

Appendix 1 Committee Report & Minutes (22/08/02)

(Committee Reports 31/01/02 & 18/12/00 are available from Westminster City Council)

CITY OF WESTMINSTER

MINUTES OF PROCEEDINGS

At a meeting of the Major Planning Applications Committee on Thursday 22 August 2002 at 6pm, at City Hall, Victoria Street, SW1.

Present: Councillors Angela Hooper (Chairman)
Kevin Gardner
Barbara Grahame
Gwyneth Hampson
Andrew Havery
Alastair Moss

1. MEMBERSHIP

The Committee noted that Councillors Kevin Gardner and Gwyneth Hampson had replaced Councillors Glenys Roberts and Pamela Batty.

2. DECLARATIONS OF INTEREST

Councillor Andrew Havery declared with respect to item 2 (Gatliff Road, SW1) that he was a Ward Councillor, but that he had had no involvement in the application.

Councillor Gwyneth Hampson declared with respect to item 1 (St Mary's Hospital) that she was a member of the St Marylebone Society.

Councillor Kevin Gardner declared with respect to item 1 (St Mary's Hospital) that he was a member of the Knightsbridge Association.

3. MINUTES

The Chairman, with the assent of the members present, signed the Minutes of the meeting held on 25 July 2002.

4. PLANNING APPLICATIONS

The Director of Planning and Transportation submitted reports in relation to the following applications for determination by the Committee, copies of which are included in the Register in the custody of the Chief Executive.

(1) ST MARY'S HOSPITAL AND LAND BOUNDED BY PRAED STREET, PADDINGTON BASIN AND LONDON STREET, WC2 (TP4523)

Redevelopment including the demolition of the Mint Wing and partial demolition of Clarence Wing for healthcare facilities,

research/teaching, offices and residential accommodation, retail/leisure facilities, parking and open space.

Additional representations were received from SEBRA (21/8/02) and Heart of Harefield (19/8/02).

RESOLVED:

(1) That planning permission and listed building consent be granted in accordance with the recommendation of the Director of Planning and Transportation subject to the completion of a legal agreement to secure:

1. The provision of the underground car parking, its management and charging policy, highway improvements and modifications and provision for bus facilities;
2. The linkages into Paddington Station;
3. The Key Worker Housing (including the exact details of the 60 Relatives' Rooms to be located elsewhere);
4. The provision of the Primary Health care facility and creche;
5. The provision of the highest standards of sustainable urban design, architectural quality and form of new development including improvements to the appearance of the QEQM building;
6. Design and management of the Public Realm;
7. The provision of a Green Travel Transport Plan; and
8. Compliance with the Code of Construction Practice.

(2) That further information be provided on car parking facilities at other large hospitals in the area.

(3) That consideration be given to providing public toilet facilities in Praed Street.

(4) That the proposed health club be made available to users of the hospital.

(Councillor Barbara Grahame requested that her dissent from (3) above be recorded.)

Councillors to be told date of meeting:

City of Westminster

PLANNING APPLICATIONS SUB-COMMITTEE	Date	Classification For General Release
Report of Director of Planning and City Development		Wards involved Hyde Park
Subject of Report	St Marys Hospital And Land Bounded By Praed Street, Paddington Basin And , London Street, London, W2 1HL	
Proposal	Redevelopment including demolition of Mint Wing/partial demolition of Clarence Wing for healthcare facilities, research/teaching, offices and residential accommodation, retail/leisure facilities, parking and open space.	

1. SUMMARY

At the Major Planning Applications Committee meeting held on 31 January 2002, Members welcomed revisions for the redevelopment of St Marys Hospital. Further information was requested about the retail accommodation off Praed Street, full details of the mix of housing for key workers, the provision of visitor parking during the day, amendments to the Traffic Impact Assessment and the provision of a Primary Health Care facility. The applicants have addressed these issues with the revisions received in May, which have been re-consulted on and can now be reported.

The retail accommodation that was proposed to be located in the ground floor of the residential building has been removed to now provide a Primary Health Care and crèche facility. The amount of retail provision on the ground floor of the office building has also been reduced to provide an ancillary health club to the main hospital use, leaving the only retail use facing onto Praed Street.

The applicants have stated that retail provision in the Imperial College frontage of Praed Street would not be an attractive and viable option for the college and the hospital. In addition, Imperial College urgently needs the space for its operational development. However, given the substantial reduction in retail floor-space adjoining the proposed Paddington Square, there is not now considered to be a conflict between the hospital proposals and the existing retail uses in Praed Street.

SEBRA have recently made comments that there is a need for a public toilet with disabled facilities. Whilst this is not considered to be a wholly relevant matter for the current submission, this matter is being explored further given the previous resolution from Committee.

Details of the residential accommodation have been provided, with a breakdown comparing existing and proposed accommodation for key workers as well as On-Call and Relatives rooms. The new residential building will contain 258 key worker bed-spaces, which are to be provided in flats with 4 bedrooms and 2 bathrooms. This is identical to the mix that has been provided at Longbridge Court, and is popular with staff. The remainder of the accommodation provided in the residential building will be 32 further bed-spaces in the form of On-Call rooms. The outline of these details, are considered acceptable in land use terms, although the exact layout and floorplans would be agreed by the reserved matters submission.

A Supplementary Transport Statement has been submitted, which has reduced the amount of operational car parking and the private residential car parking to a more substantial extent. The revisions allow for 90 spaces to be allocated for visitor and disabled car parking. It is anticipated that the existing 40 on-street spaces can now be retained which will be allocated towards the disabled parking provision. This means therefore, that 50 spaces will now be available for visitor parking throughout the day and this is to be provided in the basement. This amount of parking together with the use of the staff parking area after 18.00 hours is considered to satisfactorily address Members' concerns about whether sufficient visitor car parking spaces are provided within the scheme.

The principle of the access points, road closures and the provision of a new road layout is regarded as acceptable for this outline submission. No objections have been received to the proposed road alterations. They will be fully developed in a definitive scheme for consideration with the reserved matters application and consulted upon at that stage. However, the current application has already been modified and is planned to be pedestrian friendly, with unobstructed sight-lines.

The revisions include the provision of a new primary health care facility at ground and first floor level of the residential building. In addition, a crèche is also to be provided at ground floor level, with a new health club for hospital staff located in part of the ground floor space of the commercial building. The primary health care facility is to be approximately 1300 square metres, which can accommodate an acceptable facility. This is welcomed and is to be controlled by legal agreement, the exact details of the provision are to be covered by the reserved matters submission.

The applicants have responded to all of the points raised by the Committee at its previous meeting and it can therefore be recommended in line with the relevant policies.

2. RECOMMENDATION

Grant planning permission and listed building consents; subject to the completion of a legal agreement to secure:-

- (1) The provision of the underground car parking, its management and charging policy, highway improvements and modifications and provision for bus facilities;
- (2) The linkages into Paddington Station;
- (3) The Key Worker Housing (including the exact details of the 60 Relative's Rooms to be located elsewhere);
- (4) The provision of the Primary Health care facility and creche;
- (5) The provision of the highest standards of sustainable urban design, architectural quality and form of new development including improvements to the appearance of the QEQM building;
- (6) Design and management of the Public Realm;
- (7) The provision of a Green Travel Transport Plan; and
- (8) Compliance with the Code of Construction Practice.

3. CONSULTATIONS

COUNCILLORS ADAMS, BARROW, BATTY, BRAHAMS, CAPLAN, CONNELL, GRAHAME, MALLINSON, MOTHERSDALE, QUERESHI, SCHMELING AND TOMBOLIS

Any responses to be reported verbally.

EXTERNAL CONSULTEES

THE INLAND WATERWAYS ASSOCIATION

No objection, would wish to see elevations when available.

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

Raise objection due to the large scale of the proposal and the impact on their roads and public transport facilities.

ENGLISH HERITAGE

Welcome improved health campus, pleased to see the demolition of the Mint Wing and linkages to Paddington Station secured by legal agreement, along with improvements to the QEQM building. Considerable concern about the complete demolition of the Mint Wing, other core hospital buildings and the impact upon the surroundings.

COMMISSION FOR ARCHITECTURE AND THE BUILT ENVIRONMENT

No comment on the changes to the scheme.

GREATER LONDON AUTHORITY

Response to be reported verbally

TRANSPORT FOR LONDON

The open space and linkages to the station should be secured by legal agreement, concerns about increase in car parking to 500 spaces as well as visitors using staff parking after 18.00 hours. Concerns about whether South Wharf Road and Winsland Street are 'pedestrian friendly' and TfL would welcome the inclusion of a bus stand in St Marys.

AMENITY SOCIETIES

COVENT GARDEN COMMUNITY ASSOCIATION

To be reported verbally.

HYDE PARK ESTATE ASSOCIATION

To be reported verbally.

KNIGHTSBRIDGE ASSOCIATION

To be reported verbally.

THE MARYLEBONE ASSOCIATION

To be reported verbally.

NORTH EAST WESTBOURNE TERRACE RESIDENTS ASSOCIATION

To be reported verbally.

NORTH PADDINGTON SOCIETY

To be reported verbally.

PADDINGTON WATERWAYS AND MAIDA VALE SOCIETY

To be reported verbally.

RESIDENTS ASSOCIATION OF MAYFAIR

To be reported verbally

ST JOHN'S WOOD SOCIETY

To be reported verbally.

ST MARYLEBONE SOCIETY

To be reported verbally.

SOUTH EAST BAYSWATER RESIDENTS' ASSOCIATION

Formal objection maintained, but could be withdrawn subject to the following being resolved: the Mint Wing only being demolished on the basis that replacement for the station's span 4 is agreed; there is a need for a public toilet with disabled facilities in Praed Street; maximum car parking provision for residential element not necessary and should be reduced; owners of key worker housing should be denied the right to apply for RESPARK spaces.

WESTBOURNE NEIGHBOURHOOD ASSOCIATION

To be reported verbally.

WESTMINSTER SOCIETY

No comments to offer.

INTERNAL CONSULTTEES

CLEANSING

No objection to outline application, refuse storage provision in line with the Council's standards would be required in detailed submission, as well as the storage for recyclable material and separate storage for clinical waste. Such drawings would need to show nearest access for a waste collection vehicle and an appropriate route. The provision of a disabled accessible public convenience would be welcomed.

ENVIRONMENTAL SERVICES

To be reported verbally.

HOUSING

To be reported verbally.

SOCIAL SERVICES

To be reported verbally.

INDIVIDUAL RESIDENTS AND BUSINESSES:

No. consulted: 5 ; No. of replies (with regard to St Mary's proposals): 2

Comments received as follows:

- i) concern about the bulk of the buildings alongside the basin
- ii) traffic generation and need for adequate traffic management and calming measures
- iii) car parking concerns, key worker should be 'car free' and secured by legal agreement
- iv) Car Club scheme would suit the proposal.

ADVERTISEMENT/SITE NOTICE

Yes

Author initials

Date:

Cleared by:

APO / AAPO

Date:

FOR THE ATTENTION OF WP OPERATOR:

PROCESS/DO NOT PROCESS*

4. BACKGROUND INFORMATION

4.1 The Site

See previous reports.

4.2 Relevant History

See previous reports.

5. THE PROPOSAL

The proposed development involves the creation of a new health campus with an independent office building and residential units.

A revised submission has been received which seeks to address the views expressed by members of the Committee on 31st January 2002.

The main changes comprise:-

- i) The retail provision on Praed Street frontage is retained on the commercial building's ground floor and is designated as bar/restaurant (A3) use and health club use;
- ii) Details on the mix and allocation of existing and proposed key worker housing;
- iii) The provision of 90 off-street car parking spaces for disabled people and visitors to the hospital during the day;
- iv) A revised Traffic Impact Assessment covering the traffic implications of the highway proposals affecting Praed Street, London Street, Norfolk Place and Winsland Street.
- v) The provision of a crèche and a primary health care centre in the ground floor of the proposed residential building to the rear of the Clarence Wing.

The applicants' letter dated 31 July 2002 sets out their detailed response in summary form.

6. DETAILED CONSIDERATIONS

Resolution of Committee on 31st January 2002

The Committee resolved that that the revisions to the proposed development of the site are welcome in principle subject to the following matters being addressed:-

6.1 Views of Hospital Buildings

The revised bulk and footprint of the hospital blocks together with the revised spacing and glazed links are acceptable subject to the submission of views (from locations to be agreed) showing the outline of the buildings to assess their impact on the surrounding area.

The views that were originally submitted have been re-considered and the impact of the buildings on the wider environment are viewed to be satisfactory and in line with our policies.

6.2 Retail Use

There is too much retail accommodation located off Praed Street. This could have an impact on the retail vitality and function of Praed Street, which is subject to improvements through SRB6. In view of this, the following issues should be reconsidered by the applicant:

- i) More of the A1/A3 accommodation should be relocated within the Hospital Campus for use in connection with the hospital.**
- ii) A full justification for the proposed amount and location of A1/A3 accommodation should be provided including an assessment of its impact on Praed Street.**
- iii) Should a full justification be made for not locating the A1/A3 accommodation along Praed Street, the amount of floorspace should be reduced to ensure the impact on Praed Street is minimised.**
- iv) Of the mixed retail floorspace not more than 33% shall be A3. The remainder shall be A1 use.**

The retail accommodation previously located in a position fronting onto Paddington Square has been considerably reduced, leaving the only separate retail use at the ground floor of the commercial building facing onto Praed Street. Further retail uses are to be provided in the St Marys Addition and the new Harefield and Brompton building, although this is only ancillary accommodation to the hospital use. The applicants have stated that full, stand alone retail provision in the Imperial College frontage of Praed Street would not be an attractive and viable option for its potential occupiers. In addition, the Imperial College urgently needs the space for its operational development. The applicants have previously stated that there would be technical problems relating to the use of the NHS buildings and their servicing.

However, given the substantial reduction in retail floor-space, there is not now considered to be a problem with the new retail uses diverting

activity away from Praed Street. Therefore, the revisions have gone some way to overcoming the concerns raised about the A1/A3 uses.

SEBRA have made comments that there is a need for a public toilet with disabled facilities to be provided, as there is no such facility in Praed Street. It has also been suggested that the ground floor retail unit next to the Post Office would be a good location. However, this provision was not recommended by Members at the previous Committee meeting, so this is not considered to be relevant at this stage. The applicants will be made aware of this issue, and provision will be encouraged within the reserved matters application and in relation to other sites south of the Basin. The views of the Director of Environment and Leisure are being sought.

6.3 Mix of Accommodation

Full details on the mix of accommodation and allocation of existing and proposed housing for key workers needs to be submitted.

This has now been provided and the amount of bed-spaces is as set out in the table below. The On-Call rooms and Relatives rooms are to be located in groups in the hospital, whereas the On-Call 'elsewhere' will be clustered flats in the residential block on the proposed Paddington Square. The options for the Relatives rooms 'elsewhere' is still being reviewed, which involves discussion with a number of charities active in the provision of parent's accommodation for sick children.

	<u>Current Provision</u>	<u>Proposed Provision</u>
<u>On-Call Rooms:</u>		
- hospital	15	30
<u>Relative Rooms:</u>		
- hospital	3	40
- elsewhere	3	60 (location to be agreed)
<u>Staff Key Worker:</u>	180	258
Total	201	388

The new residential building will contain 226 key worker bed-spaces which is proposed to be provided in flats with 4 bedrooms and 2 bathrooms. This is identical to the mix that has been provided at Longbridge Court, and is popular with staff. The remainder of the accommodation provided in the residential building will be 32 further bed-spaces in the form of On-Call Rooms. The outline of these details,

are considered acceptable in land use terms, although the exact layout and floor-plans would need to be agreed by the reserved matters submission.

Also, it has been commented that the hospital trusts are in discussion with other developers within the Paddington Special Policy Area Waterside (e.g at Hermitage Street) and Housing Associations and Registered Social Landlords, elsewhere to accommodate the other required bedspaces.

6.4 Car Parking

Parking spaces for hospital visitors during normal working hours must be provided and managed to the satisfaction of the City Council by way of legal agreement.

The car parking provision for the redevelopment has been amended to address the need for visitor car parking during the day. The details of the revised parking strategy compared to the earlier revision is outlined in the table below, and the total number of parking spaces now provided has slightly increased to 500 spaces.

<u>Development</u>	<u>Use</u>	<u>First Revision</u>	<u>Second Revision</u>
Hospital Campus	Operational	30	20
	Essential Staff	280	280
	Patient's Transport	40	40
NHLI & ICSM	Operational	21	21
	Disabled Parking	40	-
Disabled / Visitor Parking	Public	-	90
Offices	Operational	9	9
Residential	Residents	73	40
Total Parking		493	500

The amount of parking for the private residential element has been reduced to reflect the indicative number and size of the flats for the residential development, which would be 26x1 bedrooms, 11x2 bedrooms and 2x3 bedrooms. The provision of 40 spaces has been reduced from the earlier figure of 73 spaces and this means therefore, that there would be one space for the 1 and 2 bedroom units and 1.5 spaces for the 3 bedroom units. Objections have been received about the amount of car parking provided for the proposed residential element. SEBRA have also suggested that the occupiers of the key worker housing should be deprived of the right to apply for RESPARK permits. However, the number of spaces do accord with the Council's

standards, given the limited number of spaces. With regards to the RESPARK concern, it is not possible to control this as the issuing of permits is outside the remit of the planning legislation.

The need for operational car parking has also been re-assessed, and it has been advised that a proportion of this demand can be satisfied through the staff parking provision.

It is now apparent that 40 on street parking spaces can be retained in the redevelopment, which is more than previously anticipated. It is considered that it would be appropriate to maintain these spaces for disabled parking with the new visitor parking amounting to 50 spaces being provided in the underground car park. This is in addition to the use of the main staff parking area in the basement car park after 18.00 hours, which would be on a charged basis.

The agents have advised that they do not envisage that the new primary health care facilities would generate any significant additional demand for visitor parking, as the use would be providing a service for people living and working in the area. However, it is anticipated that up to 6 spaces will be provided for operational and staff car parking, the exact details will be dealt with by the reserved matters submission.

The revisions to the car parking arrangement are therefore considered acceptable, although the parking allocation together with the management of the car park provision and charging policy will be subject to a legal agreement.

6.5 Transport Impact Assessment

A revised TIA is required to incorporate items 7, 8, and 9 and further assessment of the traffic implications of the highway proposals affecting Praed Street, London Street, Norfolk Place and Winsland Street.

The Traffic Impact Assessment has been revised to take into account the changes in the car parking provision as set out in section 6.4 above. The road layout plan has been modified to eliminate the footway constriction at the corner of London Street and Winsland Street.

The principle of the access points, road closures and the provision of a new road layout is regarded as acceptable for this outline submission. No objections have been received to the road alterations, although this will be fully developed in a definitive scheme for consideration with the reserved matters application. However, the current application has already been modified and is planned to be pedestrian friendly, with unobstructed sight-lines.

The legal agreement and conditions will control the detailed development of the proposals. A further letter has been received from Transport for London on a number of detailed transportation matters, and the proposed legal agreement and conditions are considered to address the outstanding issues.

6.6 Local Primary Health Care Facility

The provision of a Local Primary Health Care facility should be further explored and incorporated into the scheme to ensure the provision of an effective integrated local health care provision.

The revisions include the provision of a new primary health care facility at ground and first floor level of the residential building. In addition, a crèche is also to be provided at ground floor level, with a new health club for hospital staff located in part of the ground floor space of the commercial building. The primary health care facility be approximately 1300 square metres, which can accommodate an acceptable facility. This new facility is welcomed and is to be controlled by legal agreement, the exact details of the new accommodation are to be covered by the reserved matters submission.

6.7 Archaeology

A study commissioned some time ago by the applicants on the impact of the redevelopment upon any archaeological remains has recently been submitted to the Council. The report does not raise any new archaeological or historic building issues other than those already covered in the previous reports to Committee. However, the appropriate conditions are to be imposed requiring the Museum of London Archaeology Service having site access and agreement to the demolition and excavation work.

7. ADDITIONAL INFORMATION

Agent:	GL Hearn Planning		
On behalf of:	St Mary's Trust, The Special Trustees Of St Mary's Hospital		
Registered Number:	00/05001/OUT	TP No:	TP/4523
Date of Application:	30.6.2000	Date amended/ completed:	30.06.00
Historic Building Grade:	Grade II Listed Building		
Conservation Area:			
Unitary Development Plan:	Within / Outside Central Activities Zone		
Current Licensing Position:	N/A		

BACKGROUND PAPERS

- 1 City of Westminster Unitary Development Plan Adopted July 1997
- 2 Replacement Unitary Development Plan (Second Deposit version) January 2002.
- 3 Copy of Report to Major Planning Applications Committee dated 18.12.2000.
- 4 Copy of Report to Major Planning Applications Committee dated 31.01.2002.
- 5 Letter from the Royal Borough of Kensington and Chelsea, dated 06.06.2002.
- 6 Letter from the St Marylebone Society, dated 11.07.2002.
- 7 E-mail from John Humphrey, dated 14.06.2002.
- 8 Letter from the Inland Waterways Association, dated 15.06.2002.
- 9 Letter from English Heritage, dated 17.06.2002.
- 10 Letter from the occupier of 165 Sussex Gardens, W2, dated 28.06.2002.
- 11 Letter from the Westminster Society dated, 29.06.2002.
- 12 Letter from Transport for London, dated 03.07.2002.
- 13 Memorandum from Cleansing, dated 16.07.2002.
- 14 Letter from the Commission for Architecture and the Built Environment, dated 23.07.2002.
- 15 Letter from South East Bayswater Resident's Association, dated 30.07.2002.
- 16 Letters from G L Hearn, dated 27.05.2002, 19.06.2002, 30.07.2002 and 31.07.2002.
- 17 In accordance with The Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999 you are reminded of the need to submit an Environmental Impact Assessment to the City Council at the same time as the application/s is made for the approval of the reserved matters pursuant to Condition 1. The report should identify, describe and assess the effects that the development is likely to have on the environment including its impact on the following:Ecology and nature conservation;Air quality;Water quality;Noise;Wind effects and microclimate;Green buildings;Waste and recycling;Television.

DRAFT DECISION LETTER

Address: St Marys Hospital And Land Bounded By Praed Street, Paddington Basin And , London Street, London, W2 1HL

Proposal: Redevelopment including demolition of Mint Wing/partial demolition of Clarence Wing for healthcare facilities, research/teaching, offices and residential accommodation, retail/leisure facilities, parking and open space.

Plan Nos: OPA1-01,2-01,3-01, 4-01,5-03, 6-01, 7-01,8-01,9-01, ILLUS1-01,2-01, 3-03, 4-00, 5-01, Planning Statement Documents, Traffic Impact Assessment Documents, and Enviromental Statement Documents

Case Officer: Janet Thomas **Direct Tel. No.** 020 7641 2929

Recommended Condition(s) and Reason(s) or Reason(s) for Refusal:

1 Details of the following items (hereafter called 'reserved matters') shall be submitted to and approved by the City Council as local planning authority before construction is commenced on the relevant phase of development, in accordance with the phasing programme submitted in pursuant condition 3 and approved by the City Council.

(1) The layout of the site, the siting of the buildings and the means of vehicular and pedestrian access, relating to the relevant phase of development;

(2) The design and external appearance, including detailed plans, sections and elevations of all new buildings and the glazed links between the hospital buildings (to a scale of 1:50 and 1:100 and annotated to show materials and uses) relating to the relevant phase of the development.

(3) The landscaping, including detailed drawings of a planting scheme which shall include the number, size, species and location of trees and/or shrubs (as well as a programme for implementation), the surface materials, hard landscaping, boundary treatments street furniture and full details of lighting provision, relating to the relevant phase of development.

Reason:The application is for outline planning permission only. We need to be satisfied with the details of the proposal before any development work starts. (R01AA)

2 You must apply to us for approval of all the reserved matters within three years of the date of this outline permission. (C01BA)

Reason:To meet the requirements of the Town and Country Planning Act 1990. (R01BA)

3 No development shall be carried out until a phasing programme covering all parts of the proposed development has been submitted to and approved by the City Council as local planning authority. The whole of the development hereby permitted shall be carried out in accordance with the phasing programme thereby approved, unless otherwise agreed in writing by the City Council as local planning authority.

Reason:To ensure that the development is carried out in its entirety in accordance with the planning permission and to ensure that the development is in accordance with the policies as set out in Chapter 4 of the Unitary Development Plan Adopted July 1997 and Chapter 5 of the City of Westminster Unitary Development Plan as agreed for placing on Second Deposit in January 2002.

4 In respect of the planting scheme to be submitted pursuant to condition 1 and approved by the City Council, any of the trees that are removed, die, severely damaged or become diseased within 5 years of planting shall be replaced with trees of similar size and species to those originally required to be planted.

Reason:To ensure the appearance of the development is satisfactory as set out in DES 12 and DES 16(E) of our Unitary Development Plan, ENV 14 and DES 1(A) of our Replacement Unitary Development Plan (Second Deposit version) and ENV 14 and DES 1(A) of our Pre-Inquiry Unitary Development Plan. (R30A)

5 You must not use the premises as:

(a) temporary sleeping accommodation as defined in Section 25 of the Greater London Council (General Powers) Act 1973 as amended by the Greater London Council (General Powers) Act 1983; or

(b) holiday accommodation under either a tenancy agreement or any other form of accommodation contract. (C08AA)

Reason:To make sure the property provides permanent domestic accommodation as set out in H 2 of the Unitary Development Plan, H 2 of our Replacement Unitary Development Plan (Second Deposit version) and H 2 of our Pre-Inquiry Unitary Development Plan. (R08AA)

6 Details of the primary health care and creche accommodation, including location, layout and how the facility will operate shall be submitted to and approved by the City Council as local planning authority before any work is commenced on the relevant phase of development. The primary health care accommodation shall be made ready for occupation prior to the occupation of the relevant phase of development and shall not be used for any other use in Class D1 of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any Statutory instrument revoking and re-enacting that Order.

Reason:To prevent the use of the accommodation for a purpose which the City Council would consider unacceptable having regard to the character of the neighbourhood, and to ensure compliance with the City Council's policies as set out in policy SOC5 of our Unitary Development Plan and SOC4 of our Replacement Unitary Development Plan (Second Deposit version). (R10A)

7 You must carry out any building work which can be heard at the boundary of the site only:

- * between 08.00 and 18.00 Monday to Friday;
- * between 08.00 and 13.00 on Saturday; and
- * not at all on Sundays and bank holidays.

Noisy work must not take place outside these hours unless we have agreed that there are very special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AA)

Reason:To protect the environment of neighbouring residents. This is as set out in SC 19 of our Unitary Development Plan, ENV 6 of our Replacement Unitary Development Plan (Second Deposit version) and ENV 6a of our Pre-Inquiry Unitary Development Plan. (R11AA)

8 Details of the Use classes, sizes of and distribution of the retail units shall be submitted to and approved by the City Council before the uses commence. The accommodation shall not unless otherwise agreed in writing by the City Council as local planning authority, be occupied other than in accordance with the details approved pursuant to this condition.

Reason:To ensure that the Class A accommodation in the development provides a range of services appropriate to the Paddington Special Policy Area and complies with policy PSPA2 of the City of Westminster Unitary Development Plan Adopted July 1997 and PSPA2 of the City of Westminster of the City of Westminster Unitary Development Plan as agreed for being placed on Second Deposit in January 2002.

To ensure compliance with the City Council's policies as set out SS13 of our Unitary Development Plan and TACE10 and SS8 of our Replacement Unitary Development Plan (Second Deposit version) which seek to safeguard the amenity of adjoining residents and protect the general environment.

9 Details of the type and maximum capacity of each Class A3 use (including the split between the bars areas for standing and any sit down restaurant use for dining purposes) shall be submitted to the City Council no later than the application/s for approval of the distribution of retail uses pursuant to condition 7 above. The accommodation shall not, unless otherwise agreed in writing by the City Council as a local planning authority, be occupied other than in accordance with the details approved pursuant to this condition

Reason:Insufficient information has been submitted to demonstrate the acceptability in amenity terms of unrestricted Class A3 use. In the absence of such information the City Council considers that it would be

premature to confer unrestricted Class A3 use on the development. This is in accordance with SS13 of our Unitary Development Plan and TACE10 of our Replacement Unitary Development Plan (Second Deposit version).

10 If any of the retail accommodation hereby permitted is to be occupied for Class A3 purposes, each A3 use (of a particular unit) shall not commence until full details of the means of ventilation for the extraction and dispersal of cooking smells, including details of its method of construction, appearance and finish have been submitted to and approved by the City Council as local planning authority. The development should not be carried out otherwise than in accordance with the details approved pursuant to this condition.

Reason:In compliance with the City Council's policies as set out in SC19 of our Unitary Development Plan and ENV5 of our Replacement Unitary Development Plan (Second Deposit version), which seek to safeguard the amenity of adjoining neighbours and protect the general environment. (R14A)

11 Details of the opening hours for each retail use shall be submitted and approved by the City Council as local planning authority, before the use commences. The use shall not operate outside the permitted hours unless otherwise agreed in writing by the City Council as a local planning authority.

Reason:In compliance with the City Council's policies as set out in SC13 and SC19 of our Unitary Development Plan and TACE8 TACE10 and ENV6 of our Replacement Unitary Development Plan (Second Deposit version), which seek to safeguard the amenity of adjoining neighbours and protect the general environment. (R14A)

12 We must approve details of how waste is to be stored on site and how materials for recycling will be stored separately. We must do this before you begin any work on the development.

You must provide the stores for waste and materials for recycling according to these details. You must clearly mark the stores and make them available at all times to everyone using the building. (C14EA)

Reason:In compliance with the City Council's policies as set out in SC15 of our Unitary Development Plan and STRA 33 and ENV10 of our Replacement Unitary Development Plan (Second Deposit version), which seek to protect amenity and ensure adequate provision for the storage of waste and recyclable materials. (R14E)

13 Provision shall be made for the storage of clinical refuse and waste in accordance with details to be submitted to and approved by the City Council as local planning authority prior to the commencement of the development. Such provision shall be made prior to the occupation of the building and shall thereafter be maintained permanently for the occupiers of the building.

Reason:In compliance with the City Council's policies as set out in SC15 of our Unitary Development Plan and ENV10 of our Replacement Unitary Development Plan (Second Deposit version), which seek to protect amenity and ensure adequate provision for the storage of clinical refuse.

14 You must apply to us for approval of the detailed drawings of how you will give people with disabilities access to all parts of the development before you begin any work on the development. These drawings must include:

- * full details of threshold levels;
- * relevant elevations, plans and cross-sections of the building at a scale of 1:50; and
- * plans of all doors and handrails at a scale of 1:20.

You must then carry out the work according to the approved drawings. And you must not change the approved access without our permission. (C20BA)

Reason:To make sure that there is reasonable access for people with disabilities as set out in DES 1(B) and SC 3 of our Unitary Development Plan, DES 1(B) and STRA 25A of our Replacement Unitary Development Plan (Second Deposit version) and DES 1(B) and STRA 25A of our Pre-Inquiry Unitary Development Plan. Also, to make sure that the access does not harm the appearance of the building. (R20AA)

15 The residential car parking spaces within the development hereby approved shall be reserved for the use of residents only and shall be separately identified and thereafter permanently maintained to the satisfaction of the City Council.

Reason:To provide parking spaces for people living in the residential part of the development as set out in TRANS 25 and SC 11 of our Unitary Development Plan, TRANS 23 and TRANS 24 of our Replacement Unitary

Development Plan (Second Deposit version) and TRANS 23 and TRANS 24 of our Pre-Inquiry Unitary Development Plan. (R22BA)

16 Detailed drawings showing the layout of all of the car parking, including the separation between the users of the spaces together with details of the vehicular access, loading bay and service area and (to a scale of 1:50 or 1:100) shall be submitted to and approved by the City Council as local planning authority before any work is commenced. The development shall not be carried out otherwise than in accordance with the drawings thereby approved, and the car parking spaces shall be retained in perpetuity for the parking of vehicles (unless otherwise agreed in writing by the local planning authority) with at least 50 spaces made available at all times for visitor car parking.

Reason:To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in TRANS 24 of our Unitary Development Plan, TRANS 20 and TRANS 21 of our Replacement Unitary Development Plan (Second Deposit version) and TRANS 20 and TRANS 21 of our Pre-Inquiry Unitary Development Plan. (R23AA)

17 The servicing, loading and unloading facilities and internal circulation areas shall be provided before the occupation of any part of the buildings hereby approved, and shall be permanently maintained as such, and shall not be used for any other purpose, except for temporary purposes associated with the construction works for this development.

Reason:To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in TRANS 24 of our Unitary Development Plan, TRANS 20 and TRANS 21 of our Replacement Unitary Development Plan (Second Deposit version) and TRANS 20 and TRANS 21 of our Pre-Inquiry Unitary Development Plan. (R23AA)

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

Reason:In the interests of public safety and to avoid blocking the road as set out in TRANS 18 of our Unitary Development Plan, TRANS 2 and TRANS 3 of our Replacement Unitary Development Plan (Second Deposit version) and TRANS 2 and TRANS 3 of our Pre-Inquiry Unitary Development Plan. (R24AA)

19 The areas shown on the approved plans as the drop-off points to the hospital buildings shall be provided as outlined on the drawings, and shall be retained in perpetuity and shall not be used for any other purpose other than for access.

Reason:To ensure that a satisfactory access and drop off point to the hospital buildings are provided and in order to avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the City Council's policies as set out in TRANS24 of our Unitary Development Plan and TRANS20 and TRANS21 of our Replacement Unitary Development Plan (Second Deposit version). (R23A)

20 Samples of all the facing materials including glazing to be used in the development shall be submitted to and approved by the City Council as local planning authority before any work is commenced on site.

The development shall not be carried out otherwise than in accordance with the details thus approved. (C26B)

Reason:To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of the area. This is as set out in DES 5 or DES 6 or both, of our Unitary Development Plan, DES 5 or DES 6 or both, of our Replacement Unitary Development Plan (Second Deposit version), and DES 5 or DES 6 or both, of our Pre-Inquiry Unitary Development Plan . (R26AA)

21 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with the findings of the Molas Report as submitted and dated July 2002. The archaeological work and subsequent development shall only take place in accordance with the detailed scheme and method statement approved pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the City Council.

Reason:In order that the archaeological heritage of the City is safeguarded in accordance with the guidance contained in Planning Policy Guidance Note 16 "Archaeology and Planning" and the policies set out in DES18 of our Unitary Development Plan, and DES11(B) of our Replacement Unitary Development Plan (Second Deposit version).

22 A detailed schedule, and drawings where appropriate, showing the provision of public art (including the incorporation of public art within the bridge links between the hospital buildings) for each phase of the development shall be submitted to and approved by the City Council as local planning authority. The buildings within each phase of the development shall not be occupied until the public art forming part of the relevant phase of the development has been completed to the satisfaction of the City Council.

Reason:To make sure the art is provided for the public and to make sure that the appearance of the building is suitable. This is as set out in DES 17 of our Unitary Development Plan, DES 7(A) of our Replacement Unitary Development Plan (Second Deposit version) and DES 7(A) of our Pre-Inquiry Unitary Development Plan. (R37AA)

23 The accommodation hereby approved for use as health club shall only be occupied as an ancillary facility to the hospital and health care accommodation and made available for use by staff of the hospital Primary Health Care Facility and for no other purpose, including any other purpose within D2 of the Town and Country Planning (Use Classes) Order 1987. Detailed drawings showing the location and layout of the health club use in the commercial building shall be submitted to and approved by the City Council as local planning authority before the use commences.

Reason:To ensure that the health club use would be in accordance with policy PSPA8 of the City of Westminster Unitary Development Plan Adopted July 1997 and PSPA7 of the City of Westminster Unitary Development Plan as agreed for being placed on Second Deposit, January 2002..

24 Detailed drawings of the layout and distribution of the key worker accommodation shall be submitted to and approved by the City Council as local planning authority before any work is commenced on the residential building, and this accommodation shall be provided and retained in perpetuity.

Reason:In granting this permission the City Council has had regard to the special circumstances of this development and considers that planning permission would have been refused for the number and layout of bedspaces if the accommodation was not providing key worker form of accommodation. This is in accordance with PSPA10 of our Unitary Development Plan and PSPA7 of our Replacement Unitary Development Plan (Second Deposit version).

25 In respect of the A1/A3 accommodation:

(a) Unless and until the 'maximum noise level' and 'measurement location' are fixed under (b), the plant/machinery hereby permitted shall be operated so as to ensure that any noise generated does not exceed the external background noise level (without the plant/machinery hereby permitted operating) at any time outside any residential property (to be referred to as the 'receptor location/s ').

(b) If the 'maximum noise level' and 'measurement location' have been fixed under this condition, the plant hereby permitted shall be operated so as to ensure that any noise generated does not exceed the 'maximum noise level' between 6.30am; hours and 00.30am; hours daily (permitted hours of operation) when measured at the 'measurement location'.

For the purposes of fixing the 'maximum noise level' and the 'measurement location' details of the following noise scheme shall be submitted to and approved in writing by the City Council, namely a scheme including:

i. A suitable location accessible to the applicant and City Council, close to the plant/machinery hereby permitted, for measuring noise emitted by it (to be referred to as the 'measurement location'); and

ii. Results of monitoring at the 'measurement location' and 'receptor location/s ' when external background noise levels are at their quietest between 6.30am; hours and 00.30am; hours daily (permitted hours of operation). The results of the monitoring shall determine the highest noise level (to be referred to as the 'maximum noise level') emitted by the plant/machinery hereby permitted when measured at the 'measurement location' which does not exceed the external background noise level at any time (without the plant/machinery hereby permitted operating) at the 'receptor location/s '. The results shall be provided as the maximum sound levels over a 5-minute period expressed as L_{Amax} L_{Aeq} and un-weighted octave band frequency spectra. (C39A)

Reason:To ensure that the plant/machinery hereby permitted which is outside the Central Activities Zone (CAZ), not on a CAZ Frontage and not in a Stress Area will be designed and operated so that noise generated by the plant/machinery hereby permitted will not exceed the background noise outside the nearest noise sensitive property.

This is required in order to protect nearby occupiers of noise sensitive properties and the area generally from excessive noise and disturbance as set out in SC 19 of our Unitary Development Plan, ENV 6 of our Replacement Unitary Development Plan (Second Deposit version) and ENV 6b of our Pre-Inquiry Unitary Development Plan.

26 Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

Reason:In compliance with policies SC18 of the City of Westminster Unitary Development Plan adopted July 1997 and STA32 and ENV8 of our Replacement Unitary Development Plan (second deposit version), which seek to prevent the pollution of the water environment.

27 A detailed planning application for improvements to the appearance and setting of the existing Queen Elizabeth Queen Mother building shall be submitted to the City Council no later than the application/s for approval of reserved matters pursuant to Condition 1 above [and the first phase of the development hereby approved shall not be occupied] until such detailed planning permission is granted.

Reason:To ensure the external appearance of the building is satisfactory and that it contributes to the character and appearance of St Mary's Hospital redevelopment scheme and that it does not detract from the appearance of surrounding new buildings. This is in accordance with DES5 of our Unitary Development Plan and DES5 of our Replacement Unitary Development Plan (Second Deposit version).

Informative(s):

- 1 You are advised that the outline consent hereby granted is subject to a legal agreement between the applicant and the city of Westminster concluded with the terms of Section 106 of the Town and Country Planning Act 1990.
- 2 You may need to get separate permission under the Town and Country Planning (Control of Advertisements) Regulations 1992 if you want to put up an advertisement at the property. (I03AA)
- 3 Please contact our Environmental Health Service (020 7641 2000) to make sure you meet their requirements under the Control of Pollution Act 1974 and the Environmental Protection Act 1990. (I07AA)
- 4 Please contact our Cleansing section on 020 7641 7962 about your arrangements for storing and collecting waste. (I08AA)
- 5 You need to speak to our Highways Client Manager about any work which will affect public roads. This includes new pavement crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults. You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. For more advice, please phone 020 7641 2642. (I09AA)
- 6 You will have to apply separately for a licence for any structure that overhangs the road or pavement. For more advice, please phone our Highways section on 020 7641 2642. (I10AA)
- 8 Under Part M of the Building Regulations 2000 (as amended in 2004) you must provide access for people with disabilities to all floors of new non-domestic buildings. You must also provide accessible facilities such as WC's. If you are building new homes you must provide features which make them

suitable for people with disabilities.

If you are making changes to an existing building, you must not make existing access worse.

Under the Disability Discrimination Act 1995 you must meet new laws. From 1 October 2004 you may need to make changes to existing premises to make them suitable for people with disabilities.

Please contact our District Surveyors' Services to discuss how you can include facilities for people with disabilities in your plans. (Phone 020 7641 7240 or 020 7641 7230) If an application relates to providing access or facilities for people with disabilities, our normal planning and building control fees do not apply.

The Centre for Accessible Environment's 'Designing for Accessibility', 1999, Price £15 is a useful guide. You can get a copy by phoning 020 7357 8182. You can see a copy of it at the Planning and Building Control Desk at One Stop Services, Westminster City Hall, 62 Victoria Street, London SW1E 6QP. (Phone: 020 7641 3106). (I41AA)

- 9 When carrying out building work you must do all you can to reduce noise emission and take suitable steps to prevent nuisance from dust and smoke. Please speak to our Environmental Health Service to make sure that you meet all requirements before you draw up the contracts for demolition and building work.

Your main contractor should also speak to our Environmental Health Service before starting work. They can do this formally by applying to the following address for consent to work on construction sites under Section 61 of the Control of Pollution Act 1974.

24 Hour Noise Team
Environmental Health Service
Council House
Marylebone Road
London
NW1 5PT.

Phone: 020 7641 2000

Our Environmental Health Service may change the hours of working we have set out in this permission if your work is particularly noisy. Deliveries to and from the site should not take place outside the permitted hours unless you have our written approval. (I50AA)

- 10 Please read the enclosed leaflet about our Considerate Builders Scheme. For more information phone 020 7641 2555 or look at www.westminster.gov.uk/planningandlicensing/highways/index.cfm. (I51AA)

- 11 The opening hours set out in this planning permission are the hours during which customers may be on the premises. All customers must have left the premises by the latest time shown. Our Licensing Subcommittee may restrict your opening hours further if you also need a licence. (I61AA)

- 7 You are reminded that, by virtue of Section 25 of the Greater London Council (General Powers) Act 1973, as amended in 1983, planning permission is required for the use of residential premises as temporary sleeping accommodation. In order to ensure the residential accommodation is used for permanent residential purposes, it must not be used as sleeping accommodation which is occupied by the same person for less than 90 consecutive nights. The High Court has ruled (in the case of Westminster City Council versus the Secretary of State and Miller Developments Limited) that Section 25 applies equally to new residential accommodation. In addition, Condition No 4 of this permission prohibits the use of the accommodation for any period for the purposes of a holiday. (I38A)

- 12 Under the terms of the Water Resources Act 1991, an abstraction license will normally be required from the Environment Agency for the abstraction (removal) of water (even temporarily) from any inland waters (rivers, streams, ditches, lakes, etc.) or underground strata (eg. from a well, borehole or catchpit). The granting of a license will be dependent on the availability of water resources locally and on the acceptability of any resulting impact on the environment and existing protected rights. Before

this Agency can make a decision in principle on the likelihood of an Abstraction Licence being granted, the applicant should submit details of:-

- (i) The proposed location, source of supply and means of abstraction;
- (ii) The maximum hourly, daily and annual rates of abstraction;
- (iii) The use(s) the water will be put to.

As part of a formal application, the applicant will also be required to demonstrate that the quantities of water applied for represent a reasonable requirement. If a licence is granted, it will be subject to restrictions, and for certain consumptive uses of water, will prohibit abstraction during drier periods of the year. It is important therefore that the applicant contacts the Abstraction Control Section as soon as possible to discuss the Environment Agency's requirements.

Under Section 30 of the Water Resources Act 1991 the developer is required to inform the Environment Agency of any intention to dewater any quarry or excavation. The Agency may issue a 'conservation notice' setting out measures that the person responsible for the dewatering work must take to conserve water.

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for any discharge of sewage or trade effluent into controlled waters (e.g. watercourses and underground waters), and may be required for any discharge of surface water to such controlled waters or for any discharge of sewage or trade effluent from buildings or fixed plant into or onto ground or into waters which are not controlled waters. Such consent may be withheld. Contact the Consents Department on 01707 632300 for further details.

Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is required for dewatering from any excavation or development to a surface watercourse. Contact the Consents Department on 01707 632300 for further details.

WATER RESOURCES: CONTACT REBECCA FRASER ON 01707 632484

There may be boreholes or wells on the application site. The failure to abandon a well/ bore correctly may, as well as posing safety problems, result in contamination of groundwater, for which the owner may be liable under the terms and conditions of the Water Resources Act 1991. Please contact Rebecca Scase 01707 632484 to obtain the correct instructions on infilling boreholes or wells.

Large underground structures constructed below the water table may act as an obstruction to groundwater flows. Consequently, a building-up of groundwater levels may occur on the up-gradient side of such structures. Any drainage systems proposed for such structures should also be capable of allowing groundwater flows to bypass the structure without any unacceptable change in groundwater levels, or flow in groundwater-fed streams, ditches or springs.

DEVELOPMENT CONTROL: CONTACT ROB MCCARTHY ON 01707 632409

The applicant should consult the Environment Agency for advice on how sustainable surface water drainage techniques might be applied to this site.

SURFACE WATER POLLUTION: CONTACT JACKIE LAWRENCE ON 01707 632

Surface water from road, access and carparking areas should be passed through a suitable type of oil/ grit separator, the design of which shall be to the satisfaction of the Environment Agency.

Any above ground oil storage tank(s) should be sited on an impervious base and surrounded by a suitable liquid tight bunded compound. No drainage outlet should be provided. The bunded area should be capable of containing 110% of the volume of the largest tank and all fill pipes, draw pipes and sight gauges should be enclosed within its curtilage. The vent pipe should be directed downwards into the bund. Guidelines are available from the Environment Agency.

Underground or overground pipelines should be adequately protected against leakage particularly by corrosion.

Underground chemical, oil or fuel storage tanks should be constructed of material resistant to attack by the substance stored therein and protected against corrosion. The tank vent pipe should be taken to a sufficient height to prevent an overflow taking place in the event of the tank being overfilled. This type of tank should be filled from the delivery tanker by gravity only.

The outlet from the oil separator should be provided with a cut-off valve to prevent flow in the event of the discharge being significantly polluted.

Clean roof water should not pass through the oil separator. Where soakaways are used it should preferably not

discharge to soakaways used to drain road and vehicle parking areas.

Roof water downpipes should be connected to the drainage system either directly, or by means of back inlet gullies provided with sealing plates instead of open gratings.

Any open chemical or refuse storage areas should be surrounded by suitable liquid tight bunded compounds to prevent drainage from these areas discharging into the surface water system. Such areas should be connected to the foul sewer subject to the approval of Thames Water Utilities or its sewerage agent.

No sewage or trade effluent, including cooling water containing chemical additives, vehicle wash waters, steam cleaning effluent, or pressure wash effluent, should be discharged to the surface water system.

All sewage or trade effluent should be discharged to the foul sewer if available subject to the approval of Thames Water Utilities or its sewerage agent.

Vehicle loading or unloading bays and storage areas involving chemicals, refuse or other polluting matter should not discharge to the surface water system.

Appendix 2 Planning History of the Site

This is a brief summary of the recent, most relevant planning history of the St Mary's and Post Office site.

There has been a fifty-year history of proposals for the St Mary's site. The key development is the Queen Elizabeth the Queen Mother (QEQM) Wing opened in 1987 as Phase 1 of the proposed redevelopment of the Hospital. It was approved under the then Circular 100 procedure for Crown development.

Since 1994 St Mary's Hospital has pursued two significant, separate piecemeal proposals. The first, approved in 1995, to extend the Lindo Wing has not been built. The second, approved in 1998, was for a paediatric Accident and Emergency unit as an extension to the QEQM wing which has been built.

There are two other relevant recent planning permissions. One is for the construction of the Medium Term Access from Paddington Goods Yard and Basin to Paddington Station and the Hammersmith and City Line Underground station. The other is for the change of use of the Grand Junction PH to a job brokerage, offices, exhibition space and ancillary storage. The premises to be occupied by the Paddington Waterside Partnership (PWP) which is a partnership of landowners, developers and transport operators in the PSPA. (See [Appendix 5](#) for membership.)

On the 3rd July 2000 an outline application was received for the St Mary's Hospital and Imperial College site. The application was considered by the Planning Applications Sub-Committee on the 18th December 2000. The Committee resolved that the redevelopment of the site to expand the hospital facilities and the Imperial College of Medicine was welcome and that the incorporation of some office development was acceptable in principle. However further work was needed on the design of the scheme and further information was required in relation to the Environmental and Transport Impact studies, the demolition of the Listed buildings, the proposed provision for key workers and other issues.

The latest revision of this application went to Major Planning Applications Committee on 22nd August 2002 (see [Appendix 1](#) for Committee report and minutes). Members had welcomed revised proposals for the redevelopment of St Mary's Hospital in January 2002 but had requested further information about the retail accommodation off Praed Street, full details of the mix of housing for key workers, the provision of visitor parking, amendments to the Traffic Impact Assessment and the provision of a Primary Health Care facility. These details were addressed and the revised submission was presented to the August Committee. It was resolved that planning permission and listed building consent be granted subject to the completion of a legal agreement. This legal agreement is currently under negotiation, and thus planning permission has not yet been issued.

Appendix 3 Building Descriptions

This Appendix describes individual buildings and sites and sets out some considerations relating to their future retention or redevelopment. See also Figure 1

The Clarence Wing

This is a listed building and the relevant extract from the List Description of Buildings of Special Architectural and Historic Interest is as follows:

“CLARENCE MEMORIAL WING OF ST MARY’S HOSPITAL

Praed Street W2 Grade II

Hospital. 1890’s, opened 1904. By Sir William Emerson. Ashlar basement, semi-basement and ground floor, red brick above with ashlar dressings and ashlar loggias, slate roofs. Eclectic Renaissance style. 4 storeys, basement, semi-basement and attic. Central block of 5 bays breakforward with a further breakforward of 3 bays with attached Ionic pilasters and columns to 2nd and 3rd floors. 6-bay wings flanked by a further 4 bays which project and are surmounted by a gable. To right a further projecting, full-height canted bay creates the impression of an angular turret. Quoins. Steps to central segmental-pedimented entrance. Shallow 3-window bows to 6-bay wings. Mainly sash windows with glazing bars to upper sashes. Balustraded balcony to 1st floor and 2-tier loggia to 1st and 2nd floors. Modillion cornice. Later dormers to double mansard roof. Octagonal turrets flank centre. Pediment gables to centre and outer bays. Plaque commemorating the discovery of penicillin in this wing by Alexander Fleming (1881-1955).”

The Clarence Wing forms part of the main hospital buildings and also houses the Sir Alexander Fleming Museum. The City Council would expect to see the Clarence Wing conserved and sensitively adapted, and the museum use retained. Whilst the demolition of later additions would be acceptable, subject to the PPG 15 tests and UDP Policy, any proposals for their replacement with new extensions would not be welcomed. The gates and gate piers at the entrance to Norfolk Place adjacent to the Clarence Wing should also be retained and conserved.

The Mint Wing

This is a listed building and the relevant extract from the List Description of Buildings of Special Architectural and Historic Interest is as follows:

“MINT WING OF ST MARY’S HOSPITAL

Winsland Street W2 Grade II

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

London’s Industrial Heritage, A Wilson, 1970,p.90, illustrated on p91.”

The Mint Wing is used by St Mary's Hospital for teaching and research. Consent was granted in 1994 for its demolition as part of a wider outline scheme for

commercial development on the St Mary's site. This was however subject to a 'Grampian' condition and legal agreement that no demolition should take place until a scheme for providing a satisfactory new pedestrian access to Paddington Station, via this site, had been approved (requiring the agreement of Railtrack), and until a valid contract for the carrying out and completion of the redevelopment had been entered into. The current application for the redevelopment of the Hospital also involves the demolition of the Mint Wing and the provision of new entrance to the Station.

Planning Policy Guidance Note 15 "Planning and the Historic Environment" issued in September 1994 sets out the following issues relevant to the consideration of listed building consent applications :

- the importance of the building, its intrinsic architectural and historic interest
- the particular physical features of the building which justify its listing
- the building's setting and its contribution to the local scene
- the extent to which the proposed works would bring substantial benefits to the community (e.g. economic regeneration or environmental enhancement)

In relation to applications for demolition the following additional considerations set out in PPG 15 would apply :

- the condition of the building, the cost of repairing and maintaining it in relation to the value derived from its continued use

- the adequacy of efforts to retain the building in use

- the merits of alternative proposals

Any proposals for demolition would also need to be assessed against the tests laid down in the UDP (Policy DES 10 and the City Council's Supplementary Planning Guidance 'Repairs and Alterations to Listed Buildings').

The Council considers that the Mint Wing, has survived extensive alteration without obvious signs of distress and is capable of repair, restoration and adaptive re-use. Although the current "minded to approve" scheme for St Mary's Hospital proposes the demolition of the Mint Wing, this was considered in the light of the proposed redevelopment for hospital purposes and the substantial benefits to the community of the proposed open space, linkages to the station and improved layout of the area. Any new proposal for demolition would need to make its own case in accordance with the requirements of PPG 15 and UDP policy DES 10.

16 South Wharf Road

This group of mid 19th Century two storey canalside warehouses is owned by St Mary's Development Trust / Medical School Charity and is used by the Medical School as a Health Sciences Centre in the Community. They are not currently listed or in a Conservation Area and therefore the City Council does not have the power to control their demolition. However, although not original 18th Century buildings, they do make an attractive group and represent the traditional type of structure to be found by a canal. They are also located on an important visual axis of the Basin and give the immediate area a scale and relationship to the canal. Any redevelopment proposals should include an assessment of their condition and adaptability for re-use, the visual impact of their loss and quality of future structures or spaces and pedestrian movement along the canal. NetworkRail show in their Phase 2 proposals the demolition of the buildings at 16 South Wharf Road on the basis that their proposals include new public interface with the Canal which these buildings stand in between. 16 South Wharf Road is however, within the curtilage and ownership of St Mary's Hospital and thus a satisfactory resolution between the two parties on the future of these buildings therefore needs to be obtained. The

emerging revised brief (January 2005) for Paddington station is relevant to this issue.

The Old Hospital Buildings (rear of the Clarence Wing)

These comprise the Cambridge Wing and Stanford Wing which house the main medical wards of the hospital and the Lindo Wing which houses much of the hospital's private facilities. In addition to being linked to the QEQM they are also the most central part of St Mary's Hospital and include the original hospital buildings. Following extensive research in February 2001 by City of Westminster, English Heritage and the DCMS, the original hospital building in Norfolk Place is acknowledged as being so altered that despite some interest it is not considered to be of sufficient merit so as to warrant statutory designation or retention. However, the Fifth Army War Memorial should in any event be retained

Queen Elizabeth Queen Mother (QEQM) Building

The QEQM Building was completed in 1987. It contains wards, diagnostic, teaching and research facilities, ground floor car parking and Accident and Emergency facilities. The building is 11 storeys high and lies between Paddington Basin to the north and South Wharf Road to the south.

If this building is retained, its elevational appearance must be improved in line with the minded to approve scheme (August 2002). The upgrading of the pedestrian access to and environmental amenity of this building should be considered as a priority by the Health Authority, particularly at ground floor level facing the canal and South Wharf Road. However, the mixed-use option for the site will involve the demolition of the QEQM building.

The Boiler House, Ambulance Deck and Paediatric Accident and Emergency Department

This site is adjacent to the QEQM Building. The Boiler House and Ambulance Deck were built as part of the 1980's QEQM development. The Paediatric Accident and Emergency building which is a part two, part three storey building that projects over the Canal on top of the existing ramp at first floor level was opened in 1999. An unattractive access to a footbridge across the canal basin to North Wharf Road runs through the site. This site is very unsatisfactory at present. It is unattractive and inconvenient and redevelopment would be welcome. Any development proposals will require the provision of a new footbridge over the canal basin at canal level or at the relevant height of the development.

'The Temporary Hospital Buildings'

These comprise three separate buildings between the Post Office site, Winsland Street and Praed Street. They are 3 storeys in height and are all in hospital use. The building fronting Praed Street (Winston Churchill Wing) specialises in physiotherapy, while the two buildings to the rear are designated to outpatients (Outpatients Wing) and a special clinic unit (Jefferies Wing). Redevelopment would be welcome with retail uses on the Praed Street frontage.

The Praed Street Clinic and Acrow Sites

The Praed Street Clinic site comprises a 3 storey building adjacent to the Grand Junction Public House in hospital use and a vacant single storey building on 'stilts'. Any redevelopment should provide retail or other district centre uses on the Praed Street frontage and the massing should take into account the setting of the Grand Junction Public House adjoining.

The Acrow Site lies to the east of the QEQM building alongside the canal. It is occupied by various, miscellaneous buildings in hospital use including a Mortuary and car parking for St Mary's staff. Redevelopment would be welcome and should provide a canalside walkway possibly with small scale retail and food and drink uses

The Paterson Centre

Completed in 1983 this building is 5 storeys in height and provides Mental Health facilities (particularly acute inpatient services) for the north of the City. These services have been reviewed and are being relocated to Woodfield Place and St Charles Hospital. The building does not contribute to the setting of the canal, or access to it and its demolition and redevelopment would be welcome. Any redevelopment should provide a canalside walkway possibly with small scale retail or food and drink uses

The Medical School

This building is of brick, 7 storeys in height. Although not listed, it is a very good example of the work of Sir Edwin Cooper, dating from 1933. The City Council would therefore expect the building to be retained with sensitive treatment of the three original facades (South Wharf Road/Norfolk Place/Praed Street) and improvements to the rear facing Salton House. It is part of the Imperial College of Science, Technology and Medicine, who are now looking to rationalise their accommodation for Life Sciences teaching and research, and improve their accommodation in line with the St Mary's Hospital improvements.

Retail and other district centre uses would be welcome at ground floor level on the Praed Street frontage as originally planned. The re-insertion of shop fronts would significantly contribute to the liveliness and design of Praed Street. A recent proposal to remodel these units for the existing use would be an acceptable alternative.

Salton House

This was built as a nurses hostel and currently accommodates a mix of student nurses, staff on-call, patients and offices. The presumption should be to retain the building in hostel use in connection with the hospital unless no longer required by the hospital or other organisation. If it is redeveloped, as outlined in the August 2002 scheme, retail or other district centre uses should be provided on the Praed Street frontage.

Post Office Buildings

The Post Office's West London Mail Centre lies between Paddington station and St Mary's Hospital. The building on London Street is attractive and dates from 1907/8. It occupies a prominent site and its Baroque style brick and stone façade, if retained, should be carefully treated, especially the railings and entrances.

The main use of the buildings, occupying two thirds of the site, is for mail sorting and processing. There is also a W2 delivery office, offices and a retail branch Post Office. The use of the MailRail's underground railway, which used to run from Paddington to Whitechapel, has been discontinued, but the tunnels should be safeguarded in any future development.

If the Post Office buildings are redeveloped the branch office on Praed Street, which is well used, should be retained or replaced.

The Former Grand Junction Public House

This is a two storey 1930's ceramic faced public house in neo-tudor style with false half timber detail on a prominent site. Paddington First uses it as offices. The City Council would like to see this building retained on townscape grounds. Any proposals for redevelopment must take account of the sensitive location and provide a retail or district centre use on the ground floor.

The London Crown Hotel

This is a 6 storey, 19 Century building. Its entrance is on Praed Street. There is a restaurant and hot food take-away at ground floor level. If redevelopment is contemplated, there would be benefits if it formed part of a wider scheme with the adjoining Post Office site and retail or other district centre uses should be provided on the Praed Street frontage.

Appendix 4 Relevant Policy Guidance & Background Documents

*Government Planning Policy Guidance Notes

PPG3 Housing
PPG13 Transport
PPG15 Planning and the Historic Environment

*The London Plan – Spatial Development Strategy for Greater London (February 2004)

*The City of Westminster UDP (December, 2004)

*Civic Renewal Programme (September 2001)

*The City Plan (Westminster's Community Strategy)

*Westminster's Supplementary Planning Guidance

Public Art in Westminster (1994)
Designing Out Crime (March, 1998)
Sustainable Buildings (March, 2003)
Design Matters (October, 2001)

*British Waterways Documents
Paddington Basin: Waterspace Strategy (1997)

*Other Guidance:
Westminster's Public Realm Strategy for the PSPA (June, 2003)
Building Research Establishment Environmental Assessment Method (BREEAM)

Paddington Basin Masterplan (September 2004) prepared for PHC & PDCL by
Terry Farrell & Partners

Appendix 5 Membership of the Paddington Waterside Partnership

BAA/Heathrow Express	British Waterways London
Derwent Valley	Development Securities
Hammerson / Domaine	Hilton London Metropole
Hilton London Paddington	Land Securities
Marks and Spencer	Network Rail
Nissan Design Europe	Paddington Development Corporation
Peabody Trust	Paddington Health Campus/St Mary's NHS Trust
Prudential	Stadium Housing Association
Visa International	

Appendix 6 – viewpoints

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

1	From Primrose Hill	looking SW	(TQ 2749 8391)
2	From corner of Edgware Rd/Aberdeen Place	looking SE	(TQ 2662 8220)
3	From corner of Warwick Avenue/Maida Avenue	looking SE	(TQ 2625 8188)
4	Blomfield Road (between nos 34-44)	looking SE	(TQ 2618 8187)
5	Blomfield Road canal bridge	looking ESE	(TQ 2610 8182)
6	Harrow Road	looking E	(TQ 2594 8159)
7	Lord Hill's Bridge / Corner of Westbourne Ter	looking E	(TQ 2574 8160)
8	Corner of Bishops Bridge Road	looking E	(TQ 2622 8142)
9	Corner of Chilworth St/Cleveland Gardens	looking NE	(TQ 2638 8115)
10	Corner of Sussex Gardens/Southwick St	looking NW	(TQ 2683 8114)
11	Southwick Street/Hyde Park Crescent	looking NW	(TQ 2713 8123)
12	Corner of Sussex Gardens/London Street	looking NW	(TQ 2704 8133)
13	Corner of Sussex Gardens/Sale Place	looking NW	(TQ 2713 8141)
14	Old Marylebone Road/Marylebone Road	looking W	(TQ 2735 8178)
15	Cosway Street/ Marylebone Road	looking W	(TQ 2735 8181)
16	Serpentine Bridge Hyde Park	looking N	(TQ 2694 8021)
17	Temple Lodge	looking N	(TQ 2668 8018)
18	Buck Hill Walk	looking N	(TQ 2697 8060)
19	Reservoir	looking N	(TQ 2770 8050)
20	Paddington Green	looking SE+S	(TQ 2675 8174)
21	Chilworth Street/Devonshire Terrace	looking NE	(TQ 2632 8108)
22	Arena by Waterside/North Wharf Road	looking S	(TQ 2676 8153)
23	Craven Road/Spring Street	looking NE	(TQ 2664 8115)
24	South Wharf Road/London Street	looking S	(TQ 2664 8138)
25	Eastern end of Paddington Basin	looking W	(TQ 2703 8158)
26	Western approach to Paddington Basin	looking SW	(TQ 2656 8150)
27	Parsee Monument walk Regents Park	looking SW	(TQ 2836 8316)
28	Inner Circle Regents Park	looking SW	(TQ 2816 8252)
29	Inner Circle Regents Park	looking SW	(TQ 2810 8259)
30	Inner Circle (The Holme) Regents Park	looking SW	(TQ 2802 8252)
31	Bandstand Regents Park	looking SW	(TQ 2791 8245)

