

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 6 th December 2016	Classification For General Release	
Report of Director of Planning		Ward(s) involved Hyde Park	
Subject of Report	Paddington Sorting & Delivery, 31 London Street, 128-142 Praed Street, London Street (partial), Winsland Mews (partial), Paddington Station Arrivals ramp and associated surrounds, London, W2 1DJ.		
Proposal	Demolition of existing buildings and mixed use redevelopment comprising a commercial cube providing up to 50,000 sqm (GEA) floorspace of office/commercial uses, retail and café/restaurant uses at lower levels and top floor level, a retail/restaurant building on Praed Street; a new major piazza including pedestrianisation of London Street, a new access road between Winsland Street and Praed Street, hard and soft landscaping, new underground station entrance and new Bakerloo Line Ticket Hall; and associated infrastructure and interface highway and transport works for underground connections, and ancillary works.		
Agent	Nia Fraser		
On behalf of	Great Western Developments Ltd.		
Registered Number	16/09050/FULL 16/09052/LBC	Date amended/ completed	19 September 2016
Date Application Received	12 September 2016		
Historic Building Grade	Grade I listed Wall located between arrivals ramp & London Street No.31 London Street unlisted building of merit.		
Conservation Area	Bayswater		

1. RECOMMENDATION

1. Grant conditional planning permission subject to the views of the Mayor of London, and subject to a S106 legal agreement to secure the following:-

1. a) Prior to commencement of development the developer to submit a schedule of works associated with the interface between Paddington Bakerloo Line and the development which must be agreed by the City Council (in consultation with TFL and LUL and Network Rail). The development must be carried out in accordance with the schedule of works agreed.

1. b) Prior to occupation of any of the buildings above ground level, the developer to carry out structural works and to construct the station box to the Bakerloo Line ticket hall and the fit out works to the unpaid side of ticket barriers including all escalators, steps and lift access from concourse level and London Street/Praed Street level, in accordance with the approved drawings, (unless otherwise agreed in writing by the City Council in consultation with TFL and LUL and Network Rail) and thereafter provide a 999 year lease at peppercorn rent to TFL/LUL for operation of the station and public access through and within the development to all public transport entrances/exits when public transport is operational.
2. The developer to pay £8.5m (index linked) towards Transport for London's delivery of fit out works (to paid side of ticket barriers) to the new Bakerloo Line ticket hall. To be paid to Transport for London on receipt of confirmation from Transport for London of their commitment to fund the remaining cost of fit out works and 3 months before the commencement of relevant fit out works.
3. The developer to meet the cost of funding the procurement, management and delivery (including all necessary consents) of the following works within Paddington Station, including namely; i) tunnels refurbishment, ii) redesign of servicing area to western end of platform 1; iii) removal and replacement of buffer stops and adjacent plant to platforms 11 & 12.
4. The developer to fund a transport study by a steering group comprising WCC, TFL, NR & Crossrail of traffic management and servicing associated with the site and in its vicinity. Including Eastbourne Terrace, Bishops Bridge (Harrow Road gyratory to Eastbourne Terrace), Praed Street (Craven Road to Norfolk Place), London Street (North), Winsland Street, Winsland Mews, Junction of London Street with South Wharf Road and proposed new road, Paddington Station Arrivals ramp. The findings of the study to be implemented in agreement with the City Council & TfL at the developers cost.
5. Developer to fund the cost of highways works immediately surrounding the site, required for the development to occur/mitigate the impact of the development.
6. Developer to submit a servicing management plan, to minimise servicing movements within the public realm, including the area of the Paddington Station Arrivals ramp, for approval by the City Council and thereafter to carry out the development in accordance with the approved plan.
7. Developer to provide and manage at their own cost all of the public realm works within the application site including associated street furniture, paving, landscaping, drainage, service diversions and thereafter maintain and manage the area including the area that is currently the Arrivals Road and allow 24 hours access for the general public via a walkways agreement to be submitted for approval.
8. Provision of vehicular and pedestrian public highway to the City Council's adoptable standard from Praed Street to Winsland Street prior to closure of London Street and thereafter with 24 hours access. Details to be agreed by the City Council.
9. Provision of or cost of relocation/replacement/upgrade of east and west bound bus stops on Praed Street to TfL satisfaction and in line with 4 above.
10. Provision of or cost of relocation/replacement of cycle docking station and provision of vehicular access to and from it to allow manual redistribution of bikes within the site to TfL satisfaction and in line with 4 above.

11. Provision of or cost of relocation/replacement and changes of on street car parking including blue badge car parking as part of 4 above
 12. Provision of or cost of relocation/replacement of motorcycle parking within the site as part of 4 above
 13. Provision of Public Art to the value of no less than £2,000,000 (index linked) and maintenance of public art thereafter at full cost to the developer.
 14. Provision and maintenance of public access to the Cube's rooftop restaurant (Class A3) and external terrace and provision of a free public viewing area (details to be agreed later) at no cost to the public.
 15. Financial contribution of £250,000 (index linked) as a payment in lieu of an on-site mini recycling facility
 16. Financial contribution of £250,000 (index linked as a payment in lieu of on-site social and community facility
 17. Employment and Training Strategy
 18. Cost of Monitoring the S106 legal agreement
- 3.If the S106 legal agreement has not been completed within 3 MONTHS from the date of the Committee's resolution then:
- a) The Director of Planning shall consider whether the permission can be issued with additional conditions attached to secure the benefits listed above. If this is possible and appropriate, the Director of Planning is authorised to determine and issue such a decision under Delegated Powers; however, if not
 - b) The Director of Planning shall consider whether permission should be refused on the grounds that it has not proved possible to complete an agreement within an appropriate timescale, and that the proposals are unacceptable in the absence of the benefits that would have been secured; if so the Director of Planning is authorised to determine the application and agree appropriate reasons for refusal under Delegated Powers.
4. Grant conditional listed building consent and agree the reasons for granting listed building consent as set out in informative 1 of the draft decision letter.
- 5.That Committee authorises the making of a draft order pursuant to s247 of the Town and Country Planning Act 1990 for the stopping up of parts of the public highway and creation of new public highway to enable this development to take place. That the Director of Planning, Executive Director of City Management , or other such proper officer of the City Council responsible for highway functions, be authorised to take all necessary procedural steps in conjunction with the making of the orders and to make the orders as proposed if there are no unresolved objections to the draft orders. The applicant will be required to cover all costs of the Council in progressing the stopping up orders.

2. SUMMARY

Permission and associated listed building consent is sought for the redevelopment of the vacant Royal Mail site, Paddington Station arrivals ramp/road and surrounds to provide a 19 storey cube shaped building and a 2 storey Praed Street building of mixed commercial use and associated new road to replace London Street, together with the physical provision of a new London Underground Bakerloo line ticket hall and associated infrastructure and access as well as the provision of 1.3 acres of new public realm within the heart of Paddington.

This application follows two previous applications, one of which did not quite reach a decision and the other which was withdrawn by the applicant following significant opposition.

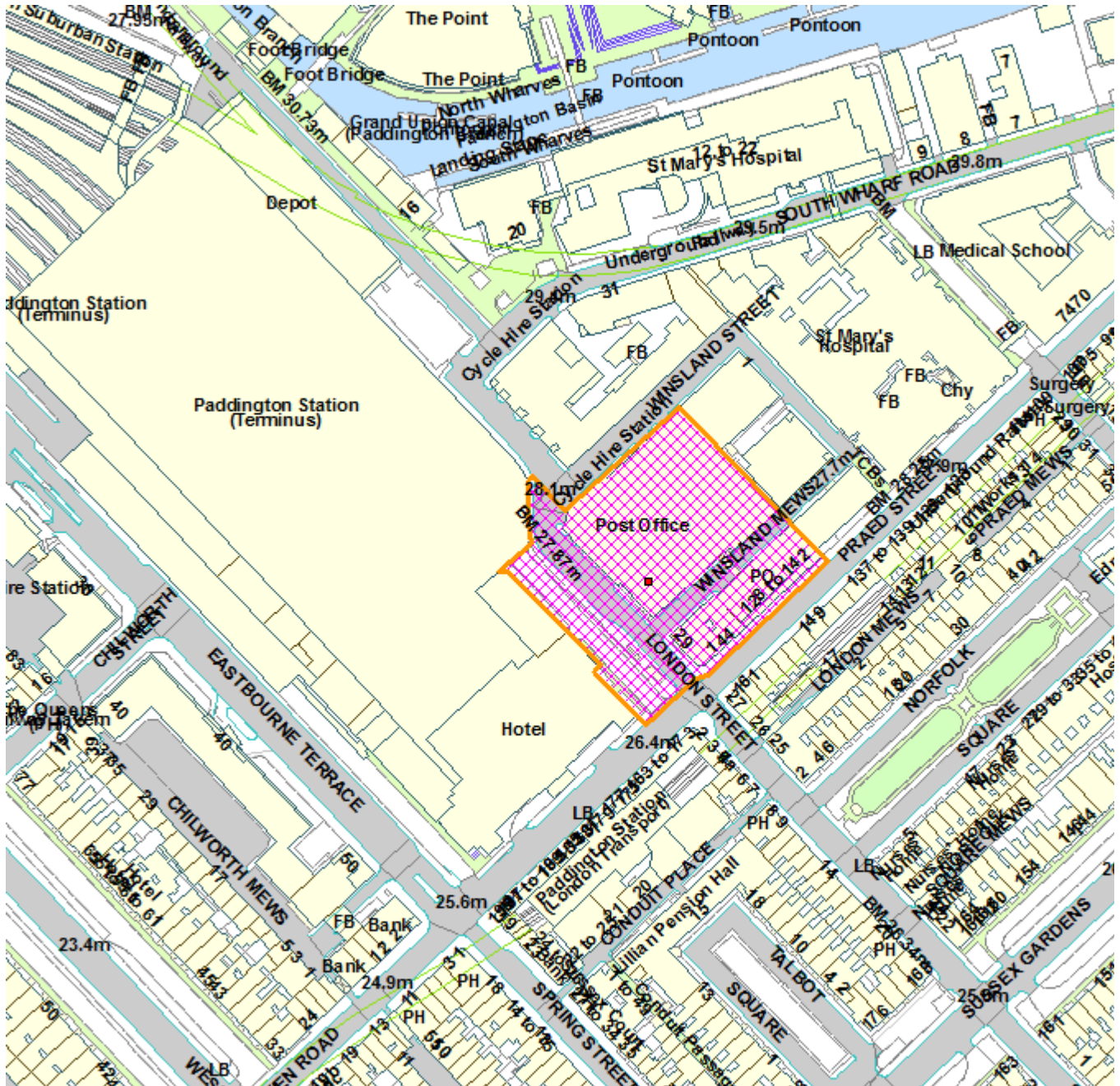
The proposal has the general support of the Mayor, Transport for London, Network Rail and London Underground Limited, on the basis that improvements to Paddington Station of this magnitude can only be delivered through redevelopment and the one off opportunity that this site and redevelopment brings. Local support comes from Councillor Alexander, the Hyde Park Estate Associations and other interested parties (residents, businesses and commuters).

In contrast, opposition of the proposal is made by Historic England, The Victorian Society, Save Britain's Heritage and local associations, Councillors Floru and Scarborough, South East Bayswater Residents Association, Bayswater Residents Association, NottingHill East Neighbourhood Forum and other interested parties (residents, businesses and commuters), principally on the impact that the proposed redevelopment would have on heritage assets, resultant from the demolition of the Royal mail sorting office building as an unlisted building of merit and the impact of the cube building on townscape including on the setting of listed buildings and the Bayswater conservation area. Associated with these objections is the view that the transport benefits proposed could be achieved without such detrimental impact upon heritage assets.

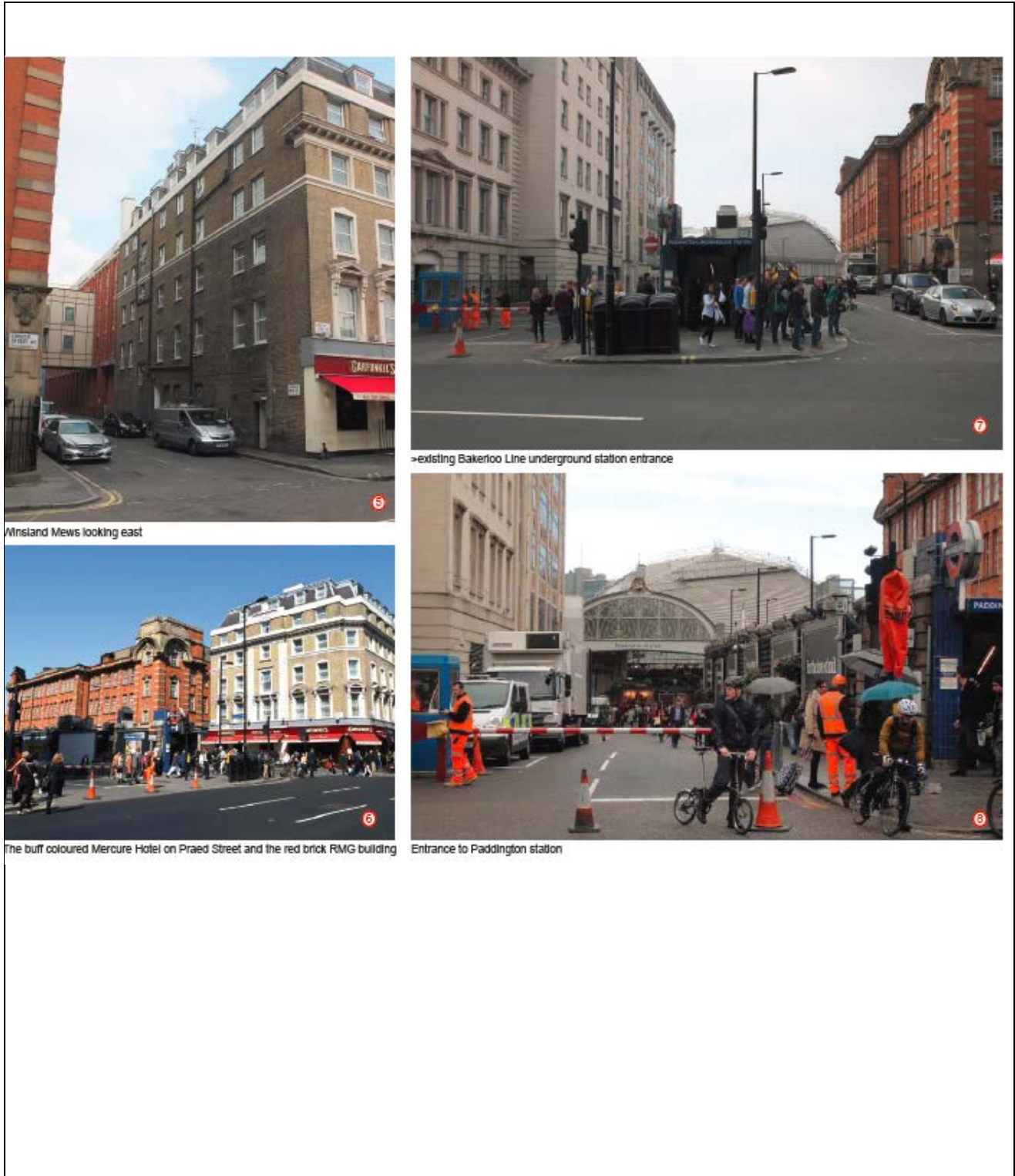
A further key objection has been raised by the London Ambulance Service and Imperial College Healthcare Trust, in relation to the potential impact of the new road (proposed to replace London Street) on ambulance journey times to St Mary's Hospital.

The proposal provides a unique opportunity to provide much needed strategic transport benefits and significant public realm improvements to Paddington and these substantial public benefits are considered to outweigh the acknowledged harm to heritage assets. Therefore, notwithstanding the objections raised, subject to appropriate conditions to provide further details and or mitigation on certain aspects of the development where necessary, together with planning obligations to be secured by way of a S106 legal agreement, the application is recommended favourably.

3. LOCATION PLAN



4. PHOTOGRAPHS



5. CONSULTATIONS

National Planning Casework Unit Department for Communities and Local Government

Acknowledge notification of EIA application, but have no further comment to make.

Greater London Authority

Generally acceptable in strategic planning terms. The proposed improvements to Paddington Station and the public realm are strategically vital to London and this interchange and strongly supported. The improvements to the station of this magnitude can only be delivered through the comprehensive redevelopment of this site and this is therefore a one-off opportunity to provide the additional station capacity and step free access that will be needed to support development in the area and the background growth in demand and to compliment the introduction of Crossrail services at Paddington. There remain some detailed issues that need resolution, particularly around the detailed design of the Bakerloo Station, cycle hire, bus stops and construction and regarding the new, temporary Blue Light route. TFL will continue to work with the applicant to resolve these and to ensure that any necessary clauses are incorporated into the planning or development agreements and would expect to be a signatory to the Section a106 agreement.

The principle of an office and retail led redevelopment of the site, in the Paddington Opportunity Area and within the Central Activities Zone, makes the best use of the site, and is consistent with the overall policy objectives for spatial development and regeneration, which supports London's World City status. The scheme meets the relevant guidance in relation to tall buildings and view management, demonstrating a high standard of design of architecture, materials and design that would make a positive contribution to the area and the scheme contributes to improving legibility and permeability of Paddington. Any harm to the significance of heritage assets their settings and townscape impacts, is outweighed by the significant public benefits of the scheme. Whilst consideration has been given to the accessibility and public realm requirements of this civic realm to ensure a fully inclusive scheme, further consideration would be expected at approval of condition and build out stage. The scheme exceeds carbon savings sought by the London Plan, however some minor technical details require confirmation and the strategy & sustainability measures should be secured by condition.

Historic England (HE) (Planning Application)

Objection. The proposals have a major harmful impact on the Bayswater Conservation Area because of their height, massing and design, all of which is very different from the prevailing historic and architectural character of the area. Particularly concerned about the loss of the Edwardian former Post Office Sorting Building, which has a Certificate of Immunity from listing but is locally listed and makes a positive contribution to this part of the conservation area. Whilst it is accepted that the proposals will deliver a variety of public benefits, Historic England are not convinced that these can only be achieved through the current approach rather than through a more contextual proposal that retains the most significant parts of the former Post Office Sorting Building currently on the site. Historic England is not able to support the proposals on the basis that they will cause harm to the conservation area and the settings of nearby listed buildings. The City Council should be convinced that the proposals have been clearly and convincingly justified, and the harm causes in necessary and outweighed by public benefits if minded to grant planning permission.

Historic England (Listed Building Application)

No comment. Application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

Historic England (Archaeology)

The application lies in an area of archaeological interest whereby the archaeological interest of the site is primarily the 20th century Royal Mail underground railway remains under the existing basements and a 19th century reservoir which supplied the City of London. Archaeological conditions are therefore requested.

The Victorian Society

Objection. Proposal would cause substantial harm to the character and appearance of the Bayswater Conservation Area and would harm the setting of numerous listed buildings. Such a high level of harm has not been demonstrated to be strictly necessary in order to deliver the scheme's public benefits and therefore cannot be justified. Objection based on demolition of former sorting and delivery office, a locally listed building and impact of proposed cube building due to its height, architectural treatment and material on setting of listed buildings and the character and appearance of the conservation area.

Save Britain's Heritage

Objection. Proposal including demolition of unlisted building of merit and vastly oversized glass building would be in marked contrast to the characteristic of the conservation area and will cause substantial harm to designated and undesignated heritage assets in the immediate vicinity and further afield. Do not believe that the perceived public benefits outweigh the harm caused, or that they could not be delivered by a less harmful scheme. Application should be refused, but if granted would contravene significant parts of local and national planning policy and consider there to be strong grounds for it to be called in by the Secretary of State, or for judicial review. Recent and comparable legal rulings should be noted in respect of their assessment of substantial harm (Barnwell Manor, Smithfield General Market, The Strand). There are clear and convincing reasons for refusing this application, notably local and national planning policy and guidance and the objection from Historic England and numerous public objections.

Transport for London (TFL)

The application proposes a significant new area of public realm linking to a new underground station entrance and Bakerloo Line ticket hall and go beyond that previously envisaged through past planning applications, and will deliver a significant benefit to the travelling public. Due to TFL's lack of land holdings in the area, improvements to the station of this magnitude can only be delivered through a comprehensive redevelopment of this site that makes station improvements integral to its design and this planning application offers a one-off opportunity to provide the additional capacity that will be needed following the introduction of Crossrail services at Paddington. However some detailed issues need resolution, particularly around the definition of operational boundaries, fire safety, maintenance access, cycle hire, bus stops and construction. TFL expect to be a signatory to S106 agreement for this scheme.

TFL/LUL agree with the scheme proposals in principle and want to advance to design stage, but all parties acknowledge that the scheme is not far enough advanced to determine whether it meets LUL requirements completely and LUL have outlined detailed engineering design items that need to be addressed (including fire strategy) post planning permission.

The applicant is confident that all land is either owned by them or TFL or Network Rail. As such obligations have been agreed between the parties to seek the following: i) A Development agreement to agree scope and timing of works in relation to commencement ii) The developer to complete works in accordance with agreed specification and to the satisfaction of Westminster City Council, prior to occupation of development, with reference to a lease having been granted to TFL/LUL.

Network Rail (NR)

Supports the principle of the development due to i) opportunity to create enhanced entrance and setting to Grade I listed station; ii) potential creation of high quality public realm ; iii) early delivery of Bakerloo Line ticket hall and significantly improved access to it. NR can only provide a reasonable endeavours commitment to explore the possibility of reducing the use of the Arrivals Road as it remains unclear as to whether this is possible. NR still has strong reservations that significant extra capacity can be created in car park 1 and that the use of the tunnels is practical or feasible. A reduction of between 5-15% may be achievable, but would be introduced in a phased manner and subject to variables progressing, including satisfactory completion of car park 1 and tunnel works. There is a possibility that no significant reduction in the use of the arrivals road can be achieved. Important that all current deliveries using arrivals road including any predicted future increase is properly assessed post completion to ensure all measures are undertaken to ensure that it continues to operate in a safe and efficient manner for the operation of the station. A number of aspects of the station retail and retailers are impacted by the proposal and NR have been requested to change the delivery /servicing strategy of the station by requiring retailers to use the western side of the station , car park 1 and the Crossrail access, rather than the arrivals road. The effective management of the arrivals road is essential; with increased usage it will also be highly likely that that management and maintenance of car park 1 and the tunnels will be required. However the applicant has advised that they cannot fund the management in perpetuity. NR requests that the applicant is responsible for all reasonable costs for the management of arrivals road including vehicular access arrangements (via S106).

NR has discussed with the applicant the detailed arrangement required to mitigate the effects of future management (& construction) of the development and to facilitate the delivery of the following key enhancement works (fund in entirety, procure, manage and deliver; i) refurbishment of service tunnels beneath the station to provide additional route for retail and station deliveries; ii) redesign and improvement of servicing area located at the western end of Platform 1; iii) removal and replacement of the platform 11/12 buffer stops and adjacent plant to enhance passenger flows (to accommodate flows post completion of the development). NR requires a number of s106 obligations to be agreed by them as well as public realm strategy (drainage, lighting, signage, street furniture) and construction management details and temporary strategies. Suggests future project meeting/working party of all parties to discuss details to ensure that the station is operational and the arrivals road remain open 24/7.

London Underground Limited (LUL)

No comment, applicant is in communication with LUL engineers with regard to the development. Request condition is imposed to secure details of fire evacuation proposals and sustainable operations of the station system.

Crossrail (Planning Application)

The site is identified within the limits of land subject to consultation under the Safeguarding Direction and the entire site at 31 London Street is occupied by Crossrail until end of December 2018, with no provision in the Crossrail construction programme which permits shared occupation of any part of the development site during the construction works. The potential for early phased hand back (September 2017 and February-April 2018) of the site is being discussed with the applicant. Conditions and informatives requested relating to construction and concurrent method statements and concurrent method statement.

London Ambulance Service (LAS) NHS Trust

Concerns raised with respect to access route via proposed new road further east to replace the existing London Street. LAS are unable to support the access route proposed by the new road unless measures are in place to ensure the delivery of a new Winsland Street Road which is preferred. This is because it is considered that the proposed new road is worse than the existing constrained access arrangements. This is due to; increased journey times for ambulances resultant from; use of road by large vehicles servicing the hospital; concentration of parking, servicing, loading and access to Cube at the northern end of the road; two 90 degree turns in the road; capacity and functioning of servicing bay to the Cube questionable; and potential for these activities to cause congestions and delays. Also concerned about construction related impact and request that no construction traffic should be permitted to use the same route as emergency vehicles.

St Mary's hospital is one of four designated London Major Trauma units with over 30,000 patients conveyed to St Mary's Hospital during 2015/2016. St Mary's hospital provides pivotal and essential access to critical healthcare for LAS, in addition to being a designated receiving hospital during a declared major incident in the capital. Its location within a busy and constrained area with one way systems is a daily challenge. With 10-12 patients per hour conveyed to St Mary's unimpeded access is paramount. Patients conveyed to the Major Trauma unit are often accompanied by multiple emergency service resources (London Helicopter Emergency service (HEMS), Doctors and medical team, Metropolitan/British Transport police and LAS Incident Response officers).

Imperial College Healthcare NHS Trust

Objection. The proposed new road further east to replace the existing London Street would be detrimental to the hospital and would result in a worse access arrangement than currently exists. On this basis and the absence of evidence that this development and the hospital access can co-exist, the trust has no option but to object to the application. The Trust is supportive of the overall aim of regenerating the Paddington area and recognise the need for all key stakeholders to work to deliver this and has been in dialogue with the applicant since July 2016 regarding the replacement/diversion of London Street further east. The operational detriment to the hospital access is a potential risk to the long term future of the hospital to maintain its major trauma centre status. AECOM has undertaken a technical review of application on behalf of the trust. Increased journey times for ambulances resultant from; use of road by large vehicles servicing the hospital; concentration of parking, servicing, loading and access to Cube at the northern end of the road; two 90 degree turns in the road; capacity and functioning of servicing bay to the Cube questionable; and potential for these activities to cause congestions and delays. A Road safety audit should be undertaken and Praed Street junction modelled correctly, firm proposals should be sought for the bus stops on Praed Street and loss of parking fully considered.

The trust provides acute and specialist healthcare over five hospitals including St Mary's, which is one of London's four major trauma centre sites. The Trust published its clinical strategy in 2014 kick starting a programme of transportation to meet future health needs and the aim is to consolidate, renew and grow the services at St Mary's Hospital through a masterplan redevelopment scheme of its campus in phases, starting with a new outpatients building on the triangle site, for which a planning application will be submitted shortly.

Environment Agency (EA)

No comments, consider the proposal to be low risk in respect of environmental constraints. (Representation refers to correct application reference, but incorrectly refers to a EIA scoping consultation)

Thames Water (TW)

Conditions and informatives requested.

Canal & River Trust (CRT)

No comment

Natural England (NE)

No objection, unlikely to affect any statutorily protected site or landscapes. NE has not assessed this application for impacts on protected species and local authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site. Proposal may provide opportunities to incorporate features of benefit to wildlife (roosting opportunities for bats, bird nest boxes)

Designing Out Crime

The Crime prevention statement is at an adequate level and therefore acceptable.

Sport England (SE)

The proposed development is not considered to fall within SE statutory or non-statutory remit and upon which they would wish to comment, therefore no detailed response has been provided.

London Fire and Civil Defence Authority

Any response to be reported verbally

London Fire Brigade

Any response to be reported verbally

City of London Airport

Any response to be reported verbally

Heathrow Airport Safeguarding Team

Any response to be reported verbally

The Royal Parks

Any response to be reported verbally

Regents Park Conservation Area Advisory Committee

Any response to be reported verbally

Ancient Monuments Society

Any response to be reported verbally

Council for British Archaeology

Any response to be reported verbally

Design Council

Any response to be reported verbally

The Fountain Society

Any response to be reported verbally

The Georgian Group

Any response to be reported verbally

Society for the Protection of Ancient Buildings

Any response to be reported verbally

Twentieth Century Society

Any response to be reported verbally

Crown Estate Paving Commission

Any response to be reported verbally

Friends of Hyde Park & Kensington Gardens

Any response to be reported verbally

London Historic Parks and Gardens

Any response to be reported verbally

International Council on Monuments & Sites

Any response to be reported verbally

Battersea Park

Any response to be reported verbally

Belgrave Square

Any response to be reported verbally

Berkeley Square

Any response to be reported verbally

Buckingham Palace Gardens

Any response to be reported verbally

Eaton Square

Any response to be reported verbally

Eccleston Square

Any response to be reported verbally

Green Park

Any response to be reported verbally

Grosvenor Square

Any response to be reported verbally

Hyde Park

Any response to be reported verbally

Kensington Gardens

Any response to be reported verbally

Kensal Green (All Souls) Cemetery

Any response to be reported verbally

Lincoln's Inn Fields

Any response to be reported verbally

Manchester Square

Any response to be reported verbally

Portman Square

Any response to be reported verbally

Royal Hospital, Chelsea & Ranelagh Gdns

Any response to be reported verbally

St James's Park

Any response to be reported verbally

St James's Square

Any response to be reported verbally

The Gardens Trust

Any response to be reported verbally

The Temple (Inner & Middle Temple gdns)

Any response to be reported verbally

Victoria Embankment Gardens

Any response to be reported verbally

Victoria Tower Gardens

Any response to be reported verbally

Warwick Square

Any response to be reported verbally

London Rivers Association

Any response to be reported verbally

The London Society

Any response to be reported verbally

NHS Central London

Any response to be reported verbally

Westminster Primary Care Trust

Any response to be reported verbally

Metropolitan Police Service for TENs (for Licensing)

Any response to be reported verbally

Baker Street Quarter

Any response to be reported verbally

Heart of London Alliance

Any response to be reported verbally

New West End Company

Any response to be reported verbally

Victoria BID

Any response to be reported verbally

Harrow Road LARP Co-ordinator

Any response to be reported verbally

London Borough of Hammersmith and Fulham

No objection.

Royal Borough of Kensington & Chelsea

No objection

London Borough of Brent

Acknowledgement of request for formal observations

City of London

No observations in relation to this proposal.

London Borough of Lambeth

No objection

London Borough of Southwark

Acknowledgement of request for formal observations

London Borough of Tower Hamlets

No objection

London Borough of Camden

No objection

London Borough of Wandsworth

Any response to be reported verbally

All Ward Councillors:-**Councillor Alexander (Bryanston and Dorset Square Ward)**

Support. Originally sceptical, but evolution of scheme and public exhibitions now satisfied that the proposal responds to the comments and concerns of all interested parties. Street plan and traffic scheme seem to make sense given the expected footfall. Pleased that development will open the way for the long overdue regeneration of St Mary's Hospital. Appreciate lightness of proposed Cube and the spaciousness of the public realm areas which will make Paddington station a more welcoming and safer place.

Councillor Scarborough (Marylebone High Street Ward)

Objection. Agree with Historic England and others than have objected on grounds that this building does not fit in with the surrounding listed buildings and landscape. Regeneration of the area is required but there is not a coherent plan for this. Concerned about Blue light route and the access for emergency vehicles to St Mary's hospital which is of paramount importance and does not appear to have been fully resolved.

Councillor JP Floru (Hyde Park Ward)

Objection. Substandard and mediocre design, which does not comply with Westminster's design requirements. Massing is a monolithic unimaginative block and facade has nil merit. If allowed Westminster's design standards will become a laughing stock. We want landmarks not blobs. On related issues, proposal will give great public realm benefits and lift up entire neighbourhood, but it cannot be done with the mediocre design as it takes more away than it gives. Under no circumstance should the development of the site be made dependent upon any approval or agreement with the hospital, as this would be a bureaucratic nightmare which would take forever. This is separate to the traffic issue, which can no doubt be solved by Westminster traffic team.

Hyde Park Estate Association

Support. Paddington needs significant and iconic investment to enable the necessary improvements to the local infrastructure, business viability and resident opportunities that we seek. We are convinced that this development will bring a major and essential improvement to Paddington. To do this on the complex site will mean that a scheme of very significant size is going to be essential. We accept that this will inevitably mean the size of the proposed scheme will need to be large. Commercially it must also reflect the realities of the financial markets that will need to finance it - and the planning gain in transport infrastructure that it will support. Do not think that the Cube scheme will deleteriously effect or damage the importance of the Bayswater Conservation Area.

This scheme will encourage confidence in investment and has a huge national and regional importance. Residents are hugely encouraged by the many new commercial opportunities that will develop with the scheme, which will greatly enhance the amenities in Paddington.

Concerns and clarifications required with respect to i) integration of the development with intentions of the St Mary's Trust to redevelop the hospital and weakness of planning linkages between the two sites and the effect that this may have on the safe and appropriate access for ambulances and patients to the hospital during the development phase and in full operation. ii) Support the observations made by PRACT and the need for careful further review and working group on the possible changes and options in respect of traffic and road safety issues in the wider area (including bus networks, road usage, cycle and quiet highways).

Notting Hill East (Westbourne) Neighbourhood Forum

Objection. Without a policy setting out a framework the area how can any proposal be properly assessed? The documents are unreadable. If implied policy imposed would be looking for a ratio of garden/greening to building of perhaps 50%. Are we to assume repeat cubes are envisaged? Don't want such in our patch and feel the scale given the present configuration of the area. No such context for this sort of building which will look like a UFO and be unpleasant for neighbours. It is too high, by 45m or so, if it stepped back and went up it would be ok, with semi-public space on podium.

The St John's Wood Society

Comment. The significant improvements to public realm and infrastructure are appreciated as is the reduced height of the development. Query whether any affordable housing contribution is being linked to Chesterfield Lodge, the Alms Houses in St John's Wood.

The St Marylebone Society

Comment. Have discussed proposals with the applicant. Very significant improvements to public realm and infrastructure are appreciated. Committee had mixed views about the design of the cube, its bulk and the cladding design and transparency (or not) of it. Shifting London Street is ingenious and makes a much better public space.

Westminster Society

Comment. Relates to premises not in area of interest.

The Soho Society

No objection. The decrease in height of the development compared to the earlier proposal is welcomed.

Paddington Waterways & Maida Vale Society

Any response to be reported verbally

North Paddington Society

Any response to be reported verbally

South East Bayswater Residents Association (SEBRA)

Objection. Whilst scheme delivers significant public benefits (many of which are underground), these could be achieved without destruction of the existing royal mail sorting office building and without the imposition of a large and insensitive structure.

Cube is the wrong building for this location and would, due to the loss of the royal mail sorting office building and height and bulk of the proposed building, cause substantial harm to the character and appearance of the Bayswater Conservation Area as well as the setting of numerous listed buildings in the vicinity. Agree with objections raised by Historic England, The Victorian Society and Save Britain's Heritage. Would welcome a contextually appropriate development in this site, but his isn't it, the destructive effect of the Cube on the Bayswater conservation area is more devastating than the pole and would have a damaging effect on nearby buildings including listed building and royal parks. According to the UDP, there is no room for a tall building.

Concerned about access to St Mary's Hospital through the proposed new road, due to congestion in Praed Street and agree with concerns of PRACT on this and other transport issues including servicing vehicles waiting on Praed Street to access the public realm area and their use of the public realm area. Agree that a steering group should be set up to discuss various transport issues.

Any development should be planned in tandem with the proposed changed at St Mary's Hospital and permission only granted once a proper master plan has been established for the larger site.

Question whether the chairman of the planning committee has already made his mind up on the application, given recent press articles.

Bayswater Residents Association (BRA)

Objection. Application should be refused. Agree with concerns of SEBRA, The Victorian Society and Save Britain Heritage. Whilst scheme is outside of BRA area, members will be affected as the proposal will have a major impact on all residents in the Bayswater and Paddington areas.

Westbourne Neighbourhood Forum

Any response to be reported verbally

St. James's Conservation Trust

Any response to be reported verbally

Belgravia Residents Association

Any response to be reported verbally

Covent Garden Area Trust

Any response to be reported verbally

Covent Garden Community Association

Any response to be reported verbally

Fitzrovia Neighbourhood Association

Any response to be reported verbally

Grosvenor-Mayfair Residents Association

Any response to be reported verbally

Harrowby & District Residents Association

Any response to be reported verbally

Hanover Terrace Preservation Society

Any response to be reported verbally

Knightsbridge Association

Any response to be reported verbally

Leicester Square Association

Any response to be reported verbally

Marylebone Association

Any response to be reported verbally

Moreton Triangle Residents Association

Any response to be reported verbally

Oxford Street Association

Any response to be reported verbally

Pimlico FREDA

Any response to be reported verbally

Queen's Park Community Council

Any response to be reported verbally

Residents Society of Mayfair & St. James's

Any response to be reported verbally

The Regent Street Association Ltd

Any response to be reported verbally

Friends of Regents Park & Primrose Hill

Any response to be reported verbally

St Christopher's Place

Any response to be reported verbally

Thorney Island Society

Any response to be reported verbally

Paddington Residents Active Concern on Transport (PRACT)

Comment. Response covers only the transport and traffic aspects of the proposal. Normally expect public transport improvements to be financed by revenue from fare payers, not by planning gain. On this basis the planning gain would serve other users and could relate to a smaller building.

Seven key summary points raised:-

1. Improved access to the Bakerloo Line is welcome and urgently needed beneficiaries are mostly commuters and other travellers. LUL should clarify the mode for the two escalator banks and confirm fit out is funded and would be completed without delay.
2. In relation to Praed Street/London Street junction and traffic congestion, suggest kerb build out too large and will cause congestion, instead two eastbound lanes should be provided to allow a separate right turn lane, yellow boxes (to prevent taxis and private hire vehicles stopping) and measures to reduce risk of blockages and London Street should not be closed until these matters addressed. Lack of a master plan for the St Mary's Hospital is a major difficulty.
3. Concerned that Blue light vehicles may be impeded travelling east along Praed Street and turning from Winsland Street towards South Wharf Road.
4. Any separate east bound bus stops should be located closer to Paddington Station.
5. Additional motorcycle spaces (40) for the general public should be provided on or in the vicinity of the site.
6. Use of public realm space for deliveries should be controlled by wardens, restricted to daytime deliveries by authorised vehicles to the two hotels. Deliveries to the retail units within the Station should utilise alternative arrangements (via Car park at end of platform1) (works to which should be secured by legal agreement along. Preference that other night time station deliveries use Eastbourne Terrace and that incentives are given to encourage this.
7. Routes for construction vehicles should be provided and should avoid residential streets. Detailed comments on this issue and suggestion that there should be no commitment actual or implied to demolition as early as May 2017, unless there is agreement for inbound construction vehicles to use Eastbourne Terrace from the outset of demolition.

Environmental Sciences

Objection, unless measures secured by condition in respect of an Air quality mitigation abatement plan and vibration assessment from Bakerloo Line is required. Conditions recommended in relation to controlling noise from plant, operation of A3 restaurants (management plan, hours of use, servicing and deliveries, kitchen extract & control of hours of any events in the piazza (given not all events will require a licence).

Recommended condition to deal with potential land contamination (likely sources are made ground, two electrical substations) and an underground railway, asbestos)
Mitigation of construction impact required through a condition relating to WCC Code of Construction Practice for a Level 1 development including a Site Environmental Management Plan (SEMP) and Section 61 consent.

Highways Planning Manager

Acceptable, subject to conditions and informatives and obligations to be secured through a S106 legal agreement.

Projects Officer (Waste)

Objection. Development of this scale requires a mini recycling facility on site or off site in close proximity for public use or a payment in lieu for the City Council to provide facilities in the vicinity. Applicant would prefer to make a payment in lieu. However City Council would prefer the provision of the facility within the development given the nature and location of the development (transport interchange & on the go waste) to ensure as much waste is recycled.

Any provision further away is more likely to end up with more waste in general waste bins and street litter which would compromise our Clean Street policy and increase the cost to the council. The large waste store within basement 2 is large enough to accommodate all waste and recyclable material that will be generated by the development.

Energy Strategy Officer

Overall the energy strategy is fine and the target to reduce carbon emissions by at least 35% is met by energy efficient measures (even if CHP were omitted). Heating system for the development will be Combined Heat and Power (CHP) led and designed to facilitate a future connection to St Mary's Hospital site. Whilst the performance of two CHP's (this site and St Mary's hospital site) would be similar to a combined CHP system, the latter is desired because it would have the ability to include additional buildings (for greater carbon savings) and allow for wider choice of heating technologies in the future. Suggest CHP is omitted (with a cost saving of £400,000) in favour of an obligation to participate in a review of the opportunities for a heat network in the area and to connect to a wider heat network if shown to be viable. Also suggest an obligation requiring the developer to pay up to £400,000 for a connection to a heat network if this comes forward within 10 years of occupation. The sustainability strategy is fine and minimum target of BREEAM excellent is welcomed.

WCD Waste and Parks (Green Spaces)

The development is close to Norfolk Square Gardens and will add pressure on this small green space in terms of use and associated maintenance and repair. As such a financial contribution to this should be considered.

Arboricultural Officer

Tree planting within public realm is overambitious in terms of number of trees proposed. Concerned about conflict of some proposed trees with proposed glazed canopy which constrain spaces for trees to develop (single tree to Praed Street tree & three trees rear of Mercure Hotel). Green wall to Praed Street disappointing, as only climbing plant on cables and no details of irrigation and the glazed canopy over the terraced area would likely create adverse growing conditions for it. Sceptical of soil volume arrangements, with no details of sections to show how this would be arranged or definite soil depths, or below ground barriers to which would prevent soil being connected. Opportunity to utilise soil volumes below Praed Street to support nearby trees has not been taken. Artificial irrigation is proposed to the three trees to the rear of the Mercure Hotel, however all irrigation should be sustainable, paving to tree planting areas should be considered for maximum permeability to optimise tree growing conditions. Maintenance of shrub and planted areas required to avoid being a litter trap. Conditions recommended to secure; details of glazed canopy to account for tree canopies; details of a proper green wall; details of sustainable irrigation to all trees, shrubs and green wall; details of soil volumes; details of permeable paving around tree planting areas; details of suitable species, sizes, number and density of trees & shrubs.

Sport & Leisure

Any response to be reported verbally

Adult & Community Services

Any response to be reported verbally

Westminster Works

Any response to be reported verbally

Paddington Business Improvement District (Representing over 350 businesses located in the vicinity of Paddington Station).

Supports and welcomes overall application. The site is a critical one in the context of Paddington, key junction of Praed and London Street, adjacent to entrance/exit of Paddington Mainline Station and Bakerloo Underground line and is critical to the image and accessibility of Paddington. Any development will be visible to and impact on the high pedestrian and vehicular activity. This location can contribute radically to improving this part of Paddington's image and accessibility, both above and below ground, or the opportunity will be lost. This site offers best and only solution to extension of the ticket hall and improved external access to relieve congestion and improve public safety and the improved public realm and access to the station is desired, especially if improve dangerous 5 way junction. Imperative that Praed Street issues around carriageway and kerbside uses are resolved as already suffers congestion from buses and taxis and ensures that options for future improvements are keep open. The pedestrian experience (junctions, passage, crossing etc.) in the area generally requires consideration. Concerned at provision for motorcycles as some existing spaces are to be lost and there is increased demand for such parking. Propose that a sounding board is created (with PBID, TFL, HPEA, SEBRA, PWMVS and PRACT) to consider holistically known and forthcoming development and transportation issues (buses, taxis, loading, servicing) that are likely to impact on Praed Street including this application, St Mary's Hospital and 50 Eastbourne Terrace.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 4072

Total No. of replies: 196

No. of objections: 83

No. in support: 109

No. neutral/comment: 4

Objections

Design

- Cube is too high and too large for site
- Cube if a monster building
- Over dominant
- Over development
- Inappropriate scale
- Bulky glass box
- Dwarfs surrounding buildings
- Cousin of Euston Tower, resembles Kieran Timberlake's new American Embassy and Columbia University in New York which are not crystalline or floating
- Design is without architectural merit
- 1960's podium
- Generic not innovative
- Materials are abstract and modern in contrast to the surrounding buildings
- Not in keeping with the sensitive area
- No awareness of world class urban context
- No breathing space around the buildings
- No recognition of wider consent of Grade I listed station

- Inappropriate setting, height and scale
- Dominates skyline around
- Harm to heritage, loss of building, impact on conservation area
- Scale and sense of place is lost
- Loss of post office building
- Negative impact on surrounding area
- Blot on the landscape
- Carbuncle
- Public realm benefits are underground
- Mast is unnecessary, serves no practical purpose and would be hazardous to helicopters
- Reflection from glass
- Should not be seen from Kensington Gardens or Parks
- Levels and escalators inappropriate in this location

Land use

- Does not provided affordable housing for hospital and transport staff
- Does nothing for the local community
- Affordable housing is needed
- Not regenerative
- Will add nothing worthwhile to the area
- Missed opportunity to rejuvenate Paddington
- Not enough community benefit
- Soulless shopping mall
- Do not need any more office space
- Would like a boutique cinema or theatre
- Uses will obliterate local businesses

Amenity

- Loss of amenity
- Loss of sunlight
- Overshadowing
- Overshadows station
- Light pollution from glass
- Potential privacy/noise issues
- Rights to light and blocking of view from 11 Harbet Road
- Overheating of surrounding buildings
- Harm to residential integrity
- Any restriction on servicing the Hilton hotel from the piazza would be detrimental to the operation of the hotel.
- Impact on hotel guests from use of piazza (noise, lighting and disturbance)
- Impact on setting of Hilton hotel

Transport

- Impact on ambulance route for St Mary's Hospital
- Does not solve traffic congestion on Praed Street
- Traffic during construction
- Reduced quality of city scape for pedestrian and cyclists
- Transport improvements could be achieved without such harm

- Detrimental impact on traffic
- Increased traffic density
- Needs better facilities for cyclists
- Could connect with east west cycle super highway
- Foyer to Bakerloo line station unnecessary
- Detrimental impact operation Hilton Hotel which has right of access for servicing over the arrivals road and would therefore service from the public piazza.
- Conflict/safety of pedestrians and Hilton hotel servicing vehicles
- Impact on hotel during construction (transport, access, servicing, noise, vibration, heritage issues).

Other

- Missed opportunity
- Should be considered on its own merits and not compared to the pole.
- There are better options
- Outstanding issues due to complexity of site need resolving; hospital complex, transport hub, historic area, canal, water and sewerage, basement level structures and method statements; hydrology, suds, tunnels, archaeology.
- Public consultation a sham
- 450 Documents on website restricts engagement/missing documents
- Not a long term solution
- Positives do not outweigh negatives
- Merchant Square is enough
- Corporate greed
- Cube is poor substitute for the pole
- Construction vehicles should use Eastbourne Terrace and not Westbourne Terrace
- Contrary to planning policy.
- Impact on property and business of Hilton hotel
- Should generate some of its own electricity
- Pedestrians forced to walk past developer's shops and restaurants
- Crate streets completion threw up some innovative inspirational architecture
- Question pedestrian environment
- Should examine the viability report
- Planning permission is being bought
- Will add to pollution
- Comments on line fraudulently corrupted with support comments with no substance
- Lack of consultation with owner and operators of Hilton hotel

Support

Design

- Addresses problem of crowded space and messy area around the station
- Stylish
- Piazza atmosphere for commuters and visitors
- Will transform public realm
- Excellent pedestrian piazza
- Would link Paddington old and new.
- Renzo Piano is one of the great architects of our time.

Land use

- As the gateway to London from Heathrow, Paddington Station and its environs has been left behind.
- Provides strong link to transport network, excellent amenity and brings new commercial occupiers.
- Socially useful and economically beneficial
- Area long overdue for development as has been shown by Kings Cross
- Will lift area
- Increased office and shopping
- Creates more jobs
- Urgent need to improve Praed Street side of Paddington Station
- Site is critical to the improvement of the area
- Current retail is poor
- Fine examples of such as Canary Wharf and Kings Cross where redevelopment has acted as a catalyst for rejuvenation
- Brings jobs and leisure facilities
- Will become a destination for leisure and business
- Will create a vibrant mixed use destination

Amenity

- Provides more open space

Transport

- Proper entrance to Paddington Station
- Improved Bakerloo line entrance
- Better connectivity to the rail and underground stations
- Offers a solution to transport problems
- Improves local infrastructure

Other

- Consultation has been exemplary
- Having objected to the Pole, now support this
- Material benefit to the area
- Exciting
- Treat SEBRA's negative attitude with caution as is small mindedness
- Should welcome the investment
- Solution to anti-social behaviour
- Paddington entrance is a disgrace and this opens up the entrance
- Will lift image of Paddington
- Will increase time people stay in Paddington

PRESS ADVERTISEMENT / SITE NOTICE: Yes

NB/ It should be noted that consultation on this planning application was identical to that relating to the withdrawn 'Paddington Pole'.

6.0 BACKGROUND INFORMATION

6.1 The Application Site

The site comprises the former Royal Mail Group (RMG) post office building at 128-142 Praed Street and its former sorting office building to the rear, at 31 London Street, currently linked by a bridge across Winsland Mews. It also includes the section of London Street between Praed Street and Winsland Street, Arrivals Ramp/Road to Paddington Station and the wall which separates these two roads and which includes at its southern end the Praed Street entry and exit point to the Bakerloo Line ticket hall. The site is bounded by Praed Street to the south, Winsland Street to the north and parts of St Mary's Hospital to the east.

The former RMG buildings are unlisted and there is a Certificate of Immunity relating to these buildings which dates from 6 December 2013 and means that they cannot be listed for a period of five years from the date of the Certificate. The wall between London Street and Arrivals Road forms part of the grade I listed Paddington Station. All the application site lies within the Bayswater Conservation Area and the earlier phases of the former sorting office are identified as an unlisted building of merit within the conservation area.

6.2 Special site circumstances

The former sorting office building sits over a complex network of London Underground (LUL) and Royal Mail Group (RMG) tunnels. The Bakerloo Line ticket hall lies beneath London Street and the deeper Bakerloo Line tunnel runs north/south beneath London Street and passes beneath the south west corner of the application site. Even deeper below ground are the RMG's Mail Rail tunnels that form part of the underground mail distribution network that connects various sorting offices in London; these are accessed via a lift shaft from the basement of the existing building. In addition, there are a number of utilities located beneath London Street, Winsland Street and Winsland Mews.

The existing London Underground Bakerloo Line sits beneath London Street between No. 31 London Street and the access ramp into Paddington Station and the tunnels pass beneath the south west corner of No. 31 London Street. The Bakerloo Line station is already at the limits of operational capacity and is inadequate to deal with the further growth expected with crowding predicted to become severe by 2026. This application provides the opportunity to provide a new Bakerloo Line ticket hall with limited cost to TFL.

6.3 The Townscape

Within the immediate vicinity of the application site there are several listed buildings, notably the grade I listed Paddington Station, the grade II listed Hilton London Paddington (formerly the Great Western Hotel), the grade II listed Paddington Underground Station, the grade II listed Mint Wing (now part of St Mary's Hospital, but formerly a railway stables); and the grade II listed Clarence Wing of St Mary's Hospital. In addition, the Mercure Hotel at No.144 Praed Street is designated as an unlisted building of merit within the City Council's Bayswater Conservation Area Audit.

The wider townscape includes a large number of designated heritage assets, including a high volume of grade II listed terraces within the largely nineteenth century townscape of the Bayswater Conservation Area. Other conservation areas include the Hallfield Estate Conservation Area, the Westbourne Conservation Area and the Queensway Conservation Area, which lie to the west of the site; the Paddington Green Conservation Area and the Maida Vale Conservation Area, which lie to the north; the Royal Parks Conservation Area which lies to the south; and the Molyneux Street Conservation Area and the Portman Estate Conservation Area which lie to the east. Hyde Park and Kensington Gardens are both Grade 1 listed parks on Historic England's Register of Parks and Gardens. Finally, the Paddington Basin of the Grand Junction Canal lies to the north. This summary list of sites demonstrates that the application site sits amidst a townscape of high heritage value.

6.4 Land use and special policy area designations

No. 31 London Street is currently being used temporarily by Crossrail and the ground floor of the Praed Street Building is temporarily being used as exhibition space in connection with the applicant's consultation on their current proposals. The surrounding area is in mixed commercial and residential use and benefits from high levels of public transport accessibility with Paddington National Rail and Heathrow Express and Paddington Underground Stations (Bakerloo, District, Circle and Hammersmith and City Lines), and seven bus services (7,23,27,36,159, 205 and 436) and the future Cross rail link and station which give the site public transport accessibility level (ptal) rating of 6b which is the highest possible rating. There is also a taxi rank and Barclays Cycle Hire scheme nearby.

The site falls within the designated Paddington Special Policy Area and Opportunity Area (Strategic Site) and the North West Westminster Economic Development Area as well as the Mayor's Central Activities Zone (CAZ). Part of the site falls within Praed Street District Shopping Centre. The site also sits in between two designated opportunity sites; namely, St Mary's Hospital and Paddington Station of which there are planning briefs, which set out the strategic importance of this site as an opportunity to for the future expansion of the Bakerloo Line ticket hall.

The City Council's Paddington Station and Environs Planning Brief was adopted in September 2009 and was prepared in the context of development pressures focused around Paddington Station and the Crossrail works and is a material planning consideration. The brief makes specific reference to this application site "The Post Offices West London Mail Centre occupies a pivotal position between Paddington Station and St Mary's Hospital, above the Bakerloo Line ticket hall, giving it strategic transportation importance".

6.5 Relevant History

Certificate applications

Certificate of Lawful Existing Use issued on 19.01.2011 for Use of part ground floor of Block C as post office (Class A1) and the use of remainder of the site as a distribution centre (Class B8).(10/10328/CLEUD).

Applications not determined/Withdrawn

Withdrawn application on 05.02.2016 for Demolition of existing buildings and mixed use redevelopment of three new buildings including a residential tower providing between 329-349 units; commercial uses including retail, cafe/restaurant, and offices; a new major public piazza, re-profiled and re-aligned London Street, car parking and cycle parking, hard and soft landscaping, new underground station entrance, Bakerloo Line Ticket Hall and associated infrastructure and interface highway and transport works for underground and rail connections, and associated ancillary works. (EIA Application accompanied by an Environmental Statement). Site includes 31 London Street, 128-142 Praed Street, London Street, and Paddington Station Arrivals ramp and associated surrounds. (15/11219/FULL and 15/11220/LBC)

Permission resolved to be granted by Planning Applications Committee on 06.11.2012- for Retention of 1907 facade to London Street and demolition of rear buildings to allow the erection of an eight storey office (Class B1) building with ground floor retail and restaurant uses (Classes A1 and A3) and passive provision for the potential future extension of the Bakerloo Line underground ticket hall, the erection of two residential buildings seven to nine storeys in height between Winsland Street and Winsland Mews to provide 95 residential units (Class C3). Demolition of pedestrian link across Winsland Mews, conversion of building between Winsland Mews and fronting Praed Street, the erection of a roof extension, the infilling of the colonnade and re-cladding works to provide 34 residential units (Class C3) with ground floor retail and restaurant uses (Classes A1 and A3). Provision of 82 parking spaces, other associated work concerned with landscaping, servicing, plant accommodation and providing access. (11/04623/FULL & 11/04625/CAC). The S106 was to be in relation to the following:

- a) A financial contribution of £7.9m towards affordable housing in lieu of the on-site provision.
- b) The carrying out of the development with passive provision (special foundation design) to facilitate the potential expansion of the Bakerloo Line ticket hall.
- c) The cost of highways works immediately surrounding the site to facilitate the development including new or altered vehicular and pedestrian access points, reinstatement of pavement and dropped kerbs, including costs of traffic management orders etc.
- d) The cost of relocating the on-street motorcycle bays including changes to on-street restriction.
- e) 20 year Car Club Membership for each residential unit.
- f) A Servicing Management Strategy for the entire development.
- g) The cost of alterations and improvements to the bus stop and shelter outside of the site on Praed Street.
- h) The installation of a combined heat and power unit designed to allow future connection towards a decentralised energy system.

Whilst permission resolved to be granted by Planning Applications Committee on 06.11.2012- the S106 legal agreement was never completed and planning permission was consequently never issued.

Application for Retention of 1907 facade to London Street and demolition of buildings behind and associated demolition of two storey bridge link over Winsland Mews to rear of 128-142 Praed Street was no further actioned (14/11372/FULL).

Withdrawn application on 05.02.2016 for Demolition of the existing retaining wall between the station arrivals ramp and London Street and the pedestrian entrance stairs to the Bakerloo Line, along with blocking up of an existing access stair to the Bakerloo Line with the station concourse and the remodelling/resurfacing of the arrivals ramp associated with the comprehensive redevelopment proposals. (15/11220/LBC). (mistaken duplicate of 16/09052/LBC)

Temporary applications

Permission granted on 23.04.2012 for Temporary use of the building between 13 July - 14 September 2012 as a 'Staging Post' for the arrival and departure of media and technical officials in connection with the London 2012 Games. (12/00617/FULL)

Permission granted on 04.06.2013 for temporary use as a Theatre until 31 March 2014. (13/01429/FULL)

Permission granted on 04.02.2014 for temporary use as a Theatre from 1 April until 31 December 2014. (13/12869/FULL).

Permission granted on 03.11.2015 for use of ground floor of former post office building (128-142 Praed Street) from (Class A1) retail to public exhibition space (Class D1) for a temporary period of 3 years in connection with consultation on proposed redevelopment of the site. (15/07224/FULL)

Crossrail related applications

Request for approval of construction arrangements (temporary works) under Section 10(5) and paragraph 6 of Schedule 7 to the Crossrail Act (2008) (as applied by Article 18 and Schedule 6 of The Crossrail (Paddington Station Bakerloo Line Connection) Order 2014 for Road Transport, Handling of re-usable spoil and top soil, storage sites, artificial lighting, suppression of dust and mud on highway. Approval granted under schedule 7 of the Crossrail Act on 23.09.2015. (15/06222/XRCA)

EIA related applications

Request for Screening Opinion pursuant to Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 in connection with the retention of 1907 facade to London Street and demolition of buildings behind and associated demolition of two storey bridge link over Winsland Mews to rear of 128-142 Praed Street. Assessed as not required on 04.12.2014. (14/11562/EIAOP).

Request for Scoping Opinion before a planning application is submitted to identify the information to be provided in an Environmental Impact Assessment, pursuant to Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, in connection with the proposed redevelopment of 31 London Street and surrounds. Issued observations on applicant's scoping report (15/10201/EIASCO).

Request for Scoping Opinion before a planning application is submitted to identify the information to be provided in an Environmental Impact Assessment, pursuant to Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended 2015 in connection with the proposed redevelopment of 31 London Street and surrounds. Issued observations on applicant's scoping report (16/07283/EIASCO)

Other relevant applications/certificates

In November 2011 a Certificate of Immunity from Listing for five years was granted by English Heritage in respect of the Paddington Mail Centre and associated Mail Rail at No.31 London Street and Nos.128-142 Praed Street. Subsequently a further certificate was granted which expires on 5th December 2018.

Pending application/s

Pending planning application for permanent use of ground-floor of former post office building (128-142 Praed Street) from Class A1 retail to Class D1 (public exhibition space for the forthcoming redevelopment of the site) (16/08414/FULL)

7. THE PROPOSAL

7.1 Summary of proposal

Planning permission and listed building consent are sought for works of demolition and redevelopment. The development can be broken down into a number of key elements:-

- I. The demolition of the old Royal Mail PO and sorting Office at 31 London Street, 128-142 Praed Street (and bridge link) and the Grade II listed brick wall which sits between London Street and the arrivals ramp to Paddington Station and the existing London Underground entrance.
- II. The erection of a cube shaped building (The Cube) comprising a 14 storey cube shaped building plus 2 storey recessed roof, sitting on a 3 storey podium, below which are a further 3 lower floor levels (Paddington Station concourse, Bakerloo line ticket hall level; and a basement level below), providing a mixed use development of office, retail and restaurant uses (including rooftop restaurant and terrace) and new Bakerloo line ticket hall.
- III. The separate 2 storey building with external terrace for retail/restaurant purposes facing Praed Street and abutting the Mercure Hotel.
- IV. A new road to replace part of the existing London Street, connecting Praed Street and Winsland Street on the eastern side of the site.
- V. The provision of new public realm (1.35 acres), including a new piazza to the front of (span 4) Paddington Station.

7.2 Detailed description of proposed development

The main new building will comprise a 14 storey 'cube-shaped' office block (54.3m x 54.3m x 54.3m), sitting above a 3 storey podium, below which are 3 lower levels (Paddington Station Concourse Level; Bakerloo Line Ticket Hall Level; and a basement level below). Above the cubed office block sits a recessed two storey element comprising a rooftop restaurant with terrace and areas of plant. The height of the building will be 102.7m AOD, although a mast feature projects from the roof of the building and rises a further 42.3m, thus reaching a height of 145m AOD.

The lower three storeys (i.e. below street level of Praed Street / London Street) would extend beyond the footprint of the cube building and would provide new areas of public realm, retail activity and a major new interchange providing access to Paddington Station, the Underground network and the urban realm. The new basement level (which will also include a mezzanine floor) will contain 'back of house' facilities including plant, storage and cycle parking. The lowest publicly accessible level will be the Bakerloo Line Ticket Hall level. This will be accessed via escalators from Paddington Station Concourse level and the new ticket hall level space will contain a generous circulation space 15.5m by 56.5m (c.875m²), with retail units facing onto it on all sides. Natural light will be brought down to this level via the escalator openings and a centrally located lightwell. The circulation space will interface with a new ticket barrier line, beyond which will be new escalators and lifts to the Bakerloo Line Platforms, as well as connection to the old ticket hall area.

Above the ticket hall level will be the Paddington Station Concourse level, which because of the changing levels around the site, will include the new piazza level in front of Span 4 of Paddington Station, but will become a covered lower ground floor level towards the eastern end of the site. Like the ticket hall level below, this will have a large public circulation space, again with retail units facing onto it. Escalators from this level will link with the level below and will provide a new point of entry to the Underground network from Praed Street. Again the use of light shafts and escalator wells, will provide a visual connectivity between levels above and below.

The level identified as street level or ground level is effectively the existing Praed Street / London Street level, which, by removing the wall between London Street and Arrivals Road, will merge into a large open public space between the new Cube building and the existing hotel and station buildings. Hard and soft landscaping integrating steps and stairs will merge this level with the lower Concourse level. Large areas of open public space will also be formed in the area that is now Winsland Mews and on the site of the former Praed Street post office building. At the eastern end of the site a new road will be laid out which will connect Praed Street with Winsland Street, thus enabling the existing London Street part of the site, to become a primarily pedestrian area.

The ground and first floors of the Cube building will be predominantly retail providing a very active character to the base of the building, interfacing with the newly created public realm. The Winsland Street ground floor façade will have a more utilitarian character with the main loading bay access point located at this point.

A prominent set of escalators will rise on the west side of the Cube building and link the ground floor with the second floor of the Cube, which will be the main point of entry to the office floor space, which forms the predominant use within the Cube.

In addition to the new road and the public space, the former Praed Street facing post office building site, will be the location of a new access point into the lower levels of the development site, including access to the Underground and Paddington Station, in the form of escalator and lift entry. It is also proposed to erect a new building abutting the Mercure Hotel, which will address both Praed Street and the new public realm. This will be principally a two storey structure, with a taller element containing plant against the Mercure Hotel. The two storey-building will also feature a roof-top terrace and will be used to house retail units.

8. DETAILED CONSIDERATIONS

8.1 Land Use

This proposed mixed use development comprising office, retail and restaurant at this key strategic transport interchange, straddling Paddington Station and St Mary's Hospital opportunity sites and located within the Paddington Opportunity Area (POA), North Westminster Economic Development Area (NWEDA), Praed Street District Shopping Centre (partially) and the Mayor's Central Activities Zone (CAZ), is appropriate and complimentary in this location and meets the land use aims and objectives of our Unitary Development Plan (UDP), Westminster's City Plan (The City Plan) the London Plan, and the National Planning Policy Framework (NPPF).

A breakdown of the proposed mix of uses within the buildings is set out in the table below:-

Table 1 :- The Cube

Floor level	Use
Basement	Back of house; waste, cycle storage, plant.
Ticket hall level	Bakerloo line ticket hall & barriers Retail/Restaurant units
Concourse level	Retail/Restaurant units
Ground(street)	Retail/Restaurant units & Loading Bay to Winsland Street
1	Retail/Restaurant
2	Office entrance & Offices
3-16	Offices
17	Restaurant/External terrace/plant
18	Restaurant/plant
Roof	Photovoltaics/mast

Table 2:- Praed Street building

Level	Use
Ground (street)	Retail/Restaurant
1	Retail/Restaurant/plant
Roof	External terrace/canopy, green screen wall

8.1.1 Loss of Existing use

The Royal Mail Sorting Office and Post Office was found to be surplus to Royal Mail needs and was vacated in 2010 and the site subsequently sold. It has not therefore been used for such purposes for over 6 years. Its loss is therefore acceptable in principle in land use terms.

8.1.2 Proposed Office use

The proposal is an Office (Class B1) led scheme providing around 44,000m² (GEA) of office floor space within the Cube (over 15 floors), a significant uplift in floor space compared to the previous use of the site. The high quality, flexible floor space proposed encourages a range of offices and flexible workspaces with scope for large or small floor plates suitable for a range of future operators.

Paddington already makes a significant contribution to the office floor space and employment within Westminster and the office accommodation proposed under this application, especially the flexible large floor plates would continue this trend. It would significantly increase the office and employment opportunities and assist in making up for the loss of offices to residential within Westminster as a whole, in the recent past, which has resulted in demand outstripping supply. This new office floor space will make a significant contribution and will assist in improving low vacancy rates to enable movement and growth of businesses, a reduction in rental prices and encourage new businesses to locate in Paddington and Westminster. Occupiers will be further encouraged by the strategic transport improvements proposed and the significant improvements to public realm which collectively create an attractive location for businesses and their workers.

The Office sector is important to Paddington (as well as Westminster as a whole) as the sector accounts for over 50% of jobs in the Paddington area and within Westminster is of national and international importance. The significant increase in office floor space proposed will ensure sufficient supply for continued growth in this sector. The resultant growth in employment and jobs is welcomed.

The provision of significant office floor space in this location is supported by policies S1, S3, S12, S18, S20 of our City Plan, the London Plan and the economic objectives of the NPPF.

8.1.3 Proposed Retail /Restaurant use

The development proposes a total of 7,375m² (GEA) or 6,616m² (NIA) of Retail Class A1 and Restaurant (Class A3) floor space over four floor levels.

- I. The top 2 floors of the Cube is proposed as a restaurant (Class A3) with an external terrace and will most likely be a destination restaurant given its high level location and associated views.
- II. The street level retail is split between ground floor street level and upper street level (first floor). Within the Cube it is provided as mixed retail (Class A1) and restaurant (Class A3). The Praed Street building will also accommodate the same mix (A1/A3) over the same levels but is likely to be accommodated within smaller shop units to complement the existing character of units within Praed Street.
- III. The Concourse level is located underground at level -1, which is also Paddington Station entrance level and provides a link between Paddington Mainline Station and the proposed new London Underground Ticket Hall at level -2. The retail offer is proposed mainly as Retail (Class A1) “grab and go” style retail but with some Restaurant (Class A3) uses within a range of unit sizes, predominantly less than 250m², but with some larger units of 250-500m².
- IV. The Ticket Hall level is located underground at level -2 and the retail is located around the new entrance/exit barriers to the Bakerloo line ticket hall. Again these are proposed mainly as Retail (Class A1) “grab and go” style retail within a range of unit sizes, predominantly less than 200m², but no larger than 500m².

The introduction of a significant quantum of new retail floor space in this location particularly at a transport interchange and within special policy areas is generally acceptable in principle in land use policy terms subject to it not causing harm to the vitality and viability of the neighbouring centres.

The applicant has submitted a retail statement by Dalton Warner Davis in support of this proposal which considers the application proposals in terms of their compliance with national and local retail policies. The City Council instructed GVA Grimley to undertake an independent assessment of the retail impact of the proposed development on existing shopping provision in the area and in particular to provide advice as to whether the proposal would have any significant adverse impact on the vitality and viability of the three main shopping areas and centres in the catchment area of the development.

The findings of the independent review is that the proposed development will upgrade the retail offer in the area and provide a better transition between Paddington Station and the Praed Street district centre. Given the unique location of the proposed roof top restaurant it is more than likely to be a destination restaurant and the retail/restaurant units at ticket hall level are likely to cater to needs to travellers as a more ‘grab and go’ retail provision.

The remaining retail/restaurant provision at concourse level, ground and first floor within the Cube and within the ground and first floor Praed Street building are, due to their location likely to attract the broadest customer base (commuters, workers, residents). The applicant is seeking flexibility within these units with an allowance of a maximum 50% of the total retail/restaurant floor space (excluding the roof top restaurant to the cube) to be used for restaurant purposes.

The Praed Street district shopping centre is considered to display acceptable signs of vitality and viability and the environmental quality is functional and compromised by the busy Praed Street. The current offer, a range of A1-A5 uses, is focused around fast food restaurants. As new modern floor space in and around Paddington is more desirable, the older stock of units will have a secondary function. The Church Street District shopping area also displays acceptable signs of vitality and viability and is supported by its market. Its role and function is different to Praed Street and is predominantly aimed as meeting local day to day shopping needs. The Edgware Road District shopping area is busy and provides a predominantly specialist offer with a large number of Arabic restaurants and shisha bars, its environmental quality is also compromised by the busy Edgware Road. All three shopping areas within the vicinity of the site differ in character to one another and to the proposed retail provision within the development and all could benefit from investment into environmental improvements.

Given the nature of the existing shopping centres in the vicinity of the site compared to the scale and nature of shopping provision proposed, it is not considered that the existing shopping areas would experience any significant adverse impact on vitality or viability following from the new retail provision within the development.

Given the site's specific location, with regard to Paddington Station, District shopping centre, Paddington Opportunity Area and NWEDA, straddling two opportunity sites and within the Mayors CAZ, economic development and social regeneration are promoted and retail provision is directed to this location. For the reasons set out above, due to the location of the site and the scale, role and function of the proposed retail provision, the proposal is considered to be appropriate to the character and function of the area, would have no significant adverse impact on the vitality and viability of the existing designated shopping areas within the catchment of the site, and would serve the needs of current and future shoppers. As such the proposal satisfies policy SS4, SS5, SS6, SS11 of our UDP, S3, S12, S21 of our City Plan, the London Plan and paragraph 26 of the NPPF. A sequential retail impact assessment was not considered necessary due to proposal being specific to the Paddington Area on account of the proposed strategic transport benefits.

Notwithstanding GVA Grimleys independent conclusions as set out above, they have advised that the applicant should for the avoidance of doubt provide a supplementary clear statement of compliance with the NPPF (paragraph 26) in relation to whether the proposal could undermine the delivery of the retail provision at WestEnd Green. The applicant has subsequently provided this. Furthermore they recommend that the City Council consider a number of conditions to restrict the type, size and quantum split of A1/A3 floor space, to seek the provision of a supermarket and to seek financial contributions towards environmental improvements to the three existing district shopping centres within the vicinity of the site.

It is considered appropriate and necessary to restrict the rooftop restaurant to that use only and to restrict the maximum restaurant (Class A3) floor space within the development (excluding the rooftop restaurant) to 50%.

However whilst GVA Grimley recommend a restriction on the type of retail uses to A1 and A3 only to provide a level of protection to the existing Praed Street shopping centre, this is considered to be overly restrictive, as is the suggestion of controlling unit sizes throughout the development.

In addition, whilst they suggest that there may be merit in seeking a major food store within the development in order to meet a gap in the retail offer of Praed Street. Given the existence of Tesco Metro to the east, and Sainsbury and Marks and Spencer food stores within Paddington Station, it is not considered appropriate or necessary to secure a major food store by condition, but to let the market dictate the need for this.

Conditions are recommended to limit the quantum of A3 floor space, restrict the rooftop restaurant for such use and to require details of an operational management plan for the retail and restaurant uses. Subject to these the proposed retail and restaurant uses satisfy policies S3, S12, S18, S21 and S24 of our City Plan.

8.1.4 Mixed use policy & requirement for residential floor space

Policy S1 of our City Plan requires large office development of this size within the Paddington Opportunity Area to include residential floor space (on a cascade basis; on site, off site, by mixed use credits or as a payment in lieu of the residential floor space) in order to meet the City Council's mixed use objectives. The proposal would provide a net increase in office floor space of more than 50% of the existing building and would normally trigger a requirement for residential floor space or a payment in lieu of around £60m. However policy S3 of our City Plan which specifically relates to the Paddington Opportunity Area, states that within the opportunity area, the requirement for residential floor space as part of new commercial development may be applied more flexibly where the City Council considers this to be necessary in order to deliver substantial planned transport and or public realm improvements and are also of benefit to the local community.

The Paddington Opportunity area provides a significant opportunity for large scale regeneration and has emerging importance as an office location within London as the most appropriate location for large- floor plate office space. Whilst the delivery of residential floor space would help balance the mix of uses in the area, in the case of this particular site, due to its proximity and relationship with Paddington Station and London Underground, there is a unique opportunity to provide significant transport infrastructure in the form of a new Bakerloo line ticket hall as well as the provision of significant public realm as part of an holistic approach to the development of this site, in this unique location. Given the cost of providing the strategic transport benefits and public realm and the viability of the development which has been independently verified, it is considered that there are good reasons in this particular case in which to apply this mixed use policy flexibly and not to require residential floor space either physically or as a payment in lieu.

The St John's Wood Society and some third parties have questioned why the development does not include the provision of residential accommodation. However as set out above, the absence of residential accommodation has been justified in accordance with the relevant planning policy.

8.1.5 Social and community facilities

Given the location, scale and nature of the proposed development, new social and community facilities are encouraged under policies SOC1, SOC2 and SOC8 of our UDP and S34 of our City Plan to support the economic and social regeneration of the area.

Notwithstanding the applicant's consideration that the provision of proposed public realm and public access to the Cube's rooftop terrace are significant public benefits, they are offering a financial contribution of £250,000 towards new social and community facilities or funding towards existing facilities in lieu of on-site facilities. Furthermore they suggest that this could be directed towards local policing or the Paddington Community and Infrastructure Fund. The City Council is not aware of this fund, although there is the Paddington Social and Community Fund which it is proposed to direct the contribution to. Other funds in the location are PATS and PATEMS which are already addressed by the proposed transport study to be secured and the proposal itself

With regard to provision of childcare facilities, which are also sought as part of large office and retail developments, no such provision is proposed by the applicant on the basis that there are sufficient public and private facilities within a 1km catchment area of the site.

The provision of Public toilets are also sought in such schemes as this, however given the proximity of facilities within Paddington Station, which have recently been extended and upgrade, the absence of this provision is considered acceptable.

Given the viability of the scheme, and for the reasons detailed above, it is considered that the absence of these social and community facilities is justified in this particular case in light of relevant planning policy.

8.1.6 Economic benefits

The City Council's City Plan reflects the requirements to encourage sustainable economic development set out in this document and the recommendation is in accordance with the City Plan.

The applicant has submitted an economic assessment of the proposed development by Volterra, in support of the application. The conclusions of this report indicate that taking into account, direct and indirect employment opportunities during construction and once operational it is anticipated that the development will support over 4,000 additional jobs (Full Time Equivalent) across a range of sectors including office, retail, restaurant and support services. In addition, construction workers are expected to spend £1.2m per annum in the locality with permanent workers in the region of £5.8m per annum and £350m Gross Domestic Produce (GDP). Improvements to the Public Realm and strategic public transport is also likely to attract further investment into the area and aid the future growth of Paddington. Overall the proposal is considered to have significant positive economic impacts and meets the economic objectives of policies S3 and S12 of our City Plan.

The proposal will also contribute towards initiatives that provide employment, training and skills for local residents and this would be secured within the S106 legal agreement in accordance with policies S12 and S19 of our City Plan.

8.2 Strategic Transport

The existing London Underground Bakerloo Line sits beneath London Street between No. 31 London Street and the access ramp into Paddington Station and the tunnels pass beneath the south west corner of No. 31 London Street. Expansion of the Bakerloo Line facilities is a challenge as the existing ticket hall is physically constrained on all sides by operational rail infrastructure and existing buildings including listed buildings and main roads.

This site provides a unique opportunity to deliver the ticket hall improvements and following consultation it is clear from the representations received from all parties including the Greater London Authority, Transport for London, South East Bayswater Residents Association, Hyde Park Estate Association, Paddington Residents Active Concern on Transport and Paddington Business Improvement District among others that there is considerable support for the principle of providing the new Bakerloo Line ticket hall (notwithstanding objections to other aspects of the proposal). The proposed strategic transport improvements are supported in general and by policies S3, S43 of our City Plan.

The provision is also supported by The Paddington Station and Environs Supplementary Planning Document which references the site as of strategic transport importance and para 41 of the National Planning Policy Framework (NPPF) which states “Local Planning Authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.”

The following sets out the key development plan policies and material considerations in relation to this issue. There are very general policies relating to strategic transport infrastructure, but no specific policies within the UDP, City Plan or London Plan relating to this particular site. Westminster City Council’s ‘Paddington Station and Environs Planning Brief’ and ‘London Underground Paddington Bakerloo Line - Station capacity performance and the case for future upgrade’, do, however, make reference to this specific site.

The Town and Country Planning Act

Section 54A of the Act requires the City Council to determine planning applications in accordance with the Development Plan and any other material considerations.

City of Westminster Unitary Development Plan adopted January 2007

Policy TRANS5: Surface, Underground Railways and Trams aims to maintain and improve the quality, reliability and accessibility of rail transport. Part (A) states:- “The City Council will encourage and support improvements to the main line rail termini, Underground stations and associated interchange facilities, including improved access to and capacity of stations and interchanges. The Council will co-operate with the Department for Transport, National Rail, Transport for London, London Underground and other appropriate authorities in any studies undertaken with a view to improving such facilities and may seek to undertake such studies through agreements with developers”.

Paddington Station is identified as a key opportunity site for transport interchange, office, hotel and residential use.

City Plan

Policy S43- Major Transport Infrastructure states that the Council will support and promote improvements to transport infrastructure, including the public realm and servicing improvements necessary to mitigate the impacts of increased passenger numbers and integrate the infrastructure into the city and broader impacts of those Central London networks that impact on Westminster including Crossrail, including new stations at Paddington..., improvements to stations, prioritising access for all, reducing pedestrian congestion within and around the station and providing a safe, convenient and attractive environment, including Paddington and improvements to the public realm among other improvements.

The Paddington Station and Environs Planning Brief Supplementary Planning Document, adopted September 2009.

The brief was prepared in the context of development pressures around Paddington Station and in particular the Crossrail proposals. It states that the Post Office site has now been included in this Brief, given its capability of providing a strategic solution to Paddington Station, in the form of a new Bakerloo Line station. It goes on to state that the Post Office site occupies a key, pivotal position between Paddington Station and St Marys Hospital, above the Bakerloo Line ticket hall, giving it strategic transportation importance. Further, it states that any development of the Post Office site would have to be co-ordinated with proposals for Paddington Station, particularly in so far as the physical relationships, particularly at basement level, tie the sites (including Crossrail) together. Furthermore, it may, subject to precise proposals and agreement with LUL and Network Rail on the viability of the public transport benefits proposed, be appropriate to flex UDP policies.

The London Plan

Paddington is identified as an Opportunity Area and a major strategic transport hub in the London Plan.

Policy 6.2- Providing public transport capacity and safeguarding land for transport.

This states that the Mayor will work with strategic partners to: improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system. Co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable. Increase the capacity of public transport in London over the Plan period by securing funding for and implementing schemes and improvements. It goes on to state that development proposals that do not provide adequate safeguarding for the schemes should be refused. The Paddington Bakerloo Line ticket hall expansion is not explicitly referred to.

London Underground Paddington Bakerloo Line - Station capacity performance and the case for future upgrade December 2010.

This states that London Underground are concerned that the current Bakerloo Line station infrastructure is already at the limits of occupational capacity and is inadequate to deal with the further growth anticipated including that created by Crossrail.

The report highlights how passive provision (safeguarding) at Royal Mail Group site has the potential opportunity to significantly reduce future cost and construction impact of the capacity enhancement works and that London Underground consider the site as key to unlocking the expansion of the Bakerloo Line.

8.3 Public Realm

8.3.1 Details of public realm

The new development will have a transformational impact upon the townscape, the public realm and the setting to Paddington Station. The level identified as street level or ground level is effectively the existing Praed Street / London Street level, which, by removing the wall between London Street and Arrivals Road, will merge into a large open public space between the new Cube building and the existing hotel and station buildings. Hard and soft landscaping integrating steps and stairs will merge this level with the lower Concourse level.

Large areas of open public space will also be formed in the area that is now Winsland Mews and on the site of the former Praed Street post office building. At the eastern end of the site a new road will be laid out which will connect Praed Street with Winsland Street, thus enabling the existing London Street part of the site, to become a primarily pedestrian area.

The new public realm associated with these new buildings will be substantial, with the existing levels of Praed Street and Paddington Station Concourse level merging with the space around the new buildings. The intention of the scheme is to create a far more permeable, fully accessible and safe environment for pedestrians, which is more easily navigable and significantly improves circulation and way-finding in the immediate vicinity of Paddington Station. The current layout of Arrivals Road, London Street and the existing pedestrian/passenger experience is clearly inadequate and of low townscape quality – thus there is certainly considerable scope for enhancement.

The surfacing to this new space is to have a high quality palette of materials, currently proposed to be principally an English Pennine Stone. The new space will incorporate informal seating, in the form of stepped changes to levels; areas for tables and chairs associated with the new retail space; new lighting, tree planting, cycle parking and public art. Resolving drainage issues is a particularly important matter and the design intention is to fully incorporate drainage into the design effect.

The public realm would provide suitable microclimatic conditions all year round for its intended use and associated activities, with satisfactory pedestrian wind comfort levels and exposure to sunlight, both of which are of great important to the ambience of public realm spaces.

As a major railway interchange with high volumes of people using this area, there is a need to incorporate counter-terrorism measures into the scheme and one of these, at present, is the introduction of a bollard line on the south side of the site running between the Hilton Hotel and the Mercure Hotel. Other bollards lines will be introduced near the opening into Span 4, towards the western end of Winsland Street and in the south-east corner of the site around the new public realm formed by the newly created street.

However a tension between the creation of this new public realm and the formation of these security bollard lines will be a requirement to allow service vehicle access to service the Hilton Hotel, Paddington Station and the Mercure Hotel.

While the need to allow servicing access and indeed emergency access would appear to be unavoidable, this will create some conflict with an area which has been designed to prioritise pedestrian movement. Resolution of how the space and servicing within it are managed will be critical to the success of this new public realm.

With respect to the servicing associated with Paddington Station, the applicant has agreed to fund the cost of works to the station to facilitate the potential reduction in servicing activities associated with the station, that take place within the public realm area. This includes refurbishment of existing tunnels, the redesign of servicing area to western end of platform 1 and the replacement of buffer stops and adjacent plant to platforms 11 & 12. Network Rail has indicated that these works would have the potential to reduce vehicle movements in the area by between 5-15%.

The proposed public realm has been designed to incorporate soft landscaping in the form of trees and shrubs. The proposed landscaping design shows the following:-

- I) Informal group of seven trees adjacent to the proposed steps
- II) Informal group of six trees at the corner of Winsland Street and London Street.
- III) A single tree for the small area of open space adjacent to the escalator access to the underground on Praed Street with the potential of becoming a townscape feature.
- IV) Three trees are proposed at the rear of the Mercure Hotel
- V) Shrub/hedge planting to the proposed steps
- VI) Vertical greening to the roof of the Praed Street building adjacent to wall on the north east façade of the Mercure Hotel.

The proposed landscaping design is considered sensible to soften and define the public spaces; however there are a number of detailed practical matters that require further consideration. These include; potential conflict with canopies; soil volumes, permeable paving design around trees; sustainable irrigation and maintenance and species, sizes and density of trees and shrubs as well. It is recommended that these details are secured by condition in order to secure the best possible conditions for optimum good quality and appropriate soft landscaping for this important public realm.

Natural England has suggested that there is potential for bird and bat boxes to be incorporated into the scheme to encourage wildlife due to the increase in soft landscaping and this is proposed to be secured by condition.

Public art which can play a valuable role in enlivening the appearance of the physical environment is proposed within the development in accordance with Policy DES7 of our UDP which states that “the provision of public artwork, including sculpture, statuary and mural decoration will be encouraged where permission is sought for suitable schemes of development or redevelopment.” The strategy scope is to enhance the public realm through art. The scope includes the potential for different types of art, including static sculptural or 3D pieces that could be integrated into the fabric or elements of the buildings as well as light or sound based works.

These could include installations to retaining walls/escalator soffits, within paving, bespoke railings/screens. The applicant has confirmed that public art will be provided to the value of £2m which is considered to be appropriate for the scale of the development and the provision of new significant public realm. Full details will need to be required by condition and secured in a S106 legal agreement.

The provision of public realm, incorporating public art, green infrastructure and potential for biodiversity, and the improved physical connections it creates, meets the objectives of policies DES7, ENV4, ENV15, ENV16, EN17 of our UDP and S3, S12, S35, S38, S41, S43 of our City Plan.

8.4 Townscape and Design

8.4.1 Legislation and Policy

The relevant legislation, policy and guidance which apply to a proposal of this nature are extensive and a detailed description has been provided within the applicant's Environmental Statement (volume 3, appendix 5), but it is considered worthwhile to re-state some of the key legislative requirements; and some of the key policies and guidance:

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 indicates that *"In considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*

Section 66 of the same Act indicates that *"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."*

Section 72 of the same Act indicates that *"In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."*

In terms of the NPPF the key considerations are addressed in Chapter 12 with paragraphs 133 and 134 specifically addressing the issues of harm to designated heritage assets.

Policy S3 Paddington Opportunity Area - The site lies within the Paddington Opportunity Area and paragraph 3.14 of this policy states:

"Evidence indicates that there is very limited potential for the location of tall buildings within the Opportunity Area". The Opportunity Area has scope for the development of medium height large floorplate buildings in keeping with the larger buildings in the surrounding townscape. Permission has been granted for one significantly higher tall building of exceptional quality on Harrow Road between North Wharf Road and Harbet Road to act as a landmark for the Opportunity Area."

(ii – The High Building Study 2000)

The Reasoned Justification to the policy states:

“The redevelopment of sites in the Paddington Opportunity Area has established a general height and scale for new buildings reflecting that of the higher buildings in the surrounding area. The location identified for the tall building set out in the policy allows for the creation of a landmark building but without harm to the character of the surrounding townscape.”

This policy also seeks to provide: a range of office floor space; other uses to support the economic and social regeneration of the area; public transport and interchange improvements; public realm improvements; and new public open space.

Policies S25 and S28 of our City Plan are strategic policies which recognise the importance of Westminster’s historic townscape and the need to conserve it, and require exemplary standards of sustainable and inclusive urban design and architecture.

Policy DES1 of our UDP sets out principles of urban design and conservation to ensure the highest quality in the form and quality of new developments in order to preserve or enhance the townscape of Westminster.

DES 3 of the UDP relates to High Buildings and seeks to protect and enhance Westminster’s townscape, historic character and skyline.

DES 4 of the UDP sets out criteria to ensure the highest quality of new development in order to preserve or enhance Westminster’s townscape. The policy sets out considerations whereby new infill developments must have due regard to the prevailing character and quality of the surrounding townscape, particularly in conservation areas and conforms to or reflects urban design characteristics such as building lines, storey heights, massing, roof profiles and silhouettes of adjoining buildings, distinctive forms or architectural detailing prevalent in the local area, existence of set piece or significant building groups.

Policy DES 7 of the UDP seeks to ensure the highest standards of design in all townscape details, including encouraging the provision of public artwork for suitable schemes of redevelopment.

Policy DES 9 of the UDP aims to preserve or enhance the character or appearance of conservation areas and their settings and indicates that unlisted buildings of merit will enjoy a general presumption against demolition, but that demolition may be permitted if the proposed development will result in an enhancement of the conservation area’s overall character or appearance. This policy also seeks to protect the setting of conservation areas.

Policy DES 10 of the UDP seeks to ensure that planning permission is not granted for proposals which have an adverse impact on the setting of listed buildings.

Policy DES 12 of our UDP seeks to protect the integrity and appearance of Parks, Gardens and Squares. This includes protecting existing views out from parks.

Finally policy DES 15 seeks to protect Metropolitan and Local Views, and indicates that permission will not be granted for developments which would have an adverse impact upon important views of listed buildings, landmark buildings, important groups of buildings, monuments and statues, parks, squares and gardens, the Grand Union and Regent's Canal and the River Thames.

8.4.2 Demolition

One of the most direct impacts of the proposal will be the demolition of the former RMG buildings on the site and of the listed wall between London Street and Arrivals Road. In terms of the RMG buildings it is the loss of the 1907 Edwardian Baroque extension, designed by Jasper Wager, which is of greatest impact, with the remains of the earlier 1892 building being only fragmentary, and the remainder of the site including the building facing onto Praed Street dating from the 1980s and of no architectural merit. The Bayswater Conservation Area was extended in 2010 to include Paddington Station and the area to its east between Praed Street and South Wharf Road – thus including the application site and many of the earlier buildings that form part of St Mary's Hospital. The addendum audit for this extension identified the 1907 facade as an unlisted building of merit.

The notification report undertaken by English Heritage (now Historic England) which formed the basis for issuing a Certificate of Immunity from listing sets out why the building is not considered to be of listable quality, but also acknowledges that the 1907 façade is the most interesting part of the complex and worthy of inclusion within a conservation area. It is considered that the Edwardian Baroque façade does make a positive contribution to the conservation area and the townscape, as well as forming a component part of the area's railway history, with its use and form directly influenced by the presence of Paddington Station and thus it also contributes to the setting of the station.

The loss of the 1907 building will result in harm to the conservation area, eroding its historic and architectural interest, and also harm to the setting of the grade I listed Paddington Station. The degree of harm to these designated heritage assets is considered to be less than substantial, as the significance of the designated assets will to a large extent be retained. In these circumstances the NPPF at paragraph 134 requires that the harm should be weighed against the public benefits of the proposal. Similarly policy DES 9 of our UDP indicates that permission may be granted if the design quality of the proposed development results in an enhancement to a conservation area's overall character or appearance. The demolition of the 1980s part of the RMG buildings, including the building which faces onto Praed Street, is considered to be a potentially positive outcome. These 1980s part of the site are considered to make no positive contribution and their redevelopment offers the opportunity for significant enhancement.

With respect to the listed wall between London Street and Arrivals Road, this is listed as a curtilage structure which is also attached to the main station building. While a wall in this position has been here since the mid-nineteenth century, it is believed that the current wall was built in the early twentieth century, at the time that Span 4 was being constructed, c1914-16. The entry point into the Bakerloo Line is probably contemporary with the wall. The wall is considered to be a relatively utilitarian structure and the Underground entrance has been rather unsympathetically altered over the years. The loss of the wall and Underground entrance would result in a small degree of harm in terms of a loss of historic

fabric, but this harm would be in the category of less than substantial and the demolition of the Grade 1 listed wall has not brought about objection from Historic England.

Nevertheless, given the statutory duty, any harm to designated heritage assets carries considerable importance and weight, and it is against such harm that the merits of the redevelopment scheme, including its public benefits, must be balanced.

8.4.3 Proposed buildings

The Cube

In terms of the detailed design of the main Cube Building, the typical office facades (which will form the principal building material) will comprise a double-skin of glazing with a 450mm space between the two layers of glass. The inner layer of glazing will be on a 1.5m grid and will incorporate two sets of blinds (one internal and one on the external face of the inner skin) to allow some internal control of sunlight, but also the outer blinds are designed to be automatically controlled so that all blinds within each façade are raised or lowered at the same time, thus controlling light and sun levels into the building, as well as light from the building. The outer/external skin of glazing will be set out on a 750mm grid of narrow vertical aluminium mullions, which will project approximately 50mm in front of the glazing. The two skins will be connected by aluminium brackets and there will be a metal grate at each floor level, which effectively extrudes the line of the floor to the outer skin.

The outer skin of glass will be single-glazed and feature solar-control qualities as well as reflectivity qualities. The design intention is not to provide a mirror effect to the glass, but for an even reflective quality to be produced. The corners of the Cube will be detailed in a different fashion and will feature curved glass winter gardens, without the outer skin of glazing. These have the effect of defining and lightening the corners, and creating the appearance of the faces of the Cube floating, without touching one another.

The three storey base to the Cube containing the facades to the retail units and the office lobby areas, will be set back from the Cube above and will also be fully glazed and based on the 1.5m grid, featuring fins which will project approximately 400mm from the façade. Set at approximately the height of the upper retail floor ceiling i.e. approximately 8.8m above ground level, will be a substantial glass canopy, which will project from the façade of the 3 storey base by between 6m and 14m on all four sides of the building. The canopy will contain silk screened glazing on a steel frame supported by hangers. The canopy will drain back to a gutter by the façade. The primary purpose of the canopy is to ensure that the microclimate in the immediate vicinity of the development is comfortable.

The top two floors of the building which sit above the Cube and are set back from its edges, will contain a restaurant and plant. This top to the building will be set back over 9m from the façade below to the south and west-facing elevations, and will have a reduced set back of 4.4m on the north and east side. Where there is a greater set-back a rooftop terrace is proposed which will be contained by a glass balustrade and will include intermittent glass screens to reduce wind impacts at this height. It is also recommended that provision of a public viewing platform as an external terrace and or projecting glass box/structure to roof top restaurant to Cube building be secured by condition.

The restaurant is accessed by two feature lifts which rise externally on the west-façade. The lift shaft will be clad in low iron transparent glass, and the lift cars would be solid metal boxes, with one glazed side facing westward. The glass roof of the restaurant will

cantilever over its facades, providing a lid to this top storey and also referencing the glass facades of the Cube with their 'floating' edges. The top of the glass roof will feature photovoltaic cells, which will also provide a degree of shading.

Rising from the centre of the roof and extending a further 42.3m into the sky will be a mast feature. Constructed in a composite material the intention is for this to be a lightweight feature, tapering to a fin point, which will be capable of gently flexing in the wind.

The stated intention of the mast by the applicants is that it forms both a sculptural piece, articulating the roof and also as a way finding element "subtly announcing the presence of the Paddington Quarter from afar".

In the centre of the roof will be sited a building maintenance unit, which will allow access to the facades for cleaning/maintenance. When not in use this is recessed within a garage zone to the upper level of the roof, and thus will only be visible when in operation.

Praed Street building

The two storey Praed Street building will also be framed on a 750mm grid, to reference the Cube building, but the outer fins of this grid will be a thicker Portland Stone fin fixed to an external frame. A taller plant element of this building, running against the flank wall of the Mercure Hotel will be clad in Portland Stone, as will a planted screen wall also against the flank of the Mercure. The rooftop terrace of this small building will be covered by a glazed canopy roof, again featuring a silk screen treatment.

8.4.4 Impact of the Development on Heritage Assets and Townscape

The nature and scale of the development proposal, will result in the loss of heritage assets and will introduce a major change to the townscape. The new Cube building will be visible from a large number of vantage points, including designated heritage assets (conservation areas and Royal Parks) and will have a direct impact upon the setting of a large number of designated heritage assets (listed buildings, conservation areas and Royal Parks). The applicants have produced a detailed 'Heritage, Townscape and Visual Assessment' (Environmental Statement, Volume 3), including a series of 52 Accurate Visual Representations (AVRs) and the following paragraphs set out the main impacts of the development, considering them on an individual basis and cumulatively. It should be noted that the Townscape and Visual Impact Assessment that has been undertaken is unlikely to have captured and assessed every receptor point and so too in this report, is it acknowledged that a review of the impact on every element of townscape is not possible and in many cases not appropriate, as it would give rise to considerable repetition. It is thus intended to review the main impacts in detail and to summarise wider and replicating impacts. Two tables are also provided as an appendix to this report setting out the applicant's assessment of impacts and officers' commentary on this assessment.

8.4.5 The Bayswater Conservation Area and Nearby Listed Buildings

Aside from the demolition of the existing buildings/structures on the site, the replacement development will have a major impact on the character and appearance of the Bayswater Conservation Area.

The scale and detailed design of the Cube building will mean that it will be seen from many vantage points within the conservation area (AVRs 14, 16-26, 28, 30, 42-47 and 50-51 are the views which have been assessed within the applicant's impact assessment).

The size and height of the new Cube building will sharply contrast with the prevailing scale and character of the Bayswater Conservation Area. A large part of this conservation area contains townscape which dates from the nineteenth century, is primarily residential in character and reaches a maximum height of around ground plus 5 upper storeys. There are of course exceptions to this such as the residential tower blocks at 25 Porchester Place and Quadrangle Tower (both approximately 22 storeys), which have resulted in dramatic changes of scale in places. The part of the conservation area where the application site is located can be considered as having its own distinct character, in the sense that the buildings are generally of a larger scale and occupying larger building plots and have more of an institutional/commercial character, including Paddington Station and parts of St Mary's Hospital.

Probably for the most part, the new building will not be seen from within the conservation area, because of the relatively tight urban grid (eg. AVR 14), however, on some alignments and from non-street level views there will be a large number of cases where it will be seen. Examples of this are AVRs 18, 20, 21, 22, 26, 44-47 and 51, where the new building will be seen in direct contrast with the older, historic townscape. While the proposed development delivers many substantial benefits (discussed elsewhere in the report), the applicant's conclusion that the proposal will enhance local townscape character and cause no harm to the character and appearance of the conservation area but rather will be beneficial is not accepted.

In the views identified, which serve to illustrate the impact, it is considered that the proposed new Cube building does not complement or resonate with the prevailing character and appearance of the conservation area, but instead markedly contrasts with it. Some of the concerns expressed by Historic England (letter of 4 October 2016) are shared and it is considered that the proposal will have a harmful impact upon the character and appearance of the Bayswater Conservation Area, by virtue of its height, massing and design.

Also within the Bayswater Conservation Area are a large number of listed buildings and the applicant's impact assessment has focussed on 7 of the closest listed buildings to the site and considered the impact of the proposal on the setting of these listed buildings. The setting of a listed building is essentially the surroundings in which the building can be experienced and can include elements which are both positive and negative in their contribution to the significance of the asset. In the case of the proposed development it is considered that the proposal affects the setting of listed buildings in different ways, ranging from beneficial to harmful. An example of a harmful impact on setting would be the relationship of the new Cube building to the grade II Hilton London Paddington (formerly the Great Western Hotel). The listed hotel, built between 1851-3 to designs by P C Hardwick, forms a frontispiece to Paddington Station and its Praed Street façade, with prominent corner towers silhouetted against the sky, marks it as an imposing townscape building.

The proposed new Cube building, despite being set back from Praed Street, will challenge the landmark primacy of the hotel and in views such as AVRs 20-22, will form a backdrop to the hotel, eroding the silhouette qualities of the hotel. In contrast, the impact on the setting of the grade I listed Paddington Station is considered to be of a much lesser degree and in some aspects beneficial. It is considered that the station is a somewhat introspective building and much of its significance derives from its internal engineering and architecture. While there will be some detrimental impacts on its setting such as is shown in AVR 29, these are not considered to be particularly harmful; and with respect to the creation of a new piazza as a threshold to Span 4, there are elements of the scheme which will enhance the setting and allow a better appreciation of the building's significance.

In terms of other listed buildings, such as the Mint Wing, listed terraces in Norfolk Square and Westbourne Terraces and other listed nineteenth century terraces in the adjacent townscape, the impact on their setting, will be similar to that upon the Bayswater Conservation Area i.e. the new Cube building, where it can be seen in conjunction with these listed buildings, will introduce a scale and form of building, which sharply contrasts with the historic townscape and harmfully asserts itself into the setting of these listed buildings. It is considered that the degree of harm to these assets is in the category of being 'less than substantial'.

8.4.6 Wider Townscape Including Royal Parks and Other Conservation Areas

Beyond the immediate vicinity of the application site, the scale of the proposed development will mean it will be visible and have an impact on heritage assets and townscape at a greater distance from the site.

One of the more sensitive of these receptors will be the Royal Parks: Hyde Park, Kensington Gardens and Regent's Park, which are all Grade 1 parks on Historic England's Register of Parks and Gardens and are also conservation areas. AVRs 1-11, 15 and 52 (and Supplementary Views 11.1, 12.1, 13.1, 18.1, 19.1 and 26.1) demonstrate that the proposed development's impact on Regent's Park will be largely imperceptible. In terms of the impact on Hyde Park, the proposal will be seen between or above trees from some locations, with perhaps the views from the Parade Ground (AVR 6) and to the north of the Serpentine Gallery (AVR 4) being the most prominent. For the most part the new Cube building will not break above the tree line in views from Hyde Park, but where it will this occurs in places where other existing buildings do the same thing and/or where permission has been granted for schemes which do the same thing. Thus while the proposal adds to the larger scale townscape which can, or in the future will, be visible from the park, the degree of harm is considered to be minor and only from a limited number of locations. With respect to Kensington Gardens, the new Cube building will be below the tree line in views from the Round Pond (AVR 1) and near Kensington Palace (AVR 52) and as such the proposal is not considered to be harmful to its setting.

In terms of the impact on the setting of conservation areas further afield and indeed upon the setting of listed buildings further afield, there are occasions where the scale of the Cube building will be visible within these settings. In the case of conservation areas such as Hallfield Estate, Queensway and Westbourne which lie to the west of the development site, the impact is largely imperceptible. To the north from within the Paddington Green and Maida Vale Conservation Areas (AVRs 33-40), the impact will be minor, with limited views of the new development.

Perhaps the view from Warwick Avenue (AVR 38) is the worst case scenario and in this view the development would sit behind taller developments which have approval, such as 55-65 North Wharf Road (currently under construction).

Thus from these conservation areas the proposal is not considered to be harmful. To the east in the Molyneux Street Conservation Area and the Portman Estate Conservation Area (AVRs 12 and 13), the Cube building may be visible in some longer street grid vistas, such as looking west along Crawford Street (AVR 12), but as in this case, the new development is at some distance from the viewpoint (over 1km away) and does not introduce a discordant scale of development at this distance. Thus, again from these conservation areas the proposal is not considered to have a harmful impact.

Another heritage receptor of note is the Paddington Basin arm of the Grand Junction Canal and the new development will be seen in canal side vantage points such as AVR 31. The impact of the proposal on the canal is not considered to be harmful given the prevailing townscape character of the canal side at this point, namely an area of recent regeneration in the form of Paddington Basin and Paddington Central, where a number of large scale modern buildings have been built, or for which permission has been granted.

Thus in concluding this section, it is considered that the proposed development and principally the Cube building will have a visual impact on a wide area. It will also have an impact upon the setting of a number of listed buildings in the Bayswater Conservation Area and upon the character and appearance of the Bayswater Conservation Area. While for the wider area the impact is for the most part minor and not harmful, the proposal does begin to have adverse impacts on heritage assets at closer quarters and certainly within 700m radius.

8.4.7 Assessment of harm to heritage assets Vs public benefits

In terms of the degree of harm caused to the significance of the various heritage assets (designated and undesignated), Central Government's Planning Practice Guidance advises that in general terms substantial harm will be a high test and may not arise in many cases. The guidance indicates that it is the degree of harm to an asset's significance rather than the scale of development that is to be assessed. In terms of harm within conservation areas the guidance indicates that if an unlisted building is important or integral to the character or appearance of a conservation area, then its demolition is more likely to amount to substantial harm. Case law in this matter such as Bedford Borough Council v Secretary of State for Communities and Local Government and Nuon Uk Ltd, is also of some assistance, where substantial harm is referred to in the context of circumstances where the impact on significance is "serious such that very much, if not all, of the significance was drained away", or "an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated or very much reduced".

Historic England in their letter of 4 October 2016 describe the proposals as having "a major harmful impact on the Bayswater Conservation Area", although somewhat unhelpfully do not use the terminology of the NPPF and do not categorise the impact as falling into the category of either "substantial harm" or "less than substantial harm".

As indicated by the Planning Practice Guidance, it is a matter of judgement whether or not a proposal causes substantial harm or less than substantial harm, and indeed it is considered perfectly reasonable to conclude that within the parameters of the phrase “less than substantial harm”, some impacts can be more harmful than others. In the case of the current scheme, having given consideration to the significance of the Bayswater Conservation Area; and to the significance of the setting of various listed buildings, that while harm is caused to significance, that this harm falls into the category of being less than substantial.

By way of example to elucidate this assessment the proposed development will have a major impact on the townscape within its immediate vicinity, but the impact on the significance of the Bayswater Conservation Area will be localised and apparent from particular vantage points.

On the available evidence it would seem unlikely that the development would have an adverse impact on most of the squares which form the original layout of the townscape, or from many of the streets (due to the alignment of the street grid). Thus from many parts of the conservation area, the proposed development would make no change to the character or appearance of the conservation area. In the area closer to the site and particularly as a result of the demolition of the 1907 façade to the former sorting office and the demolition of the listed wall between Arrivals Road and London Street the harm in the form of physical harm and harm to setting would be far greater, but not so great that the significance of the Bayswater Conservation Area would be to a large extent destroyed. In a similar fashion, the setting of the Hilton London Paddington Hotel will be harmed, particularly in views from the west, where the new Cube building will loom behind the listed building and will have a major impact upon its silhouette. However, from other viewpoints, such as looking west along Praed Street, or looking north from London Street and Spring Street (south of Praed Street), the prominence of the listed façade onto Praed Street will still be evident as will the silhouette qualities of its profile. So while harm is caused, it is not of such a magnitude as to result in a complete loss or near complete loss of significance.

In cases where the degree of harm is considered to be less than substantial, paragraph 134 of the NPPF is of relevance and this indicates that the harm should be weighed against the public benefits of the proposal, including securing its [the designated heritage asset] optimum viable use.

The proposed development brings about a large number of public benefits including a new Bakerloo Line Ticket Hall; potential for large number of new jobs; new office and retail floor space; attendant economic benefits; potentially significant improvements to the public realm and rail/tube passenger interchange. Other aspects of the scheme are more ambiguous in terms of the public benefits that are delivered, for example, the design and scale of the new Cube building can be viewed as components which enhance the local townscape with a high quality new building, which appropriately landmarks a major London terminus, whereas an alternative view, expressed by objections to the scheme, regard the design and scale as having no public benefit, with only adverse effects. One noteworthy attribute of the site and the proposals as identified by the GLA in their Stage One response is set out by them as follows:

“The proposed improvements to Paddington station and the public realm around the site are strategically vital to London and this interchange and are strongly supported. This will deliver significant benefits for the travelling public and occupiers of the proposed development. Due to TfL’s lack of landholdings in the area, improvements to the station of this magnitude can only be delivered through the comprehensive redevelopment of this site, and this is therefore a one-off opportunity to provide the additional station capacity and step free access that will be needed to support development in the area and the background growth in demand and to complement the introduction of Crossrail services at Paddington...”

While such phrases as “one-off opportunity” can often be misplaced when describing the benefits of a development proposal and should be treated with a degree of scepticism, its application in this case, is not considered to be unreasonable, given the location of the application site relative to the Bakerloo Line ticket hall, the station, the hospital, Paddington Basin and Praed Street.

It is thus concluded that the scheme does deliver substantial public benefits and that these benefits are very unlikely to be capable of delivery by the utilisation of another site. In terms of the proposed development, it is evident that alternative forms of development might deliver the same package of benefits, such as the previously withdrawn scheme, which included a 72 storey residential tower. Similarly it would seem evident that some schemes could not deliver this package of benefits, such as the 2011 application.

The greatest level of criticism and objection, on heritage and design grounds, to the proposed new development and notably the Cube building, has been the scale, detailed design and materials of the new building, allied to the loss of the 1907 Edwardian Baroque façade.

The new building will unquestionably introduce a new landmark to the area and its high tech, modern design, will mark it out as a building which contrasts with much of its immediate townscape. It is evident that considerable attention to design detail has been given by the architects, who have an international reputation for designing and delivering striking and well executed contemporary architecture. Were the current proposal to be considered acceptable, it is considered vitally important that their association with the project is maintained throughout the delivery stage. That it is a well-executed and a functional high-performing new building, doesn’t of course tick all the boxes of good design and for many the concern will remain, that for all its architectural attributes, it is simply too big and of the wrong design for its location.

While the impacts of scale and design are considered to have an adverse impact on heritage assets and particularly the townscape of the Bayswater Conservation Area, which lies to the south, it should also be borne in mind that the site lies within the Paddington Opportunity Area and in this context its scale and modern design are far more complementary to new developments in this area, which lie to the north. At a height of 74.2m it is comparable to many of the buildings on the north side of Paddington Basin, as well as buildings currently under construction such as 55-65 North Wharf Road and Dudley House.

It is certainly the case, that for reasons of scale and materiality, the proposal is considered to have an adverse impact on a number of heritage assets and the degree of harm, using NPPF terminology, is considered to be less than substantial. Nevertheless given the statutory duty, notably s.66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, any harm must be given significant weight, when balancing against the public benefits.

The original planning resolution in 2012 related to a “façade retention scheme” which retained the façade to the Royal mail sorting office building and received a resolution to grant, but sought only to provide passive provision for the potential future expansion of the Bakerloo Line underground ticket hall, with no public realm improvements. Subsequent to the resolution parties could not agree on legal agreement matters and permission was never granted and the site sold.

The second application proposed the complete redevelopment of the site and its replacement with a 72 storey building “The Paddington Pole”, with associated strategic transport and public realm improvements. This brought about significant opposition on grounds of substantial harm to heritage assets given its far reaching impact on heritage assets (Listed buildings, conservation areas, Royal Parks) both from within and outside of Westminster.

This current application lies somewhere in between the two previous applications, by proposing the complete redevelopment of the site, but its replacement with a 19 storey building “The Paddington Cube” , with associated strategic transport and public realm improvements with more localised impacts on heritage assets, which officers have assessed as less than substantial. This scheme seeks to meet the challenge of providing strategic transport benefits associated with the provision of a new Bakerloo Line ticket hall and the creation of significant public realm which befits the site as one of London’s and Westminster’s major transport locations.

Notwithstanding the considered views of a number of consultees that the benefits of the proposal are questionable or are not so significant as to outweigh the harm to heritage assets. The many and varied benefits set out, including social, economic and regenerative benefits of the proposal are considered collectively to be substantial public benefits, which outweigh the less than substantial harm to heritage assets a view supported by the Mayor and a number of consultees.

8.6 Amenity

The proposed development is surrounded predominantly by non-residential uses including St Mary’s Hospital to the north and east, Paddington Station to the west and to the south the Mercure London Paddington Hotel. Opposite on the southern side of Praed Street are properties with retail uses at ground floor and residential above.

The closest residential properties are located within the upper floors of Praed Street and further south on London Mews, Norfolk Square and Sussex Gardens.

8.6.1 Daylight and sunlight

The applicant has submitted a Daylight and Sunlight analysis, of the potential impact of the development on the amount of daylight and sunlight received by a number of surrounding residential properties, the conclusions are set out below. In very broad terms the British Research Establishment (BRE) a guide to good practice (2011) (the guidelines) suggests that if vertical sky component (VSC) is greater than 27% then good levels of daylight will be received and that a 20% + reduction resulting in VSC of less than 27% will be noticeable to occupants. In sunlight terms, annual sun of 25% and 5% winter will achieve a good level of sunlight, with 20%+ reduction and loss of value of 4% being noticeable to the occupants.

In terms of the impact of the development, nineteen windows within Nos. 135, 137-139, 149, 151, 155, 157 and 161 Praed Street would see a reduction in daylight of more than 20% (between 20.03 and 32.53%), but would continue to receive daylight levels of between 17.27 and 23.57% VSC. Given that modest to high levels of daylight that would remain, this is not considered to be significant.

Two windows within No.2 London Mews would see a reduction in daylight of more than 20% (20.66-21.12%) but would continue to receive daylight levels of 17.51 and 21.32 % VSC. Given the low percentage loss and modest to high levels of daylight would remain, this is not considered to be significant.

Two windows within No.16 Norfolk Square would see a reduction in daylight of more than 20% (26.82 and 27.16%), but the existing levels (14.17 and 16.64 % VSC) are similar to the proposed levels (10.37 & 12.12 %VSC) and is not considered to be significant.

No residential properties would see a loss of sunlight.

For the reasons set out above, the proposed development is not considered to result in such a significant loss of daylight or sunlight to existing surrounding residential properties.

8.6.2 Sense of enclosure and privacy

The proposed Cube building is significantly higher than the surrounding existing residential properties, albeit it is set further away than the existing buildings on Praed Street which are to be replaced in part with a 2-storey building and public realm. Given the scale, height, bulk and design and proximity to residential properties taking into account the existing buildings, the proposal it is not considered to result in such a significant increase in sense of enclosure or loss of privacy to warrant withholding permission on this ground.

Whilst the proposed development will impact on views and outlook from surrounding commercial buildings (Hotels and Hospital), these uses are not afforded the protection given to residential properties and the objections raised by the owner of the hotel operators on grounds of loss of daylight is not sustainable.

8.6.3 Activity

Given the previous use of the site as a post office sorting office and counter service together with the existing uses and activities that take place in the locality associated with Paddington Station, London Underground, bus stops and district shopping centre, it is not considered that the activities associated with the proposed development would result in any significant detrimental impact on the amenities of residential occupiers within the vicinity of the site.

8.6.4 Summary of amenity impact

Whilst the proposal will result in some loss of daylight to residential properties located south of the site, it would not result in any other significantly adverse amenity impacts and overall is considered acceptable and in accordance with Policy ENV13 of our UDP and S29 of our City Plan.

8.7 Transportation

8.7.1 Previously existing use

The previously existing Royal Mail delivery and sorting office was a fairly intensive use of the site, employing 800 staff and operating over a 24 hour period with around 47 operational vehicles based on-site. The basement was accessed via Winsland Street with its exit to Winsland Mews and a service bay was accessed from London Street (reversing access only).

The applicant has submitted a Transport Assessment in support of their proposal which details the implications of their development in transport terms. An assessment on all transportation aspects of the development is set out below.

8.7.1 Servicing of the development

It is proposed to service the entire development (office, retail and restaurant space) off street from within the proposed ground floor internal loading bay accessed from Winsland Street.

The delivery bay within the Cube building is large enough to accommodate seven vehicles at a time, with a further waiting area to Winsland Street and is considered to be adequate to serve the development, subject to a servicing management plan to control the delivery times and to seek freight co-ordination. Notwithstanding the objections raised to the ability of the servicing bay to serve the needs of the development, the details of the provision off street servicing are considered to be satisfactory to the City Council's Highway Planning Manager, and satisfies policy S42 of the City Plan.

8.7.2 Use of public realm for servicing by existing uses

The existing arrivals ramp/road which leads from Praed Street to Paddington Station is the main pedestrian access to Paddington Station from the south and is controlled by Network Rail.

It also serves as a location for servicing of the adjacent 419 bedroom Hilton Hotel (which has a right of access over this area for servicing) as well as vehicles serving Paddington Station retail and related activities. It is understood that around 101 deliveries per day take place via the existing arrivals ramp/road, 75 of which are related to the station. There are clearly existing pressures on the use of this area by both vehicles and pedestrians, which is currently contained by the brick wall which separates the arrivals ramp/road from London Street, with vehicular access currently manned by a security barrier at the top of the arrivals ramp/road where it meets with Praed Street.

The proposal would remove the brick wall, relocate London Street to a new road further east within the site and open this area up as public realm space with a piazza. The scale of the public realm (1.3 acres) seeks to provide a feeling of space, cohesion and link between the new Cube development and Paddington Station. However it is necessary for the public realm area to continue to share its use by pedestrians with servicing vehicles for the Hilton hotel and Paddington station. This is obviously regrettable, given that it will impact on the quality of public realm to be provided.

However this is at present unavoidable, although measures have been put forward by the applicant to seek to assist Network Rail in reducing their need for vehicles to service from the public realm area. These measures are ; i) tunnels refurbishment, ii) redesign of servicing area to western end of platform 1; iii) removal and replacement of buffer stops and adjacent plant to platforms 11 & 12. Network Rail has noted that these measures could if implemented reduce vehicle movements by up to 15%.

A significant improvement, due to the opening up and enlargement of the area, is that servicing vehicles will now be able to turn within the area and access and leave the area in a forward direction, avoiding the need to undertake reversing manoeuvres, as is currently the case. These servicing activities will also take place along the western edge of the public realm, leaving other areas of public realm free from vehicular activities.

In the case of the Mercure Hotel, its servicing currently takes place on street from Winsland Mews via London Street. The proposal requires the Mercure Hotel to be serviced from within the south east corner of the site, requiring vehicles to reverse into or out of the site, which unfortunately is a retrograde step from the existing situation.

The continued need for a vehicle security barrier/s along Praed Street to control vehicle access into the site is currently indicated as a line of bollards set within the site. The functioning of this arrangement is challenging and will require further detail to ensure that its impact on traffic on Praed Street is minimised.

It is regrettable that it is not currently possible for the proposed public realm to be entirely free of vehicles, due to the challenges faced by essential servicing needs of the Paddington Station and adjacent hotels. However the scale and layout of the public realm is such that apart from the western edge and south east corner of the site, the remainder of the public realm area will not be shared with vehicles. Compared with the existing situation, notwithstanding the vehicle use set out above, is it considered that the quality of the public realm for pedestrians is a significant improvement on that which is currently offered and would not preclude further reduction in vehicular activities taking place, should the opportunity arise.

8.7.3 Impact on existing on street car, motorcycle and bicycle parking

The proposal encompasses Winsland Mews and part of London Street into its site. These roads currently accommodate car, motorcycle and bicycle parking. Whilst provision is made for the replacement of this parking, the proposal would result in the loss of some on-street car and motorcycle (7m) parking. This has brought about objection from some parties. However given the limitations on available space, the Highways Planning Manager whilst encouraging its re-provision has not raised objection on this ground.

The proposal would require the relocation of existing London Cycle Hire docking stations. TFL also seek an increase in the capacity (of 30 spaces) of the replacement facility and also raise concern in relation to the servicing of the docking station, given the tidal flow of use due to its location next to a transport hub. The applicant has indicated that the on-street loading bay on Winsland Street, could be used to drop off or pick up bicycles in order to address this concern.

Given the limitations and demand for space within the site and the provision of significant other types of cycle parking, no additional cycle docking capacity is proposed.

8.7.4 Cycle parking

A total of 653 cycle parking spaces are to be provided throughout the development, 529 for long-stay and 124 for short stay, which accords with London Plan standards. The arrangements for cycle parking are generally welcome and supported, subject to detailed design.

8.7.5 Buses/bus stops

It is accepted that the east/west bus stop located outside of the site on Praed Street is sited on a relatively narrow footway and heavily used, resulting in pedestrian congestion and blocking of the footway. The proposed Praed Street building is set back from the pavement as is the proposed southern public realm piazza with a new access route through the site at ground, concourse and ticket hall level providing access to both Paddington Station and London Underground.

TFL has recently released for consultation purposes, details of potential major changes to bus operations within the area due to many reasons, but including the opening of Crossrail at Paddington in the near future. It is accepted that these proposal are at consultation stage, but they indicate potential future changes and implications for Praed Street, including the potential removal of bus routes 23 and 332 (route 436 has already been removed).

It is also understood that there are proposals to replace the existing single bus stop outside of the site with two single bus stops in different locations, but further detailed discussions are expected to take place on this issue and the cost of the relocation of the bus stop would be funded by the applicant.

8.7.6 Taxis

The proposal does not make any provision for taxi pick up or drop offs as there is a large integrated facility within Paddington Station (north of the site) and would be difficult to incorporate within the development due to demands on space and the prioritisation of pedestrians. It is acknowledged that taxi activities associated with the station can cause problems and that the proposed development may add to further demand for taxi use, however for the reasons set out above, it is considered that the absence of a taxi rank is acceptable in this location. This is supported by TFL and our Highways Planning Manager.

8.7.7 Emergency services

The site and public realm would remain accessible for emergency vehicles as and when required.

8.7.8 Proposed changes to vehicular and pedestrian highway

The proposals seeks to remove London Street (in order to create the public realm area) and create a new two way road (to adoptable standard) located further east within the site to provide access from Praed Street to Winsland Street to serve the development itself and to provide access to South Wharf Road. This is acceptable in principle, although it is noted that concern has been raised with respect to the potential impact on the ambulance route to St Mary's hospital and to the potential impact on congestion in Praed Street.

It is acknowledged that Praed Street is a very busy road given its district shopping designation and location and proximity to Paddington Station, St Mary's Hospital, and Paddington Basin. It is predominantly two-way with one-way (west to east) at its eastern end with Edgware Road and it has competing demands from buses, taxis, cars, bicycles (and pedestrians) and operational vehicles associated with Paddington Station, surrounding commercial uses and St Mary's Hospital, including ambulances.

The London Ambulance Service (LAS) and NHS Trust have raised objection to the proposal on the ground that the new road creates a route that is worse than existing and has the potential to detrimentally impact on the journey of ambulances to St Mary's Hospital which is a designated London major trauma unit. This is due to; increased journey times for ambulances resultant from; use of road by large vehicles servicing the hospital; concentration of parking, servicing, loading and access to Cube at the northern end of the road; two 90 degree turns in the road; the questionable capacity and functioning of servicing bay to the Cube; and potential for these activities to cause congestions and delays.

Consequently The LAS state that they are unable to support the access route proposed by the new road, unless measures are in place to ensure the delivery of an alternative permanent new road on Winsland Street which they prefer and support.

In response, the applicant has indicated that of blue light ambulance journeys travelling to St Mary's hospital, that significantly more (four times as many) ambulances travel east west and that these journeys would be shortened (as the new road would be closer than London Street) and that this accounts for 80% of such journeys.

Furthermore, the applicant has suggested that the LAS has failed to acknowledge current congestion and activity which already occurs on London Street and its surrounds which must affect existing ambulance journey times or to acknowledge the improved accessibility of pedestrians to St Mary's hospital that the proposed development affords.

The creation of the proposed new road as part of this proposed development, whilst objectionable to the LAS and NHS, would not hinder them in bringing forward their own independent planning application for an alternative road within their own site. Such a new road, which is also located further east, is proposed as part of the St Mary's Hospitals own masterplan and would extend the existing Winsland Street, north and southwards to provide access from Praed Street to South Wharf Road. It should be noted that there is no in principle objection to this and that it would have some similar implications as this developments new road (with respect to Praed Street).

Further concerns have also been raised with respect to the potential for the proposed new road to place additional pressure onto a section of Praed Street (between London Street and the proposed new road) which is already very busy and subject to congestion generally from quantum of traffic and from the buses serving the bus stop. The highways planning manager has indicated that the number of vehicles involved are around 120 in the morning peak hour (or an average of two each minute).

The applicant's traffic modelling shows that individual junctions should work comfortably within capacity, but this part of Praed Street is likely to experience some degree of congestion. It has been suggested that further studies be undertaken to seek to address the issues raised with respect to Praed Street and surrounding road network (which may also be affected by changes to bus routes) and it is recommended that this be secured by way of a S106 legal agreement at cost to the applicant.

8.7.9 Access and inclusive design

The applicant has submitted a public realm accessibility report and inclusive access statement in support of the proposal. Given the changes in levels across the site accessibility is challenging, however connectivity within and through the site is greatly improved compared with that existing. The permeability of the site enables pedestrians easy access links between Paddington Station, London Underground, the public realm, the development and its offices, shops and restaurants (including roof top restaurant), Praed Street and northern part of London Street and onwards to the wider surrounds of Paddington, including St Mary's Hospital. Ramps, seat/steps, escalators and lifts provide alternative means of travel at various levels (street, concourse, ticket hall level), and both covered and open. Proposed hard landscaping (including shared surfaces), paving lighting and wayfinding are also proposed and are vital to inclusive design. Precise details will therefore need to be secured by condition in order secure access for all in accordance with policy S41 of the City Plan.

8.7.10 Waste and recycling

The provision is made within the site for the satisfactory storage of refuse and recyclables for all of the proposed uses and subject to this provision being retained in perpetuity, this accords with the requirements of Policy ENV12 of our UDP and S44 of our City Plan.

A redevelopment of this scale requires the provision of a mini recycling centre within the site (or appropriate contribution for off-site provision) to deal with the recycling demands of users of the development and public realm. The applicant has agreed to make a financial contribution of £250,000 for such provision which covers the cost of initial procurement, construction and on-going maintenance.

9.0 London Plan

The proposal raises strategic transportation issues and has significant implications for the London Plan. This application has been referred to the Mayor for London which means that once Westminster City Council has resolved to determine the application, that decision must be referred to the Mayor for his decision as to whether to direct refusal, take it over for his own determination or allow the Council to determine the application itself.

The Mayor has confirmed in his stage 1 letter that the application is generally acceptable in strategic planning terms, but there are elements than require addressing in order to ensure full compliance with the London Plan. A summary of the Mayor's (GLA) comments are set out in section 5 of this report.

10.0 National Policy/Guidance Considerations

National Planning Policy Framework (NPPF) introduced in March 2012 sets out the Government's planning policies for England and how these are expected to be applied and is a material consideration in planning decisions. It states that the purpose of the planning system is to contribute to the achievement of sustainable development through mutually dependant economic, social and environmental roles. Regard has been had to the content of this document in the assessment of this application. The City Plan and UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

11.0 Package of planning benefits

The applicant has submitted a viability assessment by Gerald Eve in support of their proposal. The City Council instructed GVA Grimley to provide an independent review of the applicant's viability report. The conclusion of the independent advice is that the proposed scheme does not generate any surplus funds over and above the circa £83m cost of providing the Strategic transport improvements and provision of public realm. This is taking into account the additional contribution of Mayoral Cil/Crossrail £4.314,424m and Westminster CIL £4,514,250. Furthermore, the advice indicates that the applicant is taking a below standard profit (9.77%) in the anticipation of office rents growing/increasing in the near future and with the hope value of reaching standard industry profit (20%) at the time of development. As such the scheme has the potential to become viable with a 20% profit, if office rents were to increase by 15%. Even if this were to occur there would still be no surplus of funds available for other contributions.

In terms of planning benefits that the proposal would bring, these are summarised below:-

- Provision of new Bakerloo Line Ticket Hall & associated links and access arrangements.
- Financial contribution to TFL's fit out of their side of the ticket hall. (£8.5m- approximately half the anticipated total cost)
- Provision of 1.35 acres of Public Realm/piazza with soft landscaping and public art
- Funding of works to Paddington Station to minimise use of the public realm/piazza (Arrivals ramp/road) for servicing.
- Traffic management improvements in and around the site, including new road and public realm
- Public Access to Cube's roof top restaurant and associated external terrace and viewing platform.
- Provision of public art to the value of £2,000,000.
- Financial contribution towards social and community facilities
- Financial contribution towards mini recycling centre
- Associated economic, social and regenerative benefits

12.0 Community Infrastructure Levy

On 06 April 2010 the Community Infrastructure Levy (CIL) Regulations came into force which make it unlawful for a planning obligation to be taken into account as a reason for granting planning permission for a development, or any part of a development, whether there is a local CIL in operation or not, if the obligation does not meet all of the following three tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development;
- (c) fairly and reasonably related in scale and kind to the development.

Policy S33 of the City Plan relates to planning obligations. It states that the Council will require mitigation of the directly related impacts of the development; ensure the development complies with policy requirements within the development plan; and if appropriate, seek contributions for supporting infrastructure. Planning obligations and any Community Infrastructure Levy contributions will be sought at a level that ensures that the overall delivery of appropriate development is not compromised.

From 06 April 2015, the Community Infrastructure Levy Regulations (2010 as amended) impose restrictions on the use of planning obligations requiring the funding or provision of a type of infrastructure or a particular infrastructure project. Where five or more obligations relating to planning permissions granted by the City Council have been entered into since 06 April 2010 which provide for the funding or provision of the same infrastructure types or projects, it is unlawful to take further obligations for their funding or provision into account as a reason for granting planning permission. These restrictions do not apply to funding or provision of non-infrastructure items (such as affordable housing) or to requirements for developers to enter into agreements under section 278 of the Highways Act 1980 dealing with highway works. The recommendations and detailed considerations underpinning them in this report have taken these restrictions into account.

Westminster's Community Infrastructure Levy (CIL) came into effect on **1 May 2016**. This means any planning decision on or after 1 May 2016 will be liable to Westminster CIL *and* the Mayor of London's CIL.

It is estimated that the development would be liable, subject to any exemptions or relief that may be applicable for the following:-

- Westminster CIL £4,821,900
- Mayoral CIL £4,326,820 (treated as a credit to Crossrail contribution)

The draft 'Heads' of agreement are proposed to cover the following issues:

1. a) Prior to commencement of development the developer to submit a schedule of works associated with the interface between Paddington Bakerloo Line and the development to be agreed by the City Council and the development to be carried out in accordance with the schedule of works agreed.

1. b) Prior to occupation of any of the buildings, the developer to carry out structural works and to construct the station box to the Bakerloo Line ticket hall and the fit out works to the unpaid side of ticket barriers including all escalators, steps and lift access from concourse level and London Street/Praed Street level, in accordance with the approved drawings, unless otherwise agreed in writing by the City Council.

2. The developer to pay £8.5m (index linked) towards Transport for London's delivery of fit out works (to paid side of ticket barriers) to the new Bakerloo Line ticket hall. To be paid to Transport for London on receipt of confirmation from Transport for London of their commitment to fund remaining cost of fit out works and 3 months before commencement of works.

3. Cost of funding procurement, management and delivery, including all necessary consents, of the following works within Paddington Station i) tunnels refurbishment, ii) redesign of servicing area to western end of platform 1; iii) removal and replacement of buffer stops and adjacent plant to platforms 11 & 12.

4. The developer to Fund a transport study by a steering group comprising WCC, TFL, NR & Crossrail of traffic management and servicing associated with the site and in its vicinity. Including Eastbourne Terrace, Bishops Bridge (Harrow Road gyratory to Eastbourne Terrace), Praed Street (Craven Road to Norfolk Place), London Street (North), Winsland Street, Winsland Mews, Junction of London Street with South Wharf Road and proposed new road, Paddington Station Arrivals ramp. The findings of the study to be implemented in agreement with the City Council at the developers cost.

5. Developer to fund the cost of highways works immediately surrounding the site, required for the development to occur, and to mitigate the impact of the development.

6. Developer to submit a servicing management plan, to minimise servicing movements within the public realm, including the area of the Paddington Station Arrivals ramp, for approval by the City Council and thereafter to carry out the development in accordance with the approved plan.

7. Developer to provide at their own cost all of the public realm within the application site including associated street furniture, paving, landscaping, drainage, service diversions and thereafter maintain and manage the area including the area that is currently the Arrivals Road and allow 24 hours access for the general public via a walkways agreement.
8. Provision of vehicular and pedestrian public highway from Praed Street to Winsland Street prior to closure of London Street and thereafter with 24 hours access.
9. Provision of or cost of relocation/replacement/upgrade of east and west bound bus stops on Praed Street.
10. Provision of or cost of relocation/replacement of cycle docking station and provision of vehicular access to and from it to allow manual redistribution of bikes.
11. Provision of or cost of relocation/replacement and changes of on street car parking including blue badge car parking
12. Provision of or cost of relocation/replacement of motorcycle parking
13. Provision of Public Art to the value of no less than £2,000,000 (index linked) and maintenance of public art thereafter at full cost to the developer.
14. Public access to Cube's rooftop restaurant (Class A3) and external terrace and provision of public viewing area at no cost to the public.
15. Financial contribution of £250,000 as a payment in lieu of a mini recycling facility
16. Financial contribution of £250,000 as a payment in lieu of on-site social and community facility.
17. Employment and Training Strategy
18. Cost on Monitoring the S106 legal agreement

These are considered to be necessary to make the application acceptable in planning terms and to satisfy planning policy and directly relate to the development in scale and kind.

13.0 Environmental

13.1 EIA

The proposed development is considered to fall within the definition of a Schedule 2 pursuant to Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2015, development where an Environmental Impact Assessment is required to be submitted with the planning application (An EIA application) as the development is likely to have significant effect on the environment by virtue of factors such as its size, nature or location.

The applicant has submitted an Environmental Statement by WSP Parsons Brinckerhoff in support of their application together with subsequent supplementary information requests and clarification information. The submitted Environmental Statement has been critically reviewed and assessed by external consultants Land Use Consultants (LUC) on behalf of the City Council. Their assessment has considered whether the document is sound and in compliance with the EIA Regulations, EC Directives and UK case law, as well as assessing the findings of the document and any mitigation measures proposed.

Their initial review of the Environmental Statement identified a number of areas of the Environmental Statement which required the submission of further and additional clarifying information, which the applicant subsequently provided. LUC has confirmed that the ES is regulatory compliant and provides a satisfactory review of the impacts of the proposal. They do not identify any significant adverse environmental impacts as a result of the proposed development.

Notwithstanding the above conclusions a summary of key microclimatic issues is set out below.

13.2 Wind

The impact of the proposed development on pedestrian wind comfort has been assessed both for the period during construction and once the development is built and operational.

The assessment is based on the Lawson Comfort Criteria, which sets out six pedestrian comfort activity categories; (sitting; standing/entrances; leisure walking, business walking, and roadway/car park) reflecting that less active pursuits require calmer wind conditions for pedestrian comfort, together with a range of twelve wind conditions from calm to hurricane conditions.

The current wind comfort conditions existing at the site are suitable for sitting and standing /entrances throughout the winter and for sitting throughout the summer, apart from in one location(junction London Street/Winsland Mews) which is suitable for sitting and standing/entrances.

During construction works, specifically the latter stages of construction (once the building massing has been erected) there is the potential for moderately uncomfortable/unsafe wind conditions in one location half way along the proposed new Road (which joins Praed Street with Winsland Street).

However mitigation in the form of 2.5m high hoarding surrounding the site and controlling pedestrian and cycle access to the new road on particularly windy days would provide suitable mitigation during this temporary period.

The proposed development, once complete and operational, has been designed to incorporate wind mitigation measures (canopies, screens, trees, planting, railings etc.) in order to ensure pedestrian comfort. However one location half way along the proposed new Road (which joins Praed Street with Winsland Street), as in the case during construction, requires further mitigation which is likely to be in the form of a screen or green wall along the north eastern edge of the new access road within the site.

Apart from the location set out above, (point on new access road) which requires mitigation during construction as well as permanently on completion of the development, the only other location which requires mitigation against wind conditions, is the corners of the external terrace to the Cube's rooftop restaurant.

In all three cases set out above and also to ensure that the general measures incorporated into the overall design of the development are completed satisfactorily, a condition is recommended to secure details of all wind mitigation measures and for them to be subsequently implemented prior to occupation of the building/s, to ensure satisfactory wind comfort conditions.

Subject to the above, the proposed development would provide for a satisfactory wind comfort environment for its intended use and activities throughout the public realm area at street and concourse levels.

13.3 Overshadowing

The potential impact of the proposed development on overshadowing of the site itself and the surrounding public amenity areas has been assessed in line with the BRE guidelines for gardens and open spaces which recommends that at least half of the area should receive at least two hours of sunlight on 21 March (the equinox).

In terms of existing areas surrounding the site, the closest areas that could be considered as public amenity spaces are those to the north of the site within Paddington basin. The proposed development would cast a shadow over areas to the north during the morning of winter months and to the south at end the day. However these areas are already in shadow from existing buildings and overall the additional shadow is considered to have a minor impact.

As for the public realm proposed as part of the development, over 50% of the area would receive at least 2 hours sunlight in a day in accordance with BRE guidelines and would therefore receive satisfactory sunlight throughout the year.

13.4 Vibration

The City Council's Environmental Health Officer has requested a pre-commencement condition be imposed to secure a vibration assessment to set out if and how the proposed works would affect vibration levels from the Bakerloo line to existing receptors. Such a condition is imposed to ensure that the proposal would not result in any significant detrimental impact on existing receptors from any changes to vibration levels.

13.5 Air quality

The site is located within an area of poor air quality and as such an air quality mitigation and abatement plan is recommended and is therefore set out in a condition. This seeks to further improve air quality and requires details of air pollution mitigation and abatement measures and updated results of assessments.

13.6 Noise

The City Council's Environmental Health officer is satisfied that the proposal would subject to appropriate conditions, not have any significant detrimental impact on environmental noise.

Mechanical plant is proposed at various locations within the development and subject to conditions the operation of the plant is expected to satisfy the City Council's noise standards.

Potential noise from activity and plant associated with the commercial uses is proposed to be controlled through conditions requiring details of restaurant kitchen extract and an operational management plan. A restriction on the terminal hour (23.00) of any events held on the public realm/piazza is recommended on the basis that not all potential events would require a licence and would not therefore be controlled by licensing legislation.

Whilst an original concern was raised with respect to road traffic noise on Winsland Street, after further detailed review the requirement for a road traffic noise mitigation plan has been withdrawn. This is taking into account the benefits of the removal of London Street, and absence of residential properties on Winsland Street and lack of reasonable known mitigation measures.

13.7 Sustainability

The proposed energy and sustainability strategy for the development accords with City Council and the London Plan policies. Energy efficient measures and passive design features are incorporated into the development to reduce carbon emissions by at least 35% by energy efficient measures. The heating system for the development is Combined Heat and Power (CHP) led and designed to facilitate a future connection to St Mary's Hospital site, should this become available in the future.

The minimum target of BREEAM excellent is welcomed. Measures to reduce overheating are incorporated along with 1200m² of photovoltaics on the roof of the cube building. The site is within Flood zone 1 which is low risk of surface water flooding, however notwithstanding this a 370m² attenuation storage structure at concourse level is proposed to reduce surface water discharge rates by 50%. Both the Mayor and the Environment Agency are satisfied with the proposal in terms of energy and sustainability. The proposal is therefore acceptable in sustainability terms and in accordance with relevant policies.

13.8 Summary of key environmental issues

Overall the environment that the development would create is considered acceptable and satisfies policies ENV5, ENV6, ENV7, ENV13 of our UDP and S29, S30, S31, S32, S39 and S40 of our City Plan.

14.0 Other Issues

14.1 Archaeology

Historic England Archaeology has advised that the 20th century Royal Mail underground railway remains under existing basements and a 19th century reservoir which supplied the City of London. Both are examples of 19th and 20th century industrialisation and development of London. As such, they request pre commencement conditions to secure a written scheme of investigation in accordance with DES11 of our UDP. Conditions are proposed to secure appropriate levels of recording to those elements of historic fabric which are to be removed.

14.2 Crime and disorder/ Counter Terrorism

Paddington Station is a key transport hub for London with associated significant number of people using it and passing through it on a daily basis, all year round. Its use is expected to grow and to increase with the opening of Crossrail. Furthermore the proposed mixed use development and public realm will also increase activity in and around the station and its surrounds. It is therefore vital that safety and security of the public is at the heart of the development.

The applicant has submitted a Crime Prevention Statement in support of the proposal. This states that through liaison with Counter terrorist security advisors, Metropolitan and British Transport Police Services, Network Rail security representatives and Transport for London, they have created an integrated security strategy which seeks to benefit Paddington Station and the public realm, occupiers of the development and the wider community, by seeking to design out crime and disorder and to seek to counter the risk of terrorism.

Based on guidance from the Secure By Design principles the integrated security measures seek to future proof the development through the use of psychological, physical, electronic and procedural barriers. The proposed public realm includes and will encourage increased natural surveillance, and access control, boundaries, bollards and cameras will give a feeling of safety. Integral landscape features such as the steps, street furniture, lighting and planting have been designed to have a dual role for security. The chosen materials (type of glass) and design (doors, access control) for the buildings also carry through the security strategy, as does the operation of the development. The Crime Prevention Design Advisor has confirmed that he is satisfied with the strategy and the proposal is considered to comply with policy ENV13 of our UDP and S29 of our City Plan.

14.3 Construction

A condition is recommended to ensure that the development complies with the City Council's Code of Construction Practice (COCP) which will require the developer to provide a Site Environmental Management Plan (SEMP) and that the funding for the Environmental Inspectorate covers the demolition and construction phase for environmental and traffic monitoring of the development including the advice for the SEMP submission. The COCP sets out the minimum standards and procedures for managing and minimising the environmental impacts of construction projects within Westminster and relate to both demolition and construction works.

The key issues to address in the COCP are; liaison with the public; general requirements; SEMP; construction management plans; employment and skills; traffic and highways; noise and vibration; dust and air quality; waste management; waste pollution and flood control and any other issues. A Constructions and Logistics Plan and Delivery and Servicing Plan are requested by Transport for London and these plans would need to be secured through condition. Whilst a number of parties have raised concern with respect of construction matters, the COCP will seek to address these concerns.

14.4 Statement of Community Involvement

The applicant has submitted a statement of community involvement which sets out the applicant's engagement with the local community. They appointed HardHat to engage with local residents and stakeholders from March to September 2016 in relation to this particular application through a three phase engagement programme (understanding local opinion; presentation of initial proposals; presentation of final proposals). Communication was undertaken through, meetings, via post, emails, telephone, press and social media as well as through their project website and three public exhibitions.

15.0 Conclusion

The proposal provides a unique opportunity to provide much needed strategic transport benefits and significant public realm improvements to Paddington and these substantial public benefits are considered to outweigh the acknowledged harm to heritage assets. Therefore, notwithstanding the objections raised, subject to appropriate conditions to provide further details and or mitigation on certain aspects of the development where necessary, together with planning obligations to be secured by way of a S106 legal agreement, the application is recommended favourably.

16.0 BACKGROUND PAPERS

1. Application form
2. Officer's commentary on applicant's assessment of impact of the development on heritage assets and townscape (set out in 2 tables), as referred to in section 8 of the planning applications committee report.
3. Email from National Planning Casework Unit Department for Communities and Local Government dated 12.10.2016
4. Letter (Stage1) from Greater London Authority dated 07.11.2016
5. Letters from Historic England regarding Planning application dated 04.10.2016, Listed building application dated 27.09.2016 (x2) & email of 28.09.2016 & Archaeology dated 26.01.2016.
6. Letter from The Victorian Society dated 18.11.2016
7. Letter from Save Britain's Heritage dated 23.11.2016
8. Letter from Transport for London dated 19.10.2016, 11.11.2016 and 23.11.2016
9. Letter from Network Rail dated 15.11.2016 (including letter dated 08.09.2016)
10. Letters from London Underground Limited dated 13.10.2016 & 20.10.2016.
11. Emails from Crossrail regarding planning application date 30.09.2016 & listed building application dated 04.10.2016.
12. Letter from London Ambulance Service (LAS) NHS Trust dated 21.11.2016
13. Letter from Imperial College NHS Trust dated 24.11.2016
14. Letter from the Environment Agency dated 25.10.2016

15. Email from Thames Water dated 10.10.2016.
16. Letter from Canal & River Trust undated
17. Letter from Natural England dated 29.09.2016
18. Email from Designing out Crime Officer dated 04.10.2016.
19. Email from Sport England dated 30.09.2016
20. Response from London Borough of Hammersmith dated 07.11.2016
21. Response from London Borough of Camden dated 23.11.2016
22. Response from Royal Borough of Kensington & Chelsea dated 18.10.2016
23. Response from London Borough of Brent dated 07.10.2016
24. Response from City of London dated 11.10.2016
25. Response from London Borough of Lambeth dated 24.10.2016
26. Response from London Borough of Southwark dated 29.09.2016
27. Response from London Borough of Tower Hamlets
28. Response from Councillor Alexander dated 28.09.2016
29. Response from Councillor Scarborough dated 21.11.2016
30. Response from Councillor JP Floru dated 22.11.2016
31. Response from the Hyde Park Estate Association dated 21.11.2016
32. Response from Nottinghill East (Westbourne) Neighbourhood Forum dated 25.10.2016
33. Response from The St Marylebone Society dated 11.10.2016
34. Response from The St John's Wood Society dated 08.11.2016
35. Response from Westminster Society dated 04.10.2016
36. Response from The Soho Society dated 10.10.2016
37. Response from The South East Bayswater Residents Association dated 22.11.2016
38. Response from The Bayswater Residents Association dated 23.11.2016
39. Response from Paddington Residents Active Concern on Transport (PRACT) dated 24.10.2016, 14.11.2016, 20.11.2016 (x2) 27.11.2016.
40. Response from Paddington Now Business Improvement District dated 16.11.2016
41. Memo from Environmental Sciences dated 17.11.2016 and 25.11.2016
42. Memo from Highways Planning Manager dated 25.11.2016
43. Memo from Projects Officer (Waste) dated 11.10.2016 and 18.11.2016
44. Memo from Energy Strategy Officer dated 18.11.2016.
45. Memo from Aboricultural officer dated 21.11.2016
46. Email from WCD Waste and Parks (Green Spaces) dated 29.09.2016
47. Response from CMS Cameron McKenna LLP on behalf of Murigold, leasehold of Hilton Hotel (former Great Western Hotel Praed Street & Tournament House) dated 08.11.2016.
48. Response from the occupier of 15 Swift House, Albert Road dated 03.10.2016
49. Response from the occupier of Garden Flat 6 Alexander Street dated 10.10.2016
50. Response from the occupier of 372A Oxley Court, Alexandra Avenue Harrow dated 14.11.2016
51. Response from the occupier of Alswitha Terrace Winchester dated 31.10.2016
52. Response from the occupier of 36 Amies Street Battersea dated 21.11.2016
53. Responses (x2) from occupier of 80 Balcombe Street dated 07.11.2016 & 09.11.2016
54. Responses (x2) from the occupier of 38 Bark Place dated 09.11.2016 and 21.11.2016
55. Responses (x2) from the occupiers of 2 Bathurst Mews dated 29.09.2016 and 22.11.2016
56. Response from the occupier of 53a Bathurst Mews dated 21.11.2016
57. Responses from the occupiers of 110 Lace Market Studios 7 Belward Street Nottingham dated 13.10.2016
58. Response from the occupier of 85 Blackfriars Road undated
59. Response from occupier of 43 Blomfield Road dated 17.10.2016
60. Response from the occupier of 9 Booth Road dated 25.10.2016

61. Response from occupier of Flat 98 Gaydon House, Bourne Terrace dated 12.10.2016
62. Response from the occupier of 23 Bristol Gardens dated 03.10.2016
63. Response from the occupier of 95 Burnside Cambridge dated 10.10.2016
64. Response from the occupier of The Quadrangle, Cambridge Square, Paddington dated 14.10.2016
65. Response from the occupier of 27 Cannon Street St Albans dated 21.11.2016
66. Response from the occupier of 8 Caroline Place dated 10.10.2016
67. Response from the occupier of 55 Chepstow Place dated 31.10.2016
68. Responses (x2) from the occupier of 10a Chepstow Road dated 15.11.2016
69. Response from the occupier of 78 Chepstow Road dated 14.10.2016
70. Response from the occupier of 76 Cheviot Gardens London dated 25.10.2016
71. Response from the occupier of 19 Chilworth Mews dated 22.11.2016
72. Response from the occupier of 35 Chilworth Mews dated 06.10.2016
73. Response from the occupier of 7 Cleveland Gardens dated 03.11.2016
74. Response from the occupier of 20 Cleveland Terrace dated 21.11.2016
75. Response from the occupier of Flat 2, 31 Cleveland Square dated 03.10.2016
76. Response from the occupier of Flat 1, 24A Clifton Gardens dated 10.10.2016
77. Responses (x2) from the occupier of 16 Conduit Mews dated 03.10.2016 & 04.10.2016
78. Response from the occupier of 14 Connaught Street dated 28.11.2016
79. Response from the occupier of 28 Connaught Street dated 23.11.2011
80. Response from the occupier of 38 Connaught Street dated 23.11.2016
81. Response from the occupier of 41-43 Connaught Street dated 28.11.2016
82. Response from the occupier of 48B Connaught Street dated 28.11.2016
83. Response from the occupier of 20 Courtnell Street dated 03.10.2016
84. Response from the occupier of 4 Craven Hill Gardens dated 04.11.2016
85. Response from the occupier of 12 Craven Hill Mews dated 14.10.2016
86. Responses (x2) from the occupiers of 21 Craven Hill dated 10.10.2016 and 28.11.2016
87. Response from the occupier of 2 Craven Hill Mews dated 22.11.2016
88. Response from the occupier of 1-3 Craven Road dated 26.10.2016
89. Response from the occupier of 16 Craven Road dated 26.10.2016
90. Response from the occupier of 56 Carroll House, Craven Terrace dated 28.11.2016
91. Response from the occupier of 103 Curzon Street Reading dated 13.10.2016
92. Response from the occupier of 10 Derby Road dated 28.11.2016
93. Response from the occupier of 69 Dorchester Way dated 28.11.2016
94. Response from the occupier of 15C Durants Park Avenue Enfield dated 23.11.2016
95. Response from the occupier of 25B Durham Terrace dated 14.10.2016
96. Response from the occupier of 97 Eastbourne Mews dated 07.11.2016
97. Response from the occupier of 201-203 Edgware Road dated 03.11.2016
98. Response from the occupier of 216 Edgware Road dated 18.11.2016
99. Response from the occupier of 236 Edgware Road dated 14.11.2016
100. Response from the occupier of 66 Elgin Avenue dated 23.11.2016
101. Response from the occupier of 40 Esmond Road dated 28.10.2016
102. Response from the occupier of Grange Barns Farm Lane Leighterton dated 21.11.2016
103. Response from the occupier of 21 Fairmead Road dated 21.11.2016
104. Response from the occupier of 73 Farringdon Road dated 24.11.2016
105. Response from the occupier of 1 Forge Close Chipperfield dated 23.11.2016
106. Response from the occupier of 1 Fulton Mews dated 10.10.2016
107. Response from the occupier of 40 Gaffon Street dated 28.10.2016
108. Response from the occupier of Knapps Cottage, Gardeners Lane Upper Basildon

- dated 23.11.2016
109. Responses (x2) from occupier of Flat 2, 13-14 Gloucester Square dated 24.10.2016 & 28.10.2016
 110. Response from the occupier of (No. not given) Gloucester Terrace dated 07.11.2016
 111. Response from the occupier of 12 Combe House, Great Western Road dated 10.10.2016
 112. Response from the occupier of 32 Grosvenor Park Road Walthamstow dated 18.11.2016
 113. Response from the occupier of 32 Exeter House, Hallfield Estate dated 14.11.2016
 114. Response from the occupier of 60 Winchester House, Hallfield Estate dated 10.11.2016
 115. Response from occupier of 7 Orpheus House, 427A Harrow Road dated 17.10.2016
 116. Response from occupier of Flat 503 Marshall Building 3 Hermitage Street dated 17.10.2016
 117. Responses (x2) from the occupiers of Flat 37, 11 Harbet Road dated 14.11.2016 and 15.11.2016
 118. Response from the occupier of Flat 40, 11 Harbet Road dated 17.11.2016
 119. Response from the occupier of 17 Hardwicke Road dated 28.10.2016
 120. Response from the occupier of 49 Hereford Road dated 21.11.2016
 121. Responses (x2) from the occupier of 186 Holly Lodge Mansions Highgate dated 21.11.2016 and 24.11.2016
 122. Response from the occupier of 149 Hurlingham Road dated 21.11.2016
 123. Response from the occupier of 14 Hyde Park Gardens Mews dated 03.10.2016
 124. Response from the occupier of 20 Hyde Park Square dated 04.10.2016
 125. Response from the occupier of Room F, Block D, Unite Students, 1 International Way Stratford dated 03.11.2016
 126. Response from the occupier of Knights Close, Ball Hill Newbury dated 23.11.2016
 127. Response from the occupier of 10 Ladbroke Walk dated 03.10.2016
 128. Responses (x2) from the occupiers of flat 5, 14 Lancaster Gate dated 21.11.2016
 129. Response from the occupier of Flat 9 33 Lancaster Gate dated 03.11.2016
 130. Response from the occupier of 20 Lancaster Mews dated 24.11.2016
 131. Response from the occupier of 30 Lancaster Mews dated 10.10.2016
 132. Response from the occupier of Far Gate, 169A Leckhampton Road Cheltenham dated 03.10.2016
 133. Response from the occupier of 3-4 London Street dated 25.10.2016
 134. Response from the occupier of 19 London Street dated 25.10.2016
 135. Response from the occupier of 20 London Street dated 25.10.2016
 136. Response from the occupier of 2 Lea Business Park, Lower Luton Road, Harpenden dated 22.11.2016
 137. Response from the occupier of 35 Lynwood Close dated 25.10.2016
 138. Responses (x3) from the occupiers of Flat 12 Lampard House, 8 Maida Avenue dated 28.09.2016 & 03.10.2016
 139. Response from the occupier of 322 Ada Court, 10-16 Maida Vale dated 14.11.2016
 140. Response from the occupier of Flat 27, Braemar House, 135 Maida Vale dated 14.11.2016
 141. Response from the occupier of Flat 229 Dibdin House Maida Vale dated

- 12.10.2016
142. Response from the occupier of Flat 4 Manning House dated 04.10.2016
143. Response from the occupier of 6 Massingberd Way dated 28.10.2016
144. Response from the occupier of 27 Burnham Court, Moscow Road dated
10.10.2016
145. Responses (x2) from occupier of 13 Norfolk Place dated 17.10.2016
146. Response from the occupier of St Davids Hotel, 14-20 Norfolk Square dated
25.10.2016
147. Response from the occupier of 69 Westbourne Court, Orsett Terrace dated
10.10.2016
148. Response from the occupier of 7 Park Mount dated 21.11.2016
149. Response from the occupier of Cherwell House, Penfold Street dated 20.10.2016
150. Response from the occupier of 64 Porchester Terrace dated 21.11.2016
151. Response from the occupier of 68 Porchester Terrace dated 10.10.2016
152. Response from the occupier of 512 Balmoral Apartments, 2 Praed Street
14.10.2016
153. Response from the occupier of 61 Praed Street, unit 108 dated 03.11.2016
154. Response from the occupier of 63 Praed Street dated 28.10.2016
155. Response from the occupier of 71 Praed Street dated 28.10.2016
156. Response from the occupier of Tulsi News, 87 Praed Street dated 26.10.2016
157. Response from the occupier of 93 Praed Street dated 28.10.2016
158. Response from the occupier of 107 Praed Street dated 28.10.2016
159. Response from the occupier of London Town Hotels (Mercure) 144 Praed Street
dated 25.10.2016
160. Response from the occupier of 195 Praed Street dated 25.10.2016
161. Response from the occupier of 9 Crastock Court, Queens Gardens dated
02.11.2016
162. Response from the occupier of 41 Queens Gardens dated 10.10.2016
163. Response from the occupier of 17 Radnor Mews dated 18.11.2016
164. Response from the occupier of 11 Radnor Road Queens Park dated 28.10.2016
- 165.
166. Response from the occupier of 177C Randolph Avenue dated 24.10.2016
167. Response from the occupier of Round Hill House, Fawley, Henley-On –Thames
dated 05.10.2016
168. Response from the occupier of 13 St Michaels Street dated 12.10.2016
169. Response from the occupier of 42a St Michaels Street dated 03.10.2016
170. Response from the occupier of 17 St Stephens Gardens dated 03.10.2016
171. Response from the occupier of 26 Sale Place dated 03.11.2016
172. Response from the occupier of 116 Saltram Crescent dated 28.11.2016
173. Response from the occupier of 134 Selbert Road dated 22.11.2016
174. Response from the occupier of 3 Sheldon Square dated 10.10.2016
175. Response from the occupier of 357 Sherrard Road Manor Park dated 17.11.2016
176. Responses (x2) from the occupiers of 18 Shillibeer Place dated 29.09.2016 &
14.10.2016
177. Response from the occupier of 10 Spring Street dated 25.10.2016
178. Response from the occupier of 38 Spring Street dated 14.11.2016
179. Response from the occupier of 80 Star Street dated 21.11.2016
180. Response from the occupier of 19 Sussex Court Spring Street dated 13.10.2016
181. Response from the occupier of 121 Devenport, 23 Southwick Street dated
11.10.2016

182. Responses (x2) from the occupiers of 31 Southwick Street dated 03.11.2016 & 04.11.2016
183. Response from the occupier of 2A Stanwick Road dated 25.10.2016
184. Response from the occupier of 21 Star Street dated 13.10.2016
185. Response from the occupier of 14 Storksmead Road, Edgware dated 26.10.2016
186. Response from the occupier of 19 Strachan Crescent Dollar dated 06.10.2016
187. Response from the occupier of Flat 33 Cambridge Court, 2 Sussex Gardens dated 26.10.2016
188. Response from the occupier of Ventures Hotel, 12-20 Sussex Gardens dated 25.10.2016
189. Response from the occupier of Rhodes Hotel, 195 Sussex Gardens dated 25.10.2016
190. Response from the occupier of Lancaster Court Hotel, 202-204 Sussex Gardens dated 25.10.2016
191. Response from the occupier of 223 Sussex Gardens dated 25.10.2016
192. Response from occupier of 239 Sussex Gardens dated 17.10.2016
193. Response from the occupier of Basement flat, 19A Sutherland Place dated 04.10.2016
194. Response from the occupier of Abbey Court Hotel, 2-4 Talbot Square dated 25.10.2016
195. Response from the occupier of 2d The Glebe, Blackheath dated 21.11.2016
196. Response from the occupier of The Heights, Frognal dated 21.11.2016
197. Response from the occupier of 47 Tierney Road dated 14.11.2016
198. Response from the occupier of 61 Townsend Road dated 26.10.2016
199. Responses (x3) from occupier of 17 Upper Mall Hammersmith dated 10.10.2016 (x2) & 17.10.2016
200. Response from the occupier of 85A Warrington Crescent dated 03.10.2016
201. Response from Westbourne Gardens dated 28.11.2016.
202. Response from the occupier of 25 Keyham House, Westbourne Park Road dated 14.10.2016
203. Response from the occupier of 33 Westbourne Park Road dated 21.11.2016
204. Responses x2) from the occupiers of 22 Westbourne Park Villas dated 31.10.2016
205. Response from occupier 58 Westbourne Park Villas dated 18.10.2016
206. Responses (x2) from occupier of 60 Westbourne Park Villas dated 11.11.2016 & 14.10.2016
207. Response from the occupier of Kallias Hotels Ltd, 12 Westbourne Street dated 25.10.2016
208. Responses (x2) from The Royal Park Hotel, 3-5 Westbourne Terrace dated 25.10.2016
209. Response from the occupier of Flat 22, 29 Westbourne Terrace dated 26.10.2016
210. Response from the occupier of Flat 4, 36 Westbourne Terrace dated 09.10.2016
211. Response from the occupier of 45 Westbourne Terrace dated 22.11.2016
212. Response from occupier of second floor flat 45 Westbourne Terrace dated 21.11.2016
213. Response from the occupier of 50 c Westbourne Terrace dated 16.11.2016
214. Response from the occupier of 64 Westbourne Terrace dated 02.11.2016
215. Response from the occupier of flat 1 64 Westbourne Terrace dated 05.10.2016
216. Response from the occupier of 84 Westbourne Terrace dated 10.10.2016
217. Responses (x5) from the occupier of 98 Westbourne Terrace dated 29.09.2016 & 27.10.2016, 14.11.2016

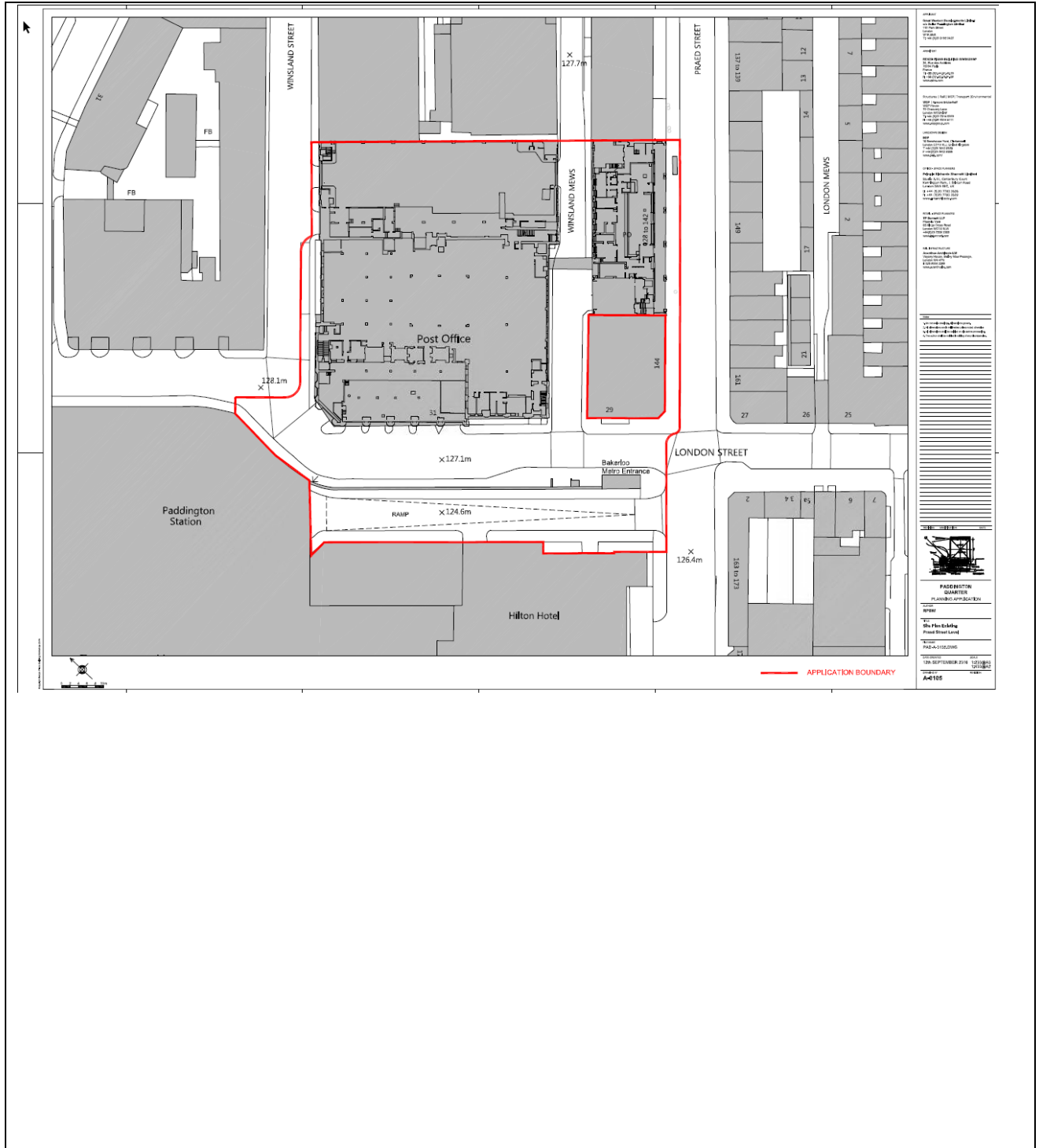
218. Response from the occupier of Flat 5, 105 Westbourne Terrace dated 21.11.2016
219. Response from the occupier of garden flat 5 Westgate Terrace dated 20.10.2016
220. Response from SH Architect Ltd London dated 11.10.2016
221. Response from (Address not given) dated 10.10.2016
222. Pro-Forma Response from occupier of 37 Clifton Gardens dated 30.09.2016
223. Pro-Forma Response from occupier of Flat 3, 130 Rickmansowrth Road Watford dated 30.09.2016
224. Pro-Forma Response from occupier of 53A Bathurst Mews dated 30.09.2016
225. Pro-Forma Response from occupier of 17 Chilworth Mews dated 30.09.2016
226. Pro-Forma Response from occupier of 2-4 Talbot Square dated 21.09.2016
227. Pro-Forma Response from occupier of 168-174 Sussex Gardens dated 21.09.2016.
228. Anonymous response undated.

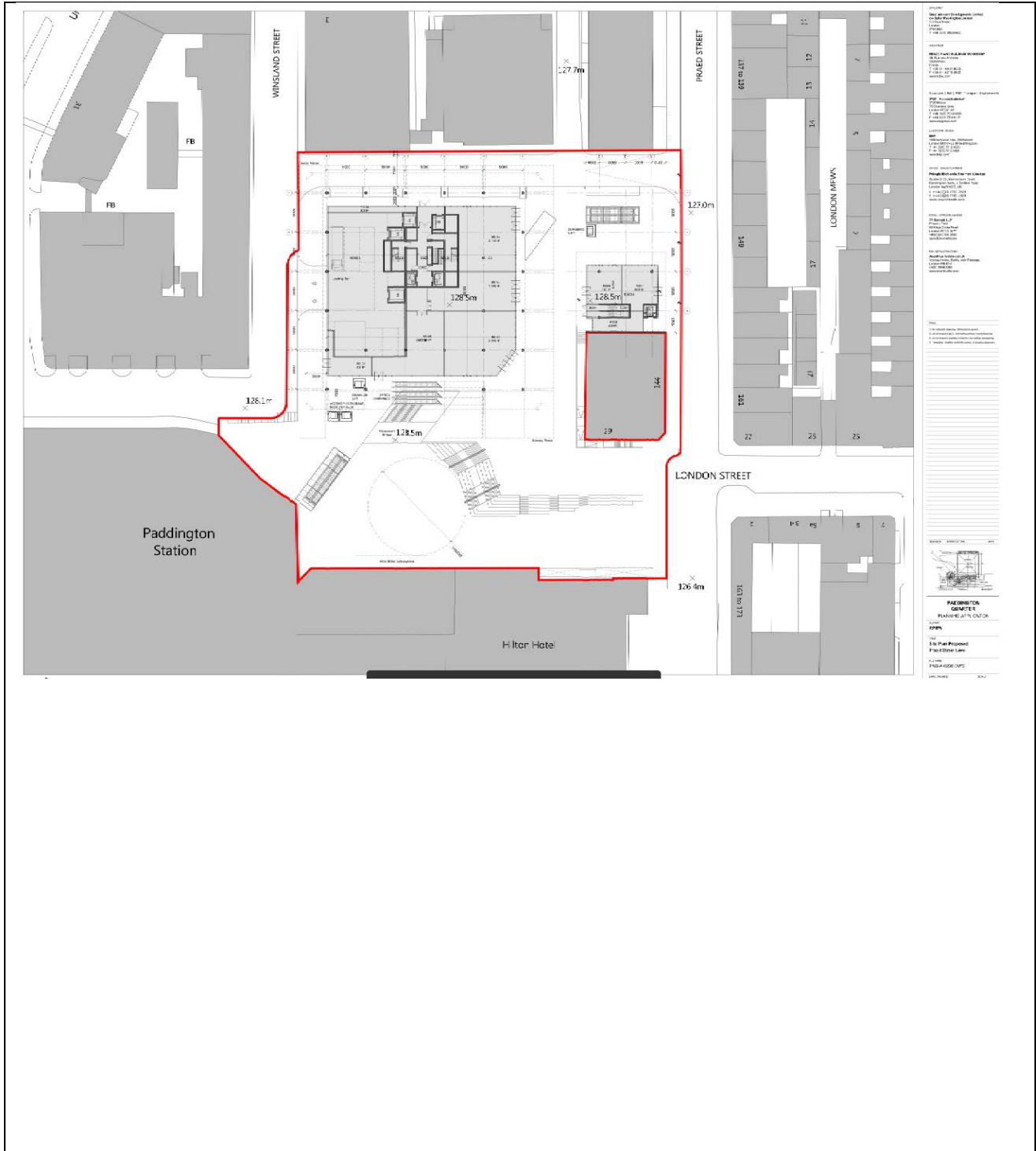
Selected relevant drawings

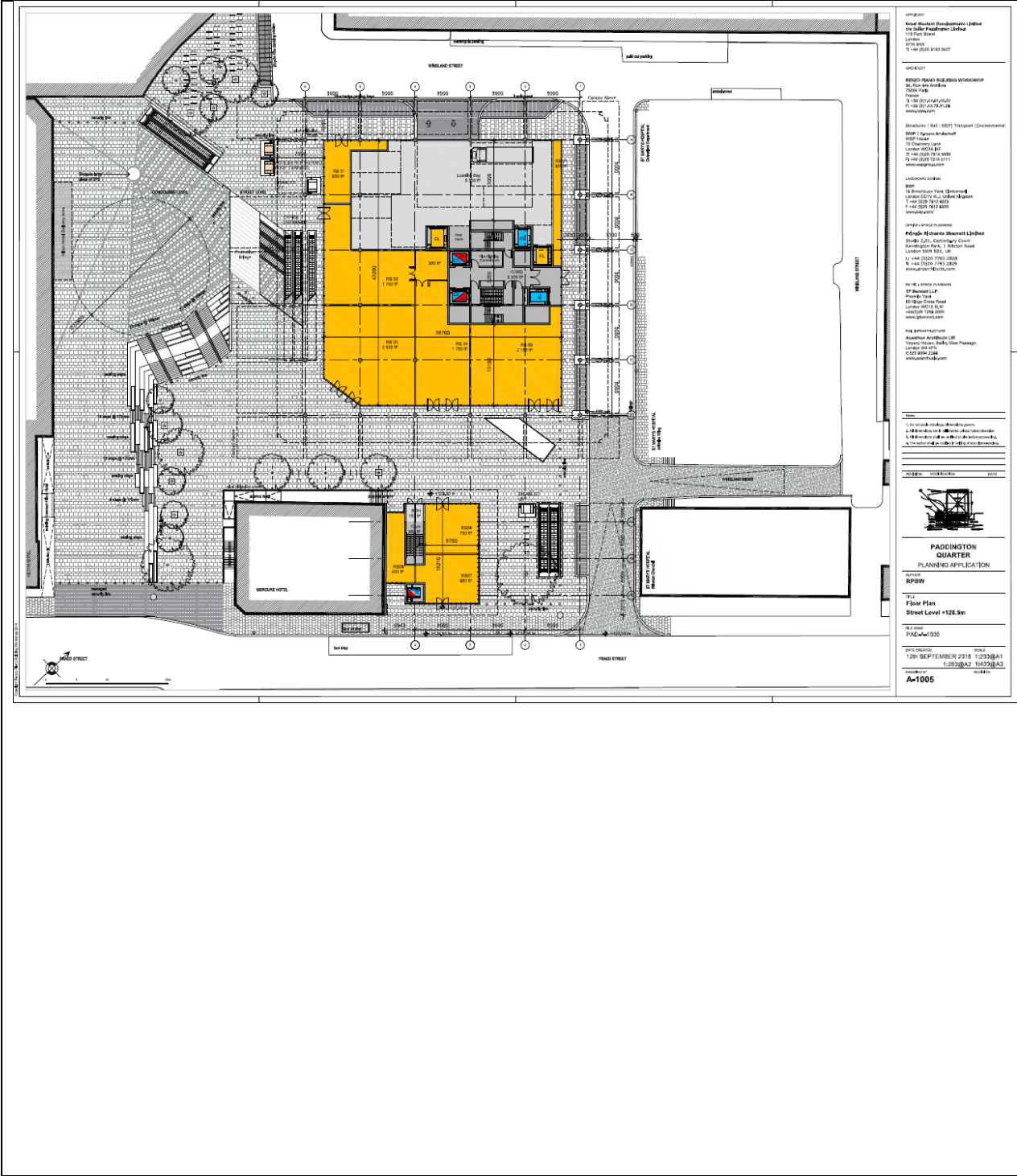
(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: SARAH WHITNALL BY EMAIL AT swhitnall@westminster.gov.uk

9. KEY DRAWINGS







ARCHITECT
David Meehan Development Limited
115 Park Street
London
Tel: +44 (0)20 3192 3427

ENGINEER
RHSR - PARK BUILDINGS WORKSHOP
24, Southview Avenue
London, E16 1AA
Tel: +44 (0)20 734 4 888
Fax: +44 (0)20 734 4 811
www.rhsr.com

STRUCTURAL ENGINEER
Structures 1 Ltd (RHS) Transport (Overseas) Ltd
100F, Tottenham Court Road
London, W1P 0LP
Tel: +44 (0)20 734 4 888
Fax: +44 (0)20 734 4 811
www.structures1.com

LANDSCAPE DESIGNER
RHSR
18 Riverside Park, Tottenham
London, E16 1AA
Tel: +44 (0)20 734 4 888
Fax: +44 (0)20 734 4 811
www.rhsr.com

INTERIOR DESIGNER
Pérez-Rodríguez Barrett Lijó-Bar
Studio 2.11, Canary Wharf
London, E14 5AB
Tel: +44 (0)20 7762 3828
Fax: +44 (0)20 7762 3828
www.prlondon.com

MECHANICAL ENGINEER
RHSR
18 Riverside Park, Tottenham
London, E16 1AA
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Fax: +44 (0)20 734 4 811
www.rhsr.com

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Tel: +44 (0)20 734 4 888
Fax: +44 (0)20 734 4 811
www.rhsr.com

ELECTRICAL ENGINEER
RHSR
18 Riverside Park, Tottenham
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Tel: +44 (0)20 734 4 888
Fax: +44 (0)20 734 4 811
www.rhsr.com

PLANNING
1. To be used in accordance with the provisions of the Planning Act 2008.
2. To be used in accordance with the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1967.
3. To be used in accordance with the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1967.

DATE: 12/09/2018 10:30

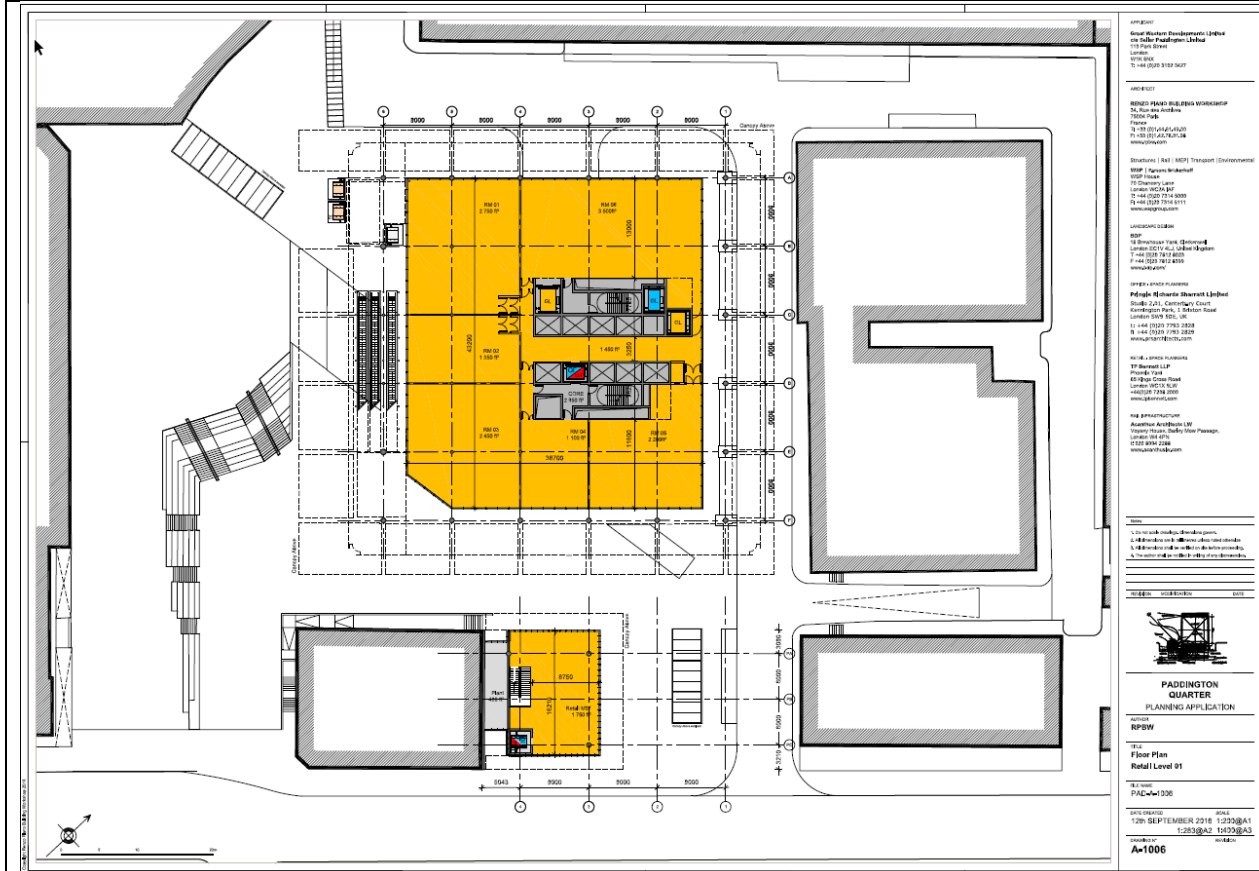
PROJECT
PADDINGTON QUARTER
PLANNING APPLICATION
RHSR
115 Park Street
London, E14 5AB
Tel: +44 (0)20 3192 3427

SCALE
1:500

DATE
12/09/2018 10:30

PROJECT
PADDINGTON QUARTER
PLANNING APPLICATION
RHSR
115 Park Street
London, E14 5AB
Tel: +44 (0)20 3192 3427

SCALE
1:500



Project Name: **Paddington Quarter**
Project Address: **115 Park Street, London, W1K 1PF**
Client: **WSP | Parsons Brinckerhoff**
Project No: **2018-010**
Revision: **01**

Structures | Rail | MEP | Transport | Environment
WSP | Parsons Brinckerhoff
115 Park Street
London, W1K 1PF
Tel: +44 (0)20 774 2000
Fax: +44 (0)20 774 2111
www.wsp.com

LANDSCAPE DESIGN
WSP | Parsons Brinckerhoff
115 Park Street
London, W1K 1PF
Tel: +44 (0)20 774 2000
Fax: +44 (0)20 774 2111
www.wsp.com

MECHANICAL ELECTRICAL PLUMBING
WSP | Parsons Brinckerhoff
115 Park Street
London, W1K 1PF
Tel: +44 (0)20 774 2000
Fax: +44 (0)20 774 2111
www.wsp.com

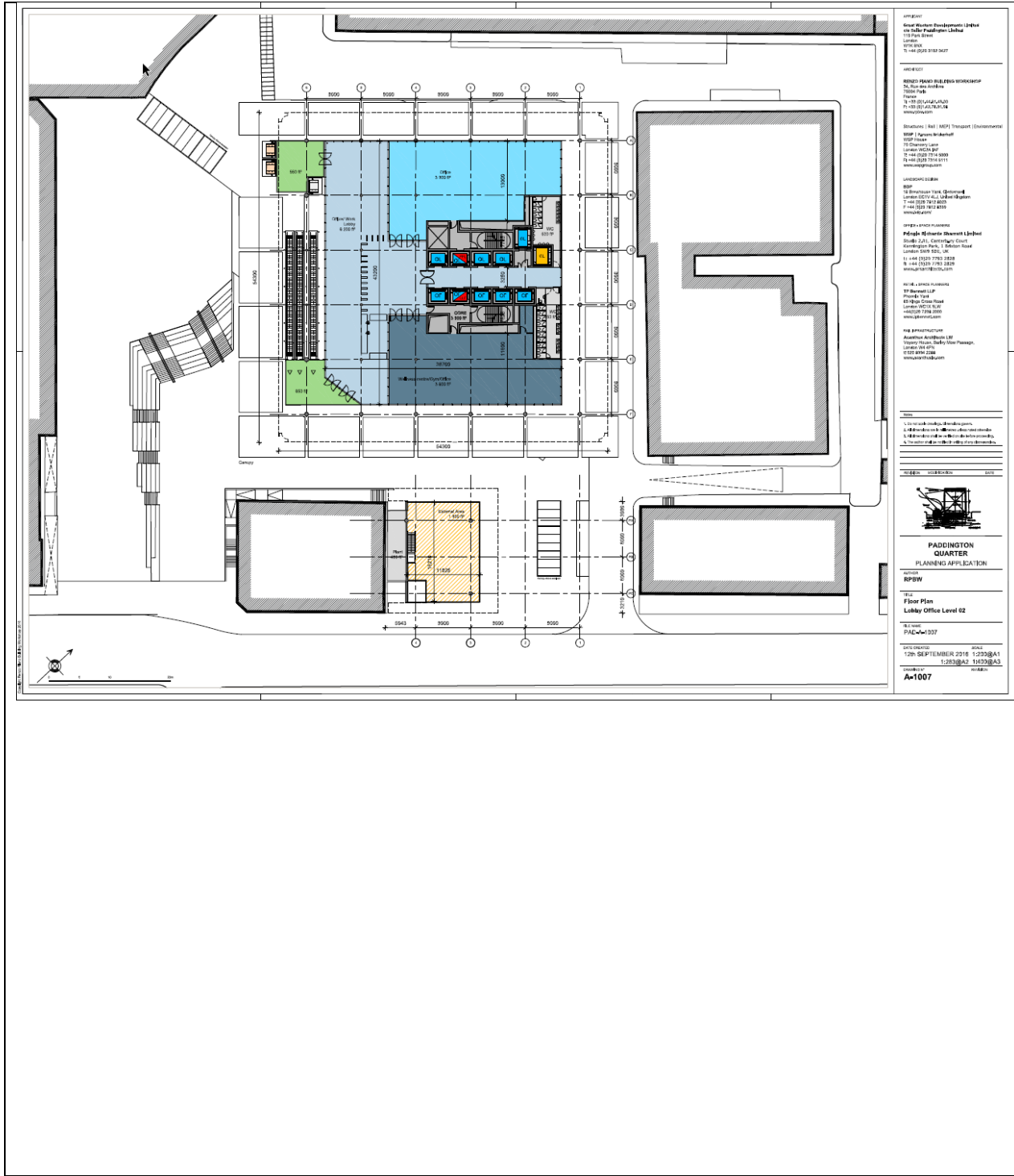
ARCHITECTURE
WSP | Parsons Brinckerhoff
115 Park Street
London, W1K 1PF
Tel: +44 (0)20 774 2000
Fax: +44 (0)20 774 2111
www.wsp.com

CONSTRUCTION MANAGEMENT
WSP | Parsons Brinckerhoff
115 Park Street
London, W1K 1PF
Tel: +44 (0)20 774 2000
Fax: +44 (0)20 774 2111
www.wsp.com

1:10 Scale (Overall Dimensions)
1:10 Scale (Room Dimensions)
1:10 Scale (Furniture Dimensions)
1:10 Scale (Detail Dimensions)

PADDINGTON QUARTER
PLANNING APPLICATION

Project No: **2018-010**
Revision: **01**
Date: **12/09/2018**
Author: **WSP | Parsons Brinckerhoff**
Checked: **WSP | Parsons Brinckerhoff**
Scale: **1:10**
Drawing No: **A-1006**



CLIENT
Great Western Development Limited
 110 Park Street
 London
 W1D 7LF
 T: +44 (0)20 7333 2427

ARCHITECT
BRUNEL PAVO BUILDINGS WORKSHOP
 76, Rue des Saussaies
 75008 Paris
 France
 T: +33 (0)1 42 44 12 00
 F: +33 (0)1 42 44 12 01
 www.brunelpavo.com

STRUCTURE | MEP | MEPF | Transport | Environment
SWSP | Support Services
 SWSP House
 100 Broadwater Lane
 London E14 4BE
 T: +44 (0)20 7734 8000
 F: +44 (0)20 7764 0111
 www.swspgroup.com

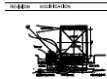
LANDSCAPE DESIGN
SWSP
 78 Broadwater Lane, London E14
 London E14 4BE
 T: +44 (0)20 7734 8000
 F: +44 (0)20 7612 8330
 www.swspgroup.com

MECHANICAL ENGINEERING
Paragon Mechanical Services Limited
 100 Broadwater Lane, London E14
 London E14 4BE
 T: +44 (0)20 7734 8000
 F: +44 (0)20 7612 8330
 www.paragonme.com

MECHANICAL ENGINEERING
Paragon Mechanical Services Limited
 100 Broadwater Lane, London E14
 London E14 4BE
 T: +44 (0)20 7734 8000
 F: +44 (0)20 7612 8330
 www.paragonme.com

MECHANICAL ENGINEERING
Paragon Mechanical Services Limited
 100 Broadwater Lane, London E14
 London E14 4BE
 T: +44 (0)20 7734 8000
 F: +44 (0)20 7612 8330
 www.paragonme.com

1. To be used in accordance with the contract.
 2. All dimensions are in millimetres unless otherwise stated.
 3. All dimensions are to the centre of the member.
 4. The position of any hole or cut-out is to be in accordance with the contract.



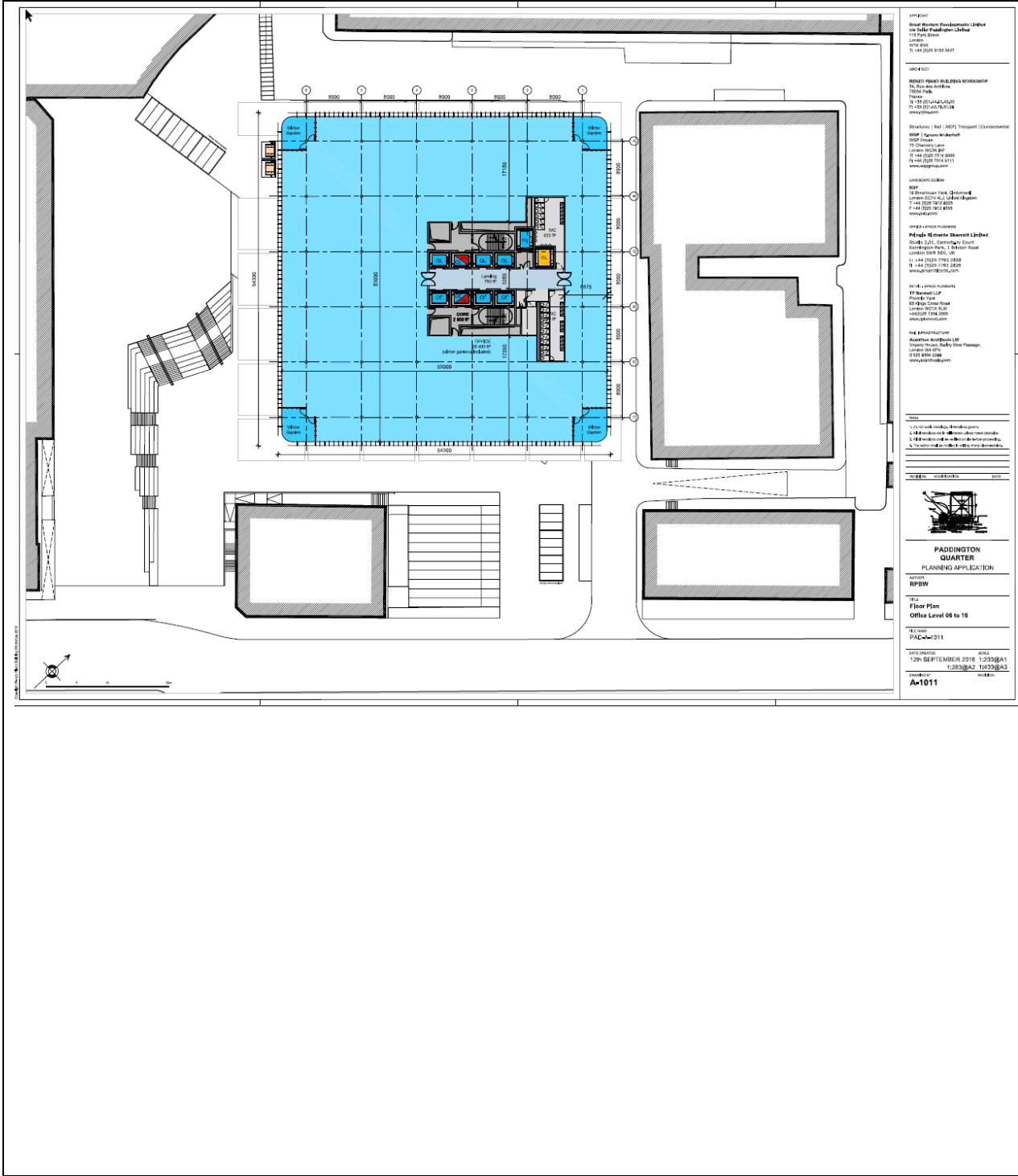
**PADDINGTON
 QUARTER
 PLANNING APPLICATION**

PROJECT
RPSW

FILE
**Floor Plan
 Lobby Office Level 02**

DATE
**12th SEPTEMBER 2016 1:23:50@A1
 1:23:50@A1 1:23:50@A1**

SCALE
A=1:100



ARCHITECT
ARCADIS
 25 Abchurch Lane
 London EC4N 3DF
 Tel: +44 (0)20 7543 8000
 Fax: +44 (0)20 7543 8111
 www.arcadis.com

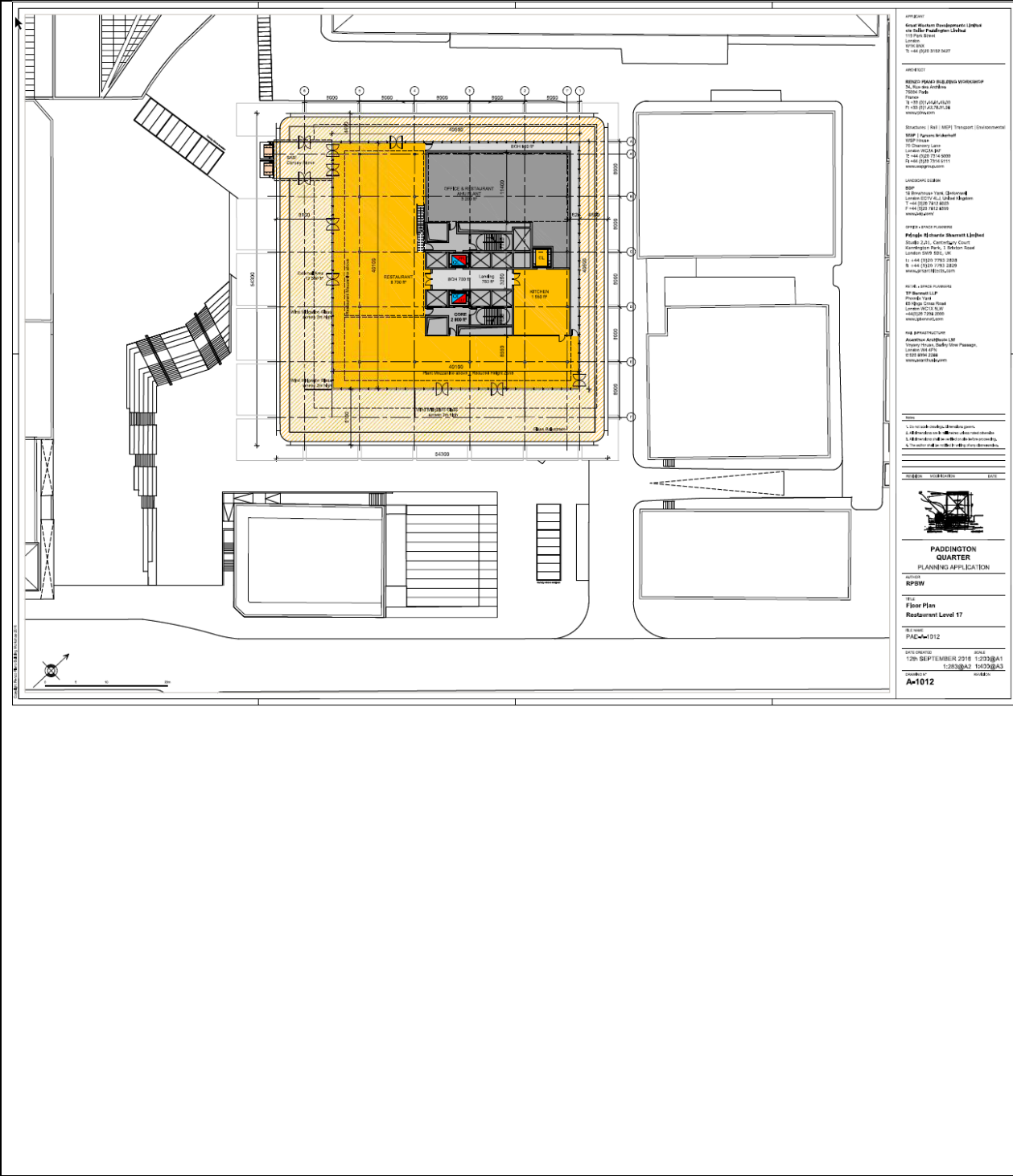
STRUCTURAL ENGINEER
BRUNNEN
 15 Chancery Lane
 London EC2A 4EX
 Tel: +44 (0)20 7766 8000
 Fax: +44 (0)20 7766 8111
 www.brunnen.com

MECHANICAL ENGINEER
BRUNNEN
 15 Chancery Lane, 15th Floor
 London EC2A 4EX
 Tel: +44 (0)20 7766 8000
 Fax: +44 (0)20 7766 8111
 www.brunnen.com

PLANNING CONSULTANT
PARSONS BRINCKERHOFF
 25 Abchurch Lane, 25th Floor
 London EC4N 3DF, UK
 Tel: +44 (0)20 7543 8000
 Fax: +44 (0)20 7543 8111
 www.pbr.com

CONTRACTOR
BRUNNEN
 15 Chancery Lane, 15th Floor
 London EC2A 4EX, UK
 Tel: +44 (0)20 7766 8000
 Fax: +44 (0)20 7766 8111
 www.brunnen.com

PLANNING APPLICATION
PADDINGTON QUARTER
 PLANNING APPLICATION
 REF: 15/01001/01
 DATE: 15/01/2015
 SCALE: 1:250 (A2) 1:100 (A3)
A-1011



General Development Licence
 115 Park Street
 London
 W1C 7ET
 Tel: +44 (0)20 3182 8427

ARCHITECT
ROBERT PEARCE ARCHITECTS
 24, Rue des Arcades
 75002 Paris
 France
 Tel: +33 (0)1 47 42 42 00
 Fax: +33 (0)1 47 42 42 08
 www.rparchitect.com

Structural & MEP Transmittal (Environmental)
MEP Team - Mechanical
 171 Chancery Lane
 London WC2A 3PL
 Tel: +44 (0)20 774 2000
 Fax: +44 (0)20 774 1111
 www.mepgroup.com

LANDSCAPE DESIGN
MRP
 18 Brookman Way, Gower Road
 London E17 9JL
 Tel: +44 (0)20 7471 8000
 Fax: +44 (0)20 7471 8000
 www.mrp.com

MEP & HVAC Services
Practical Resources Limited
 Suite 2-21, Century Court
 Kensington Park, 7, Deodar Road,
 London SW5 8DR, UK
 Tel: +44 (0)20 7782 2828
 Tel: +44 (0)20 7782 2829
 www.prl.co.uk

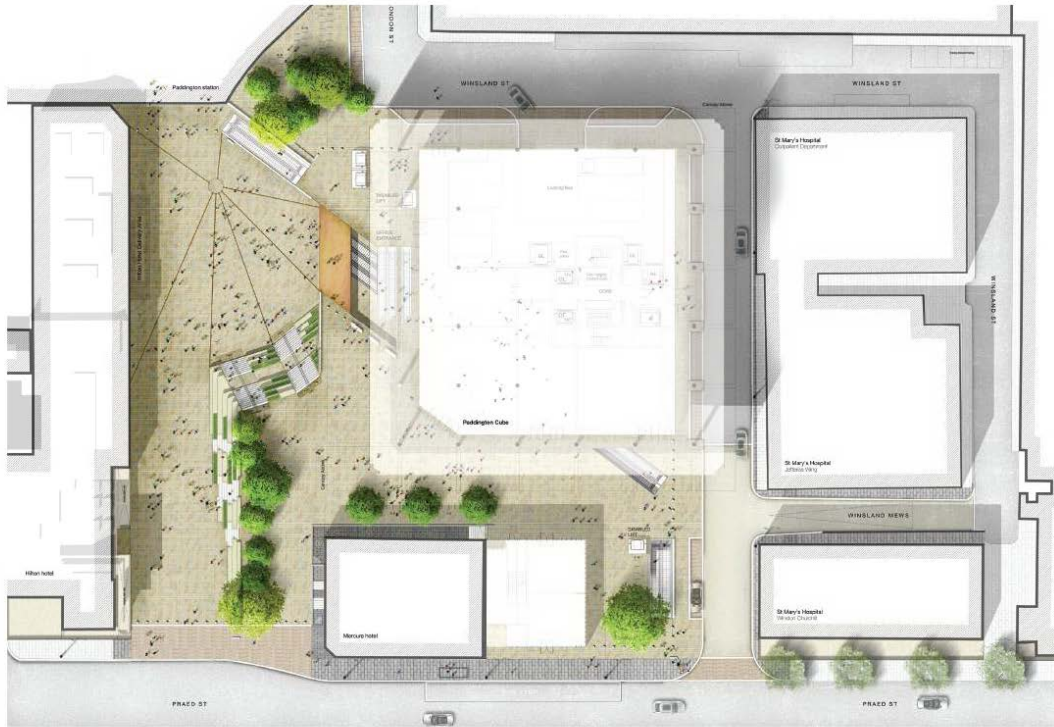
MEP & HVAC Services
SP Systems LLP
 100 Broad Street
 London EC2A 4RQ, UK
 www.sp-systems.com

MEP & HVAC Services
Aspire Airconditioning Ltd
 Empire House, Reddy Street Passage,
 London EC1A 4RT
 0203 888 2288
 www.aspirehvac.com

1. This is a preliminary drawing.
 2. It is not to be used for construction.
 3. It is not to be used for any other purpose.
 4. The user of this drawing shall be deemed to have accepted the above conditions.

PROJECT 171 Chancery Lane 0203
DATE 12/09/2018 1203

PADDINGTON QUARTER
PLANNING APPLICATION
REF PAC-w/1712
FILE Floor Plan
RESTAURANT LEVEL 17
REV 001
DATE 12/09/2018 120308A1
ISSUED BY 120308A2 120308A3
PROJECT NO. A-1012



Street Level Public Realm Plan

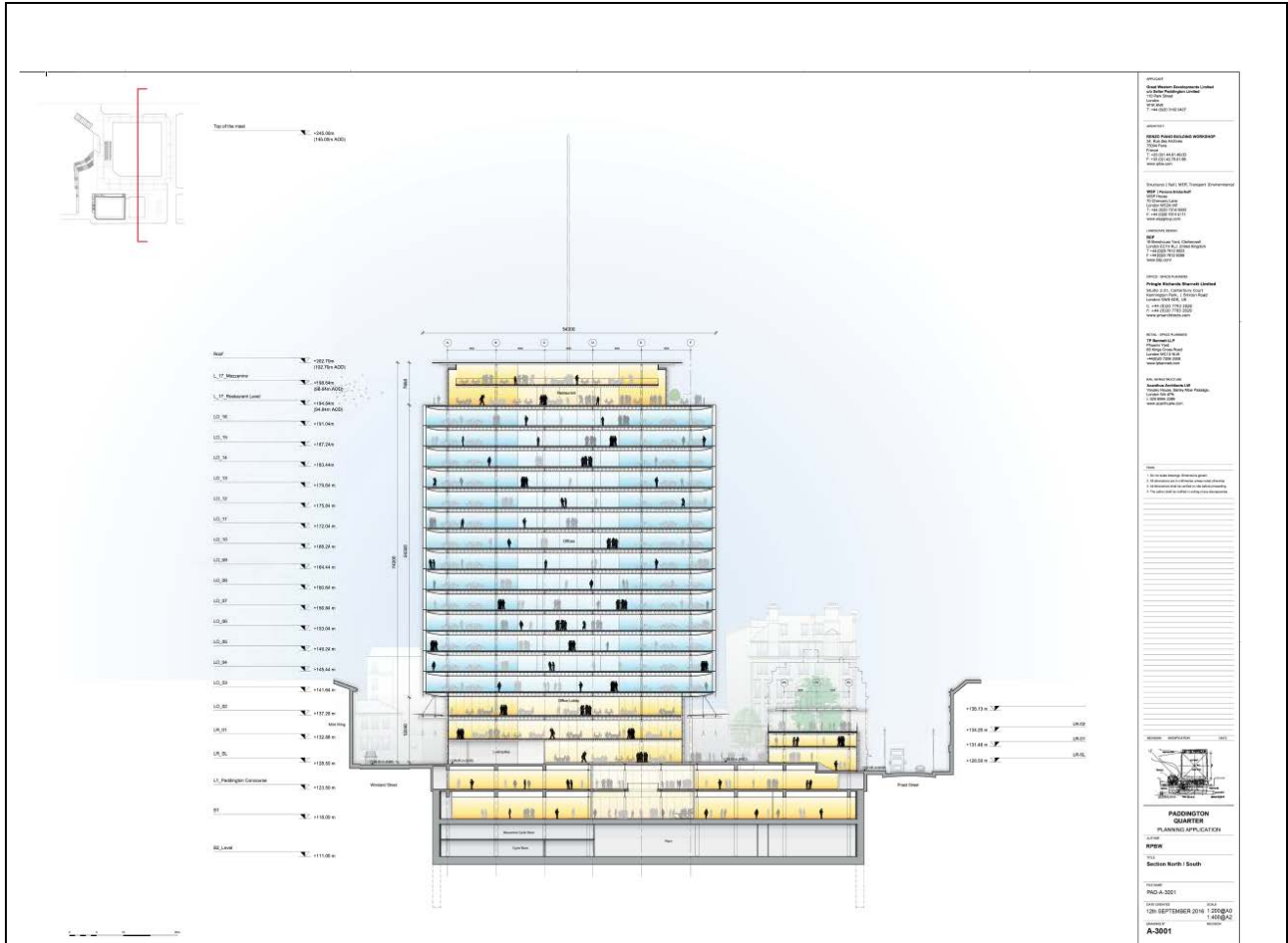


Concourse level view looking east towards the Bakerloo Line entrance



View looking north with London Street and station arrivals ramp





Praed Street building - proposed view with piazza



Arrivals Ramp - CGI (View from Praed Street)



The Cube - CGI (View from London Street)

DRAFT DECISION LETTER

Address: Paddington Sorting & Delivery, 31 London Street, London, W2 1DJ,

Proposal: Demolition of existing buildings and mixed use redevelopment comprising a commercial cube providing up to 50,000 sqm (GEA) floorspace of office/commercial uses, retail and café/restaurant uses at lower levels and top floor level, a retail/restaurant building on Praed Street; a new major piazza including pedestrianisation of London Street, a new access road between Winsland Street and Praed Street, hard and soft landscaping, new underground station entrance and new Bakerloo Line Ticket Hall; and associated infrastructure and interface highway and transport works for underground connections, and ancillary works.(EIA Application accompanied by an Environmental Statement). Site includes 31 London Street, 128-142 Praed Street, London Street, Paddington Station Arrivals ramp and associated surrounds.

Reference: 16/09050/FULL

Plan Nos: A-0101 A-0102 A-0103 A-0104 A-0105 A-0106 A-0107 A-0201 A-0202 A-0203 A-0204 A-0205 A-0206 A-0207 A-0208 A-0209 A-0210 A-0211 , A-0212 A-0301 A-0302 A-1001 A-1002 A-1003 A-1004 A-1005 A-1006 A-1007 A-1008 A-1009 A-1010 A-1011 A-1012 A-1013 A-1014 A-1101 A-1501-A A-1501-B A-1502-A A-1502-B A-1503-A A-1503-B A-1504-A A-1504-B A-1505-A A-1505-B A-1506-A A-1506-B A-1507-A A-1507-B A-1508-A A-1508-B A-1509-A A-1509-B A-1510 A-1511 A-1512 , A-1513 A-1514 A-3001 A-3002 A-3101 A-3102 A-4001 A-4002 A-4003 A-4004A-4005 A-4006 A-4501 A-4511A-4521 A-4531 A-4541 A-4551 A-4561 A-4611 A-4612 A-4613 A-4614 A-4621 A-4622 A-4631 A-4641 A-4651 A-4652 A-4653 A-4661 A-4662 A-4663 A-4664 A-4671 , LD-5001 LD-5011 LD-5012 LD-5021LD-5022 LD-5031 , Environmental Statement Volume 1 (Main Text), Environmental Statement Volume 2 (Technical Appendices), Environmental Statement Volume 3 (Heritage, Townscape and Visual Impact Assessment); Environmental Statement Volume 4 (Non-Technical Summary); Design and Access Statement; Public Realm Strategy; Energy Statement; Sustainability Statement, Transport Assessment; Waste Management Strategy Planning Statement; Construction Management Plan; Basement Impact Assessment; Crime Prevention Statement; Statement of Community Involvement; Economic Assessment; Executive Summary Heritage Statement; Outline Drainage Strategy; Public Realm Accessibility, Retail Statement.

Case Officer: Sarah Whitnall

Direct Tel. No. 020 7641 2929

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only: , o between 08.00 and 18.00 Monday to Friday; , o between 08.00 and 13.00 on Saturday; and , o not at all on Sundays, bank holidays and public holidays. , , You must carry out piling, excavation and demolition work only: , o between 08.00 and 18.00 Monday to Friday; and , onot at all on Saturdays, Sundays, bank holidays and public holidays. , , Noisy work must not take place outside these hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (July 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 3 You must put a copy of this planning permission and all its conditions at street level outside the building for as long as the work continues on site., , You must highlight on the copy of the planning permission any condition that restricts the hours of building work. (C21KA)

Reason:

To make sure people in neighbouring properties are fully aware of the conditions and to protect their rights and safety. (R21GA)

- 4 Prior to the commencement of any demolition or construction on site the applicant shall provide evidence that any implementation of the scheme hereby approved, by the applicant or any other party, will be bound by the council's Code of Construction Practice. Such evidence must take the form of a completed Appendix A of the Code of Construction Practice, signed by the applicant and approved by the Council's Environmental Inspectorate, which constitutes an agreement to comply with the code and requirements contained therein. (C11CA)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (July 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 5 No development shall take place, including any works of demolition, until the following plans, have been submitted to and approved in writing by the City Council as local planning authority, in liaison with Transport for London:-, a) Delivery and Service Plan, b) Construction Logistics Plan, , These documents should detail the traffic impact resulting from construction vehicles and delivery and servicing vehicles on the Strategic Road Network) You must not start work until we have approved what you have sent us. You must then carry, out the development in accordance with the approved details.

Reason:

In order to appropriately manage any potential adverse effects on the local road network and the adjacent bus stop, as requested by Transport for London.

- 6 None of the development hereby permitted shall be commenced until construction method statements have been submitted to and approved in writing by the Local Planning Authority which demonstrate:, , (i) Complete Compatibility with Crossrail works programmes. , (ii) Adequate protection of the remaining structures and infrastructure on site. , (iii) How the works accommodate the proposed location of the Crossrail structures including tunnels, , shafts and temporary works. , (iv) The mitigation of the effects on Crossrail construction, current or planned, of ground movement , arising from development., , The development shall be carried out in all respects in accordance with the approved design and method statements. ,

Reason:

All this to ensure that delivery of the Crossrail and the Bakerloo Line Link works is not impeded or compromised and as requested by Crossrail Limited.

- 7 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, including works to construct Crossrail Paddington Station, the construction of the Crossrail structures and tunnels is not impeded.

Reason:

All this to ensure that delivery of the Crossrail and the Bakerloo Line Link works is not impeded or compromised and as requested by Crossrail Limited.

- 8 The development hereby permitted shall not be commenced until fire evacuation proposals and sustainable operations of the station systems in consultation with London Underground) have been submitted to and approved in writing by the local planning authority which incorporated the following issues:, , a) In order to ensure that the development proposed delivers an operationally

safe station the development must work with London Underground and the London Fire Brigade to ensure that fire evacuation provision is compliant with London Underground and legislative requirements., , b) In order to ensure the future sustainable operation of the station systems to be provided or altered by the proposed development and minimise disruption during future maintenance the developer must ensure that maintenance access to meet London Underground's requirements is incorporated into the design of the development., , c) Transport for London consent to Development Agreement.

Reason:

To ensure that the development does not impact on existing London Underground transport infrastructure , in accordance with London Plan as requested by London Underground Limited.

- 9 **Pre Commencement Condition.** You must carry out a detailed site investigation to find out if the building or land are contaminated with dangerous material, to assess the contamination that is present, and to find out if it could affect human health or the environment. This site investigation must meet the water, ecology and general requirements outlined in 'Contaminated land, a guide to help developers meet planning requirements' - which was produced in October 2003 by a group of London boroughs, including Westminster., , You must apply to us for approval of the following investigation reports. You must apply to us and receive our approval for phases 1, 2 and 3 before any demolition or excavation work starts, and for phase 4 when the development has been completed., , Phase 1: Desktop study - full site history and environmental information from the public records., , Phase 2: Site investigation - to assess the contamination and the possible effect it could have on human health, pollution and damage to property., , Phase 3: Remediation strategy - details of this, including maintenance and monitoring to protect human health and prevent pollution., , Phase 4: Validation report - summarises the action you have taken during the development and what action you will take in the future, if appropriate., (C18AA)

Reason:

To make sure that any contamination under the site is identified and treated so that it does not harm anyone who uses the site in the future. This is as set out in STRA 34 and ENV 8 of our Unitary Development Plan that we adopted in January 2007. (R18AA)

- 10 An air pollution mitigation and abatement plan providing details of the air pollution mitigation and abatement measures and updated results of the air quality neutral assessment shall be submitted to and approved by the local planning authority. You must then carry out the work according to the details approved before the buildings are occupied and thereafter retain and maintain.

Reason:

To ensure that the development complies with the building emissions benchmark for Nitrogen Dioxide and does not adversely affect air quality and required by policy ENV5 of our Unitary Development Plan that we adopted January 2007 and S31 of our City Plan: Strategic Policies that we adopted November 2016.

- 11 Prior to commencement of any demolition or construction works a Vibration assessment shall be provided to show the potential for changes to the area brought about by the development to affect existing receptors and vibration levels in the area. Any mitigation measures must be identified , implemented and thereafter retained in situ.

Reason:

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 12 No demolition shall take place until a written scheme of historic building investigation (Wintertree Software Inc.) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the Wintertree Software Inc., no demolition or development shall take place other than in accordance with the agreed Wintertree Software Inc., which shall include the statement of significance and research objectives, and: , A. The programme and methodology of historic building investigation and recording and the nomination of a competent person/s or organisation to undertake the agreed works., B. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the Wintertree Software Inc..

Reason:

To avoid damage to any archaeological remains on site as set out in S25 of Westminster's City Plan (July 2016) and DES 11 of our Unitary Development Plan that we adopted in January 2007. (R32AC)

- 13 No demolition or development shall take place until a stage 1 written scheme of investigation (Wintertree Software Inc.) has been submitted to and approved by the local planning authority in writing. For land that is included within the Wintertree Software Inc., no demolition or development shall take place other than in accordance with the agreed Wintertree Software Inc., and the programme and methodology of site evaluation and the nomination of a competent person/s organisations to undertaken the agreed works., , If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 Wintertree Software Inc. shall be submitted to and approved by the local authority in writing. For land that is included within the stage 2 Wintertree Software Inc. , no demolition /development shall take place other than in accordance with the agreed stage 2 Wintertree Software Inc. which shall include: , , A. The statement of significance and research objectives, the programme and methodology of site of site investigation and recording and the nomination of a competent person/s or organisation to undertake the agreed works., , B. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 Wintertree

Software Inc..

Reason:

To avoid damage to any archaeological remains on site as set out in S25 of Westminster's City Plan (July 2016) and DES 11 of our Unitary Development Plan that we adopted in January 2007. (R32AC)

- 14 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 5 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum., (2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum., (3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include: (a) A schedule of all plant and equipment that formed part of this application; (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment; (c) Manufacturer specifications of sound emissions in octave or third octave detail; (d) The location of most affected noise sensitive receptor location and the most affected window of it; (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location; (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures; (g) The lowest existing LA90, 15 mins measurement recorded under (f) above; (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition; (i) The proposed maximum noise level to be emitted by the plant and equipment.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected,

including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (July 2016), by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 15 (1) Where noise emitted from the proposed internal activity in the development will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the internal activity within the commercial use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm, and shall be representative of the activity operating at its noisiest., (2) Where noise emitted from the proposed internal activity in the development will contain tones or will be intermittent, the 'A' weighted sound pressure level from the internal activity within the commercial use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm, and shall be representative of the activity operating at its noisiest., (3) Following completion of the development, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include:, (a) The location of most affected noise sensitive receptor location and the most affected window of it;, (b) Distances between the application premises and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;; (c) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (a) above (or a suitable representative position), at times when background noise is at its lowest during the permitted hours of use. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;; (d) The lowest existing LA90, 15 mins measurement recorded under (c) above;; (e) Measurement evidence and any calculations demonstrating that the activity complies with the planning condition;; (f) The proposed maximum noise level to be emitted by the activity.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007 (UDP), so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (July 2016), by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 16 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater than 0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason:

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 17 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 14 and 15 of this permission. You must not start work on this part of the development until we have approved what you have sent us.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (July 2016), by contributing to reducing excessive ambient noise levels.

- 18 You must apply to us for approval of details of the energy centre flue/s , including details of how it will be built and how it will look. You must not begin the use allowed by this permission until we have approved what you have sent us and you have carried out the work according to the approved details. (C14BB)

Reason:

To protect the environment of people in neighbouring properties as set out in S29 and S32 of Westminster's City Plan (July 2016) and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 19 You must apply to us for approval of details of the ventilation system for the restaurants (Class A3) to get rid of cooking smells, including details of how it will be built and how it will look. You must not begin the restaurant use/s allowed by this permission until we have approved what you have sent us and you have carried out the work according to the approved details. (C14AB)

Reason:

To protect the environment of the public realm and the people in the development and

neighbouring properties as set out in S29 and S32 of Westminster's City Plan (July 2016) and ENV 6, ENV 7 and DES 5 of our Unitary Development Plan that we adopted in January 2007. (R14AC)

- 20 Details of the final wind mitigation measures proposed for the development shall be submitted for approval by the City Council and thereafter implemented and maintained as such, unless agreed in writing by the City Council. These measures shall include:-, , A. Wind mitigation measures already incorporated into the design of the development, but which may be subject to detailed design or other changes through conditions , including canopies, screens, trees, planters as referred to in section 10.7.32 Environmental Statement Volume 1., , B. Details of wind mitigation measures (which may include a 2.5m high hoarding and measures to control pedestrian and cycle access during high wins) to be implemented during temporary construction period, in respect of the wind conditions along the proposed new access road (which links Praed Street to Winsland Street). , , C. Details of permanent wind mitigation measures (which may include screen/green wall along the north eastern edge of the new access road (which links Praed Street to Winsland Street), in respect of the wind conditions along that road., , D. Details of wind mitigation measures (which may include screens, balustrade, planters), in respect of the wind conditions to the corners of the external terrace to the Cube's rooftop restaurant.

Reason:

To ensure a satisfactory environment for the general public in accordance with S29 of Westminster's City Plan (July 2016) and ENV 13 of our Unitary Development Plan that we adopted in January 2007.

- 21 You must apply to us for approval of samples of the facing materials you will use, including glazing, portland stone and elevations and roof plans annotated to show where the materials are to be located. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 22 You must apply to us for approval of samples of the facing materials you will use both for the new buildings and for the new public realm, including hard landscaping, and elevations and plans annotated to show where the materials are to be located. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 23 You must apply to us for approval of 3m x 3m sample panels (or typical fabricated bay) of the following parts of the development: , i) glazed cladding system for the Cube Building, including integrated blinds; , ii) Portland stone cladding system for the Praed Street building including the plant facade- typical limestone facework, typical brick facework (for each brick type). , , The samples should demonstrate the all elements of facade articulation, jointing and means of construction (including any typical expansion/movement joints). , , You must not start any work on the superstructure of the development until we have approved the sample panels. You must then carry out the work according to these approved samples.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 24 You must apply to us for approval of full details of the following parts of the development: , i) full details of all new escalators, including treatment to exposed soffits; , ii) full details, including finish details of the new 'panoramic' lifts and lift shaft on the West side of the Cube building; , iii) full details, including finish details of public lifts and lift shafts accessible from 'Street level'; , iv) finished appearance of integrated blinds and internal blinds; , v) finished appearance of internal ceilings, including office lighting details, of the office floor levels of the Cube building; , vi) shopfronts, including indicative locations and design principles for display of all signage; , vii) all wind mitigation measures, during both construction and operational phases, associated with controlling wind microclimate; , viii) typical external railings / balustrades / screens; , ix) the new bridge structure carrying 'Street level' over 'Concourse level'; , x) interfaces with landscaping; , xi) ventilation and other services terminations; , xii) external lighting, xiii) location and appearance of CCTV cameras. , , You must not start work on these parts of the development until we have approved what you have sent us. , You must then carry out the work according to these approved drawings.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007.

(R26BE)

- 25 You must apply to us for approval of full details including samples of materials of the following parts of the development: , i) the treatment to the flank party wall of the Mercure Hotel where it is exposed by the abutting new Praed Street building; , ii) the treatment of the exposed west-facing party wall facades of the St Mary's Hospital buildings (Churchill Building, Jefferiss Wing and Main Outpatients Building). , You must not start work on these parts of the development until we have approved what you have sent us. , You must then carry out the work according to these approved drawings.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007.

(R26BE)

- 26 The following design details must be provided as part of the construction phase and maintained: , i) the stonework for the Praed Street building shall utilise Portland Stone; , ii) the winter gardens to the corners of the Cube building shall feature curved glass and not framed or faceted glass.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007.

(R26BE)

- 27 The building maintenance unit(s) shall be positioned in the parked and hidden position at all times when not in use.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007.

(R26BE)

- 28 You must not put any machinery or associated equipment, ducts, tanks, satellite or radio aerials

on the roof, except those shown on the approved drawings. (C26PA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007.
(R26BE)

- 29 You must apply to us for approval of detailed drawings of the hard landscaping scheme including: , i) details of the surfacing of any part of the site not covered by buildings; , ii) details of all lighting to new public realm; , iii) details of all new bollards; , iv) benches, informal seating structures; , v) cycle parking. , , You must not start work on the relevant part of the development until we have approved what you have sent us. You must then carry out the landscaping according to these approved drawings within 6 months of completing the development (or within any other time limit we agree to in writing).

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007.
(R26BE)

- 30 You must apply to us for approval of detailed drawings showing the following alteration(s) to the scheme:- , Provision of public viewing platform as an external terrace and or projecting glass box/structure to roof top restaurant to Cube building. , , You must not start on these parts of the work until we have approved what you have sent us. You must then carry out the work according to the approved drawings. (C26UB)

Reason:

To ensure that the proposal incorporates a high level viewing area which is accessible to the general public, in accordance with policy S3, S12, S18, S21 and S24 of our City Plan: Strategic policies, that we adopted 2016

- 31 You must apply to us for approval of samples of the paving and other materials, including planters and other street furniture not otherwise specified by other conditions of this consent, for the public realm areas. You must not start work on this part of the development until we have approved what you have sent us. You must then carry out the work using the materials that we, approve.
(C26BB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Bayswater Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 32 You must not carry out demolition work unless it is part of the complete development of the site. You must carry out the demolition and development without interruption and in its entirety and according to the drawings we have approved. (C29BB)

Reason:

To maintain the character of the Bayswater Conservation Area as set out in S25 and S28 of Westminster's City Plan (July 2016) and DES 1 and DES 9 (B) of our Unitary Development Plan that we adopted in January 2007 and Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990. (R29AC)

- 33 You must apply to us for approval of a scheme of public art as outlined in your design and access statement (page 80) and in your Public Realm Strategy Document (pages 40-47). You must not start work on the superstructure of the development until we have approved what you have sent us. Before anyone moves into the building you must carry out the scheme according to the approved details. You must maintain the approved public art and keep it on this site. You must not move or remove it unless we have give you our written approval beforehand.

Reason:

To make sure the art is provided for the public and to make sure that the appearance of the building is suitable. This is as set out in DES 7 (A) of our Unitary Development Plan that we adopted in January 2007. (R37AB)

- 34 No tables and chairs shall be placed outside of the restaurant, retail or office premises hereby approved within the hard or soft landscaping of the public realm without our written approval. You must apply to us for approval of the location, number, appearance, hours of use and location of storage for any tables and chairs and associated non-fixed structures, such as enclosure around tables and chairs or sun shades, that you propose to place within the hard or soft landscaping comprising the public realm. You must not place the table and chairs or associated structures outside the premises until we have approved what you have sent us. You must then place the tables and chairs in the locations we approve in accordance with the details of their use and appearance that we approve.

Reason:

To prevent obstruction to pedestrian movement across the site, protect the amenity of the public realm and ensure that the appearance of the tables and chairs and associated structures are appropriate in accordance with and DES1, DES7, ENV6, TRANS3, TACE2 of our, Unitary Development Plan we adopted in January 2007 and S3, S12, S41 of our Strategic Plan adopted 2016.

- 35 Prior to commencement of below ground works, you must apply to us for approval of detailed drawings/documents of the following:- , A. A planting scheme which includes the number, size, species and position of trees and shrubs. , B. The relationship between proposed trees and glass canopies., C. Soil depth and volume for each proposed tree and details of permeable paving around base of each proposed tree., D. Full details of the construction method, layout and species for the vertical greening to proposed screen on roof of Praed Street building., E. Maintenance regime, F. Sustainable irrigation and rainwater harvesting., , You must not start work on the relevant part of the development until we have approved what you have sent us. You must then carry out the planting within one planting season of completing the development (or within any other time limit we agree to in writing)., , If you remove any trees or find that they are dying, severely damaged or diseased within 5 years of planting them, you must replace them with trees of a similar size and species. (C30BB)

Reason:

To improve the appearance of the development, to make sure that it contributes to the character and appearance of this part of the Bayswater Conservation Area, and to improve its contribution to biodiversity and the local environment. This is as set out in S25, S28 and S38 of Westminster's City Plan (July 2016) and ENV 16, ENV 17, DES 1 (A) and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R30CD)

- 36 You must apply to us for approval of a Public Realm strategy for the public realm area. This must include details of the following:-, a) Details of type and hours of public events , b) Details of maintenance , c) Details of street cleaning, d) Details of drainage, lighting, street furniture, crowd control, pedestrian flow, smokers, station and LUL, crossrail evacuation, development evacuation, signage, telecommunication, wayfinding, rail replacement, hostile vehicle mitigation. , , You must not occupy any part of the development until we have approved what you have sent us. You must then carry out the measures included in the management plan at all times. (C05JB)

Reason:

To make sure that the use will not cause nuisance for people in the area including the general public's use of the public realm. This is as set out in S24, S29 and S32 of Westminster's City Plan and ENV 6, ENV13 of our Unitary Development Plan that we adopted in January 2007. (R05GB)

- 37 The operation of the Restaurant and Retail floor space shall be carried out in accordance with the

following:-, , a) The rooftop restaurant shall only be used as a restaurant within Class A3 and for no other use within the Town and Country Planning Use Classes Order 2016., b) The retail floor space shall only be used for restaurant (Class A3) or retail (Class A1) purposes and for no other use within the Town and Country Planning Use Classes Order 2016 and subject to c) below., c) No more than 50% of the Retail/Restaurant floor space (excluding the roof top restaurant) shall be used for restaurant purposes (Class A3).

Reason:

To ensure that the proposal incorporates a roof top restaurant with public access , provides a significant and satisfactory amount of retail (Class A1) floor space and protects the vitality and viability of the existing Praed Street District shopping centre, in accordance with policy S3, S12, S18, S21 and S24 of our City Plan: Strategic policies, that we adopted 2016

- 38 You must apply to us for approval of an operational management plan for the Retail (Class A1) and Restaurant (Class A3) uses . This must include details of the following:-, , a) Hours of the operation, staff and customers. , b) Details of all servicing to use the internal loading bay accessed from Winsland Street,including hours of servicing, staffing process, internal storage locations, scheduling of deliveries., c) No home deliveries option., d) Procedure to minimise impact on residential amenity and environmental quality., e) Details of public access and access control arrangements for the rooftop restaurant., f) Details of location and number of tables and chairs and their overnight storage (where applicable). , g)Capacity, covers, ancillary bar, control of smoking areas, door supervision, queuing, take, away, contact details for complaints., h) operation in accordance with waste strategy, , You must not start any the retail/ restaurant uses until we have approved what you have sent us. You must then carry out the measures included in the management plan at all times that any retail/ restaurant is in use. (C05JB)
- 39 The roof level restaurant (Class A3) and associated public viewing platform as an external terrace and or projecting glass box/structure to roof top restaurant to Cube building. (to be approved under condition 30) must be completed and made ready for use by the public before any of the commercial floor space within the Cube building is first occupied, unless otherwise agreed by us in writing.

Reason:

To ensure that public access is provided to the top of the building in accordance with DES3 in, our Unitary Development Plan that we adopted in January 2007

- 40 You must apply to us for approval of a Servicing Management Plan for the servicing of the development itself. The plan should identify process, storage locations, scheduling of deliveries and staffing. In particular this should give further comfort over how the developer would ensure that :-, o No more than eight servicing vehicles would arrive at any one time, o The doors to the servicing area would be opened prior to vehicles' arrival (so that, for example, a 10m rigid vehicle did not arrive and have to wait on the highway for the doors to open, and block the

carriageway) , o Freight is consolidated as far as possible, , The plan must be approved prior to occupation of any part of the development and followed/maintained for life of development, unless revised strategy is approved (in writing) by the Local Planning Authority.

Reason:

To ensure that all of the uses within the building are appropriate serviced in accordance with TRANS20 and in the Unitary Development Plan we adopted in January 2007 and S42 of our City Plan: Strategic Policies that we adopted 2016.,

- 41 The loading bays hereby approved shall be maintained with a clearance height of 4.5 metres above each loading bay and you must only use the loading bays shown on drawing A1005 for the purpose of servicing the uses within the development hereby approved. You must make the loading bays available before first occupation of any use within the development and you must permanently retain them and make them available at all times to occupiers of the development for servicing purposes, unless otherwise agreed by us in writing.

Reason:

To ensure that the commercial uses within the building are appropriate serviced in accordance with TRANS20 and in the Unitary Development Plan we adopted in January 2007 and S42 of our City Plan: Strategic Policies that we adopted 2016.

- 42 You must provide each cycle parking space shown on the approved drawings for each phase of the development prior to occupation of that phase of the development. Thereafter the cycle spaces must be retained and the space used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide cycle parking spaces for people using the development as set out in TRANS 10 of our Unitary Development Plan that we adopted in January 2007.

- 43 Before anyone uses within the development begin , you must provide the separate stores for waste and materials for recycling shown on the approved drawings. You must clearly mark them and make them available at all times to everyone using the development;. (C14FB)

Reason:

To protect the environment and provide suitable storage for waste as set out in S44 of Westminster's City Plan (July 2016) and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 44 No goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall be accepted or despatched if unloaded or loaded on the public highway. You may accept or despatch such goods only if they are unloaded or loaded within the curtilage of the building. (C23BA)

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan (July 2016) and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 45 You must provide the access for people with disabilities as shown on the approved drawing(s) and as outlined in the Design and Access Statement before you use the building. (C20AB)

Reason:

To make sure that there is reasonable access for people with disabilities and to make sure that the access does not harm the appearance of the building, as set out in S28 of Westminster's City Plan (July 2016) and DES 1 (B) of our Unitary Development Plan that we adopted in January 2007. (R20AC)

- 46 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)

Reason:

In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan (July 2016) and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)

- 47 You must provide the following environmental sustainability features (environmentally friendly features) before you start to use any part of the development, as set out in your application., , Development in accordance with the approved energy strategy , Vertical greening to roof of two storey Praed Street building, Photovoltaic's, Compliance with BREEAM excellence, Rainwater harvesting, 370m2 water attenuation storage structure at concourse level., Bio diversity improvements including bird and bat boxes, , You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan (July 2016).

(R44AC)

- 48 You must apply to us for approval of detailed drawings indicating the location and number of bird and bat boxes within the landscaping of the development hereby approved. You must not start work on this part of the development. You must then carry out the works in accordance with the details we approve prior to the occupation of the building.

Reason:

To reduce the effect the development has on the biodiversity of the environment, as set out in S38 of Westminster's City Plan (July 2016) and ENV 17 of our Unitary Development Plan that we adopted in January 2007. (R43AB)

- 49 Before you begin to use the buildings, you must apply to us for approval of a Travel Plan. The Travel Plan must include details of: (a) A comprehensive survey of all users of the buildings; (b) Details of local resident involvement in the adoption and implementation of the Travel Plan; (c) Targets set in the Plan to reduce vehicle journeys; (d) Details of how the Travel Plan will be regularly monitored and amended, if necessary, if targets identified in the Plan are not being met over a period of 5 years from the date the new buildings are occupied. At the end of the first and third years of the life of the Travel Plan, you must apply to us for approval of reports monitoring the effectiveness of the Travel Plan and setting out any changes you propose to make to the Plan to overcome any identified problems.

Reason:

In the interests of public safety, to avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S41 of Westminster's City Plan (July 2016) and TRANS 2, TRANS 3 and TRANS 15 of our Unitary Development Plan that we adopted in January 2007. (R45AB)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (July 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.

- 2 This permission is governed by a legal agreement between the applicant and us under Section 106 of the Town and Country Planning Act 1990. The agreement relates to the following:-, , 1. a) Prior to commencement of development the developer to submit a schedule of works associated with the interface between Paddington Bakerloo Line and the development which must be agreed by the City Council (in consultation with TFL and LUL and Network Rail). The development must be carried out in accordance with the schedule of works agreed., , 1. b) Prior to occupation of any of the buildings above ground level, the developer to carry out structural works and to construct the station box to the Bakerloo Line ticket hall and the fit out works to the unpaid side of ticket barriers including all escalators, steps and lift access from concourse level and London Street/Praed Street level, in accordance with the approved drawings, (unless otherwise agreed in writing by the City Council in consultation with TFL and LUL and Network Rail) and thereafter provide a 999 year lease at peppercorn rent to TFL/LUL for operation of the station and public access through and within the development to all public transport entrances/exits when public transport is operational. , , 2. The developer to pay £8.5m (index linked) towards Transport for London's delivery of fit out works (to paid side of ticket barriers) to the new Bakerloo Line ticket hall. To be paid to Transport for London on receipt of confirmation from Transport for London of their commitment to fund the remaining cost of fit out works and 3 months before the commencement of relevant fit out works. , , 3. The developer to meet the cost of funding the procurement, management and delivery (including all necessary consents) of the following works within Paddington Station, including namely; i) tunnels refurbishment, ii) redesign of servicing area to western end of platform 1; iii) removal and replacement of buffer stops and adjacent plant to platforms 11 & 12. , , 4. The developer to fund a transport study by a steering group comprising WCC, TFL, NR & Crossrail of traffic management and servicing associated with the site and in its vicinity. Including Eastbourne Terrace, Bishops Bridge (Harrow Road gyratory to Eastbourne Terrace), Praed Street (Craven Road to Norfolk Place), London Street (North), Winsland Street, Winsland Mews, Junction of London Street with South Wharf Road and proposed new road, Paddington Station Arrivals ramp. The findings of the study to be implemented in agreement with the City Council & TfL at the developers cost., , 5. Developer to fund the cost of highways works immediately surrounding the site, required for the development to occur/mitigate the impact of the development., , 6. Developer to submit a servicing management plan, to minimise servicing movements within the public realm, including the area of the Paddington Station Arrivals ramp, for approval by the City Council and thereafter to carry out the development in accordance with the approved plan. , , 7. Developer to provide and manage at their own cost all of the public realm works within the application site including associated street furniture, paving, landscaping, drainage, service diversions and thereafter maintain and manage the area including the area that is currently the Arrivals Road and allow 24 hours access for the general public via a walkways agreement to be submitted for approval. , , 8. Provision of vehicular and pedestrian public highway to the City Council's adoptable standard from Praed Street to Winsland Street prior to closure of London Street and thereafter with 24 hours access. Details to be agreed by the City Council., , 9. Provision of or cost of relocation/replacement/upgrade of east and west bound bus stops on Praed Street to TfL satisfaction and in line with 4 above. , , 10. Provision of or cost of relocation/replacement of cycle docking station and provision of vehicular access to and from it to allow manual redistribution of bikes within the site to TfL satisfaction and in line with 4 above., , 11. Provision of or cost of relocation/replacement and changes of on street car parking including blue badge car parking as part of 4 above, , 12. Provision of or cost of relocation/replacement of motorcycle parking within the site as part of 4 above, , 13. Provision of Public Art to the value of no less than £2,000,000 (index linked), , 14. Provision and maintenance of public access to the Cube's rooftop restaurant (Class A3) and external terrace and provision of a free public viewing area (details to be agreed later) at no cost to the public., , 15. Financial contribution of £250,000

(index linked) as a payment in lieu of on-site a mini recycling facility , , 16. Financial contribution of £250,000 (index linked as a payment in lieu of on-site social and community facility , , 17. Employment and Training Strategy, , 18. Cost of Monitoring the S106 legal agreement

- 3 The proposed development needs to take account of the construction of the TWA Order 2014. The Crossrail (Paddington Station Bakerloo Line Connection) Order 2014. The Crossrail (Paddington Station Bakerloo Line Connection) Order 2014 ("the Order") was made under the Transport and Works Act 1992 by the Secretary of State for Transport on 18 February 2014 and came into force on 11 March 2014. Please note that the entire site at 31 London St is occupied by Crossrail (the BLL contractor and LUL) and will remain so until end December 2018. There is no provision in the Crossrail construction programme which permits shared occupation of any part of the development site during the construction works. Please note however, that Crossrail is in discussions with the Developer (GWD/Sellar) to explore the option of an early phased hand-back of the building. If agreement is reached, an early hand back would be dependent on completion of Crossrail works and not dependent on a fixed date. Based on the current construction programme, early hand-back of phase 1, the rear third of the building, could occur in September 2017 with phase 2, the remainder of the building, in Feb to April 2018.
- 4 Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure)(England) Order 2015.
- 5 With reference to condition 4 please refer to the Council's Code of Construction Practice at (<https://www.westminster.gov.uk/code-construction-practice>). You will be required to enter into the relevant Code appropriate to this scale of development and to pay the relevant fees prior to starting work. The Code does require the submission of a full Site Environmental Management Plan or Construction Management Plan as appropriate 40 days prior to commencement of works (including demolition). You are urged therefore to give this your early attention.
- 6 Please contact our Environmental Health Service (020 7641 2971) to register your food business and to make sure that all ventilation and other equipment will meet our standards. Under environmental health law we may ask you to carry out other work if your business causes noise, smells or other types of nuisance. (I06AA)
- 7 When carrying out building work you must do all you can to reduce noise emission and take suitable steps to prevent nuisance from dust and smoke. Please speak to our Environmental Health Service to make sure that you meet all requirements before you draw up the contracts for demolition and building work., , Your main contractor should also speak to our Environmental Health Service before starting work. They can do this formally by applying to the following address for consent to work on construction sites under Section 61 of the Control of Pollution Act 1974., , 24 Hour Noise Team, Environmental Health Service, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, , Phone: 020 7641 2000, , Our Environmental Health Service may change the hours of working we have set out in

this permission if your work is particularly noisy. Deliveries to and from the site should not take place outside the permitted hours unless you have our written approval. (I50AA)

- 8 You may need separate licensing approval for the premises. Your approved licensing hours may differ from those given above but you must not have any customers on the premises outside the hours set out in this planning permission. (I61AB)
- 9 Condition 9 refers to a publication called 'Contaminated land, a guide to help developers meet planning requirements' - produced in October 2003 by a group of London boroughs, including Westminster. You can get a copy of this and more information from our environmental health section at the address given below., , Contaminated Land Officer, Environmental Health Consultation Team , Westminster City Council, Westminster City Hall, 64 Victoria Street, London SW1E 6QP , , Phone: 020 7641 3153 , (I73AB)
- 10 As this development involves demolishing commercial, institutional or public buildings, you should consider if there is any contaminated land from previous activities on the site. For example, this building may contain asbestos materials or hydrocarbon storage tanks associated with the heating system., , Your investigation should follow the advice in 'Contaminated land, A guide to help developers meet planning requirements', which was produced in October 2003 by a group of London boroughs, including Westminster. You can get a copy from our environmental health consultation team at the address given below., , A full site investigation would involve the following stages., , Step 1: Desktop study, Step 2: Detailed site investigation, Step 3: Remediation strategy, Step 4: Validation report (after completion), , If you want our contaminated land officer to comment on your investigation reports, please send them to: , , Contaminated Land Officer, Environmental Health Consultation Team , Westminster City Council, Westminster City Hall, 64 Victoria Street, London SW1E 6QP , , Phone: 020 7641 3153, (I73BA)
- 11 You must ensure that the environment within a workplace meets the minimum standard set out in the Workplace (Health, Safety and Welfare) Regulations 1992 with respect to lighting, heating and ventilation. Detailed information about these regulations can be found at www.hse.gov.uk/pubns/indg244.pdf. (I80DB)
- 12 Under the Construction (Design and Management) Regulations 2007, clients, the CDM Coordinator, designers and contractors must plan, co-ordinate and manage health and safety throughout all stages of a building project. By law, designers must consider the following: , , * Hazards to safety must be avoided if it is reasonably practicable to do so or the risks of the hazard arising be reduced to a safe level if avoidance is not possible; , , * This not only relates to the building project itself but also to all aspects of the use of the completed building: any fixed workplaces (for example offices, shops, factories, schools etc) which are to be constructed must comply, in respect of their design and the materials used, with any requirements of the Workplace (Health, Safety and Welfare) Regulations 1992. At the design stage particular attention must be given to incorporate safe schemes for the methods of cleaning windows and for preventing falls during maintenance such as for any high level plant., , Preparing a health and safety file is an important part of the regulations. This is a record of information for the client or person using the

building, and tells them about the risks that have to be managed during future maintenance, repairs or renovation. For more information, visit the Health and Safety Executive website at www.hse.gov.uk/risk/index.htm. , , It is now possible for local authorities to prosecute any of the relevant parties with respect to non compliance with the CDM Regulations after the completion of a building project, particularly if such non compliance has resulted in a death or major injury.

- 13 Regulation 12 of the Workplace (Health, Safety and Welfare) Regulations 1992 requires that every floor in a workplace shall be constructed in such a way which makes it suitable for use. Floors which are likely to get wet or to be subject to spillages must be of a type which does not become unduly slippery. A slip-resistant coating must be applied where necessary. You must also ensure that floors have effective means of drainage where necessary. The flooring must be fitted correctly and properly maintained., Regulation 6 (4)(a) Schedule 1(d) states that a place of work should possess suitable and sufficient means for preventing a fall. You must therefore ensure the following: , * Stairs are constructed to help prevent a fall on the staircase; you must consider stair rises and treads as well as any landings; , * Stairs have appropriately highlighted grip nosing so as to differentiate each step and provide sufficient grip to help prevent a fall on the staircase; , * Any changes of level, such as a step between floors, which are not obvious, are marked to make them conspicuous. The markings must be fitted correctly and properly maintained; , * Any staircases are constructed so that they are wide enough in order to provide sufficient handrails, and that these are installed correctly and properly maintained. Additional handrails should be provided down the centre of particularly wide staircases where necessary; , * Stairs are suitably and sufficiently lit, and lit in such a way that shadows are not cast over the main part of the treads.
- 14 Every year in the UK, about 70 people are killed and around 4,000 are seriously injured as a result of falling from height. You should carefully consider the following. , * Window cleaning - where possible, install windows that can be cleaned safely from within the building. , * Internal atria - design these spaces so that glazing can be safely cleaned and maintained. , * Lighting - ensure luminaires can be safely accessed for replacement. , * Roof plant - provide safe access including walkways and roof edge protection where necessary (but these may need further planning permission). , More guidance can be found on the Health and Safety Executive website at www.hse.gov.uk/falls/index.htm. , , Note: Window cleaning cradles and tracking should blend in as much as possible with the appearance of the building when not in use. If you decide to use equipment not shown in your drawings which will affect the appearance of the building, you will need to apply separately for planning permission. (I80CB)
- 15 You are advised to permanently mark the plant/ machinery hereby approved with the details of this permission (date of grant, registered number). This will assist in future monitoring of the equipment by the City Council if and when complaints are received.
- 16 Buildings must be provided with appropriate welfare facilities for staff who work in them and for visiting members of the public. , Detailed advice on the provision of sanitary conveniences, washing facilities and the provision of drinking water can be found in guidance attached to the Workplace (Health, Safety and Welfare) Regulations 1992. www.opsi.gov.uk/SI/si1992/Uksi_19923004_en_1.htm , , The following are available from the British Standards Institute - see <http://shop.bsigroup.com/>; , , BS 6465-1:2006: Sanitary installations. Code of practice for the design of sanitary facilities and scales of provision of

sanitary and associated appliances , BS 6465-3:2006: Sanitary installations. Code of practice for the selection, installation and maintenance of sanitary and associated appliances. (I80HA)

- 17 The air quality mitigation and abatement plan must contain the following:, Further monitoring is undertaken to refine the assessment of NOx, Updating of air quality neutral assessment with specific information on the boilers., Details of measures to protect existing and proposed receptors from air quality impacts, Any other such appropriate mitigation and abatement measures.
- 18 With respect to proposals for public art, you are advised that while the principle of an art screen, as detailed on page 42 of the Public Realm Strategy document may well be worth exploring and be acceptable, that we would strongly resist an art screen which would double as an actual railway departures board or be used to display advertisements.
- 19 You are advised that the existing water supply infrastructure has insufficient capacity to meet, the additional demands for the proposed development. Thames Water have therefore, recommend that the development should not be commenced until an impact study of the, existing water supply infrastructure has been submitted to and agreed with Thames Water. This, study should determine the magnitude of any new additional capacity required in the system, and a suitable connection point.
- 20 Thames Water also recommend the installation of a properly maintained fat trap on all catering establishments.They further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel.Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 020 8507 4321.
- 21 You are advised that Thames Water request that the applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the, sewerage network may surcharge to ground level during storm conditions.
- 22 With regard to surface water drainage Thames Water advise that it is the responsibility of a, developer to make proper provision for drainage to ground, water courses or a suitable sewer., In respect of surface water Thames Water recommend that the applicant should ensure that, storm flows are attenuated or regulated into the receiving public network through on or off site, storage. When it is proposed to connect to a combined public sewer, the site drainage should, be separate and combined at the final manhole nearest the boundary. Connections are not, permitted for the removal of Ground Water. Where the developer proposes to discharge to a, public sewer, prior approval from Thames Water Developer Services will be required. Thames, Water Developer Services can be contacted on 0845 850 2777.

- 23 Please contact our Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)
- 24 You need to speak to our Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please phone 020 7641 2642. However, please note that if any part of your proposals would require the removal or relocation of an on-street parking bay, this is unlikely to be approved by the City Council (as highway authority). (I09AC)
- 25 You will have to apply separately for a licence for any structure that overhangs the road or pavement. For more advice, please phone our Highways section on 020 7641 2642. (I10AA)
- 26 Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please phone our Highways Licensing Team on 020 7641 2560. (I35AA)
- 27 Please contact our District Surveyors' Services to discuss how you can design for the inclusion of disabled people. Email: districtsurveyors@westminster.gov.uk. Phone 020 7641 7240 or 020 7641 7230. If you make a further planning application or a building regulations application which relates solely to providing access or facilities for people with disabilities, our normal planning and building control fees do not apply., , The Equality and Human Rights Commission has a range of publications to assist you, see www.equalityhumanrights.com. The Centre for Accessible Environment's 'Designing for Accessibility', 2004, price £22.50 is a useful guide, visit www.cae.org.uk. , , If you are building new homes you must provide features which make them suitable for people with disabilities. For advice see www.habinteg.org.uk , , It is your responsibility under the law to provide good access to your buildings. An appropriate and complete Access Statement as one of the documents on hand-over, will provide you and the end user with the basis of a defence should an access issue be raised under the Disability Discrimination Acts.
- 28 Please make sure that the street number and building name (if applicable) are clearly displayed on the building. This is a condition of the London Building Acts (Amendments) Act 1939, and there are regulations that specify the exact requirements. (I54AA)
- 29 The development will result in changes to road access points. Any new threshold levels in the building must be suitable for the levels of neighbouring roads. If you do not plan to make changes to the road and pavement you need to send us a drawing to show the threshold and

existing road levels at each access point., , If you need to change the level of the road, you must apply to our Highways section at least eight weeks before you start work. You will need to provide survey drawings showing the existing and new levels of the road between the carriageway and the development. You will have to pay all administration, design, supervision and other costs. We will carry out any work which affects the road. For more advice, please phone 020 7641 2642. (I69AA)

- 30 The term 'clearly mark' in condition 43 means marked by a permanent wall notice or floor markings, or both. (I88AA)
- 31 You are encouraged to consider whether the decorative railings to the Front of 31 London Street could be capable of being re used within the development.

DRAFT DECISION LETTER

Address: Paddington Station, Praed Street, London, W2 1RH,

Proposal: Demolition of the existing retaining wall between the station arrivals ramp and London Street, and the pedestrian entrance stairs to the Bakerloo Line, along with the blocking up of a existing access stair to the Bakerloo Line within the station concourse and the remodelling/resurfacing of the arrivals ramp. All associated with the comprehensive redevelopment proposals at 31 London Street under reference 16/09050/FULL.

Reference: 16/09052/LBC

Plan Nos: A-0150 (Site Plan Existing), A-0301 (Demolition of Existing Bldg London Street), A-0302 (Demolition of Existing Bldg Praed Street 128-142 / Retaining wall / Bakerloo Entrance), A-1004 (Floor Plan - Concourse Level), A-1005 (Floor Plan - Street Level), Design and Access Statement, Public Realm Strategy, Executive Summary Heritage Report,

Case Officer: Sarah Whitnall

Direct Tel. No. 020 7641 2929

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 2 No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:
A. The programme and methodology of historic building investigation and recording and the nomination of a competent person/s or organisation to undertake the agreed works., B. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason:

To mitigate the loss of historic fabric as set out in S25 of our City Plan (July 2016) and DES 10 and DES 11 of our Unitary Development Plan that we adopted in January 2007.

Informative(s):

- 1 SUMMARY OF REASONS FOR GRANTING CONDITIONAL LISTED BUILDING CONSENT - In reaching the decision to grant listed building consent with conditions, the City Council has had regard to the relevant policies in the National Planning Policy Framework March 2012, the London Plan March 2016, Westminster's City Plan (July 2016), and the City of Westminster Unitary Development Plan adopted January 2007, as well as relevant supplementary planning guidance, representations received and all other material considerations., , The City Council decided that the proposed works would not harm the character of this building of special architectural or historic interest., , In reaching this decision the following were of particular relevance:, S25 and S28 of Westminster's City Plan: Strategic Policies and DES 10 including paras 10.130 to 10.146 of the Unitary Development Plan, and our Supplementary Planning Guidance: Repairs and Alterations to Listed Buildings.
- 2 You will need to contact us again if you want to carry out work on the listed building which is not referred to in your plans. This includes:, , * any extra work which is necessary after further assessments of the building's condition;, * stripping out or structural investigations; and, * any work needed to meet the building regulations or other forms of statutory control., , Please quote any 'TP' and 'RN' reference numbers shown on this consent when you send us further documents., , It is a criminal offence to carry out work on a listed building without our consent. Please remind your client, consultants, contractors and subcontractors of the terms and conditions of this consent. (159AA)

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.