

PADDINGTON SPECIAL POLICY AREA FACTSHEET

INTRODUCTION

This factsheet sets out the current status of the various proposals in and around the Paddington Special Policy Area (PSPA). It contains a brief history of the PSPA and its relevant planning policies, details of the various development sites and provides contacts where further information can be obtained.

The PSPA is centred on Paddington Station and the Grand Union Canal Basin, and now contains recently completed mixed use developments and sites awaiting development. Together these make up the largest development area within Westminster and a site of strategic importance in London. There are major development and transport projects underway as well as new proposals being made for the area.

The Special Policy Area status for Paddington was introduced by the City Council in 1988 in response to the need to recognise the impact on the area of considerable development pressure on a number of major sites. The PSPA is also recognised as an area of existing good public transport accessibility. New developments are expected to be fully integrated with the existing public transport network and to assist in the provision of improved access and services.

The current planning policies for the PSPA are contained in chapter 5 of the Council's Replacement Unitary Development Plan (RUDP) adopted in January 2007 and can be viewed at

<http://www.westminster.gov.uk/environment/planning/unitarydevelopmentplan/>

The plan seeks co-ordinated and balanced development, supporting the regeneration of Paddington and North West Westminster. It also seeks development which includes:

- A mix of employment uses including large scale offices
- A substantial proportion of housing
- Leisure, retail and community uses
- Development of the highest design quality in terms of architecture, planning and urban design and regard for opportunities for sustainable development and greening of the area
- Appropriate canalside development and full public access to the basin and canal and enhancement of recreational and amenity value of the canalside area

The City Council is now preparing the Core Strategy for the Local Development Framework (LDF), to be consulted on later in 2009, which will develop these policies further in the context of the planning system set out in the Planning and Compulsory Purchase Act 2004.

The City Council may prepare individual planning briefs for particular sites if further detail is required. Briefs have been prepared for Paddington Station and surrounding environments, Paddington Goods Yard (now Paddington Central) and St Mary's Hospital, North Westminster Community School and Dudley House, among others (please see full list on pg 35). They will be revised as necessary and briefs for further sites will be prepared as appropriate.

DEVELOPMENT SITES

The numbers of the development sites in this factsheet correspond to the site plan (attached). The (TP) reference refers to the City Council's Town Planning file reference for the site.

1 West End Quay (Paddington Basin Phase 1) (TP 19484) 12-20 Praed Street and 2-5 South Wharf Road

Developers	West End Quay Ltd
Details of scheme	This predominantly residential scheme consists of 468 residential units, and 2,205m ² retail (A1/A2/A3) on the 2-acre (0.83-hectare) site.
Status	<ul style="list-style-type: none"> • The residential units and a number of the retail units on the ground floor are occupied. • The Post Office counter service moved into the development in 2009.
Further information	Visit the website http://hosting.twofour.co.uk/westendquay/

2a and 2b Paddington Basin Phase II (TP 19484) South Side of North Wharf Road

See section 3 – Paddington Basin Phase II now combined with Paddington Basin Phase III and both form part of the Merchant Square development.

Developers	European Land and Property Limited
Details of scheme	The scheme is made up of 5 blocks (A-E). Outline planning permission was granted for blocks A-E on 23 rd April 2001.
Status	<ul style="list-style-type: none"> • Blocks A-C: Block A (The Point) is currently occupied by amongst others Cable and Wireless, Marks and Spencer, Cerner (healthcare firm) and Orange. The Point has planning permission to be used as offices, or as offices and a primary health care centre. Blocks B & C (Waterside House) are occupied by Marks & Spencer as their headquarters. The ground floor has planning permission for retail (A1). • Blocks D & E (The Windings): Now superseded by Paddington Phase III Merchant

*Planning & City Development Department
City of Westminster*

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	Square (3 below).
Further information	Visit the website www.paddingtonbasin.co.uk or phone 020 7298 0800. The Waterline, 31 Harbet Road, London, W2 1JS

3 Paddington Basin Phase III (Merchant Square) (TP 3396)
South Side of North Wharf Road

Developers	European Land & Property Limited
Background of scheme	The scheme is known as Merchant Square, which also incorporates part of the Paddington Basin Phase II site (The Windings).
Details of scheme	<p>This development will provide 554 new residential units of which 154 will be affordable, making 42% of the floorspace residential and 58% commercial.</p> <ul style="list-style-type: none"> • Building A (The Blade) – A 43 storey residential tower, comprising 219 residential units, with ground floor class A1/A2/A3/A4/A5 units, ancillary basement parking, public viewing gallery, new bridge and associated works to Paddington Basin. • Building B (Azure) – A 16 storey Class B1 office building, with ground floor Class A1/A2/A3/A4/A5 units, a ground floor/basement flexible mixed use space and ancillary basement parking. • Building C (Topaz) – A 16 storey Class B1 office building, with ground floor Class A1/A2/A3/A4/A5 units, public toilets, ancillary basement parking, new bridge and associated public realm works to Paddington Basin. • Building D (Name to be updated) – 16 storey, 50.18m high residential building providing 196 residential units of which 44 are affordable, with ground floor Class A units and B1 office suites and affordable business space. Under construction. • Building E (Carmine) – Commercial building over 15 floors with Class A uses at ground floor level and ancillary basement parking, and health club. Under construction. • Building F (Waterweave) –

	A 16 storey residential building comprising 139 residential units with ground floor Class A1/A2/A3/A4/A5 units, child day nursery, ancillary basement parking, new bridge and associated public realm works to Paddington Basin.
Status	<ul style="list-style-type: none"> • Building D and E were approved by the Planning and City Development Committee on 1st March 2007 and are now under construction; Buildings B, C and F on 7th June 2007 and Building A were approved, on 2nd August 2007, subject to legal agreements. • All buildings are subject to separate S106 agreements, with further overarching agreements for Buildings A, B, C and F.
Further information	Visit www.merchantsquare.co.uk or phone 020 7298 0800. The Waterline, 31 Harbet Road, London, W2 1JS

4 Paddington Walk, Hermitage Street

(TP 19484)

Developers	European Land and Property Limited
Background of scheme	This site is outside the PSPA, however the development of this site is linked by legal agreement to the Paddington Basin (Phase II) scheme, securing part of the affordable housing element.
Details of scheme	The scheme consists of four buildings of varying height from 22-40m, for 232 residential units (including 79 Affordable Housing Units), retail/ restaurant/ café and community uses.
Status	<ul style="list-style-type: none"> • Construction has been completed and residents have moved in. • Ground floor use commercial units are still to be occupied.
Further information	Visit www.paddingtonwalk.com

**5 St Mary's Hospital
St Mary's Hospital and land bounded by Praed Street, Paddington
Basin and London Street**

Developer	Imperial College Healthcare NHS Trust
Relevant planning brief	'St Mary's Hospital and Post Office site' draft planning brief for public consultation December 2004. Following further discussion with NHS, revised draft (Hospital alone) likely late 2009.
Background of scheme	A resolution to grant outline planning permission for the redevelopment of the site for hospital uses subject to the completion of a S106 legal agreement was made at the 22 nd August 2002 Major Planning Applications Committee. The planning application was formally withdrawn in May 2008.
Details of scheme	<p>St Mary's Hospital future</p> <p>Department of Health has made available £15 million to upgrade key facilities in the QEQM Wing. The first phase of this work, begun in June 2007, creates a new critical care unit on the 9th floor which will replace the existing unit on the 4th floor. The new unit will increase beds from 11 to 16. and opened in February 2009.</p> <p>In place of the existing unit, the second phase of work will see a new operating theatre and a new endoscopy suite created plus improved facilities for admitting patients for operations and for recovering after their operation. This work will start later in 2009. In addition there will be funds for new equipment and information systems to improve the environment for patient care.</p> <p>Imperial College Healthcare (NHS) Trust</p> <ul style="list-style-type: none"> • St. Mary's along with Hammersmith Hospitals Trust and Imperial College have formed the first AHSC (Academic Health Science Centre) in the UK. The aim is to better integrate health science research and health care delivery so patient service will be based on best practice and will be the most up-to-date available, thus improve the health of the local community. • St. Mary's is likely to continue to provide a broadly similar range of services, including its busy A+E and specialist children services.

	<ul style="list-style-type: none"> The two trusts have already been successful in being granted Biomedical Research centre status – one of only 5 such general centres in the UK, bringing with it annual revenue of £20 million over the next 5 years.
Status	<ul style="list-style-type: none"> The Secretary of State gave his formal approval to the merger in September 2007. Imperial College Healthcare NHS Trust came into being on 1st October 2007. It is expected that Imperial College would sponsor an application for the AHSC to become an Academic Foundation Trust in 2009, subject to consultation.
Further information	Peter McGinity, Imperial College Healthcare NHS Trust on 020 7886 7844 or Peter.McGinity@imperial.nhs.uk

6 Post Office Site, Praed Street

Developer	Royal Mail Group
Relevant Planning Brief	'Paddington Station and Environs' draft planning brief was approved to consult in Apr 2008 and is likely to return to Committee seeking adoption in July 2009. This planning brief covers the impact of Crossrail and other development pressures around the station.
Background of the Scheme	Royal Mail proposes to close their facility in Paddington in 2009. This site would then be available for development.
Details of the Scheme	<ul style="list-style-type: none"> Distribution office function will cease to operate in 2009 and it will not be replaced. The post office counter facility moved in the West End Quay development (see Item 1). <p>The Council's aspirations for the site are covered in the Planning Brief, which aims to secure:</p> <ul style="list-style-type: none"> A new Bakerloo Line ticket hall and platform access at the ground and basement levels Improvements to public realm at London Street, and to connectivity with the station
Status	Application not yet received.
Further information	Oliver Sheppard, DP9 on 020 7004 1700 or oliver.sheppard@DP9.co.uk

Developer	Network Rail
Relevant Planning Brief	'Paddington Station and Environs' draft planning brief
Background of the Scheme	Network Rail submitted an application on 5 th February 2002 for planning and listed building consent for the redevelopment of the Grade I listed Paddington Station (Phase 2). This was eventually withdrawn. Span 4 will be refurbished and access improved.
Details of the Scheme	Listed Building refurbishment applications for Span 4 received planning permission on 26 th Sept and 13 th Nov respectively (7b on map).
Status	Status of further developments set out in current Paddington Station and Environ planning brief. Network Rail are currently refurbishing span 4, including removal of the crash deck and work to the upper platforms. Work commenced in February 2009 and will be completed by summer 2010.
Further information	Steven Mills at Network Rail on 020 7904 7966 or steven.mills@networkrail.co.uk

8 Triangle Site

Developer	Hammerson (Paddington) Ltd and Domaine Developments Ltd
Relevant Planning Brief	'Paddington Station and Environs' draft planning brief
Background of the Scheme	This site includes land south of Bishops Bridge Road known as the triangle site. The site lies outside of the operational land requirements of Network Rail and as such on the demise of Railtrack this piece of land was sold to Hammersons. This site is also required for implementing Crossrail (see pg 23).
Details of the Scheme	<ul style="list-style-type: none"> • Revised planning application for 210,000 sq ft net of office and retail space withdrawn in June 2007 • Crossrail are now utilising their CPO powers to acquire the site in order to ensure the timely delivery of the taxi ramp required to the Red Star Deck in 2010.

	<ul style="list-style-type: none"> • Crossrail have undertaken to consult Hammerson on their proposals for a ramp through the site, and to offer pre-emption rights for an OSD following completion of the taxi facility and Hammersmith & City line works.
Status	Hammerson withdrew the application on 19 th June 2007. Crossrail Schedule 7 to be made under the Crossrail Act is due May 2009.
Further information	Visit the website www.hammerson.co.uk or contact Robert Allan, Hammerson on 020 7887 1072.

9 Paddington Central (TP1419)
Paddington Goods Yard, Bishops Bridge Road

Developer	Development Securities and Aviva Investors
Relevant Planning Brief	N/A
Background of the Scheme	Former Goods Yard site
Details of the Scheme	<p>Outline planning consent was granted in May 2000 for a total 145,959 sq m of office space, 506 sq m retail and 6,506 sq m of B1(b) and B1(c) studios.</p> <p>The site has been divided up into two phases for development.</p> <p>Phase 1: Sheldon Square, completed 2002, comprising 41,029 sq m office floorspace, 219 residential units, of which 55 are affordable housing units and 6,501 sq m retail and new public realm with an amphitheatre. Prudential, Kingfisher, British Energy, British Waterways, Network Rail and others occupy the offices at Sheldon Square.</p> <p>Phase 2:</p> <ul style="list-style-type: none"> • A podium deck has been completed in preparation for Crossrail (see Crossrail section on pg. 23). • A planning application for 1 Kingdom Street was granted conditional planning permission on 25th September 2003 for an office building of 32,700 sq m on the south part of the site. A slightly revised reserved

	<p>matters approval (principally for revised cladding) was approved on 27 April 2006 for an office building of 32,392 sq m on the south part of the site.</p> <ul style="list-style-type: none"> • A planning application for a 206 bedroom hotel, 3 Kingdom Street, with a restaurant, bar and meeting facilities was granted conditional planning permission on 12 July 2006 and completed in August 2008. • A planning application for 2 Kingdom Street was approved on 5 June 2003 for an office building on the north part of the site proposing 45,249 sq m of offices, 3,851 sq m for studio/light industrial and 579 sq m for retail use. A revised planning application was approved on 3 August 2007 for an office building on the north part of the site proposing 29,810 sq m of offices and 3,388 sq m of studio/ light industrial. • The Kingdom Street landscaping was granted planning permission on 6 September 2007. The Kingdom Street public art was granted planning permission on 6 March 2008.
<p>Status</p>	<p>Phase 1: Sheldon Square's two office and two residential buildings with associated retail are occupied (9a on the map).</p> <p>Phase 2:</p> <ul style="list-style-type: none"> • One Kingdom Street, a 24,620 sq m net Sheppard Robson designed office building completed in February 2008 and is 95% let (9b on the map). • Construction on a 206 bedroom 4* hotel let to the Accor Group completed in August 2008 and commenced trading in September 2008. (9c on the map). • Construction is underway on 2 Kingdom Street, a 23226 sq m net Kohn Pederson Fox designed office building which incorporates an additional 2323 sq m of B1(c)/ B1(b) studio space. This is due to complete January 2010. (9d on the map). • Outline planning permission exists for a further 32516 sq m net office accommodation on 4 and 5 Kingdom Street (9e1 and 9e2 on the map for 4 and 5 Kingdom St respectively). Applications due late 2009.
<p>Further information</p>	<p>Visit the website www.paddingtoncentral.com</p> <p>Contact Simon Hesketh , Development Securities on 0207 828 4777 or emailsimon.hesketh@devsecs.co.uk</p>

10 179 Harrow Road**(TP 1419)**

Developer	Monsoon Group
Relevant Planning Brief	Former railway depot
Background of the Scheme	Monsoon purchased these Grade II* listed buildings from Grainhurst Properties Ltd in 2000.
Details of the Scheme	The scheme is predominantly for office (B1) use, the main building is currently vacant.
Status	The listed Rotunda building on the canal is used by Nissan Design Europe as a car design studio.

11 Hilton London Metropole**(TP 2877/1495)**

**Site previously known as site bounded by Harrow Road,
Edgware Road, Harbet Road and Praed Street**

Developer	Hilton London Metropole
Relevant Planning Brief	N/A
Background of the Scheme	Original hotel dates from 1968, extended in 1986 and subsequently in 1998-2000.
Details of the Scheme	The hotel was extended to provide a new conference centre, 328 beds (making a total of 1058) with car and coach parking facilities.
Status	The extension was completed in September 2000, creating Britain's largest convention hotel.
Further information	Visit http://www.hilton.co.uk/Paddington

12 Hilton London Paddington**(TP3695)**

Developer	Hilton London Paddington
Relevant Planning Brief	N/A
Background of the Scheme	To refurbish the listed (Grade II) former Great Western Royal Hotel.
Details of the Scheme	The hotels facilities include 355 bedrooms, 13 fully equipped meeting rooms, a banqueting room, health and fitness club, casino and original bar and restaurant.
Status	The major refurbishment was completed in March 2002. A casino was permitted in 2006 on part of the basement and ground floor of the hotel.
Further information	Visit http://www.hiltonlondonmet.com/

13 55-67 North Wharf Road**(TP4726)**

Developer	Derwent London Plc
Relevant Planning Brief	N/A
Background of the Scheme	Existing 1960's multi occupied office/ development (c.80,000 sq. ft and 60 car parking spaces).
Details of the Scheme	<ul style="list-style-type: none"> • The scheme was approved on 10th Jan 2008 to deliver 102 residential units, 16 of which will be affordable units as well as 250,000 sq ft commercial floorspace. • Public realm would be created, enabling permeability with North Wharf Road, towpath and pedestrian access to Bishop's Bridge Road
Status	S106 to be finalised
Further information	Visit the website on www.derwentlondon.com or contact Paul Williams of Derwent London on 020 7659 3000

14 Telstar, 2 Eastbourne Terrace

(TP1145/ 8018)

Developer	Derwent London Plc
Relevant Planning Brief	N/A
Background of the Site	12 storey office building, built in the 1960's damaged by fire in summer 2003.
Details of the Scheme	The scheme includes the demolition of Telstar House and redevelopment with a direct replacement for the existing building with 12,593 sq m for offices, car parking and landscaping works in a new building.
Status	108,000 sq ft net is occupied by Rio Tinto.
Further information	Visit the website on www.derwentlondon.com or contact Paul Williams of Derwent London on 020 7659 3000

15 10 – 30, 40 and 50 Eastbourne Terrace

(TP4478)

Developer	Land Securities
Relevant Planning Brief	N/A
Background of the Site	Former office buildings
Details of the Scheme	<ul style="list-style-type: none"> • Refurbishment of 10 to 30 and 40 Eastbourne Terrace by Land Securities
Status	<ul style="list-style-type: none"> • 40 complete, occupied by CB&I • 50 refurbishment complete • 10 refurbished and complete • 30 refurbishment due to complete summer 2009 • 20 will be the last to complete in this redevelopment scheme
Further information	Ed Green of Land Securities on 020 7413 9000

16 Craven Road/ Eastbourne Terrace

Developer	Land Securities
Relevant Planning Brief	'Paddington Station and Environs' draft planning brief
Background of the Site	Former office building
Details of the Scheme	N/A
Status	Application withdrawn.
Further information	Land Securities on 020 7413 9000

17 4- 18 Bishops' Bridge Road

Developer	Crossrail
Relevant Planning Brief	'Paddington Station and Environs' draft planning brief
Background of the Scheme	The construction of Crossrail's Paddington interchange will preclude servicing from Eastbourne Terrace or Departures Road.
Details of the Scheme	4-18 Bishop's Bridge Road has been identified as the probable site from which to service the station, given it has access to platform 1. The building would be demolished, and a deck built at street level to allow a temporary servicing function to operate by servicing the station via platform 1. This needs to be updated to reflect latest position.
Status	To be confirmed
Further information	Stephen Deaville, Crossrail Ltd on 020 3229 9237 or stephendeaville@crossrail.co.uk

18 Enterprise House

Developer	N/A
Relevant Planning Brief	'Paddington Station and Environs' draft planning brief
Background of the Site	<p>Enterprise House is located on Westbourne Terrace at the corner of Westbourne Bridge. It was built by GWR in 1935 as offices and associated uses. The floorspace is 4,800sqm. It is owned by Network Rail and has remained vacant for more than 8 years. The market value of Enterprise House is adversely affected by a number of factors. Spacia are the managing agent for the building. In the short to medium term, Spacia have indicated that the building is being considered as a location to accommodate Crossrail staff during the construction period.</p> <p>The building lies within the NWWSPA which seeks to encourage commercial activity in this part of the City. An emerging creative industries cluster is located within this area and there is great demand for workspace from this sector.</p> <p>The Council views Enterprise House as potential location for a commercial facility housing small businesses within the creative industries sector. The City Council wishes to support the development of more affordable business space in the NWWSPA and encourages partnerships between affordable workspace providers and developers to bring more workspace of this type to the market. The Council will consider using funding available through its Civic Enterprise Fund for potential affordable business space projects.</p>
Details of the Scheme	N/A
Status	It is understood Network Rail might be using the sites for their own office purpose.
Further information	Steven Mills at Network Rail on 020 7904 7966 or steven.mills@networkrail.co.uk

OTHER SITES

20 Dudley House (139-147 Harrow Road)

Background	A 1937 five storey block of local authority built flats. Following consultation with tenants the potential for redevelopment is being considered.
Relevant Planning Brief	Dudley House W2 adopted in April 2002.
Status	A revised Dudley House and 149-157 Harrow Road planning brief has been consulted on in 2009 and will be reported back to the Planning Sub-Committee (Planning Briefs and Local Development Framework) in late 2009 for adoption.
Further information	For information on Dudley House, contact Jake Mathias the City Council's Housing Department on 020 7641 3359 or For enquiries on the Planning Brief, contact Rachael Ferry-Jones on 020 7641 2418 or rferry-jones@westminster.gov.uk

21 149-157 Harrow Road (Travis Perkins)

Background	The site is the subject of a planning brief, including adjacent highway land This includes the loss of some strategic planting and open space, and the upgrading and enhancement of nearby open space and underused land. It also includes a proposal to re-use the historic Brunel Bridge, which has recently been salvaged, see pg 18 of the Factsheet.
Relevant Planning Brief	149-157 Harrow Road and adjacent highway/ open space adopted in October 2004.
Status	N/A
Further information	Contact Rachael Ferry-Jones on 020 7641 2418 or rferry-jones@westminster.gov.uk

22 North Westminster Community School

Background	North Westminster Community School (NWCS) is located between the Westway and North Wharf Road and is currently situated outside of the PSPA however; given its location it has strong links with the PSPA. Following the City Council's Secondary School Review the Secretary of State for the Department for Education and Skills confirmed on 1 July 2004 that the City Council can dispose of the North Wharf Road site, subject to the provision of Oakington Road Academy.
Relevant Planning Brief	2009 draft planning brief which sets out the Council's policies and options for the site now supersedes the 2004 version.
Status	The North Westminster Community School site planning brief has been consulted on in 2009 and will be reported back to the Planning Sub-Committee (Planning Briefs and Local Development Framework) in late 2009 for adoption.
Further information	Contact Tim Butcher, 020 7641 5972 or tbutcher01@westminster.gov.uk

TRANSPORTATION AND ENVIRONMENTAL IMPROVEMENTS

1 The Paddington Bridge Project (see A on map) [Formerly Long Term Vehicular Access (LTVA)]

<p>Background</p>	<p>In the late 1980's, it was acknowledged that the traffic in residential areas needed to be improved. It was also accepted that one of the best opportunities for improving vehicular access to Paddington Station lay with linking the Station access to the strategic road network, via the Harrow Road gyratory (located to the north east of the station). The replacement bridge known as Paddington Bridge is complete and reopened in June 2006.</p>
<p>Details of scheme</p>	<p>The scheme included:</p> <ul style="list-style-type: none"> • The widening of Bishops Bridge Road between Harrow Road and Eastbourne Terrace to 5/6 lanes of traffic - this required new bridges over the canal, the Goods Yard site and the railway tracks; • The installation of improved taxi management facilities in Eastbourne Terrace and a new rank on the Paddington Bridge. • The signalisation of the junctions of Praed Street/ London Street, improvements at the junctions of Bishops Bridge Road with both Eastbourne and Westbourne Terraces, and a new signal controlled pedestrian crossing on the bridge.
<p>Status</p>	<p>The replacement bridge was reopened to traffic on 14 June 2006. Further work will be required to determine what, if any, additional local traffic management measures will be required following the removal of the Mayor's Western Extension of the Congestion Charging Zone in 2010.</p> <p>A new ramp linking the bridge to the deck between canal and station will allow taxi's to service the station during Crossrail build and beyond. Taxi queuing will be reviewed to ensure minimal disruption to the highway. This will include a review of the layout of the Bishops Bridge Road/ Harrow Road junction, potentially incorporating a taxi queuing system, as part of the PATEMS review – see below.</p> <p>In addition, the revised gyratory may create enough space for a replacement street sweepers depot under the A40, and allow for a new surface crossing between Hermitage Street and St Mary's terrace.</p>

Further information	Don Murchie, Westminster City Council on 020 7641 2517 or dmurchie@westminster.gov.uk
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2 Paddington Area Traffic and Environmental Management Study (PATEMS)

Purpose of study	The Paddington Area Traffic and Environment Management Study (PATEMS), is a study commissioned by the City Council, (funded by developers) on the effects of the additional traffic generated by the PSPA sites, the Heathrow Express and Crossrail.
Review of PATEMS	<ul style="list-style-type: none"> • First stage of PATEMS: was an extensive public consultation exercise supported by extensive and detailed analysis of existing traffic, safety and townscape data. This highlighted existing traffic and environmental problems in the area, and identified the traffic related problems that will arise in the residential areas surrounding Paddington Station. • Second stage of the study: identified a range of suitable management and calming measures to reduce the impact of traffic (speed, noise and volume), improve the physical environment, increase on street parking provision and reduce accidents. It also developed an evaluation framework to help decide a suitable package of measures for implementation based on environment and townscape, safety, accessibility, traffic and parking criteria. The schemes adopted will be funded as part of the legal agreements with the PSPA developers, with contributions based on proportions of newly generated and construction traffic.
Status	<p>Some schemes identified in the PATEMS study have been implemented in relation to the LTVA project. The other schemes are currently being reviewed having regard to the reopening of Bishops Bridge Road, the extension and the Mayor's intention to remove the Congestion Charging Zone in 2010 and the impact of Crossrail's construction between 2009 & 2017.</p> <p>Consultation is programmed to take place later in 2009, following which implementation of the agreed schemes will commence.</p>

Further information	Don Murchie, Westminster City Council on 020 7641 2517 or dmurchie@westminster.gov.uk
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3 Paddington Area Transportation Study (PATS)

Purpose of study	A public transportation study (Paddington Area Transportation Study – PATS) was first commissioned in 1997, as part of its assessment of the impacts arising from the development proposals within the PSPA. It is a mechanism for developing projects to mitigate the impacts of the PSPA developments on the public transport infrastructure and establishing the appropriate level of contributions from the developers through Section 106 agreements on a site by site basis.
Review of PATS	<ul style="list-style-type: none"> • The original PATS study has now been reviewed three times and PATS IV was completed in 2006. These reviews took into account the most recent development proposals for the PSPA as a whole. • The key findings of PATS indicate that the capacity of the underground stations (Paddington and Edgware Road) is unlikely to be adequate for the anticipated increase in passenger traffic. • PATS IV took into account the completed developments and those likely to come forward before 2015. Many of the issues that arose from the PATS III study are still the same and these are: • Increase station capacity for the Bakerloo line at Paddington and Edgware Road and the Hammersmith and City Line at Paddington; • Development improved bus links to the north-east and south-west, and to open up local access to the north-west. Subsequently, TfL have extended route 46 across the Paddington Bridge to promote a new link to Paddington Station, as well as route 15 from Eastbourne Terrace to North Wharf Road, with both schemes funded by PATS.
Status	<ul style="list-style-type: none"> • PATS IV is adopted for S106 and planning purposes. • Future improvements to public transport infrastructure to be identified and funded by PATS contributions.
Further information	Copies of PATS are available from Don Murchie on 020 7641 2517 or dmurchie@westminster.gov.uk

**4 Brunel Bridge (see B on map)
Stone Wharf Gardens**

(TP24229)

Background	The programme for the demolition of Bishops Bridge was amended when English Heritage discovered that part of the structure of Bishops Bridge was designed by Isambard Kingdom Brunel. English Heritage verified that designs of the bridge and recorded tests on beams in Brunel's notebooks linked the records to the cast iron structure. The historic part of the bridge has been carefully dismantled and stored by English Heritage. Stone Wharf has been identified for the re-erection of the bridge in Paddington, and replacement abutment will contain a café and visitor facilities with park improvements.
Details of scheme	The planning application to re-erect the bridge with new facilities in the abutments has been approved by the Planning and City Development Committee on 12 th April 2007. Those on the eastern canal bank will provide new facilities for Stone Wharf Gardens as an open space and as a visitor mooring quay. Funding towards the re-erection of the bridge and the improvements of a historic boundary marker will be pursued by specialist fundraising consultants working for the Waterways Trust and supported by the City Council and British Waterways or through the PATEMS fund if sufficient fund is available. English Heritage will continue to monitor and assist in the development of the project.
Status	Further discussions with British Waterways, English Heritage and basin developers underway to secure funding for both project development and re-erection at Stone Wharf Gardens together with the refurbishment and enhancement of that open space, and the alignment of the canal edge.
Further information	Chris Mason, Westminster City Council on 020 7641 2286 or cmason@westminster.gov.uk

**5 Paddington Station – Paddington Integration Project (PIP)
(see C on map)**

Background	The need for a number of railway and property interests to coordinate their various proposals and responsibilities in the area around, and above, the LUL Hammersmith and City
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	<p>(H&C) station has long been a requirement of the City Council since the first planning brief in 1989.</p> <p>For a long period the Railtrack/ Network Rail Phase 2 scheme (Grimshaw's) of their 1996 masterplan dealt with those issues. However this was later abandoned by Network Rail and number of individual schemes then came forward, Hammersons, Crossrail, LUL, etc as well as the adjacent projects by European Land & Development Securities to ensure access to and from the railway station and their developments.</p> <p>Following the revised versions the planning brief, the Crossrail Act and future plans for the development of the main line railway network, a joint NR/CLRL/LUL team was formed in 2008 to develop a coordinated scheme for the area around and above the LUL station as Paddington Integration Project (PIP). The team was form under the provision of various undertakings given by the promoter to the City Council, BAA, Development Securities, PRACT etc along with the growing realisation of LUL's requirements relating to the H&C station and their own Long Term Train Plan (LTTP) to coordinate on developments around the Paddington Station area. .</p> <p>It is currently hoped that this work will be made public through a forthcoming submission to the current draft brief and reported to committee as part of the adoption of that brief at a later stage. A period of consultation with key stakeholders, including petitioners would be included prior to any adoption.</p>
Relevant Planning Brief	Paddington Station and Environs draft planning brief and related Network Rail Conservation Management Plan
Details of scheme	<p>The project provides the following :</p> <ul style="list-style-type: none"> • A new H&C station, ticket hall to meet LTTP standards. • Provision of LTVA ramp down from Bishops Bridge Road to Red Star Deck. • Access to and from canal towpath to LUL & NR station Provision for Hammersons Oversight Development. • Provision for further NR works to the main line station at a later date. • Increased use of Hammersmith and City Lines as part of the organisation of the Circle Line and associated services. <p>All of this in the context of 2016 passenger flows and to be</p>

	further informed by LEGION modelling carried out by the rail promoters inside the station and coordinated by the City Council outside it through the Paddington Station Public Realm Study.
Status	<p>The Medium Term Access scheme has been delivered through Network Rail's 1996 masterplan.</p> <p>Latest developmental studies indicate that a scheme to deliver the required elements is possible. It will be set out further to be implemented through the related NR, LUL & Crossrail works planned for over the next 5 years.</p> <p>Network Rail are now repairing Span 4 and the Red Star Deck area to accommodate the Crossrail works.</p>
Further information	Contact Tim Butcher, Westminster City Council on 020 7641 5972 or tbutcher01@westminster.gov.uk

6 Crossrail

Background	To provide improved east-west rail access into and across London from the East and South East regions and to relieve congestion and overcrowding on the existing National Rail and Underground networks and support the development of a network of strategic interchanges, which will also facilitate the improvement of London's international links, including Heathrow.
Details of the scheme	<p>The route proposals presented in the Parliamentary Bill are for trains to run on existing overground tracks from Maidenhead and Heathrow in the west through new tunnels under central London. The tunnels will serve seven new Underground stations and connect with two eastern branches. One branch will surface at Stratford and continue on existing overground tracks to Shenfield. The other branch diverges at Whitechapel and will surface at Custom House, run in tunnel under the Royal Docks before continuing to Abbey Wood via a new tunnel under the Thames near Woolwich where a new station will be erected.</p> <p>The project has been designed and developed to a level of detail and the route through Westminster is safeguarded. The City Council continues to strongly support the implementation of Crossrail as it will bring major benefits to Westminster and Central London.</p>

<p>Status</p>	<p>Royal Assent was granted on 22nd July 2008 with the major construction work commencing in 2010 at the earliest, preceded by utilities diversion and enabling works,</p> <p>Further changes to the station design and traffic proposals, both during construction and completion, are awaited from Cross London Rail Links Limited and will be addressed in the forthcoming revised Paddington Station and Environs Planning Brief and the Paddington New Yard Planning Brief.</p> <p>The briefs will be reviewed and reported back to committee in July 2009 for approval to adopt.</p>
<p>Further information</p>	<p>Visit the website www.crossrail.co.uk</p> <p>or contact Stephen Deaville, Crossrail Ltd on 020 3229 9237 or stephendeaville@crossrail.co.uk</p>

ENVIRONMENTAL ISSUES

1 Public Realm

Context	<p>The Paddington public realm comprises the streets and outdoor spaces in and around Paddington station and Basin to which the public has access. The City Council works in partnership with Paddington Waterside Partnership and through its UDP policies attempts to develop a living city, which supports businesses, residents and visitors.</p> <p>In setting a collective framework for the design and management of the external environment, separate developments should be considered not only individually, but also for their value and contribution to the wider Paddington Waterside area and for new public spaces to create or facilitate beyond the development area. As developments proceed, external spaces created will become additions to the public realm. Without consistency and continuity these spaces will at best produce a number of disjointed individual areas. A co-ordinated, well-designed public realm will confer wider benefits, which all developments and their users can share.</p>
Relevant documents	<p>The PSPA Public Realm Strategy_Supplementary Planning Guidance was produced in 2003. This should also be read in conjunction with the city wide guidance set out in the consultation draft of Westminster Way (the Street Manual) dated April 2004. It is expected that new schemes will be sufficiently evolved to allow a complete revision in starting in the autumn of 2008 with an aim to publish in summer of 2009.</p> <p>This will dovetail with the current revision of Westminster Way and the review of S106 SPG adopted in Jan 2008.</p>
Future plans	<p>Further public realm improvement schemes are being considered/ negotiated through S106 agreements. The City Council's initiative, Civic Streets Scheme, is being implemented at Praed Street (further details below).</p>
Further information	<p>Chris Mason, Westminster City Council on 020 7641 2286 or cmason@westminster.gov.uk for general public realm issues.</p>

2 Praed Street Civic Streets Scheme (see D on map)

<p>Background</p>	<p>The area bounded by Praed Street, Sussex Gardens Paddington Station and Edgware Road has extremely high pedestrian footfall generated by Paddington Station, St Mary's Hospital, Edgware Road, the area's hotels and the local retail and restaurant centre. It is an entry point to London for many tourists arriving from Heathrow on the Heathrow Express and has key bus routes passing through that give visitors a first impression of London.</p> <p>Narrow and cluttered footways predominate the area and do not meet the demands placed on them, or provide a safe and pedestrian friendly environment that is easy to navigate around. Bus waiting areas are cluttered and are not appropriate for the numbers of passengers; cycle parking is insufficient.</p> <p>Significant disruption is expected in the area over the coming years from the proposed Crossrail development and London Underground platform extensions. In addition there are proposed developments at the post office site (which could provide on-street escalator access to Paddington Station), St Mary Hospital and in the Paddington Basin.</p>
<p>Details of scheme</p>	<p>The Praed Street Civic Streets scheme was completed in spring 2009 and has delivered the first phase of public realm improvements along Praed Street. It sets the standard for the rest of Praed Street which can be improved following major developments in the area, subject to further funding.</p> <p>New energy efficient variable lighting has been installed from Edgware Road to London Street, extended to Spring Street subject to unused contingency. The new lights will be run at 75% power and increased if road safety or security issues change.</p> <p>New public paving and private forecourt resurfacing has been concentrated on the south side of Praed Street, on the main shopping stretch between London Street and Sale Place. Paving will be extended to Edgware Road subject to funding.</p> <p>Narrow 150mm kerbstones have been replaced with standard 300mm. These have been laid so as to widen the southern footway by 300mm, which is possible without affecting traffic and parking.</p>

	The design for the remainder of the shopping district will be influenced by the public realm study supporting Paddington Station area draft planning brief. This could include removal of guardrailing and widening of London and Spring Streets.
Status	Surfacing work completed spring 2009. Lighting installed, due for connection summer 2009.
Further information	Visit www.westminster.gov.uk/civicstreets/ Or contact Martin Whittles, Westminster City Council on 020 7641 3040 or mwhittles@westminster.gov.uk

3 Canal improvements and bridges (see E and F on map)

Context	<p>An early stage of development works in the PSPA was to improve the canal and make it more useable for pleasure boats and accessible to the public, part of this process was repairing and restoring the walls of the canal and basin and creating new walkways and bridges. Apart from two short sections it is now possible to access most of the basin and canal edge.</p> <p>The improvements are largely be funded by the developers, see list of improvements below:</p> <ul style="list-style-type: none"> • Monsoon are committed to and have laid the foundations to construct a bridge across the canal opposite their site under the terms of their legal agreement. This may now become the site of the re-erected Brunel Bridge and the expenditure has been halted with a view to it being converted to a contribution to the Brunel Bridge Project. • A cable stayed bridge now connects Paddington Central with the Harrow Road. • The pedestrian access from the Goods Yard parallel to the canal into Paddington Central has been improved. • European Land and Properties Limited have built a bridge which forms part of the Medium Term Access improvements to Paddington Station creating a direct link from North Wharf Road to Paddington Station. • Improvements have been implemented to St Mary's Hospital Bridge, funded by European Land and Properties Limited but when the hospital ambulance
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	<p>deck is redeveloped, the deck may need to be widened or the bridge replaced to land at ground level in South Wharf Road.</p> <ul style="list-style-type: none"> • At the east end of the Basin a retractable bridge has been built, designed by Marcus Talyor. It is to be moved and replaced with a new bridge and Harbour Masters Building. • A bridge that curls up designed by Thomas Heatherwick has been provided across the dock between buildings known as Waterside 1 & 2 • Porteus Road subway has subsequently been upgraded
Relevant documents	British Waterways Water Area Management Plan
Future plans	<ul style="list-style-type: none"> • The water management plan will need revision in the light of planning permissions given, and this will be incorporated in the next edition of the Public Realm Strategy in 2008/9. • Restoration of Brunel Bridge please see pg 21. • Redevelopment opportunities of South side of the basin is linked to the future of St Mary's hospital (see pg 5 and 6)
Further information	Chris Mason, Westminster City Council on 020 7641 2286 or cmason@westminster.gov.uk

4 Code of Construction Practice/ Environmental Inspectorate

Purpose	This was established for the PSPA to define environmental standards and outline procedures pertaining to construction works for proposed major developments. It covers the environmental and public health and safety aspects affecting the interests of local residents, businesses, the general public and the surroundings in the vicinity of the proposed construction site.
Details	It is intended to clarify for the developers and their contractors, the legal responsibilities and requirements of the Code of Construction Practice, as well as providing assurances to residents and others about the standards, which are expected during construction. It aims to mitigate any nuisance to the public, and to safeguard the environment of Paddington and North Westminster.

	The latest version is April 2008.
Further Information	Brent Turton, Westminster City Council on 020 7641 2581 or bturton@westminster.gov.uk A downloadable version is available from: http://www.westminster.gov.uk/environment/planning/majorprojects/code_of_construction_practice.cfm

REGENERATION ISSUES

1 Paddington Business Improvement District (BID)

Background	<p>The Paddington BID was formally established following a ballot in April 2005 of more than 350 local businesses. In autumn 2008, a renewal ballot was held and businesses voted for the BID to continue for a second term, running until March 2013. The BID works to create a more attractive, safer, better marketed and represented Paddington.</p> <p>The BID is funded through a small levy on all businesses with a rateable value of more than £15,000 which is collected by the City Council but passed directly to the BID to spend in Paddington. This raises over £400,000 each year. In its first term, the BID raised over £1.7million to spend in Paddington.</p>
Details of the Scheme	<p>Paddington BID delivers projects which bring more customers to Paddington and encourage tourists to stay and spend their money in the area. It works to reposition Paddington as a leisure destination and eating out quarter, surrounded by a strong commercial and residential environment. The BID is delivered on a day to day basis by Paddington Waterside Partnership and run by businesses in Paddington for Paddington.</p>
What the BID does	<p>Paddington BID only provides services that those businesses want and that were set out in the BID's Renewal Proposals. The BID will deliver projects and services under its five themes of a more attractive, safer, greener, better marketed and represented Paddington. These will benefit local businesses, the local residential community and visitors to Paddington.</p>
Status	<p>Paddington BID's second term started in April 2009 and will last until March 2013.</p>
Further Information	<p>Chris Peers, Paddington Waterside Partnership on 020 3145 1212 or visit the website www.inpaddington.com/pbid or email pbid@inpaddington.com</p>

2 S106 - Social & Community Fund Account

Purpose of the fund	The aim is to lessen the impact (or enhance the benefits) of new developments in the area and to help integrate the developments into the local community.
Who pays for this?	The owners and developers of the major development sites in the PSPA and its vicinity make financial contributions into this account, set up by the City Council. This is carried out through legal agreements.
First round	The City Council invited organisations to bid for the money in September 2001. 84 initial applications were received, totalling £8.2m. The applications were assessed and 18 projects were agreed to a value of £884,000.
Second Round	<ul style="list-style-type: none"> • A second bidding round of the S&CFA was held for expenditure during the financial year 2003/4. 66 applications were received and 16 projects funded to a value of £970,000. • A Community Chest was also set up for applications up to the value of £6,000, administered by Voluntary Action Westminster and Paddington Development Trust. 72 bids were received and 58 are being funded to a value of £325,000.
Further rounds	A decision on a further bidding round is due later in 2009 as it might be possible to hold a bidding round during the 2009-10 financial year.
Further information	David Apps, Westminster City Council on 020 7641 1949 or dapps@westminster.gov.uk

3 Paddington Waterside Partnership

Purpose	<p>Established initially by developers, land-owners and transport interests to bring about the creation of Paddington Waterside, the Partnership works alongside a range of local agencies to guarantee a co-ordinated development framework and to ensure that this new location fits socially, economically and physically with its surroundings.</p> <p>Since the first residents and occupiers moved into Paddington Waterside in 2003 practical initiatives have</p>
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	<p>been delivered to enable new companies, employees and residents to better relate to their wider setting and to assist neighbouring and surrounding communities to access all that Paddington Waterside has to offer. A 'toolkit' sharing the lessons learned from these initiatives was launched in October 2006.</p>
<p>Details</p>	<ul style="list-style-type: none"> • One of the most successful initiatives has been the programme of walks that are available to both companies and residents. The walks showcase both the developments and the wider area. Walks take place weekly from April to October and are free. • Paddington First aims to ensure that the jobs created as a result of the regeneration of Paddington Waterside are accessible to local people. Since its inception in 1999 over 5,500 local people have accessed jobs through Paddington First. • Time for Paddington - Time for Paddington assists companies at Paddington with the development and delivery of their local corporate community involvement programmes. Time for Paddington also delivers an innovative employee volunteering initiative which acts as a broker between potential volunteers at Paddington Waterside and volunteer-involving organisations in the local community, helping volunteers find what they are looking for and assisting the local voluntary and community sector to work in partnership with the private sector. The programme offers an online volunteer 'search, register and placement' facility for both local employees and residents, facilitating and matching individual volunteers and teams of volunteers. • Education activities – the partnership builds links between business at Paddington Waterside and local schools and Academies, providing vocational advice to schools and workshops and visits encouraging local pupils to learn more about the different aspects and activities of the development including construction, design and financial literacy.
<p>Further information</p>	<p>Walks The current walks programme can be found by clicking on www.inpaddington.com. also email</p>

	<p>walks@inpaddington.com or call 020 3145 1209.</p> <p>Paddington First For current vacancy and for further information, please visit www.paddingtonfirst.co.uk or telephone 020 7087 8080 or visit 143-145 Harrow Road, London W2 1JP.</p> <p>Time for Paddington To register to become a volunteer or for further information, please visit www.inpaddington.com/volunteer</p>
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ADDITIONAL CONTACTS

- Further information, including details on Section 106 agreements and floorspace tables, can be obtained by contacting City Planning Group, Planning & City Development Department, City Hall, 64 Victoria Street, London, SW1E 6QP or telephone 020 7641 8073.
- Paddington Waterside Partnership (PWP), an organisation founded by landowners, developers and transport interests in the PSPA will have more site specific information. Telephone Kay Buxton on 020 3145 1200 or visit www.inpaddington.com/developments. PWP and Paddington BIDs office is located at Bridge House, 63-65 North Wharf Road, London W2 1LA.

SCHEDULE OF PLANNING BRIEFS IN THE PSPA AREA

NB: Planning Briefs will be reported to Planning Sub-Committee (Planning Briefs and Local Development Framework) (PSC) for approval instead of the Planning and City Development Committee (PCDC) from April 2008

Site	Officer	Status
Dudley House and 149-157 Harrow Road, adjacent highway / open space, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> Dudley House was adopted in 2002 and 149 – 157 Harrow Road in Oct 2004 New draft out for consultation in early 2009
North Westminster Community School site, North Wharf Road, W2	Tim Butcher (020 7641 5972)	<ul style="list-style-type: none"> out for consultation in mid 2009
Paddington New Yard, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> Agreed by PSC on 16th June 2008 for public consultation. The Planning Brief is out for consultation on 4th August 2008 for a six week period. Adoption by Jul 09, linked to Crossrail processes.
Paddington Station and Environs, W2 (including Post Office site)	Tim Butcher (020 7641 5972)	<ul style="list-style-type: none"> Agreed by PSC on 29th April 2008 for consultation. The Planning Brief is out for consultation on 30th May 2008 for a six week period. Adoption by Jul 09, linked to Crossrail processes.

Site	Officer	Status
St Mary's Hospital, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> • Reported to P&CD C Dec 2004. Consultation carried out. Reported back March 2005 for interim review. • Following further discussions with NHS, revised draft likely in late 2008 and public consultation in 2010. • Post Office now subsumed in Station brief.
Westbourne Green, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> • Adopted February 2004