Town & Country Planning (EIA) Regulations 2017
Secretary of State Screening Direction – Written Statement

Application name:	Pedestrianisation of Oxford Street West
SoS case reference:	PCU/EIASCR/X5990/3379004
Schedule and category of development:	Schedule 2 - 10(b) Urban development project 10(f) Construction of roads

Full statement of reasons as required by 5(5)(a) of the 2017 EIA Regulations including conclusions on likeliness of significant environmental effects.

The development is screened as the applicant, Transport for London (TfL) considers the proposed development falls within the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Schedule 2, namely an urban development project (paragraph 10(b) of the table) and construction of roads (paragraph 10(f)). In considering whether the proposal is likely to have significant environmental effects, the Secretary of State has undertaken this screening taking into account the criteria set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. In doing so, she has considered the main matters set out in Planning Practice Guidance ("PPG") for the consideration of urban development projects (the physical scale of such developments, potential increase in traffic, emissions and noise) and the construction of roads (estimated emissions, traffic, noise and vibration, the degree of visual intrusion and the impact on the surrounding ecology). Further, given the site-specific context, heritage issues are considered. The Screening Request was made on the 05 August 2026 and was accompanied by OSW Screening Letter, OSW Screening Report, OSW Screening Matrix, Appendix A (Plans), Appendix B (Draft CEMP), Appendix C (Cumulative Impacts), Appendix D (Traffic Impacts), Appendix E (AQ and Noise), Appendix F (Economic Impacts), Appendix G (Heritage), Appendix H (Trees), Appendix I (Pedestrian Flows), Appendix J (Equality Impacts Assessment) and Appendix K (Flood Risk). The Secretary of State requested additional information to inform her Screening Direction and the documents TfL response to MHCLG and a Safe Start to Approvals List_Rev 10 were provided on the 18 August 2026.

1 (a) – (g) regarding characteristics of development

The Proposed Development comprises a series of public realm and traffic management interventions intended to facilitate the pedestrianisation of Oxford Street West (OSW), between Orchard Street and Great Portland Street. The proposal would remove all traffic including cycles from OSW in an east west direction and associated changes to traffic circulation on surrounding streets. It would restrict deliveries to between midnight and 7am. Traffic would still cross the pedestrianised OSW in a north south direction. The proposed works are detailed in the OSW Screening Report and Appendix A submitted with the screening request. Currently traffic on OSW is restricted to buses, taxis and cycles 7am to 7pm Monday to Saturday and deliveries restricted to between 9pm and 7am (except on Sundays).

The physical works entail new raised surfacing to OSW, pedestrian crossings, changes to the public realm, bus stands, bus stops, taxi ranks and traffic restrictions. Other 'enabling' works include changes to road markings. These works facilitate changes in traffic flows to divert traffic away from OSW and onto surrounding streets.

The physical works proposed are all contained within the limits of the existing highway and enabling works are individually minor in nature. There will be some minor changes to street levels to create a level surface across the pedestrianised area. The Secretary of State considers that the resulting impact on the topography of the area is not significant. Furthermore, given the characteristics of the development, the receiving environment and the nature of the likely impacts, the Secretary of State does not consider that a significant environmental effect is likely in terms of the use of natural resources, the production of waste or the risk of major accidents and/or disasters relevant to the development concerned.

2 (a)-(c) (i) – (viii) regarding location of development

OSW is located in Central London and is part of the Transport for London Road Network (TLRN). OSW is within the Oxford Street Development Corporation (OSDC) Area. The enabling works are located within OSDC and City of Westminster Council (WCC). The site spans five Conservation Areas, Mayfair, Stratford Place, Harley Street, Portman Estate and Royal Parks. The project area includes and is adjacent to numerous Listed Buildings including the Grade II* Listed Selfridges Store and Grade II* Listed 18 Argyll Street. Whilst OSW is primarily known for its retail offering there are a number of other commercial and residential properties within the project area. Two protected vistas listed in the London View Management Framework (2012) are located close to the Site. To the east of the Site lies the Protected Vista from Primrose Hill to the Palace of Westminster, while the Protected Vista from Parliament Hill Oak Tree to the Palace of Westminster is also located nearby to the east.

The river Tyburn is a culverted river beneath OSW which forms part of the combined sewer network. There are four Sites of Importance for Nature Conservation (SINCs) close to, but outside the site area (Portman Square, Manchester Square, Mount Street Gardens and Hyde Park). The whole of the site is in the City Of Westminster Air Quality Management Area (AQMA). Oxford Street from Marble Arch to Bloomsbury is also identified as an Air Quality Focus Area (AQFA).

The location of the development is further considered below in relation to the main matters.

3(a) –(h) regarding characteristics of potential impact

The Secretary of State has considered the likely significant effects of the development on the environment in relation to the characteristics of the development and the location of the development with regard to the impact of the development on the factors specified in regulation 4(2), taking into account—

(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
(b) the nature of the impact;
(c) the transboundary nature of the impact;
(d) the intensity and complexity of the impact;
(e) the probability of the impact;
(f) the expected onset, duration, frequency, and reversibility of the impact;
(g) the cumulation of the impact with the impact of other existing and/or approved development;
(h) the possibility of effectively reducing the impact.

The Secretary of State considers the main matters below:

Noise

During construction there will be noise from the various construction activities including construction traffic. During operation the pedestrianisation of OSW will divert traffic including bus routes from

OSW to surrounding streets. A noise assessment was carried out to support the screening request and identifies that whilst most areas will benefit from quieter streets on completion, some residential properties will be more exposed to traffic noise as a result of the proposed development.
In respect of noise during construction the Secretary of State has had regard to the scale and temporary nature of the proposed work, the phased approach to the delivery of the final project and considers that construction noise is unlikely to result in significant effects. She further notes that TfL's existing and established practices would require the appointed contractors to prepare a Construction and Environmental Management Plan (CEMP) which would put further measures in place to reduce impacts from noise.

The Secretary of State recognises that the pedestrianisation of OSW would be largely beneficial in term of noise but notes that some streets would see an increase in traffic including through amended bus routes. She has considered the nature of the noise impact on sensitive receptors in the areas identified as experiencing a severe adverse impact in Appendix E. The Secretary of State has considered the further information submitted by the applicant that the significant noise effect on the identified residential properties on Margaret Street and Upper Brook Street arises from a permanent increase in traffic noise exposure across the day due to additional vehicles and buses using the roads and that it will remains low-speed traffic noise which, for any given vehicle pass-by, will remain the same. The Secretary of State considers that the identified impacts would not be significant in EIA terms having regard to the baseline condition of the affected streets which are busy central London roads with slow moving traffic. She further considers that the predicted noise levels on Margaret Street will reduce over time as London buses and other vehicles transition to electric.

Air Quality
During construction there will be emissions from construction activity such as dust and emissions from construction vehicles and machinery. During operation the diversion of traffic will alter the locations where transport emissions are concentrated**.**

The Secretary of State considers that the construction impacts of the development will not be significant in EIA terms given the scale and nature of the proposed project. She notes that construction activities will be phased and that effects are short term. She further notes that the required CEMP will reduce impacts on air quality through measures such as minimising dust and idling vehicles.

During operation the effects on air quality on OSW and surrounding streets will be largely beneficial or negligible. Some areas will experience slight or moderate adverse effects. The City of Westminster is an AQMA and Oxford Street and Regent Street are within AQFAs. The OSW Screening Report sets out that Annual mean NO2 concentrations have declined over the last few years and are forecast to continue to decrease in future years due to the ongoing fleet turnover and a shift towards zero-emission vehicles including buses and taxis. Appendix E sets out that the predicted localised adverse effects to air quality are of a small magnitude. Given the available information the Secretary of State considers that the project would not result in likely significant effects.

Heritage
The project site spans a large area including a number of Conservation Areas. It includes and is adjacent a number of listed buildings. The main element of project is the creation of a pedestrianised OSW which will involve road surfacing, street furniture and new pedestrian crossings. The final design has yet to be determined. The Secretary of State considers that changes to road surfacing and the pedestrianisation of OSW itself could have an impact on the character of Conservation Areas and the setting of Listed Buildings and Listed Street Furniture. However, given the nature and scale of the impact which is limited to works within the existing highway and the resultant impact on character

through removal of traffic from the OSW and displacement elsewhere, the Secretary of State considers that the proposals would not have a likely significant effect with regard to protected heritage assets. In coming to this view, she has had regard to the consultation response from Historic England.

Other Impacts
There are no other anticipated impacts considered likely to result in significant effects. In reaching this conclusion, the Secretary of State has had regard to the scale of the development, traffic impacts, visual impact, economic impacts, flood risk, ecology and trees. Further, the Secretary of State has had due regard to the impact on persons with protected characteristics under the Equality Act 2010.

Cumulative Impact
Each proposal should be considered on its own merits, as PPG indicates. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. PPG indicates that only existing or approved applications ought to be considered.

TfL identified 4 major development proposals with planning permission that would result in an increase of over 10,000sqm Gross External Area or comprise over 150 residential units within 1km of the site, two of which they assessed for the potential to result in cumulative effects with the Proposed Development:

- Development Site Bounded By Brook Street, Davies Street And South Molton Lane (excluding 58 Davies Street) and 10, 15-25, 27 and 42 Molton Street, London (adjacent project area to the south) – Application for Part demolition, excavation (including beneath Davies Mews), erection of new buildings and alterations to existing buildings comprising: redevelopment of 60 Brook Street; redevelopment of 48, 50, 56 and 58 Brook Street and 16 Davies Mews behind retained Brook Street facades; redevelopment behind retained and partially reconstructed facade at 52-54 Brook Street; refurbishment with alterations and addition of turret and gables at 40-46 Brook Street and 40 South Molton Lane; redevelopment behind retained Davies Mews and South Molton Lane elevations and front roof at 1-7 Davies Mews and 28-30 South Molton Lane; refurbishment and alterations at 50 Davies Street; refurbishment with alterations and partial demolition and redevelopment of upper floors at 52-54 Davies Street; redevelopment behind reconstructed and extended facade at 56 Davies Street (including the removal and reinstatement of certain building features), and Brookfield House (44-48 Davies Street and 62 and 64 Brook Street); part demolition of ground floor and refurbishment at 10 South Molton Street; refurbishment and alterations at 15-25, 27 and 42 South Molton Street; all to provide a development of up to 9 storeys including Class B1 (Business), Class A1 (Shops), Class A3 (Restaurant and Cafes), Class A4 (Drinking Establishment), composite use comprising public house and guest accommodation (sui generis), Class C3 (Dwellinghouses), Community Infrastructure and Facilities, and Class C1 (Hotel) uses, improvements to public realm and pedestrian routes, servicing, ancillary plant and storage, cycle parking and other associated works.
- 456 – 472 Oxford Street London (Marks and Spencer) (Adjacent project area to the north west) – Application for Demolition of three existing buildings on site for the construction of a ground plus 9 storey mixed use development (Use Class E) comprising retail, cafe/restaurant, office and gym uses as well as a new pedestrian arcade, public realm works and associated works.

Based on the available evidence the Secretary of State considers that the environmental topics with potential for cumulative effects with the proposed project are the noise and air quality impacts during

construction. She notes that the above listed sites are each subject to planning requirements in relation to Construction Management and therefore suitable mitigation. Given the time limited duration of the OSW construction period and the construction periods of other projects the extent to which works may coincide with these other projects will also be limited in duration. Overall, the Secretary of State considers with the certainty of mitigation afforded by a CEMP that the cumulative impacts would not be significant in EIA terms. The Secretary of State has also considered the potential for cumulative impacts with other highway or public realm projects and considers there is unlikely to be significant effects due to the ability of TfL to phase the delivery of projects for which they have responsibility. The public realm programme for Regent Street, Haymarket and Piccadilly Circus is still at consultation stage and having regard to PPG the Secretary of State considers that they are not in scope for the consideration of cumulative effects.

The Secretary of State agrees that there are other major permitted schemes in the vicinity of OSW beyond those identified by TfL. However, she has also reviewed the Mayor of London website for applications referred to the Mayor, including those referenced by WCC, and has given further consideration to cumulative impacts where relevant under the terms of PPG. As set out above, given the nature of the OSW project she considers the main issues likely to give rise to cumulative impacts are noise and air quality during construction. For the reasons given above she considers that with mitigation the cumulative impacts would not be significant in EIA terms.

The Secretary of State considers that based on the available evidence the required CEMP will adequately address construction traffic, noise and air quality issues and mitigate likely significant effects.

Overall Conclusion

The Secretary of State has had regard to the characteristics of the development, the location of the development and the types and characteristics of potential positive and negative impacts as set out above and considers that the proposal would not give rise to significant effects such that EIA is not required. This view is reached due to consideration of potential impacts on noise, air quality (also having had regard to traffic related impacts more widely) and heritage.

In reaching this view the Secretary of State has considered the information put forward by the applicant, WCC and Historic England

This direction does not affect any duties of the requestor under other legislation, including The Conservation of Habitats and Species Regulations 2017.

Is an Environmental Statement required?	No

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Date	3 September 2026