

# 149 – 157 Harrow Road & adjacent highway / open space Paddington London, W2



adopted planning brief

**Version:** Adopted version  
**Date:** 28 October 2004  
**Status:** Includes responses to consultation representations



## Contents

---

Executive summary .....	3
1 Introduction.....	5
Target audience for this document.....	6
2 Context of the site .....	7
Site attributes .....	10
Site constraints.....	10
3 Reasons for producing this Brief .....	11
4 Planning Policy and Guidance Context .....	11
Mayor's Spatial Development Strategy.....	11
City of Westminster's Unitary Development Plan .....	12
Civic Renewal.....	13
The City Plan.....	13
5 Land Uses .....	13
Housing – Site A.....	14
Other Uses – Site A.....	15
Social and Community Uses – Site A.....	15
Depot use – Site B .....	16
Open Spaces by the canal – Sites C & D.....	16
Open Spaces adjacent to the Harrow Road – Sites E & F .....	21
6 Traffic Considerations.....	22
Replacement of Harrow Road Gyratory with a New Junction.....	22
Vehicular Access, Parking and Servicing .....	23
7 Environmental and sustainability issues .....	25
8 Conservation and design issues.....	27
9 Planning Obligations.....	32
10 Contacts and Further Information.....	34

Document title: Planning brief for 149 – 157 Harrow Road & adjacent highway / open space  
Version: Adopted version  
Date: 28 October 2004  
Path: J:\D\_City Planning Group\H drive group data\Mason Chris\projects\Brief 149-157 Harrow Road\Consultation May 2004\brief post consultation version with revisions v9.doc  
Status: Includes responses to consultation representations. Adopted for development control purposes on the 28<sup>th</sup> October 2004 following the consideration of views on a draft of this guidance. A statement of the consultation undertaken, the representations made and the Council's response is set out in the report to the Planning and city Development Committee on the above date, a copy of which is available from the Council.  
Produced by: City of Westminster, Department of Planning and City Development  
City Planning Group  
City Hall, 64 Victoria Street  
London SW1E 6QP  
Contact: Chris Mason  
e mail [cmason@westminster.gov.uk](mailto:cmason@westminster.gov.uk)  
☎ 020 7641 2286 Fax: 020 7641 8535

**Executive summary**

---

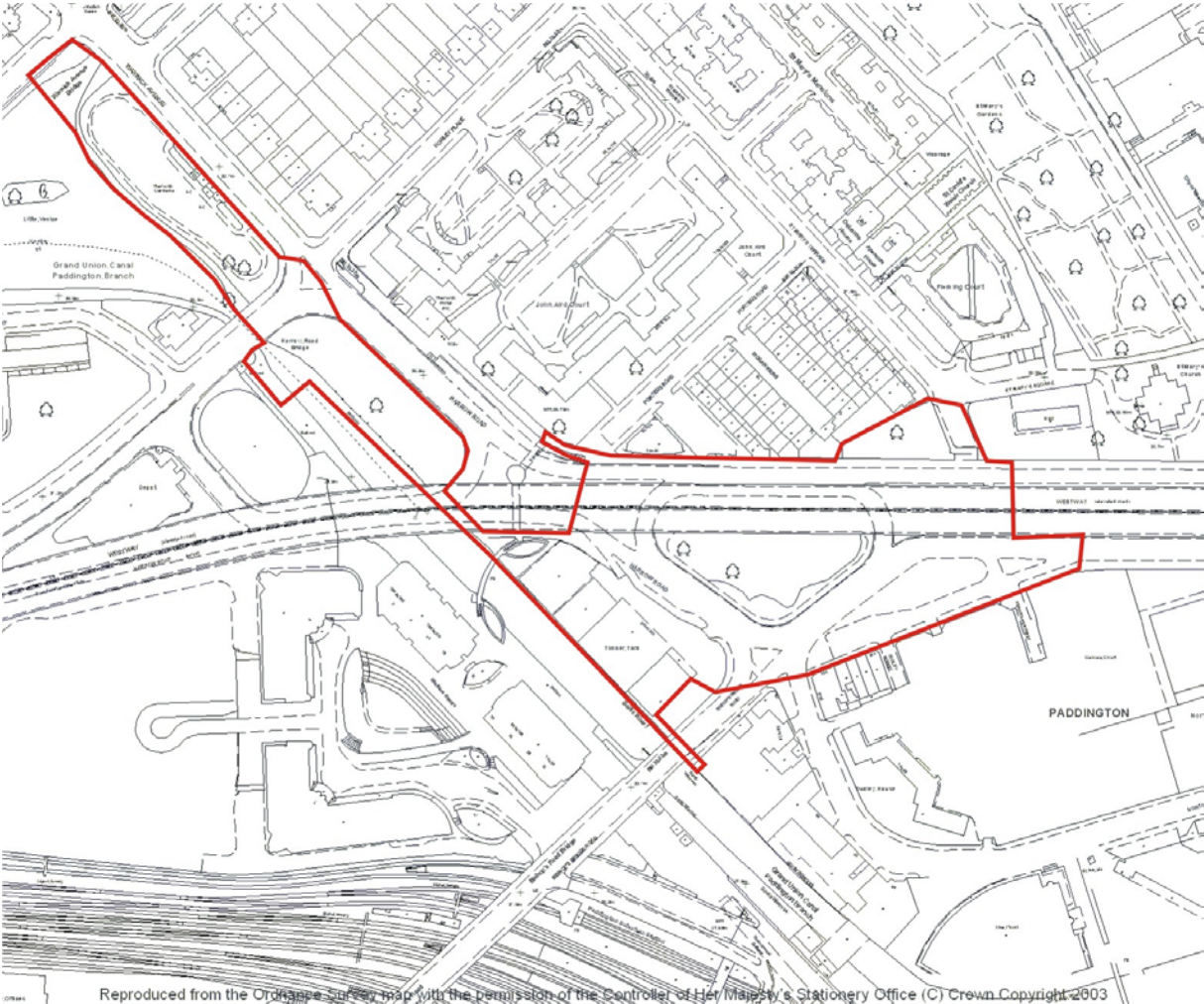
This document sets out the Council’s planning policy and aspirations for the site presently occupied by a timber yard and builders’ merchants located on the west side of the existing gyratory at the junction of Harrow Road and Bishops Bridge Road and associated highway land. This document also addresses areas of canalside land generally known as Rembrandt Gardens, but the southernmost of the two main areas is also known as Stone Wharf Gardens. On the Ordnance Survey the builders’ merchant and timber yard is noted as Baltic Wharf. For the purposes of this brief, the site also includes highway land that could be annexed to the site should it prove possible to simplify the intersection of Bishops Bridge Road and Harrow Road to a signalised “T” junction and it is possible that this work could start in 2005.

The development opportunity described in this [draft] brief anticipates a mixed-use, inclusive development, with a residential wing facing the canal and a commercial building facing east. Other uses are possible at canal and street levels that must give a live frontage to the canal. Any development should exploit its excellent location near Paddington railway terminus to allow access on foot to, or from, this major focus for passenger transport. Its waterside location should influence the form of the development to enhance the opportunities for an exciting development, not only for potential occupiers but those experiencing the new network of walkways, cycleways and towpaths developing in the Paddington Waterside area. The policies to which reference is made should be fully absorbed into the project and other suggestions are set out for inspiration purposes but are not totally prescriptive.

There is also the opportunity to use the otherwise unused and mostly unusable space under the elevated roadway for a more beneficial use, and this brief suggests its potential employment as a 24 hour depot for the council’s street sweeper service. The brief also considers an option for the relocation of the recently discovered Brunel Bridge. The photo below shows the area when the City was last comprehensively covered by aerial photography. The Goods Yard has since been redeveloped.



Ordnance Survey Map of the site as at 2004 with the brief area outlined in red.



# 1 Introduction

---

- 1.1 The purpose of this planning brief is to assist in the possible redevelopment of the site at 149-157 Harrow Road and adjacent highway land, by providing a “stepping stone” between the policies in the City Council’s Unitary Development Plan (UDP) and the matters that would need to be addressed in any application for planning permission. Where appropriate the brief will interpret and develop detail in respect of the site that is too specific for the UDP policies. It does not reduce the importance of the policies in the plan however, if there are differences of application these are specifically noted. It is anticipated that by setting down and consulting on this [draft] brief, it will provide consistent, quality advice to developers, and thus improve the planning process and the efficiency of any subsequent application and the quality of the final development.
- 1.2 The key purposes of this brief are therefore to:
- Outline the planning context and describe the designations affecting this site and surrounding areas;
  - Set out in detail the opportunities and challenges for the site’s development and provide adequate facilities for pedestrians, cyclists busses and water based transport;
  - Promote a mix of suitable land uses in a development of high quality architecture and urban design and using green building technology;
  - Provide a framework for local consultations and achieve consensus for the site’s development;
  - Assist the planning application and development process to meet the City Council’s policies and local needs;
  - Integrate any development with the wider regeneration of the surrounding area so that it is accessible to all people regardless of ability;
  - Ensure that the site continues to promote the overall development of the Paddington Special Policy Area (PSPA) for mixed uses. Appropriate uses may include offices, housing, leisure, ancillary retail and community uses;
  - Enhance the physical appearance of this part of the City through promoting 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;
  - Provide appropriate canalside development and full public access to and across the Basin and Canal and enhancement of recreational and amenity value of canalside areas in line with British Waterways Paddington Basin Waterspace Environment Document 2003 or any revision thereof;
  - Contribute to the public realm by upgrading the public environment, incorporating public art that responds positively to its setting and surroundings, attractive open space and improving the site’s permeability and legibility.
  - Set out the planning obligations that may be sought.
  - Make a positive response to the Mayor of London’s Public Realm Study into the future of the Marylebone Road / Euston Road corridor from Paddington to Islington.
- 1.3 It is proposed that the brief will ultimately be adopted as Supplementary Planning Guidance (SPG) by following the procedures set out in Planning Policy

Guidance Note 12 (PPG12 – ‘Development Plans’). The brief will develop increased importance as it proceeds towards adoption.

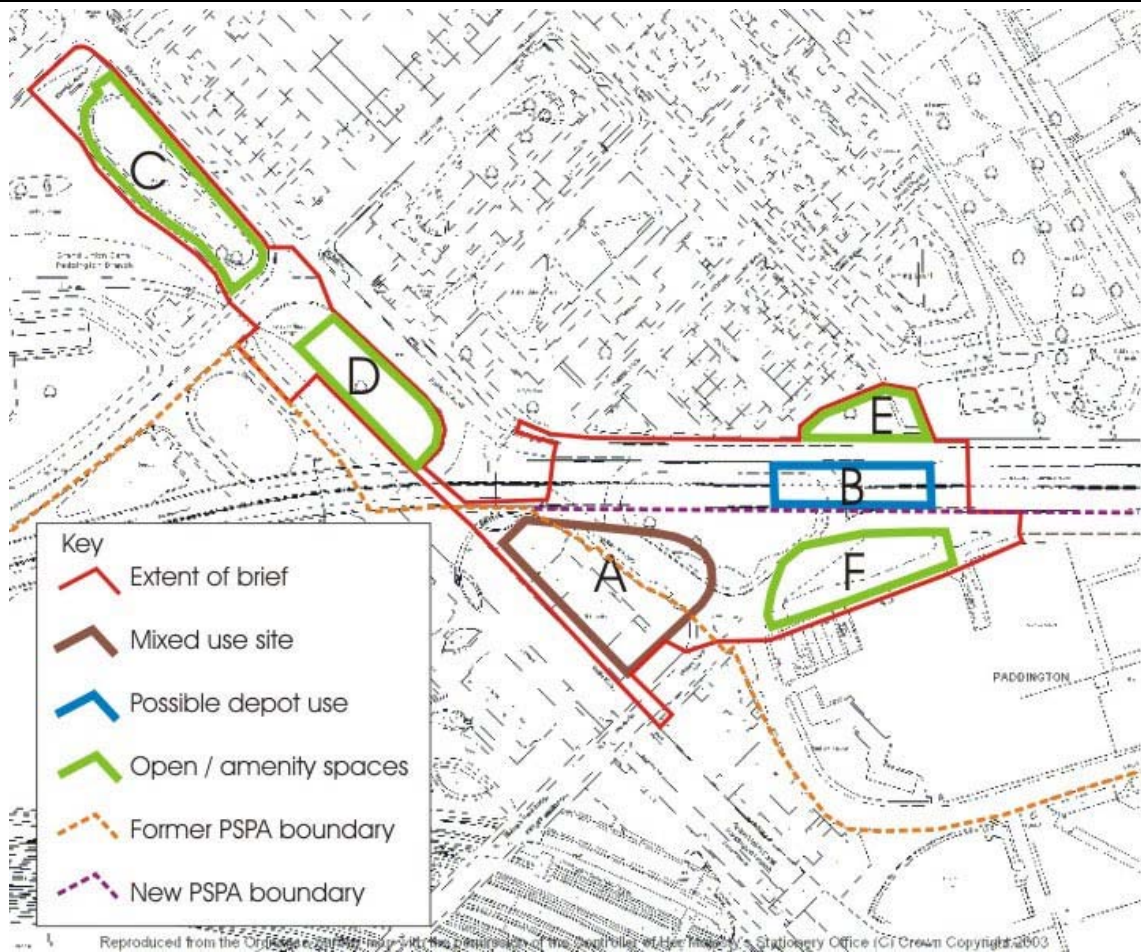
- 1.4 The Paddington Special Policy Area (PSPA) is recognised by national and local government as a key opportunity site at the margin of Central London. The site is considered to represent a major regeneration resource for new development and growth and has key strategic opportunities to provide competitive locations for business. It is considered that the area can compliment and enhance London’s Central Area functions and act as a magnet for inward investment whilst at the same time contributing to local needs. The site subject to this planning brief is one of the last remnants of the former canal side development in the PSPA and is therefore likely to become increasingly under pressure for redevelopment.
- 1.5 To set out in more detail the range and mix of uses that would be acceptable on the site, this brief has been prepared to ensure that it is considered in association with the overall development of the PSPA. Planning briefs have been produced for a number of nearby sites in order to promote an overall mix of complementary uses and to take an integrated, long-term approach to the new demands for access created by the proposed developments and transport links. Throughout the PSPA, the City Council wants to see co-ordinated and balanced development. A map of projects within the PSPA to show the various developments and their phasing is set out in section 2 of this brief. **Target**

**audience for this document**

- 1.6 This brief is addressed to a number of parties who have an interest in the area including:
- Ward Councillors;
  - The residents and businesses already established in the area and their various representative organisations including local amenity societies;
  - Other Council departments including Environment and Leisure and Social and Community Services (including housing and education);
  - The Greater London Authority (GLA) and Transport for London (TfL) as the strategic planning and public transportation authorities and the taxi trade;
  - London Transport bus operators providing bus services to the area;
  - English Heritage, British Waterways and other canal users;
  - Development interests and potential occupiers of either this site or in the adjacent sites;
  - For public information.



## 2 Context of the site



2.1 The site lies between Little Venice and Paddington Basin and is bounded by the Grand Union Canal to the west, Bishop's Bridge Road to the south and Harrow Road and the Westway to the east and north. It has sub areas which are:

- A - The principal area for development is shown outlined in brown on the figure above and is known as 149 – 157 Harrow Road and adjacent highway land.
- B – an area of land under the elevated structure of Westway that is sufficient area to accommodate a street sweepers' depot and facilities to service three other street sweepers' facilities.
- C – Rembrandt Gardens (Northern Part) an established area of open space overlooking Brownings Pool
- D – Stone Wharf Gardens is an under used area of open space with trees, grass and some bollards, old paving setts and quay stones.
- E – Open space with trees and grass adjacent to 1 St Mary's Terrace with a recycling bank and dog waste bin and extensive daffodil planting.
- F – Existing highway planting and road space that will be closed.

- 2.2 Site A lies immediately to the east of the canal is currently in use as a timber yard and builders merchants (Sui Generis use) and the land within the brown line in this use, after deducting an aspirational 4m canalside strip covers an area of approximately 0.34 hectares. Policy SS2 in the City Council's replacement UDP recognises that these types of uses provide a valuable service and that their loss would be contrary to Policy SS2 of the UDP. In any future redevelopment of the site the City Council will therefore require that the timber yard and builders' merchants is reprovided in an alternative location to the City Council's satisfaction and preferably in the vicinity of the PSPA so the service may continue to be delivered to the area served, namely the northern and western part of the West End and the W2 & W9 areas in particular.
- 2.3 On the northern edge of Site A lies the Porteus Road Subway, which provides pedestrian access to areas north of the Westway. Between this subway and the timber yard there is an area of open space that forms the landing of a new bridge over the Canal. This bridge provides pedestrian access from the new mixed-use development at Paddington Central to the Porteus Road subway. A public footpath leading to the subway from Bishop's Bridge Road, and a bus stop for the number 18 bus, are located to the east of the timber yard adjacent to the ground level part of the Harrow Road gyratory system.
- 2.4 The remaining land within site A is public highway and is administered by the City Council as highway authority for the Harrow Road. This part of the site could also be redeveloped should a simplified junction be implemented.
- 2.5 This additional area is approximately 0.162 hectares assuming the revised junction uses the centre of the present roundabout as its focus.
- 2.6 The existing Harrow Road gyratory system also includes the landscaped, planted area in the centre of the ground level part of the gyratory system that would be lost in the revised highway layout. Policy ENV 13b of the UDP and PPG 17 generally resist the loss of open space. In this case the open space being lost has some amenity value, being viewable at a distance, but has little nature conservation and no recreational value due to its lack of public access. Its partial replacement together with other amelioration measures to other open spaces nearby, to make them more useful for those purposes, will be required to offset this loss and achieve a result which, on balance, will enhance the open space and recreational assets in the area. Its loss can only be considered in the light of significant improvements to other public open spaces in the vicinity of the site and to the creation of new public spaces alongside the canal and next to the development site, particularly site F and on the site of the existing secondary school when that is redeveloped. Overall the City Council will seek maintain, and if possible enhance, the open spaces in the area.
- 2.7 A map showing the context of this site and other developments nearby is appended to this brief as a full page at appendix A.





*The simplified junction that is basically a signalised "T" junction and indicative pedestrian routes.*

2.8 The area of the site that is located to the south-west of Harrow Road has been for many years included within the Paddington Special Policy Area (PSPA). The PSPA comprises a site of approximately 30 hectares which is centred around Paddington Station and the Grand Union Canal. The area is undergoing tremendous change and is developing as a new 'quarter' of Westminster. Development on brownfield sites around Paddington Station and the Grand Union Canal are well underway and the area is now called 'Paddington Waterside' by the developers and has been agreed by the City Council as a name for the area that may be added to finger posts. The PSPA is one of the largest development sites in London and it is anticipated that over the next 5 to 15 years the proposals will see the creation of approximately 23,000 jobs (both permanent and in construction), 3000 new homes and new commercial, retail, hospital and leisure floorspace. The current policies for the PSPA are contained in Chapter 5 of the Pre Inquiry version of the City Council's Replacement Unitary Development Plan (UDP).

2.9 Whilst the area of highway land to the east of the timber yard does not form part of the long term designation of the PSPA it would be expected that any development on this land would integrate with the PSPA both physically and in terms of land use requirements. Furthermore, on the 18 April 2002 the City Council published a draft planning brief for public consultation which suggested that the City Council may wish to consider a review of the PSPA boundary. This brief encompassed the North Westminster Community School Site, North Wharf Road, and suggested that the PSPA boundary may be extended to include the land between the Westway and the existing boundary. This would allow for the area of highway land subject to this planning brief to be included within the PSPA designation. Given the status of the UDP revision together with the

changes to the planning system now emerging, this will be considered in the change to the Local Development Framework (LDF).

2.10 South of the area subject to this brief, lies a mid 20<sup>th</sup> century building at 55 – 65 North Wharf Road, also adjacent to the canal which is the subject of a current application (November 2003 currently awaiting revised scheme) for planning permission to redevelop it for residential units and offices. To the east there is Dudley House and 139 – 147 Harrow Road, a site that is already subject to an approved planning brief for redevelopment for residential use (dated 18<sup>th</sup> April 2002).

2.11 The site also has the following designations and ownerships:

- The Westway and gyratory roads are designated as London Distributory roads and the Bishops Bridge Road is a Local Distributory road.
- The canal water area is designated as Metropolitan Open Land.
- The canal and towpath strip on the western side of the cut are owned by British Waterways
- Ownership of the timber yard (A) is vested in the British Waterways Board and the highway land including ancillary green areas (E & F) is owned by the City Council.
- Rembrandt Gardens and Stone Wharf Gardens (C & D) are owned and managed by the City Council as open space.
- The elevated structure of the Westway is managed by Transport for London (TfL)

### ***Site attributes***

2.12 The following characteristics are important in considering the future development of this site which will mark the change between the taller, high density development of the PSPA and the lower, traditional residential character of Maida Vale and Little Venice, as well as the more intimate open spaces of Stone Wharf and Rembrandt Gardens. It has:-

- Good public transport connections being within walking distance of Paddington mainline and underground stations and several bus routes;
- Good connections to the road network;
- Location, partly, within the PSPA and therefore part of a regeneration site of strategic importance in London;
- Opportunity to remodel this end of the PSPA and create a new townscape vista for the newly developing business and residential community within the new urban quarter now becoming known as Paddington Waterside;
- Canalside location.

### ***Site constraints***

- Hard physical environment and poor levels of pedestrian permeability due to the canal, Westway, Harrow Road and Bishop's Bridge Road giving a site with highway frontage but otherwise difficult to access;
- A 10 metre strip of land, formerly part of the builders' merchant and timber yard at the southern end of the site, abutting Bishops Bridge, has been taken for the construction of the Long Term Vehicular Access (LTVA) to

Paddington Station that is being constructed by March 2006. It involves the widening of Bishops Bridge to accommodate 5 lanes of traffic.

- Staged construction sequence drawings will need to be developed (by the developer) to demonstrate how the new roads can be constructed whilst maintaining acceptable traffic flows. If it is proposed to commence road works in parallel with the LTVA bridge closure (Jan 04 to March 06) this will include consideration of diverted traffic.
- London Underground's Bakerloo line is located underneath part of the site and therefore any future redevelopment proposal would need to consider thresholds above the line and loadings that should maintain the existing pressure on the underground structures. These considerations could affect the design and structure of the buildings.

### **3 Reasons for producing this Brief**

---

- 3.1 Given the complexity of the site, in terms of its highway geometry, it is considered important to address the potential for the highway realignment early on in the development process, particularly if there is an opportunity to reconstruct the junction while the nearby bridge is being rebuilt, and to set out in detail what the City Council expects from any redevelopment scheme to assist in reaching consensus. It will also improve the overall environment, further improve access and the setting of the canal and the PSPA.

### **4 Planning Policy and Guidance Context**

---

- 4.1 The relevant statutory planning framework for this site is set out in:
- The Government's Planning Policy Guidance (PPG) notes, particularly PPG3 (Housing), PPG13 (Transport), PPG15 (Planning and the Historic Environment) and PPG17 (Open Space, Sport and Recreation);
  - The Mayor's Spatial Development Strategy – Published February 2004
  - The City of Westminster's Unitary Development Plan (UDP). This plan was formally adopted in July 1997 however, it is proposed for final adoption in November 2004;
  - The City of Westminster's Civic Renewal Programme launched September 2001;
  - The City of Westminster's City Plan.
  - The City of Westminster - Paddington Special Policy Area - Public Realm Strategy June 2003.

#### ***Mayor's Spatial Development Strategy***

- 4.2 The Mayor's Spatial Development Strategy (SDS) for London was published in draft form in June 2002 and was adopted in February 2004. It provides a common spatial framework for all of the Mayor's strategies and policies. This replaces RPG3 and the plan period is to 2020.
- 4.3 The Mayor of London has three strategic issues that affect this site. The first is the fact that this is noted as a major regeneration site where there is one of the few opportunities in London for accommodating a large scale development to provide substantial numbers of new employment and housing opportunities near good public transport links. The second is the principle of regarding water areas

as a “blue ribbon” that assists in regeneration and can enhance the attractiveness of such sites, indeed it introduces a key principle that the water should be the starting point for decision making. It is thirdly the western extremity of a study that seeks to give a visual uplift to the traffic artery that is the Marylebone Road and Euston Road between the PSPA and Islington. The study also seeks ways of addressing the severance caused by the road and ways of re-linking the affected communities, both visually and by improving crossings. It suggests a major intervention at the Edgware Road and a green gateway at St Mary’s Church, which is very close to this site.

- 4.4 The west side of this development has waterside significance and the eastern side is the change point between the regeneration project of the PSPA and the start of the road corridor improvement. The Euston Road / Marylebone Road Study has its first major feature at St Mary’s Church.

### ***City of Westminster’s Unitary Development Plan***

- 4.5 The City of Westminster’s Unitary Development Plan (UDP) was adopted in July 1997 and is now completing its statutory review process. A public inquiry into objections to the revised plan opened on 15 October 2002 and culminated in March 2003, following the Inspectors report [it is anticipated that] a Replacement Plan will be [was] adopted in November 2004.
- 4.6 Strategic policies for the PSPA are in Part 1 of the UDP and detailed policies for the PSPA are set out in Chapter 5. These policies should be applied in conjunction with other policies in the plan. When taking into account the planning framework for any redevelopment the following UDP principles are most relevant:
- To grant planning permission for Central London Activities as part of the overall aim of promoting mixed-use development in the PSPA (Policies STRA 7 and PSPA 2 – 4);
  - To encourage area wide regeneration (Policy PSPA 1);
  - To control traffic and parking impacts from development (Policy PSPA 5);
  - To create a high quality sustainable environment (PSPA 6);
  - To actively seek and secure planning obligations and the provision of related benefits in all types of development.
  - To ensure the Builders’ Merchants service is reprovided (SS 2)
- 4.7 The Council considered the comments of the Inspector, and prepared modifications in preparation for adoption of the plan in November 2004. The Council has also considered other information, such as the findings of the Secondary Schools Review, which may impact on the boundary of the Paddington Special Policy Area as set out in the Plan. The Secondary Schools Review has resulted in the North Wharf Road site of the North Westminster Community School being surplus to the Education Authority’s purposes from the summer of 2006. This means it is available for redevelopment. In view of this, the Council may amend the boundary of the PSPA to incorporate the school site. If the boundary is altered it is likely to follow the south side of the Westway, which would also incorporate the other sites to the west of the school

site. Such a change would be processed through the preparation of the Local Development Framework as the successor to the UDP, which is now in development.

### ***Civic Renewal***

4.8 In September 2001 the City Council launched its Civic Renewal agenda. This sets out the Council's corporate guiding principles and targets for regenerating the City of Westminster and building a strong, vibrant community. The targets for the Civic Renewal Programme are based on the following themes:

- Customer First;
- City Investment;
- Education Guarantee;
- Clean Streets;
- City Guardian.

### ***The City Plan***

4.9 The City Plan is Westminster's community strategy required by the Local Government Act 2000 and is designed to improve economic, social and environmental well being of the local area and to contribute to the achievement of sustainable development in the UK. The Plan is not only a tool for the City Council as its also used by the Primary Care Trust, the Metropolitan Police, the voluntary and community sector, local business, regeneration partnerships and residents groups who also joined together in the production of the Plan. The key aims of the City Plan are:

- Putting the customer first;
- The City Investment Programme;
- Improving and protecting housing and neighbourhoods;
- Investing in education;
- Cleaning and greening the City;
- Guarding the City;
- Promoting a healthier Westminster.

## **5 Land Uses**

---

5.1 The City Council has recognised the development opportunity and strategic importance of the builders' merchants site through its inclusion within the PSPA. Taking this into consideration in any redevelopment of the site the City Council would expect the following land issues to be addressed as a matter of priority:

- Relocation of the existing timber yard and builders merchants (Sui Generis use) to a suitable site within the vicinity. This can be managed with a suitable condition requiring re-provision before the site is redeveloped ;
- The provision of a canalside walkway (with an aspirational width of 4 metres with a local narrowing to 2m under the new Bishops Bridge) along the side of the canal – The developer of Paddington Basin, Paddington Development Corporation Ltd (PDCL), has a current obligation as part of a legal agreement to construct a boardwalk over the canal adjacent to the

timber yard site. However, the City Council would expect this path to be brought on to the land in any future redevelopment;

- The safeguarding / re-provision of a bus stop for the number 18 bus route to current requirements to properly accommodate articulated busses and future routes and services;
- A mix of land uses which does not encourage additional car borne visitors – this mix could include offices, residential, live-work units, community uses, facilities for the management of the canal such as lavatories, laundries and showers for visitors using the moorings.
- Open space, which could be an enhanced towpath and area around the cable-stayed bridge (the Goods Yard bridge) and in a more comprehensive redevelopment, a new open space and significant remodelling to Particularly Stone Wharf Garden but subtle upgrades to the well-liked Rembrandt Gardens with better paths and walkways.
- Additional open space to be brought into management to offset the loss of the structural planting in the roundabout by replacement of land area off site, or the significant increase in the amenity and usefulness of nearby open space.

### ***Housing – Site A***

- 5.2 It is suggested that the western part of the site, adjacent to the canal and near residential blocks on the former Goods Yard site (now Paddington Central Phase 1 and addressed as 2 & 4 Sheldon Square) could be particularly suitable for residential accommodation. A proportion of 30% of any housing must be in the form of affordable housing on the site, with 5% of the housing (in the affordable part) to be specifically for key workers.
- 5.3 The City Council wishes to encourage families to live in Westminster. In line with UDP Policy H5 (B), the City Council will require a full range of unit sizes and that a proportion, about 33%, of new residential units should be family sized (4+ habitable rooms providing 3+ bedrooms) of which 5% should be 5+ habitable rooms. The larger units should have amenity space nearby.
- 5.4 High quality amenity space should be provided for the whole development and private open space should be included for the family sized units in particular. Where possible, this is encouraged in the form of private ground floor amenity space or courtyards but in this site could also include balconies and roof level gardens provided they are well designed and form an integral part of the architectural approach. Private open space can include communal gardens available to residents only. The City Council will seek to maximise the provision of children's playspace due to the local needs, in accordance with policy UDP policy SOC6 and waste and recycling storage in UDP policy ENV11. This may have to be provided in nearby open spaces in the emerging hierarchy of new open spaces in the PSPA, or by the adaptation or enhancement of existing spaces nearby, for which a contribution may be sought.
- 5.5 In accordance with UDP policy H9, the City Council will require at the design stage that in developments of 25 or more dwellings, 10% of the units should be designed for long-term needs. In this respect the "Lifetime Homes Standard" as defined in the Joseph Rowntree publication "Meeting Part M and designing Lifetime Homes 1999" is recommended. It is suggested that it would be an

advantage if any housing element of the scheme were conceived as a whole to Lifetime Homes Standard, as such concepts (if embraced early) cost little more than homes built to traditional dimensions and standards. The resulting housing stock will not need costly adaptation should a disabled person need to live there or a person living there becomes less able. This is also the expectation of The Mayor set out in supplementary guidance from the Mayor that was published in April 2004. Although the issue of sustainable buildings are noted later in this brief, sustainability principles should also be included at the concept stage as housing developments can embrace, for example, energy saving designs, water saving features and a reduction in emissions if integrated in the early stages of project planning.

### ***Other Uses – Site A***

5.6 Whilst the western side of the site should be residential, the parts of the site adjacent to Westway, facing the revised junction and Bishops Bridge Road could be suitable for commercial or community uses. The entrance to underground parking and servicing for the development should be from the north (Harrow Road) side. The City Council would prefer any redevelopment proposal to introduce a range of uses. For example, lower floors facing onto Harrow Road and the newly created canalside towpath, and possibly other parts of the development, may be suitable for community uses. A1 & A3 uses, whilst possibly suitable as ancillary to a community use, are heavily represented in the adjoining PSPA proposals and would not be encouraged as stand-alone planning units. It is important that the disposition of the building's uses presents an active frontage to the canal towpath with a use that positively relates to the canal or canalside area.

### ***Social and Community Uses – Site A***

5.7 In accordance with policy H10B, the City Council will require (in a largely housing development) the provision of community facilities for local residents in association with the development. Examples of suitable social and community facilities in Westminster are detailed in Paragraph 6.2 of the Plan and include some of the following:

- Social / Voluntary service uses
- Education facilities
- Health facilities
- Libraries
- Places of worship
- General social uses such as community and meeting facilities / community halls.

5.8 This list is not exhaustive and any proposal for the provision of social and community services should be discussed with the City Council. Such proposals should take account its unique canalside location as well as existing uses, demand and other projects which are developing from the PSPA Social and Community Fund Account and the New Life for Paddington SRB programme.

- 5.9 Commercial development in this location should generally be Use Class “B” and sub classes (a) and (b) are particularly welcome. Offices should be explicitly managed to reduce vehicle borne journeys as most visitors and workers can access the site on foot from nearby passenger transport stops or residential areas.
- 5.10 The following land uses, are likely to be considered inappropriate at this location because these generate high numbers of traffic movements:
- High intensity leisure facilities;
  - Hotel;
  - Shopping (A1), or commercial uses including A2 & A3 uses unless small units or ancillary to other uses

### ***Depot use – Site B***

- 5.11 The area under the Westway elevated roadway has been licensed to the LTVA contractor as works areas for the LTVA. These areas will not be available for other use before 31 March 2006 but may not be available until 31 March 2007.
- 5.12 The area under the easternmost spans is sufficient to relocate the 24 hour street sweepers' depot for the operatives cleaning the nearby streets and other vehicles used to service three small satellite depots in the north part of the City. This is not expected to be implemented until the LTVA is complete but with some re-programming may be a viable project in 2005/6. It is preferable to use underused urban land that has no other practical use than to sterilise otherwise useful urban land for this purpose. A detailed list of requirements is appended at Appendix D.
- 5.13 Vehicle movements in and out of the site must be linked to traffic light phasing to allow safe access and egress. Operatives with street cleaning carts will access the road network via the pedestrian / cycle network and will share the use of the multi user link from North Wharf Road to St Mary's Terrace noted in the Traffic Considerations section (Section 6, below). The standard conditions set by TfL in relation to the use of such areas will be controlled by them and adhered to.

### ***Open Spaces by the canal – Sites C & D***

- 5.14 North west of the site for the principal commercial development (site A) is an area of open space in two parts. The northernmost (Rembrandt Gardens) is a grassed area with paths, shrub borders, flower beds and seating. The southernmost area is part of the same land holding and has some flag paving, historic canalside setts, grass and trees to the remainder. This is known by some as Rembrandt Gardens as well, but in waterways circles is known as Stone Wharf. To differentiate the two spaces it is proposed to continue to call the northern garden Rembrandt Gardens but the southern tree'd space Stone Wharf Gardens.





*The formal rose garden in Rembrandt Gardens    Stone Wharf Gardens as it is at present.*

- 5.15 The principal uses for these spaces should remain open space with limited facilities for using the open spaces and servicing them, their visitors and the canal. The gardens and wharf provide the opportunity for further development of public art displays in the area. These may be a mixture of permanent and temporary displays, subject to the agreement of the Public Art Advisory Panel and appropriate sponsors or curators, subject to the concurrence of the Parks and Leisure managers. With the further agreement of third parties, such as British Waterways and suitable supervision or surveillance, the site could be the start of an art trail extending along the Grand Union Canal towpath and nearby parks and gardens in Westbourne Green. For management reasons it has been found necessary to close the Gardens in the hours of darkness, because of this the canal side by Rembrandt Gardens needs 24 hour access without a "dead end" and the infrastructure needs upgrading to match the quality of Sheldon Square, nearby.
- 5.16 West of Little Venice is an area of green space (not shown on the maps in this brief but located at the junction of Blomfield Road and Westbourne Terrace Road) that is little used and was once a display area for garden ornaments for a nearby nursery. British Waterways have indicated that it would be willing to allow this space to be brought into management as an amenity area to assist in making up the shortfall of public open space caused by this redevelopment. The investment in the space to make it more useful is an off-site measure that could be part of this package of change and a sensory theme for the visually impaired has been suggested from public consultation.
- 5.17 The Waterspace Strategy for this part of the canal, published by British Waterways, London, indicates that the waterspace along this stretch of canal bank is used for visitor moorings, and that visiting boats and hire boats be accommodated in this arm of the canal and serviced at a re-erected dock canopy near the main line terminus. This needs to be reviewed and consideration given to Stone Wharf Gardens as an alternative location for the facilities. There is still the commitment to reconstruct the canopy that was removed from 22 Praed Street to make way for West End Quay, but by simplifying the contents it is still appropriate to consider it as a café or restaurant when the station proposals are more advanced or another basin-side location. Removing the lavatories, laundrette and chemical lavatory disposal point makes it a more attractive re-use than the one previously proposed. The facilities noted

above can be accommodated in the structure that forms an eastern abutment to a new footbridge (see below).

The site is:

- At the centre of Canal Cavalcade activity each spring, assuming the ongoing agreement of the Parks managers;
- Near the centre of a run of visitor moorings;
- Away from the approach to the redeveloped station;
- Capable of being serviced by BWB craft;
- Close to other CCTV installations that can be extended for surveillance.

5.18 The Stone Wharf Gardens area was intended to be linked to the opposite canal bank by a bridge negotiated as part of the redevelopment of 179 Harrow Road, but this has foundations in place, but has not been completed. Another bridge option has emerged that may be better for inclusive movement for people of all abilities and re-use a recently discovered structure of importance.

5.19 Hidden within the mostly early 20<sup>th</sup> century Bishops Bridge Road structure, an earlier bridge has been discovered. It can not be preserved in situ and is being carefully dismantled and stored. It is the design of Isambard Kingdom Brunel and dates from 1838. It has a pioneering system of cast iron ribs and plate infill panels designed to cross the canal with minimal additional height. Further details about the bridge are separately available from the City Council and English Heritage.



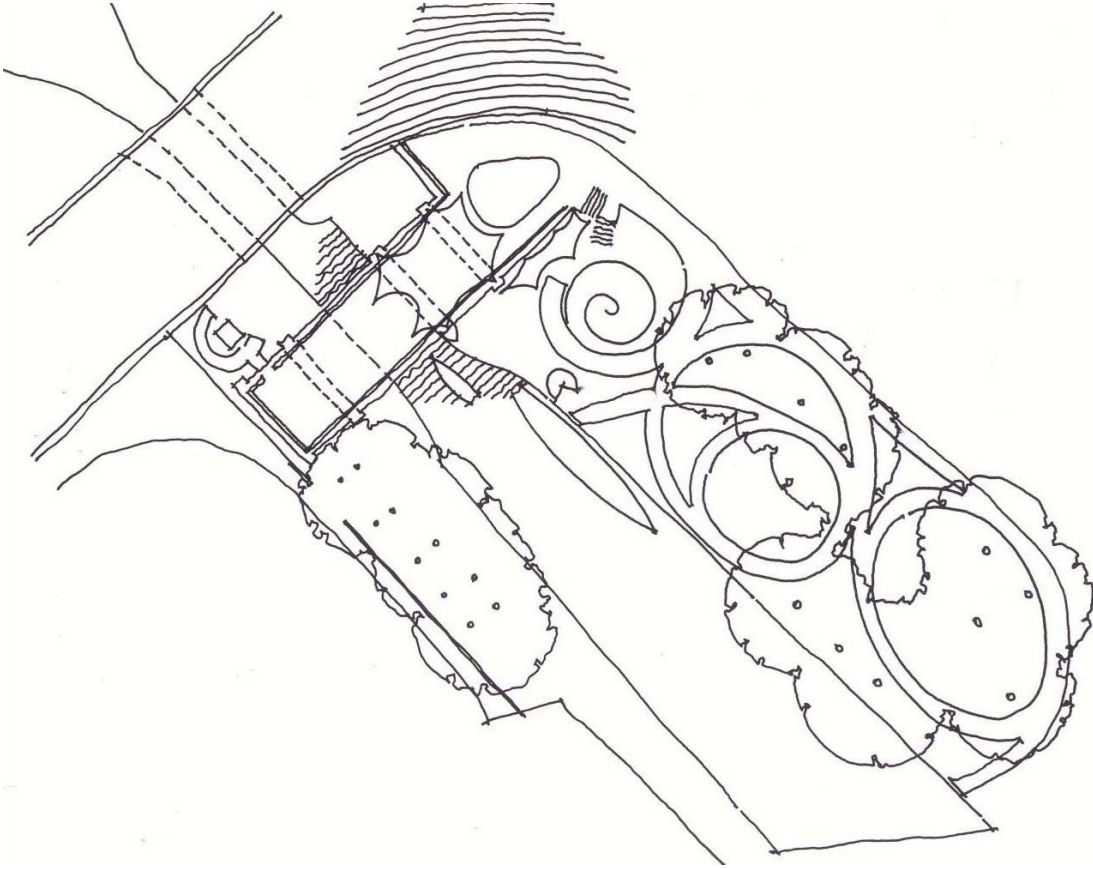
*The structure of Brunel's bridge being uncovered prior to removal to storage.*

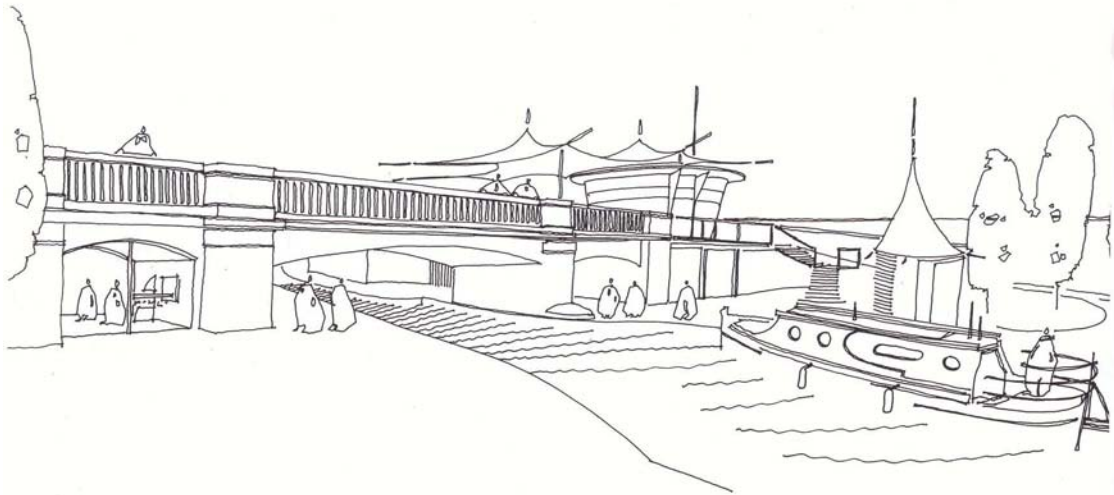


*Suggested concepts for improving the infrastructure of Rembrandt Gardens and Stone Wharf Gardens.*

5.20 It would be singularly appropriate to re-erect the bridge near its original site and in a similar configuration to Brunel's original design which has now been verified in recently discovered public records as noted in Dr Steven Brindle's book – See Section 10. It is suggested that the bridge be re-erected, possibly in a slightly narrower form, in place of the bridge proposed by the developers of 179 Harrow Road (known as the Monsoon Bridge). Two options were set out in the earlier (consultation draft) of this brief, showing 24' and 40' wide options, but in developing the concept an intermediate solution at 32' provides the best compromise of factors and this is illustrated below.

*A reconstruction option at 32' wide leaving two sets of panels and two sets of cast beams for display purposes in a museum to demonstrate the structure and its technology.*

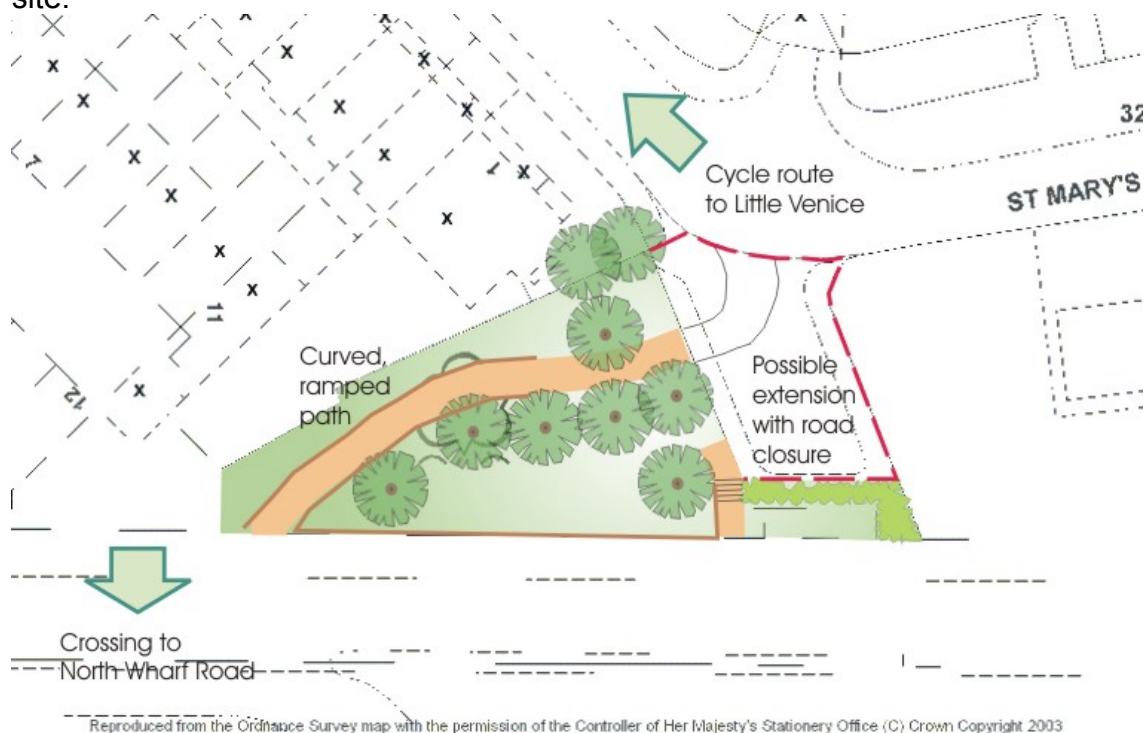




*Perspective sketch of the bridge with its parapets reconstructed in the style of the original 1838 design.*

### **Open Spaces adjacent to the Harrow Road – Sites E & F**

5.21 The two open spaces E & F are areas left over after roadworks and redevelopment. These need to be integrated as far as is practical into the new quarter and given a function. The shape of site "F" is notional pending the receipt of proposals for the adjacent Dudley House site.



5.22 The diagram above indicates how the space next to No 1 St Mary's Terrace, (Site "E") which is currently grass and trees flanked by a recycling bank and containing a dog mess receptacle could be given a new, ramped path that would allow walkers, prams, cyclists and street sweepers with their barrows to change level on the 'desire line' from the crossing facility the "T" junction to the

roads to the north. Steps are provided as an alternative and the old ramp incorporated into landscaping, giving more replacement, green open space.

- 5.23 The shape of site "F" will depend on the shape of the Dudley House redevelopment, but for the present purposes it is assumed that the northern edge will be a continuation of the building line of Paddington Walk (aka Hermitage Street Site). This site presents the opportunity to replace some significant planting to replace the loss in the ground level gyratory, but it should also have a designed purpose and a function in the hierarchy of informal spaces in the PSPA. Although north facing and affected by traffic noise, it could be used in association with ground floor uses in the adjacent buildings.

## **6 Traffic Considerations**

---

- 6.1 The location of this site and the option to alter the traffic system to allow this opportunity to develop will require a more detailed Transport Assessment to cover both of the issues set out in more detail below. Initial assessments indicate a signalised "T" junction will work as well as the existing gyratory system with signals to control entry and will give better pedestrian facilities. The option remains to retain any signalised gyratory system.

### ***Replacement of Harrow Road Gyratory with a New Junction***

- 6.2 The existing gyratory system under the A40 / Westway could be simplified to essentially be a signalised "T" junction, with some additional measures to accommodate particular vehicle movements, without detriment to the efficiency of the junction (see diagram in section 2, above). Care will be needed to design sufficient waiting lanes to contain the anticipated numbers of vehicles wishing to travel eastwards from the Bishops Bridge Road. This will need to be assessed in the context of traffic flows should the congestion charging zone be extended. The diagram below shows TfL roads in green, other roads are managed by the City Council and the existing congestion zone is hatched in blue.
- 6.3 It is likely that the new junction will be accommodated in the span of the elevated Westway that is presently unused for traffic (north of the landscaped central part of the existing gyratory). Replacement landscaped areas will be expected on the south side of the redesigned junction and upgraded / new amenity space provided nearby to compensate for this loss. The western part of North Wharf Road may be affected and could be stopped up for all vehicles except cycles or even re-routed if such a closure is compatible with the scheme finally approved on the site of 55-65 North Wharf Road.
- 6.4 Depending on the date chosen to commence redevelopment, the works may have to be integrated with the programme and off site storage requirements for rebuilding the Bishop's Bridge. After the bridge has been re-opened (projected date March 2006) the project will be simplified and lesser measures implemented to ensure adequate traffic flow during reconstruction of the roads and redevelopment of the buildings.

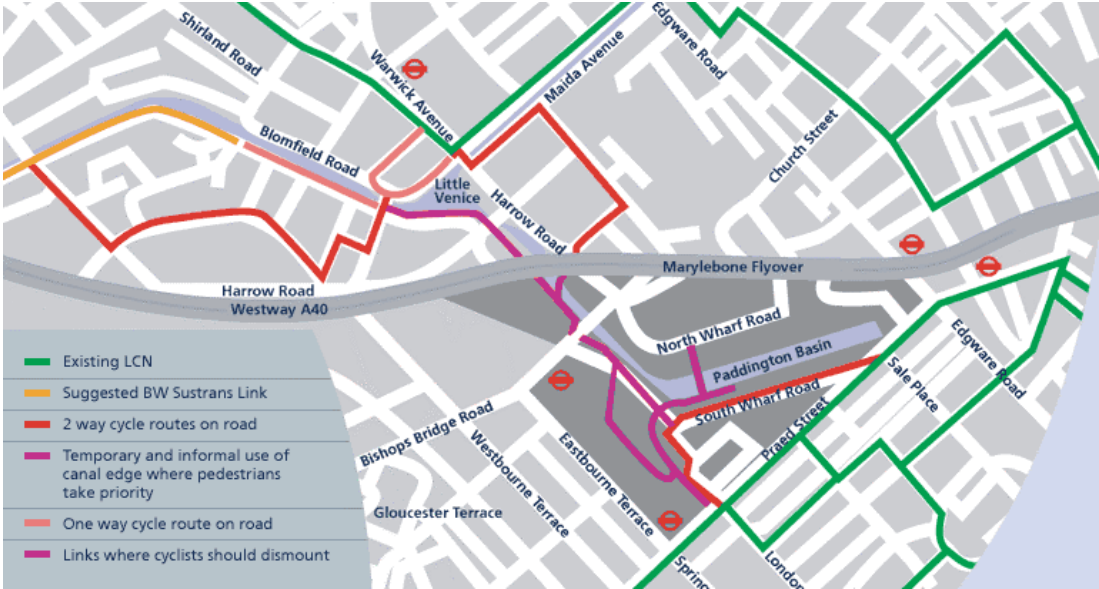


Diagram showing the site in the context of TfL roads in orange and the existing congestion charge zone in blue hatch.

### ***Vehicle Access, Parking and Servicing***

- 6.5 Because of level differences and considerations of highway safety and efficiency, it is undesirable to service a building on Site "A" that comprises the existing builders' merchants and highway land from anywhere except the northern side of the building in respect of vehicles.
- 6.6 Access to the site for construction vehicles is likely to be least difficult from the north side with slips off and onto the westbound lane of the A404.
- 6.7 The site is within walking distance of key interchange points with the Circle, District, Bakerloo and Hammersmith & City lines of the Underground system and the main and suburban services of the national railway system. The existing site contains a bus stop serving the northbound service of the No 18 bus route. Bus services are being enhanced in the rationalisation and improvement of passenger transport in the capital. The re-provision of stopping facilities for this and new/revised services in the area will be required and will need to accommodate articulated buses. A revision of the route for the 46 bus route is already anticipated to Paddington Station on the completion of the bridge replacement programme in 2006.

- 6.8 The site is adjacent to a route to be used by a significant number of taxis using the existing and proposed taxi accesses to the terminus. Visitors to any commercial element of this site will need set-down and pick up facilities.
- 6.9 Pedestrian access will mainly be from the developing non-motorised network, with the principal route on foot from Paddington Station via the canal edge and associated bridges.
- 6.10 The diagram below shows where one can ride or push a dismounted cycle on a step-free route. The approved public realm strategy for the PSPA encourages access one block back from the canal edge, and the key new route through the PSPA runs just to the east of the main development area connecting St Mary’s Square and Hermitage Street and North Wharf Road with a signalised crossing on the Harrow Road. Links to the north are important for nearby residents accessing the development on foot for work or servicing purposes. A surface link to St Mary’s Terrace and Porteus Road are the key pedestrian links to the north to this site. Alterations to the road network will be expected to leave safe and legible routes for pedestrians and those accessing the site by cycle. Any new routes off-road shared by pedestrians and cyclists will need to be sufficiently wide to minimise conflict between the two users and street cleaners using it when they are leaving or returning to the Depot at site "B". The diagram from the approved public realm strategy is reproduced at Appendix B showing the proposed strategic access routes for cycles as agreed in June 2003, and the variation made possible by this brief.



Map from the Paddington Waterside Partnership web site.

- 6.11 Parking for the residential element must be in accordance with the UDP standards of a maximum of:
  - one off-street parking space per residential unit of two bedrooms or less;
  - 1.5 off-street parking spaces per residential unit of three bedrooms or more



- 6.12 For offices and retail elements of the scheme, there is a maximum requirement of one space for every 1500 m<sup>2</sup> of floorspace with one adequately proportioned space for staff and visitors with disabilities for each 6000 m<sup>2</sup>.
- 6.13 Cycle parking will be required in accordance with UDP Policy Trans 11 and appendix 4.2 namely:
- One space per residential unit;
  - One space per 125 m<sup>2</sup> of office floorspace;
  - Other uses as set out in the table in that appendix.

## **7 Environmental and sustainability issues**

---

- 7.1 The City Council will ensure that any development is based on a sustainable and integrated approach that minimises the use of energy from fossil fuels and maximises the use of renewable energy. In order to achieve this it is essential that environmental and accessibility considerations are taken into account at the design stage of any redevelopment proposal. The City Council will ensure that any future applicant carries out an Environmental Impact Assessment and an Access Statement. These reports will identify, describe and assess the effects that the project is likely to have on the environment, including overshadowing and daylight effects and state that best practice will be used in respect of access, or if this is impossible, what ameliorating measures will be used. The Environmental report should address the direct and indirect effects of the development on a number of factors including the impact on :
- ecology and nature conservation;
  - water quality;
  - air quality;
  - noise;
  - wind effects and microclimate;
  - green buildings;
  - waste and recycling;
  - television reception

Full detail of the information that has to be included is listed in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. It is important to recognise that this assessment should influence the design and scope of any proposal and should safeguard against cumulative impacts with other developments.

- 7.2 In accordance with policy ENV 1 of the replacement UDP, the City Council will encourage the production of sustainable and resource efficient buildings using renewable energy where possible. It has been noted that socially responsible investments are showing returns greater than traditional schemes and this approach is endorsed by the City Council. They should also be accessible to all by the same routes. Any future developer will be expected to use sustainable development appraisals and refer to the assessment methodology devised in the Building Research Establishment Environmental Assessment Method (BREEAM). Regard should also be had to the City of Westminster's Supplementary Planning Guidance on Sustainable Buildings in Westminster.

This guidance note was adopted in March 2003. It also includes reference to alternatives to the BREEAM method of appraisal. It is expected that the GLA will also publish guidance on Sustainable Design and Construction during 2004.

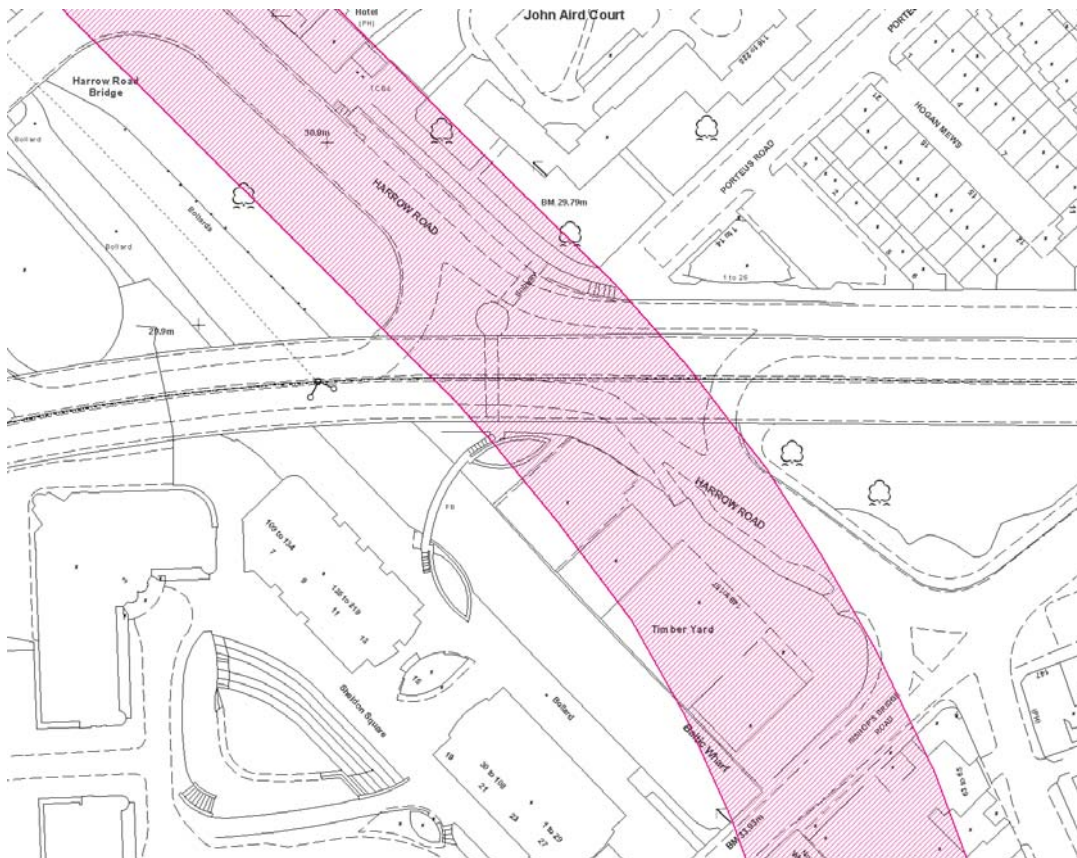
## 8 Conservation and design issues

8.1 The three most important heritage buildings in the area are the Grade I listed Train shed of 1854 at Paddington Station, the earlier St Mary's Church at Paddington Green and the former rail maintenance depot buildings which are listed Grade II\*. The latter is now let in two parts, the western block is now the headquarters of the fashion company Monsoon at 179 Harrow Road and the Nissan car company now occupies the east block known as the Rotunda. Stone Wharf Gardens and Rembrandt Gardens are in the Maida Vale Conservation area together with the listed Italianate villas and canal structures nearby. Open space area "E" is in the Paddington Green Conservation area. The disposition of listed structures and the extent of Conservation areas is shown below.





- 8.2 A glimpse is possible from Bishops Bridge Road to St Mary's church and the 20<sup>th</sup> century listed buildings lie across the waterway. The canal itself is also a heritage structure. It is desirable to create a canal side path at least 4 metres wide to obtain greater use of the canal side and add further opportunities for getting about the area on foot and cycle whilst minimising the opportunities for conflict between these users. This will locally narrow under the rebuilt Bishops Bridge to 2 metres and should include walkway lighting, footway surface paving and footway pumped sump drainage and include the area under the rebuilt bridge as well as the canal frontage to the development site.
- 8.3 The form, and particularly the height and massing of the buildings needs to be considered from a number of key viewpoints. These are shown at Appendix C.



Map showing the strip identified as the protection zone for the Bakerloo line tunnels.

- 8.4 The site has some special considerations because part of it is over the Bakerloo line of London Underground Limited where there are restrictions on piling or altering load on the tunnels. The diagram above indicates the zone particularly affected by this constraint.
- 8.5 The Developer's proposals, including construction methodology, will comply with the latest version of "LUL Special Conditions for outside parties working on or near a railway" and be subject to the approval of London Underground Ltd. and/or its operating companies Metronet BCV. It is understood that there is a very limited tolerance for movement of the tunnels and that LUL will seek to minimise the change in shape of the tunnel lining segments as a consequence of the development. The Developer will be responsible for all necessary work to obtain LUL approval including any structural / geotechnical modelling.
- 8.6 Public utilities have been renewed in the area with significant upgrading of infrastructure in North Wharf Road. It may be necessary to provide new branches to this site if the new buildings require significant amounts of supplies from the utilities. The City Council's sustainability policies suggest the minimisation of fuel use by careful and energy efficient design.
- 8.7 Buildings should be set back a minimum 4m from the edge of canal. In respect of building heights, care needs to be exercised on the canal edge to avoid a 'canyon' effect. The existing practice adopted in the PSPA is suggested as a guide. This means a sheer face of about 6 residential stories above ground storey uses, with some stepping back for a couple of stories above that is a suggested guide giving 8 storeys above ground floor uses, (30-35m approx), but the commercial development could rise to approximately 10 -11 commercial stories (about 40 - 45 metres) at the eastern extremity of the site, although a "shoulder" at 8 storeys will avoid the sheer face of the building being oppressive and give consistency with the nearby properties that have been completed.
- 8.8 The site has a difficult context with major road infrastructure on three sides, including the raised Westway to the north. The immediate and relevant building context is supplied by the new developments to the west (Paddington Central) and south (National Rail and 55-65 North Wharf Road). There is little historic building context that the buildings need to respond to other than having consideration for the views into the site and their effect on the adjacent conservation areas and listed buildings. The site forms a transition between the higher commercial development in the PSPA to the south and west and the lower, more traditional residential development of Maida Vale and Little Venice to the north. The design, form and scale of buildings need to respond positively to this. The site is considered appropriate for contemporary design of the highest quality, which does not need to be modified by the need to relate to more historic neighbours. However, there are a number of key design parameters that the buildings must address:
- There should be a clear distinction between the commercial and residential parts of the buildings in terms of their form, detailed design and materials.
  - The residential parts of the buildings should generally have a warmer palette of materials than the commercial parts, avoiding the use of metal cladding and large areas of glazing, but this should not preclude a

commercial building having a warmer finish. The requirement to provide outdoor amenity space should be exploited with balconies or terraces (projecting or recessed) which will help provide a richness, modelling and warmth to the building appropriate to its residential use. Particular attention should be placed on their relationship to the canal and the opportunities fully exploited to have views over the canal.

- The commercial building can have a different aesthetic, responding to its more hostile context with major roads on three sides and the very different nature of the activities it houses. It needs to have an architectural response to its eastern façade where it forms the western termination of the “Marylebone Road Corridor” and also forms a key, local, focal point around the revised road junction. This response does not need to be expressed by increased height, but would be better addressed by architectural form, modelling and detail.
- The structure needs to have regard to the adjacent Westway, but the commercial part of the building is likely to have the more significant relationship with it. Careful consideration needs to be given to the design of the building from the Westway and, in particular, the roof form. No better exemplar need be given than the positive way in which no. 179 Harrow Road addresses its very difficult context.
- Blank ground floor frontages need to be avoided wherever possible, but particularly on the canal frontage and around the residential building(s) and their entrances. Passive surveillance and security should be built into the design.
- Mechanical plant should be kept to an absolute minimum (in accordance with the City Council’s sustainability objectives) and confined within basement areas. Where this is not possible, plant must be contained within the fabric of the building and any plant rooms designed as integral parts of the overall design.
- Landscaping, tree planting and the creation of pleasant and safe public open spaces is a requirement of the development. These should be designed as part of the overall development framework for the site and in the context of adding new routes to and through adjacent areas and must be considered at an early stage in the design process.
- The requirement for public art should be similarly addressed at an early stage and consideration should be given to how art can be incorporated into buildings to enrich and enhance the final design.
- All buildings and open spaces must be designed to be fully accessible to people of varying abilities to create a place inclusive to all.

8.9 Open space, albeit at the centre of a gyratory system is being lost, but it is considered that the enhancement of the canal with a new walkway to the eastern side of the canal arm is part of an acceptable replacement in combination with other enhancements nearby. A new canalside towpath must link the Station Bridge (near ‘The Point’) pass under the rebuilt Bishops Bridge, where a 2m wide path has been allowed as a local narrowing of the new towpath and link to the Porteus Road Subway and Rembrandt Gardens.

8.10 There is also a need to deal with the severance caused by the canal, the railway and then Westway. A number of bridges have already been erected to create new linkages for pedestrians, but the linkages are still quite poor in the direction

of Warwick Avenue tube station and not designed for cyclists to get through the PSPA. This requires further work and possible a redecking or replacement of the oldest bridge (known as the St Mary's or Hospital Bridge). Improvements to the infrastructure of open spaces and paths in the area include:

- Ramp, step and path improvements at Little Venice (site "C");
- Widening the deck of (or replacing) the Hospital bridge and approach;
- Smooth and continuous route on the east side of the canal from Station bridge to Rembrandt Gardens with planting and infrastructure improvements (site "C") with appropriate public art sites (which could extend to an extended canalside trail and nearby open spaces in Westbourne Green);
- Contributions to bridge from Stone Wharf Gardens / Warwick Avenue to the Monsoon / Nissan Building and replanting of trees on the west bank by the Rotunda (site "D");
- Reconfiguration of Stone Wharf Gardens as a high quality garden as an alternative sitting out space to Rembrandt Gardens and Sheldon Square, with facilities for the moorings and public art and reusing where possible relaid historic setts as a zone for people fishing (site "D");
- Easing the ramp from St Mary's Square to Harrow Road with replanting and creation of pocket park (Site "E") and its incorporation in a multi-user (non motorised) link for walkers, prams, cyclists and street cleaners with their barrows with sufficient width to minimise conflict between users in a continuous and legible path from North Wharf Road to St Mary's Terrace;
- Replacement green space / pocket park and bus stop at Hermitage Street / Harrow Road (site "F")

8.11 The Council has adopted a Public Realm Strategy to ensure that a high quality sustainable environment is created in the new quarter that is now known as Paddington Waterside. It has the status of Supplementary Planning Guidance (SPG) in respect of development sites and design guidance in respect of other works in the Public Realm. To give consistency in colour and detail, silver grey granite and stainless steel are the key materials and the strategy recommends a limited number of surfacing techniques. The key aims are to achieve a townscape that is:

- Of high quality
- Contemporary
- Clean and crisp design
- Robust materials and details
- Safe
- Without impediment to people with disabilities
- Relate to surroundings and heritage
- Be easy to maintain and service.



*The view south at Stone Wharf Gardens where a balance needs to be achieved between retaining the character of these setts and an accessible open space. A major upgrade in the quality and usability of this space is required to ameliorate the loss of the open space in the lower gyratory system.*

8.12 The new canal edge should incorporate a new towpath and be 4 metres or more wide -. The zone within 2 metres of the water should have a quayside coping and lighting system to match that around the basin and be paved with cleft granite setts laid in a fantail pattern and slightly rough to act as a tactile warning but give good grip. At Stone Wharf Gardens the historic canalside setts should be re-used. A smoother granite surface or other finish noted in the Public Realm Strategy should be used further from the canal edge, taking into account the needs of people with disabilities. Developers should refer to the "BWB Code of Practice for work affecting British Waterways". Works adjacent to the canal will be subject to BWB approval. Lighting should be at the level of a busy residential street or one with a reasonable level of potential crime and have lighting levels of 5 lux minimum and an average level of 10 lux.

8.13 The Paddington Special Policy Area Public Realm Strategy and the UDP actively encourages the provision of public art in association with all large developments.

## **9 Planning Obligations**

---

9.1 The aim of this planning brief is to enable development in accordance with the requirements outlined above and to ensure that any future development meets the objective of the UDP and the needs of the public and other stakeholders.



The brief also gives the opportunity to establish any necessary planning obligations at an early stage taking into account the needs and requirements of corporate and other stakeholders. There is a balance to be struck between the need for schemes to mitigate the impacts which they give rise to, contribute to the City and the promotion of economic prosperity. Westminster recognises that in order for development to be sustainable, social, economic and environmental benefits must also be delivered to the City as a whole. Planning obligations are seen by Westminster as one of the key ways to deliver sustainable development and to meet the needs of all of Westminster's neighbourhoods, residents, workers and visitors and achieving an efficient and high quality environment.

- 9.2 PSPA developers, transport operators and other parties with an interest in the PSPA have jointly formed the Paddington Waterside Partnership (PWP). Any future developer of the site will be expected to join this partnership, if not already a member. An Occupiers' Forum is also in operation to help bring together the new occupiers and tenants in the Waterside quarter.
- 9.3 There is also a need to deal with the severance caused by the canal, the railway and then Westway. A number of bridges have already been erected to create new linkages for pedestrians, but the linkages are still quite poor in the direction of Warwick Avenue tube station and for cyclists to get into the PSPA.
- 9.4 Based upon the policies and aims for the PSPA the City Council, in consultation with the local community, the developers and PWP have identified a list of priorities for obligations within the PSPA. The following list provides details of the type of planning obligations that will be sought in the redevelopment of the site and these conform with the general priorities for the PSPA. The list is not in order of importance:
- Financial contributions to Environmental Inspectorate;
  - Financial contributions to Social and Community Fund Account;
  - Financial contributions to training and employment opportunities;
  - Management of the public realm and provision of CCTV;
  - Other highway and or bridge improvement works (including LTVA);
  - Paddington Area Traffic and Environmental Management Study (PATEMS) - financial contribution towards traffic and environmental improvements in the surrounding area;
  - Paddington Area Transportation Study (PATS) - enhancement of pedestrian connections, relocation of No.18 bus stop and / or financial contributions;
  - Provision and management of Affordable Housing if residential is part of the scheme;
  - Provision of Bonds (as appropriate);
  - Provision of canalside towpath and appropriate signage;
  - Provision of playspace;
  - Provision of public art;
  - Remodelling of highway alignment in the location of the current gyratory;
  - The City Council's Code of Construction Practice;
  - Works and or financial contributions to improvements and management of existing and proposed open spaces (including Rembrandt Gardens);
  - Works to canal and foot bridges;

## 10 Contacts and Further Information

---

### Department of Planning and Transportation

Graham King	Head of City Planning	020 7641 2749
Chris Mason	Policy, UDP and planning brief issues	020 7641 2286
David Clegg	Design issues	020 7641 3014
Amanda Coulson	Land use planning issues	020 7641 2875
Brent Turton	Construction Impact Management	020 7641 1224

### Department of Environment and Leisure

Don Murchie	Transport policy issues	020 7641 2517
David Ferrett	Project Director LTVA	020 7641 2407
Mark Banks	Acting Head of Waste Management	020 7641 3369
Mark Banks	Depot issues	020 7641 3369
Roger Neville	Access Officer	020 7641 2688

### English Heritage

Steven Brindle	Issues regarding the Brunel Bridge	020 7973 3738
----------------	------------------------------------	---------------

Also author of the book "Paddington Station, its History and Architecture", research for which led to the attribution of the canal bridge to I K Brunel.

### Further Information

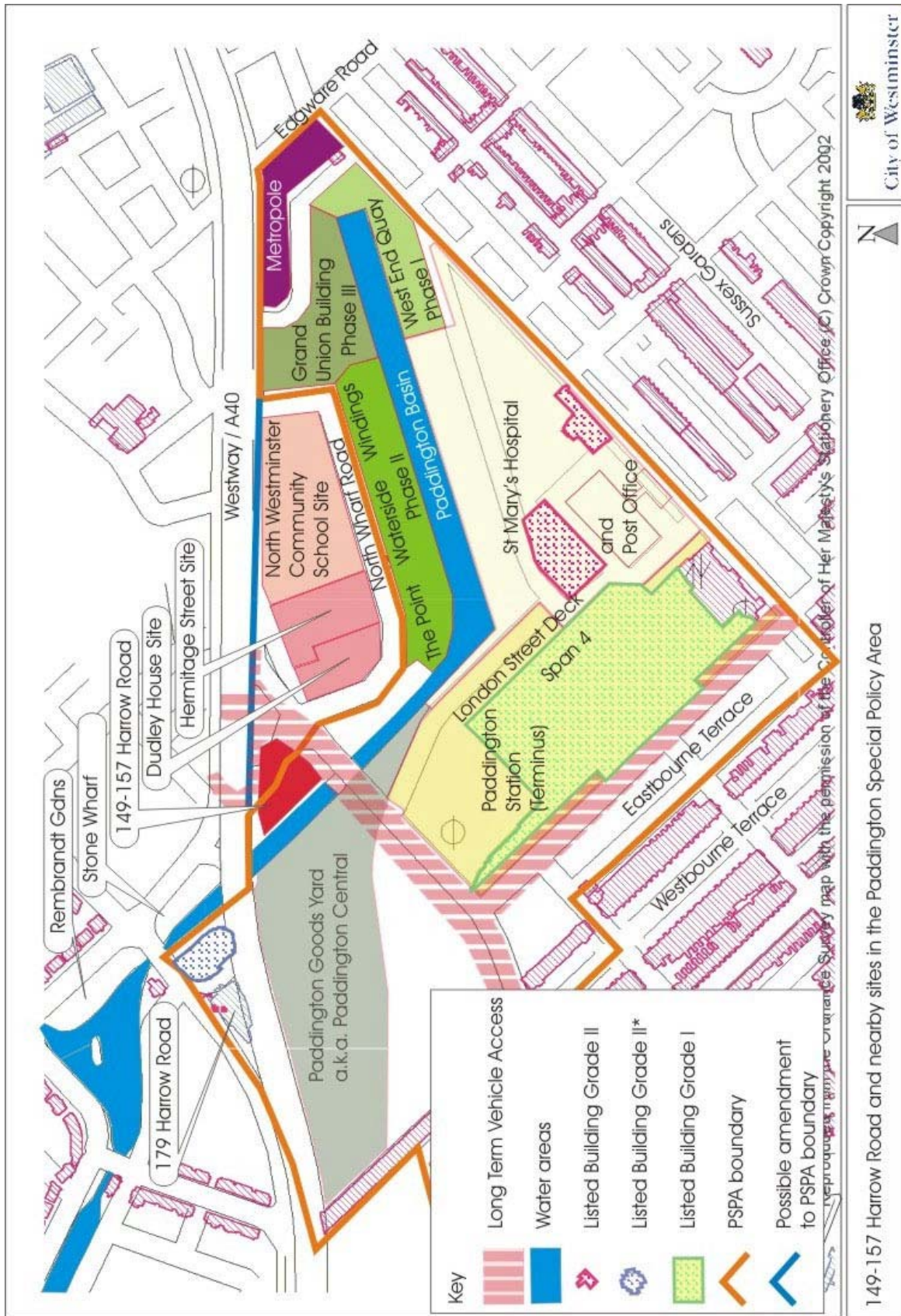
The following is a list of the City Council's published information that should be considered when submitting any future planning or listed building application:

- The City of Westminster Unitary Development Plan adopted July 1997
- The City of Westminster Replacement Unitary Development Plan (Pre-Inquiry version) August 2002
- Supplementary Planning Guidance – Paddington Special Policy Area Public Realm Strategy – June 2003
- Supplementary planning guidance – 'Sustainable Buildings' (2003)
- Supplementary planning guidance – 'Design Matters in Westminster' (2001)
- Supplementary planning guidance – 'Advertisement Design Guidelines' (July 1992)
- Supplementary planning guidance – 'Designing Out Crime' (March 1998)
- Supplementary planning guidance – 'Public Art in Westminster' (1994)
- Supplementary planning guidance – 'Statues, Sculptures and Monuments in Westminster' (March 1998)
- Supplementary planning guidance – 'Mobility Guide' (1994)
- Supplementary planning guidance – 'Public CCTV systems, Guidance for Design and Privacy' (August 1998)

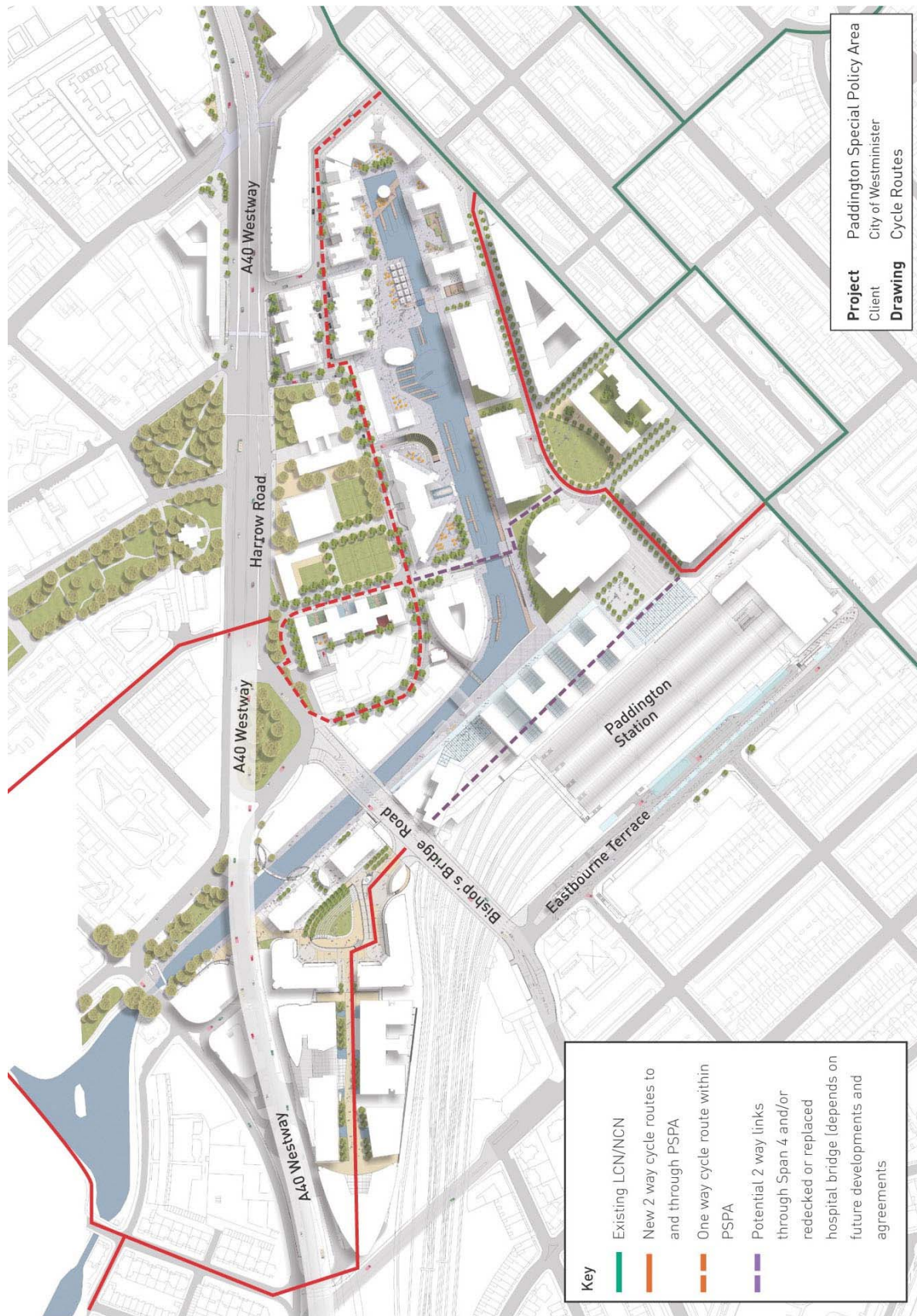
Further information can also be obtained from the City of Westminster's website - [www.westminster.gov.uk](http://www.westminster.gov.uk) (Click on planning and licensing for further information on the Unitary Development Plan and Development Planning Services)

# Appendices

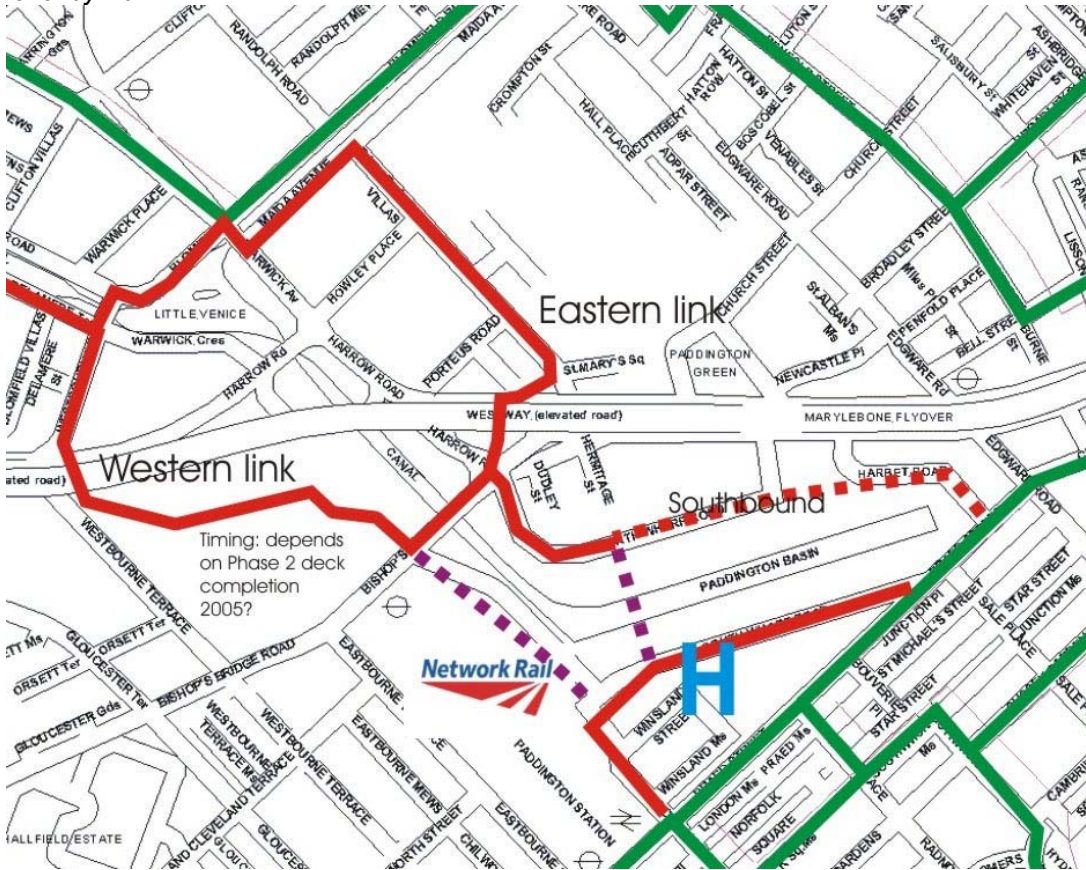
A The development area that is the subject of this brief and nearby projects.



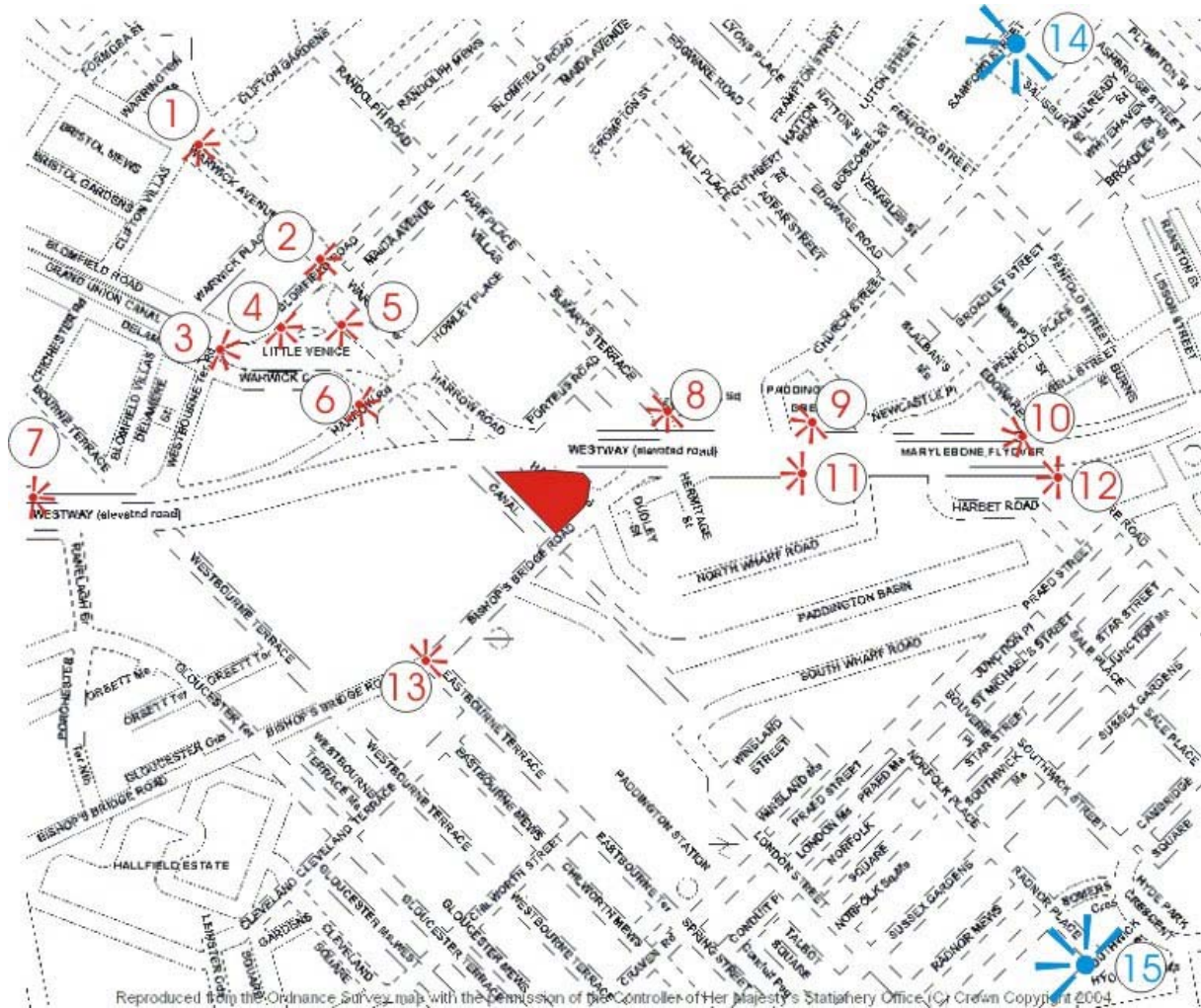
## B Possibilities for altering the Pedestrian and cycle Network (from UI strategy)



The diagram on the previous page shows the cycling network agreed in June 2003. It had some compromises because of the one-way nature of Hermitage Street. The "T" junction coupled with a shared surface link through the junction from North Wharf Road to St Mary's Terrace improves the network considerably. For full linkage through the eastern part of the PSPA the widening of the Hospital bridge is required when the hospital is redeveloped. The proposal to redevelop the eastern span of the Terminus will allow access through the station although management at the station may require dismantling and there will be a change of level by lift.



### C Key viewpoints that must be considered



Note: Viewpoints 14 and 15 are off this map and represent long views from Royal Parks as a check in a verified montage that the development will not be visible. Point 14 is in Regent's Park in the vicinity of the Parsee Monument (TQ 2837 8316) and 15 is in Hyde Park in the vicinity of the Founders Tree (TQ 2770 8051)

## D – Requirements for a Street Cleansing Depot

### 1.1 Permanent facilities to be provided for in the area are:

1. A Strategic Depot for the north of the City (see 1.4, below)
2. A Local Street Cleansing Depot at street level
3. A 24 hour Night Services Street Cleansing Depot facilities for the north of the City. (This may be combined with 2, above)

### 1.2 There are currently twelve Street Cleansing Depots in Westminster. UDP policy ENV 10 (Ac) lists these and requires continued provision for them, or where development necessitates them being replaced:

*“9.6 (1h) ... the City Council will require their replacement on a scale and in a location that continues to enable them to function efficiently in serving a specific local street cleaning area.”*

### 1.3 New street cleansing provision, which could be under the Westway, must include all components necessary to replace the former Street Cleansing Depot (presently on the canalside at North Wharf Road). This is also the most appropriate location for night service facilities depot for north Westminster (to serve the Woodfield, Chiltern, North Wharf Road, and Lisson Grove cleansing areas).

### 1.4 Any of the facilities previously provided for at the former North Wharf Road canalside depot that cannot be provided for under the Westway, or if not provided under Westway at all, will have to be located in the proposed Strategic Depot for the north of the City. This is proposed in a deep basement structure, under new buildings, on the site of the existing school in North Wharf Road. (see Draft Planning Brief for the school site dated April 2002, or as amended)

### 1.5 The core requirements for a local Street Cleansing Depot and a Night Services Street Cleansing Depot for north Westminster, which could be located under the Westway, are:

- 1) Staff accommodation for 76 staff:
  - Lockers
  - Showers
  - Toilets
  - Drying room
  - Mess room.
- 2) Office for managers.
- 3) Vehicle parking for:
  - 7.5 tonne refuse collection vehicles (3)
  - Madvac pedestrian operated mechanical sweepers (3)
  - Hand barrows (45)

- Cantonet pedestrian-operated electric vehicle (1)
- Managers cars (2)
- Portable compactor (1).

- 4) Unloading bay.
- 5) Parking for visiting vehicles.
- 6) Vehicle washdown facilities.
- 7) Diesel storage.
- 8) Gas bottle storage.
- 9) Local salt store (20 tonnes).
- 10) Mechanical equipment repair and maintenance area.
- 11) Power washing facilities to clean mechanical brooms and litter bins.
- 12) Interceptor drain.
- 13) Sharps storage.
- 14) Secure equipment store.
- 15) Storage for 20 litter bins.
- 16) 24-hour lighting.
- 17) Site security.
- 18) Separate routes for pedestrians and vehicles.
- 19) Secure parking is required for the following north area strategic facilities:
  - Street cleansing cage vehicles (9)
  - Skip vehicle (1)
  - Rolonoff container (1)
  - Small cab driven Johnston C40 mechanical sweepers (4)
  - Johnston C40 cab driven street flushing vehicles (3)
  - Aquazura scrubber sweeper (1)
  - Electric cars (2 + charging facilities).

- 1.6 If space under the Westway proves insufficient for any of these items they will need to be provided for as part of the Strategic Cleansing Depot to be provided in a basement area at North Wharf Road
- 1.7 The Strategic Depot and the local Street Cleansing Depot with night services facilities for North Westminster are needed for the efficient functioning of the waste and street cleansing contracts. The street barrows are ideally maintained at street level with direct, level access to the footway network. Reliance on mechanical lifts and inclined paths is to be avoided.