CHURCH STREET

SITES A, B AND C

ES NON-TECHNICAL SUMMARY

City of Westminster
City for All

Church Street Sites A, B and C

Environmental Statement: Non-Technical Summary

Westminster City Council

November 2021

Delivering a better world

Table of Contents

Figures

1. Introduction

1.1 Overview

1.1.1 This document is the Non-Technical Summary of the Environmental Statement that accompanies the hybrid planning application for the Church Street Sites A, B and C Estate Regeneration Scheme (hereafter referred to as 'the Proposed Scheme'). The Site Location Plan is shown on Figure 1-1.

1.1.2 The Applicant, Westminster City Council, is seeking hybrid planning permission for:

Detailed planning application for Site A, for the demolition of all buildings on Site A and erection of mixed-use buildings providing ground floor flexible commercial use floorspace (use class E), a library (use class F1), market storage (use class B8), residential units (use class C3), landscaped amenity space, car parking, motorcycle parking, cycle parking, market infrastructure and associated works.

A Phased Outline planning application (Sites B, C and the Church Street Market) (all matters reserved) for the balance of the site for:

1. *The proposed demolition of buildings and structures;*
2. *The erection of buildings and works of alteration to existing buildings for the following uses:*
   a. *Flexible Commercial Floorspace (Use Class E);*
   b. *Community Floorspace (Use Class F1 and F2);*
   c. *Public houses, wine bars, or drinking establishments Floorspace (Use Class Sui Generis);*
   d. *Market storage (use class B8), and*
   e. *Residential Floorspace (Use Class C3) and ancillary residential facilities.*
3. *Associated infrastructure;*
4. *Streets, open spaces, landscaping and public realm;*
5. *Car, motorcycle and bicycle parking spaces and delivery/servicing spaces;*
6. *New pedestrian and vehicular access;*
7. *Market infrastructure and ancillary facilities;*
8. *Utilities including electricity substations; and*
9. *Other works incidental to the proposed development.*

1.2 What is an Environmental Impact Assessment?

1.2.1 An Environmental Impact Assessment (EIA) is a process to ensure that planning application decisions are made with the knowledge of the likely significant environmental effects of a proposed development.

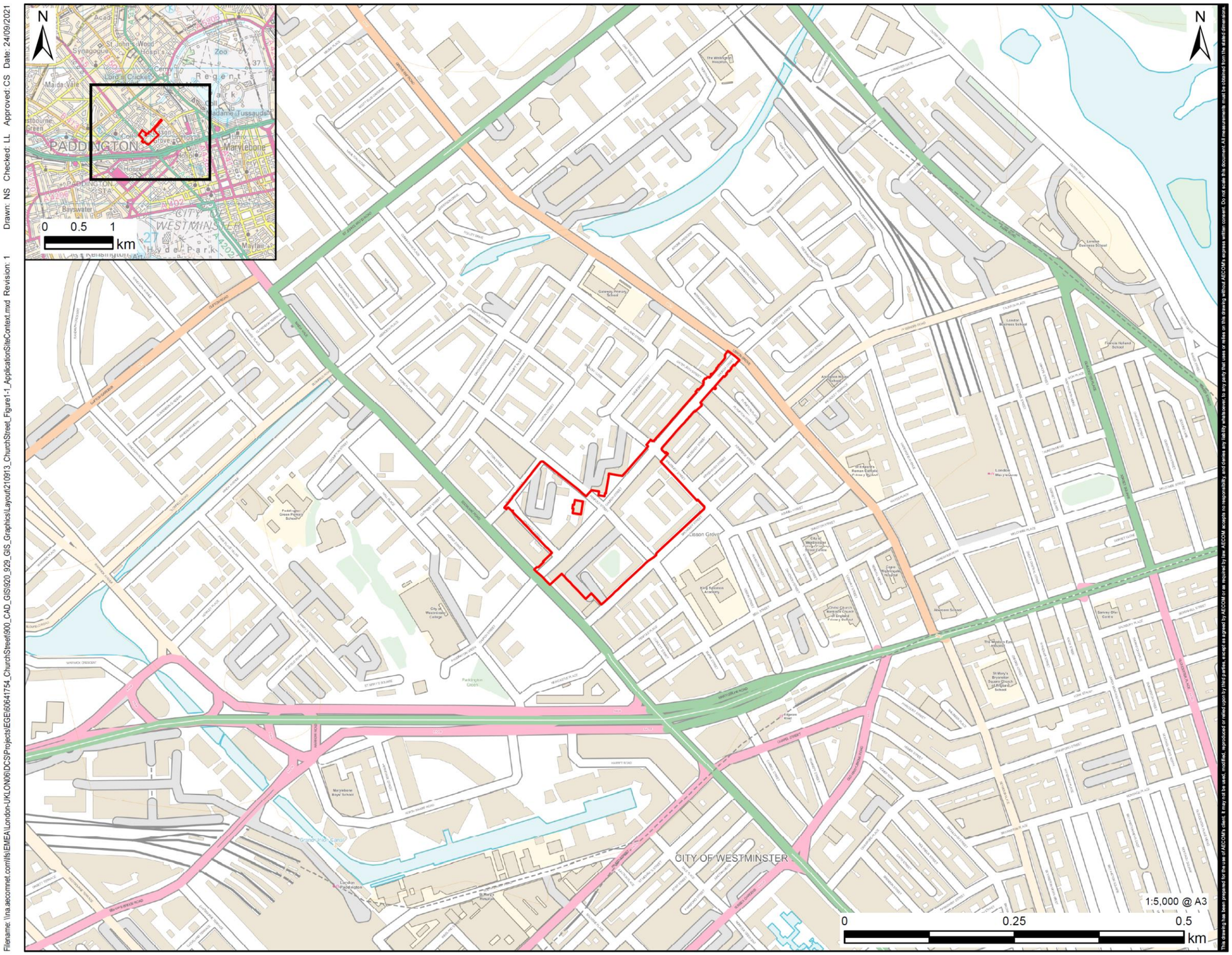
1.2.2 The written output of the EIA is the Environmental Statement which describes the likely significant environmental effects, both beneficial and adverse, which may arise from the Proposed Scheme. It identifies measures that will prevent, reduce or offset any adverse effects or enhance any beneficial effects.

1.2.3 The Environmental Statement is made up of the following:

- *Non-Technical Summary (NTS)* – This document which provides a summary of the Proposed Scheme and the findings of the Environmental Statement in non-technical language;
- *Volume I: Environmental Statement Main Document* – This presents the findings of the EIA and is divided into a number of non-technical and topic chapters;
- *Volume II: Townscape and Visual Assessment* – the assessment of the townscape and visual effects along with visualisations.
- *Volume III: Technical Appendices* – Additional reports, technical and survey data behind the assessments presented in the Volume I topic chapters.

1.2.4 This Environmental Statement is prepared in compliance with the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Figure 1-1 Application Site Location Plan



Filename: \\na.aecomnet.com\lslEMEA\London-UKLON06\DCS\Projects\EGE\60641754_ChurchStreet\900_CAD_GIS\920_929_GIS_Graphics\Layout\210913_ChurchStreet_Figure1-1_ApplicationSiteContext.mxd Revision: 1 Drawn: NS Checked: LL Approved: CS Date: 24/09/2021

AECOM

PROJECT
Church Street

CLIENT
Westminster City Council

CONSULTANT
Aldgate Tower
2 Leman Street
London, E1 8FA
United Kingdom
T +44-0207-645-2000
aecom.com

LEGEND
Red Line Boundary

NOTES
Contains Ordnance Survey Data.
© Crown copyright and database right 2021.

ISSUE PURPOSE
ENVIRONMENTAL STATEMENT

PROJECT NUMBER
60641754

SHEET TITLE
Application Site Context

SHEET NUMBER
Figure 1-1

2. Planning Policy Context

2.1.1 In accordance with Section 38(6) of The Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the development plan unless other material considerations indicate otherwise. The development plan applicable to the Proposed Scheme is as follows:

- The London Plan (2021);
- Westminster's City Plan 2019-2040 – Policies Map; and
- City Plan 2019-2040 (2021) (the Development Plan Documents).

2.1.2 The London Plan was formally adopted on 2nd March 2021 and is part of the statutory development plan for London, meaning that the policies in the London Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a 'connected system' and reflects the overall strategy for how London can develop sustainably, as set out within the London Plan.

2.1.3 The City Plan 2019 - 2040[1] was formally adopted in April 2021. It is the Local Plan for Westminster and has replaced all current policies in Westminster's City Plan (November 2016) and saved policies in the Unitary Development Plan (2007). It is therefore part of Westminster's Development Plan together with the London Plan and any made Neighbourhood Plans.

2.1.4 The key three themes of the Westminster City Plan are as follows:

- Homes and communities;
- A healthier and greener city; and
- Opportunities for growth.

2.1.5 Under the above detailed Development Plan Documents, the Application Site has the following planning designations:

- Proposed District Energy Networks: Church Street;
- District Centres: Church Street / Edgware Road;
- Archaeological Priority Areas: Watling Street;
- Housing Renewal Areas: Church Street / Edgware Road;
- Nature Deficiency Areas: Maida Vale;
- Air Quality Focus Areas: A5 Edgware Road from Avenue Hall / Marylebone / Seymour Street; and
- Partly within the Central Activities Zone ('CAZ'): Ladbrokes Betting Shop.

2.1.6 In addition to the above, there are a number of adopted guidance documents that also constitute a material consideration in the determination of the Proposed Development. The most relevant guidance documents in this instance comprises:

- The National Planning Policy Framework (2021);
- Planning Practice Guidance;
- Better Homes for Local People – The Mayor's Good Practice Guide to Estate Regeneration (2018);
- GLA Affordable Housing and Viability SPD (2017);
- GLA Housing SPD (2016);
- GLA Play & Informal Recreation SPG (2012);
- Church Street Masterplan (2017); and
- GLA Social Infrastructure SPG (2015).

2.1.7

[1] WCC (2021) The City Plan 2019 - 2040

2.1.8 The Application Site is located within the Church Street / Edgware Road Renewal Areas. Redevelopment of the Church Street / Edgware Road Housing Renewal Area over the Westminster City Plan period will deliver the following priorities:

- At least 2,000 high quality new homes, in accordance with the Church Street Masterplan;
- At least 350 new jobs and linking further employment opportunities in the Central Activities Zone (CAZ) to the local community;
- Community facilities, including a new health and well-being hub;
- New green infrastructure and public realm improvements, including a north-south green route or ‘green spine’;
- Improved mobility through infrastructure improvements to support active travel;
- Innovative and high-quality design to ensure the most efficient use of land, including tall buildings; and
- Enhancements to Church Street / Edgware Road District Centre, including improved facilities for Church Street Market.

3. Existing Site and Context

3.1.1 A Site Boundary Plan is shown in Figure 3-1. The Application Site lies centred on grid reference TQ 26935 81970 and covers a total area of approximately 4 ha.

3.1.2 The Application Site is bound by Salisbury Street to the north-east, Boscobel Street to the north-west and Penfold Street and part of Church Street to the north, Edgware Road to the south-west, Broadley Street to the south-east.

3.1.3 The Application Site is split into three for the purposes of the Proposed Scheme: Sites A, B and C running adjacent to Church Street, which are detailed below:

Site A

3.1.4 Site A includes the 4-storey residential building blocks of Blackwater House, Ingrebourne House, Lambourne House; the 3 storey townhouses of Cray House, and residential properties Nos. 356 to 382 Edgware Road. In total, 176 homes are located at Site A.

3.1.5 Retail units, market storage areas and pitches along Church Street and a single level basement car park are also within Site A. There is also a public house located on Church Street known as Lord High Admiral, as well as a bookmakers, which will both be removed as part of the Proposed Scheme. The loss of these businesses and the employment they generate within the Application Site is considered within the Section 8.6 of this NTS. In total, 14 businesses are currently operating commercial space within Site A.

3.1.6 Internal access roads provide access to the retail units on the ground floor of Blackwater House. Access to the basement parking is via a ramp off Broadley Street and Penfold Street.

Site B

3.1.7 Site B includes the 4 storey residential building blocks of Wandle House, Ravensbourne House, Lea House, Eden House and Medway House and Roding House. In total, there are 177 homes are located at Site B.

3.1.8 Also within Site B are retails units, the Church Street Library, and market pitches along its Church Street frontage and basement parking.

3.1.9 An internal access road provides access to the basement service area for retail units at Eden House and the library, and access to the basement parking is via Penfold Street and Salisbury Street.

Site C

3.1.10 Site C includes the residential building blocks of Colne House, Darent House, Derry House, Isis House, Windrush House and Mole House, along with residential properties Nos. 288 to 240 Edgware Road.

3.1.11 Site C also features a number of commercial units.

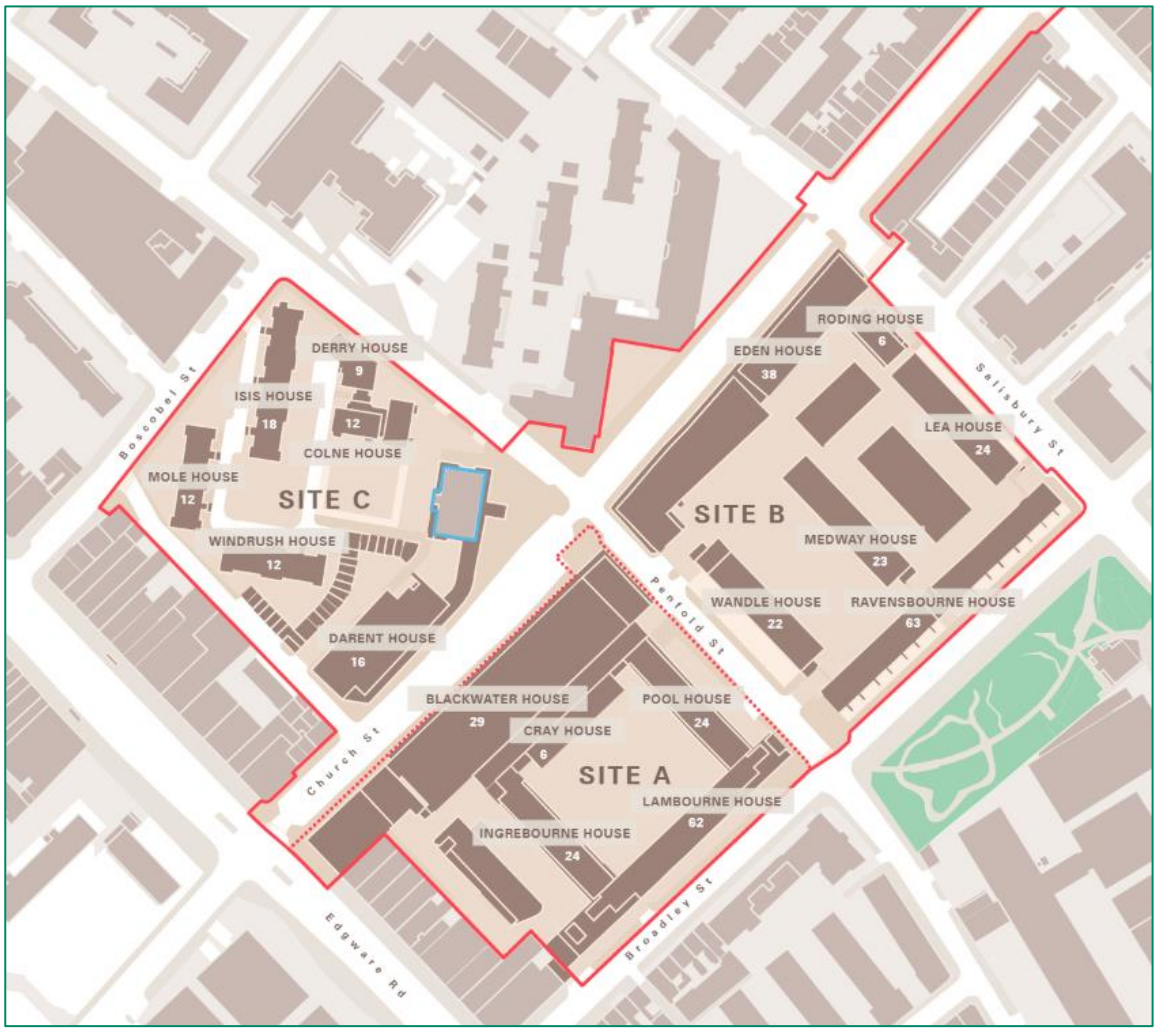
3.1.12 Located within the application boundary, but excluded from the hybrid planning application is Kennet House. A 16 storey residential block.

Church Street market infrastructure

3.1.13 Church Street market is a six day a week outdoor market comprised of stalls along Church Street. The market ranges from its southern border with Edgware Road, through the centre of the Site and up to its northern border at Lisson Grove.

3.1.14 Several retail and commercial uses are present within the Application Site including a supermarket, Church Street Library, a Pound Superstore, a pub, two chemists, an optician, a DIY store, and two takeaways. The majority of the retailers are located along Church Street. Figure 3-1 shows the existing site layout.

Figure 3-1 Existing site layout



4. Alternatives and Design Evolution

4.1.1 Alternatives analysis is a key part of the EIA process and serves to ensure that environmental considerations are built into the project design at the earliest possible stage. The following alternative scenarios are considered.

- The 'No Development'/'Do Nothing' Alternative;
- Alternative Sites; and
- Alternative Designs.

4.1.2 The City Plan 2019 - 2040[2] was formally adopted in April 2021, which allocates the Application Site for development. The Application Site is located within the Church Street / Edgware Road specifically. The need to meet objectives such as providing 2,000 new homes emphasises the importance of developing this area. Therefore, both the 'No Development' option and the consideration of alternative sites were not considered viable, as these options would not meet the objectives of the City Plan.

4.1.3 A number of alternative designs have been considered as part of the design evolution of the Proposed Scheme, as a result of the consultation process and the consideration of environmental constraints.

Consultation

4.1.4 Throughout the design process, there has been consultation with the planning department at WCC, Greater London Authority and other statutory stakeholders including local public stakeholder groups. In addition, a community engagement programme has been undertaken to inform the design process. The Statement of Community Involvement (SCI) sets out the consultation process undertaken by the Applicant, with key stakeholders and the local community, and is submitted in support of the planning application.

4.1.5 Since the Church Street Masterplan was launched in December 2017, a number of consultations have been carried out, the key themes of which are listed out below:

- Priorities (2018);
- Options (2019);
- Design update for Church Street Site A (2020);
- Delivery options/best value for Church Street Site A (2020); and
- Two-stage pre-planning process (2021).

4.1.6 In total over 30 weeks of formal consultation exercises including drop-in events, webinars and stakeholder meetings with residents, ward councillors and amenity groups in the local area took place.

4.1.7 Events were well attended by the general public, with a total of

- 2,707 pieces of feedback gathered via the Commonplace website;
- 592 completed surveys – pop up exhibition, Commonplace website, freepost and telephone;
- 80% of respondents were either positive or somewhat positive across all design principles; and
- 65 people attended webinars.

4.1.8 The consultation provided up-to-date information online and in print to residents, businesses and market stallholders, and made sure that engagement remained high during the Covid-19 lockdown restrictions by using online activity, such as Zoom meetings and webinars, to make sure that people were able take part remotely.

4.1.9 To enable the project team to respond to the main issues raised during the pre-application consultation, questions received by the project team have been answered where necessary. We received feedback from a small number of residents and stakeholders who raised issues with certain design aspects of the proposals. During the consultation process we continued to discuss the proposals with these groups and have set out design responses. A list of the most common concerns and the project team's response to these issues have been listed in the SCI. A summary of how we have responded is included below:

[2] WCC (2021) The City Plan 2019 - 2040

- Established guarantees to secure tenants and leaseholders impacted by the regeneration should they require to move home;
- Created a series of pledges to put residents and the community at the heart of the scheme (see appendix 1 of the SCI);
- Worked with residents and stakeholders to develop key priorities for the regeneration;
- Listened to feedback and incorporated it into our designs, including the location of Church Street Library, the design and layout of new homes, more public green spaces, new community facilities, and plans to improve Church Street Market; and
- Our dedicated housing and relocations team offer reassurance and guidance about what the regeneration means for each resident's property.

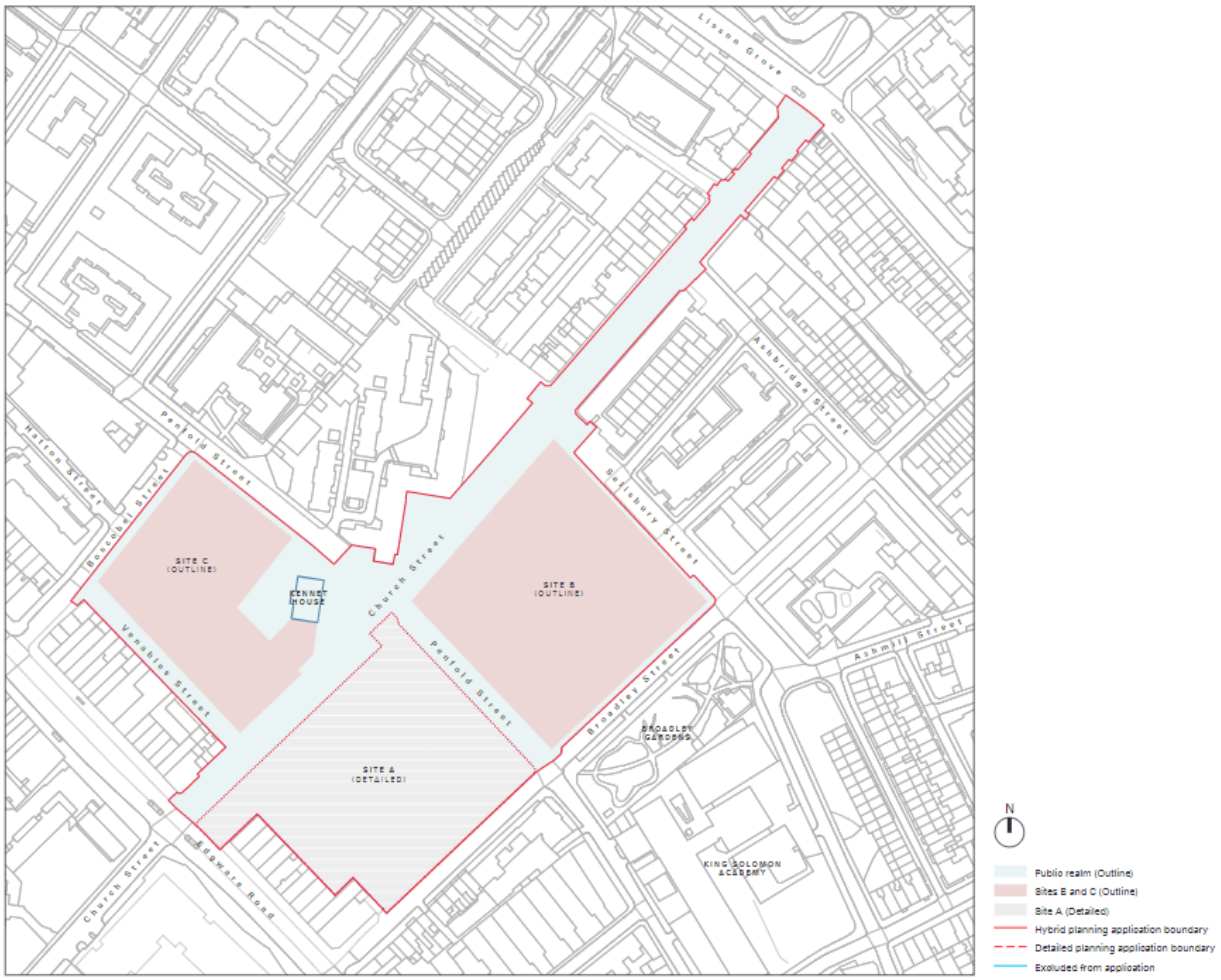
4.1.10 The consultation process has resulted in amendments to the design of the Proposed Scheme and informed the planning application submission. Within this process, there were seven main design iterations, which represent how the Proposed Scheme has evolved through a process of analysis, design testing and consultation.

5. The Proposed Scheme

5.1.1 The Proposed Scheme will deliver new residential, commercial and community use across three sites.

5.1.2 The plans for Site A have been developed and are submitted in detail. Sites B and C are submitted in outline. Figure 5-1 shows the proposed development plots for the Proposed Scheme.

Figure 5-1 Development plots (Sites A, B and C)



Planning application boundaries

5.1.3 The overall proposed floorspaces for the whole application, across Sites A, B and C are as follows (EIA maximum floorspace areas):

Use Class (id)	Area (sqm) GIA
Residential floorspace (C3)	103,000
Storage and distribution floorspace (B8)	4,900
Flexible commercial floorspace (E)	3,500
Community floorspace (F1)	1,000
Parking and delivery hubs	8,500
Plant and service spaces	5,500
Sui generis	174

Site A

5.1.4 The Proposed Scheme for Site A comprises:

1. *The proposed demolition of all buildings on Site A;*
2. *The erection of buildings, including tall buildings, that could deliver up to:*
   a) *429 Residential Units (Use Class C3) and ancillary residential facilities;*
   b) *541 sqm (GIA) of Community Floorspace (Use Class F1);*
   c) *711 sqm (GIA) of Commercial Floorspace (Use Class E);*
   d) *1,124 sqm (GIA) of Market Storage Floorspace (Use Class B8); and*
   e) *2,102 sqm (GIA) of plant & service and 1,511 sqm (GIA) of parking/deliveries hub.*
3. *Alterations to the existing access road;*
4. *Streets, open spaces, landscaping and public realm;*
5. *Car, motorcycle and bicycle parking spaces and servicing spaces;*
6. *Market infrastructure and ancillary facilities; and*
7. *Other works incidental to the proposed development.*

Site B and C

5.1.5 The Proposed Scheme for Sites B and C comprises:

1. *The proposed erection of buildings, including tall buildings, and works of alteration to existing buildings that could deliver:*
   a) *Up to 2,789sqm (GIA) of flexible Commercial Floorspace (Use Class E);*
   b) *Up to 459sqm (GIA) of Community Floorspace (Use Class F1);*
   c) *Up to 66,698sqm (GIA) of Residential Floorspace (Use Class C3);*
   d) *Up to 174sqm (GIA) of Public houses, wine bars, or drinking establishments Floorspace (Use Class Sui Generis);*
   e) *Up to 3,398sqm (GIA) of Plant & Service;*
   f) *Up to 3,776sqm (GIA) of Market Storage Floorspace (Use Class B8); and*
   g) *Up to 6,989sqm (GIA) of Parking & Delivery Hubs.*
2. *Alterations to the existing access road;*
3. *Streets, open spaces, landscaping and public realm;*
4. *Car, motorcycle and bicycle parking spaces and servicing spaces;*
5. *Market infrastructure and ancillary facilities; and*
6. *Other works incidental to the proposed development."*

5.1.6 Site B comprises a single courtyard block with a mix of uses on the ground floor and residential on the floors above. Commercial and/or community spaces will provide an active frontage to Church Street with residential use providing an active frontage to Salisbury Street, Penfold Street and the frontage addressing Broadley Gardens.

5.1.7 Site C comprises a single courtyard block with a wing extending along Venables Street to Church Street. The building will have a mix of uses on the ground floor with residential on the floors above. A new open space will be created between the proposed building and Kennet House.

5.1.8 Church Street Market comprises alterations to market infrastructure and ancillary facilities, as well as public realm improvements.

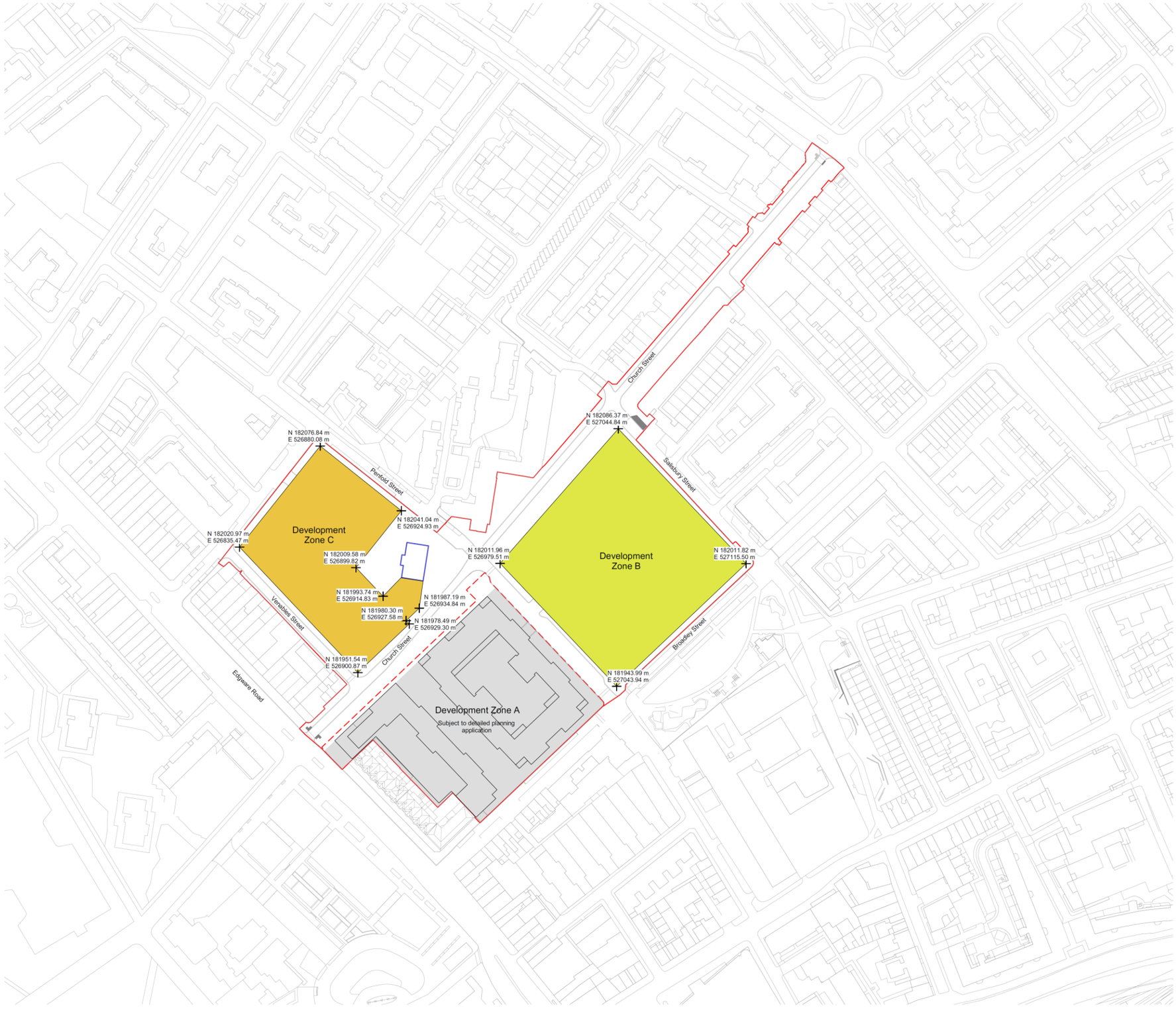
5.1.9 The design principles for the Proposed Scheme are set out within the Masterplan Design and Access Statement[3] (DAS), Design Code[4], Church Street Landscape DAS[5], Energy Strategy[6] and Flood Risk Assessment[7] (FRA) and Sustainability Appraisal[8].

5.1.10 Figure 5-4 includes an artist's impression of the Illustrative Masterplan. The Illustrative Masterplan is one version of how development could be brought forward within the Maximum Parameters applied for.

[3] Bell Phillips, 2021; Church Street Estate Regeneration – Sites A, B and C – Masterplan Design and Access Statement
[4] Bell Phillips, 2021; Church Street Estate Regeneration – Sites A, B and C – Design Code
[5] Bell Phillips, 2021; Church Street Estate Regeneration – Sites A, B and C – Landscaping DAS
[6] Max Fordham, 2021; Church Street – Energy Strategy
[7] Stantec, 2021; Church Street Estate Regeneration – Sites A, B and C - Flood Risk Assessment and Foul and Surface Water Drainage Strategy
[8] Max Fordham, 2021; Church Street – BREEAM Pre Assessment

Figure 5-2 Visualisation of Site A from Church Street

Figure 5-3 Layout of the Sites



All drawings to be read in conjunction with specifications, schedules and all other consultant information.

Do not scale from this drawing. Use written dimensions only. All dimensions to be checked on site. This drawing is based on dimensional survey information provided by others. Bell Phillips Architects cannot accept responsibility for the accuracy of this survey information.

Any errors or omissions to be reported to Bell Phillips Architects immediately, prior to work being carried out.

Notes

- Hybrid Planning Application Boundary
- Excluded From Application
- Detailed Planning Application Boundary
- Indicative Detailed Planning Application Building Footprint
- Development Zone. Maximum Building Footprint Of Development Zone B
- Development Zone. Maximum Building Footprint Of Development Zone C
- Development Zone Coordinates. Coordinates shown in meters

N

Rev	Issued by	Description	Date

REVISIONS

Project: 10527 Church Street Westminster Site B + C

Title: Maximum Building Footprint

Date	Drawn by	Checked by	Scale at A1
07/21	LB	TM	1 : 1000

BELL PHILLIPS ARCHITECTS

Unit 305, Metropolitan Wharf
70 Wapping Wall
London E1W 3SS

T 020 7234 9330
E info@bellphillips.com
W www.bellphillips.com

Status: PLANNING ISSUE

Drawing Number: 10527-BPA-SW-ZZ-DR-A-P2102

Revision:

Figure 5-4 Illustrative Masterplan within Maximum Parameters Proposed Development Model

Proposed aerial view from north-east

6. Demolition and Construction

6.1.1 It is proposed that the demolition and construction works for the Proposed Scheme will be undertaken from June 2023 to 2036 over three phases, each phase taking four to six years to complete. A detailed construction programme is included in Chapter 6 of the Environmental Statement. Figure 6-1 provides a high level indicative construction programme of the temporary nature of the works.

6.1.2 Each phase will consist of the following stages:

- Site possession and welfare establishment;
- The soft strip and asbestos removal (all sites);
- A staged demolition of the entire Site A buildings as one exercise (Site B and then Site C to follow as per the phasing described above);
- The careful deconstruction of the existing south west corner building on Site A, abutting 381 Edgware Road, during the above demolition exercise and localised propping as required (Site A only);
- Construction of proposed developments, to include all substructure works (foundations and piling), Superstructure works, External envelopes to buildings, fit-outs of both domestic and commercial units, testing and commissioning, landscaping to central communal podium areas.

6.1.3 It is anticipated that the core working hours for both the demolition and construction phases will be as follows, with no works normally undertaken on Sundays or Bank Holidays:

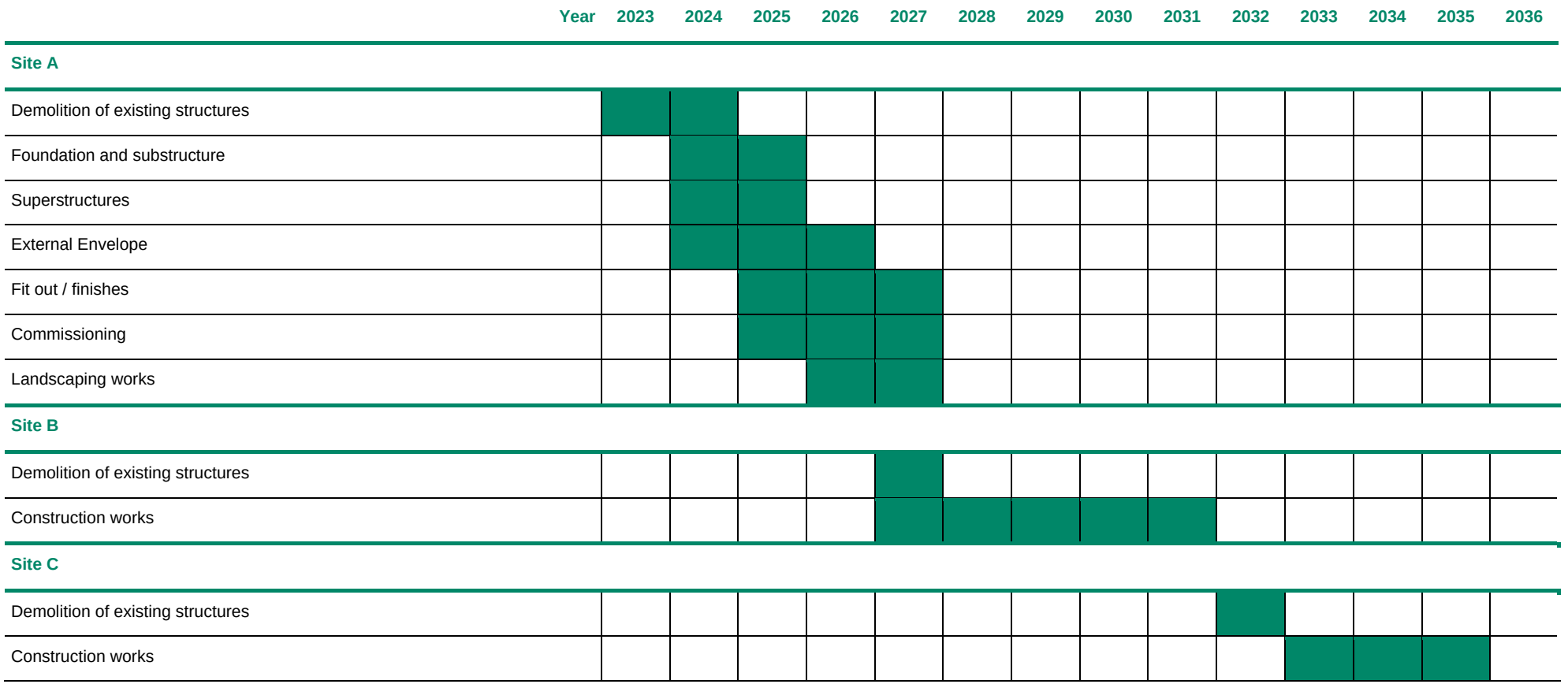
- 08:00 – 18:00 weekdays; and
- 08:00 – 13:00 Saturday.

6.1.4 Further to this it is noted that there may be the requirement for some out of hours works that will continue to 23:00, in exceptional circumstances only, subject to prior approval from the WCC.

6.1.5 Measures which will be put in place to reduce the environmental effects during demolition and construction of the Proposed Scheme include:

- A Construction Environmental Management Plan (CEMP). The CEMP will set out key environmental risks related to the demolition and construction works, measures to mitigate and manage these risks, construction environmental targets and a monitoring and inspection programme
- Preparation and implementation of a Neighbour and Public Relations Strategy as part of the CEMP or separately to promote two-way communication between the building contractors of the Proposed Scheme and neighbours;
- Registration with the Considerate Constructors' Scheme;
- Preparation of a Construction Traffic Management Plan to minimise adverse effects of construction traffic; and
- Preparation of a Site Waste Management Plan or equivalent to minimise the generation of demolition and construction waste.

Figure 6-1 High level indicative demolition and construction programme



7. EIA Methodology

7.1.1 The environmental effects of the Proposed Scheme were assessed for both the construction period and once the Proposed Scheme is complete. The effects are described in terms of changes to the existing baseline conditions, and are graded by levels of significance.

7.1.2 The significance of the environmental effects were assessed by judging the sensitivity of a resource or receptor against the magnitude of the impact, taking into account the duration and nature of impact, and whether it would be temporary or permanent.

7.1.3 Where appropriate, the EIA has made assumptions about the design. Where flexible commercial floorspace is concerned, each technical chapter has assumed a worst case scenario specific to their topic, to ensure that the assessment is robust and the worst-case' effects are captured. It also assumes mandatory application of a CEMP, which the Applicant will require contractors to prepare, based upon the measures set out in the ES, before they start any construction work, as agreed by an appropriately worded planning condition.

7.1.4 Where significant effects are still likely to occur, additional measures are proposed to reduce effects where practicable. Any effects that remain, once these measures are taken into account, are reported as residual effects within the Environmental Statement.

7.1.5 The scope of the EIA was agreed with Westminster City Council planning department through the EIA Scoping process. An EIA Scoping Opinion was received on 3rd September 2021 with the following environmental topics to be scoped into the EIA:

- Air Quality;
- Built Heritage;
- Climate Change;
- Daylight, Sunlight and Overshadowing;
- Noise and Vibration;
- Socio-economics;
- Townscape and Visual Impact;
- Traffic and Transport; and
- Wind Microclimate.

7.1.6 Other topics were scoped out of the EIA as it was considered that the effects that might arise from the Proposed Scheme on these topics are not likely to be significant and as such do not require further assessment within the EIA. The topics scoped out include Archaeology, Ecology, Ground Conditions, Major Accidents and Hazards, Waste and Resources and Water Environment.

COVID-19 implications on baseline data gathering

7.1.7 The COVID-19 pandemic has had an influence on road, rail and air traffic trips and congestion levels, as well on personal behaviour and commercial work patterns, during 2020 and 2021. To make sure a robust assessment has been carried out, baseline conditions from a pre-pandemic period have been used for transport, air quality and noise and vibration.

8. Conclusions of the Environmental Statement

8.1 Air Quality

8.1.1 Chapter *8: Air Quality* of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on air quality of the Application Site and surrounding area. The assessment considers construction and operational phase effects on dust and local concentration of nitrogen dioxide (NO_2) and particulate matter (PM_{10}).

8.1.2 The Proposed Scheme lies within an Air Quality Management Area (AQMA) that has been designated by Westminster City Council for exceedances of the annual and 1-hour mean nitrogen dioxide (NO_2) objectives and the annual and daily mean particulate (PM_{10}) objectives.

8.1.3 AQMAs are areas declared by local authorities where air quality objectives are not likely to be achieved. Areas where not only the air quality objectives are exceeded but have high human exposure are called Air Quality Focus Areas (AQFAs). The Application Site is partially within the Edgware Road AQFA, therefore particular attention has been given to this area when selecting sensitive human receptors.

Demolition and Construction Phase Effects

8.1.4 During the demolition and construction phase, the Proposed Scheme has the potential to generate increased PM_{10} and dust nuisance beyond the Application Site boundary. However, through the measures set out in a Dust Management Plan and the Construction Environmental Management Plan (CEMP), which it is assumed will be developed and implemented, the impacts will be effectively minimised and are unlikely to be significant. .

8.1.5 The potential for significant impacts on local existing receptors from construction vehicles has also been assessed, by modelling the peak construction year (2026), which is the worst case scenario. The results of the assessment of the worst case scenario show that impacts at all receptors have been classified as 'negligible', therefore the air quality effects of road traffic during the demolition and construction phase are judged to be ‘not significant’ and additional mitigation is not considered to be required. With regards to the $PM_{2.5}$ WHO guideline values, they are exceeded at all receptors assessed. The air quality effects of road traffic during the demolition and construction phase are judged to be **not significant**.

Completed Development Effects

8.1.6 The Proposed Scheme is expected to result in a net decrease of vehicle movements during the operational phase, therefore emissions from operational traffic in both the 2026 (Site A completed) and 2035 (Site A, B and C completed) are not anticipated to significantly affect local air quality. Predicted annual mean NO_2 and PM_{10} and $PM_{2.5}$ concentrations are well below the target thresholds at all receptors at all floors. The air quality effects of road traffic during the operational phase are judged to be **not significant.**

8.1.7 The total transport NO_x and PM_{10} emissions of the Proposed Scheme for residential and retail uses are well below the benchmark for NO_x and PM_{10} and requirements of the Greater London Authority’s SPG on ‘Sustainable Design and Construction[9]’ Energy for the development is to be supplied by Air Sourced Heat Pumps (ASHPs) and will have an emergency life-safety generator which will only operate 5 min weekly and during an annual load bank test, therefore building emissions are predicted to meet the relevant thresholds and the Scheme can be considered ‘air quality neutral’.

Mitigation and Monitoring

8.1.8 The Proposed Scheme will incorporate good principles of design with regard to minimising emissions, thus reducing the impacts on local air quality. Such measures include cycle spaces, the Proposed Scheme will provide cycle parking in accordance with the standards set out in the New London Plan. The basement beneath Site A will provide cycle parking for 421 bicycles, whilst it is expected that the wider Proposed Scheme will deliver a minimum of 690 long stay and 10 short stay cycle parking spaces.

[9] Mayor of London (2014) ‘*Sustainable Design and Construction: Supplementary Planning Guidance*’

Furthermore the energy for the development is to be supplied by Air Sourced Heat Pumps and predicted to be *air quality neutral* in terms of building emissions.

8.2 Built Heritage

8.2.1 *Chapter 9: Built Heritage* of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on built heritage assets. The assessment considers the baseline conditions of the Application Site and its surroundings. It identifies the location, type, and value (heritage significance) of built heritage assets (both designated and non-designated) that may be impacted by the Proposed Scheme and, where appropriate, the contribution that the setting of these built heritage assets makes to their heritage significance.

8.2.2 A baseline assessment of the relevant surrounding built heritage context was established. This included both designated and non-designated built heritage assets. It comprised three conservation areas; Lisson Grove, Fisherton Street Estate and the Paddington Green Conservation Areas. Twenty-three listed buildings, of which twenty-one were listed at Grade II and three at Grade II*; and three locally listed buildings.

Demolition and Construction Phase Effects

8.2.3 The demolition and construction phases of the Proposed Scheme will not give rise to any significant residual effects. Typical demolition and construction effects are already established within the setting of the identified built heritage assets as part of their contextual townscape. Those associated with the Proposed Scheme will form part of this evolving setting, albeit in sections of setting that provide no contribution to significance of the built heritage assets. They are **minor neutral** and **negligible neutral** indirect temporary effects and will reduce during the construction process. The significance value of the identified built heritage assets will be preserved.

Completed Development Effects

8.2.4 The complete and operational phases of the Proposed Scheme will not give rise to any significant residual effects as there is an established taller building presence within the setting of the heritage assets at present, forming part of their contextual townscape. The Proposed Scheme will form part of this setting, albeit in sections of setting that provide no contribution to the significance of the built heritage assets. They are **minor neutral** and **negligible neutral** indirect permanent effects and the significance value of the identified built heritage assets will be preserved.

Mitigation and Monitoring

8.2.5 No significant adverse effects on built heritage assets are expected as a result of the Proposed Scheme. Therefore no further mitigation or monitoring is required.

8.3 Climate Change

8.3.1 *Chapter 10: Climate Change* of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on climate change. It considers a Climate Change Resilience (CCR) review, undertaken to assess the resilience of the Proposed Scheme to climate change, including how the Proposed Scheme design has been adapted to take account of the projected impacts of climate change.

8.3.2 The proposed approach is to assess the potential effects on climate change of the carbon emissions arising as a result of the Proposed Scheme in the context of the approved UK national carbon budgets and local and regional baselines. The consideration of significance for the CCR review has also been informed by an evaluation of the anticipated environment within which the Proposed Scheme is expected to exist, driven by the ongoing decarbonisation of the national electricity grid and the country's legally binding "net-zero" carbon target for 2050 as well as the influence and validity of any assumptions adopted when undertaking the prediction of impacts. The UKCP18[10], which is the fourth generation and latest published national climate projections for the UK, have been used to help formulate suitable and forward-looking resilience and adaptation measures for the Proposed Scheme.

8.3.3 A number of design principles and solutions have been embedded within the Proposed Scheme's design to minimise climate-related risks. Operational energy modelling has been undertaken during detailed design to determine key contributors to anticipated operational energy and identify opportunities for energy consumption reduction through operational and management strategies. There will be an installation of smart meters and/or sub-meters to monitor operational consumption more accurately.

8.3.4 Energy efficient building design (thermal envelope), building systems and appliances to reduce energy consumption and its associated carbon emissions during building in use (operation).

8.3.5 Energy efficient equipment will be procured for the Proposed Scheme and supplied throughout its lifecycle including Energy Star rated products for all small power, plug-in equipment (e.g. supplementary electric heating). Selection of 100% renewable electricity contracts, where possible; and 'Smart' technology to be incorporated in the Proposed Scheme as appropriate including intelligent streetlights to optimise the management and performance of the Proposed Scheme infrastructure thereby further reducing emissions.

8.3.6 At the EIA Scoping stage, it was agreed that the lifecycle stages and activities of the Proposed Scheme are not expected to result in greenhouse gas (GHG) emissions which would be considered 'significant'. It was therefore agreed that a full GHG impact assessment would be scoped out of the ES, and that an appendix with an outline GHG assessment would be provided which provides further detail on this decision. For the purposes of the GHG emissions impact assessment, the baseline is the 'business as usual' scenario where the Proposed Scheme does not go ahead. The baseline comprises sources of GHGs within the boundary of the Application Site.

8.3.7 For the outline GHG assessment, for both the demolition and construction, and completed development phases, a lifecycle approach has been used to calculate the GHGs associated with the Proposed Scheme. This approach considers specific timescales and direct and indirect emissions from different lifecycle stages of the Scheme. For the enabling works and construction phase of the Proposed Scheme, it includes GHG emissions from product and material manufacture and emissions from site enabling and construction activities.

Demolition and Construction Phase Effects

8.3.8 During the demolition and construction phase, receptors such as the construction workforce, construction plant, vehicles, materials and the construction programme may be vulnerable to a range of climate risks. These could include:

- Inaccessible construction site due to severe weather event (flooding, snow and ice, storms, heatwaves) restricting working hours and delaying construction;
- Health and safety risks to the workforce during severe weather events;

[10] IPCC (2018) Global warming of 1.5 °C. Summary for Policymakers. Available at: https://bit.ly/31KLnWG.

- Unsuitable conditions (due to very hot weather or very wet weather, for example) for certain construction activities; and
- Damage to construction materials, plant and equipment, including damage to temporary buildings/facilities within the site boundary, such as offices, compounds, material storage areas and worksites, for example as a result of stormy weather.

8.3.9 The total GHG emissions estimated to be emitted from the enabling works and construction associated with the Proposed Scheme have been calculated to be 29,858 tCO_{2e} over the course of the fourteen-year period. The majority of GHG emissions (86%) are associated with construction materials. Average annual emissions are therefore expected to be approximately 2,133 tCO_{2e}.

8.3.10 The timing of construction is dependent upon the date by which planning permission is obtained. Nevertheless, if approximately 4 years of construction occur during the 2023-2027 budget, this would equate to 0.13% of the GLA budget, and 0.002% of each UK carbon budgets. Emissions from the construction of the Proposed Scheme do not contribute to more than 1% of any Carbon Budget. The magnitude of impact during construction is therefore considered 'low'.

Completed Development Effects

8.3.11 The key potential climate change impacts on the Proposed Scheme include increased frequency of extreme weather events, increased winter rain, decreased summer rain and increased temperatures. It is noted that the development location is an area with low susceptibility to surface water flooding. The adaptation methods to increase the resilience of the Proposed Scheme include, but are not limited to:

- ;
- The surface water attenuation for the Proposed Scheme has been sized to accommodate surface water runoff with no flooding for all storms up to and including the 1 in 100 year event;
- The Proposed Scheme aims to meet the London Plan's water efficiency targets through the specification of water efficient fittings. The Proposed Scheme will minimise mains water consumption by using water efficient fittings to meet a target of 105 litres per head per day; and
- An overheating risk assessment was carried out for the development using dynamic thermal modelling in line with applicable CIBSE guidelines which showed the measures proposed successfully address the risk of overheating. These include:
  - The energy strategy has prioritised using efficient materials. Low U values, triple glazing and good airtightness will be specified to ensure the building has an inherently low heating demand;
  - The building has been assessed for overheating risk in accordance the standard regulations. Window sizes and orientation have been optimised to minimise overheating risk;
  - To mitigate overheating risk in a future climate scenario, all dwellings will be specified with cooling using an energy efficient ambient loop system allowing waste heat from cooling to be recovered for domestic hot water generation;
  - Low flow sanitaryware and small bore radial pipework will reduce the demand of domestic hot water, further reducing operational energy use; and
  - Landscaping strategies will use drought resistant planting and an efficient roof drainage strategy, avoiding the need for irrigation systems.

8.3.12 The total GHGs estimated to be emitted during the operational phase of the Proposed Scheme have been calculated to be 38,136 tCO_{2e} over the course of the 60 year operational life of the Proposed Scheme. The majority of emissions (54%) are associated with Energy use. Average annual GHG emissions are therefore expected to be approximately 636 tCO_{2e}, although it is anticipated that this will decrease over time in line with national grid decarbonisation.

8.3.13 The magnitude of impact during operations is therefore considered 'low' as the Proposed Scheme is expected to contribute to less than 0.0003% of the UK National Budget and 0.0177% of the GLA Budget during all carbon budget periods up to and including the 2033-2037 period.

Mitigation and Monitoring

8.3.14 No further mitigation measures are proposed.

8.4 Daylight, Sunlight, Overshadowing and Solar Glare

8.4.1 *Chapter 11: Daylight, Sunlight and Overshadowing* of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on daylight, sunlight and overshadowing alterations at sensitive receptors within the surrounding area. The assessment considers daylight and sunlight amenity at 90 and 39 buildings respectively surrounding the Application Site.

8.4.2 Low existing daylight and sunlight levels can be attributed to the dense urban location and architectural features such as balconies, large roof overhangs and recessed windows. These reasons may reduce a property's daylight availability, resulting in low existing daylight and sunlight levels. Owing to these low existing levels, any development on the site would lead to disproportionate adverse effects.

Demolition and Construction Phase Effects

8.4.3 During the construction phase, a number of tall temporary structures are likely to be present on-site. In some cases, scaffolding, cranes and hoarding would marginally increase the size of the Proposed Scheme's maximum massing, however this would be temporary and is unlikely to result in additional noticeable effects due to the scale of these structures and their transient nature. The effect in terms of solar glare would range from being negligible effects during demolition, gradually increasing as construction works progress and the facades of the Proposed Scheme are installed.

8.4.4 The effects have the potential to be adverse on neighbouring residential receptors. It is considered that the effects would be temporary and not be any worse that those presented by the completed Proposed Scheme without mitigation.

8.4.5 Therefore, the effects would range from Temporary, Direct, Short Term and **Negligible** to **Major Adverse** as per the completed Proposed Scheme in relation to potential daylight, sunlight, overshadowing and solar glare effects.

Completed Development Effects

8.4.6 In terms of daylight, of the 90 existing buildings assessed, the 27 buildings highlighted would experience little to no impact (less than 20% alteration). The other remaining 63 buildings have impacts which range from **Negligible** to **Major Adverse**.

8.4.7 In terms of sunlight, of the 39 existing buildings assessed, 20 would experience little to no impact (less than 20% alteration). The other 19 buildings experience effects ranging from **Negligible to Major Adverse**.

8.4.8 In terms of overshadowing, of the 13 areas assessed, areas 3 to 7 would see a reduction greater than 40% in the total area seeing at least 2 hours of sun, which is considered a **Major Adverse** effect. All the other areas experience negligible effects.

8.4.9 For solar glare, viewpoints travelling south along Church Street, and south along Mulready Street experience **Minor Adverse** effects. All other viewpoint experience negligible effects.

Mitigation and Monitoring

8.4.10 During the design process expert advice was given on alternative massing options, which were technically assessed to understand how the daylight, sunlight and overshadowing effects could be reduced and mitigated.

8.4.11 As discussed within the methodology, the daylight, sunlight and overshadowing assessment is based on the detailed elements of Site A of the Proposed Scheme as well as the outline elements of Sites B and C, representing the full extents of the maximum parameters.

8.4.12 These results identified as significantly adverse represent a worst case assessment for Sites B and C, disregarding the restrictions set out in the Design Guidelines. As such, the effects of the Proposed Scheme, once designed in detail at reserved matters, will be less than those reported here. Further daylight, sunlight and overshadowing assessments will be undertaken once the detailed design comes forward.

8.4.13 Furthermore, the effects to daylight reported in this NTS should be read in conjunction with the ES Chapter and the Contextual Report submitted as part of this Application. The Contextual Report outlines that retained levels of daylight are similar to those at comparable residential sites in the vicinity and are prevalent in this part of London. By comparing the retained daylight levels at surrounding receptors arising from the Proposed Development, it is demonstrated that they are not out of character with what exists in the surrounding context.

8.4.14 The potential for solar glare has been considered throughout the design process and as such solar glare mitigation is embedded within the design. This includes considerations such as orientation of the reflective elements on the façade, reducing large areas of glazing or reflective cladding and façade features.

8.4.15 The design of the Proposed Scheme inherently considers the impacts upon provision of daylight, sunlight and overshadowing through the positioning, orientation and massing of the Proposed Scheme, thus naturally reduces significant impacts upon neighbouring receptors.

8.4.16 Given the hybrid nature of this application, the daylight, sunlight and overshadowing effects of the Proposed Scheme could potentially be reduced through design at the reserved matters stage for Sites B and C.

8.4.17 Whilst significant effects have been identified as potentially occurring, contextual research undertaken as part of this Application has found that the retained daylight values are commensurate with the surrounding environment. Sensitive buildings of similar typology, which see changes in light conditions as a result of emerging developments within Westminster, continue to receive comparable levels of light, found to be acceptable. As such, the surrounding sensitive properties are not experiencing significant effects, beyond what would be expected within a regeneration area. It is therefore considered that on balance, the Proposed Scheme complies with local and regional policy.

8.5 Noise and Vibration

8.5.1 *Chapter 12: Noise and Vibration* of the Environmental Statement presents the findings of an assessment of the likely significant effects of the Proposed Scheme noise and vibration on the Application Site and surrounding area. The assessment considers demolition and construction works noise and vibration (including construction traffic), operational traffic noise, building services, fixed plant noise, and market activity noise. The assessment was undertaken with respect to residential and educational receptors at appropriate locations around (and within) the Application Site. The selection of noise sources followed the methodology included in the EIA Scoping exercise. Liaison was attempted with the WCC EHO, although with no response being forthcoming, the assessment proceeded with what we consider to be a robust selection of receptors and appropriate noise source assessments.

Demolition and Construction Phase Effects

8.5.2 Noise and vibration from demolition and construction activities were assessed by considering the construction of Site A, Site B and Site C separately. For Site A construction, existing receptors at Sites B and C were included; for Site B construction, existing receptors at Site C and new receptors at Site A were included; for Site C construction, new receptors at Sites A and B were included. In all three cases, existing receptors around the sites were included.

8.5.3 The activities carried out during the demolition and construction phase are likely to result in temporary medium long term **moderate adverse** noise effects at surrounding properties within close proximity to the Application Site, specifically those located along Edgware Road for construction of Site A, at Church Street and Salisbury Street for construction of Site B, and Boscobel Street and Edgware Road for construction of Site C.

8.5.4 In terms of construction vibration, temporary, short term **moderate adverse** effects are possible in relation to receptors directly opposite Site A on Edgware Road. At more distant receptors, noise and vibration experienced as a result of the demolition and construction works are lessened and are considered to be negligible.

8.5.5 For Sites, B and C, a detailed construction noise assessment including the specification of appropriate noise mitigation measures will form part of the Construction Environmental Management Plan. Contractors will also be required to ensure that works are carried out in accordance with best practice measures as stipulated in British Standard 5228-1 and 5228-2 guidance.

8.5.6 Demolition and construction traffic combines with existing traffic flows on surrounding roads. As such, the additional traffic noise due to the demolition and construction traffic contribution has been assessed and effects will range from **negligible** to **minor adverse** effects for the duration of the demolition and construction phase.

Completed Development Effects

8.5.7 In line with guidance, the fixed plant noise limits will be at least 5 dB below minimum background noise levels for non-tonal sources and at least 10 dB below minimum background levels for tonal sources. Noise and vibration from fixed plant and machinery will be of **negligible** significance for all receptors.

8.5.8 The operation of Church Street Market contributes a noise source along Church Street, when in session. Noise levels in and around the market operations are typically 60-65 decibels. While the market landscape will be renovated, the overall market activities are expected to remain largely unchanged. As such, the noise produced can be expected to be essentially unchanged and effects will range from **negligible** to **minor adverse**.

8.5.9 There will be a reduction in vehicles travelling to and from the site. The change in operational traffic noise will result in a **negligible** to **minor beneficial** effect on receptors.

Mitigation and Monitoring

8.5.10 Likely significant effects due to demolition and construction works noise at the nearest receptors have been identified. A detailed construction noise assessment including the specification of appropriate noise mitigation measures will form part of the Construction Environmental Management Plan.

8.5.11 The routeing of traffic management will help to minimise the noise and vibration impacts from construction traffic.

8.6 Socio-economics

8.6.1 *Chapter 13: Socio-economics* of the ES presents the findings of an assessment of the likely significant socio-economic effects. The assessment considers construction employment generated as a result of the demolition and construction phase of the Proposed Scheme, and the effects associated with the operation of the Proposed Scheme regarding net employment generation, spending by new residents and the provision of local social infrastructure.

8.6.2 The Proposed Scheme lies within the City of Westminster (CoW) which had a population of 269,848 in 2020. The CoW is ranked as the 24th most deprived borough in London out of 33. However, the Lower Super Output Areas [11] in which the Proposed Scheme sits are all ranked within the 10-20% most deprived nationally. The CoW has an unemployment rate amongst working age individuals of 12.3%, which is higher than across Greater London (6.0%). Of the 126,422 dwellings in the CoW, 78.5% are privately owned, and 21.3% are social or intermediate rented.

8.6.3 A review of the baseline position regarding provision of social infrastructure in the vicinity of the Proposed Scheme indicates that there is currently a surplus of primary and secondary education places; the provision of primary healthcare is better than the nationally recommended GP to patient ratio; and there are a number of open spaces and play spaces accessible from the location of the Proposed Scheme.

Demolition and Construction

8.6.4 Employment will be generated during the demolition and construction phase. The gross employment generated in this phase is estimated to be 197 jobs on site per annum and the resulting net employment generated during the demolition and construction phase of the Proposed Scheme is estimated to be 252 workers onsite per annum and considered to represent a **minor beneficial** effect.

Completed Development Effects

8.6.5 There will be some loss of employment associated with the demolition of existing employment generating floorspace; however, there will be additional employment associated with the operation of employment generating floorspace within the Proposed Scheme. The assessment estimates that net commercial floorspace at the Proposed Scheme will result in the loss of 165 jobs compared with the baseline conditions (i.e. the Greater London economy), a **minor adverse** (not significant) effect.

8.6.6 The Proposed Scheme seeks to deliver 50% affordable housing via habitable rooms across the Illustrative Masterplan (Site A, B, and C), subject to viability discussions and GLA Grant Funding. It is proposed that Site A would comprise 214 affordable residential units. This would equate to a 50% affordable housing offer as part of Site A via Habitable Rooms, and 50% when calculated on a unit basis. This would also include the reprovision of 98 social rented units. In Site B and C (outline elements) the affordable housing offer is dependent on the number of units and habitable rooms coming forward at reserved matters stage. However, it is envisaged that the later Phases will also deliver 50% affordable housing. Overall, the indicative masterplan could deliver up to 554 affordable units, equating to a 50% affordable housing off, representing a **moderate beneficial** (significant) effect on the target housing provision in the CoW.

8.6.7 The decant strategy will enable the full right of return for existing residents who elect to move temporarily and outlines that any redevelopment proposal would include the replacement of all existing council properties, with commitments to enhance the number of affordable housing. There is also the option of a new home on the estate for all existing resident leaseholders if it is their preference. Further information on the decant strategy for the reprovision of housing for existing residents is given in the Estate Regeneration Statement[12].

8.6.8 The net total provision of affordable housing delivered by the Proposed Scheme is expected to be 326 additional units, representing a **minor beneficial** (not significant) effect on the target affordable housing provision in the CoW.

[11] Lower Super Output Areas (LSOAs) are small geographical units used for the reporting of statistics.
[12] Savills, 2021; Church Street Estate Regeneration Statement.

8.6.9 The resident population associated with the completed Proposed Scheme is estimated to contribute £12,248,802 through spending to the local economy per annum, after the effects of leakage and displacement are taken into consideration, a **minor beneficial** (not significant) effect.

8.6.10 The demand for additional social infrastructure (primary and secondary education, and primary healthcare) is expected to be met by the existing provision in the vicinity of the Proposed Scheme, based on currently available information on capacity, representing **negligible** (not significant) effects.

8.6.11 The Proposed Scheme is anticipated to contribute up to 16,043sqm of open space to the local area, equivalent to 41.8% of the total site area, representing a **minor beneficial** (not significant) effect.

8.6.12 The requirement for play space associated with the resident population of the Proposed Scheme is expected to be met by the proposed provision onsite, with additional provision offsite producing a surplus of play space, resulting in a **minor beneficial** (not significant) effect.

Mitigation and Monitoring

8.6.13 The employment associated with the provision of employment generating floorspace within the Proposed Scheme will offset to some extent the adverse effect associated with job losses associated with the demolition of the existing floorspace. Effective communication and advance notification to the commercial occupants to be displaced will allow for planning of relocation of premises and jobs. Further information on the decant strategy for existing businesses is given in the Estate Regeneration Statement[13]

[13] Savills, 2021; Church Street Estate Regeneration Statement.

8.7 Townscape and Visual Impact Assessment

8.7.1 *ES Volume II Townscape and Visual Impact Assessment* (TVIA) of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on townscape and visual matters. The townscape impact assessment has assessed the effects of the interaction of the Proposed Scheme with the existing townscape character areas (townscape receptors), whilst the visual impact assessment has considered the effect of it on the visual amenity experienced by people (visual receptors) and how this would change through a series of representative views.

8.7.2 The assessment has been undertaken through desktop research and field studies to identify and record the character of the townscape and understand the Application Site's visibility. Figure 8-1 shows the zone of theoretical visibility for the Proposed Scheme.

8.7.3 The effects of the Proposed Scheme are considered over both the demolition and construction and the completed and operational phases. Where appropriate, it also identifies proposed mitigation measures to prevent, minimise or control likely negative effects arising from the Proposed Scheme and the subsequent anticipated residual effects.

8.7.4 The Application Site is located within the Lisson Grove area. It includes a section of Church Street and its associated market that runs from Edgware Road to Lisson Grove, along with two urban blocks that are framed by streets (Sites B and C) and the majority of a third urban block (Site A).

Townscape Receptors

8.7.5 The Application Site's study area include a mixture of residential land use and its associate social infrastructure along with pockets of offices to the north, east and south. Edgware Road to the west includes small commercial and leisure units. The study area's built form varies in age and height from remnants of Victorian and Edwardian terraces to the West End Gate which is currently under construction at the time of undertaking the baseline assessment. Several existing towers provide local landmark features within the study area.

8.7.6 The study area has been split up into five townscape character areas (TCA), with the majority of the Application Site falling in Townscape Character Area (TCA)1: Lisson Grove and the western area falling within 'TCA2: A5 Corridor'. It is also visible from 'TCA3: Paddington Green'. The remaining TCA4: A40 Corridor and TCA5: Paddington have limited intervisibility with the Application Site.

Visual Receptors

8.7.7 The Application Site's current visibility is limited to the immediate roads, properties and small pockets of open space that surround it. This is due to the Application Site and surrounding area's flat landform and intervening built form.

Demolition and Construction Phase Effects

Townscape Receptors

8.7.8 The demolition and construction of the Proposed Scheme would result in a **moderate adverse** effect on TCA1: Lisson Grove and a **minor adverse** effect on TCA2: A5 Corridor. Partial to glimpsed views are likely to be possible from the eastern edge of TCA3: Paddington Green to the Proposed Scheme's construction scaffolding and it would have an indirect minor and adverse effect. The demolition and construction of the Proposed Scheme would have a **negligible** effect on TCA4: A40 Corridor and TCA5: Paddington.

Visual Receptors

8.7.9 The impact of the demolition and construction of the Proposed Scheme would be limited to the visibility to the associated tower cranes and scaffolding. This would lead to **moderate adverse** visual effect on the immediate visual receptor's representative views of RV16 Edgware Road and RV18 Broadley Street Gardens.

8.7.10 Within other immediate and short distance views the demolition and construction of the Proposed Scheme would result in **moderate to minor** adverse effects on the visual receptor's representative views of RV3 Edgware Road, junction with Church Street looking south-east, RV4 Edgware Road, junction with Church Street looking north-east, RV8 Ashmill Street, junction with Ranston Street, RV12 Sailsbury Street, RV14 Penfold Street, junction with Frampton Street and RV17 Penfold Street, near Kennet House.

8.7.11 Intervening built form would reduce the view from the visual receptor's representative views resulting in a **minor adverse** effect from RV1 Paddington Green, RV2 Edgware Road, junction with Boscobel Street, RV5 Edgware Road, junction with Broadley Street, RV6 Penfold Street, junction with Bell Street, RV7 Ranston Street, RV9 Ashmill Street, junction with Lisson Grove, RV10 Broadley Street, junction with Lisson Grove, RV11 Lisson Grove, junction with Church Street, RV13 Fisherton Street, RV15 Hamilton Terrace and RV19 Ivor Place, junction with Park Road.

Completed Development Effects

Townscape Receptors

8.7.12 The Proposed Scheme would have a **moderate beneficial** effect on TCA1: Lisson Grove and a **minor beneficial** effect on TCA2: A5 Corridor, due to the Proposed Scheme's perimeter blocks reinstating the historic urban structure, improving pedestrian permeability and providing improvements to Church Street and its associated market.

8.7.13 The introduction of mid-rise and taller buildings as part of the Proposed Scheme are not uncharacteristic in the particular context and it would only result in a small alteration of the character of the baseline townscape character.

8.7.14 The Proposed Scheme would have no effect on TCA4: A40 Corridor and TCA5: Paddington.

Visual Receptors

8.7.15 Due to its height and broadly flat landform the Proposed Scheme's zone of theoretical visibility would extend beyond the existing site. The introduction of mid-rise and taller buildings as part of the Proposed Scheme are, however, not uncharacteristic in the particular context.

8.7.16 The Proposed Scheme's buildings would have variety in their façade material, height, set-back and massing and would provide visual interest within the surrounding views. Its perimeter blocks would reinstating the historic urban structure, improve pedestrian permeability and providing improvements to Church Street and its associated market.

8.7.17 The Proposed Scheme would result in a **moderate beneficial** effect on the immediate visual receptor's representative view of RV18 Broadley Street Gardens, whilst it would have a **moderate to minor beneficial** effect on the immediate and short distance visual receptor's representative views of RV3 Edgware Road, junction with Church Street looking south-east, RV4 Edgware Road, junction with Church Street looking north-east, RV8 Ashmill Street, junction with Ranston Street, RV12 Sailsbury Street, RV14 Penfold Street, junction with Frampton Street, RV16 Edgware Road and RV17 Penfold Street, near Kennet House.

8.7.18 Intervening built form would reduce the view from the visual receptor's representative views resulting in **minor beneficial** effects from RV2 Edgware Road, junction with Boscobel Street, RV5 Edgware Road, junction with Broadley Street, RV6 Penfold Street, junction with Bell Street, RV10 Broadley Street, junction with Lisson Grove, RV11 Lisson Grove and junction with Church Street. Also minor and neutral effects from RV1 Paddington Green and **negligible** and **netural** effects from RV7 Ranston Street, RV9 Ashmill Street, junction with Lisson Grove, RV15 Hamilton Terrace and RV19 Ivor Place, junction with Park Road

Mitigation and Monitoring

8.7.19 No mitigation measures or monitoring is proposed.

Figure 8-1 Zone of theoretical visibility

8.8 Traffic and Transport

8.8.1 *Chapter 14: Traffic and Transport* of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on traffic and transport.

8.8.2 The Application Site is centrally located in relation to key transport hubs, which include Edgware Road Station, Paddington Station and Marylebone Station. Commercial and office space is relatively limited in the area, with a small concentration found in close proximity to the underground stations. In addition, the Application Site benefits from access to city centre amenities, Royal Parks and recreational activities.

8.8.3 The Proposed Scheme has good provision and accessibility to the pedestrian network. There are no National Cycle Networks in the vicinity of the Application Site. However, the nearest Transport for London (TfL) cycle routes are Cycleways 2 and 16. Cycleway 2 can be accessed approximately 750m south of the Application Site, off the A5 Edgware Road.. The Application Site's connectivity with public transport routes is excellent. The majority of the roads in and surrounding the Application Site are two-way with the exception of Church Street and Broadley Street. The A5 Edgware Road, Lisson Grove, Marylebone Road and Aberdeen Place border the Church Street area and offer access to the wider highway network. Given the central location of the Application Site, there are a wide range of services and amenities within close proximity and walking distance.

8.8.4 Edgware Road is the busiest road within close proximity to the Proposed Scheme, and supports approximately 26,804 vehicle trips per day.

Demolition and Construction Phase Effects

8.8.5 The peak construction period will be during 2026 towards the end of the construction of Site A. At peak construction the average daily vehicle trips will comprise 35 heavy delivery vehicle (HDV) trips) and 35 light goods vehicles (LGV) trips. With regards Site A, it is envisaged construction access will be via Broadley Street and may later be expanded to include additional access from Penfold Street as well, with additional traffic management implemented, should this access route become necessary. In terms of Sites A, B and C, all construction traffic will use Edgware Road, Broadley Road and Penfold Road, which will see an increase in numbers of HDVs using these roads for the duration of the demolition and construction phase.

8.8.6 In terms of driver delay, there may be some temporary disruption during the implementation of access work, however, this will be confirmed during detailed construction planning and the temporary nature of the works (see Section 6: Demolition and Construction for further details) mean it is unlikely to have a significant effect. All the increases in number of vehicles on the link roads are categorised as **negligible** effects.

8.8.7 Measures outlined in a Construction and Logistics Plan will be implemented to reduce the effects of HDVs and worker vehicles throughout construction. As part of this, traffic management measures specifically designed to protect vulnerable road users such as pedestrians, cyclists and scooters will be implemented; these measures include clearly delineated pedestrian routes and set hours of operation to reduce the likelihood of pedestrian / vehicle interaction.

Completed Development Effects

8.8.8 The 24hr net trip generation for Site A will be a reduction of 5 vehicle trips. The net trip generation for Sites A, B and C together is a reduction of 34 vehicle trips from the existing site. The reduction in vehicle trips associated with the Application Site is due to the significant reduction in parking spaces. An operational traffic assessment of effects has thus been scoped out of this EIA chapter (as agreed in the EIA Scoping).

8.8.9 Site A will offer 5% (of the number of units) disabled parking provision for residents as well as 5% standard residential car parking spaces. With regards to Site A, this will be 22 residential disabled parking spaces and 21 standard residential car parking spaces. The residential car parking spaces are to be provided within the basement of Site A and will be accessible via two car lifts situated on Penfold Street.

8.8.10 There are a total of 150 existing residential parking spaces in the form of on-street parking permits and 33 off-street parking managed by CWH. Existing car parking provision on-site also includes 132 rented spaces in the Site A basement and a 146-space public car park in the basement of Site B. The Proposed Scheme will reduce the number of parking spaces in comparison to the existing provision on the Application Site. There is a total decrease in on-site parking spaces from 311 to 196, a marked reduction which underscores the sustainable credentials of the Proposed Scheme. It should be further noted that the new residents will not be able to apply for on-street parking permits. This will be discussed with WCC parking and highways as appropriate and managed through the car parking management plan.

8.8.11 At this stage, details for Site B and C are submitted in outline. The proposed parking provision for these Sites is detailed in the Transport Assessment, submitted in support of this planning application.

8.8.12 . The reduction in resident parking provision in addition to further measures to reduce reliance on the private car included within the Travel Plan, there will be **moderate beneficial** effect on the change in vehicle flows associated with the Proposed Scheme.

8.8.13 The Proposed Scheme will be supported by a Car Park Management Plan, a Framework Travel Plan, and a Delivery and Servicing Plan which will be secured by a planning condition and will be a management document to guide and control vehicle movements and operations associated with the parking, travel of residents, visitors and employees based at the Application Site and delivery vehicles respectively.

Mitigation and Monitoring

8.8.14 No significant adverse effects have been identified by the assessment of the construction phase or the completed and operational Proposed Scheme and therefore no additional mitigation is required. The management documents will be submitted and agreed prior to the Proposed Scheme being occupied.

8.8.15 The Transport Assessment (*ES Volume II: Appendix 15-1*) sets out a four-part Transport Implementation Strategy comprising:

- Construction Logistics Plan (Demolition and Construction);
- Framework Travel Plan (Complete and Operational);
- Delivery and Servicing Plan (Complete and Operational); and
- Car Park Management Plan (Complete and Operational).

8.9 Wind Microclimate

8.9.1 Chapter 15 of the ES presents the findings of an assessment of the likely significant effects of the Proposed Scheme on the wind microclimate of the Application Site and surrounding area. The assessment considers impact on the wind microclimate around the Application Site as a result of the proposed Westminster Church Street Proposed Scheme.

8.9.2 In the baseline scenario off-site pedestrian throughfares are windier than suitable during the windiest season. Those affected are Newcastle Place adjacent to the existing Westmark Tower, around the south-western corner and south of the vacant Paddington Green Police Station on Harrow Road, between Blocks A-D of the Paddington Green scheme, at the north-western corner of the existing building at the intersection of Paddington Green, Hall Place and Church Street and at the north-western corners of Braithwaite Tower and Hall Tower. Potential safety concerns would be expected at these locations.

8.9.3 Additionally, off-Site entrances between 340 Edgware Road and 352 Edgware Road and the bus stop fronting Harrow Road (Edgware Road (Stop EX)) have windier than suitable conditions.

8.9.4 All other locations, onsite and offsite, have suitable wind conditions for their intended use.

Demolition and Construction Phase Effects

8.9.5 The introduction of the Proposed Scheme would not materially change the wind conditions on-site with all locations remaining suitable for sitting to strolling use during the windiest season. The activity onsite during this time (i.e. construction activity) is less sensitive to wind conditions than when the Proposed Scheme is complete and operational. In addition, there would be appropriate health and safety measures implemented to ensure that the construction workers were adequately protected. These wind conditions would represent a **negligible** effect both onsite and offsite during the demolition and construction phase of the Proposed Scheme.

Completed Development Effects

8.9.6 The majority of locations within the Proposed Scheme would have acceptable wind conditions for their intended use.

8.9.7 The easternmost entrance to the retail unit at the northern corner of Site A, the top two south-western facing external walkways/balcony locations of Block A2, the top two north-eastern facing balconies at the northern corner of both Block A1 and Block A2 would be windier than suitable for their intended use, representing **minor adverse** effects (significant). However, following implementation of the mitigation below, the effect would be downgraded to **negligible.**

8.9.8 All other onsite locations would have suitable conditions for their intended use with no safety exceedances due to strong winds expected, representing **negligible** effects.

8.9.9 Windier than suitable offsite locations in the baseline scenario would not be made windier by the introduction of the Proposed Scheme. All other offsite locations would have wind conditions suitable for their continued use. All offsite locations would therefore have **negligible** residual effects (not significant).

Mitigation and Monitoring

8.9.10 Mitigation measures would be required for the easternmost entrance to the retail unit at the northern corner of Plot A2. Measures likely to improve wind conditions could consist of screens or planting extending 1.5m from the building facade and 2m tall, or through recessing the entrance by 1.5m.

8.9.11 The windier than suitable external walkways/balcony locations could be mitigated be implementing balustrades at least 50% solid and 1.5m in height or alternatively, using side screens at least 1.8m in height on their upwind side.

9. Cumulative Effects and Effect Interactions

9.1.1 For the cumulative assessment, two types of effect have been considered:

- The effect interactions (referred as 'Type 1'), being the combined effects of individual impacts of the Proposed Scheme, for example noise, airborne dust or traffic effects on a single receptor; and
- The combined effects of several development schemes (referred as 'Type 2') which may, on an individual basis may not be significant but, cumulatively, have a significant effect.

9.1.2 These are further discussed in sections below.

Effect Interactions (Type 1 Effects)

9.1.3 A review of the residual effects presented in this ES has been undertaken in order to identify the potential for interactions and so, combined effects of individual impacts.

Demolition and Construction Phase Effects

9.1.4 During the demolition and construction phase of the Proposed Scheme, the early occupants of Site A, followed by Site B of the Proposed Scheme and local residents within the vicinity of the Application Site may experience adverse effects due to noise and vibration resulting from the demolition and construction activities. As these effects occur during the demolition and construction phase they are all temporary in nature. With the adoption of best possible environmental management practices and mitigation measures, the combined effect of individual impacts on the identified sensitive receptors will be reduced as far as is reasonably practicable. These practices will be detailed in a Construction Environmental Management Plan (CEMP), which will be secured by an appropriately worded planning condition. The CEMP will set out the proposed environmental design and management measures during the demolition and construction phase as outlined within each of the technical chapters of this ES.

9.1.5 In addition, the neighbouring residential, commercial properties and local amenity space may experience temporary adverse effects due to the townscape and visual impact resulting from the construction works throughout the construction phase.

Completed Development Effects

9.1.6 Once the Proposed Development is complete and occupied, there is potential for combined adverse and beneficial impacts to occur affecting:

- Future on-site users;
- Neighbouring residential properties;
- Neighbouring commercial properties; and
- Neighbouring local amenity space.

9.1.7 These effect interactions show that there is the potential for a series of effect interactions to take place once the Proposed Scheme is completed, due to a combination of effects from socio-economic benefits delivered by the Proposed Scheme (minor to moderate beneficial), improved visual view with the completed Proposed Scheme (negligible to moderate beneficial), reduction of vehicle flows on local road links (moderate beneficial), a slight increase in noise associated with Church Street Market (negligible to minor adverse), and reduction of daylight and sunlight on surrounding residential properties (negligible to major adverse).

9.1.8 The ability for adverse effects to interact is limited and can be controlled through environmental design and mitigation measures specified within this ES. For example, during the demolition and construction phase of the Proposed Scheme, the early occupants of the Proposed Scheme, local residents and commercial properties within the vicinity of the Application Site may experience temporary adverse effects due to noise and vibration resulting from the demolition and construction activities. With the adoption of best possible environmental management practices and mitigation measures, the combined

effect of individual impacts on the identified sensitive receptors will be reduced as far as is reasonably practicable. These practices will be detailed in a Construction Environmental Management Plan (CEMP), which will be secured by an appropriately worded planning condition.

Cumulative Effects (Type 2 Effects)

9.1.9 Other known nearby developments that are of a sufficient scale to have the potential to combine their effects with the Proposed Scheme were identified through EIA Scoping in consultation with the Westminster City Council. Schemes considered within the cumulative effects assessment are shown in Figure 9-1 below.

Demolition and Construction Phase Effects

9.1.10 Assuming the implementation of environmental design and management measures and mitigation (e.g. CEMP) at other development scheme locations, no significant cumulative effects are anticipated in relation to noise and vibration and air quality.

9.1.11 In terms of construction traffic, at the time this EIA was submitted, the City of Westminster planning portal does not indicate any impending construction works in the immediate vicinity of the Application Site or along any of the links considered. Those schemes which are in close proximity to the Proposed Scheme, as can be seen in Figure 9-1, are either 'Not Consented' or 'Pending Determination'. The adjacent scheme which is Consented (Luton Street, App Ref: 17/08619/FULL) is of a smaller scale, therefore a short demolition and construction period which isn't expected to cause any cumulative impact with the Proposed Scheme. Thus, it may be assumed that along the links considered (other than Edgware Road which is a principal route for all traffic through the wider area) there will be no significant and protracted uplift in construction flow traffic other than that which is proposed for the Application Site.

9.1.12 For daylight, sunlight and overshadowing, during the construction phase a number of tall temporary structures are likely to be present on-site. In some cases, scaffolding, cranes and hoarding would marginally increase the size of the Proposed Scheme's and cumulative schemes maximum massing, however this would be temporary and is unlikely to result in additional noticeable effects due to the scale of these structures and their transient nature. The construction of the new buildings on the Application Site and cumulative schemes would have a gradual effect upon the levels of daylight, sunlight and overshadowing as the massing of the Proposed Scheme and cumulative schemes increase over time. It is therefore considered that the completed Proposed Scheme and cumulative scheme represents the worst-case assessment in terms of likely resultant effects. The effects during the demolition and construction works would almost certainly be less than that of the Proposed Scheme in conjunction with cumulative schemes, given that the extent of permanent massing would increase throughout the construction programme, until the Proposed Scheme and cumulative scheme is complete.

9.1.13 The effects have the potential to be adverse on neighbouring residential receptors. It is considered that the effects would be temporary and not be any worse than those presented by the completed Proposed Scheme and cumulative scheme without mitigation.

9.1.14 Therefore, the effects would range from Temporary, Direct, Short Term and **Negligible** to **Major Adverse** as per the completed Proposed Scheme

9.1.15 No significant cumulative effects are anticipated in relation to built heritage, climate change, wind microclimate or on townscape and visual receptors.

9.1.16 With regard to socioeconomics the combined effects of the cumulative schemes are likely to have a significant moderate beneficial effect on construction employment, due to the potential for the cumulative schemes to generate a large number of construction phase jobs (in addition to the Proposed Scheme).

Complete and Operational Phase Effects

9.1.17 With regards operational flows, it has been assumed that the effects of the cumulative schemes have been considered as part of the applied TEMPro Growth Factors to the future years and thus is considered as part of the assessment.

9.1.18 The sunlight assessment within the daylight, sunlight and overshadowing chapter noted that 352 Edgware Road will experience a **Moderate adverse** effect. Given that this property is not affected

beyond BRE Guidelines criteria in the Proposed Scheme scenario, the cumulative effects occur as a result of Paddington Green Police Station coming forward and not the Proposed Scheme.

9.1.19 The daylight results of the Proposed Scheme in conjunction with Paddington Green Police Station coming forward remain unchanged from the Proposed Scheme scenario in isolation.

9.1.20 In terms of overshadowing, no additional overshadowing of sensitive amenity areas occurs in the cumulative scenario apart from during winter, where Paddington Green Police Station would overshadow some areas for a short period of time. This effect is not considered significant.

9.1.21 No likely significant cumulative effects are expected to occur in relation to ecology, wind microclimate, air quality, built heritage, noise and vibration townscape and visual receptors as a result of the Proposed Development and cumulative schemes.

9.1.22 The combination of the Proposed Development and cumulative schemes will result in minor beneficial effect on employment, and significant beneficial effects in relation to housing, affordable housing, and additional spending. The increase in residents may place additional demand on existing social infrastructure such as school provision and healthcare services.

9.1.23 A number of the cumulative developments will provide new private and public open or landscaped space as well as play space. Therefore, it is assessed that the cumulative developments will have a beneficial effect on open space and play space provision.

Table 9-1: Schemes Considered in the Cumulative Effects Assessment

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of September 2021
1	One Merchant Square	18/05018/FULL	Redevelopment comprising the erection of a 42 storey building (Building 1) and a 21 storey building (Building 6) above three basement levels. Use of buildings as 426 residential units (Class C3) (including 67 affordable housing units in Building 6), retail floorspace (Classes A1/ A2/ A3/ A4/ A5) and retail/leisure floorspace (Classes A1/ A2/ A3/ A4/ D2); Provision of car parking, cycle parking, ancillary space, plant, servicing, highway works, hard and soft landscaping and other associated development (EIA Development).	Resolution to Consent Subject to S106 being signed
2	Two Merchant Square	10/09757/FULL	This planning application is part of a larger scheme for Merchant Square to provide a mix of uses including residential accommodation, employment (offices), hotel, retail, medical and community facilities. Development comprising: Erection of a 17 storey building; • 20,775 m2 of office floorspace (Class B1); • 396 m2 of retail floorspace (Class A1/A2/A3/A4/A5); • Provision of basement parking to deliver: • 10 car parking spaces; and • 196 cycle spaces. • Provision of servicing and ancillary space, highway works, new vehicular and pedestrian access and associated hard and soft landscaping.	Consented – Signed S106 Construction started 31/08/2015. Status unknown.
3	Paddington Exchange (North Wharf Gardens) Phase 2 East	13/11045/FULL S73 – 16/12289/FULL	Development comprising: • Erection of buildings between 6 and 20 storeys; • 335 residential units (Class C3) comprising: • Market housing; - 98 one bedroom units; - 126 two bedroom units; and - 77 three bedroom units. • Affordable housing; - 8 one bedroom units; - 25 two bedroom units; - 26 three bedroom units; and - 5 four (+) bedroom units. • 23,156 m2 GIA hotel and serviced apartments (Class C1);	Consented – Signed S106 Commenced 1/10/16

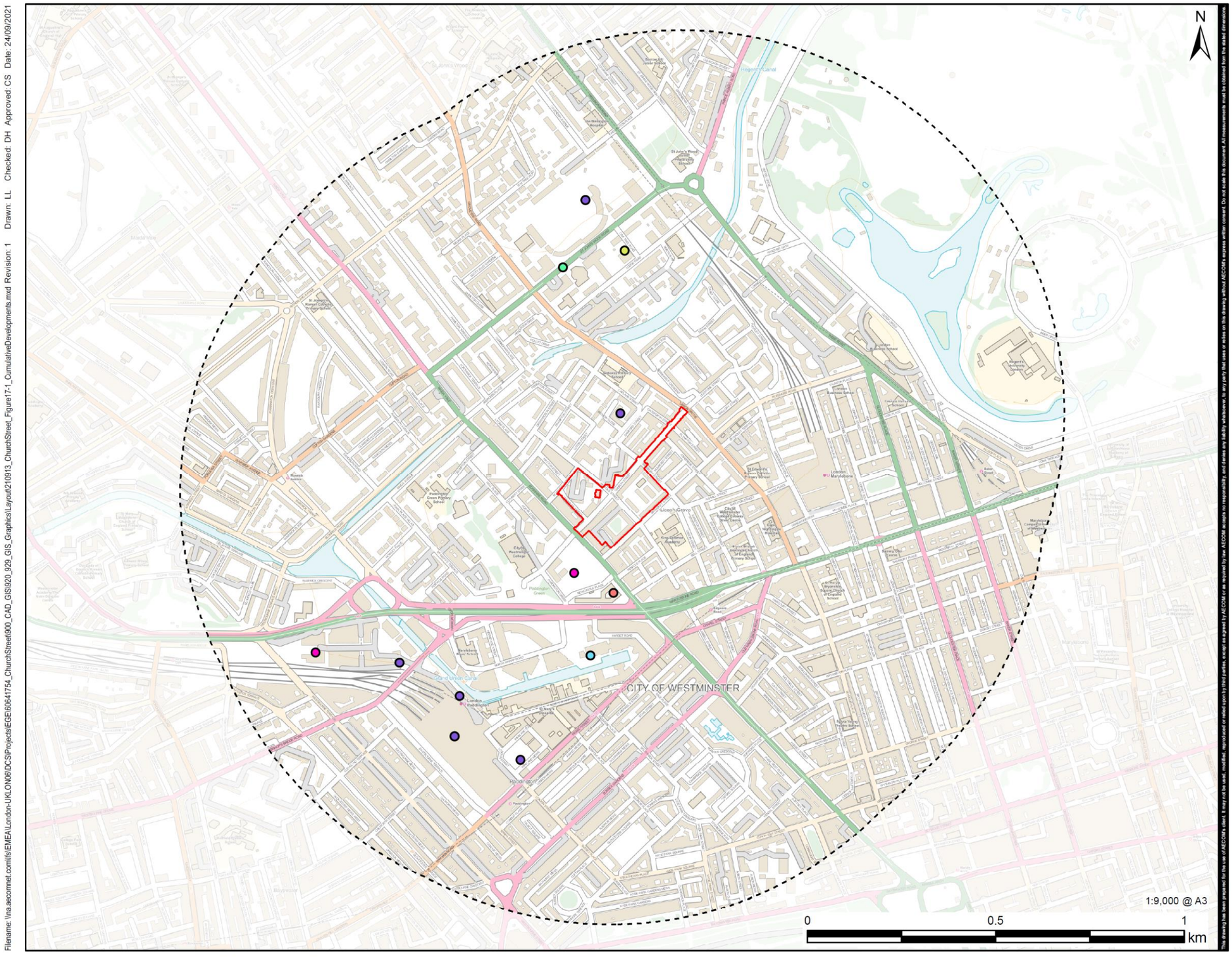
Figure Ref.	Name/Address	Planning Application Number	Description	Status as of September 2021
			548 m2 GIA office floorspace (Class B1); • 915 m2 GIA gym (Class D2); • 943 m2 GIA retail (Class A1/A3); • 2,572 m2 GIA primary school (Class D1); • Provision of basement parking over two storey to deliver; - 16 car parking spaces; - 52 wheelchair accessible spaces; and - 598 cycle spaces. • Provision of associated landscaping and open space, highways works, and off street ground floor service bay.	
4	The Landseer 38-44 Lodge Road	09/09773/FULL 14/04393/FULL 15/00529/FULL S73 – 15/02673/FULL	Demolition of existing buildings and redevelopment to include: • Erection of buildings between 5 and 12 storeys; • 129 residential units (Class C3) providing 17,594.3 m2 GIA) comprising: • Market housing; - One studio unit; - 15 one bedroom units; - 36 two bedroom units; - 19 three bedroom units; and - 10 four (+) bedroom units. • Affordable housing; - 24 one bedroom units; - 18 two bedroom units; and - 5 three bedroom units. • Provision of basement parking to deliver; - 91103 car parking spaces; and - 160258 cycle spaces. • Ancillary leisure and gym facility; and • Provision of associated landscaping and ancillary works.	Consented – Signed S106 Commenced construction

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of September 2021
5	36 St John's Wood Road 38-44 Lodge Road (same location as site 7)	18/08105/FULL	Redevelopment of land at 36 St John's Wood Road for an extra care facility, ancillary medical and rehabilitation facilities, landscaping, car and cycle parking, and the redevelopment of 38-44 Lodge Road for a care home and residential units along with landscaping, car and cycle parking. • 26,000 sqm proposed • 89 extra care residential (C3) • 7,494 sqm care home (C2) • 1,8553 sqm affordable residential (C3)	Consented April 2020 at appeal
6	Paddington Triangle	12/07668/FULL	Permission exists for the development of the site as part of the Paddington Integrated Project. The development of 'Paddington Triangle' specifically relates to the following: • Erection of a 21 storey building; • 34,184 m2 GIA office space (Class B1); • 132 m2 GIA retail space (Class A1/A2/A3); and • Provision of associated landscaping and other associated works.	Consented – Signed S106
7	Crossrail Paddington Station Eastbourne Terrace	11/05349/XRPS	Request for approval of plans and specifications pursuant to Schedule 7 of the Crossrail Act 2008 for a new station comprising a ticket hall, canopy, two ventilation structures, stairs, escalators, lifts, railings and other associated works.	Consented Under Construction
8	Paddington Cube	16/09050/FULL S73 18/08240/FULL	Demolition of existing buildings and mixed use redevelopment comprising a commercial cube providing up to 50,000 m2 (GEA) floorspace of office/commercial uses, retail and café/restaurant uses at lower levels and top floor level, a retail/restaurant building on Praed Street; a new major piazza including pedestrianisation of London Street, a new access road between Winsland Street and Praed Street, hard and soft landscaping, new underground station entrance and new Bakerloo Line Ticket Hall; and associated infrastructure and interface highway and transport works for underground connections, and ancillary works.(EIA Application accompanied by an Environmental Statement). Site includes 31 London Street, 128-142 Praed Street, London Street, Paddington Station Arrivals ramp and associated surrounds	Consented – Signed S106 Under construction
9	1A Sheldon Square, W2	17/05609/FULL	Demolition of existing management office building and lift building, and erection of a new building comprising basement, three lower levels (canal level -1, amphitheatre level -2 and railway level -3), ground and 19 upper levels plus rooftop plant to provide a hotel with up to 200 bedrooms/suites and associated ancillary facilities including conference facilities/ meeting rooms/ private dining/ bars/ restaurants including publicly accessible restaurant/ bar at Level 19 (Class C1), flexible hotel/ retail (Class	Consented March 2018

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of September 2021
			C1/ A1) at part ground level, flexible hotel/ retail/ restaurant/ bar use (Class C1/ A1/ A3/ A4) at part - 1, and part - 2 level, and hotel (Class C1) at part -2 level as well as Level 17 roof terrace, replacement lift, plant, cycle parking, landscaping and other associated works.	
10	Lords Cricket Ground – Compton and Edrich stands redevelopment St John's Wood Road, NW8	18/08510/FULL	Demolition of the existing Compton and Edrich stands and redevelopment comprising the erection of a new stand to provide up to 11,500 seats, relocation of the existing floodlights, provision of new hospitality facilities, retail and food and beverage floorspace, hard and soft landscaping, servicing facilities, and all necessary ancillary and enabling works, plant and equipment.	Consented March 2019 Under Construction
11	Luton Street/ Capland Street/Bedlow Close site, NW8	17/08619/FULL	Demolition of buildings and redevelopment to provide two six storey buildings above lower ground and a row of three storey townhouses comprising up to 168 residential units with ancillary facilities (Class C3) and a Sports Hall (Class D2), and associated car park, energy centre and all other works incidental to the Proposed Scheme.	Consented March 2019 Implemented/ under construction
12	Former Paddington Green Police Station (14-17 Paddington Green)	21/02193/FULL	Demolition and redevelopment of the site to provide three buildings (1x 32 storey, 1 x 18 storey and 1 x 15 storey), providing 556 residential units (including 210 affordable units) (Class C3), commercial uses (Class E), flexible community/affordable workspace (Class E/F.1), provision of private and public amenity space, landscaping, tree and other planting, public realm improvements throughout the site including new pedestrian and cycle links, provision of public art and play space, basement level excavation to provide associated plant, servicing and disabled car and cycle parking, connecting through to the basement of the neighbouring West End Gate development. This application is accompanied by an Environmental Impact Assessment.	Application Refused
13	5 Kingdom Street	19/03673/FULL	Erection of a mixed-use development comprising ground floor (at Kingdom Street level), plus 18 storeys to provide offices (B1a) and retail (A1/A3) plus ancillary plant and amenity areas. Three floors below Kingdom Street delivered in phases to provide an auditorium (Sui Generis), a community space (D1) and a flexible mix of business (B1a/B1b), retail (A1/A3/Sui Generis), sport and leisure (D2) and exhibition (D1) uses within the former 'Crossrail box'. New outdoor terraces adjacent to railway at basement level; creation of a new pedestrian and cycle link between Harrow Road and Kingdom Street including internal and external garden and landscaping; and associated works. | 5 Kingdom Street London	Application Refused

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of September 2021
14	West End Gate	16/11562/FULL 16/11563/LBC 18/07821/ADFULL 18/08004/FULL 18/08090/ADFULL 18/08220/ADFULL 18/08303/ADFULL 20/05083/NMA 20/07571/NMA 21/05816/NMA	Demolition and redevelopment of 14-16 Paddington Green; alteration and partial demolition of 17 Paddington Green; development of land to the east and south of 14-17 Paddington Green (part of site known as 'West End Green') to provide buildings ranging between 4 and 14 upper storeys to provide up to 200 residential units, with associated landscaping, basement car and cycle parking and servicing provision. Various planning applications submitted to amend original planning consent.	Consented 21/05816/NMA: Pending

Figure 9-1 Location of Schemes Considered in the Cumulative Effects Assessment



10. Conclusion

10.1.1 There will be temporary moderate adverse noise effects expected during the demolition and construction phase. Once the Proposed Scheme is complete and operational, there will be likely moderate to major adverse daylight, sunlight and overshadowing effects along with likely moderate beneficial socio-economic, townscape and visual, transport and wind microclimate effects. The likely significant adverse daylight, sunlight and overshadowing effects and visual effects should be mitigated through detailed design at the Reserved Matters Stage.

10.1.2 The overall conclusion of this ES is that the Proposed Scheme will have beneficial effects and will regenerate and enhance the Application Site, contribute positively to the setting of the wider areas and secure the comprehensive redevelopment and ongoing management of both the Application Site and surrounding area.

11. Environmental Statement Availability

11.1.1 This Environmental Statement is available for viewing by the public via the Westminster City Council public access portal. Comments on the planning application should also be made via the https://www.westminster.gov.uk/planning-building-and-environmental-regulations/find-appeal-or-comment-planning-application