



## CROSSRAIL INFORMATION PAPER

### G4 – TOTTENHAM COURT ROAD – 94 DEAN STREET

This paper sets out the proposals at Tottenham Court Road in respect of the southern block of buildings located between Fareham Street and Diadem Court. This block falls within Soho Conservation Area and contains eight unlisted buildings and one Grade II listed building – 94 Dean Street.

It will be of particular relevance to those in the vicinity of the proposed Crossrail works at Tottenham Court Road.

This is not intended to replace or alter the text of the paper itself and it is important that you read the paper in order to have a full understanding of the subject. If you have any queries about this paper, please contact either your regular Petition Negotiator at CLRL or the Crossrail helpdesk, who will be able to direct your query to the relevant person at CLRL. The helpdesk can be reached at:

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**APPROVED**

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## **1. Introduction**

- 1.1 The Crossrail proposals for the western ticket hall and the associated emergency escape and ventilation shaft at Tottenham Court Road requires the demolition of two blocks of buildings to the south of Oxford Street, between Great Chapel Street to the west and Dean Street to the east. This site lies between Oxford Street and the smaller scale and more intricate townscape of Soho. It is a townscape of high quality with a high sensitivity to change.
- 1.2 This Information Paper deals with the southern block of buildings, located between Fareham Street and Diadem Court. This block falls within Soho Conservation Area and contains eight unlisted buildings and one Grade II listed building – 94 Dean Street.

## **2. Description**

- 2.1 Dean Street was developed between 1677 and 1697 and was extensively rebuilt in 1734. The southern block of buildings dates from the early 18th Century period of rebuilding. This block comprises, in addition to the listed 94 Dean Street, eight other buildings. Of these eight, five make a positive contribution to the conservation area. These are the 1880s residential building at 9 Great Chapel Street, the 1880s warehouse/office building at 2/3 Fareham Street and the early 18th Century terraced house at 95 Dean Street which, together with the 1880 terraced house at 93 Dean Street and the 1899 public house at 96 Dean Street, form a coherent element in a block of buildings of a similar date, height, mass and scale.
- 2.2 Terraced houses at 3 and 9 Diadem Court make a neutral contribution to the Conservation Area, whilst 10-12 Great Chapel Street is an unsympathetic 1960's office building and makes a negative contribution.
- 2.3 The Grade II listed 94 Dean Street is an early 18th Century narrow brick terraced house measuring two windows wide and four storeys high, over a basement. It appears to have been re-fronted in the mid-19th Century. The list description for the property refers to original features including a 'closed string staircase with turned balusters, remains of panelling and box cornices, 1st floor etc'. A site visit undertaken in May 2005, together with the representatives from English Heritage and from the City of Westminster found that the staircase was still present. However, there was only very limited panelling and no evidence of box cornices. It is possible that some features have been removed from the building since the time of its listing in 1978.

## **3. Engineering and Infrastructure Requirements**

- 3.1 The block of properties bounded by Fareham Street, Dean Street, Great Chapel Street and Diadem Court is required for the construction of the ventilation and emergency escape shaft for the western ticket hall. The escalator from the ticket hall to the platforms also passes in close proximity underneath the site.

- 3.2 The current design has been selected for reasons of construction safety, construction programme and to provide the optimum layout of escalators in relation to platforms and tunnels (thus contributing to the operational efficiency of the station). The presence of the construction shaft in close proximity to the Dean Street properties, together with the escalator shaft running underneath means that it is not possible to retain these properties.
- 3.3 Four options were considered for the location of the western ticket hall. The site at Dean Street was selected because it would affect the least number of listed buildings. The analysis of each of the four sites is set out in the Crossrail Environmental Statement (Main ES, Volume 2, page 177, paragraph 8.7.183 onwards<sup>1</sup>).
- 3.4 An earlier design for Tottenham Court Road station, developed in 1996 did not require the demolition of the properties in 3-9 Diadem Court and 93-96 Dean Street. With this design, the works were undertaken in a site created by the demolition of the properties on Great Chapel Street and Fareham Street. This design severely confined the western emergency escape and the ventilation requirements and produced a non compliant firefighting core, provided limited space for fans inside the shaft and required a complex arrangement of ventilation tunnels and risers. The proposed caisson construction method gave rise to safety concerns and it is unlikely that it would meet current safety standards. The remaining properties on Dean Street and Diadem Court were also likely to have required extensive settlement protection measures.
- 3.5 Consideration was given to the retention of the front part of the listed 94 Dean Street, along with 93 Dean Street and 9 Diadem Court. However, it was concluded that the scale of the works for constructing the circular shaft and the station escalators would place these buildings at risk and add an unacceptable level of complexity to the works.

#### **4. Planning Policy**

- 4.1 The criteria for assessing proposals to demolish listed buildings are outlined in PPG15 (3.5, I-IV and 3.19). The assessment of proposals for the demolition of unlisted buildings in conservation areas follows the same criteria as applied to listed buildings. In addition, planning decisions must “give a high priority to the objective of preserving or enhancing the character or appearance of a conservation area. If any proposed development would conflict with that objective, there will be a strong presumption against the grant of planning permission” (PPG15, 4.19).

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<sup>1</sup> The term 'Environmental Statement' refers to the Environmental Statement deposited with the Crossrail Bill in February 2005, the four Environmental Statements accompanying the Additional Provisions, the four Supplementary Environmental Statements submitted during the passage of the Bill, and their Non-Technical Summaries and errata, which together comprise the Crossrail Environmental Statement. The term 'the Main ES' refers specifically to the Environmental Statement produced (with its Non-Technical Summary) in February 2005. See <http://billdocuments.crossrail.co.uk/>.

4.2 Current proposals have been developed recognising the criteria laid down in PPG15, especially the general criteria laid down in PPG15 paragraph 3.5i-iv. The conclusion from the options analysis is that there is no alternative but to demolish all of the buildings in the block, given the constraints arising from the station design and safety requirements.

4.3 Applying the PPG15 criteria, the principal justification for the demolition of the unlisted buildings and the listed 94 Dean Street lies in the substantial public benefits that the Crossrail project will deliver.

## **5. Proposed Mitigation and Salvage**

5.1 In mitigation of the impact on 94 Dean Street, it is proposed to record the existing structure and where possible carefully remove and store items of significant interest for future use. A site specific agreement will be made with English Heritage and the City of Westminster to set out procedures for recording and salvage, and to ensure appropriate mitigation is undertaken.

## **6. Over-Site Development (OSD)**

6.1 The Crossrail Bill only seeks powers for works which relate to the construction of the railway, and the structures necessary for the operation of the railway. At this site, the operational structures comprise the ventilation and emergency escape shaft. However, once complete, these structures do not require the full site area and hence there are opportunities for non-operational development (referred to as over-site development or OSD). OSD would provide replacement buildings for those lost, and is likely to reduce or mitigate the impacts on townscape and the Soho Conservation Areas resulting from the demolitions.

6.2 Although the Bill does not give powers for OSD, there is a very clear assumption, and indeed an overwhelming likelihood, that in these cases some form of OSD will take place at the same time as the construction of Crossrail, or very soon thereafter. It is unlikely, for the reasons set out below, that the only physical development on these sites will be the operational works authorised by the Bill.

6.3 All the stations will have to be designed with assumptions being made about the size and general dimensions of the buildings that are likely to go above them. This is necessary in order to ensure the appropriate load bearing and servicing facilities.

6.4 The Secretary of State has given an undertaking to Parliament that a planning application and accompanying Environmental Statement for the proposed OSD would be submitted as soon as reasonably practicable and in any event no later than two years after commencement of construction of the Crossrail works on the site unless the local planning authority agree to a deferral or agree that an application is not required.