

Ms Sarah Whitnall
Pending Applications
Development Planning
City of Westminster
PO Box 732
Redhill, RH1 9FL

Our Ref: **2016/5321/P**
Your Ref:
Please ask for: **Tania Skelli-Yaoz**
Telephone: 020 7974 **6829**

23 November 2016

Dear Sir/Madam

DECISION

Town and Country Planning Act 1990 (as amended)

Request for Observations to Adjoining Borough - No objection

Address:
Paddington Sorting & Delivery

31 London Street

London W2 1DJ

Proposal:

Request for observations from the City of Westminster for the demolition of existing buildings and mixed use redevelopment comprising a commercial cube providing up to 50,000 sqm (GEA) floorspace of office/commercial uses, retail and café/restaurant uses at lower levels and top floor level, a retail/restaurant building on Praed Street; a new major piazza including pedestrianisation of London Street, a new access road between Winsland Street and Praed Street, hard and soft landscaping, new underground station entrance and new Bakerloo Line Ticket Hall; and associated infrastructure and interface highway and transport works for underground connections, and ancillary works.(EIA Application accompanied by an Environmental Statement). Site includes 31 London Street, 128-142 Praed Street, London Street, Paddington Station Arrivals ramp and associated surrounds.

Drawing Nos:

The Council, as a neighbouring planning authority, has considered your request for observations on the application referred to above and hereby raises no objection.



Conditions and Reasons:

1 Reasons for no objection:

The request for observations to the City of Westminster relates to a proposed mixed use development in Paddington. The proposal is a re-submission of a scheme to demolish the existing buildings and comprehensive redevelopment of the site to erect a new high-rise office/commercial building, underground station entrances, piazza and retail/restaurant uses at street level, pedestrianisation of London Street, hard and soft landscaping and associated works.

The proposal would see the design of this area changed and its capacity increased. Camden raised no objection to pre-application advice on this scheme for a similar redevelopment of the. Similarly, the redesign and increase in height does not raise concerns with Camden.

The proposal site is located approximately 2 miles from the boundary with the London Borough of Camden. The verified views suggest that the proposed development will scarcely be visible from within LB Camden, and notably will not be visible from within the Regent's Park; views of special heritage and townscape interest which would have been harmfully affected by the previous proposals for a very tall building on the site.

The newly proposed development may be visible in views from the two London View Management Framework strategic view panoramas located within LB Camden: views from the summit of Primrose Hill and from the summit of Parliament Hill. Where the proposed development is visible in this view, it would - as the cumulative development visuals submitted show - appear as part of a wider cityscape, and specifically within a skyline in inner west London which is gaining tall buildings. The proposed development contributes much less conspicuously than the withdrawn design to a new cluster of large buildings around the Paddington Basin, and as such will have no distinctive or damaging impact on these city panorama views. A successful detailed design for its elevations, rooftop and roofline should ensure a clear silhouette and complement the colour, materials, scale and massing of surrounding development in long views.

The development would be 'car free' except for 2 fully accessible parking bays for blue badge holders. This is very welcome for such a large scale development. The development would provide 529 long stay and 124 short stay cycle parking spaces in accordance with the minimum requirements of the London Plan. The development would include a significant financial contribution of £8.5M towards upgrades to Paddington Station (Bakerloo Line). It would also be liable for a significant community infrastructure levy towards the Crossrail project. A construction management plan has been submitted with the planning application. This suggests that construction traffic would not need to travel through Camden. It suggests that construction traffic would approach the site primarily from the west with a secondary route option from the south. It suggests that construction traffic

would follow the same routes on exiting the site.

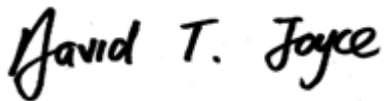
A transport assessment has been submitted with the planning application. The appendices include a framework travel plan and a delivery and servicing management plan. It is assumed that the City of Westminster would secure a more detailed construction management plan, travel plan and delivery and servicing management plan as section 106 planning obligations if planning permission is granted. In summary, the proposal does not raise any significant transport implications for Camden.

It is therefore recommended that the city of Westminster is advised that no objections are raised and the application should be assessed under the City of Westminster's planning policies.

Informative(s):

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Yours faithfully

A handwritten signature in black ink that reads "David T. Joyce". The signature is written in a cursive, slightly slanted style.

David Joyce
Executive Director Supporting Communities