

Crossrail: Bond Street Station (Western Ticket Hall)

65 Davies Street, W1,
354-358 Oxford Street, W1, and
2 Stratford Place



Adopted Planning Brief

Date: 14th September 2009
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Contents

	Executive Summary	1
1.	Introduction	4
2.	Planning Policy Framework.....	11
3.	Crossrail Considerations.....	14
4.	Acceptable Land Uses	22
5.	Urban Design and Conservation	28
6.	Traffic and Public Realm Issues.....	33
7.	Other Standards and Controls	39
8.	Planning Benefits	43
9.	Contacts and Further Information	44

Maps and Appendices

Map 1	Bond Street Station Planning Brief Sites.....	7
Map 2	Crossrail Safeguarding Limits and Proposed Work Site	18
Map 3	Ground Floor Land Use	23
Map 4	Conservation Areas and Listed Buildings... ..	29
Map 5	Local Views.....	30
Map 6	Public Realm Improvement.....	38
Appendix 1	Undertakings and Assurances	45
Appendix 2	Crossrail's proposals for construction activity and completed works – Bond Street station	49

Executive Summary

General

As part of its approach towards the Crossrail proposals the City Council has prepared a series of planning briefs to set out all the relevant Council policies and issues relating to the Crossrail sites and seek to obtain the promoters' of Crossrail (Crossrail Limited (CRL), formerly Cross London Rail Links Limited (CLRLL))'s agreement to incorporate these matters into their proposals or any subsequent proposals relating to CRL concerning this site. The City Council supports the principle of Crossrail subject to considerations as set out in this and the other briefs for the Crossrail sites in the City of Westminster. These briefs assisted the Council in its negotiating and petitioning strategy in respect of CRL's hybrid bill as deposited in Parliament on 22 February 2005 for the powers to construct and operate Crossrail Line 1. The hybrid bill received Royal Assent in July 2008 to become the Crossrail Act.

65 Davies Street

65 Davies Street is a 7 storey building within the block surrounded by Davies Street, Weighhouse Street, Gilbert Street and St. Anselm's Place. Davies Street is in close proximity to Oxford Street and is located within the City of Westminster's Central Activities Zone (CAZ). The surrounding area is in mixed use with retail, office, financial services and residential uses. This mix of uses is in line with Westminster's planning policies with regard to the CAZ.

65 Davies Street is currently safeguarded as part of Crossrail Limited (CRL's) Crossrail Line 1 project and it is proposed that this building be demolished and rebuilt to provide the western ticket hall for Crossrail's Bond Street Station. 65 Davies Street is not a listed building and is currently in use by the University of the Arts London for educational purposes.

The Council supports the redevelopment of 65 Davies Street for use as a Crossrail ticket hall and believes that it represents a considerable development opportunity to provide not only a new transport interchange, but also residential units, replacement office space, hotel spaces or ground floor retailing within the scheme as a whole and to the benefit of this part of the West End. There is a significant opportunity for the development at 65 Davies Street to be carried out in tandem with possible refurbishment or redevelopment of the West One Shopping Centre. The Council would strongly encourage the promoters and developers of Crossrail to work alongside the West One site owner and Grosvenor Estate to make sure that this/any significant development opportunity is capitalised upon. However, the Crossrail Act does not provide powers to undertake any changes or development of the West One Shopping Centre itself. Any development of 65 Davies Street by Crossrail must address the key development issues that are identified within this brief and Westminster's Adopted Unitary Development Plan (UDP).

Any development at 65 Davies Street must ensure that the environment around Davies Street is protected as much as is possible from the adverse impacts of construction and that issues such as site access and noise screening are suitably addressed. In addition, as the site is adjacent to the Mayfair Conservation Area any

new building should reflect and enhance the character of the surrounding area and also conform to the City Council's guidelines as regards sustainable buildings.

The City Council also requires that detailed consideration is given to pedestrian flows within the ticket hall and adjoining streets and that measures are put in place to deal with the increased flows that will result from the Crossrail development, primarily on Davies Street and Oxford Street, and also on Gilbert Street, which is primarily residential in use and character.

Crossrail Limited propose to locate the western ticket hall of Bond Street Crossrail station in the ground floor of 65 Davies Street, with a station entrance fronting Weighhouse Street. The station entrance should also have a significant presence on Davies Street to encourage passengers to use Davies Street to access Oxford Street.

354-358 Oxford Street

354-358 Oxford Street is located between Stratford Place and Marylebone Lane and comprises a five storey building (with additional rooftop plant) comprising ground and first floor retail units and four floors of residential dwellings. The surrounding land uses predominantly comprise retail, office and entertainment / hotel uses and are consistent with Westminster City Council policies concerning land use in the CAZ.

As part of the Crossrail 'Amendment of Provisions Environmental Statement' (AP3) dated November 2006 Crossrail Limited propose to construct a new London Underground Limited (LUL) Bond Street Station entrance and ticket hall at 354-358 Oxford Street. Which, although not a listed building, it is located in the Stratford Place Conservation Area and is adjacent to Stratford Place which contains a group of Grade I and several Grade II listed buildings. It is proposed that the ticket hall will extend into the basement of number 2 Stratford Place, which is itself a Grade II listed building.

The City Council supports the redevelopment of 354-358 Oxford Street, and the basement of 2 Stratford Place for the purpose of providing a new Bond Street Station entrance and ticket hall in order to relieve congestion on the LUL Bond Street Underground station. The existing residential dwellings on the upper floors will be expected to be replaced on the site.

The design of any redevelopment on the 354-358 Oxford Street site will be expected to enhance the Stratford Place Conservation Area, particularly as the site frames the entrance to Stratford Place (in particular the Grade I listed 11 Stratford Place).

Works required for the construction of Crossrail are approved by the Crossrail Act. Whilst the design and to some extent the location of the station entrances remains subject to Schedule 7 approval, the Council is unable to refuse permission for these proposals in principle, but can influence their design. Oversite development i.e. development above the new stations will require planning permission. The Crossrail Context Reports provide an overview of the Crossrail works that will take place within each local authority (see www.crossrail.co.uk/construction/crossrail-and-the-community/crossrail-context-reports). permissions / LUL's final requests for approval

under Schedule 7 will take account of and address the issues set out in this brief which is a material consideration in the determination of any planning applications or any reserved matters that fall to the City Council to determine in relation to Schedule 7 of the Crossrail Act.

1. Introduction

- 1.1 This planning brief concerns two buildings which are proposed to be redeveloped as part of Crossrail Limited's scheme:
- 65 Davies Street is a seven storey building within the block surrounded by Davies Street, Weighhouse Street, Gilbert Street and St. Anselm's Place. The site is currently safeguarded for a new station entrance, ticket hall and associated infrastructure for the proposed Crossrail Line 1 Bond Street Station.
 - 354-358 Oxford Street is a five storey building located between Marylebone Lane and Stratford Place. As part of the amended Crossrail provisions this site is safeguarded for a new Bond Street Underground Station entrance and ticket hall to service the Central and Jubilee lines.
- 1.2 A second ticket hall entrance is proposed at 18-19 Hanover Square, which is the subject of a separate planning brief.

Purpose of the Brief

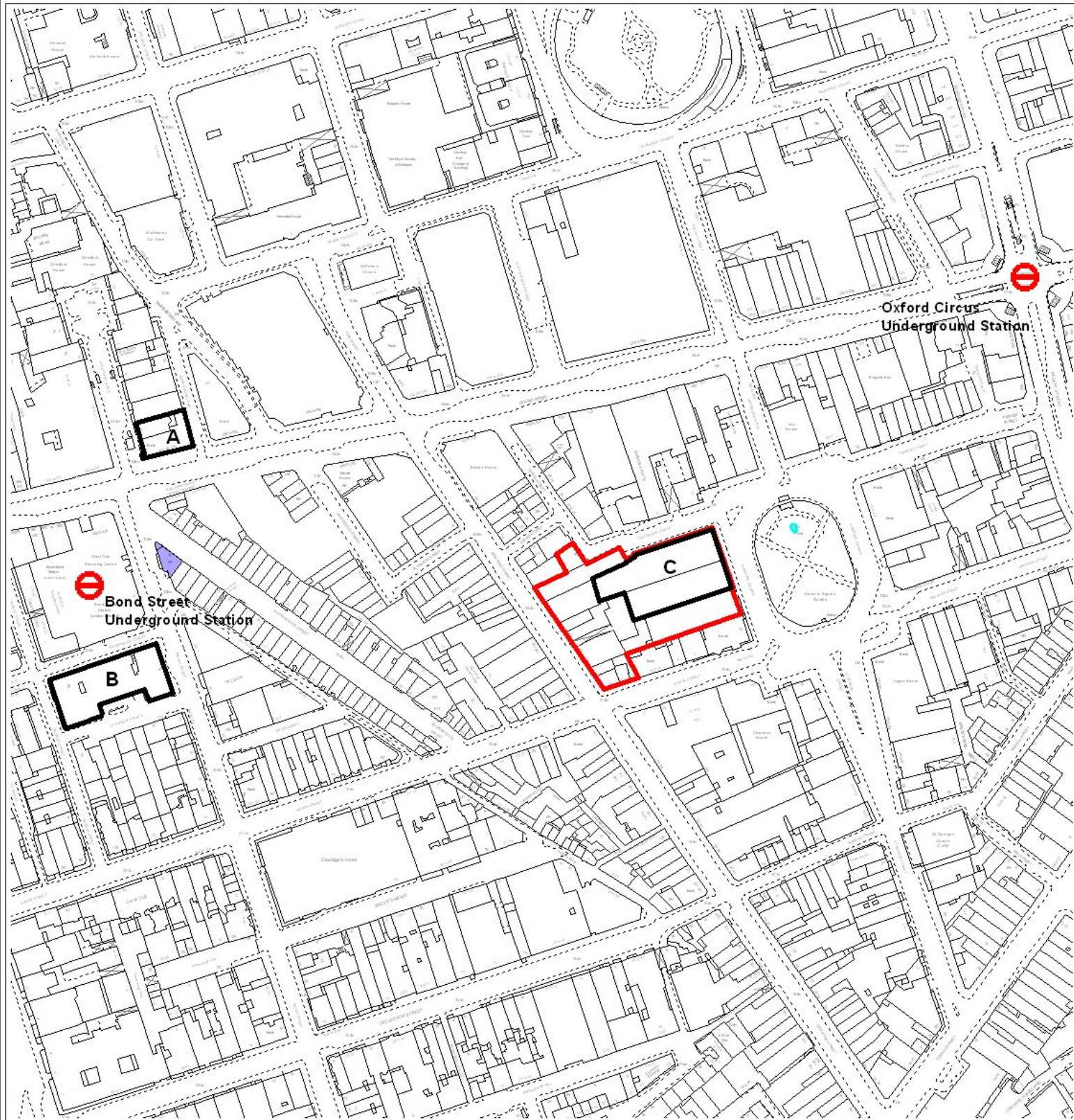
- 1.3 The purpose of this brief is to set out how both sites might be suitably developed to incorporate the requirements of Crossrail as regards the site at 65 Davies Street, and London Underground Limited (LUL) as regards the site at 354-358 Oxford Street. The brief considers the existing physical characteristics of the sites and the surrounding area and sets out the City Council's planning policies, guidelines and constraints to ensure the future redevelopment of 65 Davies Street and 354-358 Oxford Street in accordance with them.
- 1.4 This brief is a revised version of the draft planning brief for 65 Davies Street which was approved by the Planning and Development Committee on 27 January 2005 for the purposes of public consultation. It was subsequently amended on the basis of consultation responses and updated to include reference to the deposit of the Hybrid Bill on 22 February 2005 for powers to construct and operate Crossrail 1. On 26 May 2005, the Planning and Development Committee agreed for the revised brief to remain in draft form as further discussions and negotiations took place with Crossrail Limited and the Department for Transport (DfT) on their proposals and to take account of any further comments from affected parties.
- 1.5 Since then, the brief was amended further to incorporate issues pertaining to the proposed development of 354-358 Oxford Street included in the Crossrail third Amendment of Provisions Environmental Statement (AP3 ES) and on 11 January 2007, the Planning and City Development Committee approved the revised amended brief for public consultation. Further consultation was carried out in July 2008. This adopted brief incorporates further amendments as part of the public consultation process and the Crossrail Act parliamentary process. The Crossrail Act received Royal Assent in July 2008.






- 1.6 Crossrail line 1 is a major infrastructure project to provide a new east-west railway linking Maidenhead and Heathrow with Abbey Wood and Shenfield through new tunnels under central London. The City Council strongly supports Crossrail Line 1 with a link to Heathrow as the best medium to long term opportunity to improve rail based transport in London. The project is being promoted by the Secretary of State for Transport through Crossrail Limited (CRL), which was a joint venture between Transport for London (TfL) and the Department for Transport (DfT) until December 2008 when it became a fully owned subsidiary of TfL. To assist in the Council's negotiations with CRL planning briefs have been prepared for key Crossrail sites across the City, of which this is one.
- 1.7 The purpose of this brief is to set out the City Council's considerations for this site in relation to matters arising from the construction of Crossrail, covering in particular potential amenity, traffic and environmental impacts. The brief also sets out the Council's considerations on existing land uses, as well as CRL's proposed long term use of the site.
- 1.8 This brief is a revised version of the draft planning brief which was approved by the Planning and City Development Committee on 26 May 2005 following a period of public consultation, and which served as a key document in negotiations with CLRL when the Crossrail Hybrid Bill was deposited in Parliament to secure the powers to construct and operate Crossrail Line 1. This, along with the other Crossrail draft planning briefs, provided the basis for setting out the City Council's petitioning strategy throughout Parliaments consideration of the Bill. The briefs were instrumental in securing a number of assurances and undertakings from the Promoter in respect of the impact of the Crossrail proposals on the City. There are a number of generic undertakings and assurances as well as those that are site specific. Those relevant to the site covered by this draft planning brief are included as Appendix 1.
- 1.9 Following deposit of the Bill on 22 February 2005, and the publication of the 26 May 2005 draft planning brief a number of detailed aspects of CRL's proposals for this site changed and, as mentioned above, a number of the City Council's concerns have been met by securing appropriate undertakings and assurances. The purpose of this revised brief is therefore to update on circumstances generally and to provide a basis for continuing negotiations with CRL as the Crossrail proposals are developed to the next stage of detailed design. On 8 May 2008 CRL wrote to the City Council confirming that regard will be given to the provision of the Planning Briefs when preparing technical submissions to the Council under the Crossrail Act, in relation to Crossrail works. This reaffirms their status as key documents in the negotiation process.
- 1.10 On 16 June 2008 the Planning Sub-Committee (Planning Briefs and Local Development Framework) approved the draft planning brief for the purpose of further public consultation. The draft brief was subject to extensive consultation with key stakeholders, and where appropriate the main issues raised have been addressed in the revisions to the draft brief. A full report setting out the planning considerations on the representations made was presented to the Planning Sub-Committee (Planning Briefs and Local

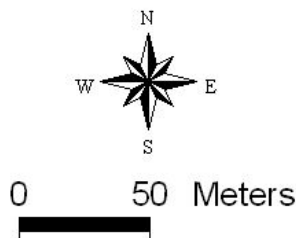
Development Framework) on 14th July 2009. At this meeting, the Sub-Committee agreed to recommend to the Cabinet Member for the Built Environment that this revised brief be adopted as a Supplementary Planning Document (SPD). Following the incorporation of amendments requested by the committee, the Cabinet Member for the Built Environment agreed to adopt this brief as an SPD. This brief is now adopted as a Supplementary Planning Document (SPD) following the procedures set out in *Planning Policy Statement Note 12 (PPS12 – ‘Local Development Frameworks’)*. The adopted planning brief was prepared in accordance with the planning policies in the *City of Westminster UDP* and is also in general conformity with the *London Plan*. It is a material consideration in determining any planning application.

- 1.11 Although this brief constitutes a material consideration in determining planning applications, the Crossrail Act confers planning permission to the DfT to construct and operate Crossrail Line 1. Notwithstanding this, through the provisions laid out in the Crossrail Act the City Council has signed an undertaking which has enabled it to become a ‘qualifying authority’, allowed to assess more detailed aspects of the proposals as set out in Schedule 7 of the Act. Under Schedule 7, the City Council is not able to refuse permission for proposed works on points of principle however, they are able to request additional details or amendments to proposals on the grounds of the provisions laid out in the Act. This may include the impact of proposals on design and location within the defined Limits of the Act. Furthermore, by setting out the City Council’s principal planning issues and requirements this brief forms the basis of negotiations with CRL and the DfT throughout the further development of the Crossrail proposals.

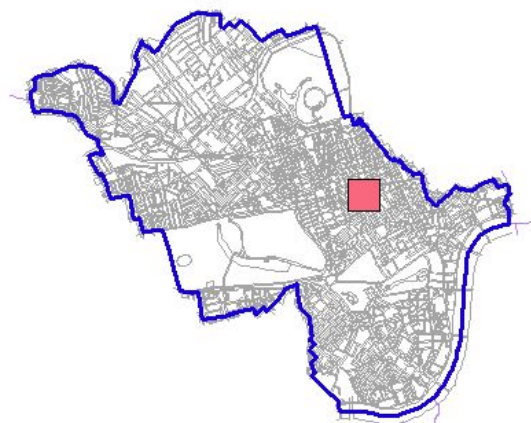
Map 1: Bond Street Station (Western Ticket Hall) Planning Brief Sites



-  Bond Street Crossrail Sites
-  354-358 Oxford Street & 2 Stratford Place
-  65 Davies Street
-  18-19 Hanover Square (Bond Street Station Eastern Ticket Hall Planning Brief Site)
-  Hog in the Pond site



Area Shown on Map



Site and Surroundings

65 Davies Street

- 1.12 65 Davies Street is located in Mayfair and is situated just south of Oxford Street (see Map 1).
- 1.13 The existing 1950's building at this site comprises a basement, ground floor and six upper floors and is currently occupied by the London Institute for educational purposes with ancillary offices. The building is bounded by Davies Street, St Anselm's Place, Gilbert Street and Weighhouse Street. There is a loading and unloading area to the side of the property that is reached from St Anselm's Place.
- 1.14 The site is adjacent to the Mayfair Conservation Area. The building is not listed and it is considered that it does not make an especially positive contribution to the character or appearance of the area.
- 1.15 58 Davies Street (currently occupied by Grays antique market) is a Grade II listed building. The building directly faces 65 Davies Street and is a three storey building that was erected in 1889-1890. It is an example of the free Jacobean-Flemish Renaissance style of architecture. It has seven window bays facing onto Davies Street and has a corner entrance.
- 1.16 The only other listed building within close proximity to 65 Davies Street is 27 Gilbert Street (see Map 4). 27 Gilbert Street is Grade II listed and is a terraced house of stock brick dating from 1829, incorporating four storeys and a basement. This building is located near to proposed service and escape accesses for the Crossrail ticket hall.
- 1.17 The surrounding area contains a mix of retail, office and financial services which is typical of this part of Mayfair. There are many residential units in the vicinity of 65 Davies Street, with Gilbert Street being primarily residential. Oxford Street lies just to the north of this site, while New Bond Street and Regent Street are both a short walk away.

Site History

- 1.18 In March 1993, planning permission was granted for the use 65 Davies Street for a limited period for educational purposes by the London Institute (now University of the Arts London). This application was followed in July 1993 by the granting of a 'Certificate of Lawful Use or Development' for use of the whole building for office purposes, with ancillary parking at basement level.
- 1.19 The most recent application was submitted in July 2003 by the London Institute. This proposal was for the continuation of the existing use until 2013 or the date of the vacation of the building by the Institute, whichever is sooner. This application was proposed with the same conditions as those imposed on the previous permission, namely that the permission is personal to the London Institute, and that all access to and egress from the building from students shall be by the main entrance on Davies Street. The main issue with the

Site History

- 1.26 354-358 Oxford Street was designed as a commercial building by Richard Seifert & Partners between 1969-1970. Since being constructed it has been the subject of minor planning applications primarily relating to the fitout and commercial signage of the ground floor retail units.
- 1.27 In February 1998 the City Council received a planning application for a change of use for part of the property. The application sought approval to use the first floor and part of the ground floor for retail use and conversion of offices on the second to fifth floors into 14 residential units, with a new sixth floor, lift shaft and external alterations.
- 1.28 Alterations to this scheme were permitted in 2000, to provide a revised canopy entrance for the residential part of the scheme, with omission of the 6th floor level, and retention of modified plant enclosure. In 2001, an application for change of use of the old porters office for A1 use was refused.

2. Planning Policy Framework

Statutory Planning Framework

2.1 The relevant statutory planning framework for these sites is set out in:

- The Government's Planning Policy Guidance (PPG) notes and Planning Policy Statements (PPS), particularly PPS 1: Delivering Sustainable Development, PPS 12: Local Development Frameworks, PPG 13: Transport, PPG 15: Planning and the Historic Environment, and PPG 16: Archaeology and Planning;
- The Mayor's London Plan (Consolidated with Alterations since 2004), February 2008;
- The City of Westminster's Unitary Development Plan (UDP), Adopted January 2007; and
- City of Westminster Supplementary Planning Guidance (SPG) especially the Open Space Strategy and Planning Obligations Section 106 (s106) SPG.

2.2 The most relevant policies are listed below, but any development will need to comply with the UDP as a whole. The main policy areas relevant to this brief relate to transport, the environment, urban design and conservation, offices and residential.

Principal Planning Policies

2.3 In transport terms, any future planning application for the construction of a ticket hall at 65 Davies Street and 354-358 Oxford Street will be assessed against the following policies:

- **STRA 20** Integrating Land Use and Transport
- **STRA 21** Walking, Cycling and Public Transport
- **STRA 22** Reducing the Environmental Effects of Transport
- **STRA 24** Servicing, Delivery and Collection
- **TRANS 2** Road Safety
- **TRANS 3** Pedestrians
- **TRANS 5** Surface and Underground Railways and Trams
- **TRANS 8** Improved Public Transport Access
- **TRANS 14** Transport Assessments
- **TRANS 20** Off-street Servicing, Deliveries and Collection

2.4 These policies encourage and support improvements to the main line rail termini, Underground stations and associated interchange facilities, and improving access to and capacity of stations and interchanges. In addition, these policies also deal with the assessment of development proposals for their impact on traffic generation and also the way in which developments are serviced to ensure that the vehicular servicing needs of developments are fully accommodated.

2.5 With regard to urban design and conservation issues, the proposals for development at 65 Davies Street and 354-358 Oxford Street will be assessed against the following policies where applicable:

- **STRA 26** Improving Access to Facilities and Buildings
- **STRA 27** Standards of Design
- **STRA 28** Conservation Areas and the World Heritage Site
- **STRA 29** Listed Buildings, Historic Parks and Gardens and Archaeology

- **ENV 1** Sustainable and Resource-Efficient Buildings
- **ENV 2** Environmental Appraisal
- **ENV 6** Noise Pollution
- **ENV 13** Protecting amenities, daylight, sunlight and environmental quality

- **DES 1** Principles of Urban Design and Conservation
- **DES 2** Extensive Development
- **DES 3** High Buildings
- **DES 4** Infill Development
- **DES 7** Townscape Management
- **DES 9** Conservation Areas
- **DES 10** Listed Buildings

2.6 These policies seek to promote the highest standards of sustainable urban design and to ensure that the setting of listed buildings is protected and enhanced.

2.7 In terms of the future land use of the oversite development at 65 Davies Street and 354-358 Oxford Street, the following policies are relevant:

- **STRA 4** Mixed Use Development
- **STRA 11** Shopping in the West End and Knightsbridge International Centres

- **CENT 3** Mixed-Use Development in Central Westminster
- **COM 1** Office Renewal and Growth
- **COM 2** Offices and Mixed Use Development in Central Westminster

- **H1** Preventing the Loss of Housing
- **H3** To encourage the provision of more housing
- **H4** Provision of Affordable Housing
- **H8** Provision of Homes for Long Term Needs
- **SS 4** New Retail Floorspace in the CAZ and the CAZ Frontages

- **TACE 2** New Hotels and Extensions to Existing Hotels
- **TACE 8-10** Entertainment Uses

2.8 These policies consider the potential for office, residential and retail development within Westminster's CAZ. Proposals for oversite development here should also have regard to the Council's emerging Local Development Framework (LDF) policies which will eventually replace the UDP policies.

Non-statutory documents

- 2.9 The Report of the West End Central Area Retail Area Planning and Development Commission to the Mayor of London provides useful background information about the challenges facing the West End retail area and suggests potential solutions.
- 2.10 The Oxford, Regent and Bond Street (ORB) Action Plan identifies a series of transport and public realm matters that have been identified by the City Council and other key stakeholders such as TfL and the New West End Company (NVEC) as part of a programme to improve these shopping streets. The ORB Action Plan underwent public consultation during 2007 and the findings were subject of a Cabinet Report (12 November 2007). The Action Plan was Adopted in March 2008.
- 2.11 As part of the Action Plan initiatives, the City Council has commissioned designs for the public realm both for the major shopping streets and 'Oasis' areas in designated side streets. The design approach taken should provide a useful basis for Crossrail to consider in their public realm and highway design proposals on the principal pedestrian routes predicted to be generated from the Crossrail stations.
- 2.12 Adjoining and to the west of 65 Davies Street, the Grosvenor Estate are considering measures to improve the public realm in adjacent streets. As those projects emerge the City Council will be looking to assess their impact on the wider area seeking to ensure the co-ordination to achieve a maximising of public benefit from this work alongside Crossrail and ORB related projects.

3. Crossrail Considerations

Safeguarding and Promotion

- 3.1 The central tunnelled section of Crossrail (west of Paddington to east of Liverpool Street) was made the subject of a Safeguarding Direction by the Secretary of State for Transport in October 1991 most recently revised as a consequence of undertakings made by Crossrail Limited to the House of Commons Select Committee during 2006 and 2007. The latest Safeguarding Direction was made by the Secretary of State for transport on 24 January 2008. The main purpose of the Direction is to prevent development that could preclude the future construction of the line. Accompanying the Direction are plans which identify:
- limits of land subject to consultation with the promoters of Crossrail (before granting planning permission); and
 - areas within these limits which are of “surface interest” (areas of possible surface intervention such as ticket halls, ventilation shafts and work sites).
- 3.2 The 65 Davies Street site is an “area of surface interest”, as designated by the Secretary of State’s safeguarding direction (issued in 1991 and revised in 2004). The safeguarding designation is shown on Figure 2.
- 3.3 The Secretary of State for Transport deposited a Hybrid Parliamentary Bill on 22 February 2005, seeking powers to build and operate Crossrail Line 1.
- 3.4 As the City Council supports any rail project that seeks to improve the quality, reliability and accessibility of public transport (as set out in the UDP, Policy STRA 20: Integrating land use and transport), it has consistently supported the Crossrail proposal, on the alignment safeguarded by the Secretary of State since 1991. However, the City Council also has clear policies to protect the general amenity of residents, businesses and visitors in Westminster against any adverse environmental impact. Accordingly, the City Council petitioned the House of Commons and House of Lords select committees to identify aspects of the Bill which did not, at the time, meet the Council’s policies or concerns.
- 3.5 The Bill went before a House of Commons Select Committee and the City Council petitioned this Committee twice on both generic and detailed provisions contained in the Bill and Environmental Statement and the AP3 amendment to the Environmental Statement. In December 2007, the Bill went to the House of Lords, and received Royal Assent in July 2008.
- 3.6 Crossrail Limited’s timetable for Crossrail line 1 has been revised and now assumes that the start of passenger service could be in 2017. Preliminary works have begun and will continue during 2009, with full construction commencing in 2010.

Design and Layout

65 Davies Street

- 3.7 Crossrail Limited propose to locate the western ticket hall of Bond Street Crossrail Station in the ground floor of 65 Davies Street, with a new station entrance fronting Weighhouse Street. From this western ticket hall, two flights of escalators would provide access to the Crossrail platforms via an intermediate concourse. The Council considers that the design of the main station entrance should encourage passengers to use Davies Street to access Oxford Street so as protect the amenity of residents on Gilbert Street and at the western end of Weighhouse Street. It is accepted that it is not practical for the station to be redesigned to locate the station entrance solely on Davies Street, however, the station entrance should have a significant presence on Davies Street with approximately a 10m frontage. The entrance should be visible on the corner of Davies Street and Weighhouse Street when viewed from Oxford Street. The station entrance should be designed so to minimise the impact on neighbouring residents and properties, whilst ensuring the safest and most effective route for pedestrians to vacate the station and to reach their destination.
- 3.8 The City Council believes that a ticket hall at street level linked to the platforms by escalators would appear to offer maximum accessibility to the greatest number of passengers, especially those with impaired mobility. The City Council will also require that lifts be put in place to ensure that movement for those with impaired mobility be made as easy as possible.
- 3.9 Policy TRANS 20 sets out the City Council's requirement for premises to offer convenient access for service vehicles (including access by the emergency services) and any development proposals should conform to this requirement.
- 3.10 The City Council are aware that the development will need to accommodate a ventilation shaft to serve the new railway line below. This has deemed planning permission under the Crossrail Act. CRL have indicated that this will need to be a minimum of 10m in diameter and built to a height of 34m above ground level. Alone, this would be out of scale with the surrounding buildings and would unacceptably overshadow nearby residential properties.
- 3.11 The shaft should be incorporated into the fabric of the new development and be screened from the surrounding streets as much as possible. It will be a requirement of the City Council that the ventilation shaft should not be visually intrusive or cause loss of amenity through noise, vibration, fumes or air turbulence to adjoining occupiers. The shaft should be designed to minimise the potential detrimental impact on the surrounding residential amenity, and make a visually acceptable contribution to the street scene.

354-358 Oxford Street

- 3.12 The City Council was, at the start of the Crossrail project, concerned that given the poor internal layout and performance of the LUL station inside the West One development that the further demands placed on this early 1970s

infrastructure by the arrival of Crossrail would inevitably lead to unacceptable overcrowding and congestion. Initially the City Council petitioned for Crossrail/LUL to bring forward a scheme to address this situation, even to the extent of requiring the demolition and reconstruction of the West One complex. Discussions between all relevant parties could not bring a scheme which either LUL or Crossrail felt could be incorporated into the Crossrail Bill. At a late stage however, LUL did bring forward a congestion relief scheme for their Bond Street station which also significantly improved step-free access facilities. That scheme forms the basis of the proposals for 354-358 Oxford Street.

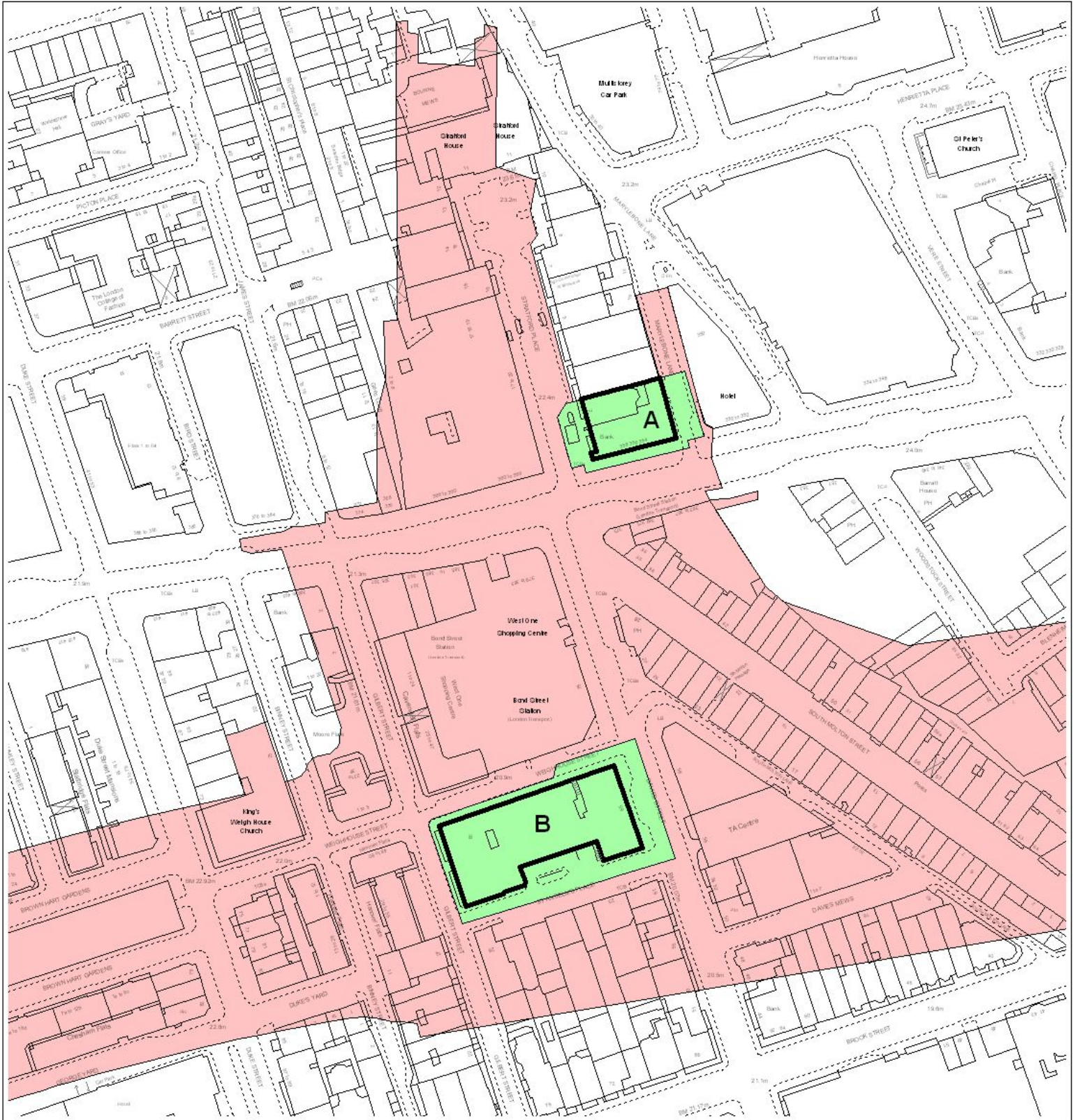
- 3.13 Included in the AP3 ES provisions is the proposal to construct a new station entrance and ticket hall on the site of 354-358 Oxford Street. A new single storey double height ticket hall is proposed to principally comprise ticket machines, ticket barriers, a passenger lift and emergency escape stairway. It will connect via a subway to the existing Bond Street station underground ticket hall. The existing subway entrance in Stratford Place will be removed as access to the Underground station from the northern side of Oxford Street will be via the new ticket hall.
- 3.14 In addition it is proposed to construct a series of new underground interconnecting tunnels to improve pedestrian circulation and capacity at the London Underground station between the Central and Jubilee Lines, and the existing ticket hall.
- 3.15 In April 2008, LUL, who are responsible for this part of the overall project, presented their proposals for the ticket hall in greater detail, including two ticket hall design options:
- Option 1 comprises a ticket hall development entirely within the boundary of the 354-358 Oxford Street, with a ticket hall entrance on Marylebone Lane, gate lines at ground floor level and provision of the lift for step-free access. An emergency staircase opening onto Oxford Street is also indicated. The entrance to the oversite development would be from Stratford Place and a small retail unit on the Oxford Street frontage is proposed.
 - Option 2 proposes to use the basement of 2 Stratford Place (Grade II listed) to accommodate the ticket hall gateline (located at basement level) with an entrance on Marylebone Lane and the provision of a lift for step free access. An emergency staircase would be accessed via Stratford Place. The entrance to the oversite development would be provided from Marylebone Lane and the emergency staircase for the oversite development would open onto Stratford Place. A retail unit is proposed on the Oxford Street frontage with access for a staircase to the proposed first floor retail floorspace. Option 2 is now being progressed.

Construction and Site Access

65 Davies Street

- 3.16 Crossrail will require a working site at 65 Davies Street for the duration of construction work. Construction work will focus primarily on the ticket hall, ventilation shaft and the escalator shafts/lift shafts. At present, Crossrail have indicated that the work site will be at 65 Davies Street itself with the site being bounded by hoardings to protect the surrounding environment from the adverse impacts of construction as far as is possible. However, the City Council is anxious to take the opportunity to minimise any disruption, whether temporary or permanent, to the fabric and character of the street and to residents in the area, in accordance with UDP Policy TRANS 5, and to the highway and the movement of people, in accordance with UDP Policy TRANS 14.
- 3.17 A major requirement of the work site is the construction of the permanent ventilation shaft.
- 3.18 The City Council will require acoustic screening to be put in place around the construction site to protect the amenity of residents in the buildings facing and near to the site. The Council petitioned for full noise mitigation measures to residential properties that will be affected by noise from the site. noise mitigation measure and procedure have been agreed through the Crossrail Environmental Minimum Requirements (including Construction Code). Although works under the Crossrail Act are governed by the EMR and Code of Construction, for the oversite and surrounding development, materials should where possible be conveyed by sustainable means, e.g. rail and water. Where required to travel by road, trips should be as short and few in number as possible, in accordance with London Plan policies 3C.25, 4A.3 and 4C.8.

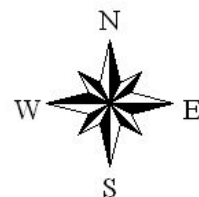
Map 2: Crossrail 1 Safeguarding limits (2008) and Proposed Work Sites at 65 Davies Street and 354-358 Oxford Street, Bond Street Station (Western Ticket Hall) sites



Planning Brief Sites

- A** 354-358 Oxford Street & 2 Stratford Place
- B** 65 Davies Street

- CRL/LUL Proposed Work Site
- Crossrail 1 Safeguarding Limits (24th January 2008)



0 50 Meters

- 3.19 Although not required under the Crossrail Act, a Construction Management Plan (CMP), and a Construction Logistics Plan (CLP), as referred in the London Freight Plan should be prepared and submitted to TfL for the oversight and surrounding developments, to provide details and identify measures to minimise highway and traffic impacts in the Oxford Street and surrounding TLRN and SRN. The plans should provide details of routing of construction vehicles, types of vehicles expected, frequency and their expected time of arrivals and departures, and any temporary traffic management measures which may be required during the course of construction. As surrounding roads are heavily trafficked with pedestrians and vehicular traffic for most parts of the day, the movements of construction vehicles should be restricted outside the daytime working hours to minimise the highway and traffic impact. TfL may require financial contributions from the developer via section 106 and 278 agreements in order to mitigate traffic and pedestrian impacts to the nearby TLRN when the full likely extent of impact is identified.
- 3.20 Site set-up and servicing arrangements include site access proposed into the work site from Weighhouse Street in the north-west corner of the site nearest to Gilbert Street. Crossrail Limited propose access out of the site to be via the south-east corner of St. Anselm's Place nearest to Davies Street. Lorry routes are a key issue and it will be necessary for routes to be agreed between the promoters and developers of Crossrail and the City Council in advance so that they can be incorporated into a Code of Construction Practice that will be a two part document - Part A generic and Part B site specific.
- 3.21 An Environmental Statement was submitted to Parliament with the Hybrid Bill. The Council was concerned that the ES should provide more details on the impacts of the scheme and any mitigation measures, particularly during construction.
- 3.22 In terms of other impacts of development on the environment, the promoter and developer of Crossrail should have regard to UDP Policy ENV 6. This sets out the Council's standards in relation to noise pollution which is especially relevant bearing in mind the proximity of residential properties in St. Anselm's Place, Gilbert Street and Weighhouse Street.
- 3.23 While it is acknowledged that the development will generate construction traffic during the construction period, the City Council will endeavour to keep the impact of these to a minimum. Where significant problems do occur, the City Council will attempt to manage them as effectively as possible in conjunction with all other relevant parties.

354-358 Oxford Street

- 3.24 LUL has powers under the Crossrail Act to deliver a new ticket hall at at 354-358 Oxford Street site. They propose to ensure that the works are undertaken so as to minimise environmental impact.. Within the worksite will be the demolition and construction area needed for the works comprising demolition, construction and piling plant and materials handling equipment.
- 3.25 It is proposed by LUL that the contained worksite will extend into the carriageway into the western arm of Marylebone Lane. The City Council is concerned about the impact on pedestrian movements and will expect a full justification and analysis of this proposal. A pedestrian management scheme will need to prepared and followed to supplement any inconvenience caused by the worksite extending into the carriageway on Marylebone Lane.
- 3.26 It is also proposed by Crossrail that the worksite extends one metre into the Oxford Street footway. During construction this would extend to 4 metres and at a later stage it would necessitate the entire closure of the pedestrian footway. This proposal is unacceptable to the City Council as Oxford Street experiences very high pedestrian volumes throughout the year and particularly during seasonal periods. The partial or full blockage of the pedestrian footway will result in increased pedestrian congestion and safety concerns arising from pedestrians attempting to use the carriageway to divert around the construction hoardings. A pedestrian management scheme will need to prepared and followed to supplement any inconvenience caused by the worksite extending into the footway on Oxford Street.
- 3.27 In addition, a lorry holding area would be provided on Welbeck Street and a lorry turntable provided in the worksite to enable lorries to travel down Marylebone Lane from Welbeck Street and then turn around and travel north to Wigmore Street. The duration of the construction period is currently estimated to be five and a half years. The closure of Marylebone Lane will need to be approved by the City Council, as Highway Authority.
- 3.28 The City Council will expect that any construction works which take place on the site minimises adverse impacts such as noise and vibration upon surrounding retail, office and hotel uses in accordance with UDP Policy TRANS 6.
- 3.29 For both the 65 Davies Street and the 354-358 Oxford Street site the City Council will expect detailed matters of construction to be addressed in Codes of Construction Practice (CCP) that will be drawn up between the promoters and developers of Crossrail and the City Council before any construction work begins. The general background to the City Council's approach is set out in the 2008 CCP used in the Paddington Special Policy Area and other key sites. CRL also has its own CCP agreed as part of the Act process.

Integration with the existing Bond Street Underground Station

- 3.30 As a minimum, there should be a direct underground link to allow passengers to interchange between Crossrail and the two existing Underground lines. This should avoid the need for passengers to travel to the surface for interchange in order to ensure convenience for pedestrians and reduce pedestrian congestion at surface level.
- 3.31 The promoters of Crossrail are also encouraged to realise the potential opportunity to work alongside the Grosvenor Estate when developing proposals for 65 Davies Street. The recently published Jan Gehl public realm study for the Grosvenor Estate identifies the area around 65 Davies Street for public realm improvement and provides design recommendations for Davies Street. The City Council expects this opportunity to be fully explored and discussed. This could also involve the possible tying in of any development at 65 Davies Street with a potential redevelopment or major refurbishment of the adjacent West One Shopping Centre. Although the Crossrail Act does not provide powers to undertake development of or changes to the West One Shopping Centre itself, the City Council and others strongly encourages the promoters and developers of Crossrail to work alongside the owners of the West One shopping centre and the offices above to improve the shopping centre.
- 3.32 Development of the Crossrail station in tandem with the renewal of the West One Shopping Centre (although not covered by the Act, and is not under the Grosvenor Estate's control) would enable the provision of an interchange to jointly serve Crossrail and the existing Central and Jubilee Underground Lines. This would provide passengers with a much simpler and more convenient interchange between rail services and with access to Crossrail directly from Oxford Street. Joint development would also enable a comprehensive approach to improving pedestrian routes to and from Oxford Street and Underground and Crossrail services, and interchange with buses.
- 3.33 In particular with the station entrance onto Weighhouse Street and facing towards Davies Street the unfortunate juxtaposition of the West One centre's loading bays is a poor environment for those entering and especially leaving the station. This could be addressed in part by creating a frontage for the station entrance to Davies Street and orientating passenger movement towards Davies Street rather than Weighhouse Street. There is also a clear need to reduce the potential for pedestrian/vehicle accidents, therefore the City Council is hopeful that a mutually acceptable improvement scheme can be developed as part of the detailed site proposals. It is understood that representatives of the West One shopping centre will be undertaking their own capacity surveys by mid-September 2009 to inform the process.

4. Acceptable Land Uses

Introduction – Mixed Use Development in the CAZ

- 4.1 Both 65 Davies Street and 354-358 Oxford Street lie within the Central Activities Zone (CAZ) as defined in the Council's Unitary Development Plan (UDP). The Council seeks to ensure the maintenance and enhancement of a mix of uses in central Westminster and expects commercial development on individual sites within the CAZ to provide additional accommodation for activities which will contribute to the character and function of the particular locality. Residential use should be the first consideration in terms of additional uses.
- 4.2 The potential for a variety of uses within Westminster is further supported by Policy STRA 4 on Mixed Use Development which confirms the City Council's aim of maintaining and enhancing the mix of uses in central Westminster.
- 4.3 The following map shows the existing ground floor land uses in the area surrounding 65 Davies Street and 354-358 Oxford Street.

Map 3: Ground Floor Land Uses surrounding Bond Street Station (Western Ticket Hall)

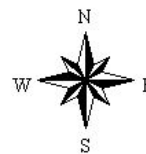


Planning Brief Sites

- A - 354-358 Oxford Street & 2 Stratford Place
- B - 65 Davies Street

Ground Floor Land Use, GOAD 2008

- | | |
|------------------------------|----------------------------------|
| A1 - Retail | B8 - Storage and distribution |
| A2 - Financial Services | C1 - Hotel |
| A3 - Restaurant/Cafe | C2 - Residential Institution |
| A4 - Drinking Establishments | C3 - Residential |
| A5 - Hot Food Take Away | D1 - Non-residential Institution |
| Sui Generis Retail Use | D2 - Assembly & Leisure |
| B1 - Office | Unclassified |
| B2 - General Industrial | |



0 50 Meters

65 Davies Street - Acceptable Land Uses

Offices

- 4.4 Office development will be acceptable in principle at 65 Davies Street subject to compliance with Policy COM 1: Office renewal and growth. Although this policy makes it evident that the scope for major new office developments providing large individual increases in floorspace within the CAZ is limited, it does support the modernisation and redevelopment of existing office stock within the CAZ. This is relevant for any oversite development that takes place above the ticket hall here.
- 4.5 Office development on the site should also comply with Policy COM 2. It should be recognised that any increase in office floorspace would trigger the requirement under this policy to provide an equivalent amount of residential floorspace. It is the view of the City Council that the site is suitable to accommodate the provision of residential units. Within the CAZ, Policy CENT 3 also requires the provision of housing to match any increase in commercial floorspace.
- 4.6 It will be up to applicants to demonstrate to the City Council's satisfaction that it is not appropriate or practical to provide housing within the development site before the City Council will consider the appropriateness of alternative uses instead of the housing required under the policy.
- 4.7 However, Policy COM 2 also highlights the fact that, where it is clearly not practical to provide residential accommodation on the site, the City Council will seek the provision of the required residential accommodation on another site in the vicinity of the development site.
- 4.8 Where it is not possible to provide housing either on or in the vicinity of the site, then the Council will require the provision of other appropriate uses (either in additional floorspace or new uses) as these will contribute to the mix of uses in the CAZ and help enhance the character and function of localities in Central Westminster. If it is not possible to provide housing or appropriate alternative uses, then the City Council will expect a payment to use towards the funding of affordable housing.
- 4.9 The main entrance of any office accommodation on the Davies Street frontage, must allow for accommodating the Crossrail ticket hall and should be limited in size, to enable the accommodation of approximately 10 metres for the station entrance, and also, if possible a retail unit..

Residential

- 4.10 The City Council's long standing aim is to foster the growth of the City's residential population so that stable communities can be established. It is therefore the Council's objective to encourage the provision of new permanent housing and increase the permanent residential population of the City. Policy H 3 states that the Council will normally require additional housing to be

provided with commercial or other developments in accordance with Policies COM 2 and CENT 3 (see paragraph 4.5 above).

- 4.11 The provision of affordable housing is an important issue in Westminster. In relation to potential residential development on the sites, Policy H 4 sets out the Council's criteria for the provision of affordable housing. As the sites are located in the CAZ the number of affordable units provided shall be in accordance with UDP Table 3.1. Affordable housing will normally be required on-site. Any proposals to provide affordable housing off-site will require full and detailed justification.
- 4.12 The City Council acknowledges that, in this instance, the major planning benefits to accrue from the development are likely to be those related directly to the Crossrail project and related public transport and accessibility improvements. Any proposed residential provision should be self-contained with independent access from St. Anselm's Place, Weighhouse Street or Gilbert Street.
- 4.13 In line with UDP Policy H 8, the City Council will require all housing units to meet the Lifetime Homes standard, and in all housing developments of 25 or more dwellings, 10% of the units will be required to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This percentage will be applied to both the market and affordable housing elements of housing schemes. The threshold is subject to change on publication of the Sub Regional Strategic Housing Market Assessment, due for publication in late 2009.

Retail

- 4.14 It should be possible to provide some Class A1 retail space in association with the ticket hall. The introduction of retail space fronting Davies Street or ancillary kiosks serving the station concourse (away from the Weighhouse Street frontage) could help to strengthen linkages with the main retailing frontages of Oxford Street and New Bond Street. The enhancement of the retail function and mixed-use character within the CAZ is supported by Policy SS 4.
- 4.15 Separate A3, A4 and A5 uses, such as bars and restaurants, are unlikely to be acceptable on this site due to the adjacent residential uses and the relatively quiet character of the streets, particularly St. Anselm's Place and Gilbert Street. Such uses are subject to policies TACE 8-10 of the UDP.

Hotels

- 4.16 The City Council is keen to ensure that a range of good quality visitor accommodation is available to support London's role as a world visitor destination, without adversely affecting the quality of life of local residents and the surrounding environment.
- 4.17 Policy TACE 2 sets out the considerations that the City Council will look at when determining planning applications for new hotels within the CAZ and in streets which do not have a predominantly residential character. Hotel floorspace falls within the UDP's definition of commercial floorspace and any increase in commercial floorspace on the site will trigger the requirements of policy CENT 3 (see paragraph 4.5).
- 4.18 Any new hotels should be designed to be sensitive to the character and scale of the surrounding area. Where appropriate, the City Council will attach conditions to planning applications for hotel development to ensure that functional areas within hotels, such as restaurants, bars, conference and banqueting facilities, are restricted to use by resident hotel guests only and that such areas are only used in conjunction with the main use of the building as a hotel.

Public Toilets

- 4.19 As this site is a transport interchange the council would normally seek safe and secure public toilets, which include baby changing and feeding facilities as part of the development proposals (SOC 8: Public Toilets). However, these will not be required for this planning brief site. They will not form part of the Crossrail stations, as they are not required under the Crossrail Act, and are not proposed for Crossrail stations within central London. Given the physical constraints of this site with the need to accommodate Crossrail and its associated infrastructure, public toilets will not be sought here.

354-358 Oxford Street - Acceptable Land Uses

Residential

- 4.20 The Council will resist the loss of land or buildings in, or designated for residential use. Policy H 1 states that the Council will not grant planning permission for the redevelopment of buildings containing housing unless the amount of housing, in terms of both dwellings and floorspace, is at least equivalent to the amount of housing that previously existed on the site. Therefore, the City Council will expect the existing residential dwellings on the site to be replaced as part of any new development scheme. Justification for any proposed loss of residential dwellings or floorspace must be provided with any application taking into account Crossrail operational requirements.
- 4.21 Should ten or more additional dwellings on the site be proposed, then the City Council's affordable housing policy, Policy H 4 will be triggered. As the site is located in the CAZ the number of affordable units provided shall be in

accordance with UDP Table 3.1. Affordable housing will normally be required on-site.

- 4.22 Any proposed residential provision for 354-358 Oxford Street should be self-contained with independent access from Marylebone Lane or Stratford Place.
- 4.23 In line with Policy H 8, the City Council will require all housing units to meet the Lifetime Homes standard, and in all housing developments of 25 or more dwellings, 10% of the units will be required to be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. This percentage will be applied to both the market and affordable housing elements of housing schemes.

Retail

- 4.24 354-358 Oxford Street is located in the West End International Shopping Centre, which attracts shoppers from all over the world. Although policy SS 3 requires retail provision throughout basement to first floor level the City Council recognises that the site is heavily constrained at ground floor level as it needs to accommodate the proposed LUL entrance and associated infrastructure and at least one entrance to the upper stories of the building. The option of using the basement of number 2 Stratford Place for part of the London Underground station ticket hall rather than the main frontage at 354 Oxford Street will help minimise the loss of retail on the Oxford Street frontage at number 354, in accordance with UDP policy. However, as number 2 Stratford Place is a listed building, and is not covered by the Crossrail Act, any proposals to use it as part of the station entrance will require planning permission and listed building consent.
- 4.25 The City Council will require the provision of Class A1 retail space on the Oxford Street ground floor frontage and on the first floors of the building (above the basement ticket hall) in accordance with Policy SS 3. Oxford Street is designated a 'Primary Shopping Frontage' in the West End International Shopping Centre, for its concentration of shops of international appeal. The loss of retail floorspace on this frontage at ground or first floor will be resisted and will need to be justified. The 'West End Special Retail Policy Area' (WESRPA) is being established to manage issues affecting this centre, to improve its shopping environment, and allow for retail growth. This approach is being developed through the Council's emerging LDF to support the West End as global shopping destination. See also London Plan Policy 5G.4.
- 4.26 A3, A4 and A5 uses, such as bars and restaurants, will be unacceptable on the site.. Such uses are subject to policies TACE 8-10 of the UDP.

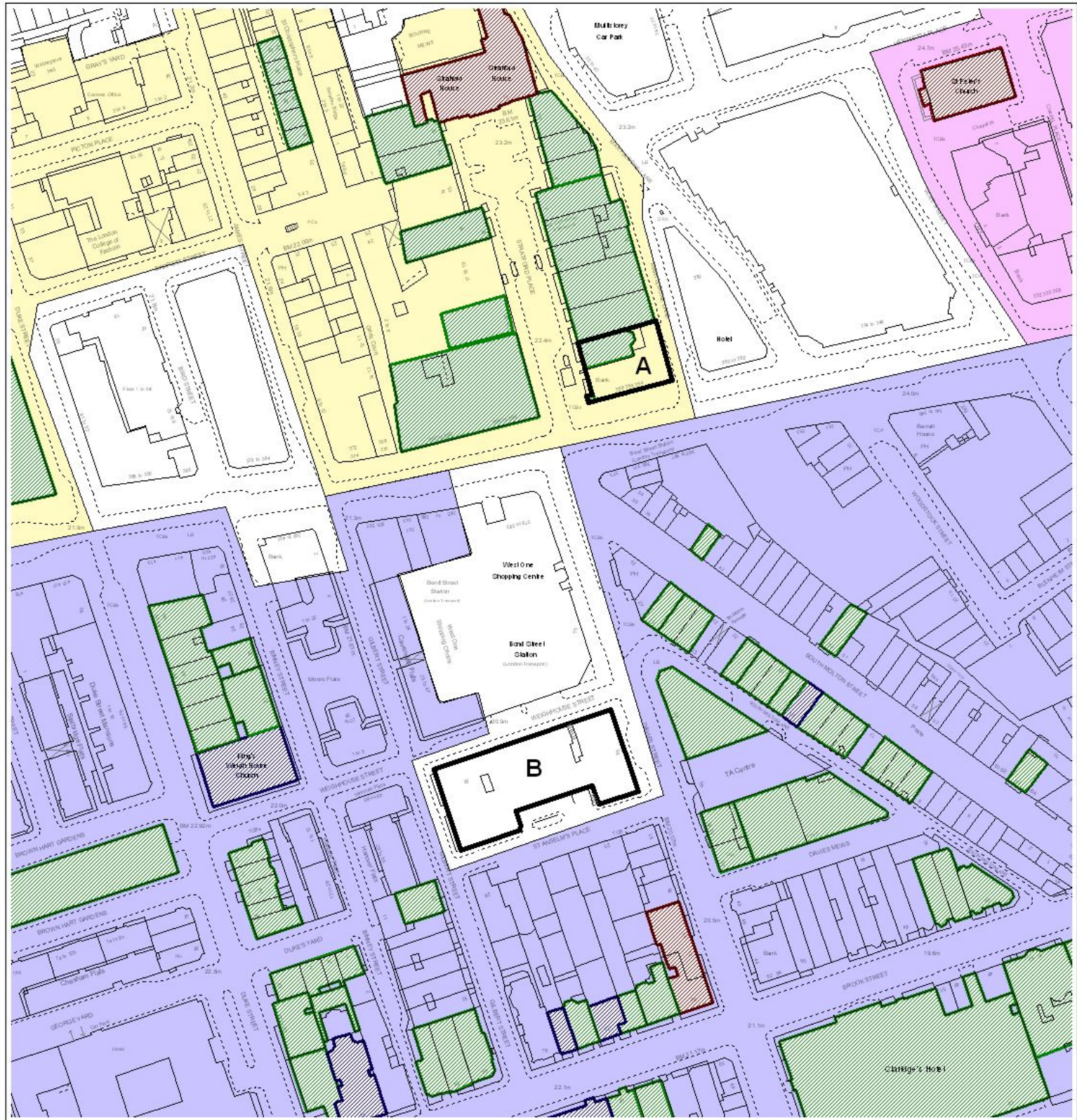
5. Urban Design and Conservation

- 5.1 The following map highlights the listed buildings that are located in the vicinity of 65 Davies Street and 354-358 Oxford Street.



General Provisions

- 5.2 In relation to the construction of a new building, regard should be had to the Council's SPG on 'Design Matters in Westminster' (2001) and 'Development and Demolition in Conservation Areas' (1996).
- 5.3 Regard should also be had to the Council's Sustainable Buildings SPG (2003) when the design of the building is being planned. This guidance provides information about how buildings can become more sustainable as well as explaining the need for sustainable buildings, the rich building heritage of Westminster and the City Council's planning policies. UDP Policy ENV 1 is also relevant when considering the design of sustainable and resource-efficient buildings.
- 5.4 The ORB Action Plan and Westminster Way could be used as a basis for Crossrail to consider in their public realm and highway design proposals on the principal pedestrian routes predicted to be generated from Crossrail stations and a suitable set of measures agreed with TfL and the City Council.
- 5.5 Careful consideration will need to be given during the design process for oversite development at 65 Davies Street and 354-358 Oxford Street of long and medium distance views of the sites (see Figure 5). This would be for the purpose of ensuring the visual presence of the Crossrail and LUL entrances are apparent to pedestrians and to ensure the designs of the new oversite developments sit harmoniously within the townscape. Accordingly, a view study and analysis will be expected to be lodged with any oversite development planning applications to ascertain the impacts of new development upon local views.




Map 4: Conservation Areas and Listed Buildings surrounding Bond Street Station (Western Ticket Hall)



Planning Brief Sites

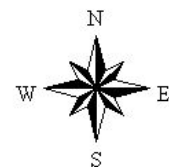
-  A - 354-358 Oxford Street & 2 Stratford Place
-  B - 65 Davies Street

Listed buildings

-  Grade I
-  Grade II*
-  Grade II

Conservation Areas

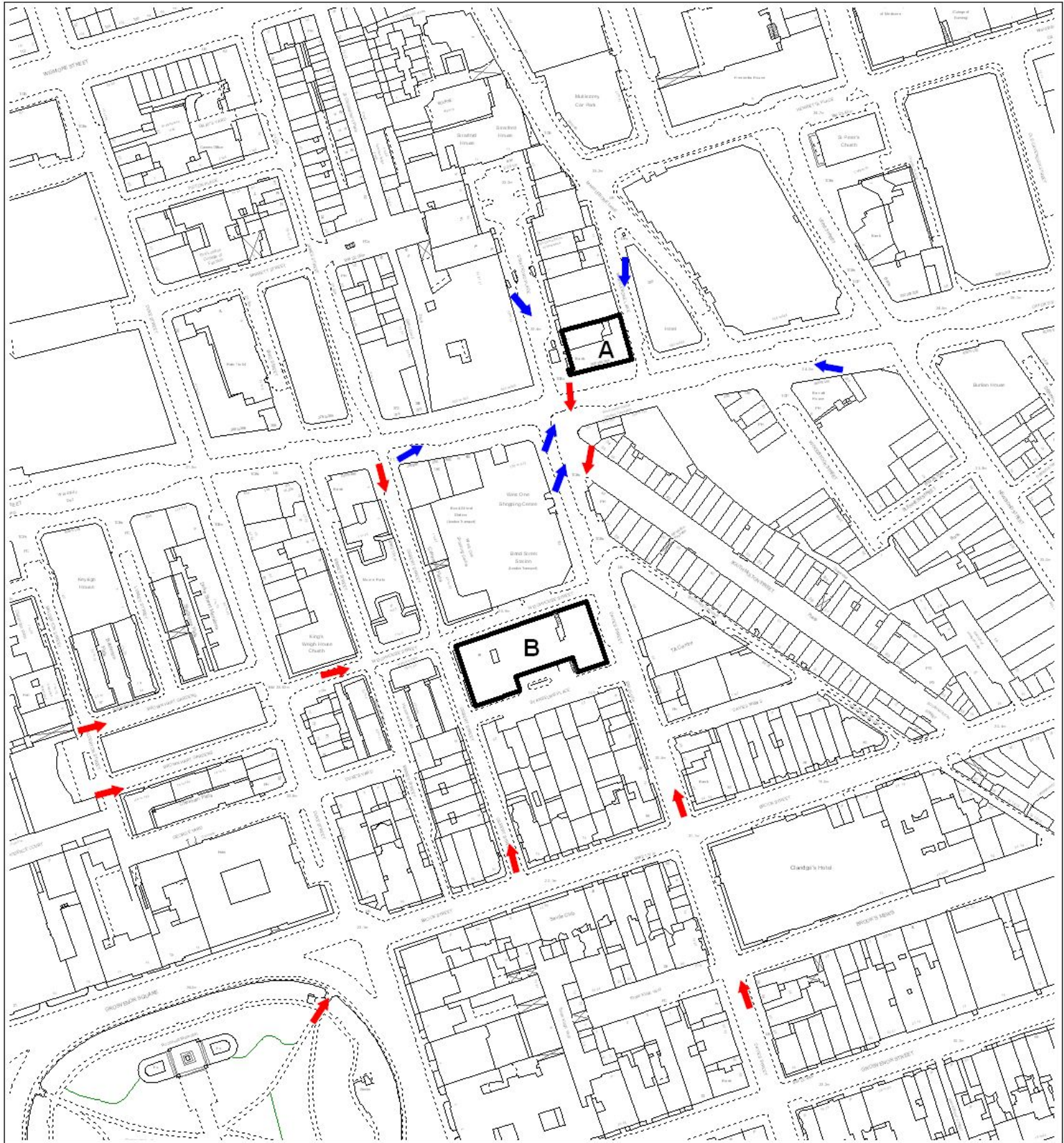
-  Harley Street
-  Mayfair
-  Stratford Place



0 50 Meters



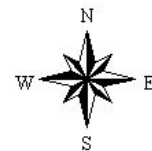
Map 5: Local Views, Bond Street Station (Western Ticket Hall)



- ➔ Local Views towards 65 Davies Street
- ➔ Local Views towards 354-358 Oxford Street & 2 Stratford Place

Planning Brief Sites

- A - 354-358 Oxford Street & 2 Stratford Place
- B - 65 Davies Street



- 5.6 The City Council will encourage the inclusion of high quality works of public art in relation to the redevelopment of the site. Regard should be had to Policy DES 7 which outlines the standards that are expected for any public art feature that is provided as part of a development proposal. The provision of appropriate visual arts may be achieved through planning agreements through the operation of Policy STRA 7. Voluntary agreements will be encouraged with developers, where appropriate, to commission new art and craft work as part of, and commensurate in scale with, a new building or major refurbishment works.

Specific Provisions: 65 Davies Street

- 5.7 The site lies outside but adjacent to the Mayfair Conservation Area. The demolition of the existing building here does not require conservation area consent.
- 5.8 The City Council wishes to see the existing building replaced by a new high quality sustainable building which improves the setting of adjacent buildings and this part of the Mayfair Conservation Area. Policies DES 1 and DES 4 set out the City Council's normal requirements regarding the form and design of new buildings in this sort of context. Policy DES 7 is also relevant as it sets out the City Council's aim to ensure the highest standards of design in all townscape details.
- 5.9 Any new building should follow the existing historic building lines. There is the potential for the existing set backs on the north and south facades to be infilled. The City Council would, however, like to see the retention of the basement lightwells on Gilbert Street.
- 5.10 Development should meet the requirements of the UDP in terms of height and design. In accordance with policy DES 3 3), high buildings will not be permitted where the development would be incongruous with respect to the prevailing character of the area. Any new building at 65 Davies Street should not exceed the height of the existing building. The City Council believe that a reduction in height and bulk is desirable in order to improve the architectural relationship with the lower buildings to the west, south and east, i.e. those within the Mayfair Conservation Area. This could mean the use of sheer facades four storeys high, with any upper floors set back to reduce their visual impact. However, this does not preclude the inclusion of a taller element to create a landmark announcing the presence of the Crossrail Station. Adverse impacts of the proposed design on key local views (see Figure 5) must be minimised, particularly views from Brownhart Gardens and in relation to the tower of the Ukrainian Catholic Cathedral at 21-22 Binney Street (formerly Kings Weigh House Chapel).
- 5.11 Materials that are of high quality, and are appropriate to the area, such as red brick, terracotta, natural Portland stone, slate and lead, should be used in the construction of the new building.
- 5.12 All plant should be incorporated within the envelope of the building, with as much in the basement levels as possible.

- 5.13 It will also be necessary to ensure that the new station entrance is visible from Oxford Street so as to make people aware of its presence.

Specific Provisions: 354-358 Oxford Street

- 5.14 The site is located within the Stratford Place Conservation Area, however, the demolition of 354-358 Oxford Street is permitted by the Crossrail Act, and therefore in the event of demolition conservation area consent will not be required.
- 5.15 The City Council wishes to see the existing building dating from 1969 replaced by a new building of high architectural design quality of merit in its own right, but which also successfully responds to the surrounding complex townscape.
- 5.16 Any new design for an oversite development on the 354-358 Oxford Street site will need to enhance the conservation area, and preserve and enhance the setting of the listed buildings in Stratford Place, particularly the Grade I listed number 11 Stratford Place and the Grade II listed buildings on the eastern side of Stratford Place. This does not preclude a high quality contemporary design. However, the City Council wishes to avoid a repeat of the stark contrast in the architectural design between the existing building on the site and the architectural character of the listed buildings in Stratford Place and the surrounding late nineteenth and early twentieth century commercial buildings on Oxford Street.
- 5.17 Any new building on the site should not exceed the height of the existing building at 354-358 Oxford Street in order to respect the height of the Grade II listed terraces at 2-7 Stratford Place. The City Council considers that a reduction in height to match the height of 360-366 Oxford Street is desirable in order to improve the setting of Stratford House, Stratford Place, when viewed from Davies Street.
- 5.18 Traditional materials such as red brick, slate and Portland stone should be used in the construction of the building in order to harmonise with 360-366 Oxford Street. Large areas of glass will not be appropriate at upper floors away from the retail frontage.
- 5.19 The third Amendment of Provisions Environmental Statement (AP3 ES) states that the Grade II listed porter's lodge located on the corner of Oxford Street and Stratford Place will be demolished during the construction works and rebuilt in its original location once the new ticket hall and station entrances are constructed. The City Council is concerned about the significant adverse impact upon the listed structure, but will allow it to be demolished and rebuilt subject to a suitable method statement and heritage deed provisions. This has English Heritage's support. Listed building consent will be required for the removal of the porter's lodge.
- 5.20 The current LUL proposal for the 354-358 Oxford Street site is to use the basement of 2 Stratford Place for an entrance to the LUL station. Although this may be acceptable in principle, before reaching a decision the Council and English Heritage would need to assess details of all proposed structural works,

design details of all proposed alterations, and would need an assessment of the implications of all these works on the special architectural and historic interest of the listed building, including the structural integrity of the retained parts to be carried out.

- 5.21 Alterations to the front façade of number 2 Stratford Place, including the area to the front of the building are very likely to be unacceptable, unless they involve restoration of missing historic features.
- 5.22 Should this proposal go ahead, it will be necessary for LUL to lodge a listed building application with the City Council for the part of the scheme within the 2 Stratford Place site.

Archaeology

65 Davies Street

- 5.23 65 Davies Street adjoins the southern boundary of the 'Area of Archaeological Priority: Tyburn Settlement' (UDP Map 10.5). Therefore the City Council would strongly encourage a full archaeological assessment of the site.
- 5.24 The promoters of Crossrail must properly assess and plan for the archaeological implications of the proposals in association with the advice of GLAAS, so that the scheme includes appropriate archaeological safeguards in line PPGs 15 and 16, and policy DES 11 of the UDP. Following archaeological assessment including evaluation, such safeguards normally consist of design measures to ensure the permanent preservation of archaeological remains in situ or, where that is not appropriate, archaeological excavation and recording in advance of development. Historic building recording prior to and during works may also be required, especially in relation to the Porter's Lodge proposal.

354-358 Oxford Street

- 5.25 The site at 354-358 Oxford Street is within the 'Area of Archaeological Priority: Tyburn Settlement' (UDP Map 10.5). In accordance with PPG 16 and UDP Policy DES 11, the Crossrail promoters must undertake an archaeological assessment detailing the potential impact of the proposed development upon surviving archaeological remains and retain in situ or undertake a full investigation and recording publication of the remains. The results will be used to inform an appropriate archaeological mitigation strategy to be advised by GLAAS.

6. Traffic and Public Realm Issues

65 Davies Street

- 6.1 The new ticket hall at 65 Davies Street will generate a substantial increase in pedestrian flows around the northern end of Davies Street, as well as on adjoining streets. The result of this may be an increase in pedestrian/vehicular conflict in the area. The issue was one of concern when the 1990 Crossrail

scheme was being formulated and it is therefore important that the detailed planning and design of the new ticket hall must consider options for street level works to deal with the expected increased pedestrian flows, particularly on Davies Street.

- 6.2 Crossrail Ltd aims to deliver a meaningful high-quality space, able to accommodate pedestrian movements, minimise conflicts and enhance, whenever possible, the urban realm and the character of the area.
- 6.3 Particular attention should be paid to the location and design of the ticket hall entrances. CRLs current plans are to locate the station entrance on Weighhouse Street. In order to ensure that passenger circulation is orientated towards Davies Street it is considered that there should be a station presence on Davies Street comprising approximately a 10 metre frontage. In addition, the promoters and any associated developers of Crossrail should also have regard to the pattern of vehicular and pedestrian flows and give consideration to possible measures to ensure pedestrian safety such as new pedestrian crossings, and the widening of footways. The scheme should ensure that Davies Street in particular is able to accommodate the increased number of pedestrians and provide high quality public realm. Although a larger area of public realm improvements might be desirable, it is not within Crossrail's remit and powers to implement urban realm improvements throughout the entire area. Crossrail is not proposing any major intervention in the areas adjacent to the West One Shopping Centre and leading to Oxford Street. The main focus of Crossrail's proposed improvements is in the immediate vicinity of the station entrance, in Weighhouse Street, and in Davies Street. The West One Shopping Centre will remain open throughout the redevelopment of 65 Davies Street, and will need to be serviced as it is now from Weighhouse Street, without any detrimental impact on the traders or visitors.
- 6.4 A new station entrance onto Weighhouse Street, with passengers channelled towards Davies Street would address concerns regarding pedestrian flows onto Davies Street itself. Any partial closure of Weighhouse Street or shared use of the street for pedestrian access and improvements to the public realm would require the relevant highways and planning permission from the Council, and would require financial contributions from the developer. There are no powers under the Act to close Weighhouse Street.
- 6.5 Gilbert Street is not appropriate for a ticket hall entrance as it is significantly narrower than Davies Street and is also primarily residential in nature. This means that the impact of pedestrian flows to and from Gilbert Street would be potentially very significant on the environment of the street. The promoters and developers of Crossrail should also be aware that there is an existing planning condition on the use of 65 Davies Street by the London Institute which states that all access to and egress from the building by students shall be via the main entrance on Davies Street, and students shall not use any of the other entrances or exits except in an emergency. The reason for this condition is the City Council's desire to safeguard the residential amenity of adjoining occupiers and the surrounding environment. The City Council will expect any proposals relating to ticket hall entrances to be illustrated by appropriate modelling techniques (e.g. LEGION) to assess the operation of the

ticket hall and of the public highways leading to it and associated public areas. An initial pedestrian modelling exercise undertaken by Pedroute and Leigon has demonstrated that the current design performs well at forecast demands.

- 6.6 The Atkins Urban Realm Study for Crossrail 2009 is considering site access and public realm layouts to best deal with expected patterns of pedestrian movement from this station. Using an 800m/10 minute walk radius, detailed analysis has been undertaken in relation to the station entrance and forecast passenger movements to and from it.
- 6.7 The City Council is also concerned about the issue of separation of the Davies Street ticket hall from the existing Bond Street Station which serves the Jubilee and Central lines. The City Council is encouraged to see that CRL's current plans indicate the inclusion of a deep level Interchange Link under Davies Street opposite to the West One Shopping Centre. This link offers passengers access to the Jubilee and Central lines. This Interchange Link has been proposed in line with the proposed congestion relief scheme at Bond Street Station and it is also believed that such a scheme will simplify some aspects of construction of the ticket hall. A surface level link may be possible across Weighhouse Street into the West One shopping centre.
- 6.8 The City Council believes that CRL should, however, continue to consider the opportunity to incorporate its proposals into any possible redevelopment of the West One Shopping Centre (although not covered by the Act, and is not under the Grosvenor Estate's control) in order to create a more sensible access arrangement where passengers could move freely between the Davies Street and Bond Street ticket halls without having to access the street (see paragraph 3.31-3.32 above). The City Council encourages that further discussions between CRL / LUL / Grosvenor take place to fully explore this option.
- 6.9 The use of the West One servicing bays, their general arrangement and appearance needs to be reviewed and carefully considered in relation to their operation, impact on residents, impact on general traffic, impact on Crossrail station users, and in relation to their overall appearance. The representatives of the West One shopping centre will be undertaking their own capacity surveys of the servicing bays by mid-September 2009 to inform the process.
- 6.10 UDP Policy TRANS 3 (A) outlines the factors that the City Council will take into account when considering planning applications in order to ensure that pedestrian activity is adequately catered for and that, where possible, conditions for pedestrians are improved. In addition, opportunities to facilitate movement by pedestrians will be taken to enable more direct, quicker and safer movement. Surface-level pedestrian crossings and other facilities, which aid pedestrians, will be provided where the demand from pedestrians or the safety record justifies them. Where necessary, appropriate signage should be put in place to point pedestrians towards the location of alternative modes of travel and provision made for a stop for the northbound route 8 bus which uses Davies Street. Plans to remove and relocate the existing bus stop still require discussion with TfL.

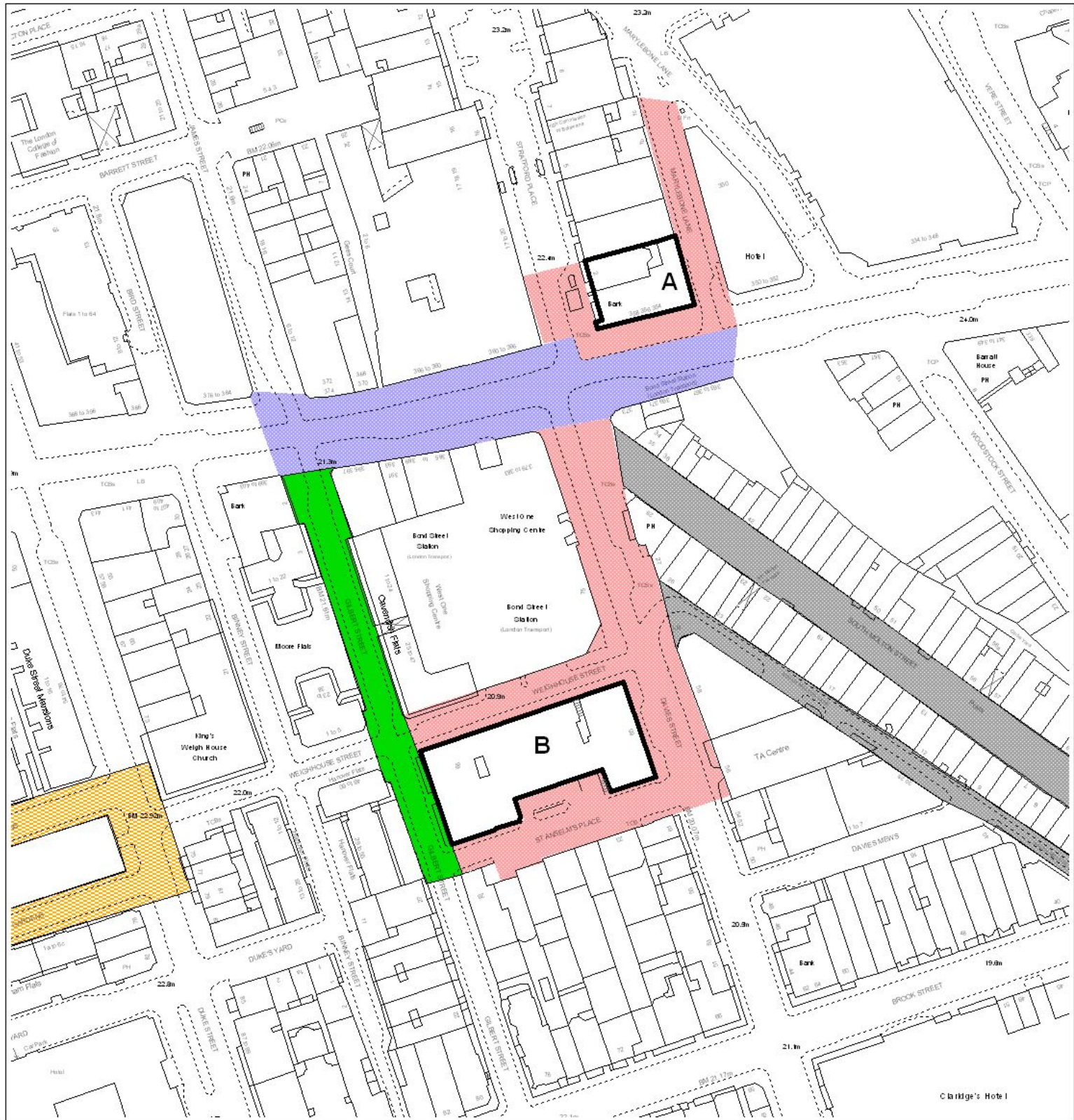
- 6.11 The current building at 65 Davies Street is serviced from St. Anselm's Place. The City Council's preference is for the completed development to be serviced from Weighhouse Street if feasible, to avoid disturbance to residents of the other streets that face the site. Servicing and delivery facilities need to be in accordance with UDP Policy TRANS 20. Any traffic management measures must take into account the need for private vehicles to continue to reach the residential properties located along St. Anselm's Place.

354-358 Oxford Street

- 6.12 The City Council supports the removal of the existing Bond Street underground station subway entrance at Stratford Place and restoration of the pavement as it will improve the setting of the listed buildings in Stratford Place.
- 6.13 The current LUL proposals for the 354-358 Oxford Street ticket hall propose to locate the ticket hall entrance in Marylebone Lane. Both the AP3 ES and the current LUL proposals propose to permanently close the southern section of the western arm of Marylebone Lane. The City Council as highway authority has the powers to determine the closure of the public highway in this location. In light of the current joint proposals for Oxford Street public realm design and public transit in formulation between the City Council, TfL and the New West End Company, this, and other options for managing pedestrians entering and exiting the ticket hall will require detailed assessment before a preferred solution is agreed. UDP Policy TRANS 3(A) outlines the matters which the Council will consider to ensure that pedestrian conditions are adequate and, if possible, improved. Oxford Street is part of the strategic road network (SRN). Although not a requirement of the Act, all changes to the highways proposed as part of the oversite development or as part of adjoining development must be accompanied by robust and comprehensive transport assessments, which should assess the highway and transport impacts on the nearby TLRN and SRN as well as the local road network, in accordance with the TfL's Transport assessment best practice guidance May 2006. All public realm and traffic safety improvements should take into account of cyclists using the station.
- 6.14 Design and location of proposed cycle parking facilities for the development should be integral to the redesign of the public realm and other street furniture, and should be in accordance with the Council's UDP policies and TfL's cycle parking standards.
- 6.15 Proposals for the improvement of the public realm on Oxford Street are set out in the Oxford Street, Regent Street, Bond Street (ORB) Action Plan. These improvements include footway paving, street lighting and street furniture. The developer of any future oversite development will be required to make Section 106 contributions towards these public realm improvements. Public realm improvements will also be expected for the specific areas highlighted in Figure 6 below.
- 6.16 Servicing of the site should take place from Marylebone Lane. Servicing and delivery facilities will need to be provided in accordance with UDP Policy TRANS 20.

- 6.17 The City Council is concerned that emergency vehicles should be able to easily access the site. With the high volumes of motor vehicle and pedestrian traffic on Oxford Street, emergency vehicle access would be preferred to be made via Marylebone Lane. Policy TRANS 20 sets out the City Council's requirement for premises to offer convenient access for service vehicles (including access by the emergency services) and any development proposals must conform to this requirement.

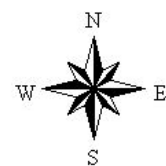
Map 6: Public Realm Improvements around Bond Street Station (Western Ticket Hall)



Planning Brief Sites

- A - 354-358 Oxford Street & 2 Stratford Place
- B - 65 Davies Street

- Areas of Public Realm Assessment/Improvement
- Optional Area of Public Realm Assessment/ Improvement
- Possible Monetary Contributions to ORB Public Realm Improvements
- Areas for further consideration
- Extent of Grosvenor Public Realm Study



0 50 Meters

7. Other Standards and Controls

- 7.1 Compliance with all other relevant standards and controls is required and should be discussed with Council officers when an acceptable scheme for each site has been agreed.

Green Buildings, Recycling and Sustainability

- 7.2 The City Council will encourage the developer to take into consideration the environmental impact of their development. There is considerable potential for reducing environmental damage by improving the design of buildings, for example, by reducing carbon dioxide and particulate emissions by the application of cost-effective current technology, and to minimise the visual impact of the demolition and construction work by providing high quality and imaginative hoarding which contributes positively to the local streetscape.
- 7.3 The City Council supports the development of environmentally friendly buildings in accordance with Policy ENV 1 and the detailed requirements provided at Annex 9.1 and tables 9.2 and 9.3 of the UDP. In addition, a new development on the site should be aiming for a least 20% of energy requirements to be generated from on-site renewable sources, and there may be potential to include green (vegetated) walls. The developer will also be expected to comply with the London Plan energy hierarchy, to use less energy, use energy more efficiently, and use renewable energy wherever possible. London Plan policy 4A.5 requires boroughs to ensure that all development is designed for future connection to a heating and cooling network. Policy 4A.6 requires boroughs to ensure that all developments demonstrate that heating, cooling, and power systems have been selected to minimise carbon dioxide emissions. These considerations should be included in any proposed designs.
- 7.4 The developer will be expected to use sustainable development checklists and will be advised to refer to best practice guides published by the Building Research Establishment Environmental Assessment Method (BREEAM) and the London Research Centre in preparing their planning application. BREEAM provides a 'green building certificate' and can demonstrate the efficiency of energy use, and in materials and methods of construction. This is not however applicable to the sub-surface railway structures. For the housing component of the development schemes, the City Council encourages the use of the Code for Sustainable Homes. The City Council supports the development of environmentally friendly buildings in accordance with Policy ENV 1.
- 7.5 In addition advice contained within the Sustainable Buildings SPG (2003) (see paragraph 5.3) will be a material consideration in the determination of any subsequent planning application.
- 7.6 The City Council encourages the minimisation of waste and re-use and recycling of waste materials, and will expect appropriate provision to be made

for the storage of materials for recycling as well as for refuse collection (off street and within buildings).

- 7.7 There are a number of resources available to assist the council and developers when considering the nature conservation implications of development proposals including the Mayor's 'Design for Biodiversity' and Natural London Office 'Protected Species Guidance Notes'.

Code of Construction Practice

- 7.8 In order to deal with the impact of construction on the amenity of surrounding residents and the environment the City Council has devised the Code of Construction Practice for developers. (CRL have prepared their own - see paragraph 7.14 below). The City Council's Code of Construction Practice was recently updated in April 2008 and is intended to define environmental standards and outline procedures pertaining to construction works. It covers the environmental public health and safety aspects affecting the interests of local residents, businesses, the general public and the surroundings in the vicinity of the proposed construction sites.
- 7.9 Activities and impacts covered by the Code include site set-up and servicing arrangements, management of construction traffic and highway works, site management, public safety, noise and vibration, hours of working, dust and air pollution, land contamination, waste disposal and protection of water quality and urban ecology. Its purpose is to protect the amenity of residents, businesses and visitors to our City.
- 7.10 The Code is intended to clarify for the developers and their contractors their responsibilities and requirements, as well as providing assurances to residents and others about the standards that they can expect during construction. It will be important to minimise the disruption to local residents, businesses, traffic and pedestrians in the immediate vicinity and surrounding areas of the construction site. Developers are also urged to give serious consideration to measures to keep the timescale of demolition and construction on these sites to a minimum to minimise the length of time of any disruption.
- 7.11 The City Council will require developers of the oversite development works to carry out any demolition and construction work in accordance with the Council's Code of Construction Practice.
- 7.12 A site specific code of construction practice would be written for each development with the primary concept being to protect residential amenity. The phasing of works would also need to be carefully considered, particularly in respect of the various developments taking place in the area, and developers would be expected to discuss their phasing programmes at an early stage.
- 7.13 Funding towards the actual cost of monitoring and enforcing the Code is mandatory, using the Council's Environmental Inspectorate (see UDP policies ENV 5-6).

- 7.14 CRL has prepared their own Construction Code, which is set out in Annex 1 to the Environment Minimum Requirements document, which would apply to the Crossrail works (such as the ticket hall, emergency exits and ventilation shaft) as authorised under the Crossrail Act. The Secretary of State requires the Nominated Undertaker to achieve the Environment Minimum Requirements, including the Construction Code, in designing and constructing the Crossrail works.

Designing out Crime

- 7.15 Providing for public surveillance and self-policing should be a key objective of any development. Consideration should also be given to lighting, particularly of entrances and exits. Interesting and vibrant streetscapes with active ground floor uses should encourage vitality after dark, and improve pedestrian routes. This would all help to significantly minimise crime and anti-social behaviour around the entrances to the ticket halls.
- 7.16 The developments should also be designed to meet the requirements of the Secure By Design initiative. Details of the initiative can be found in the LBC Supplementary Planning Guidance, and more information can be found on the Home Office website (www.crimereduction.gov.uk/securedesign8) or in the ODPM publication 'Safer Places', March 2004 (www.odpm.gov.uk).

Access for Fire appliances

- 7.17 Both LUL and the oversite developer is to ensure access for fire brigade appliances in accordance with Fire Safety Guidance Note Number 29 as far as practicable for the proposed and existing buildings for the duration of the works.

8. Planning Benefits

- 8.1 In addition to the other policy requirements set out in this brief, the City Council may seek to use conditions on any grant of planning permission, or may use its powers under Section 106 of the Town and Country Planning Act (1990) to require the following matters to be covered by planning obligations:
- Highway and footway works and associated environmental improvements, including to deal with the impact of the new Crossrail and LUL ticket hall;
 - Public art, including the possible erection of a public art feature within the Davies Street area and Stratford Place;
 - Community safety, such as CCTV coverage; and
 - Affordable housing provision, as part of any residential accommodation incorporated into the development.
- 8.2 The Council would allow for the pooling of contributions from development in the area to provide for the public realm works. Reference should be made to the Council's Planning Obligations SPG (January 2008) and Policy STRA 7 of the UDP. Some of the public realm improvements will be delivered through the oversite development, In addition, TfL expects contributions from oversite and surrounding development for the maintenance and upgrade of the London Strategic Walks Network.
- 8.3 A GLA Crossrail Benefits Board has been set up to oversee, prioritise and drive programme of work to secure the business and regeneration benefits of Crossrail. Initiatives to create training and employment opportunities (both during construction and within the completed development) and to address other barriers to employment may be sought and secured by section 106 agreement.
- 8.4 On 18 May 2009, The Mayor of London published drafts of (a) Proposed London Plan Alterations and (b) associated Supplementary Planning Guidance (SPG) on 'the Use of planning obligations in the funding of Crossrail' for consultation purposes. The drafts propose raising funds towards the costs of Crossrail from schemes which (i) are within the London Plan Central Activities Zone boundary and (ii) involve an increase, of 500 sq.m. or more in gross office space. No land uses other than offices are affected by the draft policy and SPG.
- 8.5 The publication of these documents is a material consideration in planning terms, but leading counsel advises that they have only low weight in the determination of planning applications, due to the early stage they have reached in the statutory process. It is considered that the City Council is correct to continue to apply the policies of the statutory development plan in deciding what planning obligations should be secured in this case – namely the London Plan published in February 2008 (consolidated with alterations since 2004) and the Unitary Development Plan adopted in January 2007, supported by the Section 106 Supplementary Planning Guidance until the proposed alterations to the London Plan are adopted.

9. Contacts and Further Information

Department of Planning and City Development

Graham King	Strategic and Crossrail Act issues	020 7641 2749
Hilary Skinner	Policy, UDP and planning brief issues	020 7641 2531
Josephine Palmer	Planning Applications, Land use and Development Control (for the 65 Davies Street site)	020 7641 2723
Paul Quayle	Planning Applications, Land use and Development Control (for the 354-358 Oxford Street site)	020 7641 2547
Matthew Pendleton	Conservation and Design issues	020 7641 5971

Department of Transportation

Don Murchie	Transport Policy issues	020 7641 2517
Brent Turton	Construction Management	020 7641 1224

Department of Environment and Leisure

Andrew Grimm	Refuse planning	020 7641 7962
Andrew Holdsworth-Wilde	Access Officer	020 7641 6347

Further Information

Details of relevant Supplementary Planning Guidance and further information can also be obtained from the City of Westminster's website - www.westminster.gov.uk (Click on Planning for further information on the Unitary Development Plan and Development Planning Services)

Appendix 1: Undertakings and Assurances

The Promoter has, in response to petitions made by the City Council and others on Bond Street West Ticket Hall and the surrounding areas, made these undertakings and assurances during the petitioning stage at the House of Parliament. The register, named as Register of Undertakings and Assurances, captures all the individual undertakings and assurances given to petitioners and to Parliament to ensure that the "nominated undertaker" (any person appointed to construct Crossrail), as well as the Secretary of State for Transport or any other organisation exercising the Act's powers, complies with them. Below is an extract of the undertakings and assurances that are relevant to this site.

The register forms part of the Crossrail Environmental Minimum Requirements (EMRs) and an undertaking has been given that "any nominated undertaker will be contractually bound to comply with the controls set out in the EMRs". The register should be read in conjunction with the other documents that are also part of the EMRs, namely the Construction Code, the Environmental Memorandum and the Planning and Heritage Memorandum.

No	Type	To whom	Date given	Subject	Reference	Text
143	Assurance	Knight Frank (329)	January 2006	Construction method - 18/19 Hanover Square	Petition Response Document - Page 16 - Paragraph 1 - Second Sentence	However, the detailed design stage of the project is planned to commence in 2006 and the Promoter will require the nominated undertaker to consult with the petitioner about the detailed design proposals for demolition of 18/19 Hanover Square and subsequent construction adjacent to the petitioner's property.
317	Assurance	University of the Arts (160)	20/07/2006	Acquisition of land, notice	Email from CLRL to University of the Arts (Smith- Simner)	Further to our recent meeting at which you requested 6 months notice to quit on your properties at Catton Street and Davies Street, I can confirm that we are prepared to offer the University of the Arts this notice period, because of your requirement to provide certainty to your students and secure alternative accommodation.
325	Assurance	Westminster City Council (321)	January 2006	Hyde Park - trees	Petition Response Document - Tottenham Court Road-Hyde Park - Page 23 - Paragraph 3 and Paragraph 4 - First Two Sentences	For specific worksites where mature tree loss is a concern, such as at Hyde Park and Hanover Square, a landscape management plan will be drawn up by the nominated undertaker as part of the environmental management plan process, and the plan will be discussed with the local planning authority and, as far as reasonably practicable, take account of their observations prior to any relevant construction activity. For Hyde Park, consultation will also take place with the Royal Parks Agency.

						The plan will cover such issues as tree protection measures, monitoring during construction, replanting and post-construction monitoring. It is intended that the trees which are lost at Hyde Park will be replaced by trees of the same species, or those appropriate to the local landscape and ecological character. It is intended that the ornamental shrub vegetation will be similarly replaced.
326	Assurance	Westminster City Council (321)	January 2006	Oxford Street - traffic liaison group	Petition Response Document - Tottenham Court Road-Hyde Park - Page 71 - Paragraph 3 – Second Sentence	The Promoter will require the nominated undertaker to work closely with Westminster City Council, through the Traffic Liaison Group (as described in response to the petitioner's paragraph 21), to plan and stage the works in such a way which will minimise disruption impacts for businesses and pedestrian and traffic flow in Oxford Street.
327	Assurance	Westminster City Council (321)	January 2006	Reroute of No. 8 bus - traffic liaison group	Petition Response Document - Tottenham Court Road-Hyde Park - Page 72 - Paragraph 5 – Second Sentence	The Promoter will require the nominated undertaker to provide advanced notice of the commencement of the works to enable the matter to be considered by the local Traffic Liaison Group (as described in response to the petitioner's paragraph 21) and the required measures to be put in place.
367	Undertaking	Great Portland Estates (Hanover Square) Ltd (168)	23/03/2007	Construction impact - 20 Hanover Square and Dering Yard	Undertaking signed on behalf of the Secretary of State	
541	Undertaking	Westminster City Council (56)	08/01/2008	Heritage Undertaking - Stratford Place Porter's Lodge, 94 Dean Street and Fareham Street bollards	Undertaking signed on behalf of the Secretary of State (D0390.9)	
593	Assurance	Westminster City Council (56)	08/05/2008	Westminster planning briefs	Letter from CLRL to Westminster City Council (Deaville-King) - Page 1 - Paragraph 3	<p>The Nominated Undertaker will have regard to the provisions of the Planning Briefs, where they are relevant, when preparing technical submissions to the Council under the Bill in relation to Crossrail works (including applications and submissions under the heritage deeds and Schedule 7 to the Bill), save that –</p> <ul style="list-style-type: none"> • In relation to submissions under Schedule 7 to the Bill, this only applies so far as those provisions are relevant to the permitted grounds of refusal with respect to the matters in question.

						<ul style="list-style-type: none"> • The provisions only apply so far as, upon consulting with Cross London Rail Links Limited (or other similar or replacement body concerned with Crossrail) in connection with the briefs, the Council has properly had regard to any observations or concerns expressed to it with respect to their contents so far as relevant to Crossrail. • The provisions do not apply to applications under conditions imposed by a direction under paragraph 2 of Schedule 16 to the Crossrail Bill with respect to the replacement concrete batching plant at Paddington New Yard. <p>For the purpose of this assurance “the Planning Briefs” means the planning briefs (at present in draft) for –</p> <ol style="list-style-type: none"> a. Paddington New Yard b. Paddington Station and Environs c. Davies Street d. Hanover Square e. Dean Street f. Tottenham Court Road
604	Assurance	Westminster City Council (56)	18/01/2008	Heritage adviser	Letter from CLRL to Westminster City Council (Deaville-King) - Page 6 - Paragraph 5	The Promoter will require the nominated undertaker to have a dedicated, suitably qualified, heritage adviser for the works in Westminster, including Paddington station.
612	Assurance	Westminster City Council (56)	16/02/2007	Template for s61 applications	Letter from CLRL to Westminster City Council (Smith-King) - Page 2 – First Paragraph	I can confirm that the Promoter agrees to develop a standard template for section 61 applications and agrees that this work will be taken forward under the auspices of the Planning Forum.
616	Assurance	Westminster City Council (56)	January 2007	Willow tree in Stratford Place	Petition Response Document - Paddington - Page 19 - Paragraph 2 - First Sentence	The Promoter will require the nominated undertaker to review whether the willow tree [in Stratford Place] can be retained, taking into account the likely health of the tree during construction works.
617	Assurance	Westminster City Council (56)	January 2007	Bond Street LUL ticket hall	Petition Response Document - Paddington - Page 14 - Paragraph 1	The amount of footway occupied will be minimised as far as is reasonably practicable and in line with demolition or refurbishment works at other locations in Oxford Street. The underground passage works will require further partial closures of the footways but the size and duration of this phased work will be discussed with the petitioner

						when further design work has been carried out. It is unlikely that full closure of the pavement will be needed except in special circumstances which would be planned in consultation with the petitioner.
675	Undertaking	Westminster City Council (56)	01/07/2008	Exceptional Costs	Undertaking signed on behalf of the Secretary of State	

