end of the station.
- Construction of the south perimeter wall of the station box, which would take place over approximately 16 months, with the carriageway above moved to the north (see 4.7.22 below).
- Boring of the temporary central tunnel between the two work shafts for removal of excavated material through the station and back to the construction site at the Royal Oak rail head. This will be undertaken using the first tunnelling machine to arrive at Paddington from the tunnel eye. The second tunnelling machine reaching Paddington will be disassembled, lifted up from the western work shaft, re-assembled and re-launched at the eastern work shaft to continue its operation eastward.
- Construction of the north perimeter wall of the station box, with the carriageway above moved to the south.
- Excavation in stages to concourse level, intermediate floor level and track level and fitting of a single long island platform. Excavated material from the twin-bore tunnels and station construction will be taken to the temporary railhead facility at Royal Oak, except during the first year while the railhead is built.
- Construction and fitting out of the two ventilation structures and ticket halls.
- Construction of the passages between Crossrail's station and London Underground Platforms would take place during the station box excavation, and occur over a period of approximately two years. At this point, interchange facilities would be created with the Circle and District line, the Bakerloo line, the existing Lawn ticket hall and the Network Rail concourse.
- Potential construction of the above-ground 'light spine' structure along Eastbourne Terrace
- Reinstatement, after construction, of Eastbourne Terrace and Departures Road.

4.6.15 The main construction plant to be used at the worksite would include cranes and machinery for piling and excavation. Other equipment would include compressors, electrical generators and temporary ventilation fans.

4.6.16 The main Eastbourne Terrace worksite would encompass the whole of Eastbourne Terrace and Departures Road, situated between Bishops Bridge Road to the northwest and Praed Street to the southeast. Other worksites would be required at:

- Redstar Deck worksite – for the relocated taxi facility located on the site of the former Redstar building.
- Platform 1A worksite – situated to the north of Bishops Bridge Road and south of the main rail tracks into Paddington station. This worksite would be used for offices and

facilities for construction personnel, and as a laydown area for plant and materials delivered by rail.

- 4-18 Bishops Bridge Road – a commercial office building that may be demolished to make way for a temporary worksite, built on a deck over Platform 1A. However, should the demolition of the building not be required to allow tunnelling (the tunnels are now considered unlikely to interfere with the buildings piles), a decision may be taken to accommodate the temporary worksite elsewhere.
- Circle Line link worksite: 191–199 Praed Street and 19-22 Spring Street (including the adjacent pavement) – this area would be used to construct the piled box accommodating the access stairs and lift.

4.6.17 Materials would be delivered by road to the main worksite as they are needed, as the worksites have limited storage capacity. Following construction of the twin-bore tunnel from Royal Oak portal, excavated material would be transported through the tunnel westward to the Royal Oak worksite for removal by rail. Prior to this, excavated material would be removed by road.

4.6.18 Entry to and exit from the main worksite would be along Bishops Bridge Road and the A40. Access to the southeast end of the main worksite would be via Spring Street for emergency and occasional access. Construction vehicles for the Platform 1A worksite would use the existing access and egress points on Bishops Bridge Road and Orsett Terrace. The Platform 1A site would be used primarily for offices and the storage of materials delivered by rail, so access would be such that mainly light vehicles would be required. The implications of construction traffic exiting onto Orsett Terrace, and the existing weight restriction on Ranelagh Bridge require further consideration.

4.6.19 Pedestrian and vehicular access along Departures Road and Eastbourne Terrace would be restricted during construction, but with one lane in each direction for public traffic use maintained using a combination of the two roads. During the peak period of construction, approximately 100 lorries per day would access the Paddington station worksites.

#### **Key Issues and Impacts of Crossrail line 1**

4.6.20 In principle the City Council supports the development of Crossrail line 1 and considers the specific benefits at Paddington to include:

- A direct link to Heathrow Airport from the City and the West End, helping to mitigate the adverse traffic impact of Heathrow Express at Paddington, by reducing the volume of interchanging passengers and taxi traffic at Paddington;
- Stimulating further regeneration and development particularly in the PSPA;
- Encouraging greater use of public transport, including new opportunities for journeys to and through Central London.

4.6.21 Notwithstanding the above, a project of this scale will inevitably cause major disruption during the construction period and will have its own consequential impacts on the setting of the Grade I listed station and other listed buildings, the design and townscape of the area, demands on transport interchanges and servicing at Paddington Station, effect on amenity of residents and the surrounding area, environmental impacts and the development of other proposals and sites. Now that the parliamentary process is complete, and the Act granted Royal Assent, officers have an established legal and functional position to work with. Schedule 7 allows officers to comment and require changes to detailed matters.

4.6.22 The council used earlier drafts of this brief as part of its petitioning strategy to the Crossrail Select Committee, through the House of Lords, and in negotiations to finalise Crossrail's undertakings and assurances. The Crossrail Act received Royal Assent on 21

July 2008 and undertakings and assurances made include requiring the nominator to have regard to the provision of Planning Briefs, where they are relevant, when preparing technical submissions under the Act (including under the heritage deeds and Schedule 7) save that:

- in relation to submissions under schedule 7, this only applies so far as those provisions are relevant to the permitted grounds of refusal
- the council has properly had regard to any observations or concerns expressed to it as relevant to Crossrail
- the provisions do not apply to applications under conditions imposed by a direction under paragraph 2, schedule 16 with respect to the batching plant at New Yard.

4.6.23 This adopted planning brief therefore forms an integral part of the requirements in the development of Paddington station, and as a material consideration in the determination of any planning or listed building consent applications for the sites addressed.

4.6.24 In summary the council's main concerns include:

- the impact on the Grade I listed Paddington Station and surrounding townscape and public realm;
- the interface and timing of different development scenarios involving in particular CRL, Network Rail and Hammerson with consequential impacts on delivery of transport benefits to the London Underground Hammersmith & City line station;
- the operation of Eastbourne Terrace for vehicles, buses and pedestrians both during the construction of Crossrail and its subsequent operation. (Discussions are being held with TfL in relation to the provision of bus stops / stands and turning of buses);
- the impact of advanced works and main construction on the amenity of surrounding residential premises (especially at Brewers Court) and on the environment;
- the impact of advanced works and construction on operation and design of local highway network;
- impact on servicing, access and emergency egress, relocation of waste collection, and relocation of a significant proportion of Macmillan House accommodation and alternative, operational, station car parking and pickup/set down during and post-construction.

Some of these impacts are picked up in detail below and, as far as possible, the other issues have been considered in more detail in Sections 5 to 9 of this brief.

4.6.25 The Eastbourne Terrace worksite would occupy Eastbourne Terrace and the Departures Road, however one running lane would be retained in each direction situated on either Eastbourne Terrace or the Departures Road depending on the progress of the works. The council believe that these lanes should be adequate for buses, in order to facilitate transfer between buses and the station and to avoid the traffic and amenity impacts of diverting buses to adjacent residential streets. Proposals should address the need for bus stands in the wider area as it is still not clear how the proposals will provide for the increasing demand for bus stops and bus stand space on Eastbourne Terrace and adjacent areas and the conflict with the existing pedestrian use of these footways. The introduction by TfL of articulated or 'bendy' bus routes (436) has also exacerbated this situation. CRL have advised that the operation of the worksite would for a time necessitate the closure of both Cleveland Terrace and Chilworth Street at their junctions with Eastbourne Terrace, but in every event it will be essential to ensure disruption for road users is minimised. Enhanced facilities for interchanging passengers will need to comply with the "*Intermodal Transport Interchange for London Best Practice Guidelines*" (Jan 2001)

- 4.6.26 CRL propose that a small area of London Street would be set aside for setting down and picking up by private car. Alternatively the former Arrivals Road could be considered although this would be unsatisfactory if taxis used it in significant numbers. Any proposals for London Street should however, be considered in respect of development proposals for the St Mary's Hospital site and should not blight its future development in terms of proposals for the redevelopment of St Mary's. Furthermore the council is concerned over the impact of the proposed works on the operation of St Mary's Hospital, particularly in respect of the impact from noise and disturbance. CRL should ensure that the operation of the hospital is not prejudiced by the Crossrail development and that safe and convenient access for emergency vehicles and patients is maintained at all times.
- 4.6.27 Without a direct link to allow direct interchange between Crossrail and the Hammersmith and City line, passengers interchanging between the two lines will have to utilise the station concourse and country end footbridge, further eroding the station's ability to provide civilised main line rail travel. Whilst the council is disappointed that it would appear technically unfeasible at this time to provide such a link as part of the Crossrail project, the need for future provision to be safeguarded is noted. .
- 4.6.28 The advance works for Crossrail also include the diversion of utilities apparatus from Eastbourne Terrace. The diversions would involve works to relocate services to Westbourne Terrace and Cleveland Terrace which raises concerns over potential impacts on residential amenity and transport in terms of the likely affects on noise and disturbance, and the operation of the local road system including impacts on bus stops and parking facilities along Eastbourne Terrace and traffic connecting with A40(M) (Westway) at the Paddington ramps. To minimise disruption, new services should be installed and brought into use before any changes to traffic routes made necessary by construction of Crossrail, which may well increase traffic flow along Westbourne Terrace.
- 4.6.29 The proposed location for the main worksite is Eastbourne Terrace, including the Departures Road. The box structure for the station would be excavated within this worksite. CRL have advised that the excavated material would be transported to the Paddington New Yard site by road for part of the of construction period. The impact that the transportation by road would have is considered in more detail in Sections 5 and 7 of this brief. A separate planning brief has also been prepared to deal with the implications of Crossrail line 1 on the Paddington New Yard site
- 4.6.30 Whilst the Act sets out a proposed scheme for Paddington, it is acknowledged that this is unlikely to be the final scheme design for the Crossrail works at Paddington. Following discussions with CRL it is evident that proposals are continually evolving and that there are often a number of options being discussed. Paddington Station is a Grade I listed building making it one of the most important historic buildings in the country and of exceptional interest. The council will therefore seek to use all powers available to ensure that CRL's proposed works do not have an unacceptable impact upon the historic status of it. In order to ensure a consistent and holistic approach to considering proposals for works at Paddington the council will take the view that all works require listed building consent in the normal manner unless CRL can demonstrate that the Act disapplies the requirement for such statutory consents. Where this requirement is disapplied the council has required CRL to enter into a Heritage Agreement, as agreed by the House of Commons Select Committee, which will allow the council to have due consideration in heritage terms of the Bill works. The council has entered into five heritage agreements relating to the station: Mitigation of settlement; London St Deck; Macmillan House; Praed St Underground station; and Departures Road.
- 4.6.31 The existing wall, railings and canopy which separate Eastbourne Terrace and the Departures Road, form part of the Grade I listed curtilage of Paddington Station. The council in accordance with PPG15, consider that these elements of the station should be

retained by CRL in any development proposals for Eastbourne Terrace / Departures Road.

- 4.6.32 During the Parliamentary process of the Crossrail Bill, (now an Act), safeguards were negotiated by all affected Local Authorities to minimise the impact of construction works. There are binding Environmental Minimum Requirements (EMR), and that the Nominated Undertakers and their contractors must adhere to, for example a Construction Code of Practice. This information is available from Crossrail through their helpdesk or web site

#### **4.7 4-18 Bishop's Bridge Road**

- 4.7.1 Built in the 1930's by the Great Western Railway as a parcels office, the existing building comprises basement, ground and 5 upper floors totalling around 5,400sqm. The building is located on the north side of Bishops Bridge Road opposite the junction with Eastbourne Terrace, and stands on a deck over platform 1A. With the exception of a small retail unit on the ground floor, the whole building is occupied as offices with ground floor garage parking.
- 4.7.2 There are no extant planning permissions for this site. Although outline permission was granted in 1997 for a new basement, ground and 6 upper floor office building, it was never implemented and has now expired. The site is within the Paddington Special Policy Area.
- 4.7.3 CRL did intend to demolish the building and drill out its piles in order to allow the passage of the Crossrail tunnel boring machines. The site would then have been incorporated into the Platform 1A site by building a deck over the platform to the footprint of the existing building. This would have created space to provide:
- replacement delivery bays for those lost from Departures Road during construction (including the "Rail Gourmet" access road) including:
    - 3 large rigid vehicle bays
    - 8 large box van loading bays
    - 3m wide loading and off-loading area
    - 2 heavy duty servicing lifts and stairs
    - area for compactor, skip and space to store waste
    - area for the delivery of bentonite (used in the concreting of Crossrail)
  - Two police parking bays replacing those lost from Departures Road
  - Paddington station's refuse compactor (emptied each evening)
  - Bentonite tanks and associated servicing bay
- 4.7.4 The operating procedure for servicing the station would be:
- Vehicles are driven onto the deck and reverse against loading area
  - Goods are off-loaded into trolleys (which could be motorised)
  - Trolleys are taken down to platform level in one of the servicing lifts, then taken along platform 1 to the retail units
  - Vehicle manoeuvres in the servicing area appropriately managed.
- 4.7.5 It is now clear that the piles are not so deep as to conflict with the proposed trajectory of the tunnel boring machines, and it may not be necessary to demolish the building to allow their passage. The servicing of the station during closure of Eastbourne Terrace is still required, however, and other sites such as the Royal Mail building are being considered.
- 4.7.6 Should 4-18 Bishop's Bridge Road require demolition, the loss of the existing building and the operation of the servicing area would need to be carefully considered, particularly in relation to the adjacent residential building (Brewer's Court – 80 flats). Both the fact that

4-18 Bishop's Bridge Road currently has a role to play in screening the residents from the railway, the much increased number of vehicular movements around the open rear of the block, and the likely increase in noise will need to be effectively mitigated against in respect of the local residents. Refer to relevant assurances, particularly 588 and 594 at Appendix 5.

- 4.7.7 The Crossrail Act does not grant permission for any replacement building (or Over Site Development – OSD), once Crossrail works are complete on this site. This would be the subject of normal planning procedures, and be determined with regard to UDP/LDF policies, in particular the PSPA or replacement policies.
- 4.7.8 The existing business has occupied the building for many years, and it may be that they would wish to return. A replacement Class B1 use would be appropriate in this location, although a more substantial, active, public ground floor use would be welcomed. Residential, retail, public leisure or community facilities are all uses that have potential to be acceptable.
- 4.7.9 A core consideration when determining the application for a replacement building and use would be its potential impact on the residents and buildings at Brewers Court. In relation to the intermediate use described above, Brewers Court is a very sensitive location. For example, whilst it has double-glazing at the front, windows are single-glazed to the rear. The council is very concerned to ensure that noise disturbance from building works themselves and from the use of the new building including pedestrian and vehicular access and egress are kept to an absolute minimum. The replacement building will need to be very carefully designed then, not only to ameliorate potential noise disturbance, but also to consider day and sun lighting to Brewers Court.
- 4.7.10 The building would also need to have consideration for the continuing Network Rail activities below, including car parking and other services, and railway activities themselves. It would also need to physically relate to Brewers Court and Enterprise House in terms of height. In excess of a median 6 storeys - approximately 24-27m - is unlikely to be appropriate, although a taller element at the eastern end may help to satisfactorily close the view up Eastbourne Terrace.

#### **4.8 55-65 North Wharf Road**

- 4.8.1 55-65 North Wharf Road is located immediately to the south of Bishops Bridge Road, on the north side of Paddington Basin, opposite the Paddington Triangle site and within the Paddington Special Policy Area. On 10 January 2008 the Planning and City Development Committee granted permission, subject to S106, for the replacement of the existing commercial building with two buildings, one residential with ground floor retail or restaurant, and one for offices. A lift and stairs are proposed to allow pedestrian access onto Bishop's Bridge from the towpath.

#### **4.9 Bishop's Bridge (Long Term Vehicular Access)**

- 4.9.1 As a consequence of the Heathrow Express Railway (HER) Bill 1991, negotiations on options to improve vehicular access to cope with additional traffic led to the City of Westminster petitioning the promoters (then British Rail and British Airways Authority) into accepting a parliamentary undertaking to devise a new highway layout. The HER Parliamentary Undertaking to address the Long Term Vehicular Access (LTVA) required that the vehicular arrangements of the station be focused on the strategic road network with satisfactory facilities for all forms of vehicular transport to be accommodated. The primary requirement related to taxi movement as some 47% of HER passengers were forecast to use taxis at Paddington Station. The strategic road network is defined as the A40 (M) Westway, Harrow Road, Edgware Road (A5), Bayswater Road (A40), Sussex

Gardens, and Lancaster Terrace in the Paddington Area. The main secondary routes are Bishops Bridge Road, Westbourne Terrace and Gloucester Terrace.

- 4.9.2 Due to the timetable set as part of the parliamentary undertaking it became apparent that a phased approach to resolve the LTVA at Paddington Station was required. In January 1998 the interim vehicular access scheme was therefore implemented using the Departures Road to provide taxi set-down and pick up facilities for the station. This included directing southbound vehicle flows towards Praed Street along the Departures Road and enabled the concentration of station related vehicle approach flows to be directed towards the strategic road network. This has been regularly monitored and amended as appropriate. These changes have resulted in a more efficient taxi operation at the station and a higher throughput of taxis along the Departures Road.
- 4.9.3 Following further development and acceptance of the impact of Terminal 5 the LTVA scheme was extensively examined in terms of operational capacity within the station, at the Bishops Bridge junctions and on the wider highway network. The analysis resulted in a major highway scheme, which included the widening of Bishops Bridge Road over the operational rail tracks and over the canal. This scheme was approved by the Transportation and Highways Committee in October 2000 and included widening Bishops Bridge Road between Harrow Road and Eastbourne Terrace to 5/6 lanes requiring the replacement of the existing Bishops Bridge Road bridges. The existing bridge was closed on 11 January 2004 and the replacement bridge opened on 14 June 2006.
- 4.9.4 The approved LTVA scheme also included the provision of a "U-turn" via a tunnel for taxis back along Eastbourne Terrace and the signalisation of the Harrow Road gyratory. The taxi tunnel has subsequently been superseded due to the Crossrail proposals. An "at grade" U-turn for taxis from the Departures Road into Eastbourne Terrace, was implemented in early 2007 in order to satisfy the requirements of the HER parliamentary undertaking. The signalisation of the Harrow Road gyratory has not been implemented as there is an alternative proposal to realign the gyratory to allow the construction of a street sweepers depot under the A40, and accommodate taxi overflow, and a pedestrian/cycle crossing. These measures are currently in preliminary design. Implementation is currently programmed to commence in October 2009 with completion in September 2010. These measures are being kept under review as part of the PATEMS study, although a new depot is required to be operational by Autumn 2010.
- 4.9.5 The bridge has been designed to accommodate a future ramp from bridge to Redstar Deck. This is considered to be the preferred solution in meeting the LTVA requirements as it provides a north-east access solution to Paddington Station, and concentrates vehicle movements onto the strategic highway network. Its provision is fraught with complications, however, including the need to ensure that it is permanently compatible with the existing deck, including taxis queuing to service the station; the design and build of the new Hammersmith and City Line station; and then the design and build of the building over the 'Triangle Site'. Paragraph 4.1.11 above explains the current PIP proposal.
- 4.9.6 In November 2001, planning permission for Terminal 5 at Heathrow Airport was granted, subject to strict conditions. Given the council's concerns over traffic generation at Paddington Station the Secretary of State imposed a condition that the number of passengers carried in any calendar year on the HER shall not exceed 12.9 million passengers per annum without the approval of the local planning authority (i.e. London Borough of Hillingdon) who shall not give permission without first consulting Westminster City Council. The LTVA scheme as currently constructed caters for the traffic generated by a throughput of 12.9 mppa on HER, by providing space for approximately 80 taxis, although this will need to be reviewed if this figure is exceeded, and in the event of any future capacity, terminal or runway expansion of Heathrow. In February 2008 the council

submitted a formal objection to the Department for Transport's consultation on a proposal to provide a third runway and sixth terminal at Heathrow, including uncertainty over implications of increased passenger demand at Paddington Station.

#### **4.10 Paddington Business Improvement District (PBID)**

- 4.10.1 Developments around the station should aim to provide further catalysts for the regeneration of Praed Street, one of seven District Shopping Centres in Westminster. Praed Street is the focus of Paddington Business Improvement District (BID) which was established following a successful ballot of more than 350 businesses across 36 streets in the Paddington area in February 2005. It aims to promote security, cleanliness and the wide-ranging regeneration of the area and provide a contact-point for those involved in the regeneration of the area.
- 4.10.2 Delivered by Paddington Waterside Partnership, Paddington BID will raise over £1.6 million to spend in Paddington during its first four year term, which commenced in April 2005, by collecting a 1.5-2% levy on business rates amounting to c.£320,000 each year. It delivers projects which bring more customers to the area and encourages tourists to stay and spend their money in the area. It aims to re-position Paddington as a leisure destination and eating-out quarter, surrounded by a strong commercial and residential environment. Whilst the BID is about creating a step change in people's perceptions of Paddington it is also about creating a strong business voice for the area. Paddington BID In October 2008 businesses voted to renew the BID for a further four years, to March 2013

## 5 Traffic and Transportation Considerations

---

- 5.1 The council as Highway Authority has a responsibility to ensure the efficient operation of the highway network in Westminster for all users, including during for example disruption through road closures to enable development. This section attempts to deal with the impacts of the various proposals on traffic and transportation in the area in a generic manner. Given the complexity and number of proposals outlined in Section 4, each of which have their own implications, this section can not be exhaustively prescriptive and, as such, this section only attempts to deal with the main issues. More detailed consideration has been given to the impact of Crossrail line 1 given that this is a current proposal, although the Code of Construction Practice enables a process to plan and monitor impacts on the highway network.

### **Transport Assessments**

- 5.2 In all development proposals the City Council will require the submission of a full detailed Transport Assessment (TA). This should address impacts during construction as well as long-term operational impacts. Policy TRANS 14 and Appendix 4.1 of the UDP sets out the information that the council would expect the TA to include. In respect of the Crossrail line 1 proposals the council is concerned to ensure that it also has the following detailed information in order to make a thorough assessment of the impact of the proposed works:
- Full details of construction traffic routes to and from site, site servicing arrangements for all affected buildings and the cumulative impact of other Crossrail sites and developer activity for the duration of the project. Consideration should be given to potential reuse of materials during the construction cycle, and the removal of waste and recyclable materials following occupation
  - Details on existing and proposed pedestrian and vehicular flows in and around the environment of the entire planning brief site (the City Council would expect developers to use the VISSIM and LEGION or similar modelling techniques). Including reference to the LEGION models that will inform the Public Realm Study
  - Details of work site layouts and what effect these will have on the displacement of pedestrians, changes to the flow of traffic, road closures (both temporary and permanent)
  - Cumulative impact and interaction with other Crossrail line 1 worksites as well as other developments in the area i.e. LTVA and other developments in the PSPA
  - Traffic safety audits for both construction and operation phases to include accident data and predictions
  - Operational effects of long-term use on pedestrians and traffic, projected passenger usage displacement from other lines, growth etc.
  - Effect on existing bus routes including potential changes during construction and any operational changes. The wider need for bus facilities should be identified through the assessment of proposals
  - Impact on parking provision at the site, including drop off, along the construction traffic route and as part of the long-term operational uses
  - Details of the integration of public transport modes
  - Assessment of how the impact of the removal of the extension to the congestion charging zone will affect the construction and operation of Crossrail line 1
  - Assessment of long-term uses in respect to relevant policies in the UDP which deal with access, road safety, servicing, car parking, proximity to public transport, environmental impacts, pedestrian safety, cycling and road improvements
  - Consideration of the use of the canal as a means of transporting materials and waste from the sites.

#### **Paddington Area Transport Study 4**

- 5.3 In 1997 the council and London Transport Planning (now Transport for London, TfL) jointly commissioned the Paddington Area Transport Study (PATs). The study appraised the individual and cumulative impacts of a series of commercial and transport developments in the area on the public transport system, identified potential mitigation measures and provided the base for the Section 106 contributions for developments to be assessed. This study has been regularly reviewed with the most recent version (PATs 4) updated in July 2006. The issues arising from this study are therefore an important material consideration in all of the development proposals outlined in Section 4.
- 5.4 The July 2006 study concluded that:
- there are likely to be significant capacity problems at both Paddington and Edgware Road Bakerloo and Hammersmith & City underground stations, although Crossrail and various proposed improvements could relieve these problems;
  - Line capacity is most constrained on the Bakerloo Line (southbound). Proposed line improvements and Crossrail would relieve these problems.
  - There is scope to enhance the bus network to provide greater accessibility and capacity.
- 5.5 The results of this study were incorporated into the council's petitioning strategy in relation to Crossrail.

#### **Impacts of Crossrail line 1**

- 5.6 CRL's proposals for construction and long term use of the site have been outlined in detail in Section 4.7 of this brief. In respect of their impact on traffic and transportation in the local area as stated in paragraph 5.2, the council would expect CRL to provide a full Transport Assessment to ensure that the identified impacts are fully considered and that mitigation measures are developed. The information submitted with the Bill is however, not in sufficient detail to allow a full and proper assessment of the impacts to be made. In summary the main issues concern:
- the operation of Eastbourne Terrace;
  - the operation of the Departure's Road during construction of the station box and following completion of the station box (particularly if taxis are relocated back to the Departure's Road, if traffic operation allows);
  - the operation of Praed Street as CRL have indicated that they would use the 'cut-and-cover' method to construct the new tunnel link between the Crossrail station and the Circle and District Line platforms. The council are concerned over the adverse impact of the construction of this link and seek to ensure that mitigation measures are implemented. The substantial narrowing of the roadway and footway at this location is of particular concern especially with regard to access for emergency vehicles. Special consideration should be given to the already problematic junction between Praed Street and London Street, and between London Street and South Wharf Road.
  - the impact of diversion of traffic and bus stands from Eastbourne Terrace;
  - the relocation of taxis to the Redstar Deck;
  - the operation of public buses;
  - the impact of construction traffic routes;
  - the need to maintain good pedestrian connectivity at all stages of development;
  - safeguarding of the Heathrow Express rail link;
  - ensuring direct access to the Hammersmith and City Underground line;
  - ensuring no use of HGV's on Platform 1A
  - Ensuring emergency vehicle access is maintained at current levels to St Mary's Hospital.

- 5.7 In terms of highway operations the advanced works along Eastbourne Terrace, i.e. services diversions, will affect the operation of Eastbourne Terrace as well as passenger set down and pick up and station deliveries before they are transferred to the Redstar Deck. The council is particularly concerned over the effect that the Crossrail line 1 proposals would have on bus operations along Eastbourne Terrace given that this provides an access for a number of bus routes with several bus stops and space for buses to temporarily stop out of service. Crossrail's objective for traffic management during construction is to provide bus routes and stops as close to Paddington as reasonably practical whilst having regard to the safety of bus passengers and crews, as well as other road users. This objective is shared by the council, who wish to be closely involved in its development.
- 5.8 Eastbourne Terrace also provides a number of car parking bays. Full consideration should be given to the impact of proposals on these services, an account of which should be included in the Transport Assessment along with any mitigation measures that could be implemented. The assessment should also take account of any proposed road closures and the impact that any operational changes would have on the secondary highway network. Measures have been put in place to restrict buses using the routes between Eastbourne Terrace and Westbourne Terrace, and restricted turnings from Bishops Bridge Road into Westbourne Terrace have been enforced. In order to protect the residential amenity of the properties along these secondary routes, the council will seek to ensure that CRL do not alter this arrangement. It is therefore of major concern to note that CRL are proposing to relocate bus services and bus stands to Westbourne Terrace and the council requires full details of these proposals to be submitted in order to make a proper assessment of the likely impacts.
- 5.9 CRL now intend to move the taxi operation permanently to the Redstar Deck. This facility would be for taxi services only and whilst CRL have implied that some station servicing and private vehicle set down could be located on London Street this has not been clarified. The use of London Street does give cause for concern as it is not in accordance with the objectives of the LTVA proposals to direct traffic to the new section of Bishop's Bridge Road towards the strategic road network. The details of the taxi deck layout, ranking capacity, and the relocation of other services from the Departures Road has not been demonstrated to be acceptable to either the council, Network Rail, TOC's or Heathrow Express. A satisfactory resolution between all parties therefore needs to be obtained, based not least on an updated prediction of future (currently 2017) demand.
- 5.10 The deck will require provision for passenger links to and from the station concourse. Details have not however, been presented to either the City Council or Network Rail for review and discussion. The council would expect CRL to provide passenger connections for all users and provide good links with the platforms and concourse of the main station. CRL should discuss feasible options as soon as possible with Network Rail to ensure compatibility.
- 5.11 CRL's proposals show that pedestrian links will be provided between the existing main station concourse adjacent to the Departures Road and the Crossrail Station Box. Details of passenger flow numbers and desire lines would change with respect to the interchange between services at Paddington Station as a result of Crossrail line 1 and the new developments within the PSPA. LEGION pedestrian models have been produced by CRL on the existing and proposed (2016) development scenarios.
- 5.12 The modelling shows that whilst Crossrail offers some relief to congestion within the Lawn and Platform 1 areas compared to that of the base assumptions, the am and pm peaks still show significant congestion within these areas which is of concern. It is important that the impact on pedestrian flow within the station as a result of the closure of the Departure's Road accesses during the construction of Crossrail is also modelled. Given the level of

congestion shown across the Lawn on the base assumption models the impact of the closure on the Arrival's Road access during construction is of major concern. The models also show congestion along the footbridge connecting passengers to the Hammersmith and City Line. Maximum practical congestion relief should be given to the mainline station by making direct passenger interchange links between railway modes.

- 5.13 The modelling also reveals that further and urgent consideration should be given to the amount and location of retail activities on the lawn, some of which are causing obstruction and congestion. Differentiation between retailing and provision of passenger information and services is required in order to address the degree to which these activities are exacerbating the congestion in the Lawn area, which is of major concern in terms of pedestrian / passenger movement and impact on the listed building.
- 5.14 Predicted increases in passenger numbers using Paddington Station would place additional demand on the Hammersmith and City Line and as such the council remains concerned that the omission of a direct paid-side link may not result in a satisfactory passenger environment within the station.
- 5.15 Platform 1A currently provides some long-term car parking at Paddington Station. As CRL are proposing to use this as a works site for offices and storage it will be expected that alternative car parking facilities are provided for the duration of the works.
- 5.16 CRL have been developing long term proposals for the Departures Road to reflect the static requirements of the current Departures Road. Given the limitation of the existing arrangements the council would however seek , in association with the undertaking 52 to ensure that the long term proposals comply in full with the LTVA objectives and this would need to be developed with the council. Proposals will need to be fully assessed in terms of the operation of junctions, management of the Departures Road, signal analysis (TRANSYT), vehicle swept path analysis, and in terms of maximising the opportunities afforded by the removal of taxis from Departures Road to accommodate some of the functions lost through the narrowing of Eastbourne Terrace.
- 5.17 Overall it is considered that CRL need to provide further clarification in respect of the issues outlined above which deal with a number of pedestrian and vehicle interfaces. CRL should demonstrate that mainline station operations are maintained at a satisfactory level and that the impact of traffic movements on the secondary road network is minimal.

#### **Paddington Area Traffic and Environmental Management Study (PATEMS)**

- 5.18 The Paddington Area Traffic and Environment Management Study (PATEMS) is a study commissioned by the council (funded by developers) on the effects of the additional traffic generated by the PSPA sites, the Heathrow Express and Crossrail line 1. A more detailed account of PATEMS is given in the PSPA factsheet. In summary PATEMS has been used to identify the impacts of development proposals as well as identifying a range of suitable traffic and environmental management measures to reduce the impacts. The study has also developed an evaluation framework to assist in negotiating a suitable package of measures for implementation based on environment and townscape, safety, accessibility, traffic and parking criteria. The council will expect contributions towards PATEMS in all of the development proposals outlined above, including Crossrail line 1.
- 5.19 Consultation on the latest review of PATEMS is due to commence in July 2009 to enable decisions on future priorities to be made later in the 2009/10 financial year.
- 5.20 TfL are producing a study into Complementary Measures for CRL stations. That will assist prioritisation and coordination of transport and particularly traffic projects in the station area.

### **Pedestrian Access**

- 5.21 The main pedestrian access to Paddington station is currently via the Praed Street Ramp, the Horse and Clock Arches (accessed from the Departures Road) and from the canal. All of these access routes to the station are required to be maintained during construction of future development proposals. Proposals should also take account of projected pedestrian demands in developing schemes.
- 5.22 The council is particularly concerned with regards to maintaining some form of access from Eastbourne Terrace to the main Paddington Station concourse through Macmillan House. Redirecting pedestrians only through the Praed Street Ramp or Horse Arches would be unacceptable.
- 5.23 Provision also is due to be made for pedestrian access between Paddington Basin and the Redstar deck, preferably adjacent to the new canal bridge although the precise location will depend on how pedestrian flows will interface with the forthcoming taxi movements and PIP infrastructure.
- 5.24 Pedestrian access between the hospital and station will need to be via the towpath. Allowing access from London Street/South Wharf Road, could lead to conflict between emergency vehicles and taxis, and result in more taxis running through local residential areas. It is essential that the needs of pedestrians accessing the station are paramount in considering the future of the towpath and the deck.
- 5.25 The public realm in and around the station can be illegible to pedestrians. Signage should be consistent and up to date. Consideration should be given to introducing TfL's Legible London 'heads up' mapping and way finding system across the area.

### **Medium Term Access**

- 5.26 In 1997, PATS identified a need for better access from the Paddington Central (formerly Goods Yard) and Paddington Basin development sites to the Hammersmith and City Line Underground and mainline station. The existing access to the platforms from street level is inconvenient, unlit and has steps. The four key players with an interest in improving the access to the station are Network Rail who own and operate Paddington Station, London Underground who operate the Hammersmith & City line, Development Securities who own the Paddington Goods Yard site, and British Waterways who maintain the canal.
- 5.27 Network Rail have designed a scheme called the 'Medium Term' access which provides a new step free access from the canal towpath to the underground ticket office with lifts down to the underground and suburban mainline platforms. The scheme would link the canalside paths and routes leading into the Goods Yard and Basin developments which have provided a new pedestrian bridge over the canal. The scheme was designed to be implemented independently of Network Rail's proposals for Phase 2 and LTVA. It is called the 'Medium Term' access scheme as it was acknowledged that it may eventually be superseded by the old Phase 2 proposals.
- 5.28 The council agreed to only partially implement this scheme as the improvements to the Hammersmith and City Line ticket hall would require a substantial amount of funding and that this would potentially be premature if the Phase 2 proposals went ahead. Development Securities have provided level access between their site and the ticket hall and European Land & Property (ELP, formerly Paddington Development Corporation Limited) have fulfilled part of their obligation by providing access via a new bridge adjacent to the Point building and access to the Paddington Goods Yard site. Notwithstanding this ELP have faced major impediments to fulfilling their obligation to provide an access through the canal wall to the Hammersmith and City Ticket Hall. It is hoped that a suitable,

direct, legible, safe and as far as possible accessible, pedestrian route from station to canal will be delivered as part of the PIP project.

### **Intercity Express Programme (IEP)**

5.29 IEP is now integral to the Government's priorities for rail in order to meet growing demand and targets for improved performance, capacity and lower environmental emissions. A strong business case has been identified for the introduction of a replacement and higher capacity fleet on the Great Western Main Line. The solution is likely to be a dual powered train (electric and self-powered), requiring all trains to run on electricity into longer Paddington station platforms. The programme aims to introduce the new fleet in around 2014, and prior to this, longer platforms are likely to be needed in order to accommodate longer trains. This, and increased passenger numbers in turn are likely to result in the need to maximise concourse space.

5.30 Key issues will include:

- provision of overhead electrification equipment on all platforms
- alterations to platform length, width, and even rearrangement
- management of passenger movements
- links to other transport facilities (CRL/LUL/taxis/cycles etc)
- impact upon station retailing/catering

When developing the required changes, the council expects the Department for Transport and Network Rail to take account of the policies and approach set out in this brief, and in the Network Rail conservation masterplan.

### **Congestion Charging**

5.31 The council remains opposed to the original congestion charging scheme and also objected to its proposed extension. Nevertheless, the extension came into force on 19 February 2007. On 27 November 2008 the Mayor announced that, based on the results of the public consultation, he will begin the legal process required to remove the Western Extension of the Congestion Charging zone. This process is likely to take until 2010, and we may then expect changes to traffic and congestion levels (both increases and decreases) on various key streets in the area.

### **Coach Parking**

5.32 Coach tour companies pick up and drop off in Paddington. It has come to the council's attention that the Hilton Hotel is being used unofficially as the pick-up/drop-off point, causing non-residents to loiter around the lobby and forecourt, sometimes littering. This is accepted as being incompatible with the running of a quality hotel, and the council is committed to assisting the coach companies to respect this private property by endeavouring to identify a suitable alternative loading point.

## 6 Conservation, Urban Design and Public Realm Considerations

---

- 6.1 Paddington Station is a Grade I listed building making it one of the top 1.4% most important historic buildings in England. The general policies concerning listed buildings are set out in Chapter 10 of the UDP and are aimed at securing the preservation and enhancement of all listed buildings. Any proposals for works to Paddington Station and within the listed curtilage must therefore incorporate these policies and meet their aims. The standard of repair and restoration of the Phase 1 works to Paddington Station have set a benchmark that the council will seek to ensure is maintained, and enhanced where possible.
- 6.2 Given the amount of construction activity around the stations it is proposed that the landowners, Paddington Business Improvement District, Transport for London, Network Rail, Crossrail Limited, English Heritage and the council should jointly review how the public realm is to be designed and managed over the next decade, and implement an agreed scheme. The council will lead on these strategies, in its role as Local Planning Authority in association with works to the station (eg. when listed building consent is required and the UDP/LDF are applied), and in its role as Highway Authority in association with works to the external public realm (eg. when applying English Heritage's *Streets for All* guidance in drawing up a Public Realm Strategy). The council's adopted Public Realm Strategy (2003) should be the primary reference document. The 2009 strategy will take account of how all the various construction works in the vicinity will impact on the neighbourhood, and how to mitigate against the impact upon the public realm, whilst informing decisions within the tighter area shown on the plan at Figure 5. The strategy will be made available on the council's website.
- 6.3 The tallest element of the Phase 2 proposal measured 75m above canal level. Given the high quality design of adjacent buildings the council considers that any high building on this site would need to have landmark status. Other development proposals in close proximity to this site should therefore not prejudice the views of this building and undermine its landmark status. Policy DES 3 of the UDP seeks to protect and enhance Westminster's townscape, historic character and skyline and will only permit high buildings in exceptional circumstances. The resolution to grant permission for a high building over Paddington Station should not therefore be seen as a precedent for developments on adjacent sites. In all developments local views should be protected or enhanced by proposals. Key views into and out of the planning brief site must be given careful consideration. Regard should be had in particular to views of the site from the viewpoints listed in Appendix 3.
- 6.4 The development proposals listed in Section 4 should take into consideration the impact that they would have on the setting of the group of listed buildings centred upon the Grade I listed Paddington Station, including all four spans, the hotel, administrative offices and the Mint Wing (see Figure 5a). In accordance with policy DES 10 the council, where it has control whether by the Schedule 7 of the Crossrail Act 2008 process or listed building consent mechanisms, will not agree any proposals that would adversely affect the immediate or wider setting of the building or the spatial integrity or historic unity of the listed group of buildings. This is particularly important for CRL to note in their development of the Crossrail Line 1 station and taxi deck alterations (including any eventual superstructure) as they should be designed to be contextually complementary to the existing listed buildings. The functional desirability of a canopy over the proposed taxi deck is clear, but its design needs to evolve from a coherent approach to the design of all structures proposed around the station.
- 6.5 It is recognised that the Crossrail station would be located outside of the listed curtilage of Paddington Station. It will, however interface physically and visually with the Grade I listed building. Although there is potential for a world class architectural statement, given the

procurement and other complexities it would probably be expedient to pursue crisp, neutral but unassuming structures that do not visually compete with the stuccoed western range of the Station. CRL's preferred option of retaining Eastbourne Terrace at its current grade is welcomed by the council. Early designs to allow natural light into the new station by introducing windows into the boundary wall, and creating an exemplary civic space, with some potential to externalise some of the catering and other facilities currently hampering the efficiency of the interior of the station, are also welcome.

- 6.6 The CRL proposals also show that they would remove the listed wall, canopy and railings separating Eastbourne Terrace and the Departures Road. The council would however, start from the premise of retention of these elements and any proposal for their removal would have to be justified in accordance with relevant UDP policy and Government Guidance Note PPG 15 (or any future replacement). Any proposals for removal must include an assessment of potential for re-use, and provision for the recording of significant buildings or important architectural elements in the Heritage Agreements.
- 6.7 CRL should also give careful consideration to their proposals for the new link to the Circle and District Line given the Grade II listed status of the station.
- 6.8 Taking the above into consideration development proposals should be designed comprising architecture and urban design of world class quality commensurate with the design of existing and proposed buildings and the public realm. It is important that the various development proposals are co-ordinated and respect the form of one another to create an integrated and permeable pedestrian environment. The council is particularly keen to ensure that CRL take account of the public realm in their proposals and that they respect the form of adjacent permitted developments. CRL should provide an enhanced public realm which includes design of the highest standards, provision of consistent signage, and a management regime in accordance with other developments in the PSPA.
- 6.9 The council remains entirely unconvinced that the proposals submitted so far are based on the necessary conservation led approach required for this site given the station's Grade I listed status. In particular impacts on Macmillan House, the layout and operation of the Lawn area, and the provision of the 'light spine' are not based on any sufficiently robust analysis or design process. Development of the 'bomb gap' might offer an opportunity to improve the setting and operation of this listed building. In accordance with DES4, given the townscape and accurate knowledge of what existed, a scholarly replica would be an appropriate approach.
- 6.10 The powers of the council and English Heritage as set out in the Crossrail Act 2008 reserve, under Schedule 7, the ability of the council to review these matters as detailed designs emerge through the development of the project. However certain elements (ventilation, emergency access and other technical requirements) have deemed consent, in all but detail by the passage of the Bill. It is disappointing, as highlighted by the Design Review Panel comments that the promoter's approach does not follow the method which, for example, Network Rail used to justify their Span 4/Phase 2 proposals. Therefore a conservation led design evaluation of the railway and all associated works is required from the promoter within the context of the Network Rail draft Conservation Plan and this brief. Heritage Agreements are now in place and enable this to be achieved.
- 6.11 All development proposals should take account of British Waterways Strategy for Paddington Basin as well as their Code of Practice for Works Affecting British Waterways.

### **Archaeology**

- 6.12 The promoters of Crossrail must properly assess and plan for the archaeological implications of the proposals so that the scheme includes appropriate archaeological safeguards in line with policy DES 11 of the UDP. Such safeguards normally consist of

design measures involving assessing, analysing, disseminating and archiving to ensure the permanent preservation of archaeological remains in situ or, where that is not appropriate, archaeological rescue investigations in advance of development.

## 7 Impact on Amenity and the Environment

---

### Impact on Amenity

- 7.1 In accordance with the policies contained in Chapter 9 (Environment) of the UDP the City Council will seek in all development scenarios to protect, maintain and where possible improve the quality of life for residents, workers and visitors to Westminster. This includes protecting the amenity of these groups, particularly residential, during the construction of developments as well as during their long term operation. The implementation of Crossrail line 1 will have significant impacts given the scale of the project, the length of time for construction and the cumulative impact of worksites across the City. In all development scenarios the following issues should be considered and dealt with through the design of proposals. The cumulative impact of the various development proposals should also be considered.
- Impact on traffic and transportation in the area – In accordance with Policy TRANS 14 and as discussed in section 5 to ensure that impacts are effectively dealt with to protect against adverse affects such as noise, congestion, air pollution. This includes agreeing construction traffic routes for heavy goods vehicles in accordance with the Code of Construction Practice (see below);
  - In accordance with Policy ENV 6 and ENV 7 to reduce noise levels throughout the City, to limit and contain noise from development, to protect tranquil areas and to reduce noise from transport. This would include controlling the hours of construction and operation;
  - To reduce light pollution in line with Policy ENV 10;
  - To reduce, reuse and recycle waste in accordance with Policy ENV 11;
  - To protect amenities, daylight and sunlight, sense of enclosure, overlooking, noise and environmental quality in accordance with Policy ENV 13;
  - Policies TACE 8 to TACE 13 sets out the Council's approach to entertainment uses including A3 and specified D2 uses, outdoor dining and drinking and amusement centres. The council will seek to strike a balance between the need to protect residential amenity and the provision of entertainment uses. Recommended terminal hours for the PSPA were agreed by the Major Planning Applications Committee on 31 October 2002. Any proposals would however, be subject to the strict guidance on protecting amenity as set out in the UDP.
  - Impacts on affected properties including subsidence.

### Environmental Considerations

- 7.2 In order to ensure that the environmental effects of developments are systematically assessed and considered the council will expect development proposals to be accompanied by an Environmental Impact Assessment (EIA). The content of an EIA should be tailored to the nature of the project and its likely effects. Schedule 4 of the Government EIA Regulations sets out the format of an EIA and an associated checklist gives an indication of the kinds of effects that may be relevant. This covers population; habitats and species; impact on canal; microclimate; soil; water; air pollution; architectural and historic heritage; landscape and topography; recreational uses; land contamination; noise; waste; landscape and open space; archaeology, buildings and their sustainability; daylight, sunlight, sense of enclosure and overlooking; and television reception. Traffic and transport issues should be covered by a Transport Assessment however, this should be cross-referenced in the EIA in all relevant cases. EIA's should also consider the cumulative impact of development proposals.
- 7.3 Officers have assessed the Environmental Statement that was submitted as part of the Bill for powers to build and operate Crossrail line 1, establishing the council's position in a petition on generic aspects as well as site-specific issues.

### **Code of Construction Practice**

- 7.4 In order to deal with the impact of construction on the amenity of surrounding residents and the environment the council has devised the Code of Construction Practice for developers. The council's Code of Construction Practice is intended to define environmental standards and outline procedures pertaining to construction works. It covers the environmental public health and safety aspects affecting the interests of local residents, businesses, the general public and the surroundings in the vicinity of the proposed construction sites. Activities and impacts covered by the Code include site set-up and servicing arrangements, management of construction traffic and highway works, site management, public safety, noise and vibration, hours of working, dust and air pollution, land contamination, waste disposal and protection of water quality and urban ecology.
- 7.5 The Code is intended to clarify for the developers and their contractors their responsibilities and requirements, as well as providing assurances to residents and others about the standards that they can expect during construction. It will be important to minimise the disruption to local residents, businesses, traffic and pedestrians in the surrounding area. Developers would therefore be expected to carry out any demolition and construction work in accordance with the council's Code of Construction Practice to ensure any disruption is kept to the minimum, and to recycle as much material on site as possible.
- 7.6 A site-specific code of construction practice would be written for each development with the primary concept being to protect residential amenity. The phasing of works would also need to be carefully considered, particularly in respect of the various developments taking place in the area, and developers would be expected to discuss their phasing programmes at an early stage. Funding towards the cost of using the Council's Environmental Inspectorate to monitor the work would be sought (Policy STRA 7) in all developments within the PSPA. A revised code was adopted in April 2008.
- 7.7 During the Parliamentary process of the Crossrail Bill, (now an Act), safeguards were negotiated by all affected Local Authorities to minimise the impact of construction works. There are binding Environmental Minimum Requirements, (EMR), and that the Nominated Undertakers and their contractors must adhere to (which applies to non-operational development as well as Crossrail operational works), including for example a Construction Code of Practice. This information is available from Crossrail through their helpdesk or web site. Crossrail's 24 hour helpdesk's telephone number is 0345 602 3813 or by web address at [helpdesk@crossrail.co.uk](mailto:helpdesk@crossrail.co.uk)

### **Other Standards and Controls**

- 7.8 Compliance with all other relevant standards and controls set out in the UDP is required in all development scenarios, including the development of Crossrail line 1, and should be discussed with Council officers at the earliest opportunity.

### **Accessibility For All**

- 7.9 From the initial concept, proposals should be designed to be inclusive for people of all abilities. Separate facilities for people with disabilities are unacceptable. It is now a legal requirement that planning applications include a full Design and Access Statement, which will provide a framework for DDA Compliance during the development process and should detail how inclusion by design would permeate the development, and reference London Plan policy 4B.5. By being integrated and consistent throughout, the objective will be to realise cost effective and inclusive solutions which seek to influence and shape the physical outcome. The exact form of the access statement will depend on the size, nature and complexity of the proposals. However, each statement should identify:

- the philosophy and approach to inclusive design;
- the key issues of the particular scheme; and
- the sources of advice and guidance used.

- 7.10 For further information on preparing an access statement and for references to relevant government guidance, developers are advised to contact the council's Access Officer, the details for whom are included in Section 10.

### **Green Buildings, Recycling and Sustainability**

- 7.11 The council will encourage the developers of proposals to take into consideration the environmental impact of their development. There is considerable potential for reducing environmental damage by improving the design of buildings, for example, by reducing carbon dioxide and particulate emissions by the application of cost-effective current technology (see The Environmental Charter for Westminster).
- 7.12 Developers will be expected to use sustainable development checklists in accordance with ENV2 and will be advised to refer to best practice guides published by the Building Research Establishment Environmental Assessment Method (BREEAM) and the London Research Centre, or the DCLG's Code for Sustainable Homes in preparing the planning application. The BREEAM provides a 'green building certificate' and can demonstrate the efficiency of energy use and in materials and methods of construction. The council supports the development of environmentally friendly buildings in accordance with Policy ENV1 of the UDP, and with London Plan policies 4A.1 and 4A.3.
- 7.13 In addition to this, the council has produced Supplementary Planning Guidance on 'Sustainable Buildings' (2003) in Westminster. The advice contained within this guidance (or the forthcoming revision) will be a material consideration in the consideration of any proposals, as well as 4B.6 of the London Plan.
- 7.14 The council encourages the minimisation of energy use and waste, and the re-use and recycling of waste materials, including water, and will expect appropriate provision to be made for the storage of materials for recycling as well as for refuse collection (off street and within buildings). The electrification of the GWR will have a major impact on local emissions. Opportunities should also be taken to explore opportunities to use the canal for receiving SUDS discharges, and for heating/cooling buildings, and for biodiversity enhancements.

## 8 Mitigation of Impacts and Provision of Planning Benefits

---

8.1 The aim of this planning brief is to enable the developments surrounding Paddington Station to proceed in accordance with the requirements outlined in the brief and to ensure that any development meets the objective of the UDP and the needs of the public and other stakeholders. The brief also gives the opportunity to establish any necessary planning benefits at an early stage taking into account the needs and requirements of corporate and other stakeholders. There is a balance to be struck between the need for schemes to mitigate the impacts which they give rise to, their contribution to the City and their ability to promote economic prosperity. Westminster recognises that in order for development to be sustainable, social, economic and environmental benefits must also be delivered to the City as a whole. Planning benefits are seen by Westminster as one of the key ways to deliver sustainable development and to meet the needs of all of Westminster's neighbourhoods, residents, workers and visitors and achieve an efficient and high quality environment.

8.2 The 31 July 2003 report to the Major Planning Applications Committee sets out the list of planning benefits to be sought as part of the Paddington Station Phase 2 development. The list of benefits is set out below and would have been secured through a Section 106 Legal Agreement. This list gives an indication of what the council would expect from any development within the brief's area.

- Adequate consideration in CRL's EIA of mitigation of impacts both during construction and during subsequent operation;
- The appropriate level of safeguarding and funds relating to public transport measures identified in the Paddington Area Transport Study 4 (PATS 4), July 2006, or any subsequent version;
- Provision of funding towards the Long Term Vehicular Access (LTVA) and Paddington Area Transport and Environmental Management Study (PATEMS) commensurate with the level of impact;
- Committing Network Rail to an agreed conservation plan and management plan together with the provision of wider public realm benefits;
- Provision of funding to the Social and Community Fund Account related to the scale of the development;
- Agreement to adopt the Code of Construction programme, provide pro-rata funding for the Environmental Inspectorate and to provide details of phasing of works;
- Effective integration with Royal Mail and St Mary's Hospital sites;
- Agreement on the management of the Paddington Station Departures Road to prevent it from being used as an alternative set down or pick up area for taxis;

The following list provides additional planning benefits to the above which may be sought from the development proposals surrounding Paddington Station. These would usually be secured through planning conditions or Section 106 Legal Agreements however, in the case of the Crossrail line 1 proposals some have been sought as part of the parliamentary undertaking including:

- Highway improvements;
- Public Realm improvements including canal and towpath improvements;
- Support to Paddington First/Employment training - This would have the three-fold effects of reducing the shortage of skilled personnel in the area and the need for long distance commuting and lowering the number of long-term unemployed local residents;
- Provision of CCTV which has the capacity to link to the council's central system;

8.3 The guidance contained within the council's Supplementary Planning Guidance note on planning obligations (2008) and policy STRA 7 of the UDP must be referred to.

- 8.4 On 18 May 2009, The Mayor of London published drafts of (a) Proposed London Plan Alterations and (b) associated Supplementary Planning Guidance (SPG) on 'the Use of planning obligations in the funding of Crossrail' for consultation purposes. The drafts propose raising funds towards the costs of Crossrail from schemes which (i) are within the London Plan Central Activities Zone boundary and (ii) involve an increase of 500 sqm. or more in gross office space. No land uses other than offices are affected by the draft policy and SPG.
- 8.5 The publication of these documents is a material consideration in planning terms, but leading counsel advises that they have only low weight in the determination of planning applications, due to the early stage they have reached in the statutory process. It is considered that the City Council is correct to continue to apply the policies of the statutory development plan in deciding what planning obligations should be secured in this case – namely the London Plan published in February 2008 (consolidated with alterations since 2004) and the Unitary Development Plan adopted in January 2007, supported by the Section 106 Supplementary Planning Guidance – until the proposed alterations to the London Plan are adopted.

## 9 Summary of Key Issues and The Way Forward

---

- 9.1 The need for the Crossrail development to address and be co-ordinated with adjacent sites is of major importance in ensuring the success of development on the site covered by this planning brief, and of importance to the overall success of development within the PSPA. The successful implementation of Network Rail's Phase 1 proposal should be used as a benchmark for the standard of development proposals considered necessary to safeguard the special interest of the Grade I listed station.
- 9.2 In moving forward to continue to improve the service offered to travellers, and further reduce the impacts of the stations' operation on the neighbourhood, relevant key issues should be considered core objectives:
- Minimise the impact of construction works
  - Maximise transport interchange improvements
  - Minimise extraneous traffic in residential districts
  - Preserve and enhance listed buildings and conservation areas
  - Provide high quality, modern design throughout the stations and public realm
  - Integrate PSPA sites with surrounding areas and provide mixed use schemes
  - Support business development, economic activity, training and job opportunities by promoting effective partnership working
- 9.3 This brief requires Network Rail to work with the other transport operators (particularly TfL and Crossrail), and the developers of adjoining sites. It will only have formal weight where the council retains its formal powers of approval, but developers are encouraged to bring forward all proposals having incorporated the issues raised in the brief. In summary the main issues that require detailed consideration by all parties are as follows:
- Paddington Station - Integration of improved rail services within the historic station
  - Paddington Triangle – Resolution between Network Rail, London Underground
  - Crossrail and Hammerson to enable a co-ordinated and integrated development on the site
  - Crossrail line 1 – Impact of new station on design, conservation, traffic, public transportation demand, taxi management, pedestrian movement, integration with the main Station, amenity of residents, businesses workers and visitors to the City, and construction impacts;
  - Development of the Post Office Site to respect and integrate with the Paddington Station proposals;
  - LTVA – maximising the use of LTVA in accordance with the HER Parliamentary Undertaking to deal with station traffic.
- 9.4 The range of transportation and property development projects in the area all have in common a significant range of impacts on the public realm. The existing connections between the key redevelopment sites (Paddington Central and Paddington Basin), the 'standalone' sites (Eastbourne Terrace, Triangle site, 55-65 North Wharf Road) and the continuing uncertainty towards the proposed layout of the Royal Mail and St Mary's Hospital sites need to be maintained and enhanced. Similarly the range of transport projects range from Crossrail, and Network Rail's masterplan through to LUL's schemes for their three separate stations need co-ordination. In order to deliver a phased implementation to maintain the function and improve the quality of the public realm across these projects, the council has led the delivery of a joint public realm study and programme of projects, available on the councils website.

- 9.5 Earlier responses to the draft of this brief have been used to inform the basis of the study. Although statutory responsibility rests with the council, given the range of ownership and responsibilities, a partnership approach is proposed to bring in TfL/GLA, LUL, CRL, PWP and PRACT.
- 9.6 By setting out the council's principal planning issues and requirements the draft version of this brief formed the basis of negotiations with CRL through the Parliamentary process. The council sought to ensure that Parliament considered all of the issues raised in this brief in order to ameliorate the impacts of construction and operation to maximise the benefits of Crossrail line 1 to the City's economy, and to encourage the bringing forward of schemes to complete the development potential of the area within the existing policy context. This adopted brief will continue to enable the council to exercise all of its available powers to ensure all developments meet its local and strategic aims.

## 10 Contacts and Further Information

---

### Westminster City Council

Graham King	Strategic and Crossrail Act	020 7641 2749
Tim Butcher	Policy, UDP and Planning Brief	020 7641 5972
David Clegg	Conservation and Design	020 7641 3014
Amanda Coulson	Planning Applications	020 7641 2875
Brent Turton	Construction Management	020 7641 2581
Don Murchie	Transport Policy	020 7641 2517
Andrew Grimm	Refuse Planning	020 7641 7962
Andrew Holdsworthwild	Access	020 7641 6347

### Further Contacts

Colin Mann	Transport for London	020 7126 4086
Kay Buxton	Paddington Waterside Partnership	020 7313 1011
Chris Peers	Paddington BID	020 7313 1023
Alex Andrews	London Underground Limited	020 7126 4093
Chris Paxman	Network Rail	020 7904 7539
Stephen Deaville	Crossrail	020 3023 9237

### Further Information

Details of relevant Supplementary Planning Guidance and further information can also be obtained from the City of Westminster's website - [www.westminster.gov.uk](http://www.westminster.gov.uk) (Click on planning, and publications and leaflets or Unitary Development Plan)

## 11 Glossary

---

GLA – Greater London Authority

TfL – Transport for London

LUL – London Underground Limited

CRL- Crossrail Limited

IEP – Intercity Express Programme

PIP – Paddington Integrated Project

BID – Business Improvement District

OSD – Over Site Development

PWP – Paddington Waterside Partnership

PRACT – Paddington Residents' Active Concern on Transport

UDP – Unitary Development Plan

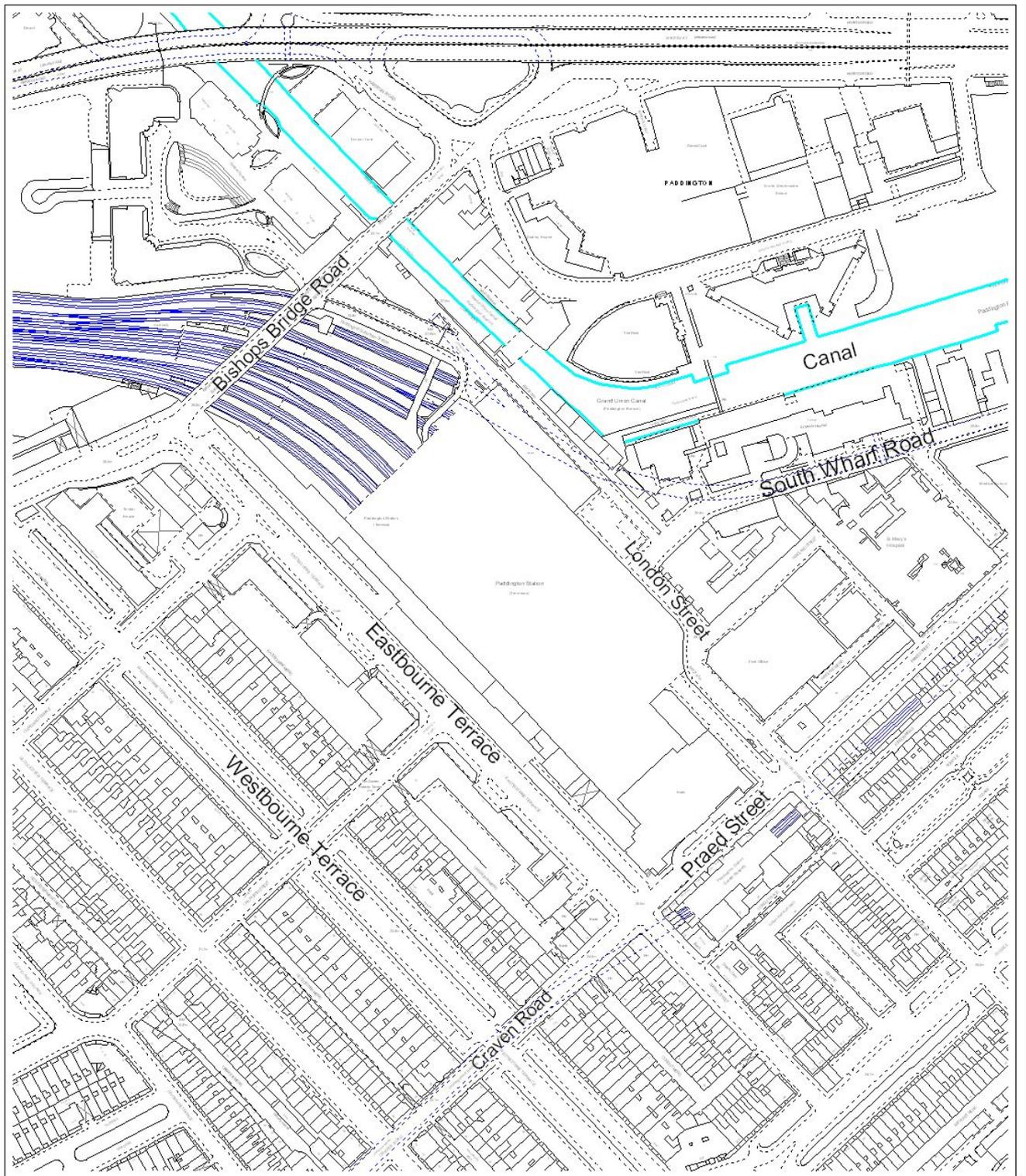
LDF – Local Development Framework

## 12 List of Figures and Appendices

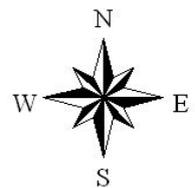
---

- Figure 1** Site location plan
- Figure 2** Plan to show main buildings within the planning brief area
- Figure 3** Plan to show the listed curtilage of Paddington Station
- Figure 4** Plan to show key station elements
- Figure 5** Two plans (A & B) to show key constraints and designations around Paddington Station
- Figure 6** Plan to show location of surrounding residential land use
- Figure 7** Plan to show the alignment of the Crossrail Safeguarding Zone
- Figure 8** Plan to show the general layout arrangement of the proposed Crossrail Station at Paddington
- 
- Appendix 1** A summary of the history of Paddington Station
- Appendix 2** CRL's proposed route for Crossrail Line 1
- Appendix 3** Key View points
- Appendix 4** CRL's proposals for Crossrail Line 1 at Paddington, as outlined in the 2006 Bill
- Appendix 5** CRL's Undertakings and Assurances

# Figure 1: Site Location Plan



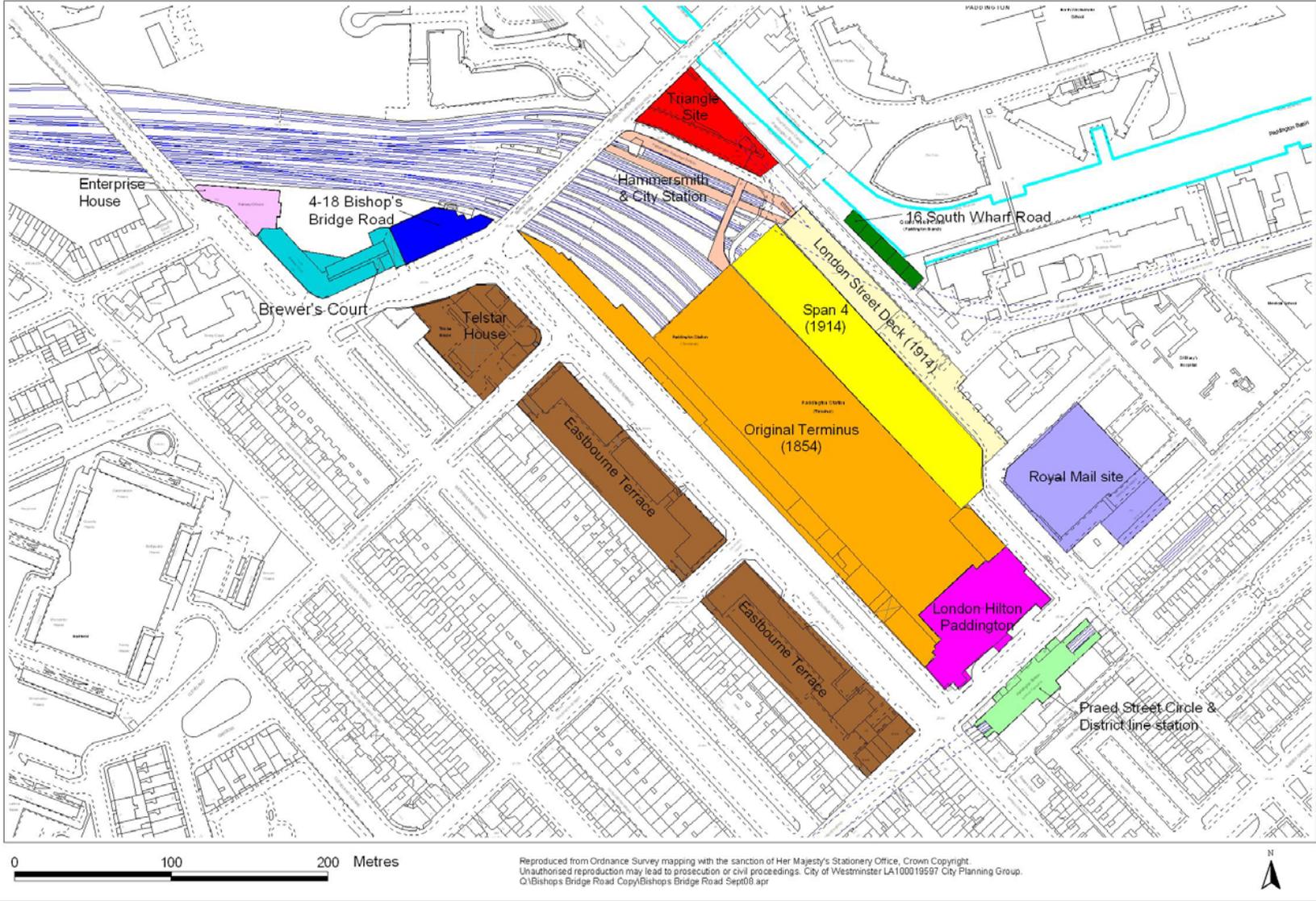
0 100 200 Meters



Reproduced from Ordnance Survey mapping with the sanction of Her Majesty's Stationery Office, Crown Copyright. Unauthorised reproduction may lead to prosecution or civil proceedings. City of Westminster LA100019597 City Planning Group. J:\D\_City Planning Group\drive group data\Brooker Laurence\GIS\Paddington residential.apr

**Figure 2 Plan to show main buildings within the planning brief site**

Figure 2

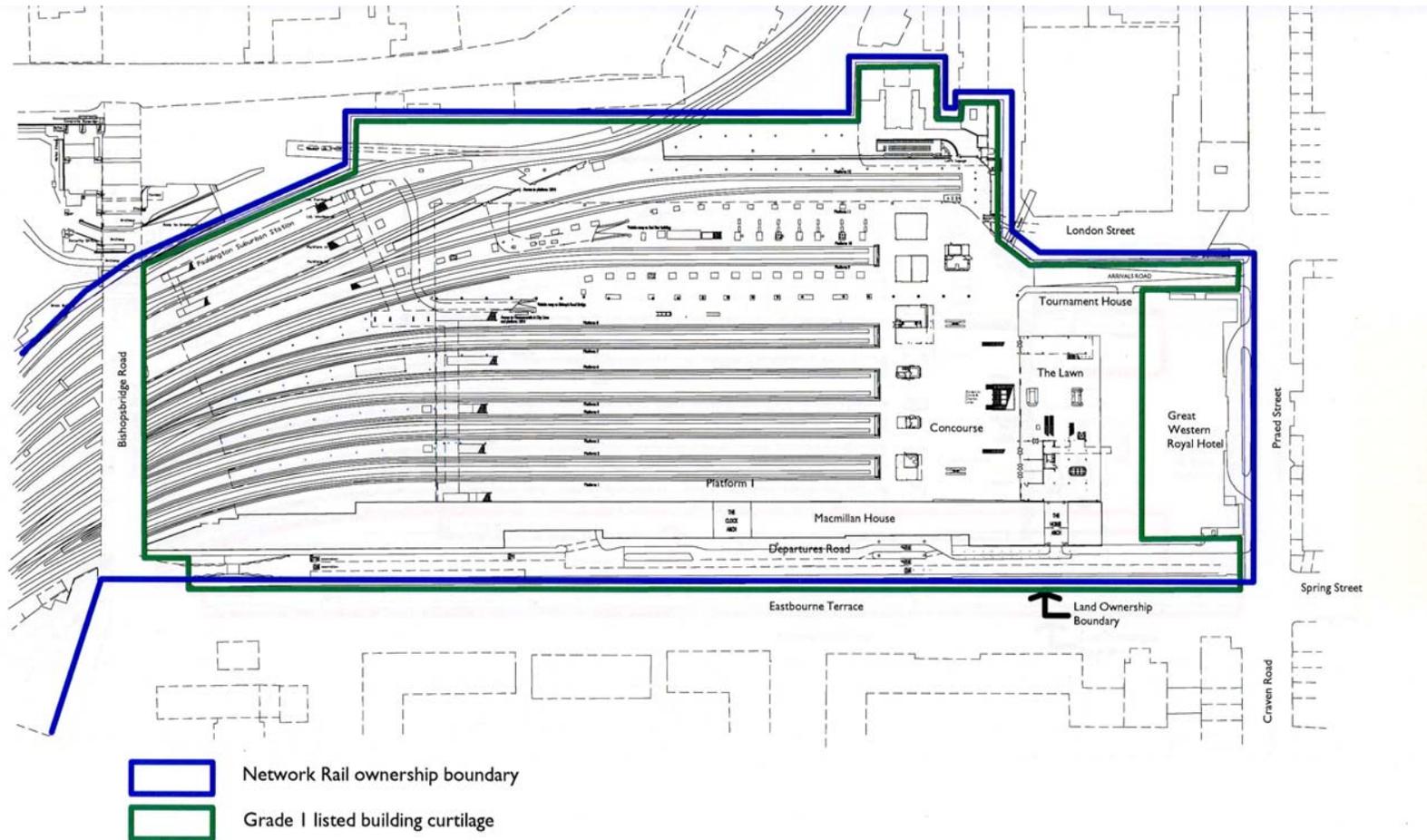


0 100 200 Metres

Reproduced from Ordnance Survey mapping with the sanction of Her Majesty's Stationery Office, Crown Copyright. Unauthorised reproduction may lead to prosecution or civil proceedings. City of Westminster LA100019597 City Planning Group. 01Bishop's Bridge Road Copy/Bishop's Bridge Road Sept06 apr



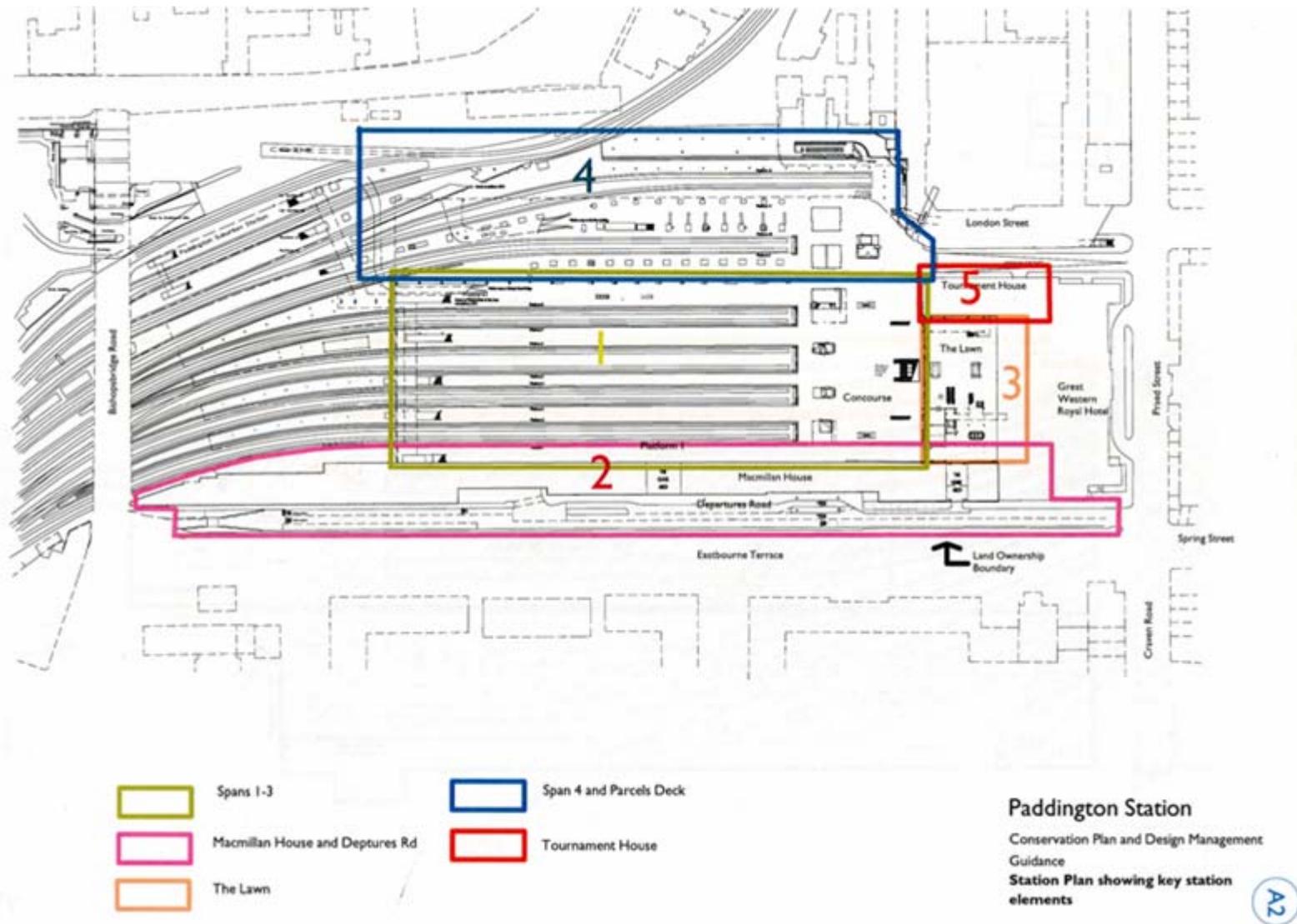
**Figure 3 Plan to show listed curtilage of Paddington Station**



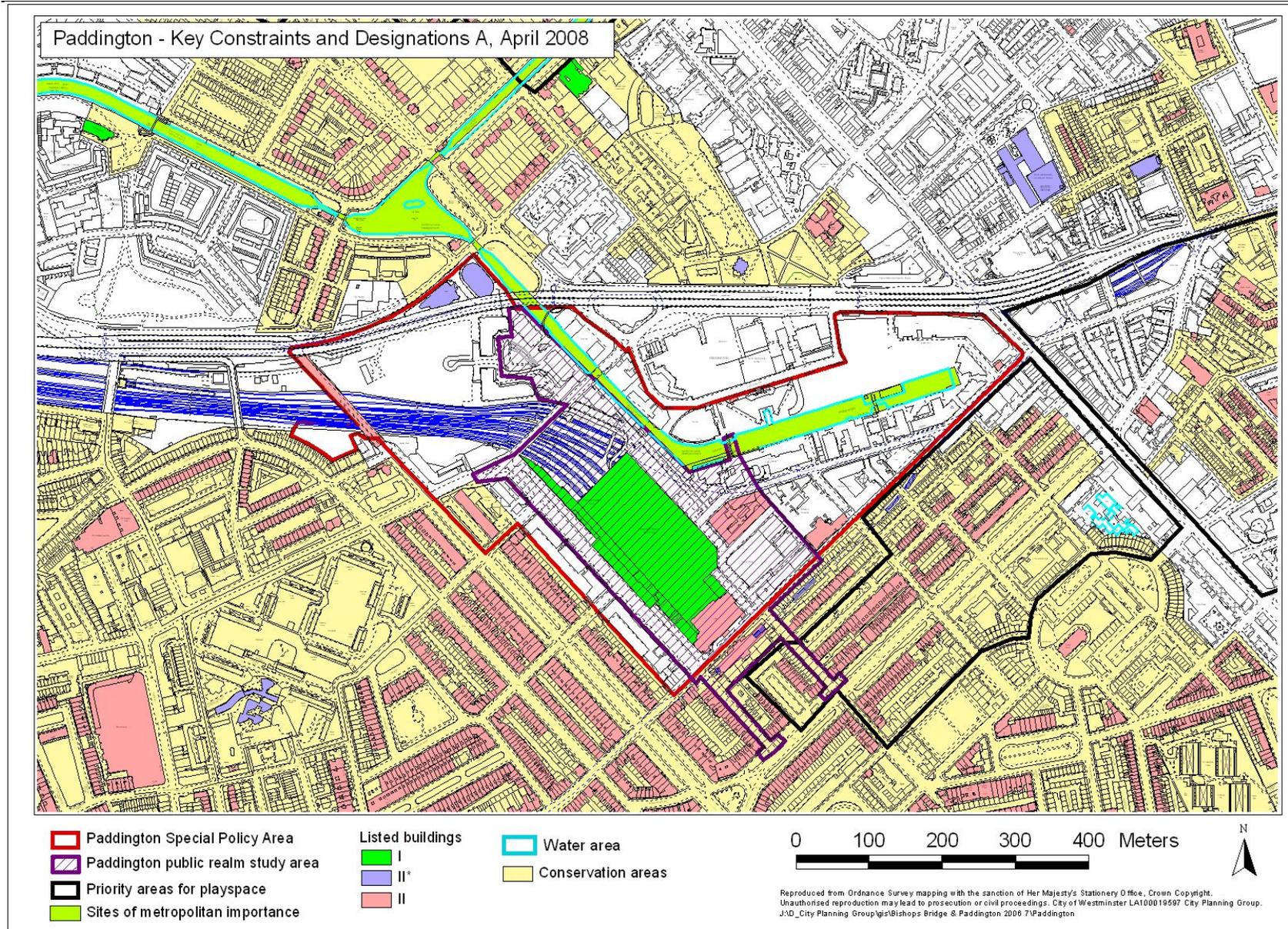
**Paddington Station**  
Conservation Plan and Design Management  
Guidance  
**Station Plan showing Ownership  
Boundary and Listed Building  
curtilage**



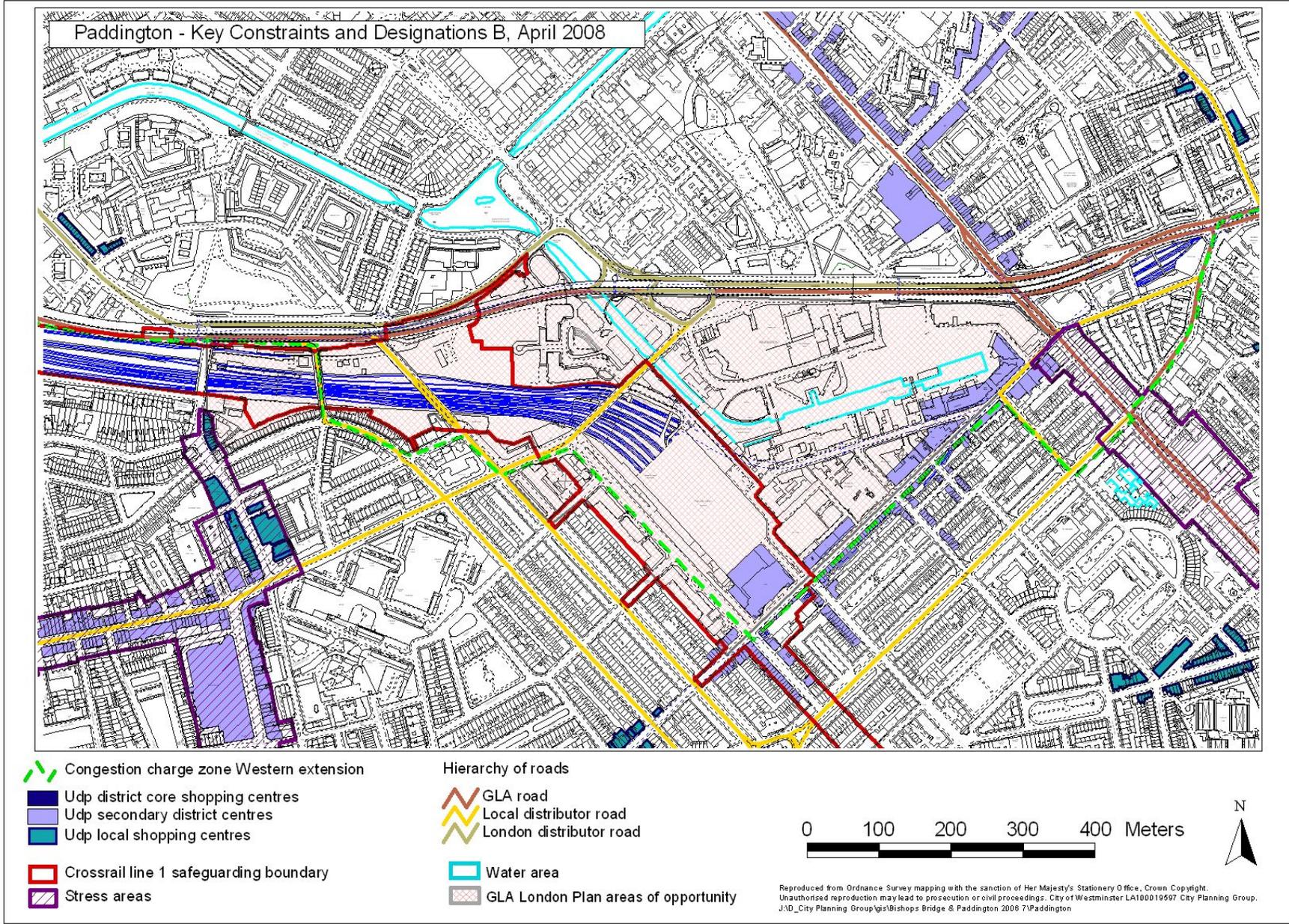
**Figure 4 Plan to show key station elements**



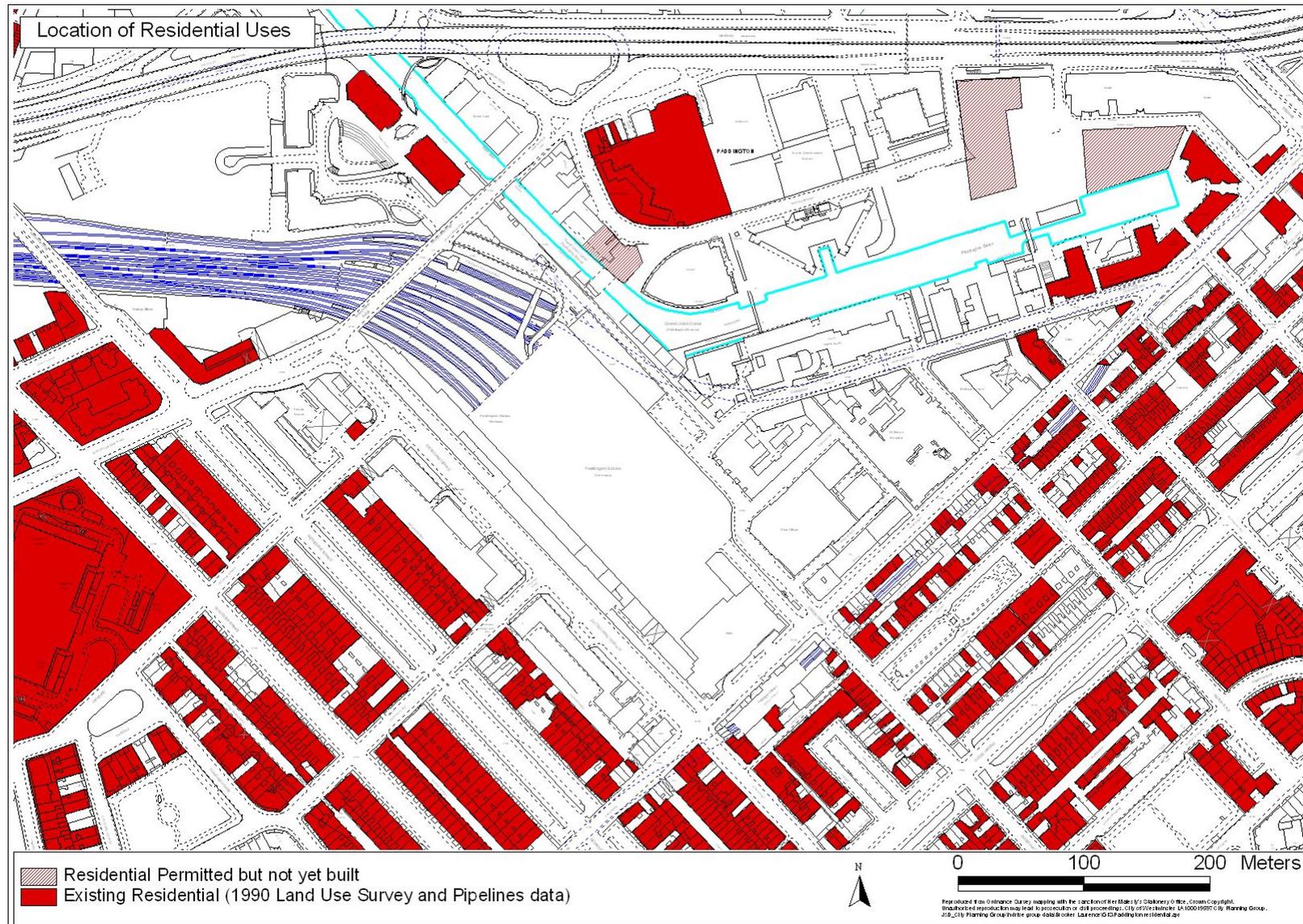
**Figure 5a Plans to show key constraints and designations around Paddington Station**



**Figure 5b Plans to show key constraints and designations around Paddington Station**



**Figure 6 Plan to show location of surrounding residential land use**



**Key**

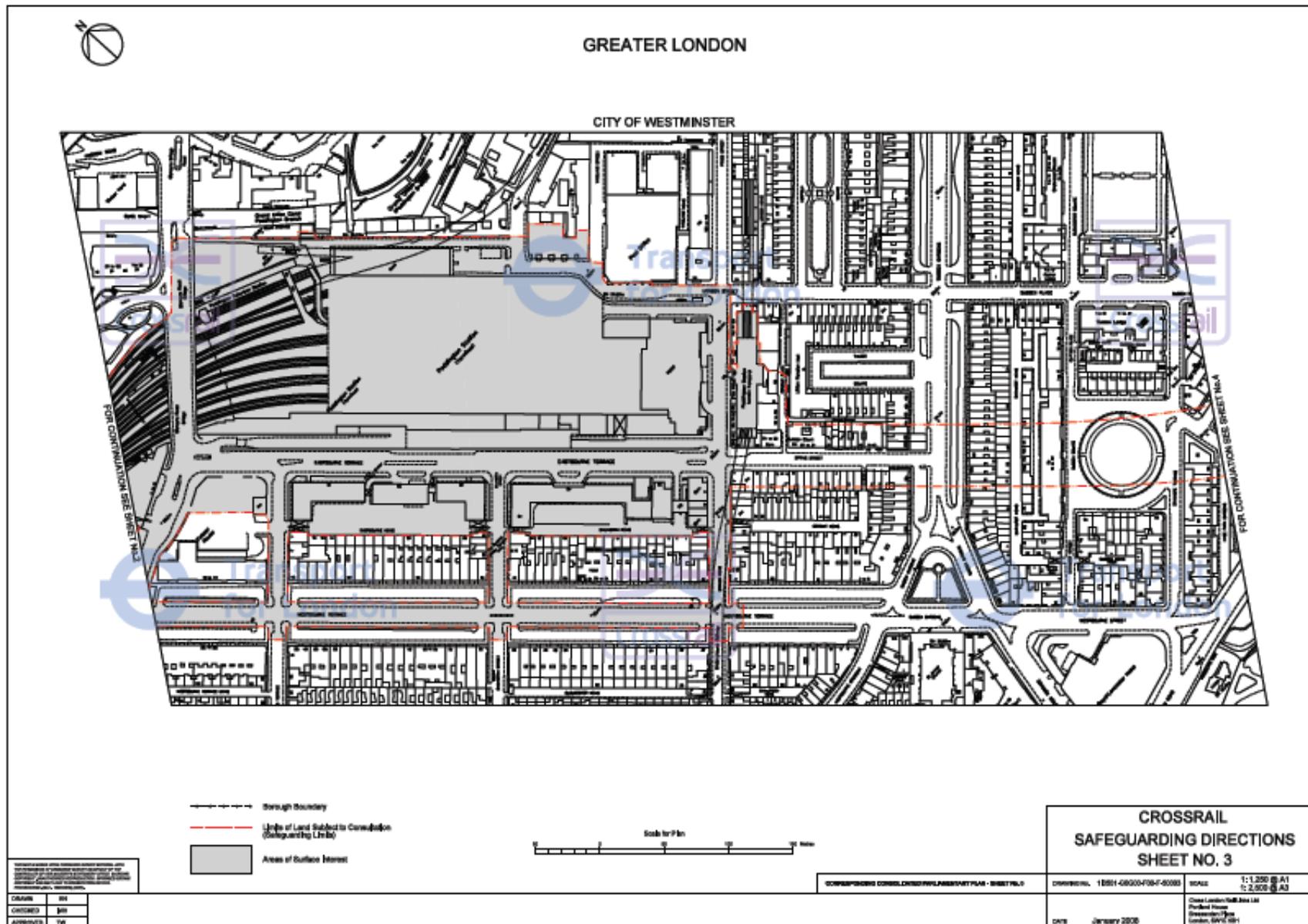
- Existing Residential Units
- Proposed Residential Units

- Residential Permitted but not yet built
- Existing Residential (1990 Land Use Survey and Pipelines data)

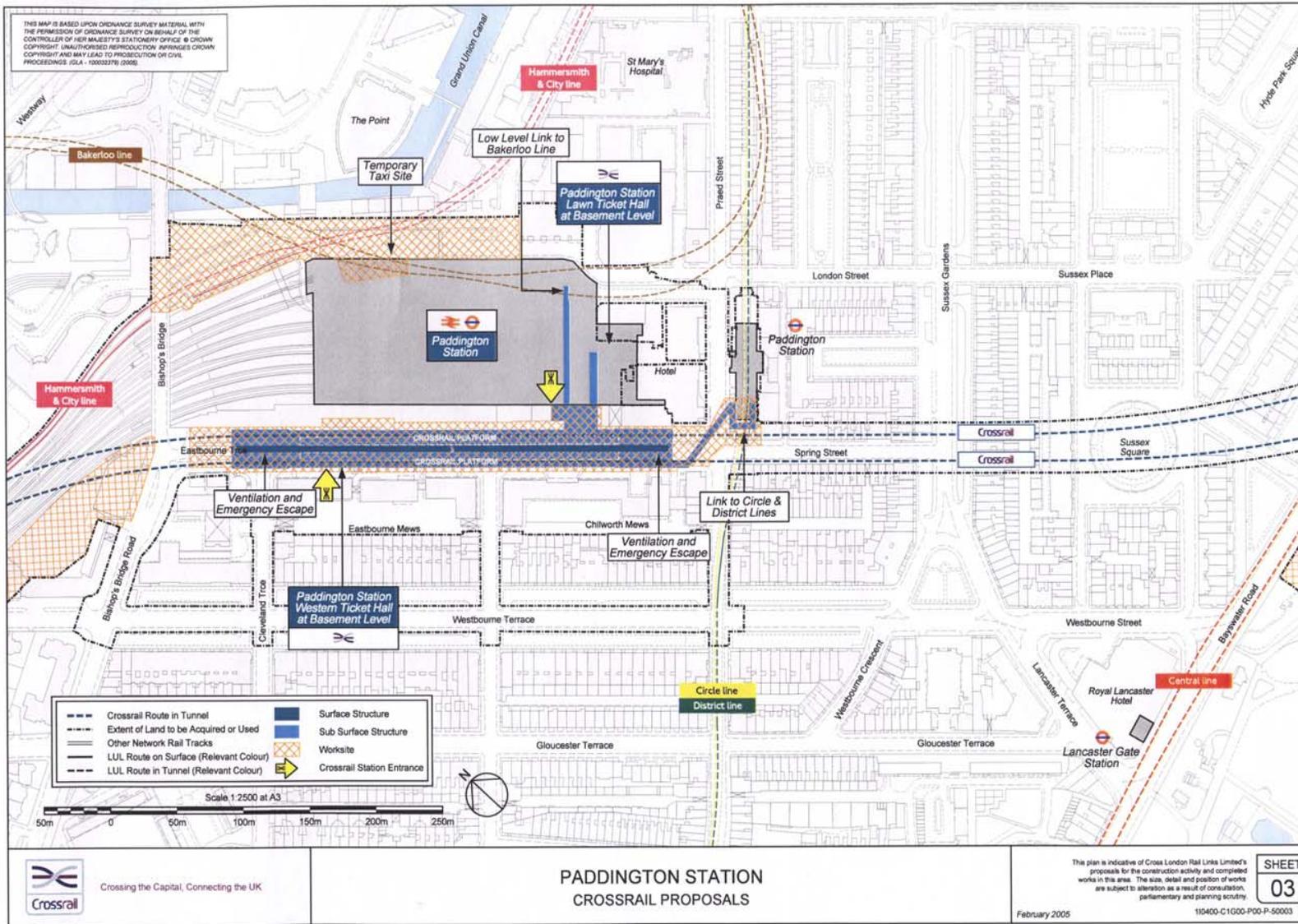
0 100 200 Meters

Prepared from Ordnance Survey mapping with the sanction of the Master of the Crown Copyright. The material is reproduced here by permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. 2018 City Planning Group Ltd. The group data is coded: Lawrence ID 13 Planning for residential.gp

Figure 7 Plan to show the alignment of the Crossrail Safeguarding Zone



**Figure 8 Plan to show general layout arrangement of the proposed Crossrail Station at Paddington**



## Appendix 1      A summary of the history of Paddington Station

---

### HISTORY OF STATION

The physical problems at Paddington Station arise, in part, from the historic development of its London terminus by the Great Western Railway. Originally locations around Marble Arch were proposed but opposition from the Church Estate restricted the location to land adjacent to the Basin of the Grand Union Canal and the 'New Road' (of 1757) with the world's first omnibus service serving the City (1829).

Another proposal to form a joint terminus at Euston also failed and in 1839 a temporary terminus of timber buildings was established at the Goods Yard site.

The current terminus site was originally used as the GWR's goods yard, but a permanent terminus building was required and the then goods yard site, which utilised the site of balancing reservoirs, was chosen and work started in 1851/2.

The GWR's engineer was Isambard Kingdom Brunel who was responsible for the general layout and engineering approach for the construction of the terminus. He brought in the architect Matthew Digby Wyatt, artist/designer Owen Jones and the engineering contractor Fox Henderson and Company.

This group is of significant historical importance as they had all been closely involved with the Great Exhibition in Hyde Park of 1851 and in particular Brunel, Wyatt and Fox Henderson Company has been responsible for dismantling Sir Joseph Paxton's Crystal Palace and re-erecting it at South Norwood.

Therefore as well as the work of a leading Victorian engineer and his colleagues, Paddington is the nearest building in existence to the great Crystal Palace which was destroyed in 1936.

Originally the Brunel Station was served by London Street running from Praed Street to Bishops Bridge Road as well as Eastbourne Terrace, however since the 1850's the original station under Brunel's three canopies has undergone substantial alterations which have significantly altered the station's physical relationship to the adjoining streets and sites.

Briefly the major alterations can be summarised as:

- |           |  |
|-----------|--|
| 1856      | GWR Hotel, now in private hands, built on Praed Street to designs by Philip Hardwick. Interiors remodelled in 1936.  |
| 1850-80's | Eastbourne Terrace Offices for GWR built, extensively internally refurbished in early 1960's and 80's, some war damage remains. GWR Royal Waiting Room and the 'Brunel' facade to the station are original. Elements of the glazed roof structure attributed to Sir Joseph Paxton to the north of the waiting room was restored during 1993. |
| 1860's    | Arrival of Metropolitan Railway, the world's first underground railway, at Paddington and then extended to Hammersmith. Separate station at Bishops Bridge Road established, which in the 1930's was rebuilt. The Circle Line station on Praed Street was opened in 1867.  |
| 1877      | Mint Wing building built as GWR Horse Stables, used by Hospital since 1959.  |

1914-16 Following the final conversion of the station's railway tracks from Brunel's Broad Gauge to the Standard Gauge in 1892 the station underwent its only major extension when a large single span 4th train shed was added to enclose new platforms.

This work in effect closed London Street as a through route and included platforms underneath London Street and the Mint Wing, part of which was rebuilt as part of the work. The arrival of the Bakerloo underground line between 1903 and 1913 and in the early 1920's, of the Post Office's underground 'Mail Railway', completed the complexity of levels and functions on the East side of the station.

1930's Despite grandiose redevelopment plans for very large expansion of the station in the surrounding area the GWR carried out only a series of individual works including:

- a) Extension to GWR Hotel;
- b) Tournament House by entrance to 4th train shed;
- c) Rebuilt suburban (Metropolitan line) station;
- d) GWR offices at 14 Bishops Bridge Road, 149 Westbourne Terrace and Westbourne Terrace Bridge;
- e) Underneath d) the areas adjacent to the track were rebuilt as 'Platform 1A and B' and used for parcels and goods. This area stretches from Platform 1 up to Lord Hill's Bridge with separate vehicular access off Bishops Bridge Road and Orsett Terrace.

All of this work was by the GWR's own architects and engineers.

In terms of the historic importance of these buildings the Station, including all 4 train sheds, or spans, and adjoining buildings, are listed as Grade I and the GWR Hotel and Mint Wing are separately listed as Grade II. Platform 1 arcaded facade, the 'Paxton' roof into Eastbourne Terrace and Spans 1, 2 and 3 have all been extensively and expertly refurbished and redecorated since 1989. Tournament Hotel is an outstanding example of 1930's 'Modern' styling emblazoned with the company's logo and devices.

The description of the listed buildings taken from the statutory list of buildings of special architectural interest are set out below. English Heritage and RCHM(E) have provided a very thorough and useful review of the architectural history of the station buildings, and in preparing any proposals reference must be made to this important source of information.

## **LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST**

### **EASTBOURNE TERRACE, W2**

Paddington Station, including The Lawn and offices along Eastbourne Terrace. Grade I. Stuccoed. Originally 3 parallel train sheds with 2 transepts, a further shed in the same style added to the north, flanked to the southwest by offices. Elliptical arches with diagonally-braced cross girders with a column under every third arch. The ground floor wall of the offices abutting the train sheds is arcaded and has scrollwork in cement in the spandrels on the arches. This and the Moorish ornament of the train sheds designed by Wyatt. At the end of each transept an oriole window flanked by 2-light windows with bar tracery overlooks the Station from the offices.

The Eastbourne Terrace offices are very plain, heightened and much altered, except for the arcaded ground floor which is below street level and concealed by the glazed awning of the carriage road.

War memorial on Platform One with powerful figure in bronze by Charles Sargent Jagger.

Paddington Station Its history and architecture, S Brindle, 2004  
The Railway Heritage of Britain, G Biddle and O S Nock, 1983, pp 213-215.  
Early Victorian Architecture, R Hitchcock, 1954, pp 558-561.  
Great Western Architecture, A Vaughan, 1977, pp 95-129.

## GREAT WESTERN HOTEL

Praed Street, W2  
(northwest side) Grade II

Hotel. 1851-3, opened 1854, altered 1933-6. By P C Hardwick for Great Western Railway. Brick, stuccoed except ground floor and 1st floor of centre bays which are refaced in stone. Welsh slate roof. French Second Empire style. Four storeys, attic to 7-bay centre with breaks forward, further breakforward of 5 bays under pediment. 7-bay ranges to either side with projecting 2-bay square angle towers of 6 storeys. Channelled angle pilasters. Ground and 1st floor of centre refenestrated, otherwise sashes in eared architraves. Pulvinated friezes and pediments to 1st floor windows 3rd floor still band. Modilion cornice with drops to central range. Pediment with sculpted figures of Peace, Plenty, Science and Industry by John Thomas. Steep pavilion roof, pedimented dormers above attic, otherwise C20 dormers. Ogee roofs to towers with pierced parapets. The first of the large purpose-built hotels in London.

The Railway Heritage of Britain, G Biddle and O S Nock, 1983, pp 213-215.  
Great Western Architecture, A Vaughan, 1977, pp 95-129.

## WESTBOURNE BRIDGE

Westbourne Terrace, W2 Grade II

Road Bridge. After 1009. Great Western Railway. Steel. N-girder bridge of bow string shape of 2 long spans with central piers. Centre and end with finialed decorative standards.

## MINT WING OF ST. MARY'S HOSPITAL

Winsland Street, W2 Grade II

Multi-storey stable range, now converted to hospital use. 1878 for Great Western Railway with considerable rebuilding including resurfacing of brickwork in 1922 and conversion in 1960s. Yellow brick, ramps partly renewed in concrete. Welsh slate roof. 3 storeys ranged around an irregular courtyard. To outer walls, mainly segment-arched windows to ground and 2nd floors, C20 windows in enlarged openings to 1st floor. Interior of yard: 2 levels of originally open galleries (now glazed) connected by sloping ramps leading to stables of which the original openings mainly survive although converted to hospital use. The stables were constructed to hold approximately 600 horses to serve the main line terminal at Paddington. Included for historical interest and group value with station.

London's Industrial Heritage, A Wilson, 1970, p 90, illustrated on p 91.

## PADDINGTON, DISTRICT AND CIRCLE LINE UNDERGROUND STATION

Praed Street, W2 Grade II

Train shed and platforms of 1866-68 by (Sir) John Fowler, engineer to the Metropolitan Railway. Street frontage rebuilt in 1914. Yellow brick, iron roof, white glazed faience.

EXTERIOR: central entrance flanked on each side by three shops. Tw storeys. Projecting canopy with heavy scrolled consoles, segmental arched entrance with keystone. Ground floor shops divided by piers; left-handmost shop retains original shop front. Canted ends. First floor with 17 windows, each with a framed surround; some blind panels between them. Rusticated quoins to angles, and to slightly projecting centre-piece. Modillion cornice over frieze, latter inscribed in Roman capitals over entrance PADDINGTON STATION. Raised parapet to centre (originally topped with urns) inscribed METROPOLITAN RAILWAYS.

INTERIOR: BOOKING HALL: much altered in c.1990 and clad in white tiles. No surviving features of note.

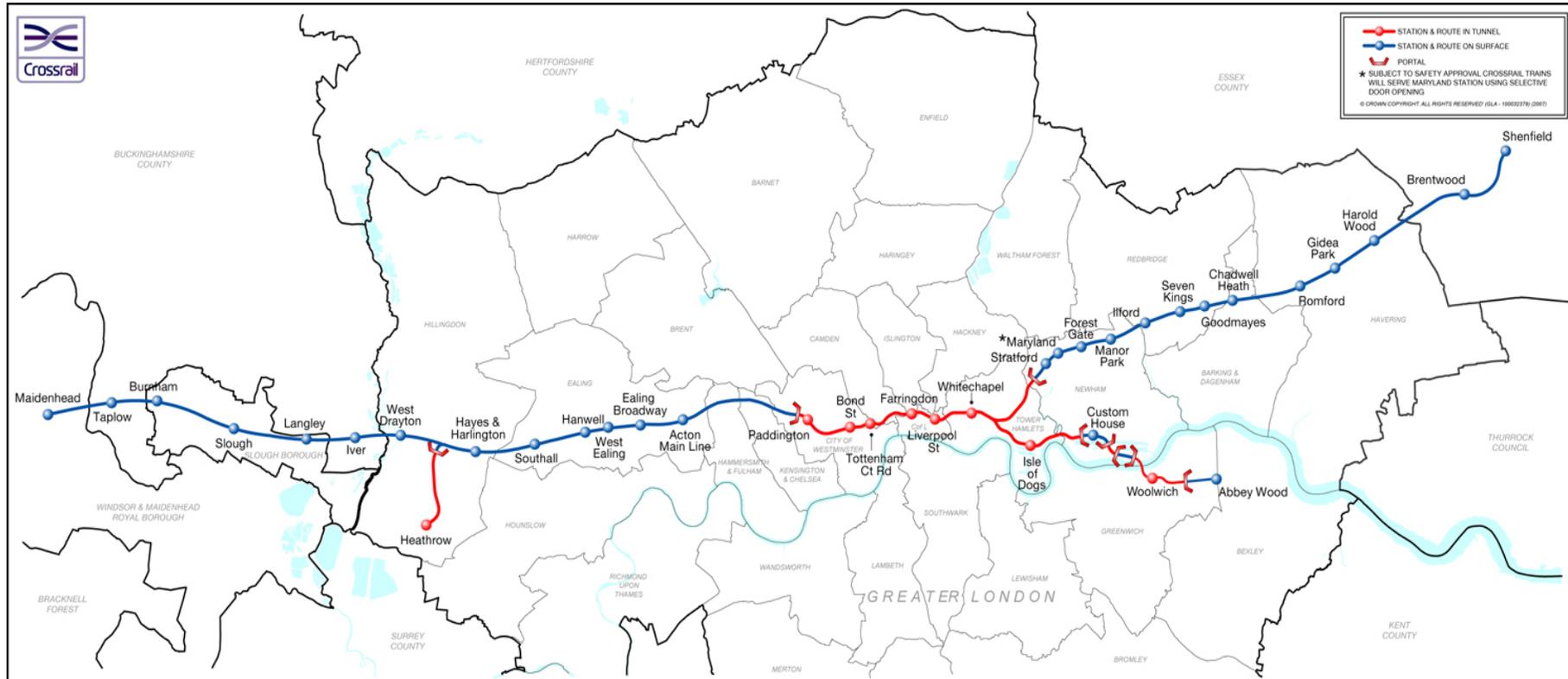
INTERIOR: TRAIN SHED: retaining walls to cutting of tuck-pointed yellow (Halsey) brick with two-tier blind arcade; arcade of 20 bays on southern (westbound) side, of 22 bays on northern (eastbound) side. Segmental iron roof, part-glazed, with principal arches springing from cast iron foliate brackets; trussed purlins; roof in 2 sections, of 5 bays to west of booking hall, 3 to east; roof open at each end of platforms. Booking hall built across centre of tracks and platforms; footbridge with latticed sides spans tracks to west.

The Builder 3<sup>rd</sup> October 1868, p725-26

London's Underground Stations Lawrence Meaner, 1983, p9-13

Underground Architecture David Lawrence 1994, p12-13, 60

# Appendix 2 CLRL's proposed route for Crossrail Line 1



## Appendix 3 Key View points

---

### KEY VIEWPOINTS

These viewpoints, with some minor variations, have been established in order to allow a general assessment of the PSPA schemes, particularly the potential impact of proposed buildings on the setting of Listed Buildings and Conservation Areas.

1	From Primrose Hill	looking SW	(OS 2749 8391)
2	From corner of Edgware Rd/Aberdeen Place	looking SE	(OS 2662 8220)
3	From corner of Warwick Avenue/Maida Avenue	looking SE	(OS 2625 8188)
4	Blomfield Road (between nos 34-44)	looking SE	(OS 2618 8187)
5	Blomfield Road canal bridge	looking ESE	(OS 2610 8182)
6	Harrow Road	looking E	(OS 2594 8159)
7	Lord Hill's Bridge/ Corner of Westbourne Terrace	looking E	(OS 2574 8160)
8	Corner of Bishops Bridge Road	looking E	(OS 2622 8142)
9	Corner of Chilworth St/Cleveland Gardens	looking NE	(OS 2638 8115)
10	Corner of Sussex Gardens/Southwick St	looking NW	(OS 2683 8114)
11	Corner of Sussex Gardens/London Street	looking NW	(OS 2704 8133)
12	Corner of Sussex Gardens/Sale Place	looking NW	(OS 2713 8141)
13	Old Marylebone Road/Marylebone Road	looking W	(OS 2735 8178)
14	Cosway Street/Old Marylebone Street	looking W	(OS 2735 8181)
15	Serpentine Bridge Hyde Park	looking N	(OS 2694 8021)
16	Temple Lodge	looking N	(OS 2668 8018)
17	Buck Hill Walk	looking N	(OS 2697 8060)
18	Reservoir	looking N	(OS 2770 8050)
19	Paddington Green	looking SE+S	(OS 2675 8174)
20	Chilworth Street/Devonshire Terrace	looking NE	(OS 2632 8108)
21	South Wharf Road/Norfolk Place	looking W	(OS 2682 8145)
22	Craven Road/Spring Street	looking NE	(OS 2664 8115)
23	South Wharf Road/London Street	looking S	(OS 2664 8138)
24	Eastern end of Paddington Basin	looking W	(OS 2703 8158)
25	Western approach to Paddington Basin	looking SW	(OS 2656 8150)
26	Parsee Monument walk Regents Park	looking SW	(OS 2836 8316)
27	Inner Circle Regents Park	looking SW	(OS 2816 8252)
28	Inner Circle Regents Park	looking SW	(OS 2810 8259)
29	Inner Circle (The Holme) Regents Park	looking SW	(OS 2802 8252)
30	Bandstand Regents Park	looking SW	(OS 2791 8245)

## Appendix 4      CRLL's proposals for Crossrail Line 1 at Paddington, as outlined in the 2006 Bill

---

- 4.2.1 Crossrail's twin-bore tunnels would pass beneath the surface railway lines that run into Paddington Station. The route will then follow the alignment of Eastbourne Terrace before continuing under Spring Street and Sussex Square in twin-bore tunnels, with rails at a depth of between approximately 20 and 30 metres below street level. At Paddington Station, the permanent works would consist of:
- a new Crossrail station with two new ticket halls under Eastbourne Terrace; and
  - two new ventilation and emergency intervention structures, one at each of the ticket halls.
- 4.2.2 The new Crossrail station would be constructed under Eastbourne Terrace. It would provide an interchange with London Underground and National Rail services. Above-ground, the station would consist of a glazed structure, between 6 and 8 metres high, referred to by CLRLL as the 'light spine'. This would run the length of the station and separate the existing Departures Road (for taxi access) and Eastbourne Terrace. Street level access would be provided from Eastbourne Terrace into the western ticket hall and access to the eastern ticket hall would be provided from the mainline concourse. CLRLL state that streetscape enhancement works would also be implemented. Figure 8 shows the general layout arrangements of the proposed station and how it is proposed to interconnect with the main station.
- 4.2.3 The construction of the Paddington Crossrail station including fit out and commissioning would take approximately five years to complete. The main works would commence after enabling works which would include:
- diversion of public utilities (including the sewer in Eastbourne Terrace);
  - temporary relocation of the taxi rank from Eastbourne Terrace to the area on the north side of the station occupied by the Lynx building (formerly Red Star). CLRLL have assumed that the Paddington Station Phase 2 scheme will not have been implemented by the start of the main construction of Crossrail line 1 in summer 2007;
  - modifications to London Underground infrastructure; and
  - alterations to utilities within MacMillan House as a result of the demolition works.
- 4.2.4 Demolition which would need to be undertaken to accommodate the main works and would comprise:
- retaining wall and railings between Eastbourne Terrace and Departures Road;
  - canopy over Departures Road;
  - 191-195 Praed Street;
  - internal demolition works within MacMillan House; and
  - GWML parcels office at 4-18 Bishops Bridge Road.
- 4.2.5 Following site set-up, the main construction works would proceed as set out below:
- Installation of the diaphragm walls to form east and west work shafts within the station box eventually forming the two ventilation and escape structures at either end of the station.
  - Construction of the south perimeter wall of the station box, which would take place over approximately 16 months.
  - Boring of the temporary central tunnel between the two work shafts for removal of excavated material through the station and back to the construction site at the Royal Oak rail head. This will be undertaken using the first tunnelling machine to arrive at

Paddington from the tunnel eye. The second tunnelling machine reaching Paddington will be disassembled, lifted up from the western work shaft, re-assembled and relaunched at the eastern work shaft to continue its operation eastward.

- Construction of the north perimeter wall of the station box.
- Excavation in stages to concourse level, intermediate floor level and track level and fitting of a single long island platform. Excavated material from the twin-bore tunnels and station construction will be taken to the temporary railhead facility at Royal Oak, except during the first year while the railhead is built.
- Lining and fitting out of the two ventilation structures and ticket halls.
- Construction of the passages between Crossrail's station and London Underground platforms, which would take place during the station box excavation, and occur over a period of approximately two years. At this point, interchange facilities would be created with the Circle and District line, the Bakerloo line, the existing Lawn ticket hall and the Network Rail concourse.
- Construction of the above-ground 'light spine' structure along Eastbourne Terrace.

4.2.6 The main construction plant to be used at the worksite would include cranes and machinery for piling and excavation. Other equipment would include compressors, electrical generators and temporary ventilation fans.

4.2.7 The main Eastbourne Terrace worksite would encompass the whole of Eastbourne Terrace and Departures Road, situated between Bishops Bridge Road to the northwest and Praed Street to the southeast. Other worksites would be required at:

- Platform 1A worksite – situated to the north of Bishops Bridge Road and south of the main rail tracks into Paddington station. This worksite would be used for offices and facilities for construction personnel, and as a laydown area for plant and materials delivered by rail.
- Circle Line Link worksite: 191–199 Praed Street and 19-22 Spring Street (including the adjacent pavement) – this area would be used to construct the piled box accommodating the access stairs and lift.
- Red Star Deck worksite – for the temporary taxi facility and located on the site of the Lynx (former Red Star) building.

4.2.8 Materials would be delivered by lorry to the main worksite as they are needed, as the worksites have limited storage capacity. Following construction of the twin-bore tunnel from Royal Oak portal, excavated material would be transported through the tunnel westward to the Royal Oak worksite for removal by rail. Prior to this excavated material would be removed by lorry.

4.2.9 Entry to and exit from the main worksite would be along Bishops Bridge Road and the A40. Access to the southeast end of the main worksite would be via Spring Street for emergency and occasional access. Construction vehicles for the Platform 1A worksite would use the existing access and egress points on Bishops Bridge Road and Orsett Terrace. The Platform 1A site would be used primarily for offices and the storage of materials delivered by rail, so access would be such that mainly light vehicles would be required.

4.2.10 Pedestrian and vehicular access along Departures Road and Eastbourne Terrace would be restricted during construction, but with one lane in each direction for public traffic use maintained using a combination of the two roads. A temporary facility for taxi pickup and drop-off would be provided in the Lynx building (formerly Red Star) with access from Bishops Bridge Road. A temporary private car pick up and drop off would be provided in

London Street. Bus stands and a bus stop would be temporarily relocated to Westbourne Terrace.

- 4.2.11 During the peak period of construction, approximately 100 lorries per day would access the Paddington station worksites.
-

## Appendix 5 – CRL’s Undertakings and Assurances

The Promoter has, in response to petitions made by the City Council and others on Paddington Station and the surrounding areas, made these undertakings and assurances during the petitioning stage at the House of Parliament. The register, named as Register of Undertakings and Assurances, captures all the individual undertakings and assurances given to petitioners and to Parliament to ensure that the "nominated undertaker" (any person appointed to construct Crossrail), as well as the Secretary of State for Transport or any other organisation exercising the Act's powers, complies with them. Below is an extract of the undertakings and assurances that are relevant to this site.

The register forms part of the Crossrail Environmental Minimum Requirements (EMRs) and an undertaking has been given that "any nominated undertaker will be contractually bound to comply with the controls set out in the EMRs". The register should be read in conjunction with the other documents that are also part of the EMRs, namely the Construction Code, the Environmental Memorandum and the Planning and Heritage Memorandum.

No	Type	To whom	Date given	Subject	Reference	Text
52	Undertaking	BAA plc - Heathrow Airport & Heathrow Express Operating Company Ltd (53)	17/07/2006	Heathrow Express	Undertaking signed on behalf of the Secretary of State	
224	Assurance	Paddington Business Improvement District Limited (158)	May 2006	Worksites - street furniture and finishes	Petition Response Document - Page 11 - Paragraph 2	Prior to commencing construction, the Promoter will require the nominated undertaker to consult the relevant planning authority in relation to items of street furniture and finishes within worksites. In some cases, the nominated undertaker may determine that it is most appropriate to safely remove, store and replace items upon completion of the works. If this is not deemed by the nominated undertaker to be the appropriate approach, the item will be offered to the planning authority for storage at the cost of the authority or for use elsewhere. In these cases, the nominated undertaker will undertake to provide a replacement of equivalent quality on completion of the works.
289	Assurance	St Mary's NHS Trust (83)	May 2006	Noise and vibration - special case	Petition Response Document - Page 10 - Paragraph 8 - First Sentence	The Promoter confirms that the premises on the 8th, 9th and 14th floors of Eastbourne Terrace will be considered under this provision of the Noise and Vibration Mitigation Scheme.
290	Assurance	St Mary's NHS Trust (83)	16/06/2006	Pedestrian access	email from CLRL to St Mary's NHS Trust (Smith-McGuinity) - Paragraph 2 - Last Sentence	I can confirm that the construction of the Crossrail station will not require the closure or other restriction on access for pedestrians from the eastern end of London Road to Paddington Station.

331	Assurance	Westminster City Council (321)/ Paddington Business Improvement District Limited (158)	May 2006	Paddington Station - servicing arrangements	Petition Response Document - Paddington - Page 37 - Paragraph 5 - Second and Third Sentences/Petition Response Document - Page 35 - Paragraph 5 - Second and Third Sentences	The Promoter will require the nominated undertaker to take into account servicing arrangements for the station and its commercial occupiers (including the Paddington Hilton Hotel) during the construction planning and the preparation of the Traffic Management Plan for the area. Proposals for traffic management will be discussed with the petitioner, London Buses, Network Rail and other relevant stakeholders via the local Traffic Liaison Group.
340	Undertaking	BAA plc - Heathrow Airport & Heathrow Express Operating Company Ltd (53)	08/05/2007	Paddington Station - taxi arrangement	Undertaking signed on behalf of the Secretary of State	
419	Assurance	Paddington Business Improvement District (158)	06/02/2007	Consultation	Letter from Winckworth Sherwood to agent acting for Paddington Business Improvement District - Page 1 - Paragraphs 2-5	The Promoter shall require the Nominated Undertaker to establish a liaison group to cover the area of the Paddington Business Improvement District at the time the liaison group is established and which group shall be run by the body which manages the said Business Improvement District should the said Business Improvement District be in existence at the time of the establishment of the said liaison group. The said liaison group shall facilitate communication with business interests and the Nominated Undertaker shall present outline construction arrangements to the said liaison group in relation to the Authorised Works insofar as they significantly affect the Paddington area and the Nominated Undertaker shall, insofar as is reasonably practicable, inform the said liaison group of any proposed variations to the standard working hours set out in the Construction Code in relation to the carrying out of such works. The Promoter will consult with and will require the nominated undertaker to consult with the BID while it is carrying out its detailed design work, so that BID's representations can be taken into account where appropriate in the submissions that are subsequently made to local planning and highway authorities. In these clauses:- "Authorised Works" means the works authorised by the Crossrail Bill; "Construction Code" means the Crossrail construction code relating to the authorised works as referred to in Crossrail Information Paper D1; and "Nominated Undertaker" means any person whose name appears on an order under clause 46 of the Crossrail Bill.
441	Assurance	Parliament	09/10/2007	Paddington - community liaison	Government Response to House of Commons Select Committee Interim Decisions - Paragraphs 11.1-11.2	The Promoter can confirm that a dedicated community liaison point of contact for the Paddington area will be assigned in due course, and that the local community will be notified of the relevant contact details nearer to the start of construction. The Promoter has discussed the Committee's recommendation on the establishment of a local liaison

						group for the Paddington area with Westminster City Council, Paddington Residents Active Concern on Transport, and the Brewers Court Residents Association. The Promoter is pleased to report that a consensus on a way forward that fits the needs of the area has been established, and that the first meeting of the local liaison group will be in November.
442	Assurance	Parliament	09/10/2007	Paddington - relocation of Congestion Charge Zone boundary	Government Response to House of Commons Select Committee Interim Decisions - Paragraphs 11.5 - Second Sentence	The Promoter is committed to continuing its discussions with TfL and Westminster City Council to ascertain whether the CCZ boundary can be relocated.
566	Assurance	BAA plc - Heathrow Airport & Heathrow Express Operating Company Ltd (12)	30/04/2008	Heathrow Express	House of Lords Select Committee - Transcript - Day 24 - Paragraph 9577	<p>The Secretary of State for Transport undertakes to use all reasonable endeavours to ensure that, save in respect of any emergency works required for the continued safe operation of either London Underground Limited's network or Network Rail Infrastructure Limited's network, there are no concurrent planned closures:</p> <p>(a) of all the railway lines between Paddington Station and the eastern end of the Heathrow spur attributable to the exercise of the powers of the Crossrail Bill to construct the authorised works and</p> <p>(b) of the Piccadilly Line between Hammersmith and Heathrow during the hours</p> <p>When either Heathrow Connect services or Heathrow Express services and Piccadilly Line services are ordinarily scheduled to operate. The Secretary of State also undertakes to use all reasonable endeavours to ensure that the nominated undertaker for the relevant Crossrail works, Network Rail Infrastructure Limited and London Underground Limited, consult and co-operate with each other in the process of the planning of works that may give rise to the aforementioned concurrent planned closures.</p>
588	Assurance	Hammerson (Paddington) Limited and Domaine Developments Limited (78)	07/05/2008	Paddington triangle site	House of Lords Select Committee - Transcript - Day 28 - Paragraphs 12217-12222	<p>12217. "If the Paddington 'Triangle' site, which is parcels 88, 89, 89a and 90 in the City of Westminster, is acquired by the Promoter for Crossrail, all of it will be acquired.</p> <p>12218. "The Promoter will consult with Hammerson and Domaine as to the siting of the taxi ramp that she intends to build on the site.</p> <p>12219. "If London Underground Limited has not elected to commence its works on the site within three years of the practical completion of the ramp, then the Promoter will offer the land back to Hammerson and Domaine in the first instance.</p>

						<p>12220. "If London Underground has elected to commence its works on the site within three years of the practical completion of the ramp, then the Promoter will offer the land back within five years of such election.</p> <p>12221. "The land that is offered back will be the greatest interest that can reasonably be regranted and will include the air rights above and below the ramp.</p> <p>12222. "This agreement is capable of assignment by Hammerson and Domaine to another company or joint venture which must be a property development company with experience of undertaking property development, able to demonstrate a successful record of delivering and undertaking commercial development schemes of the size and nature envisaged on the site (including assessment of experience in development in an urban area over, or in conjunction with, railway infrastructure), and able to demonstrate that it will commit the resources, skills and experience in developing over railway infrastructure needed to take the development forward."</p>
588	Assurance	Westminster City Council (56)	01/05/2008	Brewers Court	Letter from CLRL to Westminster City Council (Deaville-King) - Page 2 - Paragraph 1	The Promoter will design and require the nominated undertaker to construct a noise attenuation canopy over the site of 14-18 Bishops Bridge Road, if it is to be used for the purpose of a temporary service deck, to mitigate the potential for noise from its operation for the duration of the main construction works in Eastbourne Terrace. Further, the Promoter will consult Westminster City Council on the design of the noise attenuation canopy.
589	Assurance	Westminster City Council (56)	01/05/2008	Paddington triangle site	Letter from CLRL to Westminster City Council (Deaville-King) - Page 3 - Paragraph 2	In seeking to develop a design which makes the best use of the Paddington triangle site, the nominated undertaker will be required to engage with London Underground, Network Rail and Westminster City Council to ensure that the requirements of access to the station are met and that the works are phased as far as practicable to facilitate London Underground's planned reconstruction of the Hammersmith and City Line Station.
592	Assurance	Westminster City Council (56)	01/05/2008	Congestion charging zone	Letter from CLRL to Westminster City Council (Deaville-King) - Page 5 - Paragraph 2	The Promoter is willing to continue to review and discuss the findings of the TfL study into the CCZ boundary with TfL, Westminster City Council and relevant stakeholders (including PRACT) in line with the requirements of the House of Commons Select Committee.
593	Assurance	Westminster City Council (56)	08/05/2008	Westminster planning briefs	Letter from CLRL to Westminster City Council (Deaville-King) - Page 1 - Paragraph 3	<p>The Nominated Undertaker will have regard to the provisions of the Planning Briefs, where they are relevant, when preparing technical submissions to the Council under the Bill in relation to Crossrail works (including applications and submissions under the heritage deeds and Schedule 7 to the Bill), save that –</p> <ul style="list-style-type: none"> <li>• In relation to submissions under Schedule 7 to the Bill, this only</li> </ul>

						<p>applies so far as those provisions are relevant to the permitted grounds of refusal with respect to the matters in question.</p> <ul style="list-style-type: none"> <li>• The provisions only apply so far as, upon consulting with Cross London Rail Links Limited (or other similar or replacement body concerned with Crossrail) in connection with the briefs, the Council has properly had regard to any observations or concerns expressed to it with respect to their contents so far as relevant to Crossrail.</li> <li>• The provisions do not apply to applications under conditions imposed by a direction under paragraph 2 of Schedule 16 to the Crossrail Bill with respect to the replacement concrete batching plant at Paddington New Yard.</li> </ul> <p>For the purpose of this assurance “the Planning Briefs” means the planning briefs (at present in draft) for –</p> <ol style="list-style-type: none"> <li>a. Paddington New Yard</li> <li>b. Paddington Station and Environs</li> <li>c. Davies Street</li> <li>d. Hanover Square</li> <li>e. Dean Street</li> <li>f. Tottenham Court Road</li> </ol>
594	Assurance	Westminster City Council (56)	08/05/2008	Brewers Court	Letter from CLRL to Westminster City Council (Deaville-King) - Page 2 - Paragraph 1	<p>Recognising that it will be a temporary structure, the nominated undertaker will be required to employ best practicable means (as defined in footnote 3 to Information Paper D25) in designing the noise attenuation canopy over the site of 14-18 Bishops Bridge Road with the aim of reducing noise so that, with additional allowances made for calculation uncertainty, under all reasonably foreseeable circumstances the assessment at the worst affected residential building obtained by subtracting the existing background noise level (LA90,T) from the rating level LArTr of the noise sources associated with the operation of the service deck in normal operation, is not more than LA90, T –5dB determined in accordance with BS4142:1997. Where despite the employment of best practicable means, rating levels at the worst affected residential building are expected to exceed LA90 –5dB the nominated undertaker will prior to the commencement of the procurement of the materials for the noise attenuation canopy and/or the fixed plant to be provided within or under the canopy provide to Westminster City Council the following information:</p> <ul style="list-style-type: none"> <li>• The calculated rating level at the most sensitive receivers under the range of operational modes antic</li> <li>• Details on the performance of the proposed noise attenuation canopy and/or other noise mitigation me</li> </ul>

						<ul style="list-style-type: none"> <li>• A description of the limitations to any further mitigation being practicable.</li> </ul>
595	Assurance	Westminster City Council (56)	08/05/2008	Departures Road	Letter from CLRL to Westminster City Council (Deaville-King) - Page 2 - Paragraph 2	The Promoter undertakes that whether or not the whole of Departures Road is used for the carrying out of operations ancillary to the construction of the scheduled works, the whole of the Departures Road shall be treated, for the purposes of Paragraph 11 of Schedule 7 to the Bill as if it were so used.
596	Assurance	Westminster City Council (56)	08/05/2008	Red Star Deck	Letter from CLRL to Westminster City Council (Deaville-King) - Page 3 - Paragraph 1	In developing the detailed design for the permanent arrangement for taxis the nominated undertaker will be required to follow the objectives of the Heathrow Express Act 1991 in making connections to the strategic road network and will work with Westminster City Council to secure satisfactory arrangements for the junction operation. The permanent taxi arrangements will, as far as reasonably practicable, comply with the Heathrow Express Act parliamentary undertaking.
603	Assurance	Westminster City Council (56)	18/01/2008	Harrow Road and Great Western Road	Letter from CLRL to Westminster City Council (Deaville-King) - Page 6 - Paragraph 1	The Promoter will require the nominated undertaker to work with the petitioner and Transport for London to review the junction [Harrow Road and Great Western Road] layout and traffic signal timings to minimise this impact as far as reasonably practicable.
604	Assurance	Westminster City Council (56)	18/01/2008	Heritage adviser	Letter from CLRL to Westminster City Council (Deaville-King) - Page 6 - Paragraph 5	The Promoter will require the nominated undertaker to have a dedicated, suitably qualified, heritage adviser for the works in Westminster, including Paddington station.
605	Assurance	Westminster City Council (56)	18/01/2008	Eastbourne Terrace	Letter from CLRL to Westminster City Council (Deaville-King) - Annex A - Page 1 - First Row	<p>The Promoter will require the nominated undertaker to use reasonable endeavours to ensure that, unless otherwise agreed with Westminster City Council (that agreement not to be unreasonably withheld),</p> <p>Eastbourne Terrace remains open for one lane of traffic in each direction during the construction period. Nothing in this assurance shall preclude the nominated undertaker from being able to close Eastbourne Terrace temporarily (eg for long weekends) from time to time during the construction period.</p>
606	Assurance	Westminster City Council (56)	18/01/2008	Paddington Station Review Group	Letter from CLRL to Westminster City Council (Deaville-King) - Annex A - Page 2 - First Row	The Promoter will require the nominated undertaker to continue to participate in the Paddington Station Review Group during construction of Crossrail to facilitate liaison between key stakeholders.
607	Assurance	Westminster City Council (56)	18/01/2008	Spoil transport	Letter from CLRL to Westminster City Council (Deaville-King) - Annex A - Page 2 -	The Promoter will require the nominated undertaker to, after the passage of the tunnel boring machine (TBM) through the station site, maximise so far as reasonably practicable the volume of excavated material from the Eastbourne Terrace station box taken to the Royal

					Last Row	Oak worksite via the tunnels. Until the passage of the TBM through the station box, the excavated material will be transported by road.
608	Assurance	Westminster City Council (56)	18/01/2008	St Mary's Hospital	Letter from CLRL to Westminster City Council (Deaville-King) - Annex A - Page 4 - First Row	The Promoter will require the nominated undertaker to consult Westminster City Council on any site specific survey of and/or study done on St Mary's (floors 8, 9 and 14 of 20 Eastbourne Terrace), and on any mitigation proposed to be provided as a result.
611	Assurance	Westminster City Council (56)	16/02/2007	4-18 Bishops Bridge Road	Letter from CLRL to Westminster City Council (Smith-King) - Page 2 - Fifth Paragraph	I can confirm that the Promoter will require the nominated undertaker to fully enclose with sheeting, 4-18 Bishops Bridge Road during demolition.
612	Assurance	Westminster City Council (56)	16/02/2007	Template for s61 applications	Letter from CLRL to Westminster City Council (Smith-King) - Page 2 – First Paragraph	I can confirm that the Promoter agrees to develop a standard template for section 61 applications and agrees that this work will be taken forward under the auspices of the Planning Forum.
614	Assurance	Westminster City Council (56)	May 2006	Pedestrian access to Paddington Station	Petition Response Document - Paddington - Page 36 - Paragraph 2	The Promoter will require the nominated undertaker to provide reasonable pedestrian access to and egress from Paddington Station during its hours of opening. However, there will be occasions where some existing pedestrian access routes to the station will be temporarily disrupted.
615	Assurance	Westminster City Council (56)	May 2006	Eastbourne Terrace	Petition Response Document - Paddington- Page 36 - Paragraph 4	The Crossrail Environmental Statement ES (Volume 8b) reports a significant impact related to the increase in walking distance that will be experienced by many passengers during the temporary closures of pedestrian access points. The provision of adequate footway width on the south side of Eastbourne Terrace and appropriate crossing facilities at the junction of Praed Street will mitigate this impact. The Promoter will require the nominated undertaker to work with the petitioner and other relevant stakeholders to provide these facilities
675	Undertaking	Westminster City Council (56)	01/07/2008	Exceptional Costs	Undertaking signed on behalf of the Secretary of State	
677	Undertaking	Westminster City Council (56)	16/06/2008	Paddington Station (Departures Road and Eastbourne Terrace frontage)	Undertaking signed on behalf of the Secretary of State	
678	Undertaking	Westminster	16/06/2008	Paddington	Undertaking signed on	

		City Council (56)		Station (London Street Deck)	behalf of the Secretary of State	
<b>679</b>	<b>Undertaking</b>	Westminster City Council (56)	16/06/2008	Paddington Station (Underground Station)	Undertaking signed on behalf of the Secretary of State	
<b>680</b>	<b>Undertaking</b>	Westminster City Council (56)	16/06/2008	Paddington Station (Macmillan House)	Undertaking signed on behalf of the Secretary of State	
<b>681</b>	<b>Undertaking</b>	Westminster City Council (56)	16/06/2008	Paddington Station (Settlement)	Undertaking signed on behalf of the Secretary of State	



# City of Westminster

PLANNING & CITY DEVELOPMENT

Westminster City Hall, 64 Victoria Street, London SW1E 6QP  
Planning helpline: 020 7641 2513 [www.westminster.gov.uk](http://www.westminster.gov.uk)