

## **PADDINGTON OPPORTUNITY AREA FACT SHEET**

### **INTRODUCTION**

This fact sheet sets out the current status of the various proposals in and around the Paddington Opportunity Area (POA), formerly the Paddington Special Policy Area (PSPA). It contains a brief history of the POA and its relevant planning policies, details of the various development sites, and contacts where further information can be obtained.

The POA is centred on Paddington Station and the Grand Union Canal Basin, and now contains many mixed use developments completed in the last 15 years, and several sites still awaiting development. Together these make up the largest development area within Westminster and a site of strategic importance in London.

The POA is also recognised as an area with existing good public transport accessibility. There are major development and transport projects underway, as well as new proposals being made for the area. New developments are expected to be fully integrated with the existing public transport network and to assist in the provision of improved access and services.

The PSPA status was introduced by the City Council in 1988 in response to the need to recognise the area as Westminster's most significant opportunity for large scale regeneration.

The POA was originally a 2008 London Plan term, but is now adopted in policy S3 of the Council's [City Plan](#) (November 2013). The latest version takes account of the National Planning Policy Framework (NPPF).

The Plan seeks a range and mix of uses, supporting the regeneration of Paddington and North West Westminster. It also seeks development which includes:

- A range of offices, flexible workspaces and light industrial units including large floorplate office stock and affordable business floorspace suitable for small business and Creative Industries;
- A significant proportion of housing;
- The retention and improvement of the St Mary's Hospital facilities to provide healthcare at all levels and provision, if required, of health care facilities elsewhere within the Paddington Opportunity Area;
- Other uses to support the economic and social regeneration of the area, including retail, social and community facilities, entertainment and arts/cultural uses. Where appropriate, other town centre uses should provide active frontages at ground floor level;
- Public transport and interchange improvements including delivery of Crossrail, improvements to Underground stations, and improvements to the bus network.

The City Council may prepare individual planning briefs for particular sites if further detail is required. Briefs have been adopted for Paddington Station and environs, Paddington New Yard, North Westminster Community School and Dudley House among others (please see full list on the back page). They will be revised as necessary and briefs for further sites will be prepared as appropriate.

If you have any questions, please contact Tim Butcher in the first instance.

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## DEVELOPMENT SITES

The numbers of the development sites in this fact sheet correspond to the site plan (attached). The (TP) reference refers to the City Council's Town Planning file reference for the site.

### 1 West End Quay (Paddington Basin Phase 1) (TP 19484) 12-20 Praed Street and 2-5 South Wharf Road

<b>Developers</b>	West End Quay Ltd
<b>Details of scheme</b>	This predominantly residential scheme consists of 468 residential units, and 2,205m <sup>2</sup> retail (A1/A2/A3/A4) on the 2-acre (0.83-hectare) site.
<b>Status</b>	<ul style="list-style-type: none"> <li>• The residential units and now all of the retail units on the ground floor are occupied.</li> <li>• The Post Office counter service moved into the development in 2009.</li> </ul>
<b>Further information</b>	Visit the website <a href="http://www.wegra.com/">http://www.wegra.com/</a>

### 2a and 2b Paddington Basin Phase II (TP 19484) South Side of North Wharf Road

(See section 3 – Paddington Basin Phase II now combined with Paddington Basin Phase III and both form part of the Merchant Square development.)

<b>Developers</b>	European Land and Property Limited
<b>Details of scheme</b>	The scheme was made up of 5 blocks (A-E). Outline planning permission was granted for blocks A-E on 23 <sup>rd</sup> April 2001.
<b>Status</b>	<ul style="list-style-type: none"> <li>• <b>Blocks A-C:</b> Block A (The Point) is currently occupied by amongst others Cable and Wireless, Marks and Spencer, Cerner (healthcare firm) and Orange. The Point has planning permission to be used as offices, or as offices and a primary health care centre. Blocks B &amp; C (Waterside House) are occupied by Marks &amp; Spencer as their headquarters. The ground floor has planning permission for retail (A1).</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Blocks D &amp; E (The Windings):</b> Now superseded by Paddington Phase III Merchant Square (3 below).</li> </ul>
<b>Further information</b>	<p>Visit the website  <a href="http://www.paddingtonwaterside.co.uk/Paddington%20Basin">http://www.paddingtonwaterside.co.uk/Paddington%20Basin</a>  or phone 020 7298 0800.</p> <p>The Waterline, 31 Harbet Road, London, W2 1JS</p>

**3 Paddington Basin Phase III (Merchant Square) (TP 3396)**  
**South Side of North Wharf Road**

<b>Developers</b>	European Land & Property Limited
<b>Background of scheme</b>	<p>The scheme is known as Merchant Square, which also incorporates part of the Paddington Basin Phase II site (The Windings).  The 6 buildings previously referred to as buildings A through to F were approved as part of a site-wide development. Buildings D (Residential/retail) &amp; E (office/Retail) were completed and are now known as Buildings 4 and 5.  A new planning application was submitted for the remaining buildings, now known as Buildings 1,2,3 and 6. Building 3 (residential/retail) is now under construction. We expect the remaining hotel (Building 1, the tallest building in Westminster), residential (Buildings 1 and 6) and office (Building 2) buildings, all mixed with retail at ground level, to be completed by 2018.</p>
<b>Details of scheme</b>	<p>The public space including lawns, trees, performance space, fountains, cycle parking, bridge across the canal and seating will be delivered incrementally through the buildings construction.</p> <ul style="list-style-type: none"> <li>• <b>Building 1</b> 42 storey building to provide a maximum of 222 market residential units (and no less than 213 residential units) (Class C3), hotel (Class C1), provision of basement parking, servicing and ancillary space, highway works, new vehicular and pedestrian access and associated hard and soft landscaping.</li> <li>• <b>Building 2</b> 17 storey building to provide offices (Class B1), retail</li> </ul>

	<p>uses (Class A1/A2/A3/A4/A5), provision of basement parking, servicing and ancillary space, highway works, new vehicular and pedestrian access and associated hard and soft landscaping.</p> <ul style="list-style-type: none"> <li>• <b>Building 3</b> 21 storey building to provide a maximum of 201 market and affordable residential flats (and no less than 195 residential flats) (Class C3), retail uses (A1/A2/A3/A4/A5), nursery and community space, provision of basement parking, servicing and ancillary space, highway works, new vehicular and pedestrian access and associated hard and soft landscaping</li> <li>• <b>Building 4 (formerly Building D)</b> 16 storey, 50.18m high residential building providing 196 residential units of which 44 are affordable, with ground floor Class A units and B1 office suites and affordable business space.</li> <li>• <b>Building 5 (formerly Building E)</b> Commercial building over 15 floors with Class A uses at ground floor level and ancillary basement parking, and health club.</li> <li>• <b>Building 6</b> 15 storey building comprising 119 market and affordable residential flats (Class C3), retail uses (Class A1/A2/A3/A4/A5), medical centre (Class D1), basement to provide parking, servicing and ancillary space, highway works, new vehicular and pedestrian access and associated hard and soft landscaping.</li> </ul>
<b>Status</b>	<ul style="list-style-type: none"> <li>• Building D and E were approved by the Planning and City Development Committee on 1<sup>st</sup> March 2007 and are now constructed and occupied.</li> <li>• Buildings 1,2,3 and 6 were granted 5 year permissions, issued on 4 August 2011: <ul style="list-style-type: none"> <li>- Buildings 3 &amp; 4 are currently under construction.</li> <li>- Buildings 1, 2 and 6 are programmed to start on site in 2014/15.</li> </ul> </li> <li>• All buildings are subject to separate S106 agreements, with further overarching agreement for Buildings 1-6.</li> </ul>
<b>Further information</b>	<p>Visit <a href="http://www.merchantsquare.co.uk">www.merchantsquare.co.uk</a> or phone 020 7298 0800. The Waterline, 31 Harbet Road, London, W2 1JS</p>

**4 Paddington Walk, Hermitage Street**

**(TP 19484)**

<b>Developers</b>	European Land and Property Limited
<b>Background of scheme</b>	This site was originally outside the PSPA, but is now within the POA. The development of this site is linked by legal agreement to the Paddington Basin (Phase II) scheme, securing part of the affordable housing element.
<b>Details of scheme</b>	The scheme consists of four buildings of varying height from 22-40m, for 232 residential units (including 79 Affordable Housing Units), retail/ restaurant/ café and community uses.
<b>Status</b>	<ul style="list-style-type: none"> <li>• Construction has been completed and residents have moved in.</li> <li>• Ground floor use commercial units are still to be occupied.</li> </ul>
<b>Further information</b>	Visit <a href="http://www.paddingtonwalk.com">www.paddingtonwalk.com</a>

**5 St Mary’s Hospital and land bounded by Praed Street, Paddington Basin and London Street**

<b>Developer</b>	Imperial College Healthcare NHS Trust
<b>Relevant planning brief</b>	St Mary’s Hospital draft planning brief for public consultation December 2004 is now out of date.
<b>Background of scheme</b>	<p>St Mary’s is a major teaching hospital, that provides a wide range of clinical services to the local community and beyond, including a busy A&amp;E department.</p> <p>Substantial improvements have been made to the hospital over recent years, including a new Major Trauma unit, a Surgical Innovation Centre and refurbishment of the Lindo private patients’ wing.</p> <p>The recent Shaping a Healthier Future NHS review of hospital services in north-west London recommended an increase in clinical activity at St Mary’s. The estate implications are being worked out and a master plan for the redevelopment of the site centring on hospital uses is being prepared.</p>

	<p>Imperial College Healthcare NHS Trust comprises five hospitals altogether:</p> <ul style="list-style-type: none"> <li>• St Mary's in Westminster</li> <li>• Western Eye in Westminster</li> <li>• Charing Cross in Hammersmith &amp; Fulham</li> <li>• Hammersmith in Hammersmith &amp; Fulham</li> <li>• Queen Charlotte's &amp; Chelsea in Hammersmith &amp; Fulham</li> </ul>
<b>Details of scheme</b>	<p>The proposal is still be fully defined, but the NHS ambition is to provide:</p> <ul style="list-style-type: none"> <li>• a local hospital</li> <li>• a major hospital</li> <li>• a Hyper Acute Stroke Unit from Charing Cross Hospital</li> <li>• a specialist ophthalmology hospital, accommodating the Western Eye Hospital from its Marylebone Road site</li> </ul> <p><b>Imperial College Healthcare (NHS) Trust</b></p> <ul style="list-style-type: none"> <li>• ICHT and Imperial College formed the first AHSC (Academic Health Science Centre) in the UK in 2007. The aim is to better integrate and accelerate health science research, training and delivery so patient service will be based on best practice and will be the most up-to-date available, thus improving the health of the local community.</li> </ul>
<b>Status</b>	<p>Proposals are at an early stage of development, and initial planning conversations have been ongoing since October 2013.</p>
<b>Further information</b>	<p>John Cryer, Imperial College Healthcare NHS Trust on 020 3312 1454 or <a href="mailto:john.cryer@imperial.nhs.uk">john.cryer@imperial.nhs.uk</a></p>

## 6 Post Office Site, Praed Street

<b>Developer</b>	Royal Mail Group (RMG)
<b>Relevant Planning Brief</b>	'Paddington Station and Environs' planning brief was adopted in September 2009. This planning brief covers the impact of Crossrail and other development pressures around the station.
<b>Background of the Scheme</b>	Royal Mail closed their Post Office and Sorting Office facility in Paddington in 2009. This site will be available for development.
<b>Details of the Scheme</b>	<ul style="list-style-type: none"> <li>• Distribution office function ceased to operate in 2009 following occupation by Crossrail to service the station during Crossrail build.</li> <li>• The post office counter facility moved in the West End Quay development (see Item 1).</li> </ul> <p>The Council's aspirations for the site are covered in the Planning Brief, which aims to secure:</p> <ul style="list-style-type: none"> <li>• A new Bakerloo Line ticket hall and platform access at the ground and basement levels</li> <li>• Improvements to public realm at London Street, and to connectivity with the station</li> </ul> <p>6 November 2012 – Case 11/04623/FULL resolved to grant planning permission (legal agreement remains unsigned) for:</p> <p>Retention of 1907 facade to London Street and demolition of rear buildings to allow the erection of an eight storey office (Class B1) building with ground floor retail and restaurant uses (Classes A1 and A3) and passive provision for the potential future extension of the Bakerloo Line underground ticket hall, the erection of two residential buildings seven to nine storeys in height between Winsland Street and Winsland Mews to provide 94 residential units (Class C3). Demolition of pedestrian link across Winsland Mews, conversion of building between Winsland Mews and fronting Praed Street, the erection of a roof extension, the infilling of the colonnade and re-cladding works to provide 34 residential units (Class C3) with ground floor retail use (Class A1). Provision of 67 parking spaces, other associated work concerned with landscaping, servicing, plant accommodation and providing access.</p> <p>4 June 2013 – temporary use as a theatre permitted until</p>



	31 December 2014.
<b>Status</b>	<p>The Planning decision for redevelopment is subject to completion of a S106 agreement. It will be necessary for TfL to determine how best to realise the opportunity to deliver the necessary transport benefits offered by this site.</p> <p>Crossrail now propose to utilise the site to construct shafts to enable the link to the Bakerloo line from Eastbourne Terrace to be constructed. Transport &amp; Works Act Order application was submitted and a decision is expected in April 2014. The construction of the link will take place between 2014 and 2018, subject to confirmation of the Order by the Secretary of State.</p>
<b>Further information</b>	Jonathan Marginson, DP9 on 020 7004 1700 or <a href="mailto:jonathan.marginson@DP9.co.uk">jonathan.marginson@DP9.co.uk</a>

## 7 Paddington Station, Praed Street

(TP 8108)

<b>Developer</b>	Network Rail
<b>Relevant Planning Brief</b>	'Paddington Station and Environs' adopted September 2009
<b>Background of the Scheme</b>	Network Rail submitted an application on 5 <sup>th</sup> February 2002 for planning and listed building consent for the redevelopment of the Grade I listed Paddington Station (Phase 2). This was eventually withdrawn. Span 4 is now being refurbished and access improved.
<b>Details of the Scheme</b>	The station is undergoing its most intense period of change since its construction, with significant repairs of its historic fabric complemented by introduction of improved mainline and underground services.
<b>Status</b>	<p>Network Rail have refurbished span 4, including removal of the crash deck and work to the upper platforms. Work commenced in February 2009 and was completed in 2012. Proposals to repair spans 1-3, complete OHLE provision to all platforms and accommodate IEP trains from 2017 are now being developed, including reviews of the Lawn area, gatelines and retail services.</p> <p>Further works to The Lawn (retail area) and alterations to some platforms and overhead electrification are being designed to accommodate new Intercity Express</p>

	Programme (IEP) trains from 2017.
<b>Further information</b>	Steve Taylor at Network Rail on 020 7904 7419 or <a href="mailto:steven.taylor@networkrail.co.uk">steven.taylor@networkrail.co.uk</a>

## 8 Paddington Station – Bomb Gap Building

<b>Background</b>	Block C of MacMillan House was built in 1952-3 to repair the damage caused by the parachute mine which exploded in 1941. The site will be hampered by the operational Crossrail Station in due course, therefore the proposals offer a rare opportunity for much higher quality scheme, which would repair the Bomb Gap building and put the site to active economic use.
<b>Relevant Planning Brief</b>	Paddington Station and Environs planning brief adopted September 2009.
<b>Details of the scheme</b>	The following application (13/09876/FULL) was reported to the Planning and City Development Committee on 4 February 2014: Demolition of the existing two storey block C Macmillan House (known as the Bomb Gap site) and redevelopment to provide a new pedestrian entrance to Paddington Station and a new building of basement, ground and five plus mezzanine floors with storage/ancillary facilities at basement level, office entrance and retail/financial and professional services/restaurant/bar (Class A1, A2, A3 or A4) uses at ground and first floors and office (Class B1) accommodation at upper floors. The application was deferred to re-consider affordable housing and the overall bulk and the step forward of the building line.

## 9 Triangle Site

<b>Developer</b>	Crossrail Ltd
<b>Relevant Planning Brief</b>	'Paddington Station and Environs' adopted September 2009
<b>Background of the Scheme</b>	This site includes land south of Bishops Bridge Road known as the triangle site. The site lies outside of the operational land requirements of Network Rail and as such on the demise of Railtrack this piece of land was subsequently sold to Hammersons. This site is required for

	implementing Crossrail and is now owned by Crossrail Ltd (see pg 23).
<b>Details of the Scheme</b>	<ul style="list-style-type: none"> <li>• Revised planning application for 210,000 sq ft net of office and retail space withdrawn in June 2007</li> <li>• Crossrail utilised their CPO powers to acquire the site in order to ensure the timely delivery of the taxi ramp required to the Red Star Deck in 2010.</li> <li>• Crossrail submitted a new application for a 34,000m2 office development.</li> </ul>
<b>Status</b>	In January 2013 Planning & City Development Committee deferred a decision to enable the applicant to reconsider their affordable housing offer. On 4 February 2014 the application was approved with a £1m contribution to affordable housing, subject to S106 and Mayoral call-in.
<b>Further information</b>	Visit the website <a href="http://www.crossrail.co.uk">www.crossrail.co.uk</a> or contact Lorraine Hughes, DP9, 020 7911 2475 or <a href="mailto:lorraine.hughes@gvagrimley.co.uk">lorraine.hughes@gvagrimley.co.uk</a>

**8 Paddington Central (TP1419)**  
**Paddington Goods Yard, Bishops Bridge Road**

<b>Developer</b>	British Land purchased the site from Development Securities in 2013
<b>Relevant Planning Brief</b>	N/A
<b>Background of the Scheme</b>	Former Goods Yard site
<b>Details of the Scheme</b>	<p>Outline planning consent was granted in May 2000 for a total 145,959 sq m of office space, 506 sq m retail and 6,506 sq m of B1(b) and B1(c) studios.</p> <p>The site has been divided up into three phases for development.</p> <p><b>Phase 1:</b>  Sheldon Square, completed 2002, comprising 41,029 sq m office floorspace, 219 residential units, of which 55 are affordable housing units and 6,501 sq m retail and new public realm with an amphitheatre. Prudential, Kingfisher, British Energy, British Waterways, Network Rail and others</p>

	<p>occupy the offices at Sheldon Square.</p> <p><b>Phase 2:</b></p> <ul style="list-style-type: none"> <li>• A podium deck was constructed in preparation for Crossrail (see Crossrail section on pg. 23).</li> <li>• A reserved matters planning application for 1 Kingdom Street was granted conditional planning permission on 25<sup>th</sup> September 2003 for an office building of 32,700 sq m on the south part of the site, and is now built.</li> <li>• A reserved matters planning application for a 206 bedroom hotel, 3 Kingdom Street, with a restaurant, bar and meeting facilities was granted conditional planning permission on 12 July 2006 and completed in August 2008, and is now built</li> <li>• A reserved matters planning application for 2 Kingdom Street was approved on 5 June 2003 for an office building on the north part of the site proposing 45,249 sq m of offices, 3,851 sq m for studio/light industrial and 579 sq m for retail use. A revised planning application was approved on 3 August 2007 for an office building on the north part of the site proposing 29,810 sq m of offices and 3,388 sq m of studio/ light industrial, and is now built.</li> <li>• The Kingdom Street landscaping was granted planning permission on 6 September 2007. The Kingdom Street public art was granted planning permission on 6 March 2008.</li> </ul>
<p><b>Status</b></p>	<p><b>Phase 1:</b> Sheldon Square's two office and two residential buildings with associated retail are occupied (9a on the map).</p> <p><b>Phase 2:</b></p> <ul style="list-style-type: none"> <li>• One Kingdom Street, a 24,620 sq m net Sheppard Robson designed office building completed in February 2008 and is 95% let (9b on the map).</li> <li>• Construction on a 206 bedroom 4* hotel let to the Accor Group Novotel completed in August 2008 and commenced trading in September 2008. (9c on the map).</li> <li>• 2 Kingdom Street, is a 23226 sq m net Kohn Pederson Fox designed office building which incorporates an additional 2323 sq m of B1(c)/ B1(b) studio space. Completed Feb 2010 (9d on the map).</li> <li>• 14.8.2012 – 2 Kingdom St -permission granted for a dual/alternative use of the lower floors below the podium deck for use: A) any purpose within B1(b) or (c)</li> </ul>

	<p>or other B1 business space in connection with the Creative Industries; or B) use as offices with incidental storage/distribution by i2i Events Group.</p> <ul style="list-style-type: none"> <li>Outline planning permission exists for a further 32516 sq m net office accommodation on 4 and 5 Kingdom Street (9e1 and 9e2 on the map for 4 and 5 Kingdom St respectively).</li> </ul> <p><b>Phase 3:</b></p> <ul style="list-style-type: none"> <li>4 and 5 Kingdom Street – 12.10.2010, reserved matters approval granted for 1x 13 storey office building and plant; and 1x10 storey office building. Works commenced on site to implement the reserved matters approval before permission expired, although works have now ceased.</li> </ul>
<b>Further information</b>	<p>Visit the website <a href="http://www.paddingtoncentral.com">www.paddingtoncentral.com</a></p> <p>Contact Keith Hearn, Senior Director, CBRE Ltd, on 020 7182 2000 or email <a href="mailto:keith.hearn@cbre.com">keith.hearn@cbre.com</a>   <a href="http://www.cbre.com">www.cbre.com</a></p>

**8 179 Harrow Road**

**(TP 1419)**

<b>Developer</b>	Monsoon Group
<b>Relevant Planning Brief</b>	Former railway depot
<b>Background of the Scheme</b>	Monsoon purchased these Grade II* listed buildings from Grainhurst Properties Ltd in 2000, restored, architects AHMM
<b>Details of the Scheme</b>	The scheme is predominantly for office (B1) use.
<b>Status</b>	The listed Rotunda building on the canal is used by Nissan Design Europe as a car design studio.

**11 Hilton London Metropole**

**(TP 2877/1495)**

**Site previously known as site bounded by Harrow Road, Edgware Road, Harbet Road and Praed Street**

<b>Developer</b>	Hilton London Metropole
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<b>Relevant Planning Brief</b>	N/A
<b>Background of the Scheme</b>	Original hotel dates from 1968, extended in 1986 and subsequently in 1998-2000.
<b>Details of the Scheme</b>	The hotel was extended to provide a new conference centre, 328 beds (making a total of 1058) with car and coach parking facilities.
<b>Status</b>	The extension was completed in September 2000, creating Britain's largest convention hotel. Permission granted January 2013 for changes to the taxi rank, moving the pick-up to Harbet Road.
<b>Further information</b>	Visit <a href="http://www.hilton.co.uk/Paddington">http://www.hilton.co.uk/Paddington</a>

## 12 Hilton London Paddington

(TP3695)

<b>Developer</b>	Hilton London Paddington
<b>Relevant Planning Brief</b>	N/A
<b>Background of the Scheme</b>	To refurbish the listed (Grade II) former Great Western Royal Hotel.
<b>Details of the Scheme</b>	The hotels facilities include 355 bedrooms, 13 fully equipped meeting rooms, a banqueting room, health and fitness club, casino and original bar and restaurant.
<b>Status</b>	The major refurbishment was completed in March 2002. A casino was permitted in 2006 on part of the basement and ground floor of the hotel.
<b>Further information</b>	Visit <a href="http://www.hiltonlondonmet.com/">http://www.hiltonlondonmet.com/</a>

## 13 55-65 North Wharf Road

(TP4726)

<b>Developer</b>	Derwent London Plc and European Land and Property
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*City Planning, Built Environment  
City of Westminster*

*February 2014*

<b>Relevant Planning Brief</b>	N/A
<b>Background of the Scheme</b>	Existing 1960's multi occupied office/ development (c.80,000 sq. ft and 60 car parking spaces).
<b>Details of the Scheme</b>	<ul style="list-style-type: none"> <li>Redevelopment to provide mixed use development comprising Class B1 (offices), Class A1 (retail) and/or A2 (financial and professional) and/or A3/A4/A5 (food and drink) units and 100 Class C3 (residential) units, parking, open space and associated works</li> </ul>
<b>Status</b>	<p>18 April 2011 – approval granted including completion of S106 legal agreement.</p> <p>Development likely to commence in 2015.</p>
<b>Further information</b>	Visit the website on <a href="http://www.derwentlondon.com">www.derwentlondon.com</a> or contact Paul Williams of Derwent London on 020 7659 3000

**14 Telstar, 2 Eastbourne Terrace**

**(TP1145/ 8018)**

<b>Developer</b>	Derwent London Plc
<b>Relevant Planning Brief</b>	N/A
<b>Background of the Site</b>	12 storey office building, built in the 1960's damaged by fire in summer 2003.
<b>Details of the Scheme</b>	The scheme includes the demolition of Telstar House and redevelopment with a direct replacement for the existing building with 12,593 sq m for offices, car parking and landscaping works in a new building, architect Fletcher Priest.
<b>Status</b>	<p>Permission granted 24 November 2004, and work completed.</p> <p>108,000 sq ft net is occupied by Rio Tinto.</p>
<b>Further information</b>	Visit the website on <a href="http://www.derwentlondon.com">www.derwentlondon.com</a> or contact Paul Williams of Derwent London on 020 7659 3000

15 10 – 30, 40 and 50 Eastbourne Terrace

(TP4478)

<b>Developer</b>	Land Securities
<b>Relevant Planning Brief</b>	N/A
<b>Background of the Site</b>	Former office buildings
<b>Details of the Scheme</b>	Refurbishment of 10 to 30 and 40 Eastbourne Terrace by Land Securities, architects Fletcher Priest.
<b>Status</b>	<ul style="list-style-type: none"> <li>• 40 complete (now sold)</li> <li>• 50 refurbishment complete (now sold)</li> <li>• 10 refurbished and complete</li> <li>• 30 refurbishment complete</li> <li>• 20 will be the last to complete in this redevelopment scheme and a current application in connection with office refurbishment is being considered.</li> </ul>
<b>Further information</b>	Stephen Chatfield of Land Securities on 020 7413 9000

16 Enterprise House

<b>Developer</b>	Network Rail
<b>Relevant Planning Brief</b>	'Paddington Station and Environs' adopted September 2009
<b>Background of the Site</b>	Enterprise House is located on Westbourne Terrace at the corner of Westbourne Bridge. It was built by GWR in 1935 as offices and associated uses. The floorspace is 4,800sqm. It is owned by Network Rail.
<b>Details of the Scheme</b>	10/04156/FULL – planning permission granted for refurbishment. Works now complete.
<b>Status</b>	Network Rail now use the building for office purposes
<b>Further</b>	Steven Mills at Network Rail on 020 7904 7966 or



information	<a href="mailto:steven.mills@networkrail.co.uk">steven.mills@networkrail.co.uk</a>
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## OTHER SITES

### 17 Dudley House (139-147 Harrow Road)

<b>Background</b>	A 1937 five storey block of local authority built flats on a site capable of accommodating higher density housing, and an adjoining Victorian Terrace fronting Harrow Road.
<b>Relevant Planning Brief</b>	Dudley House W2 adopted October 2009
<b>Status</b>	<p>30 March 2012 - permission granted with legal agreement for redevelopment to provide 88 flats (38 affordable, 50 private), social and community, and A1/A3, and A4 uses. 11/06435/COFUL</p> <p>A Compulsory Purchase Order was applied for in June 2013, and received a number of objections. A Public Inquiry was held commencing on 14 January 2014 in order to acquire the remaining interests. The CPO Inquiry took place in January 2014, and proceedings should conclude in 2014, which if granted should lead to construction commencing in 2015.</p>
<b>Further information</b>	<p>For information on Dudley House, contact Jake Mathias the City Council's Housing Department on 020 7641 3359 or</p> <p>For enquiries on the Planning Brief, contact Rachael Ferry-Jones on 020 7641 2418 or <a href="mailto:rferry-jones@westminster.gov.uk">rferry-jones@westminster.gov.uk</a></p>

### 18 149-157 Harrow Road (Travis Perkins)

<b>Background</b>	The site is the subject of a planning brief, including adjacent highway land This includes the loss of some strategic planting and open space, and the upgrading and enhancement of nearby open space and underused land.
<b>Relevant Planning Brief</b>	149-157 Harrow Road and adjacent highway/ open space adopted in October 2004.
<b>Status</b>	12 April 2007 – Stone Wharf - permission granted to

	reinstate Brunel Bridge including new boaters building, stand alone café and tourist information centre. Now lapsed. 06/02706/FULL
<b>Further information</b>	Contact Tim Butcher on 020 7641 5972 or <a href="mailto:tbutcher01@westminster.gov.uk">tbutcher01@westminster.gov.uk</a>

## 19 North Westminster Community School

<b>Background</b>	<p>The site was sold by the Council in 2012 with planning permission for:</p> <ul style="list-style-type: none"> <li>Demolition of existing buildings and redevelopment comprising erection of five buildings of between 11 and 17 storeys in height to provide 434 market and affordable residential units (Class C3), offices (Class B1), flexible community space, affordable business units, ground floor retail uses (Class A1-A4), landscaping and central public open space, highway works including new vehicular and pedestrian access, off street ground floor service bay and basement comprising car and cycle parking, energy centre and ancillary servicing space. 10/10215/COFUL</li> </ul>
<b>Relevant Planning Brief</b>	North Westminster Community School planning brief was adopted in March 2010
<b>Status</b>	<p>The site is currently vacant, and the extant planning permission unlikely to be built given the an application for the first of two phases was resolved to be approved on 4 June 2013 subject to S106 agreement:</p> <ul style="list-style-type: none"> <li>Redevelopment of the western end of the former school site by erection of a building ranging between 2 and 15 storeys in height to provide 150 residential units (Class C3), affordable business accommodation (Class B1), social and community space (Class D1/D2), retail units (Class A1/ Class A3) and a gym (Class D2). Provision of public open space, public realm and landscaped area, highways works including widening of Hermitage Street to accommodate two way vehicular traffic, new vehicular and pedestrian accesses and two storey basement to provide vehicular and cycle parking, energy centre and ancillary servicing accommodation (EIA Development). 12/11911/FULL.</li> </ul>

	<p>The second phase is the subject of a 20 November 2013 application:</p> <ul style="list-style-type: none"> <li>• Demolition of existing buildings to the centre and eastern end of the site and redevelopment of the centre and eastern end of the site comprising erection of buildings of between six and 20 storey in height to provide 335 residential units (Class C3), a hotel and serviced apartment (Class C1), offices (Class B1), gym (Class D2), retail (Class A1/A3) and a primary school (Class D1) with associated landscaping and open space, highways works, off street ground floor service bay and two storey basement to provide car, cycle and motorcycle parking and ancillary servicing space.</li> </ul>
<b>Further information</b>	Chris Beard on 020 7004 1732 or <a href="mailto:chris.beard@dp9.co.uk">chris.beard@dp9.co.uk</a>

## TRANSPORTATION AND ENVIRONMENTAL IMPROVEMENTS

### 1 Paddington Area Traffic and Environmental Management Study (PATEMS)

<p><b>Purpose of study</b></p>	<p>The Paddington Area Traffic and Environment Management Study (PATEMS), is a study commissioned by the City Council, (funded by developers) on the effects of the additional traffic generated by the POA (formerly PSPA) sites, the Heathrow Express and Crossrail.</p>
<p><b>Review of PATEMS</b></p>	<ul style="list-style-type: none"> <li>• <b>First stage of PATEMS:</b> was an extensive public consultation exercise supported by extensive and detailed analysis of existing traffic, safety and townscape data. This highlighted existing traffic and environmental problems in the area, and identified the traffic related problems that will arise in the residential areas surrounding Paddington Station.</li> <li>• <b>Second stage of the study:</b> identified a range of suitable management and calming measures to reduce the impact of traffic (speed, noise and volume), improve the physical environment, increase on street parking provision and reduce accidents. It also developed an evaluation framework to help decide a suitable package of measures for implementation based on environment and townscape, safety, accessibility, traffic and parking criteria. The schemes adopted will be funded as part of the legal agreements with the POA developers, with contributions based on proportions of newly generated and construction traffic.</li> </ul>
<p><b>Status</b></p>	<p>Consultation concluded in 2009. The Cabinet Member PATEMS report of December 2011 gave approval for 4 schemes to go forward to detailed design and implementation:</p> <ul style="list-style-type: none"> <li>• Grand Union Canal Area and Upper Harrow Road Gyratory;</li> <li>• Edgware Road/Chapel Street Junction;</li> <li>• Marylebone Flyover;</li> <li>• Harrow Road (selected entry treatments, including traffic signal pedestrian phases at junction with Chippenham Road); and</li> <li>• Hermitage Street/St Mary's Terrace pedestrian and cycle route.</li> </ul> <p>Further review dependent on the return of Eastbourne</p>

	Terrace to general traffic in 2014 and a review of S106 alongside the introduction of CIL.
<b>Further information</b>	Don Murchie, Westminster City Council on 020 7641 2517 or <a href="mailto:dmurchie@westminster.gov.uk">dmurchie@westminster.gov.uk</a>

### 3 Paddington Area Transportation Study (PATS)

<b>Purpose of study</b>	A public transportation study (Paddington Area Transportation Study – PATS) was first commissioned in 1997, as part of its assessment of the impacts arising from the development proposals within the PSPA. It is a mechanism for developing projects to mitigate the impacts of the PSPA developments on the public transport infrastructure and establishing the appropriate level of contributions from the developers through Section 106 agreements on a site by site basis.
<b>Review of PATS</b>	<p>The original PATS study has now been reviewed three times and PATS IV was completed in 2006. These reviews took into account the most recent development proposals for the PSPA as a whole.</p> <p>The key findings of PATS indicate that the capacity of the underground stations (Paddington and Edgware Road) is unlikely to be adequate for the anticipated increase in passenger traffic.</p> <p>PATS IV took into account the completed developments and those likely to come forward before 2015. Many of the issues that arose from the PATS III study are still the same and these are:</p> <ul style="list-style-type: none"> <li>• Increase station capacity for the Bakerloo line at Paddington and Edgware Road and the Hammersmith and City Line at Paddington;</li> <li>• Develop improved bus links to the north-east and south-west, and to open up local access to the north-west. Subsequently, TfL have extended route 46 across the Paddington Bridge to promote a new link to Paddington Station, as well as route 15 from Eastbourne Terrace to North Wharf Road, with both schemes funded by PATS.</li> </ul>
<b>Status</b>	PATS IV has been adopted for S106 and planning purposes, and its future will be reviewed alongside the review of S106 and introduction of CIL.
<b>Further</b>	Copies of PATS are available from Don Murchie on 020

<b>information</b>	7641 2517 or <a href="mailto:dmurchie@westminster.gov.uk">dmurchie@westminster.gov.uk</a>
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**4 Brunel Bridge (see B on map)  
Stone Wharf Gardens**

**(TP24229)**

<b>Background</b>	The programme for the demolition of Bishops Bridge was amended when English Heritage discovered that part of the structure of Bishops Bridge was designed by Isambard Kingdom Brunel. English Heritage verified that designs of the bridge and recorded tests on beams in Brunel's notebooks linked the records to the cast iron structure. The historic part of the bridge has been carefully dismantled and stored by English Heritage. Stone Wharf has been identified for the re-erection of the bridge in Paddington, and replacement abutment will contain a café and visitor facilities with park improvements.
<b>Details of scheme</b>	The planning application to re-erect the bridge with new facilities in the abutments was approved by the Planning and City Development Committee on 12 <sup>th</sup> April 2007. Those on the eastern canal bank will provide new facilities for Stone Wharf Gardens as an open space and as a visitor mooring quay. Funding towards the re-erection of the bridge and the improvements of a historic boundary marker will be pursued by specialist fundraising consultants working for the Waterways Trust and supported by the City Council and British Waterways or through the PATEMS fund if sufficient fund is available. English Heritage will continue to monitor and assist in the development of the project. The 2007 permission has now lapsed.
<b>Status</b>	Further discussions with Canal & Rivers Trust, English Heritage and basin developers required to secure funding for both project development and re-erection at Stone Wharf Gardens together with the refurbishment and enhancement of that open space, and the alignment of the canal edge.
<b>Further information</b>	Chris Mason, Westminster City Council on 020 7641 2286 or <a href="mailto:cmason@westminster.gov.uk">cmason@westminster.gov.uk</a>

**5 Paddington Station – Paddington Integration Project (PIP)  
(see C on map)**

<p><b>Background</b></p>	<p>In order to construct Crossrail it was necessary to permanently move taxis from Departures Road prior to starting the main works. The taxis are now located on a new permanent taxi rank on the former Red Star Deck, next to the canal, above platform 12 of Paddington Station. This facility provides a dedicated means of taxi access from the existing station to the road network via Bishop's Bridge Road.</p> <p>Work to upgrade the Hammersmith and City London underground station at Paddington is underway. The improvements, undertaken in partnership with Crossrail and London Underground, include a new station entrance on the canal towpath, concourse and ticket hall and new staircases with step free access to the platforms. The improvements will ease congestion and make interchange at Paddington considerably easier.</p>
<p><b>Relevant Planning Brief</b></p>	<p>Paddington Station and Environs planning brief adopted September 2009 and related Network Rail Conservation Management Plan</p>
<p><b>Details of scheme</b></p>	<p>The project provides the following :</p> <ul style="list-style-type: none"> <li>• A new H&amp;C station, ticket hall to meet LTTP standards.</li> <li>• Provision of LTVA ramp down from Bishops Bridge Road to Red Star Deck.</li> <li>• Access to and from canal towpath to LUL &amp; NR station Provision for Hammersons Oversight Development.</li> <li>• Provision for further NR works to the main line station at a later date.</li> <li>• Increased use of Hammersmith and City Lines as part of the organisation of the Circle Line and associated services.</li> </ul> <p>All of this in the context of 2026 passenger flows and to be further informed by LEGION modelling carried out by the rail promoters inside the station and coordinated by the City Council outside it through the Paddington Station Public Realm Study.</p>
<p><b>Status</b></p>	<ul style="list-style-type: none"> <li>• The deck opened in Feb 2012 and is now used as the main taxi drop off and pick up facility for the station</li> <li>• The Hammersmith and City line upgrade is underway and completes in 2014</li> </ul>

<b>Further information</b>	Contact Tim Butcher, Westminster City Council on 020 7641 5972 or <a href="mailto:tbutcher01@westminster.gov.uk">tbutcher01@westminster.gov.uk</a>
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## 6 Crossrail

<b>Background</b>	<p>Crossrail Line 1 is a major new rail link that has developed to serve London and the Southeast of England. Crossrail will deliver a high frequency, high capacity service to 37 stations linking Maidenhead and Heathrow in the west, to Shenfield and Abbey Wood in the east, via 21 km of new twin-bore tunnels under central London.</p> <p>Crossrail will make travelling in the region easier and quicker and will reduce crowding on London's transport network. Crossrail will provide a 10% increase to rail capacity in the capital and carry around 200 million passengers each year.</p> <p>Crossrail will also support the development of a network of strategic interchanges, which will also facilitate the improvement of London's international links, including Heathrow.</p>
<b>Relevant Planning Brief</b>	<ul style="list-style-type: none"> <li>• Paddington Station and Environs planning brief adopted September 2009 (currently under review)</li> <li>• Paddington New Yard planning brief adopted September 2009</li> </ul>
<b>Details of the scheme</b>	<p>The Crossrail Act which received Royal Assent on 22<sup>nd</sup> July 2008 provides power for the construction and operation of the railway.</p> <p>In Westminster, Crossrail provides three new stations at Paddington, Bond Street and Tottenham Court Road. Worksites have been established for each of these stations and at the portal at Royal Oak, and construction of the stations commenced in late 2011.</p> <p>In addition to delivering new stations, Crossrail provides the opportunity to regenerate the surrounding areas and enhance the surface environment around the new stations, including integration of over-site development (office, retail and residential development), improved station approaches and way-finding, new pedestrian spaces and public piazzas.</p>



<p><b>Status</b></p>	<p>Construction has advanced at Paddington, Bond Street and Tottenham Court Road stations, including a new Tottenham Court Road ticket hall box at Dean Street completed and commencement of works for Bond Street western ticket hall at Davies Street. A new taxi rank has opened next to the Hammersmith &amp; City line Underground station (amongst other works), to facilitate the construction of the new station at Paddington.</p> <p>The western tunnelling machines have now crossed out of Westminster and the tunnelling programme is up-to 50% completed.</p> <p>Crossrail will begin operating from Paddington in 2018, with 24 trains running per hour, carrying 1500 passengers per train.</p>
<p><b>Further information</b></p>	<p>Visit the website <a href="http://www.crossrail.co.uk">www.crossrail.co.uk</a></p> <p>or contact the Crossrail helpdesk on tel 0345 602 3813 or by email to <a href="mailto:helpdesk@crossrail.co.uk">helpdesk@crossrail.co.uk</a>.</p> <p>Alternatively please call Jas Mahill at Westminster Council on 020 7641 4090 Or: <a href="mailto:jmahil@westminster.gov.uk">jmahil@westminster.gov.uk</a></p>

## ENVIRONMENTAL ISSUES

### 1 Public Realm

<p><b>Context</b></p>	<p>The Paddington public realm comprises the streets and outdoor spaces in and around Paddington station and Basin to which the public has access. The City Council works in partnership with Paddington Waterside Partnership and through its UDP policies attempts to develop a living city, which supports businesses, residents and visitors.</p> <p>In setting a collective framework for the design and management of the external environment, separate developments should be considered not only individually, but also for their value and contribution to the wider Paddington Waterside area and for new public spaces to create or facilitate beyond the development area. As developments proceed, external spaces created will become additions to the public realm. Without consistency and continuity these spaces will at best produce a number of disjointed individual areas. A co-ordinated, well-designed public realm will confer wider benefits, which all developments and their users can share.</p>
<p><b>Relevant documents</b></p>	<p>The PSPA Public Realm Strategy_Supplementary Planning Guidance was produced in 2003.</p> <p>The Westminster Way was adopted in September 2011.</p> <p>They needs to be read in conjunction with the S106 SPG adopted in Jan 2008.</p>
<p><b>Future plans</b></p>	<p>Further public realm improvement schemes are being considered/ negotiated through S106 agreements. The City Council's initiative, Civic Streets, has been implemented at Praed Street (further details below).</p> <p>A Public Realm Study for the Stations immediate environs has been delivered as a draft report in 2013, with its primary purpose to ensure pedestrians are adequately catered for.</p>
<p><b>Further information</b></p>	<p>Tim Butcher, Westminster City Council on 020 7641 5972 or <a href="mailto:tbutcher01@westminster.gov.uk">tbutcher01@westminster.gov.uk</a> for general public realm issues.</p>

## 2 Praed Street Civic Streets Scheme (see D on map)

<p><b>Background</b></p>	<p>The area bounded by Praed Street, Sussex Gardens Paddington Station and Edgware Road has extremely high pedestrian footfall generated by Paddington Station, St Mary's Hospital, Edgware Road, the area's hotels and the local retail and restaurant centre. It is an entry point to London for many tourists arriving from Heathrow on the Heathrow Express and has key bus routes passing through that give visitors a first impression of London.</p> <p>Narrow and cluttered footways predominate the area and do not meet the demands placed on them, or provide a safe and pedestrian friendly environment that is easy to navigate around. Bus waiting areas are cluttered and are not appropriate for the numbers of passengers; cycle parking is insufficient.</p> <p>Significant disruption is expected in the area over the coming years from the proposed Crossrail development and London Underground platform extensions. In addition there are proposed developments at the post office site (which could provide on-street escalator access to Paddington Station), St Mary Hospital and in the Paddington Basin.</p>
<p><b>Details of scheme</b></p>	<p>The Praed Street Civic Streets scheme was completed in spring 2009 and has delivered the first phase of public realm improvements along Praed Street. It sets the standard for the rest of Praed Street which can be improved following major developments in the area, subject to further funding.</p> <p>New energy efficient variable lighting has been installed from Edgware Road to London Street, extended to Spring Street subject to unused contingency. The new lights will be run at 75% power and increased if road safety or security issues change.</p> <p>New public paving and private forecourt resurfacing has been concentrated on the south side of Praed Street, on the main shopping stretch between London Street and Sale Place. Paving will be extended to Edgware Road subject to funding.</p> <p>Narrow 150mm kerbstones have been replaced with standard 300mm. These have been laid so as to widen the southern footway by 300mm, which is possible without</p>

	<p>affecting traffic and parking.</p> <p>The design for the remainder of the shopping district will be influenced by the public realm study supporting Paddington Station and Environs Planning Brief adopted in September 2009. This could include removal of guardrailing and widening of London Street and Spring Streets.</p>
<b>Status</b>	Surfacing work completed spring 2009.
<b>Further information</b>	<p>Visit <a href="http://www.westminster.gov.uk/civicstreets/">www.westminster.gov.uk/civicstreets/</a></p> <p>Or contact Martin Whittles, Westminster City Council on 020 7641 3040 or <a href="mailto:mwhittles@westminster.gov.uk">mwhittles@westminster.gov.uk</a></p>

### 3 Canal improvements and bridges (see E and F on map)

<b>Context</b>	<p>An early stage of development works in the PSPA was to improve the canal and make it more useable for pleasure boats and accessible to the public, part of this process was repairing and restoring the walls of the canal and basin and creating new walkways and bridges. Apart from two short sections it is now possible to access most of the basin and canal edge.</p> <p>The improvements are largely be funded by the developers, see list of improvements below:</p> <ul style="list-style-type: none"> <li>• Monsoon are committed to and have laid the foundations to construct a bridge across the canal opposite their site under the terms of their legal agreement. This may now become the site of the re-erected Brunel Bridge and the expenditure has been halted with a view to it being converted to a contribution to the Brunel Bridge Project.</li> <li>• A cable stayed bridge now connects Paddington Central with the Harrow Road.</li> <li>• The pedestrian access from the Goods Yard parallel to the canal into Paddington Central has been improved.</li> <li>• European Land and Properties Limited have built a bridge which forms part of the Medium Term Access improvements to Paddington Station creating a direct link from North Wharf Road to Paddington Station.</li> <li>• Improvements have been implemented to St Mary's Hospital Bridge, funded by European Land and</li> </ul>
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	<p>Properties Limited but when the hospital ambulance deck is redeveloped, the deck may need to be widened or the bridge replaced to land at ground level in South Wharf Road.</p> <ul style="list-style-type: none"> <li>• At the east end of the Basin a retractable bridge has been built, designed by Marcus Talyor. It is to be moved and replaced with a new bridge and Harbour Masters Building.</li> <li>• A bridge that curls up designed by Thomas Heatherwick has been provided across the dock between buildings known as Waterside 1 &amp; 2</li> <li>• Porteus Road subway has subsequently been upgraded</li> </ul>
<b>Relevant documents</b>	British Waterways Water Area Management Plan
<b>Future plans</b>	<ul style="list-style-type: none"> <li>• The water management plan will need revision in the light of planning permissions given, and this will be incorporated in the next edition of the Public Realm Strategy in 2008/9.</li> <li>• Restoration of Brunel Bridge please see pg 21.</li> <li>• Redevelopment opportunities of South side of the basin is linked to the future of St Mary's hospital (see pg 5 and 6)</li> </ul>
<b>Further information</b>	Chris Mason, Westminster City Council on 020 7641 2286 or <a href="mailto:cmason@westminster.gov.uk">cmason@westminster.gov.uk</a>

#### 4 Code of Construction Practice/ Environmental Inspectorate

<b>Purpose</b>	This was established for the PSPA to define environmental standards and outline procedures pertaining to construction works for proposed major developments. It covers the environmental and 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 site.
<b>Details</b>	It is intended to clarify for the developers and their contractors, the legal responsibilities and requirements of the Code of Construction Practice, as well as providing assurances to residents and others about the standards, which are expected during construction. It aims to mitigate any nuisance to the public, and to safeguard the

	<p>environment of Paddington and North Westminster.</p> <p>The latest version is April 2008.</p>
<b>Further Information</b>	<p>John Kennedy, Westminster City Council on 020 7641 3801 or <a href="mailto:jkennedy@westminster.gov.uk">jkennedy@westminster.gov.uk</a></p> <p>A downloadable version is available from: <a href="http://www.westminster.gov.uk/environment/planning/majorprojects/code_of_construction_practice.cfm">http://www.westminster.gov.uk/environment/planning/majorprojects/code_of_construction_practice.cfm</a></p>

## REGENERATION ISSUES

### 1 Paddington Business Improvement District (BID)

<p><b>Background</b></p>	<p>In February 2005 local businesses voted to establish Paddington BID, with an 87% majority. The BID went live in April 2005 for an initial four year term. In November 2008 PBID was renewed for a further four year term to 31 March 2013 with an 83% majority. To date the BID has raised over £4 million in BID levy to spend in Paddington. In July 2010, PBID became the first BID in the UK to undertake an Alteration Ballot to change its income-raising rules mid-term. This was to provide the Board with the ability to set discounts, reducing the amount of levy collectable in any particular year. This ballot achieved an overwhelming majority of 97%.</p> <p>In October 2012 the BID was renewed for a third term with an 83% majority and 51% turnout.</p> <p>The BID is funded through a levy on all businesses with a rateable value of more than £15,000, making up a combined rateable value of over £44.3 million. The existing levy percentages of 1.5% for hotels, 0.8% for Imperial College Healthcare NHS Trust and 2% for all other businesses are retained but, in a change from the first two terms, will not be index-linked through the term. There is a cap on the levy of £22,500.</p> <p>Paddington BID collects over £650,000 levy income per year. The levy is collected by the City Council but passed directly to the BID to spend in Paddington.</p>
<p><b>Details of the Scheme</b></p>	<p>The BID covers 34 streets and includes 368 businesses.</p> <p>The BID is administered by a company specifically set up for this purpose, the Paddington BID Company, which is managed by a Board of Directors representing different business sectors in the BID area, run by and for local businesses.</p> <p>Paddington BID is delivered by Paddington Waterside Partnership (PWP) Ltd, under contract with the BID Company. PWP was launched in 1998 to oversee the creation of Paddington Waterside and ensure that the benefits of regeneration to the local area are maximised.</p>
<p><b>What the BID does</b></p>	<p>Paddington BID only provides services that those</p>

businesses want and that are set out in the BID's Renewal Proposals. The BID will deliver projects and services under its five themes of a more attractive, safer, greener, better marketed and represented Paddington.

Key projects over the last BID term include:

**A Greener Paddington**

- Offered a co-mingled commercial recycling scheme, providing a free three times weekly service to businesses, with over 200 businesses participating in the scheme and catered for the larger BID business recycling and general waste requirements with bespoke recycling and collection management plans. 1,400,000kg's of recycling has been collected, the equivalent of saving over 18,000 trees;
- Successfully trialled a glass recycling scheme for pubs, restaurants and cafes and offered businesses free collection of waste electrical and electronic equipment and furniture, and continued to promote free battery recycling in partnership with the European Recycling Platform and First Mile.

**A More Attractive Paddington**

- Installed 14 Legible London pedestrian way-finding 'liths to help tourists and visitors navigate the area;
- Worked in partnership with Westminster City Council to re-position the park keeper's hut, re-pave the entrance way to Norfolk Square Gardens and re-plant. The BID contributed £17,000;
- Contributed £125,000 to the £320,000 project cost of the London Street pavement widening and lighting scheme working in partnership with WCC.

**A Safer Paddington**

- Continued to police incidents of crime and anti-social behaviour through the Police Community Safety Team with over 60,000 hours of BID police team activity in the last term and 20,000 business visits;
- Supported the Metropolitan Police in accumulating evidence to obtain 30 Anti-Social Behaviour Orders for individuals who have persistently harassed



	<p>visitors, tourists and workers;</p> <ul style="list-style-type: none"> <li>▪ Maintained the shortwave radio scheme, enabling direct radio communication between 17 key located businesses, Westminster City Council's CCTV Operations Centre and the BID's Police Community Safety.</li> </ul> <p>A Better Marketed Paddington</p> <ul style="list-style-type: none"> <li>▪ Developed a tailored Legible London map to sit alongside the Inpaddington Guide;</li> <li>▪ Expanded the festive lighting scheme from Praed Street into Craven Road and London Street;</li> <li>▪ Offered a series of free guided walks attended by over 7,000 people since the programme began.</li> </ul> <p>A Represented Paddington</p> <ul style="list-style-type: none"> <li>▪ Published a series of 'Your Guide to Paddington in 2012' newsletters on the countdown milestones informing businesses of the key details of the Olympic and Paralympic Games and daily travel and information alerts during the Games period;</li> <li>▪ Provided dedicated support to individual local businesses on issues of concern such as high speed broadband, small business rate relief, criminal damage to property, corporate community involvement, basement flooding and planning applications;</li> <li>▪ Held BID Crossrail Business Liaison Panel meetings to discuss plans for the Paddington area, representing business interests with Crossrail and working to minimise impact.</li> </ul> <p>The next BID term will deliver:</p> <p>A More Attractive Paddington</p> <ul style="list-style-type: none"> <li>▪ Paddington Parks; the BID plans to formalise a management board alongside Westminster City Council and related parties to support the future of Norfolk Square, Talbot Square and Sussex Gardens, reviewing and improving facilities, renewing planting and seeking additional investment to ensure the</li> </ul>
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	<p>gardens continue to be enjoyed by all who visit Paddington.</p> <p><b>A Safer Paddington</b></p> <ul style="list-style-type: none"> <li>▪ Community Safety Team; the BID plans to continue to fund a Community Safety Team of one police officer and two PCSOs who are dedicated to the BID's 34 streets. This team has made a significant contribution to the marked reduction in anti-social behaviour in the area over the last eight years.</li> <li>▪ CCTV; we will continue to fund the 24/7 monitoring and maintenance of the CCTV system we installed in 2007. Frequent Police requests for downloads of footage for evidential purposes have demonstrated the system's value to the area.</li> </ul> <p><b>A 'Greener' Paddington</b></p> <ul style="list-style-type: none"> <li>▪ Commercial Recycling and Waste Reduction Scheme; the BID began its commercial recycling scheme in January 2007, collecting mixed paper and card from businesses in the BID area. Expanded and improved year on year the scheme now collects paper, plastics, aluminium, glass, food, batteries, toner cartridges and furniture from the majority of Paddington businesses. The BID will continue to offer this scheme and explore general waste collections;</li> <li>▪ Smart travel planning; we will set ambitious targets to increase walking and cycling journeys both as part of the daily commute and during the day by working to add cycle lanes, increase cycle parking, offering local employees bike servicing and training and by promoting travel planning to member businesses;</li> <li>▪ Green Tourism; we will aim to offer a free service to help businesses improve their environmental performance and practice, save money, and market themselves within a local green tourism banner.</li> </ul> <p><b>A Better Marketed Paddington</b></p> <ul style="list-style-type: none"> <li>▪ Changing Paddington's Image; the BID will use a variety of marketing and promotional tools such as</li> </ul>
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	<p>advertising and international travel journalism to boost Paddington's image as a place to stay, visit and do business;</p> <ul style="list-style-type: none"> <li>▪ Information kiosk or Tourist information hub; we will explore the creation of a tourist information service in the area close to Paddington Station, to help tourists and visitors maximise their stay in the area, with the aim of creating a respected hospitality quarter.</li> </ul> <p>A Represented Paddington</p> <ul style="list-style-type: none"> <li>▪ Voice for businesses; the BID will continue to represent businesses both locally and nationally on issues of common concern such as parking and traffic, crime, vice and community safety issues, planning and licensing concerns as well as environmental issues. BID Members can continue to meet and consult directly with Crossrail at the regular and on-going meetings of the PBID Crossrail Business Liaison Panel;</li> <li>▪ Joint procurement; we will offer discounted courses for member businesses' staff, for example First Aid, Fire Marshals, Fire Safety, and Health &amp; Safety.</li> </ul>
<b>Status</b>	Paddington BID's third term of five years runs from 1 April 2013 until 31 March 2018.
<b>Further Information</b>	Office mainline 020 3145 1212/1213 Website <a href="http://www.paddingtonbid.co.uk">www.paddingtonbid.co.uk</a> Email <a href="mailto:pbid@inpaddington.com">pbid@inpaddington.com</a>

## 2 S106 - Social & Community Fund Account

<b>Purpose of the fund</b>	The aim is to lessen the impact (or enhance the benefits) of new developments in the area and to help integrate the developments into the local community.
<b>Who pays for this?</b>	The owners and developers of the major development sites in the PSPA and its vicinity make financial contributions into this account, set up by the City Council. This is carried out through legal agreements.
<b>First round</b>	The City Council invited organisations to bid for the money in September 2001. 84 initial applications were received, totalling £8.2m. The applications were assessed and 18 projects were agreed to a value of £884,000.
<b>Second Round</b>	<ul style="list-style-type: none"> <li>• A second bidding round of the S&amp;CFA was held for expenditure during the financial year 2003/4. 66 applications were received and 16 projects funded to a value of £970,000.</li> <li>• A Community Chest was also set up for applications up to the value of £6,000, administered by Voluntary Action Westminster and Paddington Development Trust. 72 bids were received and 58 are being funded to a value of £325,000.</li> </ul>
<b>Further rounds</b>	Will be arranged when sufficient funds are available. CIL is likely to fund this infrastructure in the future.
<b>Further information</b>	David Apps, Westminster City Council on 020 7641 1949 or <a href="mailto:dapps@westminster.gov.uk">dapps@westminster.gov.uk</a>

## 3 Paddington Waterside Partnership

<b>Purpose</b>	<p>Established initially by developers, land-owners and transport interests to bring about the creation of Paddington Waterside, the Partnership works alongside a range of local agencies to guarantee a co-ordinated development framework and to ensure that this new location fits socially, economically and physically with its surroundings.</p> <p>Since the first residents and occupiers moved into Paddington Waterside in 2003 practical initiatives have been delivered to enable new companies, employees and</p>
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	<p>residents to better relate to their wider setting and to assist neighbouring and surrounding communities to access all that Paddington Waterside has to offer. A 'toolkit' sharing the lessons learned from these initiatives was launched in October 2006.</p>
<p><b>Details</b></p>	<ul style="list-style-type: none"> <li>• One of the most successful initiatives has been the programme of walks that are available to both companies and residents. The walks showcase both the developments and the wider area. Walks take place weekly from April to October and are free.</li> <li>• <b>Paddington First</b> operated from 1999 to 2011 to ensure that the jobs created as a result of the regeneration of Paddington Waterside are accessible to local people. Since its inception in 1999 5,740 local people accessed jobs through Paddington First.</li> <li>• <b>Time for Paddington</b> - Time for Paddington assists companies at Paddington with the development and delivery of their local corporate community involvement programmes. Time for Paddington also delivers an innovative employee volunteering initiative which acts as a broker between potential volunteers at Paddington Waterside and volunteer-involving organisations in the local community, helping volunteers find what they are looking for and assisting the local voluntary and community sector to work in partnership with the private sector. The programme offers an online volunteer 'search, register and placement' facility for both local employees and residents, facilitating and matching individual volunteers and teams of volunteers.</li> <li>• <b>Education activities</b> – the partnership builds links between business at Paddington Waterside and local schools and Academies, providing vocational advice to schools and workshops and visits encouraging local pupils to learn more about the different aspects and activities of the development including construction, design and financial literacy.</li> </ul>
<p><b>Further information</b></p>	<p><b>Walks</b>  The current walks programme can be found by clicking on <a href="http://www.inpaddington.com">www.inpaddington.com</a>. also email <a href="mailto:walks@inpaddington.com">walks@inpaddington.com</a> or call 020 3145 1209.</p>

	<p><b>Time for Paddington</b> To register to become a volunteer or for further information, please visit <a href="http://www.inpaddington.com/volunteer">www.inpaddington.com/volunteer</a></p>
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## **ADDITIONAL CONTACTS**

- Further information, including details on Section 106 agreements and floorspace tables can be obtained by contacting City Planning, Built Environment Westminster City Hall, 64 Victoria Street, London, SW1E 6QP or telephone 020 7641 2888.
- Paddington Waterside Partnership (PWP), an organisation founded by landowners, developers and transport interests in the PSPA will have more site specific information. Telephone Kay Buxton on 020 3145 1200 or visit [www.inpaddington.com/developments](http://www.inpaddington.com/developments). PWP and Paddington BIDs office is located at Bridge House, 63-65 North Wharf Road, London W2 1LA.

## SCHEDULE OF PLANNING BRIEFS IN THE POA AREA

<b>Site</b>	<b>Officer</b>	<b>Status</b>
Dudley House and 149-157 Harrow Road, adjacent highway / open space, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> <li>• Adopted in October 2009</li> </ul>
North Westminster Community School site, North Wharf Road, W2	Tim Butcher (020 7641 5972)	<ul style="list-style-type: none"> <li>• Adopted March 2010</li> </ul>
Paddington New Yard, W2	Jas Mahil (020 7641 4090)	<ul style="list-style-type: none"> <li>• Adopted in September 2009.</li> </ul>
Paddington Station and Environs, W2 (including Post Office site)	Tim Butcher (020 7641 5972)	<ul style="list-style-type: none"> <li>• Adopted in September 2009.</li> </ul>
Westbourne Green, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> <li>• Adopted February 2004</li> </ul>
St Mary's Hospital, W2	Rachael Ferry-Jones (020 7641 2418)	<ul style="list-style-type: none"> <li>• Draft published December 2004 (now out of date)</li> </ul>