

CITY OF WESTMINSTER			
PLANNING APPLICATIONS COMMITTEE	Date 23 August 2016	Classification For General Release	
Report of Director of Planning		Ward(s) involved Hyde Park	
Subject of Report	Crossrail Paddington Station, Eastbourne Terrace, London, W2		
Proposal	Request for approval of plans and specifications (permanent works) pursuant to Schedule 7 of the Crossrail Act 2008 for a stainless steel cylindrical ventilation exhaust flue housing structure on the pedestrian highway to Eastbourne Terrace (measuring 4m high and 92.5cm wide)		
Agent	Matthew Dormer		
On behalf of	Crossrail Limited		
Registered Number	16/06905/XRPS	Date amended/ completed	21 July 2016
Date Application Received	21 July 2016		
Historic Building Grade	Paddington Station Grade I listed		
Conservation Area	Bayswater		

1. RECOMMENDATION

Approve plans and specifications

2. SUMMARY

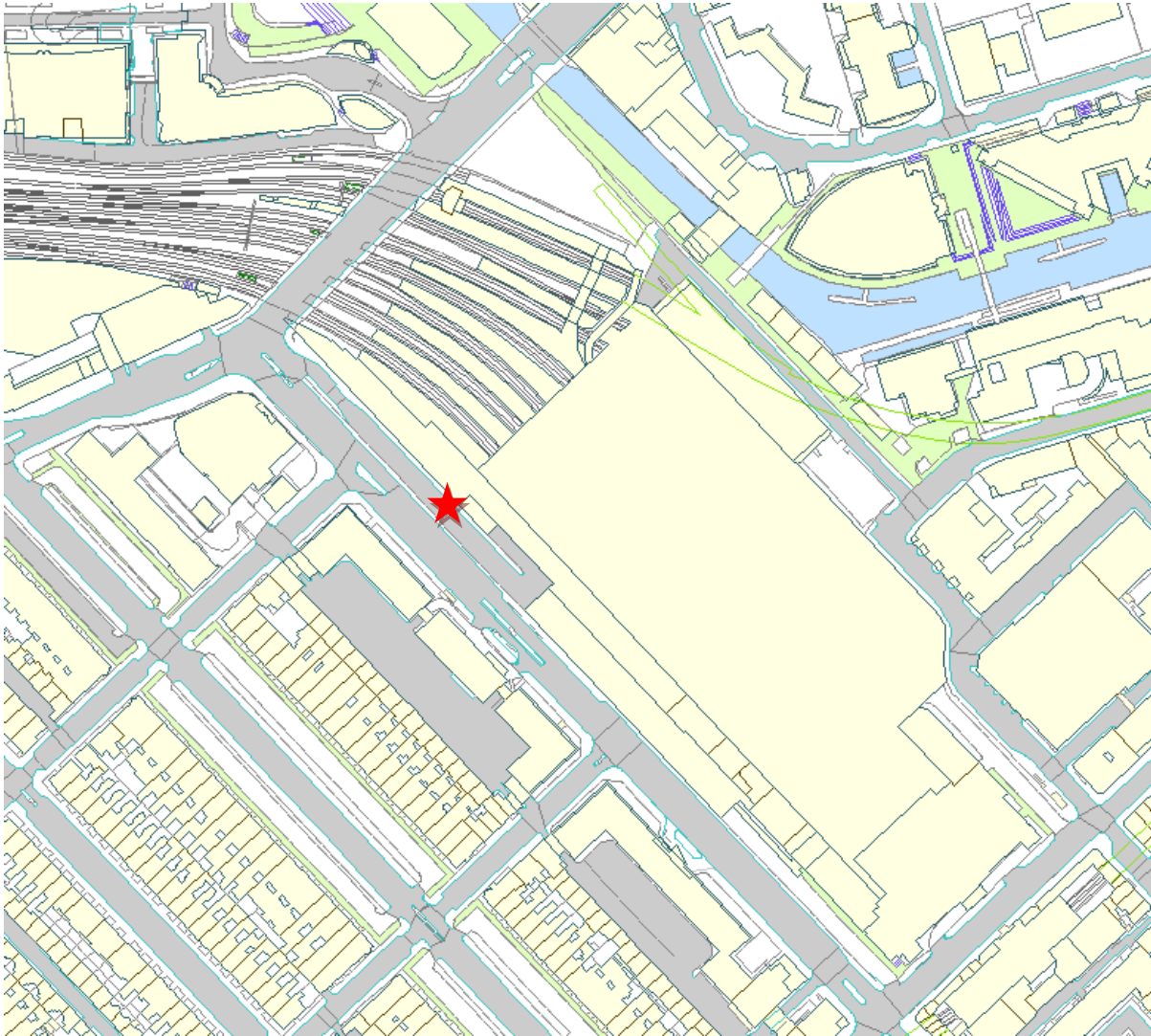
This application under Schedule 7 of the Crossrail Act 2008 is for the construction of a plant room flue housing in the pavement in Eastbourne Terrace .This 4 m circular structure located at the northern end of Eastbourne Terrace, close to the new station ventilation housing, and is required to provide an outlet for an existing plant room in Macmillan House. Unlike normal planning applications in dealing with Crossrail Schedule 7 applications, the City Council can only take into account that the design or external appearance ought to be modified:

- a) To preserve the local environment or local amenity;
- b) To prevent or reduce prejudicial effects on road safety or on free flow of traffic in the area;
- or
- c) To preserve a site of archaeological or historic interest or nature conservation value and is reasonably capable of being so modified

It is accepted that this structure located in a new area of public realm is regrettable, however the applicant has investigated alternative locations, and this option is considered the less damaging. .it is not considered that the proposal will harm the setting of this Grade I listed station or this part of the

Bayswater Conservation Area. Whilst not ideal in highway terms, it will not adversely affect pedestrian movement along this section of Eastbourne Terrace or the free flow of traffic. The application is therefore recommended for approval.

3. LOCATION PLAN



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4. PHOTOGRAPHS



5. CONSULTATIONS

HISTORIC ENGLAND:
No comments to make.

TRANSPORT FOR LONDON:
No objection.

DESIGNING OUT CRIME:
No objections.

BAYSWATER RESIDENTS ASSOCIATION:
Any response to be reported verbally.

HYDE PARK ESTATE ASSOCIATION:
Any response to be reported verbally.

PADDINGTON WATERWAYS & MAIDA VALE SOCIETY:
Any response to be reported verbally.

SOUTH EAST BAYSWATER RESIDENTS ASSOCIATION:
We accept that this is the least bad of the available options and it appears to be in about the best available location. Query if it needs to be as much as 4m tall? Why is the cladding at the top different in colour (and perhaps in materials) from the stainless steel lower down.

PADDINGTON RESIDENTS ACTIVE CONCERN ON TRANSPORT (PRACT):
Any response to be reported verbally.

ENVIRONMENTAL HEALTH:
Any response to be reported verbally.

CLEANSING:
Any response to be reported verbally.

HIGHWAYS PLANNING MANAGER:
The flue is located within a line of proposed street furniture as part of the Eastbourne Terrace works associated with the new Paddington Crossrail station. While not ideal to have this type of structure within the highway (and usually not supported), given it is linked directly to the Crossrail station infrastructure, on balance no objection is raised in this instance.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED:
No. Consulted: 36
Total No. of replies: 0

PRESS ADVERTISEMENT / SITE NOTICE:

Yes (The formal consultation period expires on 18th August 2016)

6. BACKGROUND INFORMATION

6.1 The Application Site

A new Elizabeth Line station is being constructed at Paddington Station beneath Eastbourne Terrace and the Departures Road. As part of this work, a new urban realm is being delivered as part of the station works between Praed Street and Bishop's Bridge Road. This application relates to an area of new pavement at the northern end of Eastbourne Terrace. Paddington Station is Grade I listed and located within the Bayswater Conservation Area.

The application site lies within the Paddington Opportunities Area (POA).

6.2 Recent Relevant History

There has been a number of Schedule 7 applications relating to the Crossrail works at Paddington Station, but of particular relevance to the determination of this latest application are the following:

In 2011, plans and specifications approval were granted by the Planning and City Development Committee for the construction of the new Crossrail station, the canopy structure and two ventilation shaft structures on the Departures Road and Eastbourne Terrace. Approval was also given at the same time for the revised construction arrangements.

6 August 2013 Approval granted for 1) Site restoration works to Eastbourne Terrace Worksite and 2) Plans and specifications of the proposed lighting and other structures outside the Eastbourne Terrace worksite which form part of the overall public realm works. Regard has been had to the City Council's adopted Planning Brief for Paddington Station

7. THE PROPOSAL

This Schedule 7 application seeks approval for the construction of a circular flue housing to be located in the pavement of Eastbourne Terrace, adjacent to one of the new ventilation structures at the northern end of Eastbourne Terrace.

There is an existing plant room (No 4) which is located beneath the Departures Road which provides heating and hot water to Macmillan House at Paddington Station. This plant room houses several gas fired appliances which require outside air. Prior to the Crossrail works, the plant flue outlet and outlet grilles were located in the brick retaining wall between the Departures Road and Eastbourne Terrace. This retaining wall has been removed and replaced as part of the new Crossrail station. Whilst the fresh grilles have been built inside the new wall, it has not been possible to reinstate the exhaust outlet grilles which now have to be at least 3m above ground level in order to comply with British Standards.

Crossrail have investigated a number of alternative locations. Officers initial preferred choice was for this outlet to be incorporated within the new tunnel ventilation housing building on Eastbourne Terrace, but the applicant advises there is insufficient space to accommodate this flue housing.

Another alternative would be to route this outlet at the end of Platform 1 via the Osbourne Tunnel, but this was discounted as being impractical and the flue cannot be routed underground. Another alternative would be to build a new plant room in Macmillan House , but this would be extremely costly and involve significant works to this listed building .The last option was an external outlet .

The design of this proposed outlet has been the subject of pre-application discussions with officers and the local amenity societies .The applicants have considered a new totem housing, which would play a dual role as an outlet and directional signage, however, this resulted in a rather bulky structure in the pavement, and there is already totem signage planned elsewhere in Eastbourne Terrace and would of resulted in too much advertising clutter.

The current proposal is for a circular housing in order to achieve the smallest footprint possible. The structure's elevation is divided into three distinctive zones, a 250mm high dark stone plinth for the base, metal cladding for the middle section with metal weather proofed louvers at the top. The housing will measure 4m high and have an external diameter of 925mm.

The applicant's consider that this simple circular structure will create a slender sculptural object in the streetscape. It is located close to the western head ventilation housing in order to minimise its visual impact and will be partially hidden by the new trees during the summer months.

8. DETAILED CONSIDERATIONS

8.1 Land Use

This application raises no land use issues. The principle of this development has been authorised under the Crossrail Act 2008 which has conferred the right to construct and maintain Crossrail and other associated enabling works. It has granted deemed planning permission for the construction of Crossrail which resembles outline permission. However, the applicant needs to make submissions under Schedule 7 of the Act for various matters that need the approval of the local planning authority. The Schedule 7 regime is different to the normal planning regime and relates to two different types of submission:-

- i) Plans and specifications (permanent works).
- ii) Construction Arrangements (temporary works).

Unlike a normal planning application, a local planning authority can only refuse to approve (or impose conditions) on the grounds specified in Schedule 7:

That the design or external appearance ought to be modified:

- a) To preserve the local environment or local amenity;

- b) To prevent or reduce prejudicial effects on road safety or on free flow of traffic in the area; or
- c) To preserve a site of archaeological or historic interest or nature conservation value and is reasonably capable of being so modified.

Applications under Schedule 7 are normally dealt with within eight weeks. The applicant does have the right to appeal to the Secretary of State against the decision of a local planning authority to refuse or impose conditions on a Schedule 7 approval.

8.2 Townscape and Design

The proposed structure located in the pavement is not ideal from a townscape point of view, but the applicant has looked at other alternative locations but these are not feasible. In terms of its relationship with the setting of the listed Paddington Station, it is considered that its location close to the new larger ventilation housing (currently under construction) will not harm the setting of this Grade I listed building and will preserve the character and appearance of this part of the Bayswater Conservation Area. It is not considered that the proposal will compete with the facade of the listed Macmillan house behind. Historic England raise no comments to the application.

Its circular footprint will assist in reducing its overall bulk. Whilst it would be preferable for this structure to be lower, but at 4 m high it will be partly hidden by the new planting and be a subordinate feature when compared to the much larger ventilation housing.

The use of materials despite the concerns raised by the South East Bayswater Residents Association matches the established materials used elsewhere within the public realm. The use of brushed steel cladding will match the finish of the adjacent bicycle stands and bollards, and the dark base is used on the much larger ventilation structures. Given these samples have already been approved by the City Council as part of earlier approvals, it is not considered necessary to impose a condition to require the submission and approval of these materials.

Overall, whilst not ideal, it is considered that the proposal will preserve the local environment and the local amenity and comply with policies DES7, DES9 and DES10 in the UDP, and policies S25, S28 in the City Plan.

8.3 Residential Amenity

It is not considered that this 4 m high circular structure in the pavement will have any adverse impact on the amenity of nearby residents or businesses.

8.4 Transportation/Parking

The primary function of the highway is the free and unobstructed movement of the highway, users which includes pedestrians. In dealing with the earlier Schedule 7 application for the new public realm, particular care was taken in respect of the design and location of all new street furniture and to ensure a good quality new pedestrian environment.

It is regrettable that this flue housing has to be sited in the new public realm, but the applicant has investigated a number of alternative locations. Officers concur with the views of the South East Bayswater Residents Association that this is the least disruptive option.

The Highways Planning Manager advises that the proposal is located within a line of new street furniture and whilst not ideal to have this type of structure in the highway given it is associated with the Crossrail infrastructure it is on balance acceptable. It is not considered that this proposal will affect pedestrian movement along this part of Eastbourne Terrace or affect the free flow of traffic.

8.5 Economic Considerations

No economic considerations are applicable for a development of this size.

8.6 Access

It is not considered that the proposal will affect the free flow of pedestrians in respect of those with disabilities.

8.7 Other UDP/Westminster Policy Considerations

Air Quality

The formal views from Environmental Health are awaited and will be reported verbally.

Archaeology

This application raises no new archaeological considerations

Nature Conservation

This application raises no nature conservation issues.

Noise

It is not considered that the proposed air intake outlet will result in noise nuisance to nearby commercial premises or nearby residents, or affect pedestrians using Eastbourne Terrace.

8.8 London Plan

This application raises no strategic issues.

8.9 National Policy/Guidance Considerations

The City Plan and UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

8.10 Planning Obligations

Planning obligations are not relevant in the determination of this application.

8.11 Environmental Impact Assessment

Not relevant for the determination of this application

8.12 Other Issues

Crime and security

The Designing Out Crime Officer raises no objections from a security point of view.

9. BACKGROUND PAPERS

1. Application form
2. Response from Historic England dated 3 August 2016
3. Email from Designing Out Crime Officer dated 28 July 2016.
4. Response from South East Bayswater Residents Association, dated 30 July 2016.
5. Memorandum from Highways Planning Manager dated 9 August 2016.

Selected relevant drawings

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: RUPERT HANDLEY BY EMAIL AT rhandley@westminster.gov.uk

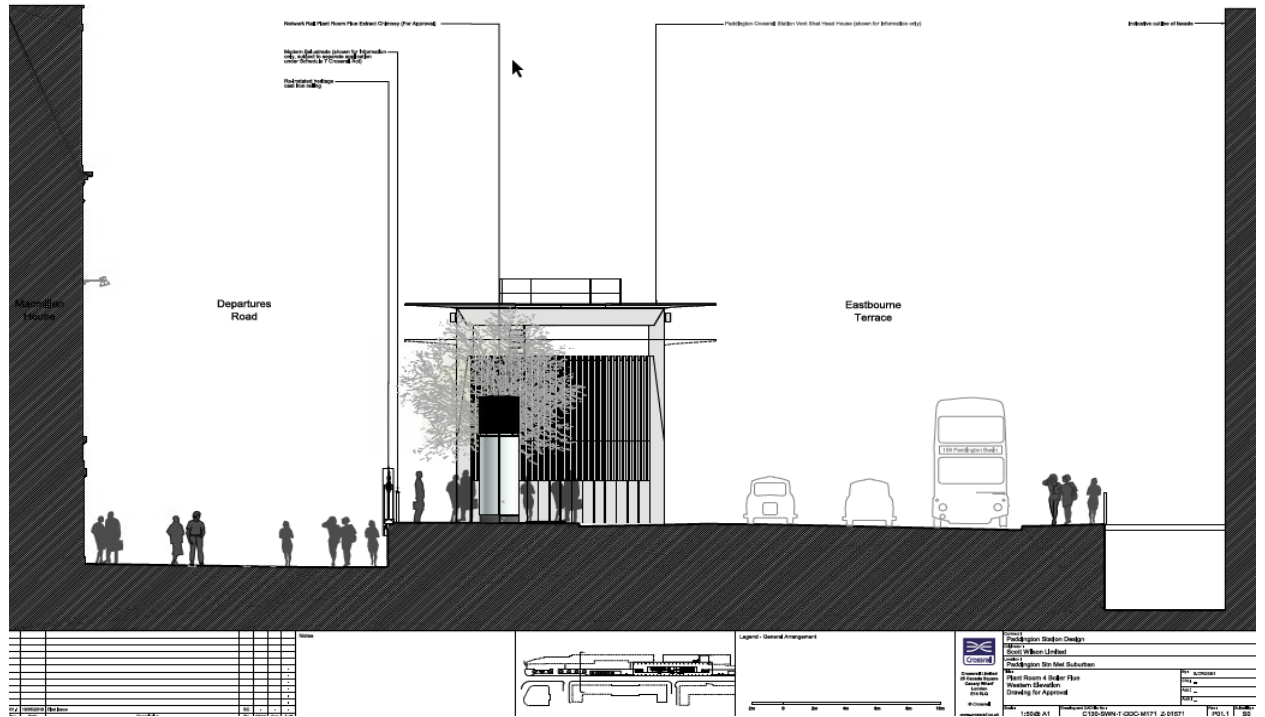
10. KEY DRAWINGS



Visuals of the proposed structure viewed from Eastbourne Terrace.



Western elevation



Southern elevation(Eastbourne Terrace)



DRAFT DECISION LETTER

- Address:** Crossrail Paddington Station, Eastbourne Terrace, London, W2,
- Proposal:** Request for approval of plans and specifications (permanent works) pursuant to Schedule 7 of the Crossrail Act 2008 for a stainless steel cylindrical ventilation exhaust flue housing structure on the pedestrian highway to Eastbourne Terrace (measuring 4m high and 92.5cm wide) in association with the new Crossrail station
- Reference:** 16/06905/XRPS
- Plan Nos:** Covering letter dated 6 July 2016 ;Written Statement for Information Ref WES/4/56 Document Number :C405-XRL-T-QAP-CR001_1-50067; Request for approval plans and specifications.C130-SWN-T-DDA-M171_1-97509 REV
P01.1;C130-SWN-T-DDA-M171_A-97510 REV
P01.1;C130-SWN-T-DDC-M171_Z-01569 REV
P01.1;C130-SWN-T-DDC-M171_Z-01571 REV
P01.1;C130-SWN-T-DDD-M171_Z-93514 REV P01.1.

Case Officer: Amanda Coulson

Direct Tel. No. 020 7641 2875

Recommended Condition(s) and Reason(s):

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.