

**9. WESTMINSTER SECTION – ENVIRONMENTAL BASELINE AND ASSESSMENT OF IMPACTS**

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## 9. Westminster Section – Environmental Baseline and Assessment of Impacts

### 9.1 Overview of Westminster Route Section

- 9.1.1 The Westminster section of the Crossrail route comprises the Royal Oak portal to the west of Paddington and the tunnelled section running east to the station at Tottenham Court Road.

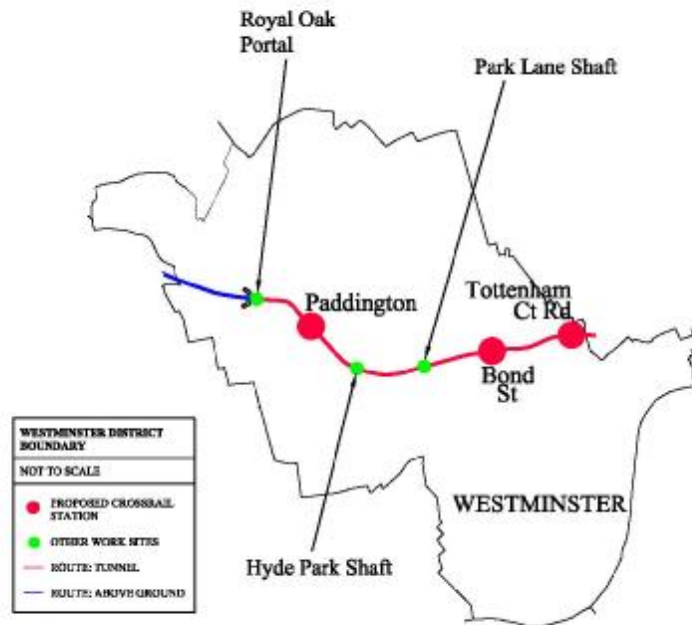


Figure 9.1: Crossrail route through the City of Westminster

- 9.1.2 From the Royal Oak portal the tunnel runs beneath Paddington where there is a new station and interchange with the main line and the District and Circle lines. The Crossrail station will be located in Eastbourne Terrace to the west of the main Paddington station. The tunnels will continue in a south-easterly direction towards Hyde Park before running east beneath Mayfair to a new station at Bond Street. Bond Street station will have two ticket halls to accommodate the projected passenger demand and to maximise the catchment. The western ticket hall will be at 65 Davies Street, directly south of the existing Central and Jubilee line Underground station. The eastern ticket hall will be located in the north western corner of Hanover Square. There will be full interchange with the Central and Jubilee lines. From Bond Street, the line continues to run eastwards to a new station at Tottenham Court Road. As with Bond Street, there will be two ticket halls. The western ticket hall will be located at Dean Street in a block bound by Oxford Street,

Dean Street, Fareham Street and Great Chapel Street. The eastern ticket hall will be located on the site of the Astoria theatre at the junction of Oxford Street and Charing Cross Road. The eastern ticket hall will include an access to street level at the Centre Point complex and Dominion theatre both of which are in the London Borough Camden.

- 9.1.3 The Westminster section includes ventilation and access shafts at Hyde Park near the Victoria Lodge, in Park Lane close to its junction with Upper Brook Street and to the south of the Tottenham Court Road western ticket hall in a block bound by Dean Street, Fareham Street, Great Chapel Street and Diadem Court.
- 9.1.4 There will be additional temporary works sites at Paddington, Hyde Park and Newman Street to the north of Oxford Street.

#### *Statutory Development Plan*

- 9.1.5 The planning policy framework comprises the London Plan (adopted February 2004) and the saved Westminster Unitary Development Plan (UDP) which the Council resolved to adopt in November 2004. However, on December 9, 2004, the First Secretary of State informed Westminster City Council that the UDP was unsatisfactory and directed the Council to modify the affordable housing policy. The hybrid Bill proposals do not affect affordable housing policy and so the UDP is treated as adopted for the purposes of this technical report. Accordingly, this report does not refer to the previous UDP which was adopted in 1997.

## **9.2 Policies relevant to all worksites in Westminster**

### *Transport & Traffic Management*

- 9.2.1 The proposals will maintain and significantly improve public transport facilities within Central London thereby according with the general intent of policy STRA20 and accord with policies STRA21, TRANS5, TRANS15 and PSPA5 of the UDP.
- 9.2.2 Policy TRANS5 of the UDP encourages and supports improvements to rail and underground stations and associated interchange facilities, including improved access to and capacity of stations and interchanges.
- 9.2.3 Policy TRANS15 of the UDP seeks to minimise the adverse effects of traffic through increasing the use, integration and development of public transport, cycling and walking as viable alternatives to motor vehicles. As discussed in section 3 of this report, the Mayor's Transport Strategy sets out the urgent need for additional public transport capacity in Central London to overcome existing capacity constraints and to accommodate economic and population growth. Crossrail will provide substantial additional capacity in Westminster through the provision of new stations and interchanges with existing underground and main line services at Paddington, Bond Street and Tottenham Court Road.
- 9.2.4 Policies STRA22, TRANS1 and TRANS15 of the UDP seek to encourage the modal shift from car to public transport and minimise environmental effects. The Crossrail proposals accord with the objectives of the UDP because substantial new public transport infrastructure would be provided. Likewise, the proposals comply with Policy STRA21 which encourages improvements to facilities for walking, cycling and public transport.

- 9.2.5 In accordance with policy TRANS14 of the UDP, the Crossrail ES includes a Traffic Impact Assessment that has identified the likely significant impacts during construction and once operational. This has identified traffic management and other mitigation measures to reduce the identified impacts. The specific impacts are dealt with in the individual worksite assessment below.
- 9.2.6 Policy TRANS 1 (part (B)) encourages the reduction of the adverse effects caused by heavy vehicles. During the construction of the project, Crossrail will result in the additional movement of heavy vehicles on roads within Westminster. This is contrary to policy.

*Environment*

- 9.2.7 Policy TRANS5(E) of the UDP states that the City Council will work with the promoter and operators of railway lines to protect the environment of the surrounding area from the adverse impact of construction of surface and underground railways.
- 9.2.8 Alternative locations for Crossrail stations, ventilation shafts, tunnel portals and other infrastructure elements have been appraised during the development of the preferred scheme, taking into account environmental constraints. For example, the Hyde Park and Park Lane ventilation shafts have been located on the periphery of the Historic Park thereby minimising the impact of construction activities. In addition, design work has sought to avoid prominent above ground structures in the park.
- 9.2.9 At the Bond Street eastern ticket hall, the design of the Crossrail infrastructure has sought to minimise the impact of construction activities on Hanover Square Gardens, a protected London Square. Alternative options that avoided the gardens completely were rejected because they would have required major service diversions or were incompatible with the construction programme. Efforts are continuing to see if the construction programme could be amended to avoid siting the temporary construction shaft in the gardens.
- 9.2.10 The mitigation measures contained in the Crossrail ES describe how the construction of the project will be managed to ensure that the impacts will be controlled and mitigated as a minimum. The nominated undertaker will continue to work with the City of Westminster to minimise the environmental impacts of the project in the detailed design of the scheme and in agreeing appropriate control over construction.
- 9.2.11 Westminster City Council seeks to achieve sustainable development (policy STRA 32) and to meet the economic, social and environmental needs of the city. Once operational, Crossrail will assist in the protection of the environment for residents and workers, through the provision of increased public transport capacity, and accessibility, which will also contribute to towards the economy of the city.

*Amenity (e.g.: Noise, Vibration, Air Quality)*

- 9.2.12 Policy ENV5 seeks to reduce air pollution and minimise traffic generated by new developments. Policy STRA 16 seeks to ensure new developments do not significantly reduce the amenity of existing residential areas. Policies STRA17, ENV6 and ENV7 require the control of noise from new developments and plant and machinery.

- 9.2.13 The mitigation measures contained in Appendix B1 of the Crossrail Environmental Statement seek to minimise the amount of disturbance, nuisance and pollution during the construction period and once operational. The nominated undertaker will continue to work with the City of Westminster to minimise these impacts through the detailed design of the scheme and in agreeing appropriate control over construction.

### *Design*

- 9.2.14 Policy DES1 of the UDP sets out the Council's principles of urban design and conservation. It states that all development should be of the highest standard of sustainable and inclusive urban design and architectural quality.
- 9.2.15 The provisions of the hybrid Bill deem planning permission to be granted for the authorised works to construct the railway. The Bill provides for a special planning regime for the approval of detailed design by the local authority at a later date. At this stage, an assessment of the impact on townscape has been made on the basis of scale, height, and siting of the ticket halls and other related structures. Moreover, the assessment has assumed that there will be voids where buildings are demolished to accommodate the infrastructure works, given that powers for replacement development are not being sought through the hybrid Bill. As such, at a number of worksites reviewed below, there is an apparent conflict between the proposals and design policies.
- 9.2.16 It is likely that these impacts can be reduced or mitigated at a later stage when the detailed design of the operational elements of the scheme and materials to be used are agreed by the City of Westminster, and through the provision of replacement buildings.
- 9.2.17 The UDP sets out detailed policies for the design of buildings, the spaces around and between them and the type and quality of materials.
- 9.2.18 All of the Crossrail passenger facilities at the new and improved stations will include facilities for mobility impaired person and are therefore compliant with the provisions of the Disability Discrimination Act and policy TRANS27 of the UDP.

### *Land Use*

- 9.2.19 Through the increased accessibility and capacity created by Crossrail, the proposals will contribute to economic regeneration and growth within Westminster. This will also contribute towards Westminster City Council's aim to foster Westminster's key World Class City roles and for sustainable developments that promote them (Policies STRA 1, STRA2 and STRA 5).
- 9.2.20 The proposals will also serve the Central Activities Zone, which contains a range of activities including central government offices, headquarters and embassies and as a centre for the financial and business services sector. The CAZ also contains many other uses, many of which support tourism, including cultural and entertainment, the arts and two international retail centres of Oxford Street and Knightsbridge. The proposals accord with the general intent of policies STRA3 and CENT1 of the UDP.
- 9.2.21 The proposals will also serve the Paddington Special Policy Area. This is identified as an Opportunity Area in the London Plan. The Opportunity Area designation recognises the capacity of Paddington to absorb substantial employment, residential and other development in the period to 2016. The

proposals accord with the general intent of policies STRA8 and PSPA1 of the UDP and specifically accords with policy PSPA5, which supports Crossrail.

### 9.3 Royal Oak & Westbourne Bridge Shaft (Window C1)

#### *Significant Characteristics of Site and Surrounding Area*

- 9.3.1 The permanent and temporary land acquisition area comprises mainly old rail related land, industrial buildings including part of the bus garage (which will remain in use – see below) and the concrete batching plant. The land is generally under-used.
- 9.3.2 The land generally sits in a railway cutting and is dominated by the large features of Ranelagh and Westbourne Bridges and the imposing A40 Westway elevated motorway. To the east lies the Paddington Basin development, part of which has been completed. To the south is the LUL Hammersmith and City lines and Great Western Main Line leading into Paddington station. To the north is the Westway and beyond this is a predominately residential area.

#### *Overview of proposals*

- 9.3.3 At Royal Oak, the surface lines for Crossrail would run into the central area tunnel. A ventilation and access shaft would be located to the east of the tunnel portal. The portal and shaft would be located between the A40 Westway and the LUL Hammersmith and City line to the south. The eye of the tunnel would be located between Westbourne Bridge and Ranelagh Bridge. The ventilation shaft would be located to the east of Ranelagh Bridge.

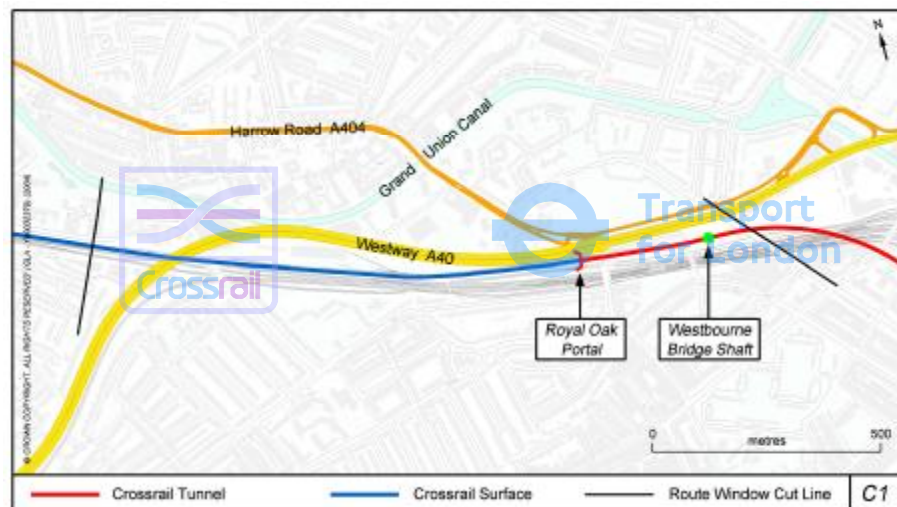


Figure 9.2: Location of works in route window C1

#### *Permanent Works*

##### *Westbourne Park Reversing Facility*

- 9.3.4 A reversing facility will be constructed at Westbourne Park, to the west of Royal Oak portal to enable Crossrail trains terminating at Paddington to turn around. To meet safety requirements that all trains are cleared of passengers before going out of service, Crossrail must provide a facility where trains terminating at Paddington can be inspected. To ensure that

services following behind are not significantly delayed, the facility needs to ensure that trains being inspected can be overtaken or two trains can be inspected concurrently.

9.3.5 The reversing facility will consist of:

- two 210m length island platforms and four tracks; and
- emergency access to/from street via footbridges.

9.3.6 Track alterations to the GWML are also needed to accommodate the facility and the two Crossrail lines. The current six-track layout between Ladbrooke Grove Junction and Paddington will be amended to commence approximately a mile further east at Subway Junction.

#### *Royal Oak Portal and Approach Ramp*

9.3.7 A 310 m long approach ramp will descend into the portal, which will be located at Royal Oak to the west of Lord Hill's Bridge. The approach ramp will be constructed within a retained cutting. A 280 m long covered box will be constructed between the portal and the tunnel eye. Emergency escape stairs and a safe holding area for evacuated passengers will be provided at the portal. A new electrification feeder station will be installed to the north of the railway, east of Great Western Road. Electrical equipment will be added to this existing feeder station although there will be no increase in land take.

#### *Westbourne Bridge Shaft*

9.3.8 To the east of Ranelagh Bridge, a shaft at the tunnel eye will provide ventilation and intervention facilities. The shaft will be 8m<sup>2</sup> and will include a surface-level structure of 4 m height. A new access road will be provided from Harrow Road roundabout through the Paddington Central development (in the former Paddington goods yard), and hard standing will be provided for emergency vehicles.

#### *Enabling Works*

9.3.9 Enabling works will comprise:

- relocation of existing Network Rail maintenance facilities, trackworks and signalling;
- relocation of an external bus parking compound adjacent to the eastern side of the Westbourne Park bus garage; and
- relocation of electrical substation and cables within this area.

9.3.10 The relocation of the external bus parking compound, which currently lies immediately to the north of the Great Western Main Line, has been the subject of a planning application which was submitted, along with an Environmental Statement, to Westminster City Council by CLRLL in October 2004. The application was for the relocation of the bus parking compound within a new two storey parking facility adjacent to the eastern side of the existing Westbourne Park bus garage. The extension will lie below the Westway and be bounded to its north by the Grand Union Canal.

9.3.11 The Environmental Statement for the scheme reported that the relocation will give rise to no significant impacts. At the time of writing, the planning committee has resolved to grant planning permission, subject to an undertaking from Crossrail for environmental improvements. Planning



permission would allow the relocation of the external bus parking compound to be undertaken at the earliest opportunity. In case this is not practical, powers for the relocation of the external bus parking compound (i.e. the scheme as submitted in the planning application) are being sought through the hybrid Bill and the relocation is included in the description of the works as it effectively forms part of the Crossrail project. The Environmental Statement for the bus garage is appended at Volume 9 of the Crossrail ES.

- 9.3.12 The Ranelagh sewer will be temporarily diverted to permit the construction of part of the portal. It will then be permanently diverted back onto its original alignment, above the portal.
- 9.3.13 The principal demolitions associated with the works at Royal Oak worksite will comprise:
- taxi servicing facilities buildings (below Westway);
  - buildings associated with and including the Great Western Studios (formerly the parcels office and Network Rail lost property);
  - buildings located in Murphy's Yard;
  - bus washing facilities; and
  - temporary closure of the Tarmac Topmix concrete ready-mix plant.
- 9.3.14 No further demolitions will be required for the construction of the reversing facility. This is because it will be constructed towards the end of the construction period on the area previously demolished for the Royal Oak portal and tunnels works.
- 9.3.15 To enable construction, the existing concrete batching plant at Westbourne Park will be removed. Due to its nature no alternative locations have been found. It is therefore proposed to enable the batching plant to be replaced on the site by replacing the siding roads for deliveries by rail and construct silos to replace the current storage areas.
- 9.3.16 During construction it is anticipated that the Tarmac/Top Mix can continue supplying their customers from other sites within central London.
- 9.3.17 Once the tunnel construction and Westbourne Park Turnback are complete, two new siding roads will be constructed to service the batching plant. In order to construct the sidings adjacent to Westbourne Park sports complex, the ground will be lowered and a new retaining wall constructed.
- 9.3.18 As a result of the retaining walls construction, the footbridge connecting Westbourne Park Passage will require lengthening to cross the sidings. For the purposes of assessment it is assumed that the bridge will simply be extended as a footbridge to the same height and design as that previously proposed.
- 9.3.19 At present there is one silo on site for the storage of cement which is approximately 15m in height, 3m in diameter. Aggregates are currently stored in the open on the site.
- 9.3.20 To accommodate the storage requirements of the batching plant 5 silos plus the cement silo will be required. The cement silo will be the same size as the existing, whilst the aggregate silos will be approximately 15 metres in height (approximately the same as the highway) and 11 metres in diameter.

### *Temporary Works*

- 9.3.21 The construction, fitting out and commissioning of the Royal Oak portal and the Westbourne Bridge shaft will take approximately four years. The twin tunnel drives to Fisher Street shaft from Royal Oak portal start during this period and this together with the installation of mechanical and electrical equipment will take approximately three years.
- 9.3.22 The construction of the Westbourne Park reversing facility will take place over a period of about one year and eleven months, commencing after completion of the tunnel drives.
- 9.3.23 There will be three worksites used for these works: Royal Oak worksite east, Royal Oak worksite west and Paddington Central.
- 9.3.24 The Royal Oak worksites will be located on a long narrow strip of land alongside the Westway (A40)/Harrow Road. The worksite will be split in to two separate sites: Royal Oak worksite west (former Paddington New Yard) and Royal Oak worksite east (former taxi servicing facility). The Paddington Central worksite (the site of the former Paddington Goods Yard) to the east will be used for the delivery and storage of materials.
- 9.3.25 Road access to the Royal Oak west worksite will be from Great Western Road. A secondary access to the Royal Oak west worksite is proposed from Harrow Road via Alfred Road. Access to the Royal Oak east worksite will be from Harrow Road under Westbourne Bridge.
- 9.3.26 Readymix concrete will be delivered by road. Pre-cast concrete tunnel lining segments will be delivered by rail to the Paddington Central worksite. Excavated material will be removed by rail from Royal Oak worksite west once the temporary sidings have been constructed. Prior to this the segments and excavated material will be delivered and removed by road.
- 9.3.27 Initially, excavated material from Royal Oak worksite east will be transported by lorry to the railhead at Royal Oak worksite west. However, this is an interim measure until the transport of excavated material can be undertaken by conveyor.
- 9.3.28 The construction of the new platforms at Westbourne Park reversing facility will take place from Royal Oak worksite west. Materials for construction of Westbourne Park reversing facility will be delivered by rail. All material from site clearance will be removed by road. Road access to and from Westbourne Park reversing facility will be via Great Western Road and the existing access for the ready-mix concrete plant.
- 9.3.29 During the peak period of construction, up to 110 lorries per day will access the Royal Oak worksite west, and up to 60 lorries per day will access the Royal Oak worksite east.

### *Significant extant planning permissions & proposals*

- 9.3.30 Planning permission exists for Phases 2 and 3 of the Paddington Central office development, which includes various works that make provision for Crossrail.

## **Assessment of Impacts**

### *Transport & Traffic Management*

- 9.3.31 As stated in the general Westminster policy assessment, the proposals will facilitate the introduction of significant public transport infrastructure in Central London and thus accord with policies.
- 9.3.32 The Crossrail ES states that during the period of peak deliveries of excavated material, lorry movements through the Harrow Road/Great Western Road junction are expected to increase queuing and delays. This will cause a significant adverse impact and will be contrary to policies STRA23 (reducing traffic congestion and improving safety), TRANS1 (protecting environment from the effects of transport activities) and PSPA5 (transport in the PSPA – although much of the worksite area is outside of the PSPA).
- 9.3.33 There are no significant adverse permanent impacts.
- Amenity (e.g.; Noise, Vibration, Air Quality)*
- 9.3.34 As explained in the Westminster-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts:
- Southern Row; and
  - Gloucester Terrace
- 9.3.35 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 9.3.36 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.
- Design*
- 9.3.37 The Crossrail ES does not identify any significant adverse impacts in terms of townscape. There will be no conflict with Policy DES1 of the saved UDP.
- Historic Environment*
- 9.3.38 Policy DES 10 seeks to preserve and protect listed buildings in Westminster. The Crossrail ES concludes that there will be no temporary or permanent significant impact on the setting of the Grade II listed Westbourne Bridge. There will be no conflict with policy.
- Land Use*
- 9.3.39 The Royal Oak worksite lies within the North West Westminster (NWW) Special Policy Area. Policy NWW1 seeks to retain existing small-scale business uses where the existing use meets local employment and service needs.
- 9.3.40 The closure of the Great Western Studios to accommodate the Royal Oak worksite will result in the loss of 10 businesses and 125 artists' studios. The Crossrail ES states that given the shortage of suitable alternative accommodation in the area, some of the artists' business might be lost.
- 9.3.41 The displacement of these jobs will be contrary to Policy NWW1 of the saved UDP. There will also be a conflict with Policy COM10 which seeks the retention of small scale industrial uses outside the Creative Industries Special Policy Area where the existing use meets employment needs of the residential community.

9.3.42 Paddington New Yard is allocated in the saved UDP for commercial development. Permanent works associated with Crossrail will impede the future development of this site.

## 9.4 Paddington Station (Window C2)

### *Significant Characteristics of Site and Surrounding Area*

- 9.4.1 The original Paddington Station was completed in 1854 by Isambard Kingdom Brunel. Span 4 is a 20<sup>th</sup> century addition. The whole station is a Grade I listed building. It is a landmark building in the area. The District and Circle Underground lines are also accessible from a ticket hall to the south of Praed Street although there are subway connections to the Bakerloo line and main station concourse. Major improvements were made to the station facilities in the late 1990s.
- 9.4.2 Paddington is a mixed residential and employment area with retail and leisure uses at street level in Praed Street. To the north east of the station lies the Paddington canal basin. Much of this area has been redeveloped in the past few years for a large office complex. Further phases benefit from planning permission. St Mary's Hospital also lies to the north east of the station on Praed Street. There is a large Royal Mail sorting office on London Street adjacent to the Span 4 station entrance.

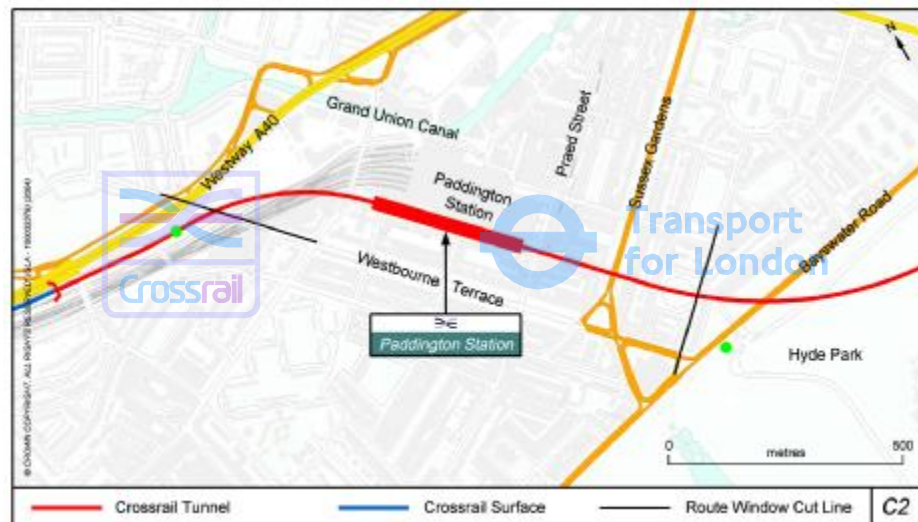


Figure 9.3: Location of Paddington station within route window C2

### *Overview of proposals*

- 9.4.3 The station at Paddington would represent the first of the central Crossrail stations for passengers travelling from the west. It will step free access to Crossrail platforms. The Paddington Station works have been extended eastwards to allow interchange with the Circle Line. This will be achieved through cut and cover across Praed Street requiring demolition of numbers 191 to 195 and internal works to 197 to 199 and 19-22 Spring Street.
- 9.4.4 The Crossrail station at Paddington would consist of two new ticket halls at the eastern and western ends of 205m platforms. The station entrance would be located in Eastbourne Terrace. A direct connection would be provided for passengers from the main Paddington Station concourse to the new eastern ticket hall.

9.4.5 Above ground the station would consist of a narrow glazed structure referred to as the “light spine”. This would run the length of the station separating the existing Departures Road (for taxi access) and Eastbourne Terrace.

9.4.6 Ventilation and emergency evacuation shafts would be provided at each end of Eastbourne Terrace. Street level access from Eastbourne Terrace and Departures Road would be provided to both ticket halls. New pedestrian links would be provided between the mainline station and Eastbourne Terrace across Departures Road and through the “light spine”.

*Permanent Works:*

*Paddington Station*

9.4.7 The new Crossrail station will be constructed under Eastbourne Terrace. It will provide an interchange with LUL and National Rail services. Above ground, the station will consist of a narrow glazed structure, between 6 m and 8 m high. This will run the length of the station and separate the existing Departures Road (for taxi access) and Eastbourne Terrace. Street level access will be provided from Eastbourne Terrace into the western ticket hall and access to the eastern ticket hall will be provided from the mainline concourse. Streetscape enhancement works will also be implemented.

*Paddington Station Shafts*

9.4.8 Two ventilation structures at the eastern and western ends of the box will be constructed. These will include emergency intervention facilities.

*Enabling Works*

9.4.9 The main works will commence after enabling works that will include:

- diversion of public utilities (including the sewer in Eastbourne Terrace);
- temporary relocation of the taxi rank from Eastbourne Terrace to the area on the north side of the station occupied by the Lynx building (formerly Red Star);
- modifications to LUL infrastructure; and
- alterations to utilities within MacMillan House as a result of the demolition works.

9.4.10 Demolitions which will need to be undertaken to accommodate the main works will comprise:

- retaining wall and railings between Eastbourne Terrace and Departures Road;
- canopy over Departures Road;
- 191 to 195 Praed Street;
- internal demolition works within MacMillan House; and
- GWML parcels office at 4 to 18 Bishopsbridge Road.

*Temporary Works*

- 9.4.11 The construction of Paddington Crossrail station including fit out and commissioning will take approximately five years to complete.
- 9.4.12 The main worksite will encompass the whole of Eastbourne Terrace and Departures Road, situated between Bishops Bridge Road to the northwest and Praed Street to the southeast. Other worksites will be required at:
- Platform 1A – situated to the north of Bishops Bridge Road and south of the main rail tracks into Paddington station. This worksite will be used for offices and facilities for construction personnel, and as a laydown area for plant and materials delivered by rail.
  - 191–199 Praed Street and 19-22 Spring Street (including the adjacent pavement) – this area will be used to construct the piled box accommodating the access stairs and lift.
- 9.4.13 Materials will be delivered by lorry to the main worksite as they are needed, as the worksites have limited storage capacity. Following construction of the twin-bore tunnel from Royal Oak portal, excavated material will be transported through the tunnel westward to the Royal Oak worksite for removal by rail. Prior to this, excavated material will be removed by lorry.
- 9.4.14 Entry to and exit from the main worksite will be along Bishops Bridge Road and the A40. Access to the southeast end of the main worksite will be via Spring Street for emergency and occasional access. Construction vehicles for the Platform 1A worksite will use the existing access and egress points on Bishops Bridge Road and Orsett Terrace. The Platform 1A site will be used primarily for offices and the storage of materials delivered by rail, so access will be such that mainly light vehicles will be required.
- 9.4.15 Pedestrian and vehicular access along Departures Road and Eastbourne Terrace will be restricted during construction, but with one lane in each direction for public traffic use maintained using a combination of the two roads. A temporary facility for taxi pick-up and drop-off will be provided in the Lynx building (formerly Red Star) with access from Bishops Bridge Road. A temporary private car pick up and drop off will be provided in London Street. Bus stands and a bus stop will be temporarily relocated to Westbourne Terrace.
- 9.4.16 During the peak period of construction, 95 lorries per day will access the Paddington station worksite.

*Significant extant planning permissions & proposals*

- 9.4.17 In July 2003, Westminster City Council resolved to grant planning and listed building consent, subject to the completion of a Section 106 Agreement, for the redevelopment of Span 4 and adjoining parts of the station between Bishops Bridge Road and Arrivals Road to provide:
- Re-alignment of platforms 9 to 14, addition of 15<sup>th</sup> platform and the remodelling of the Hammersmith and City line station including new entrance canalside;
  - Provision of transport interchange facilities including ticketing, passenger services, retail, left luggage space, provision of a new transport deck above the platforms and access to development above the platforms; and

- Commercial development above platforms 9-15 with a gross floorspace of approximately 70,000sq. metres including offices and retail facilities in three separate buildings up to 13 storeys.
- 9.4.18 The proposals would result in the complete demolition of that part of the Grade I listed station known as Span 4.
- 9.4.19 For the purpose of this report it has been assumed that the condition on the draft planning permission about phasing will preclude the two schemes being developed concurrently.

## Assessment of Impacts

### *Transport & Traffic Management*

- 9.4.20 Rail passengers at Paddington station will benefit significantly from improved journey times and increased interchange opportunities resulting from Crossrail. Many passengers who continue their journeys by Underground to the West End, City and Canary Wharf business district will no longer need to do so. This will provide relief to congested peak hour conditions within the station. A substantial reduction in passengers entering and leaving the station is expected in comparison to forecasts without Crossrail. This accords with London Plan policies 3C.9 and 3C.11 and policies STRA21, TRANS1, TRANS5, and PSPA5 (E and F) of the saved UDP.
- 9.4.21 The proposals will alleviate the capacity constraints at Paddington that partly result from terminating National Rail services and the movement of passengers onto the overcrowded Underground network. This is a key issue highlighted by the Mayor's Transport Strategy (para. 2.27, Mayor's Transport Strategy).
- 9.4.22 The proposals will improve accessibility particularly for those with impaired mobility by improving interchange, a new ticket hall and additional entrances resulting in the dispersal of pedestrians over a wider area. This will comply with policies TRANS3, TRANS5 (Part (D)) and PSPA5 (Part (F)).
- 9.4.23 The Crossrail facilities at Paddington Station will represent a gateway for passengers arriving in London from Heathrow Airport. Such gateway facilities are encouraged by the London Plan (Policy 3C.5). Policy PSPA5 of the saved UDP which identifies the City Council's support for Crossrail, in particular the through running of Crossrail trains to Heathrow Airport.
- 9.4.24 The Crossrail proposals require the re-modelling of the track layout and approach to Paddington Station during the construction period. A blockade of local and GWML services into Paddington will take place for an estimated 2 week period, with reduced services before and afterwards. This is not a land-use planning issue.
- 9.4.25 The main access to the station during construction will be via the old taxi road off Praed Street, which will result in a significant diversion for passengers seeking to access the station from Eastbourne Terrace. This will be contrary to policies TRANS3 and TRANS5 (Part (B)).
- 9.4.26 The platform 1A worksite will be located in the station's main car park. Policy TRANS25 states in Part (C) that the City Council will usually permit the loss of public off-street parking taking into consideration a number of factors including the average AM peak usage of the car park; availability of alternatives; nearby public car parks; and the impact on local on-street parking facilities. The Crossrail ES identifies the loss of public car parking



as a significant temporary impact and as such there will be a temporary conflict with policy.

- 9.4.27 The disruption to services is only temporary and for a relatively short period of time, on balance there will not be a conflict with planning policy.
- 9.4.28 For the purposes of assessment it has been assumed that taxi operations will return to Departures Road but with the taxi rank on the reconstructed and widened Bishop's Bridge Road. Taxis will exit from Departures Road onto Eastbourne Terrace and Craven Road via Praed Street similar to the existing situation. This will protect the role of taxis at Paddington Station in accordance with saved UDP Policy TRANS7.
- 9.4.29 On completion of the works, the final layout of Eastbourne Terrace will include a reduction in the number of traffic lanes and relocation of some bus stands. The Crossrail ES states that there will be significant residual impacts of increased delays for road users on Eastbourne Terrace, Departures Road and Westbourne Terrace. This will be contrary to Policy PSPA5 of the saved UDP which seeks to minimise the impact of traffic and parking generated by development proposals and new and expanded rail services on Paddington Station and surrounding residential areas.
- 9.4.30 It is anticipated, however, that these impacts could be mitigated by revisions to the Crossrail scheme. In particular, local changes to the highway layout to provide some additional traffic capacity in critical locations on Eastbourne Terrace.

*Amenity (e.g.: Noise, Vibration, Air Quality)*

- 9.4.31 As explained in the Westminster-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts:
- § Chilworth Street;
  - § Craven Road;
  - § Spring Street;
  - § St Mary's Hospital; and
  - § Great Western Hotel (Hilton Paddington)
- 9.4.32 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 9.4.33 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

*Historic Environment*

- 9.4.34 Construction activity will have a temporary adverse impact on the setting of Grade I Listed Paddington Station, particularly on views from Eastbourne Terrace. This will be contrary to Policy DES10 (D) which seeks to protect the setting of listed buildings.
- 9.4.35 The proposals will result in the demolition of the station retaining wall and railings on Eastbourne Terrace that form part of the Grade I listed Paddington station. UDP policy DES7 states that permission will not be granted for proposals that involve the loss of railings and boundary walls where they form an important feature of, and make a positive contribution to

the townscape. Whilst the railings will be stored for re-use, the work will result in the loss of the original built fabric, resulting in a significant adverse impact in the long-term and as such will be contrary to policy.

- 9.4.36 The Paxton Roof Canopy will be temporarily removed during construction and will be stored and reinstated once construction is complete. The Departures Road canopy will also be removed during construction; its removal is permanent. The Crossrail ES states that the structure will be recorded and if important elements are found they will be retained for use within the design of the new canopy. The ES concludes that the removal of the Departures Road canopy during construction is a significant impact however as the most significant elements of the canopy will be protected and reinstated the permanent impact will not be significant. Therefore, the conflict with policy DES10 will only be temporary.
- 9.4.37 In the long-term, the Crossrail ES states that the proposed light spine will make a positive contribution to the sense of place and integrity of Eastbourne Terrace. The Crossrail ES states that the introduction of the light spine in front of Paddington Station will affect the setting of the station. The introduction of a modern structure will affect views of the station, particularly from Spring Street and Praed Street and is therefore an impact of particular significance. It will also result in a significant adverse impact on the setting of the listed 1-18 Spring Street and 5-9 Craven Road as these are highly consistent terraces with a coherent character. This will be contrary to Policy DES10.
- 9.4.38 The demolition of 191-195 Praed Street will, whilst the building is considered to provide a neutral contribution to the Bayswater Conservation Area, create a break in the visual pattern and continuity of the streetscape. The Crossrail ES has concluded that, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss resulting from demolition.
- 9.4.39 Similarly, the demolitions at Bishop's Bridge Road, whilst outside the Conservation Area, will also create a void in the streetscape. The loss of the buildings on Praed Street will have a significant adverse impact on the setting of the Paddington Underground station and the Great Western Hotel. There would be a temporary conflict with policies DES1 and DES9 until such time as a replacement is introduced. The Crossrail ES states that it is likely that these impacts can be mitigated through the provision of replacement buildings with an opportunity for enhancement.
- 9.4.40 The Crossrail ES concludes that these demolitions will result in a high degree of change to the character of the streets around Paddington Station but there will not be a significant impact on townscape character or the character, appearance and setting of the Bayswater Conservation Area as a whole. There will be no conflict with planning policy DES9(F) of the saved UDP. Furthermore, the ES states that it is likely that these impacts can be reduced or mitigated through the provision of replacement buildings and there will ultimately opportunities for enhancement.

#### *Land Use*

- 9.4.41 Paddington is identified as an Opportunity Area in the London Plan (policies 2A.2 and 5B.4). Opportunity Areas have been identified on the basis that they are capable of accommodating substantial employment growth and new

homes. The Paddington OA can accommodate 23,200 new jobs and 3,000 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.

- 9.4.42 The demolition of 191 to 195 Praed Street will result in the loss of retail uses in a protected District Shopping Centre (secondary frontage). This is contrary to Policy SS1 and SS2 which seek to protect A1 and non-A1 retail uses respectively.
- 9.4.43 Policy SS6 sets out in part (C) conditions whereby non-A1 town centre uses will be permitted within the Praed Street District Centre. It is likely that any impacts can be reduced or mitigated through the provision of a replacement development.

## 9.5 Hyde Park Ventilation Shaft (Window C3)

### *Significant Characteristics of Site and Surroundings*

- 9.5.1 The Hyde Park ventilation shaft will be located on North Carriage Drive on the northern perimeter of Hyde Park, approximately 200 metres to the east of Victoria Gate.
- 9.5.2 The park is enclosed by railings onto the southern footpath of Bayswater Road and by Victoria Gate. Immediately to the west of Victoria Gate is a single storey brick built lodge (Victoria Lodge). To the rear of the lodge is a small pet cemetery set in a densely wooded area on the park boundary. The woodland extends east as far as the Marlborough Gate entrance to Kensington Gardens and screens the park from Bayswater Road.

### *Overview of proposals*

- 9.5.3 A ventilation shaft and emergency intervention point would be located on the northern boundary of Hyde Park near Victoria Gate and Clarendon Gate.

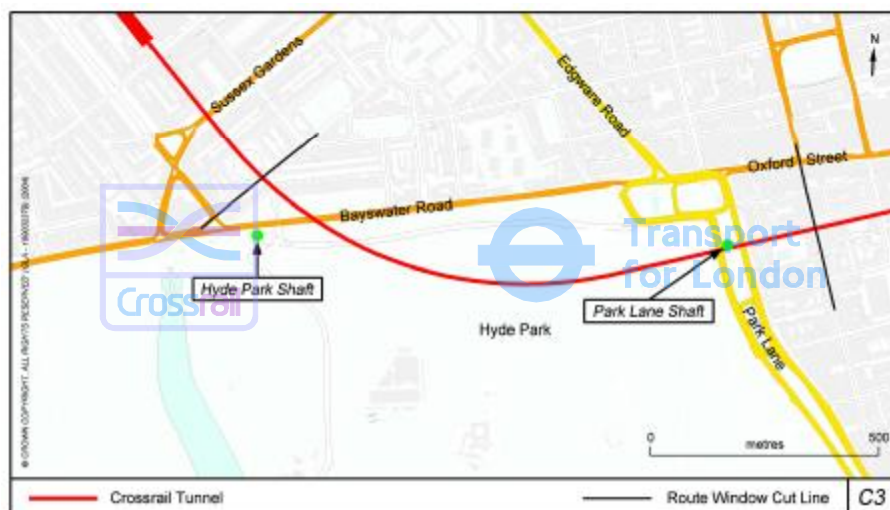


Figure 9.4: Location of shafts in route window C3

### *Permanent Works*

- 9.5.4 To comply with safety requirements, Crossrail will construct two shafts between Paddington and Bond Street stations. One is needed in the Hyde Park/Sussex Gardens area, which is 660 m from Paddington station.
- 9.5.5 A ventilation and emergency intervention shaft will be constructed on the northern boundary of Hyde Park, in the vicinity of Victoria and Clarendon Gates. A ventilation terminal will be constructed immediately west of Victoria Lodge and next to the pet cemetery. The structure will be approximately 15 m by 10 m in area by 12 m deep (protruding about 2 m above ground level) and will contain service equipment. This structure will be concealed by a low wall.
- 9.5.6 From this point, a horizontal tunnel (the ventilation passage) of between 8 and 13 m width will run eastwards to the shaft itself, located under North Carriage Drive. An intervention passage will run from the shaft to an

entrance hatchway adjacent to Bayswater Road. The vertical shaft to the twin-bore tunnels will be 13 m in internal diameter. The bottom of the shaft will be connected to the twin-bore tunnels by adits. Two permanent access points to mechanical and electrical equipment and the ventilation fans will be constructed north of the shaft, at the edge of the park boundary.

#### *Enabling Works*

- 9.5.7 Prior to the main construction works, services and utilities around the Hyde Park worksites will be diverted. No demolitions are needed.

#### *Temporary Works*

- 9.5.8 The construction including fitting out and commissioning of the Hyde Park shaft will be undertaken over a period of approximately four years.
- 9.5.9 All materials will be taken to and from the sites by road. The Hyde Park shaft worksite will be accessed via North Carriage Drive.
- 9.5.10 Road, bridleway, cycleway and pedestrian diversions will operate within Hyde Park, including temporary diversions to West Carriage Drive and North Carriage Drive roads and North Ride bridleway.

#### *Extant planning permissions*

- 9.5.11 There are no significant extant planning permissions at this location.

## **Assessment of Impacts**

### *Transport & Traffic Management*

- 9.5.12 The proposed works in Hyde Park would require temporary road closures in North Carriage Drive and North Ride for the duration of the works. This will result in the temporary displacement of traffic onto Bayswater Road. Alternative pedestrian, cycle and equestrian facilities will be provided.
- 9.5.13 The excavation cut and cover box across West Carriage Driveway (Local Distributor Road) will reduce the width of the road close to its junction with Bayswater Road (London Distributor Road). This is expected to give rise to an adverse significant impact in terms of increased traffic delays and queues. This will be contrary to policies STRA23, TRANS1, and TRANS16 of the saved UDP.

### *Amenity (e.g.: Noise, Vibration, Air Quality)*

- 9.5.14 As explained in the Westminster-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts:

§ Hyde Park Gardens; and

§ Riding School

- 9.5.15 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 9.5.16 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

### *Historic Environment*

- 9.5.17 The Crossrail ES reports that the character, quality and amenity value of the mature parkland landscape of Hyde Park will be adversely harmed by the construction works. It concludes that these works will result in a temporary significant adverse impact on landscape character and on the setting of the Grade II listed Victoria Lodge and Gate. It also states that the construction works, combined with those at Park Lane, will result in a significant temporary adverse impact on the character and appearance of the Royal Parks Conservation Area as a whole. This will be contrary to policies DES9, DES10 and DES12 of the saved UDP.
- 9.5.18 Although replacement planting will help to enclose views of the ventilation shaft from the open spaces within the park, the Crossrail ES identifies constraints, which will limit vegetation reinstatement. The Crossrail ES concludes that this will introduce a degree of inter-visibility between the ventilation shaft and the Grade II Listed Victoria Lodge and Gate which will result in permanent significant adverse impacts on the setting of this listed building. This will be contrary to policy DES10 of the saved UDP.
- 9.5.19 The Crossrail ES concludes that the permanent vent structure at Hyde Park will be well integrated into the landscape and as a result there is no significant adverse impact on the character and appearance of the Royal Parks Conservation Area. The proposals will therefore comply with Policy DES9.

### *Natural Environment and Open Space*

- 9.5.20 Hyde Park is designated as Metropolitan Open Land (MOL). As such the park benefits from the same level of protection as the Green Belt and there is a presumption against inappropriate development. Policy 3D.9 of the London Plan states that *“Essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of MOL”*.
- 9.5.21 Policies STRA36 and ENV14 of the saved UDP concern MOL. Hyde Park is designated as MOL and is listed as Grade I in the English Register of Parks and Gardens. Policy ENV14 states that permission will not be granted for developments that will harm views into or out of MOL. Development must be essential and ancillary to maintaining or enhancing that land as valuable open space and must not affect the open character of MOL. Similarly, Policy ENV15 states that planning permission for development on or under public open space will not be permitted unless the development is essential and ancillary to maintaining that land as valuable open space.
- 9.5.22 However, the proposals will be contrary to policy ENV15 of the UDP because the ventilation shaft and associated facilities will not be ancillary to the use of the recreational or open space.
- 9.5.23 The vent shaft is an essential feature of Crossrail and every effort has been taken to mitigate its impact on the openness of the MOL. Very special circumstances exist to justify this proposal.
- 9.5.24 Policy ENV16 states that all trees in conservation areas will be safeguarded. Construction will result in the partial loss of ornamental shrub vegetation near Victoria Gate and the loss of 36 trees, including a line of 17 semi-mature lime trees. Construction activities will result in the temporary loss of open space. The Crossrail ES states that the introduction of construction works into a mature parkland landscape will adversely impact on the character, quality

and amenity value of the northern part of Hyde Park. These works will result in a temporary significant adverse impact on landscape character and will be contrary to policy.

- 9.5.25 The permanent works have been designed with the landscape and visual sensitivities of the park in mind. In particular, the location of the ventilation shaft structure, behind Victoria Lodge, was chosen so as to limit its visibility within the park and the structure will be designed to be sympathetic to its surroundings, clad in high quality, naturally weathering materials. Where trees are lost, these will be replaced with semi-mature trees up to 10 m high and the area around the ventilation shaft adjacent to Victoria Lodge will be replanted. Consequently, the Crossrail ES concludes that there will be no permanent impacts on landscape character. Furthermore, the Crossrail ES states that given the overall large size of the park, the loss of space will not have a significant impact on people's ability to enjoy the park.

## **9.6 Park Lane Vent Shaft (Window C3)**

### *Significant Characteristics of Site and Surrounding Area*

- 9.6.1 The site is open. The central reservation is characterised by large mature trees and groundcover vegetation and lawns. (See figure 9.4 above for location)
- 9.6.2 Park Lane lies on the eastern boundary of Hyde Park. However, the central reservation has many of the essential characteristics of the main park area including large mown areas of grass with mature trees. It is an important road in terms of access to central London. To the east of Park Lane, are a number of large buildings of varying periods. These are in a mix of uses including residential and hotels with upmarket car showrooms at street level. Mayfair lies further to the east. Marble Arch lies to the north at the junction of Park Lane, Bayswater Road and Oxford Street.

### *Overview of proposals*

- 9.6.3 The Park Lane vent shaft will be located in the area of green space between the northbound and southbound carriageways of Park Lane, south of Marble Arch.
- 9.6.4 The central area of Park Lane is treated as an extension to Hyde Park and is also designated as Metropolitan Open Land.

### *Permanent Works*

- 9.6.5 The shaft is required in the Park Lane area because the tunnelled distance between Bond Street station and the Hyde Park shaft will be around 1500m.
- 9.6.6 A ventilation and emergency intervention shaft will be constructed within the central reservation of Park Lane immediately south of Marble Arch and opposite Green Street. A ventilation terminal of 7.5 m diameter and 2 m high will be constructed over the shaft, with equipment rooms provided in a concrete box below. The vertical shaft to the tunnels will have an internal diameter of 12.5 m. An access stair to the surface will be provided.

### *Temporary Works*

- 9.6.7 The construction including fitting out and commissioning of the Park Lane shaft will be undertaken over a period of approximately three years and ten months.
- 9.6.8 The Park Lane worksite will be located on the central reservation of Park Lane opposite Green Street. A lorry holding area for these worksites will be provided in North Carriage Drive. A lorry holding area for the worksites in Route Window C4 will be provided in the central island of Park Lane. This will be accessed from the northbound carriageway.
- 9.6.9 All materials will be taken to and from the sites by road. The Park Lane worksite will be accessed from the offside lane of the northbound carriageway of Park Lane. During the peak period of construction, 22 lorries per day will access the Park Lane worksite.

*Significant Extant Planning permissions & proposals*

- 9.6.10 There are no significant extant planning permissions at this location.

**Assessment of Impacts**

*Transport and Traffic Management*

- 9.6.11 The Crossrail ES states that traffic management measures will be used to control entry and exit into the worksite and no significant impacts are predicted.

*Amenity (e.g.: Noise, Vibration, Air Quality)*

- 9.6.12 After the mitigation measures set out in Appendix B1 of the Crossrail ES there are no significant residual adverse construction noise impacts at these works sites.
- 9.6.13 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 9.6.14 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

*Historic Environment*

- 9.6.15 The Crossrail ES states that the qualitative change in the landscape resulting from tree removal and from construction activities within the road's central reservation will adversely affect temporarily the character of the townscape and the setting of the listed buildings, 129-131 Park Lane, 138, 139-141 Park Lane and 20-23 Dunraven Street. In addition, the combined construction activity at Hyde Park and Park Lane will result in a significant adverse impact temporarily on the character and appearance of the Royal Parks Conservation Area as a whole. The proposals are temporarily contrary to policies DES9, DES10 and DES12 of the saved UDP.
- 9.6.16 The Park Lane works affect the northern part of the broad central reservation along Park Lane, which contains a line of mature London plane trees set within mown grass. These trees contribute to the parkland setting of the mansion blocks along the eastern edge of Park Lane. Although the trees lost will be replaced upon completion of the construction works with 10 metre high semi-mature London plane trees, the Crossrail ES states that these will be substantially smaller than the existing trees. The removal of these trees will result in a significant permanent adverse impact on townscape character of Park Lane as the replacement trees will always be at a different stage in



their growth cycle and will thereby disrupt the structure and continuity of the historic tree line along Park Lane. The Crossrail ES concludes that the impact on the setting of the listed buildings along the eastern edge of Park Lane will be adverse, but not significant.

- 9.6.17 The Crossrail ES concludes that the new vent structure at Park Lane will be well integrated into the landscape and as a result there is no significant adverse impact on the character and appearance of the Royal Parks Conservation Area. The proposals therefore comply with Policy DES9 in the long term.

#### *Natural Environment and Open Space*

- 9.6.18 Hyde Park is designated as Metropolitan Open Land (MOL). As such the park benefits from the same level of protection as the Green Belt and there is a presumption against inappropriate development. Policy 3D.9 of the London Plan states that “*Essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of MOL*”.
- 9.6.19 Policies STRA36 and ENV14 of the saved UDP concern MOL. Hyde Park is designated as MOL and is listed at Grade I in the English Register of Parks and Gardens. Policy ENV14 states that permission will not be granted for developments that will harm views into or out of MOL. Development must be essential and ancillary to maintaining or enhancing that land as valuable open space and must not affect the open character of MOL. Similarly, policy ENV15 states that planning permission for development on or under public open space unless the development is essential and ancillary to maintaining that land as valuable open space.
- 9.6.20 The proposals will be contrary to policy ENV15 of the UDP because the ventilation shaft and associated facilities will not be ancillary to the use of the recreational or open space.
- 9.6.21 However, the vent shaft is an essential feature of Crossrail and every effort has been taken to mitigate its impact on the openness of the MOL. Very special circumstances exist to justify this proposal.
- 9.6.22 Policy ENV16 states that all trees in conservation areas will be safeguarded. The Park Lane works affect the northern part of the broad central reservation along Park Lane, which contains a line of mature London plane trees set within neatly tended grass. These trees contribute to the parkland setting of the mansion blocks along the eastern edge of Park Lane. Although the trees lost will be replaced upon completion of the construction works with 10 metre high semi-mature London plane trees, these will be substantially smaller than the existing trees. The ES concludes that the removal of these trees will result in a significant permanent adverse impact on townscape character of Park Lane as the replacement trees will always be at a different stage in their growth cycle and will thereby disrupt the structure and continuity of the historic tree line along Park Lane. These works will result in a temporary significant adverse impact on landscape character and will be contrary to policy.

## 9.7 Bond Street Worksites (Window C4)

### *Significant characteristics of the site and surrounding area*

- 9.7.1 The Davies Street site lies within an area predominately in office use on the edge of Mayfair and adjoining Oxford Street. The Davies Street site is occupied by London College of Fashion. It is also the main location of the headquarters of the University of the Arts.

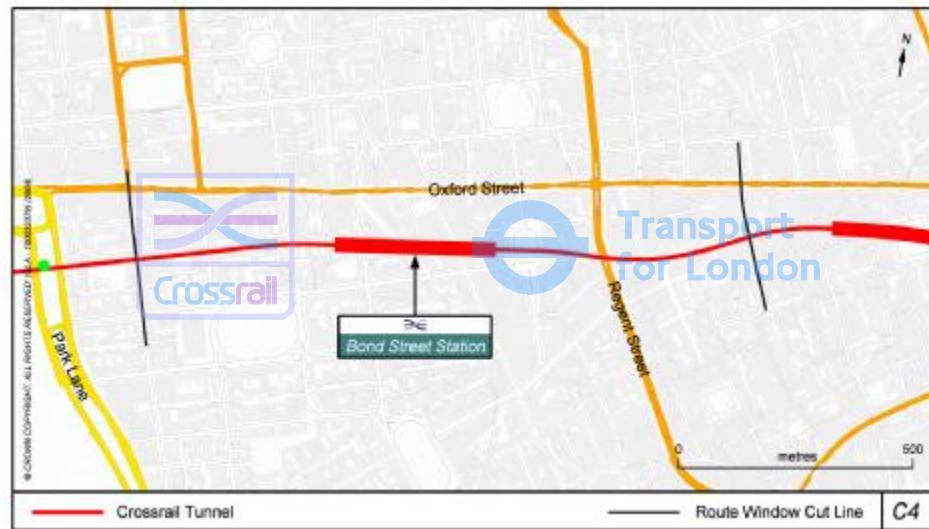


Figure 9.5: Location of Bond Street station in route window C4

- 9.7.2 The existing Bond Street station serving the Central and Jubilee Underground lines lies to the north of the Davies Street site. The modern West One shopping centre is located above the Underground station. West One fronts Oxford Street. The Davies Street site is clearly visible from Oxford Street at its junction with Davies Street and South Molton Street. To the east of the Davies Street site lies the pedestrian shopping street of South Molton Street. To the south of this but to the east of Davies Street is Gray's Antiques Market. To the south is St Anselm's Place, a residential mews. To the west are older buildings in mixed residential, office and institutional use.
- 9.7.3 The Hanover Square site lies in the north-western corner of Hanover Square at its junction with Tenterden Street. This is also predominately an office area. There are retail uses in some buildings around the square. Oxford Street lies a short distance to the north and Regent Street a short distance to the east. No. 20 Hanover Square, immediately to the south of the works site is a Grade II\* listed building. Hanover Square gardens are a protected London Square. There is a statue of William Pitt the Younger on the south boundary of the gardens and a cab shelter on its northern boundary. Both structures are Grade II listed.

### *Overview of proposals*

- 9.7.4 The new Crossrail station at Bond Street, will comprise two 210 metre platforms with two new ticket halls at Davies Street (Bond Street west) and Hanover Square (Bond Street East). It will provide step free access to the Crossrail platforms. In addition the scheme would include ventilation and emergency escape shafts.

- 9.7.5 The area required for the development of Bond Street West Station will occupy an island site bounded by Davies Street (west), Gilbert Street (east), Weighhouse Street (north) and St Anselm's Place (south). A street level ticket hall will be located between Davies Street and Gilbert Street with an underground connection to the LUL station at Bond Street.
- 9.7.6 The area required for the development of Bond Street East ticket hall will occupy a site on the northwest corner to Hanover Square with an extensive frontage to Tenterden Street. A street level ticket hall will be located on the north west corner of Hanover Square.

#### *Permanent Works*

- 9.7.7 The main features within this route window are the Crossrail tunnels that will pass between Park Street in the west and Poland Street in the east, roughly parallel to Oxford Street with rails at an approximate depth of 26 m below street level, the new below-ground station at Bond Street and the western and eastern ticket hall and ventilation structures on Davies Street and in Hanover Square respectively. The ventilation structures will be approximately 30 m high at the western ticket hall and approximately 35 m high at the eastern ticket hall.
- 9.7.8 The Crossrail Bill does not provide powers for development to replace that demolished at 65 Davies Street and 18/19 Hanover Square for the reasons described in Section 2 of this report.. However it is extremely unlikely that such development will not be constructed.

#### *Bond Street Crossrail Station*

- 9.7.9 The station will be located to the south of Oxford Street between Gilbert Street to the west and Hanover Square to the east. Two new ticket halls will be constructed, a western facility at 65 Davies Street and an eastern equivalent at 18/19 Hanover Square. The station will include two platforms fitted out to a length of 210 m, although the station tunnels will be constructed to facilitate extensions to 245 m should the need to operate longer trains arise. Ventilation and emergency intervention facilities will be provided at each ticket hall location. Access for loading and unloading of materials at the station will take place from either Weighhouse Street or St Anselm's Place. Interchange with the existing Jubilee and Central lines will be provided.

#### *Western Ticket Hall*

- 9.7.10 Access to the station from the west will be provided from a street level ticket hall located at 65 Davies Street in a block bounded by Davies Street, St. Anselm's Place, Gilbert Street and Weighhouse Street. Access to the platforms will be provided by two flights of escalators and an intermediate concourse. Ventilation and emergency intervention facilities will be included within a box located beneath the ticket hall.
- 9.7.11 The Crossrail ES contains illustrative plans and elevations of over-site development in place at 65 Davies Street. The illustration shows a five storey building. Construction of this type of over-site development would take approximately 19 months including internal fit-out; it would be feasible to start construction of over-site development of this type up to 33 months before the operation of the first revenue service.

#### *Eastern Ticket Hall*

- 9.7.12 The eastern ticket hall will be located at street level in 18 and 19 Hanover Square, at the corner of Tenterden Street. Access to the platforms will be provided by a single flight of escalators. Ventilation and emergency intervention facilities will be adjacent to the ticket halls.
- 9.7.13 The Crossrail ES contains illustrative plans and elevations of the site at 18/19 Hanover Square, with over-site development in place. In this case, a seven storey block is shown with the top storey set back. Construction of this type of over-site development would take approximately 21 months to construct, including internal fit-out; it would be feasible to start construction of over-site development of this type up to 37 months before the operation of the first revenue service.

#### *Enabling Works*

- 9.7.14 Prior to the main construction works, a sewer running north-south close to 65 Davies Street will be diverted. Davies Street will have to be closed for this period and all vehicles, including buses, diverted. The road will have to be closed again when the sewer is reinstated on completion of the works. A sewer in Weighhouse Street will also be diverted prior to the main construction works.
- 9.7.15 Demolitions required to accommodate the main works will comprise 65 Davies Street (part of the University of the Arts London), currently a five storey building in educational use and 18/19 Hanover Square, a contemporary office building of five storeys, and 1A Tenterden Street.

#### *Temporary Works*

- 9.7.16 The construction, including fit out and commissioning, of the station at Bond Street will be undertaken over a period of about five years.
- 9.7.17 Works will take place from two worksites, with a third for the sewer diversion works:
- The Davies Street worksite: bounded by Weighhouse Street to the north, St Anselm's Place to the south, Gilbert Street to the west and Davies Street to the east.
  - The Hanover Square worksite: this will comprise 18/19 Hanover Square, a section of Hanover Square gardens and the road and footways on the western side of the square.
  - The Davies Street Sewer Diversion worksite: this will be located in Davies Street and will be used for sewer diversion works.
- 9.7.18 All materials will be delivered and removed by road to the worksites as required, since there is limited storage space on site.
- 9.7.19 Entry to the Davies Street worksite will be from Park Lane via Grosvenor Square, Duke Street and Weighhouse Street. The traffic flow in Weighhouse Street will be reversed. Traffic will exit via Davies Street. Entry to the Hanover Square worksite will be from Park Lane via Brook Street. Traffic will exit via Harewood Place.
- 9.7.20 Some temporary road closures will also operate during the construction period at both worksites. Around the Davies Street worksite, sections of Davies Street, Weighhouse Street and St Anselm's Place will be temporarily

closed. The western side of Hanover Square will be temporarily closed and incorporated in the Hanover Square worksite.

- 9.7.21 During the two peak construction periods (both approximately five months) 33 lorries per day will access the Davies Street worksite. During the peak construction period (approximately eight months) 75 lorries per day will access the Hanover Square worksite.

#### *Significant extant planning permissions & proposals*

- 9.7.22 Planning permission exists for the redevelopment of 18-19 Hanover Square for an office scheme on seven floors with ground floor retail facilities. Planning permission exists for various alterations to the building as part of a refurbishment that is under construction. There is an undetermined planning application for an additional storey.
- 9.7.23 The planning permissions demonstrate that the Council has accepted the principle of redevelopment and demolition of the buildings at 18/19 Hanover Square within the Mayfair Conservation Area to a scale, height and massing commensurate with those shown on the illustrative plans and elevations.

### **Assessment of Impacts**

#### *Transport & Traffic Management*

- 9.7.24 There will be a substantial increase passengers using Bond Street station with Crossrail in operation. The increase in passengers will be accommodated by the significant increase in capacity associated with the Crossrail station, in particular, new connections between Crossrail and existing Underground lines. New vertical circulation, ticket halls and station entrances will allow passengers to disperse over a wider area and relieve congestion. Oxford Circus station is forecast to experience a substantial reduction in passengers entering and leaving the station as a result of the opening of the Crossrail station at Bond Street.
- 9.7.25 Crossrail passengers using Bond Street station will experience significant benefits through quicker journey times, improved interchange and relief of congestion. This accords with London Plan policies 3C.9 and 3C.11 and policies STRA21, TRANS1 and TRANS5 of the saved UDP.
- 9.7.26 The Crossrail ES identifies significant impacts during construction. Davies Street will be closed north of St Anselm's Place for two periods of approximately of one month each for the temporary diversion and reinstatement of a sewer. Traffic for South Molton Lane and South Molton Street will use Oxford Street. The remaining traffic on Davies Street is primarily taxis accessing Oxford Street and these will transfer to nearby roads. The ES identifies the main impact of this closure as being on buses at Davies Street as it is used by north-bound buses (Routes 8 and N8) and the length of the diversion is indicated as being significant. This will be contrary to policy TRANS4 of the saved UDP.
- 9.7.27 The Crossrail ES identifies a significant temporary adverse impact on the community due to a significant increase in lorry traffic. This will not accord with the general intent of policy TRANS1 of the saved UDP, which seeks to reduce the adverse impacts of heavy traffic in the City.
- 9.7.28 To construct the eastern ticket hall, the western side of Hanover Square will be closed to traffic and pedestrians. The road closure will remove parking spaces for cars and taxis and require the relocation of motorcycle parking.

The cabman's shelter facility and the associated taxi rank will be maintained at a suitable alternative location in the vicinity.

- 9.7.29 The Crossrail ES identifies the loss of kerbside parking and potentially the cabman's shelter facility (if a suitable alternative cannot be found) as temporary significant impacts during construction. This will be contrary to policies TRANS7 and TRANS11.
- 9.7.30 No significant adverse permanent residual traffic and transport impacts are expected.

*Amenity (e.g.: Noise, Vibration, Air Quality)*

- 9.7.31 As explained in the Westminster-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations will be affected by such impacts:

*Western Ticket Hall*

§ Ukrainian Cathedral (King's Weigh House Church)

*Eastern Ticket Hall*

§ Regent Hall Church

§ Princes Street; and

§ Hanover Square Gardens

- 9.7.32 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 9.7.33 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

*Design*

- 9.7.34 The Crossrail ES states that the demolished building at 65 Davies Street is a building of little architectural distinction. The Crossrail ES concludes that its replacement by a single storey ticket hall with a shaft will be out of keeping with the terraced Georgian and later houses, and later commercial buildings in the vicinity. It further states the ticket hall (western ticket hall) will be of a different scale and massing and will create a discontinuity in the streetscape and a break in the visual pattern and it is of different materials and form. A significant adverse impact on the townscape character is identified.
- 9.7.35 Similarly, in terms of the eastern ticket hall, the single storey building with a vertical shaft on part of the site will be significantly out of keeping both with the original massing of the high frontages of the terraced houses and with the later buildings. With its single storey roofline, utilitarian materials and conflicting proportions, it will change radically the massing, scale and proportions of the square and it will detract significantly from the sense of quality and uniformity provided by the existing buildings.
- 9.7.36 The proposals at Bond Street would not accord with Policy DES1 of the UDP which sets out the Council's urban design and conservation principles. Policy DES1 requires development to respect the character, urban grain, scale and hierarchy of existing buildings and the spaces between them. The Crossrail ES states that at both Bond Street sites it is likely that these impacts can be reduced or mitigated through the provision of a replacement building.

### *Historic Environment*

- 9.7.37 The Crossrail ES identifies significant adverse impacts on the setting of Grade II listed buildings at 58 Davies Street, 50 Davies Street, 52 and 54 Davies Street, 27 Gilbert Street, 75-83 (odd) Duke Street, the Ukrainian Catholic Cathedral on Duke Street and 80-84 Brook Street during construction of the western ticket hall. The proposed single storey ticket hall is out of keeping with surrounding buildings and will adversely affect the setting of nearby listed buildings. This will be contrary to Policy DES10 of the saved UDP. It is likely that these impacts can be reduced or mitigated through the provision of a replacement building.
- 9.7.38 The Crossrail ES states that it is likely that these impacts can be reduced or mitigated through the provision of a replacement building. In addition the location of a compensation grouting site in Davies Mews will also result in significant temporary impacts on the settings of listed buildings on the northern side of Davies Mews. This will also be contrary to policy DES10 in the short-term.
- 9.7.39 The western ticket hall construction site lies outside but adjacent to the Mayfair Conservation Area. The Crossrail ES states that the impact on the setting, character and appearance of the Conservation Area as a whole will not be significant. The building (65 Davies Street) that is proposed to be demolished is described in the ES as being a building of little architectural distinction. Policy DES9 states that development proposals within conservation areas involving the demolition of a non-listed building may be permitted if the building makes either a negative or insignificant contribution to the character or appearance of the area.
- 9.7.40 The three buildings that are to be demolished in Hanover Square are 20<sup>th</sup> century additions to the conservation area and have not matched the architectural standards of earlier buildings. The Crossrail ES states that they make a negative contribution to the conservation area. The demolition of 18/19 Hanover Square will not conflict with Policy DES9 (Part B (2) a)) which states that development proposals within conservation areas, involving the demolition of unlisted buildings may be permitted if the building makes either a negative or insignificant contribution to the character or appearance of the area. However, as the proposals only comprise the operational elements of the railway the proposals are contrary to policy.
- 9.7.41 Construction works associated with the eastern ticket hall will have a temporary impact of particular importance on the setting of the Grade II\* listed 20 Hanover Square, and significant adverse impacts on the setting of Grade II listed 16, 21 and 24 Hanover Square and 1 Princess Street, the Cabman's shelter and the statue of William Pitt the Younger. There will be conflicts with policy DES10 in the short-term. In addition there will be conflicts with Policy DES9 as there will also be an adverse impact of particular importance on the Mayfair Conservation Area.
- 9.7.42 Permanent works associated with the eastern ticket hall will result in an adverse impact of particular importance on the setting of the Grade II\* listed 20 Hanover Square and in significant adverse impacts on the setting of the Grade II listed 16, 21 and 24 Hanover Square and 11 Princes Street. This will be contrary to Policy DES10. Furthermore, the Crossrail ES states that the ticket hall and shaft structures will also be detrimental to the values of heritage and architectural quality embodied in the surrounding building and consequently will also result in a significant adverse impact on the character and appearance of the Mayfair Conservation Area, contrary to Policy DES9.

- 9.7.43 The Crossrail ES states that it is likely that these impacts can be reduced or mitigated through the provision of a replacement building. It further states that there are opportunities for enhancement, through the replacement of the existing low quality 18/19 Hanover Square and 1A Tenterden Street with a new building of the highest architectural quality. This accords with Policy DES9 (Part B (2 b)) which states that development proposals within conservation areas, involving unlisted buildings, may be permitted if the design quality of the proposed development is considered to result in an enhancement of the conservation area's overall character or appearance.
- 9.7.44 The removal of trees, together with the temporary removal of all buildings from the Hanover Square worksite, temporary occupation of the gardens and construction of the eastern ticket hall, will have a temporary adverse impact of particular importance on protected gardens in the centre of the square. In the long-term, the Crossrail ES states that the development of the eastern ticket hall and shaft structures, the replacement of mature London plane trees with semi-mature specimens and the increased pedestrian flows through Hanover Square will result in a significant adverse impact on the character of the local townscape and on the character and quality of Hanover Square gardens, a London Protected Square. This will be contrary to Policy DES12 of the UDP.
- 9.7.45 Policy DES11 seeks to safeguard archaeological remains. The Bond Street West site is located within an Area of Special Archaeological Priority for the "Tyburn Settlement". The Crossrail ES states that the archaeological resource is not expected to be of sufficient importance to warrant preservation *in situ*. Preservation by record will be undertaken with the results published and deposited in a public archive. With this mitigation, no significant impacts will occur and the proposals will accord with Policy DES11 (B(3)).

#### *Natural Environment*

- 9.7.46 The Crossrail ES has concluded that there are no significant residual impacts on the ecological interests within Hanover Square arising from the proposals. The proposals therefore accord with policy ENV17 of the UDP.
- 9.7.47 Part of Hanover Square will be used as a construction site. There will be a temporary impact on amenity, recreational and nature conservation of the Square (a Protected London Square) which would be contrary to Policies ENV15 and DES12 which seek to protect public open space. Furthermore, there would be a temporary impact on the views into and out of the square (part (D) of Policy ENV15).
- 9.7.48 The proposals will involve the felling of 3 mature trees in Hanover Square which would have a significant impact on the character of the historic gardens within the Mayfair Conservation Area. Policy ENV16 of the UDP seeks the protection and replacement of trees, particularly in Conservation Areas (Part (A)). The proposed re-instatement of the square will include the planting of replacement mature trees. However, this will not be able to replicate the trees lost and there would be a significant residual impact contrary to Policies DES12, ENV15 and ENV16 of the UDP.

#### *Land Use*

- 9.7.49 The proposals at 65 Davies Street (western ticket hall) will result in the loss of floorspace occupied by the London College of Fashion. It is also the main location of the headquarters of the University of the Arts. The college also



includes a gallery, which is open to the public exhibiting works by local artists and students. This will be contrary to policy SOC1 of the UDP, which seeks to protect such facilities. In addition, Policy TACE5 states that planning permission will not be granted for a change of use from an arts or cultural use; policy TACE5 applies to all arts and cultural uses including art galleries.

- 9.7.50 The ground floor of 19 Hanover Square was formerly used as a building society. The loss of such uses is contrary to policy SS2 of the UDP, which seeks to protect such uses. However we consider that due to the period that the unit has been vacant and given the appropriateness of the Crossrail station entrance, on balance this is not a significant conflict with planning policy.
- 9.7.51 The proposals result in the loss of Central London activities without any replacement. This is contrary to policy CENT1, which seeks to protect these uses where they contribute to the character and function of the CAZ.
- 9.7.52 It is anticipated that in accordance with the local planning policies replacement development may be required to include a mix of uses, to mitigate, as far as possible, the above policy conflicts.

## 9.8 Tottenham Court Road Worksites (Window C5)

### *Significant characteristics of the sites and surrounding area*

- 9.8.1 The Tottenham Court Road (TCR) worksites lie on the northern edge of Soho. As such they are varied in character and use.

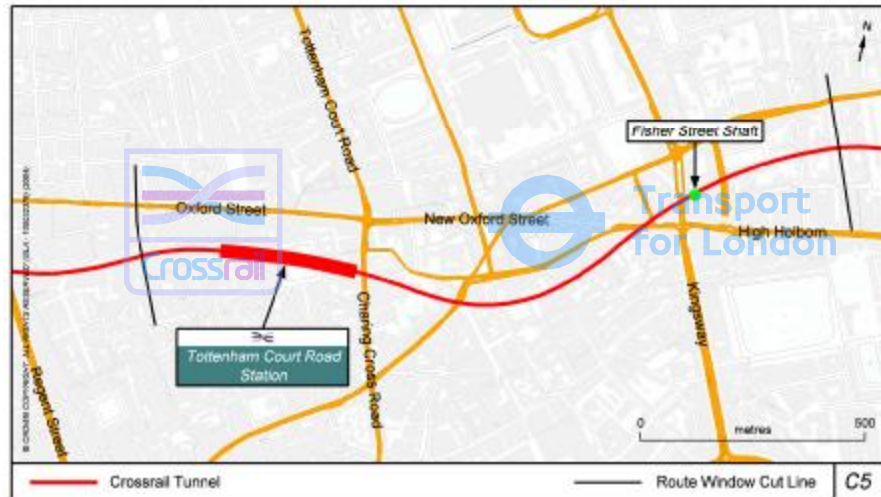


Figure 9.6: Location of Tottenham Court Road Station in route window C5

- 9.8.2 TCR West comprises a large building facing Oxford Street together with a number of small buildings fronting Great Chapel Street and Dean Street. No. 94 Dean Street is Grade II listed. The buildings comprise a mix of retail and food and drink uses at street level with employment and residential uses on upper storeys. Some of the upper floors appear to be used in connection with the street level businesses. Some of the buildings appear under-utilised.
- 9.8.3 TCR East is dominated by the Astoria theatre, now converted to a music venue and night-club. Most of the rest of the site is in retail use at street level with offices on the upper floors. Some of the buildings are under-utilised and there is a vacant unit at street level on the corner of Charing Cross Road and Oxford Street. The block to the south of Sutton Row has recently been extensively refurbished with new retail units at street level and offices above.
- 9.8.4 Both sites adjoin a number of listed buildings and TCR East is dominated by the presence of Centre Point, which is a Grade II listed building.

### *Overview of proposals*

- 9.8.5 The Crossrail proposals at TCR consist of a new station consisting of a new box at Goslett Yard and two new ticket halls. In addition, ventilation facilities will be provided at Fareham Street and Goslett Yard. The eastern ticket hall will also have an entrance in front of Centre Point within the London Borough of Camden.

### *Permanent Works*

#### *Overview*

- 9.8.6 The permanent works within the City of Westminster will consist of:
- twin-bore tunnels;

- a new station at Tottenham Court Road consisting of a new box at Goslett Yard and two new ticket halls; and
  - ventilation and EIP facilities at Fareham Street and Goslett Yard.
- 9.8.7 The station will be located between Great Chapel Street and Charing Cross Road, to the South of Oxford Street. Two new ticket halls will be constructed, one at Dean Street and the other beneath the Plaza at the front of Centre Point. The station will consist of two platforms fitted out to 210 m, although the tunnel will be constructed to facilitate extensions to 245 m should the need to operate longer trains arise.
- 9.8.8 As stated in section 2 of this report, the hybrid Bill does not seek powers for development to replace those buildings demolished at Dean Street, Fareham Street, Oxford Street/Charing Cross Road and Goslett Yard.

*Western Ticket Hall*

- 9.8.9 A new ticket hall will be constructed on a site bounded by Oxford Street to the north, Great Chapel Street to the west, Dean Street to the east and Diadem Court to the south. This site at 93-96 Dean Street and 3-9 Diadem Court is now occupied predominantly by media and property companies. A bank of four escalators will provide access to the ticket hall from an entrance building on Oxford Street. Two further banks with three escalators each will provide access down to the Central line interchange level and Crossrail platforms.
- 9.8.10 The Crossrail ES contains illustrative plans and elevations showing the potential for over-site development in place at Dean Street. The illustration shows a building between 20 m and 30 m high (between three and five storeys). Construction of this type of over-site development would take approximately 18 months including internal fit-out; it would be feasible to start construction of over-site development of this type up to 20 months before the operation of the first revenue service.

*Fareham Street Shaft*

- 9.8.11 A shaft will be sunk to the immediate south of the western ticket hall. The shaft will be 19 m in diameter and will be used for ventilation and emergency intervention.
- 9.8.12 The Crossrail ES contains illustrative plans and elevations of the site with illustrative over-site development in place at Fareham Street. The illustration shows a development of four storeys, about 18 m high. Construction of this type of over-site development would take approximately 16 months including internal fit-out; it would be feasible to start construction of over-site development of this type up to 21 months before the operation of the first revenue service.

*Plaza (Eastern) Ticket Hall*

- 9.8.13 An extension to the existing basement level ticket hall will be constructed beneath the Plaza at the front of Centre Point and beneath Charing Cross Road. The existing Hornes Corner entrance will be permanently closed. The first is at the corner of Oxford Street and Charing Cross Road containing three escalators and a lift which will replace the existing station entrance.

The other three entrances will be located in front of Centre Point and the Dominion Theatre within the London Borough of Camden.

- 9.8.14 From the eastern ticket hall (approximately 14 m high), two new shafts each containing three escalators will be provided down to the Northern line and Crossrail platforms.
- 9.8.15 The Crossrail ES contains illustrative plans and elevations of the site with illustrative over-site development in place on the corner of Oxford Street and Charing Cross Road. The illustration shows a development between 27 m and 35 m high. Construction of this type of over-site development would take approximately 21 months including internal fit-out; it would be feasible to start construction of over-site development of this type up to 20 months before the operation of the first revenue service.

#### *Goslett Yard Shaft*

- 9.8.16 A temporary shaft will be sunk, within a permanent box immediately to the south of the Astoria Theatre to facilitate construction work prior to its use as a ventilation and emergency intervention shaft. The construction of the station will require the demolition of the Astoria Theatre.
- 9.8.17 The Crossrail ES contains illustrative plans and elevations of the ES provide a plan and elevation of the site with illustrative over-site development in place at Goslett Yard. The illustration shows a development 35 m or six storeys high, falling to 22 m or four storeys high. Construction of this type of over-site development would take approximately 18 months including internal fit-out; it would be feasible to start construction of over-site development of this type up to 20 months before the operation of the first revenue service.

#### Enabling Works

- 9.8.18 There will be utility diversion works at Dean Street.
- 9.8.19 Demolitions to accommodate the main works at Tottenham Court Road will be undertaken for a period of six months, and will comprise:
- 135a to 167 Charing Cross Road (odd numbers only);
  - Astoria theatre, 157 Charing Cross Road;
  - 2, 3, 4, 6 and 7 Fareham Street;
  - Centre Point pool/plaza, including underground snooker hall and gym;
  - Goslett Yard;
  - 12 Sutton Row;
  - 3 and 9 Diadem Court;
  - 93 to 96 Dean Street;
  - 'The Couch' bar on the ground floor of 97 to 99 Dean Street;
  - 97 to 102 Dean Street;
  - 1a to 12 Great Chapel Street;
  - 1 to 6 Falconberg Court;

- 91 to 101 Oxford Street;
- 1 to 15 Oxford Street; and
- 148 Charing Cross Road.

*Temporary Works*

- 9.8.20 The construction including fit out and commissioning of the station at Tottenham Court Road will take approximately five years.
- 9.8.21 Works for Tottenham Court Road station will take place from five worksites, namely:
- Fareham Street Worksite;
  - Newman Street Worksite;
  - Charing Cross Road Worksite;
  - Goslett Yard Worksite; and
  - Astoria Worksite.
- 9.8.22 All incoming and outgoing materials from the worksites within this route window will be transported by road.
- 9.8.23 A holding area for lorries accessing the Fareham Street worksite will be provided at the Newman Street worksite. Lorries will be called from the holding area via Chapel Street and then exit via Dean Street.
- 9.8.24 During their respective peak construction periods 50 lorries per day will access the worksites for the western ticket hall and 90 lorries per day will access the worksites for the eastern ticket hall and 20 lorries per day will access the Fisher Street worksite.

*Significant extant planning permissions & proposals*

- 9.8.25 The Council has previously granted planning permission for the redevelopment of the Astoria block in connection with the Crossrail proposals in the early 1990s. These permissions have expired.
- 9.8.26 In January 2000, the Council issued a Certificate of Lawful Existing Use for the Astoria as a live music and discotheque/night-club within Use Class D2. It is understood that the use of this building has not materially altered since this time
- 9.8.27 There are no significant extant planning permissions for development at TCR west.

**Assessment of Impacts**

*Transport & Traffic Management*

- 9.8.28 Crossrail passengers using Tottenham Court Road station will benefit significantly from improved journey times. As stated in the general Westminster policy assessment, the proposals will accord with planning policies by making provision for substantial new public transport

infrastructure. This will increase capacity, improve interchange connections and relieve congestion at Tottenham Court Road Station.

- 9.8.29 The transport benefits offered by Crossrail will result in an overall increase in passengers using Tottenham Court Road station. Increases in passenger numbers using the station will be accommodated by the design of the ticket halls and station entrances, the overall increase in the number of station entrances and the resulting dispersal of pedestrians over a wider area.
- 9.8.30 The proposals will accord with policies STRA21 (Part (B)) (Strategic - Public Transport), STRA22 (Strategic – Reducing Environmental Effects of Transport), TRANS3 (Pedestrians), TRANS5 (Underground Railways) and TRANS15 (Traffic Reduction) in the long term.
- 9.8.31 The station will provide step free access from the street to the Crossrail platforms. Pedestrian crossing facilities will be improved at the St Giles Circus junction and the new plaza in front of Centre Point (within London Borough of Camden) will allow easier movement for pedestrians around the new station entrances and will create a new public space. This will comply with policies STRA26, STRA21, TRANS3 and TRANS5 (Part (D)).
- 9.8.32 The construction works will involve a number of stages, over several years, and this will have a major adverse impact on traffic and pedestrian movement. The Crossrail ES sets out each stage of work in the Dean Street and Charing Cross Road area and the likely significant adverse impacts arising from these stages.
- 9.8.33 The proposals will result in a temporary but significant conflict with the following planning policies: - Policies STRA21, STRA23, STRA24, TRANS1, TRANS2, TRANS3, TRANS4, TRANS5 and TRANS15.
- 9.8.34 The proposals will have a permanent adverse significant impact on road users and pedestrians around St Giles Circus. This is contrary to Policies STRA21, STRA23, STRA24, TRANS1, TRANS2, TRANS3, TRANS4, TRANS5 and TRANS15.

*Amenity (e.g.: Noise, Vibration, Air Quality)*

- 9.8.35 As explained in the Westminster-wide section above, temporary significant residual construction noise impacts are contrary to planning policy. A number of properties in the following locations in the City of Westminster will be affected by such impacts:

§ West End Hostel, Diadem Court;

§ St Patrick's RC Catholic Church, Soho Square; and

§ Medical Centre, Diadem Court.

- 9.8.36 The Crossrail ES states that no significant residual permanent noise or vibration impacts are predicted to occur.
- 9.8.37 No significant impacts on air quality are predicted to occur as a result of construction or operational activities.

*Design and Historic Environment - Western Ticket Hall and Fareham Street shaft*

- 9.8.38 The proposals will result in the complete demolition of a Grade II listed building at No. 94 Dean Street.

- 9.8.39 There is a general planning policy presumption in favour of the retention of listed buildings (paragraph 3.3, PPG15; policy DES10 of the saved UDP). However, PPG15 (paragraph 3.16) and the UDP policies recognise that there may be “exceptional circumstances” where demolition of listed buildings may be permitted. The Crossrail ES states that the details of the building will be recorded prior to demolition and the items of significant interest will be carefully removed and stored for future re-use. However these measures will not fully mitigate the loss of this building and a significant impact on built heritage will occur. This is contrary to policy. The Crossrail ES has concluded that, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss resulting from demolition.
- 9.8.40 The proposals will result in the removal of a number of Grade II listed bollards from the junction of Great Chapel Street and Fareham Street. As the bollards will be reinstated on completion of the works this is not considered a significant conflict with planning policy.
- 9.8.41 The Fareham Street works will have significant adverse impacts, both of a temporary and permanent nature, on the setting of listed buildings at 7 and 8 Dean Street and 105-109 Oxford Street (including 16-18 Hollen Street). The proposals will also have a temporary significant impact on the setting of the Grade II listed building at 152-160 Wardour Street as a result of the compensation grout shaft site at Sheraton Street. The proposals will result in the demolition of buildings at Fareham Street that the Crossrail ES considers make a positive contribution to the character and appearance of the Soho Conservation Area.
- 9.8.42 The Crossrail ES concludes that the demolition and construction activities associated with the western ticket hall on Dean Street will have an adverse impact on particular importance on the townscape character at Dean Street and Great Chapel Street.
- 9.8.43 The significant temporary townscape impacts at the western ticket hall sites will cause an adverse impact of particular importance on the character and appearance of the Soho Conservation Area.
- 9.8.44 The ES concludes that the western ticket hall and shaft structures will be detrimental to the values of heritage and architectural quality embodied in surrounding buildings. Together with the loss of six buildings that make a positive contribution to the townscape and conservation area, it will result in adverse impact on the character of the local townscape and on the character, appearance and setting of the Soho Conservation Area. Development of the western ticket hall will also result in a permanent significant adverse affect on the setting of the Grade II listed Nos. 6, 7, and 8 Dean Street, 152-160 Wardour Street and 105-109 Oxford Street.
- 9.8.45 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building. However, the Crossrail ES states that due to the quality of the buildings lost to accommodate the western ticket hall, the impact here is unlikely to be significantly reduced.

#### *Design and Historic Environment - Eastern Ticket Hall*

- 9.8.46 The eastern ticket hall works will have significant adverse temporary impacts, on the setting of listed buildings around St Giles Circus including Centre

Point, 6 and 34-36 Oxford Street, 279 Tottenham Court Road (Including 118-132 New Oxford Street) and the Dominion Theatre. The setting of the Grade II\* listed St Patrick's Roman Catholic Church on Soho Square will also be adversely affected. The Soho Square compensation grout shaft sites will give rise to significant temporary adverse impacts on the setting of listed buildings at 2-6, 8-10, 13, 15, 16, and 26 Soho Square and 1 Greek Street.

- 9.8.47 Development of the eastern ticket hall on Charing Cross Road will have a significant permanent adverse impact on the setting of grade II listed buildings around St Giles Circus including Centre Point (including 5-21 St Giles High Street and 101-103 Oxford Street), 6 Oxford Street, 279 Tottenham Court Road (including 118-132 New Oxford Street) and 269 Tottenham Court Road (the Dominion Theatre). The setting of the Grade II\* listed St Patrick's Catholic Church on Soho Square will also be significantly adversely affected.
- 9.8.48 The proposals will result in the demolition of buildings on Tottenham Court Road and Charing Cross Road that make a positive contribution to the character and appearance of the Soho Conservation Area. This is contrary to policy. The Crossrail ES has concluded that, in accordance with PPG15 the assessment has provided clear and convincing evidence that preservation of the affected buildings in some form is not possible or suitable, and that Crossrail will produce substantial transport benefits for the community that would decisively outweigh the loss resulting from demolition.
- 9.8.49 The Crossrail ES also states that the eastern ticket hall and vent shaft will be significantly detrimental to the values of heritage and architectural quality embodied in the existing townscape and will therefore generate an adverse impact on the character of the local townscape. It also states that the proposals will also result in an adverse impact on the character, appearance and setting of the Soho and Denmark Street conservation areas as well as significant impacts on the setting of the Bloomsbury and Hanway Street conservation areas.
- 9.8.50 The significant temporary townscape impacts at the eastern ticket hall site will cause an adverse impact of particular importance on the character and appearance of the Soho Conservation Area. The Crossrail ES also reports cumulative impacts on the Soho, Hanway Street, Bloomsbury and Denmark Street Conservation Areas as a result of the eastern and western ticket hall sites.
- 9.8.51 The proposals at the western and eastern ticket hall and Fareham Street worksites are therefore in conflict with policies STRA27 (Standards of Design), STRA28 (Conservation Areas), STRA29 (Listed Buildings), DES1 (Principles of Urban Design and Conservation), DES4 (Infill Development), DES9 (Conservation Areas) and DES10 (Listed Buildings) both in the short and long-term. The setting of Soho Square will be adversely affected due to the siting of the temporary grout shaft. This will be contrary to Policy DES12 (Parks, Gardens and Squares) of the saved UDP.
- 9.8.52 It is likely that the impacts can be reduced or mitigated through the provision of a replacement building. However, the Crossrail ES states that due to the quality of the buildings lost to accommodate the eastern ticket hall, the impact here is unlikely to be significantly reduced.

### *Land Use*



- 9.8.53 Tottenham Court Road is identified as an Area for Intensification in the London Plan (policies 2A.3 and 5B.1). Areas for Intensification have been identified on the basis that they are capable of accommodating substantial employment growth and new homes. The TCR AFI is expected to accommodate 2,000 new jobs and 100 new homes in the period to 2016. The improvement of public transport in the area therefore contributes positively to this policy objective.
- 9.8.54 Tottenham Court Road is located within the Central Activities Zone (CAZ) within which Central London activities will be protected where they contribute to its character and function. (Policies CENT1 (the Central Activities Zone) and CENT4 (Central London supporting activities and local services)).
- 9.8.55 Table 1.1 of the saved UDP identifies appropriate non-residential activities for Central London. Transport facilities particularly for public transport of regional importance are identified. Transport is identified as a Central London supporting use and local service in Table 1.2. The Crossrail proposals will result in the loss of Central London activities and supporting services without direct replacement, contrary to policy.
- 9.8.56 The construction of the eastern ticket hall will require the permanent acquisition of several buildings accommodating a number of retail outlets, private teaching institutions, small television, advertising and graphic design business and the Astoria nightclub.
- 9.8.57 The loss of these facilities will be contrary to policies STRA10 (Shopping in Westminster), STRA11 (shopping in the west end and Knightsbridge international centres), SS1 (protecting A1 retail use), SS3 (enhancing shopping in the international centres' primary shopping frontages), COM4 (retention and provision of small offices), COM8 (retention of light industrial floorspace in the creative industries special policy area), STRA13 (arts, culture and entertainment), TACE5 (arts and cultural uses) and TACE6 (theatres).
- 9.8.58 The western ticket hall will require the permanent acquisition of several buildings between Great Chapel Street to the west, Dean Street to the east, Oxford Street to the north and Diadem Court to the south. The occupants in these blocks are predominantly media and property companies. The loss of these business and light industrial uses within the Creative Industries Special Policy Area will be contrary to policies STRA9 (special policy areas), COM8 (retention of light industrial uses).
- 9.8.59 There will be a loss of residential properties in Diadem Court and Dean Street arising from demolitions to construct the western ticket hall.
- 9.8.60 The London Plan and the Westminster UDP both seek to protect existing housing. Policy H1 of the Saved UDP states that a change of use from housing to another use will not be granted unless in exceptional circumstances. Similarly, Policy STRA14 seeks to prevent the loss of housing to other uses.
- 9.8.61 The hybrid Bill does not include powers for replacement development. It is anticipated that in accordance with local planning policies replacement development may be required to include a mix of uses including housing, premises for small businesses and an entertainment venue, to mitigate, as far as possible, the policy conflicts. The impact, although not significant, will remain until replacement development is provided.

## 9.9 Summary of Significant Planning Policy Benefits and Conflicts within Westminster Route Section

- 9.9.1 The proposals give rise to the following significant planning policy benefits and conflicts during construction: -
- § **Traffic and pedestrian movement** – the proposals are potentially in conflict with UDP policies that seek to protect road users including buses and cyclists and pedestrians as result of the works in the St Giles Circus area.
  - § **Noise** – residual noise impacts will arise during construction and demolition works. This will have an impact on local amenity at Royal Oak, Paddington, Hyde Park, Bond Street and Tottenham Court Road, contrary to policy.
  - § **Setting of Listed Buildings** – the proposals will adversely harm the setting of a number of listed buildings during the construction of the Paddington, Bond Street and TCR stations, and the Hyde Park and Park Lane vent shafts.
  - § **Character and appearance of Conservation Areas** – the proposals at Paddington, Bond Street and TCR stations, and the Hyde Park and Park Lane vent shafts will adversely harm the character and appearance of a number of conservation areas.
  - § **Landscape impact on Parks and Protected London Squares** – the proposals will have a significant impact on Hyde Park and Hanover Square, which are strongly protected by planning policy.
  - § **Metropolitan Open Land** – the worksites at Hyde Park and Park Lane will affect the openness of the MOL, which is strongly protected by planning policy.
- 9.9.2 The proposals give rise to the following permanent significant planning policy benefits and conflicts: -
- § **Transport** – the proposals will significantly improve public transport infrastructure at Paddington, Bond Street and Tottenham Court Road stations which is supported by planning policy.
  - § **Listed Building Demolition** – the proposals will result in the demolition of a Grade II listed building at No. 94 Dean Street contrary to policy although there are exceptional circumstances justifying its demolition.
  - § **Setting of Listed Buildings** – the proposals will adversely harm the setting of a number of listed buildings including the St Patrick's Catholic Church on Soho Square (TCR station works) and buildings on Hanover Square (Bond Street station works). It is likely that these impacts can be reduced or mitigated through the provision of replacement development.
  - § **Conservation Area Demolition** – the proposals will result in the demolition of buildings that make a positive contribution to the character and appearance of the Soho Conservation Area, contrary to policy

- § **Character and appearance of Conservation Areas** – the proposals will adversely harm the character and appearance of Mayfair Conservation Area (Bond Street worksites) and Soho Conservation Area (TCR worksites). It is likely that these impacts can be reduced or mitigated through the provision of replacement development.
- § **Landscape impact on Parks and Protected London Squares** – the proposals will have a significant impact on Hanover Square because of the mature tree loss which is strongly protected by planning policy.
- § **Land Uses** – the proposals will result in the loss of retail, light industry, offices, education and entertainment uses that are protected by planning policy. It is likely that these impacts can be reduced or mitigated through the provision of replacement development.