



CROSSRAIL INFORMATION PAPER

E3 – RETAIL SPACE

This paper sets out the circumstances in which the Bill will authorize the provision of new retail space at Crossrail stations.

It will be of particular relevance to those in the vicinity of the proposed Crossrail stations.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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1. Introduction

- 1.1 The Crossrail Bill (the Bill) will authorize the construction of new stations (Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Isle of Dogs, Woolwich) and the reconstruction of a number of existing stations on the outer route sections (Custom House, Abbey Wood, the Docklands Light Railway (DLR) station at Pudding Mill Lane, Ilford, Romford, Maidenhead, West Drayton, Hayes & Harlington, Southall, Ealing Broadway and Acton Main Line). In some cases this will involve the loss of small amounts of existing retail provision, such as platform kiosks.
- 1.2 The reconstructed stations may, subject to operational constraints, have opportunities for incorporating new retail space. This Information Paper sets out the circumstances in which the Bill will authorize such development.

2. Bill Powers

- 2.1 The works for the proposed new subsurface Crossrail stations within central London, together with the station reconstruction works at Custom House and Abbey Wood and for DLR at Pudding Mill Lane, form part of the scheduled works (the works specified in Schedule 1 to the Bill). Other station works are authorized by section 16 of the Railways Clauses Consolidation Act 1845 as applied by paragraph 3 of Schedule 11 to the Bill.
- 2.2 The Bill does not provide specifically for retail development, however those which by their scale and type are ancillary to the main station use may properly be included as part of the authorized station development, and will have the benefit of the planning permission to be conferred by the Bill. This will principally apply to retail facilities for the convenience of passengers, located wholly within the curtilage of the station, which will be accessed, subject to operational constraints, from inside the station.
- 2.3 Consent for retail development which falls outside these powers will be the subject of a planning application through the normal planning process.

3. Operational Constraints

- 3.1 It is recognized that retail space within stations could provide valuable shopping facilities for Crossrail passengers. Furthermore, retail provision within stations, and located at street level, may contribute to the vitality and viability of existing retail areas. However, a balance will be struck between the benefits of including retail space and the primary purpose of the station. Retail space within stations must be located so as not to intrude upon areas of passenger circulation, particularly at points of entry and exit, and must comply with relevant safety requirements.