WEST END GREEN

VOLUME 1: NON-TECHNICAL SUMMARY
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PREFACE

This Environmental Statement (ES) has been prepared on behalf of Berkeley Homes (Central London) Ltd (‘the Applicant’) in accordance with the statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended in 2015 (‘the EIA Regulations’).1

The ES relates to the residential led, mixed use redevelopment of a site which is located at 285 - 329 Edgware Road (‘the Site’), Paddington, City of Westminster (CoW). The ES accompanies a full planning application (‘the Application’) made by the Applicant to the Westminster City Council (WCC) in respect of the redevelopment proposals for the Site (‘the Proposed Development’).

The Site benefits from a number of extant consents, the most recent and relevant of which were granted in October 2005. Together these consents comprise the ‘2005 Consented Scheme’ and can be summarised as follows:

- Full Planning Permission (03/03463/FULL) for a redevelopment comprising buildings of between five and seven and 22 storeys including a retail supermarket; two retail shops; 307 residential units of which 107 are affordable; 156 holiday let units; associated car parking and landscaping (Option A); and
- Conservation Area Consent (03/03464/CAC) for the total demolition of buildings at No’s 143, 145 and 147 Church Street and No’s 11, 12 and 13 Paddington Green in connection with the redevelopment of the Site (Option A).

Subsequently, two Section 73 applications were submitted and granted consent in 2008 and 2011. Neither of these applications sought permission for material changes to the 2005 Consented Scheme:

- Section 73 Permission (08/07660/FULL) for the variation of conditions relating to (iii) materials, (iv) design detail (xiii) cycle parking (xiv) disabled access, (xv) refuse storage, (xvi) security scheme, (xix) landscaping and (xxi) TV system/reception and window cleaning methods; and
- Section 73 Permission (11/01191/FULL) for the variation of condition (xx) to extend the period for submitting details of the public art.

The pre-commencement conditions associated with the 2005 Consented Scheme have been discharged and the 2005 Consented Scheme has been implemented, with piling work carried out at the Site in 2011. The remainder of the 2005 Consented Scheme has not been built out but the consent has established the acceptability of residential use at the Site. It is therefore a material planning consideration.

The Applicant acquired the Site in 2015. Following a review of the 2005 Consented Scheme, the Applicant employed a new project team to develop alternative proposals for the Site.

The Applicant recognises that the Application falls within Schedule 2, Category 10b of the EIA Regulations as an 'urban development project' which, owing to its nature, scale and location, has the potential to give rise to significant effects on the environment. The Applicant has therefore commissioned an EIA for the Proposed Development, the findings of which are presented within this ES.

The ES comprises four volumes:

- Volume 1: Non-Technical Summary (NTS);
- Volume 2: Environmental Statement Main Report;
- Volume 3: Townscape, Visual and Heritage Impact Assessments;
- Volume 4A: Transport Assessment (including a Construction Traffic Management Plan, Framework Travel Plan and Delivery and Servicing Management Plan); and
- Volume 4B: Technical Appendices.

This document comprises Volume 1 of the ES.

In summary, the Proposed Development would comprise the following:

- Demolition and removal of all hardstanding areas;
- Excavation of a site-wide two level basement to provide car and cycle parking; plant; and servicing areas;
- Construction of a 39 storey tower and seven 6 - 17 storey mansion blocks to provide 691 residential units; a 1,341 m² (Gross External Area ((GEA) Spa (ancillary to the residential use); 2,923 m² GEA Retail floorspace (including 1,447 m² of Restaurant floorspace); 515 m² GEA Office floorspace; and 1,484 m² GEA Leisure floorspace; and
- Public realm and landscape enhancement.

The Proposed Development that has been assessed within the ES is as described in Chapter 4: Proposed Development Description and Chapter 5: Demolition and Construction Environmental Management of Volume 2 of this ES.

The Application will be available for viewing at:

- Westminster City Council
  Westminster City Hall
  64 Victoria Street
  SW1 6QP

The ES comprising four volumes will be available for purchase (£10/CD copy) at:

- Ramboll Environ UK Ltd
  Artillery House
  11-19 Artillery Row
  SW1P 1RT
1. INTRODUCTION

The Site is located at OS grid reference TQ 271 830 and more specifically at 285 - 329 Edgware Road, Paddington, CoW, as shown in Figure 1.1.

![Figure 1.1: Site Location](image)

The Site's surrounding context is of a mixed nature with:

- residential use predominant to the north, north-east and north-west;
- small scale commercial use to the north-east and east along Edgware Road as part of the Edgware Road district shopping centre, which also includes a street market in Church Street;
- larger scale mixed use to the south beyond the A40 within the Paddington Basin (including hotels; the St Mary's hospital; offices; and residential uses); and
- open space and educational facilities (including the City of Westminster College Paddington Green campus) to the west.

The Edgware Road London Underground Station (which is served by the Bakerloo Line) is located approximately 100 m to the south-east; Edgware Road (Hammersmith & City and District Lines) London Underground Station approximately 150 m to the south-east; and Paddington Mainline Station approximately 400 m to the south-west. The Paddington Opportunity Area is located immediately to the south of the A40.

The Site is located within Little Venice ward and within the Edgware Road district shopping centre as designated in the London Plan's Town Centre designations. Furthermore the Site is designated in the adopted WCC UDP and Westminster’s City Plan: Strategic Policies Map as a proposal site for redevelopment (including residential and retail, with a mixed shopping frontage).

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4 Westminster City Council, 2013. Westminster’s City Plan: Strategic Policies Map. WCC
with the western edge of the Site also falling within the Edgware Road safeguarding designation to ensure any potential road-widening is not prejudiced.

The Site is located within the Paddington and Lillestone Village Area of Special Archaeological Priority (ASAP). This designation exists on the basis of the possibility for Saxon, Anglo-Saxon and Medieval remains.

The south-western portion of the Site falls within the Paddington Green Conservation Area (CA), which also extends along the south-western boundary. The Maida Vale CA is located approximately 400 m to the north of the Site.

The Site is not located within one of the designated views under the London View Management Framework\(^5\), nor in a locally designated view.

As shown in Figure 1.2, the Site is bound by:

- Church Street to the north and north-west, with residential uses immediately beyond;
- Edgware Road to the north-east and east which is fronted by small scale commercial uses with residential uses immediately beyond;
- Newcastle Place to the south with the Paddington Green Police Station immediately beyond; and
- Paddington Green to the west with educational uses and open space immediately beyond, including the St Mary’s Churchyard and Paddington Green Site of Importance for Nature Conservation (SINC).

![Figure 1.2: Existing Surrounding Land Uses](image)

As shown in Figure 1.3, the Site is roughly rectangular in plan and occupies the majority of the street block. The total Site area is 1.065 ha.

The Site was cleared approximately 25 years ago. The boundaries have been hoarded and until recently advertising boards lined the eastern boundary along Edgware Road.

The Site primarily comprises hardstanding areas and was in use as a temporary car park and car wash until July 2015, when activities ceased. The Site is now vacant.

A four storey (ground plus three storeys) derelict brick building with a flat roof, chimneys, a ground floor extension, as well as an existing substation, is located in the northern corner of the Site. This building will be demolished under the extant 2005 Consent. A temporary car wash structure was present in the north-west of the Site until October 2015. It has subsequently been demolished under the extant 2005 Consent and the area now comprises hardstanding.

A review of desk-based information of the Site's historical development and of third party and publicly available data was undertaken, together with targeted site investigations undertaken in May - June 2015 to supplement historical investigations undertaken in 1995, 2002 and 2010 has confirmed that there is a low to moderate potential for ground contamination from previous uses at the Site and within the surrounding area.

Scattered and dense scrub vegetation is present around the perimeter of the Site with small amounts of pioneer vegetation scattered throughout the Site. The habitats are considered to be of negligible or site level value for wildlife. Bat emergence surveys of the four storey brick building along the northern Site boundary undertaken in July 2015 confirmed that no bats are using the building with no bat activity recorded on the Site.

There are no surface water features on the Site, and no main rivers located within a 1 km radius. The closest surface water features are the Grand Union Canal, located approximately 170 m to the south-west at its nearest point (Paddington Branch of the Grand Union Canal) and the Boating Lake at Regent’s Park approximately 1 km to the east.

Figure 1.4: shows representative photographs of the Site.
Figure 1.4: Site Photographs
2. EIA PROCESS AND METHODOLOGY

2.1 EIA Process

EIA is a process that identifies the likely significant environmental effects (both beneficial and adverse) of a proposed development. The process aims to prevent, reduce and mitigate any adverse significant environmental effects, where these are identified. Proposed developments to which EIA is applied are those that are likely to have significant effects on the environment by virtue of factors such as their nature, size or location.

The process and outcomes of the EIA are presented in a single document known as an ES. The ES should be a clear and concise summary of the proposed development and its potential environmental effects - including direct, indirect and cumulative effects - on the natural, built and human environments. The ES is submitted to a relevant competent authority (in the case of planning applications to local planning authorities) to accompany an application for planning permission. It provides the competent authority, statutory consultees and the wider community with sufficient information to make an objective judgement as to a proposed development's acceptability within the context of national, regional and local planning and environmental policy.

2.1.1 Screening

Screening is the term in the EIA Regulations used to describe the process by which the need for EIA is considered in respect of a development. Given the scale of the Proposed Development and the location of the Site, it was accepted by the Applicant that the Proposed Development has the potential to have significant effects on the environment and that it falls within Schedule 2 paragraph 10(b) within the category of 'urban development projects'. Accordingly a formal EIA Screening Process was not considered necessary.

2.1.2 Scoping

Scoping is the term used in the EIA Regulations whereby the Applicant can request a formal opinion from the local planning authority on the content of the ES and the extent of the information to be considered in the assessments. The purpose of scoping is to focus the EIA on the environmental issues and potential impacts which need the most thorough attention; to identify those which are unlikely to need detailed study; and to provide a means to discuss methods of impact assessment so as to reach agreement on the most appropriate.

An EIA Scoping Report was submitted to WCC on 19 August 2015 in support of a request for a formal EIA Scoping Opinion pursuant to Regulation 13(1) of the EIA Regulations. The EIA Scoping Report is provided in Technical Appendix 2.1, ES Volume 4B, and sets out a description of the emerging Proposed Development; the potential key environmental impacts and likely effects to be considered as part of the EIA; as well as the proposed approach that would be adopted for the EIA including the proposed scope and assessment methodology to predict the scale of effect and to assess the significance in each case.

WCC issued an EIA Scoping Opinion on 25 September 2015 which is provided in Technical Appendix 2.2, ES Volume 4B. Clarification on various matters set out in the EIA Scoping Opinion was subsequently sought in email and telephone correspondence, as well as in a meeting with the WCC officer on 6 October (see Technical Appendix 2.3, ES Volume 4B). The EIA Scoping Opinion comments received in respect of the individual technical assessments are summarised and considered in each of the technical assessment chapters of ES Volume 2 and ES Volume 3.

The potentially significant environmental issues that were identified during the Scoping Process and that have been addressed within the EIA are as follows:

- Demolition and Construction Environmental Management (ES Volume 2, Chapter 5);
- Socio Economics (ES Volume 2, Chapter 6);
• Archaeology (ES Volume 2, Chapter 7);
• Transport and Accessibility (ES Volume 2, Chapter 8);
• Air Quality (ES Volume 2, Chapter 9);
• Noise and Vibration (ES Volume 2, Chapter 10);
• Daylight, Sunlight, Overshadowing and Solar Glare (ES Volume 2, Chapter 11);
• Wind (ES Volume 2, Chapter 12);
• Telecommunications (ES Volume 2, Chapter 13);
• Waste (ES Volume 2, Chapter 14);
• Cumulative Effects (ES Volume 2, Chapter 15);
• Townscape and Visual (ES Volume 3, Chapter 1); and
• Heritage (ES Volume 3, Chapter 2).

WCC concurred, through their formal EIA Scoping Opinion and subsequent discussions (Technical Appendix 2.3, ES Volume 4B), that Ecology; Health and Wellbeing; Ground Conditions; Water Resources and Flood Risk; and Light Spillage are unlikely to give rise to significant environmental effects and could therefore be scoped out of the ES. However the following technical reports on these environmental topics accompany the ES as technical appendices:

• Ecological Appraisal;
• Flood Risk Assessment; and
• Preliminary Risk Assessment (in respect of the potential for ground contamination).

2.1.3 Consultation

In preparing the Application, the Applicant carried out a programme of pre-application stakeholder and community consultation comprising of:

• meetings with officers from WCC Planning and other relevant departments;
• meetings with officers from the GLA and TfL;
• meetings with local councillors from WCC and local groups including Paddington Waterways, the Maida Vale Society and the Marylebone Association;
• briefing meetings with relevant local stakeholders; and
• a public exhibition held on 2 - 5 December 2015 at the City of Westminster College.

2.2 Basis of EIA

The Application is made in full. In accordance with the EIA Regulations and case law, the EIA has been undertaken based on the Proposed Development as described in the Application, detailed planning drawings and the area schedules as described in Chapter 4: Proposed Development Description and Chapter 5: Demolition and Construction Environmental Management of ES Volume 2.

Although it is acknowledged that the demolition and construction programme of the Proposed Development would be sequenced over an eight year period, the EIA has assessed and reported on the completed development as a whole. This is because no significant delay (i.e. of more than 12 months) is anticipated between the development phases.

2.2.1 Baseline Characterisation

The purpose of the EIA is to predict how environmental conditions may change as a result of the Proposed Development and to specify any investigative measures. This requires that the current environmental conditions (or those in the near future, before construction of the Proposed Development gets underway) and those in the future, assuming no development, are established.
This is referred to as the baseline and is usually established through a combination of desk-based research, site survey and empirical studies and projections. Together, these describe the current and future character of a site and the value and vulnerability of key environmental resources and receptors, against which any changes or effects resulting from the Proposed Development can be identified, understood and assessed.

The baseline for this EIA has been taken as the 'current' vacant brownfield Site and its immediate surroundings as described in ES Chapter 1: Introduction of ES Volume 2. In respect of the transport, air quality and noise, consideration has also been given to the most recent and longstanding baseline conditions that have prevailed at the Site in light of its operation as a car park and car wash facility.

The technical assessments in ES Volume 2 (chapters 6 - 15) and ES Volume 3 (chapters 1 - 2) provide a description of topic specific baseline conditions against which the Proposed Development has been assessed.

For the purposes of the Transport and Accessibility, Air Quality and Noise and Vibration assessments a 'Future Baseline' has also been considered for the anticipated year in which the Proposed Development as a whole would be complete (also referred to as Year of Opening), namely 2023 and when a new residential population would be introduced to the Site.

### 2.2.2 Impact Assessment

Receptors within the study area of the EIA that may be sensitive to potential environmental impacts as a result of the Proposed Development, can be summarised as follows:

- Existing community facilities, in particular the City of Westminster College, Paddington Green Police Station, local GP surgeries and educational facilities;
- Existing residential occupants, in particular those along Church Street, Edgware Road, Paddington Green and within the Metropolitan Police Station Section House;
- Existing commercial occupants, in particular those along Edgware Road;
- Potential buried heritage assets on-site;
- Existing above ground heritage assets including listed buildings and conservation areas such as the Paddington Green Conservation Area (CA); the Church of St Mary, Paddington Green (Grade II*); the Paddington Green Children's Hospital (Mary Adelaide House)(Grade II); and Nos. 17 and 18 Paddington Green (Grade II);
- Local Air Quality;
- Existing transport infrastructure, in particular the local highway network and public transport facilities;
- Pedestrians and users of existing and proposed amenity areas;
- Existing water resources, in particular ground water and public potable water supplies;
- Existing ecological receptors, notably St. Mary’s Churchyard and Paddington Green SINC; and
- Existing telecommunication and radio signal receptions; and
- Future residential and commercial occupants of the Proposed Development.

As a general rule, the EIA assesses the residual effects that are likely to arise as a consequence of a potential impact/change to environmental receptors following the application/consideration of mitigation measures.

A range of potential impacts are considered, including direct, indirect (or secondary) and cumulative:

- Direct impacts are those which arise as a direct consequence of a project action, e.g. the loss of habitat or the run-off of surface water to a watercourse;
• Indirect impacts are those which arise as a result of the direct impacts e.g. the decline in the abundance of a species as a result of the loss of habitat or the damage to aquatic vegetation as a result of water pollution. Other common examples include the impact on air quality and ambient noise as a result of increased traffic movements; and

• Cumulative impacts are typically taken to mean those which occur as a result of the Proposed Development in combination with other committed or reasonably foreseeable developments within an agreed zone of influence.

The assessment of residual environmental effects is important in that it informs the determination by the planning authority of the overall acceptability of the Proposed Development. Determining significance relies on accepted thresholds and criteria where available or, for situations in which such are not available, expert interpretations and value judgments.

Significance is usually a function of the vulnerability or importance of the resource affected (receptor) and the scale (magnitude and duration) of the potential impact. Importance might be a function of international designation or local relevance. Thus, significance is a concept that can be applied objectively to individual effects. Throughout this ES the same terminology is used to describe individual effects, unless specific alternative terminology exists in published guidance. Within this ES, significance has been evaluated with reference to definitive standards, accepted/published criteria and legislation, where available. Where it has not been possible to quantify potential impacts and residual effects, qualitative assessments have been carried out, based on expert knowledge and professional judgement. Where uncertainty exists, it has been noted in the relevant assessment and a prudent or conservative approach adopted so that the significance will not be under-estimated.

Unless indicated otherwise, the following consistent terminology has been used throughout the ES to describe the type/nature of residual effect:

• **Adverse** - detrimental or negative effect to an environmental resource or receptor;

• **Neutral** - an effect that on balance, is neither beneficial nor adverse to an environmental resource or receptor; and

• **Beneficial** - advantageous or positive effect to an environmental resource or receptor.

The scale of predicted residual effect has then been classified according to the following scale:

• **Negligible** - imperceptible effect;

• **Minor** - slight, very short or highly localised effect;

• **Moderate** - limited effect (by magnitude, duration, reversibility, value and sensitivity of receptor) which may be considered significant; and

• **Major** - considerable effect (by magnitude, duration, reversibility, value and sensitivity of receptor) which may be more than of a local significance or lead to a breach of a recognised environmental threshold, policy, legislation or standard).

Effects have been predicted as either ‘significant’ or ‘not significant’. Significant effects are considered material to the planning decision process. Based on the above, residual effects of moderate and major scale may be considered significant.
3. ALTERNATIVES AND DESIGN EVOLUTION

The EIA Regulations require the ES to report on the main alternatives studied by the Applicant and to give an indication of the main reasons for their choice, taking into account the potential environmental impacts.

The EIA has considered the 'Do Nothing' alternative, as well as alternative sites, land uses, layouts and façade treatments. The 'Do Nothing' scenario is a hypothetical alternative conventionally considered, albeit briefly, in EIA as a basis for comparing the development proposal under consideration.

When considering the 'Do-Nothing' alternative, the following is noted:

- The Site is designated in the adopted WCC UDP and Westminster’s City Plan: Strategic Policies Map as a proposal site for redevelopment (including residential and retail, with a mixed shopping frontage). This gives encouragement for development which seeks to provide alternative uses to those that have recently occupied the Site.
- Although the Site benefits from an extant consent, this consent is not financially viable and will not be delivered by the Applicant in the event that the Proposed Development does not come forward.

The Proposed Development aims to realise the comprehensive redevelopment of the Site in order to meet the wider development aspirations set out within local and regional policies. As such the specific development objectives are to deliver:

- high quality new homes offering a good mix of different unit sizes and layouts that are appropriate to the local area;
- commercial units, restaurants, cafes and bars which open onto new, high quality public realm and animates the local area;
- improved permeability and accessibility across the Site;
- high quality, landscaped open space and leisure facilities for local residents; and
- high quality architectural design and buildings of appropriate scale and massing for the local area.

3.1 Alternative Sites and Land Uses

No alternative sites have been considered by the Applicant for the following reasons:

- The Site is owned by Berkeley Homes (Central London) Ltd, and therefore the Applicant did not consider alternative sites which are the property of a third party;
- The Site is specifically identified in the WCC’s City Plan as a proposal site for redevelopment which would contribute to the meeting the WCC’s housing needs;
- The Applicant is seeking to optimise the Site’s potential in accordance with the NPPF; and
- The Site would provide a key development opportunity to contribute to the regeneration of an underutilised Site, and to provide greater and more varied housing, retail and leisure opportunities.

The proposed land uses have been informed by prevailing policy and are therefore substantially in accordance with the WCC’s City Plan, and other local and regional policy objectives. Accordingly, no other land uses were considered other than those proposed.
3.2 Alternative Site Layouts and Built Form

3.2.1 The Consented Scheme

In March 1998, WCC resolved to grant consent, subject to S106 Agreements, a residential led mixed-use scheme which provided 228 residential units, 162 holiday let units, a large supermarket and associated car parking.

An optimised version (option A) of the scheme was awarded consent at Planning Appeal on 10 October 2005 by the Secretary of State. Option A comprised buildings of between six and seven and a 22 storeys including a retail supermarket, two retail shops, 307 residential units of which 107 were affordable, 156 holiday let units, associated car parking and landscaping, as shown in Figure 3.1. Subsequently the pre-commencement conditions associated with the 2005 Consented Scheme have been discharged. Piling work was carried out in 2011 which implemented the planning permission. The remainder of the development was not completed but it has established the acceptability of residential use at the Site. It is therefore a material planning consideration.

Figure 3.1: 2005 Consented Scheme

The Applicant acquired the Site in 2015 and following a review of the 2005 Consented Scheme, the Applicant employed a new project team to develop alternative proposals for the Site.

3.2.2 Alternatives and Site Evolution

Key Structuring Concepts

The following key concepts were considered during the design evolution of the alternative proposals for the Site:

- Improvement of streetscape, permeability and accessibility through Site through the design of the public realm;
- Addition of contemporary mansion blocks to the surrounding townscape;
- Creation of a landmark through the delivery of a tower; and
- Delivery of a central garden which provides biodiversity and landscape enhancements.

Layout Options

The emerging proposals were initially informed by the layout of the 2005 Consented Scheme. The need to reinstate the frontage to A5 Edgware Road was a key driver for the design proposals. Similarly the location of the tower was considered appropriate, given the Site’s proximity to a key junction and transport node in London.
Design alternatives were developed in response to comments and suggestions made during regular pre-application discussions with WCC. The key options which were explored are shown in Figure 3.2. It is noted that in all of these options the following are common:

- Retail frontage along A5 Edgware Road;
- A tower at the south-eastern corner of the Site; and
- A site-wide two level basement for car and cycle parking, servicing and leisure facilities.

![Layout Option 1](image1)
![Layout Option 2](image2)
![Layout Option 3](image3)
![Layout Option 4](image4)

**Figure 3.2: Site Layout Options**

**Façade Evolution and Design Refinement**

The design of the facades and choice of materials have been influenced by the local context. Brick, stone and bronze are typical of the mansion blocks located within the immediate surroundings. These materials would be carefully detailed in a contemporary way and would use modern construction techniques to create facades that are in-keeping with the surrounding architecture.

Each façade of the buildings has been considered to reflect their immediate surroundings with different treatments according to their outlook and prominence. The palette of materials ensures a cohesive style to the Proposed Development and the form and massing provides variety to the townscape.

The tower design has evolved from an initial approach of minimal frame and large expanses of glass to a more classical tall tower. The approach incorporates the design of the mansion blocks within the tower providing a unifying style across the Site.
3.2.3 Preferred Option

The Proposed Development was further developed on the basis of Option 4 as shown in Figure 3.2.

The main characteristics of the preferred option are as follows:

- Provision of a residential led development of appropriate scale and massing for the local area providing a significant number of new, high quality dwellings;
- Enhancement of the public realm and provision of improved routes and accessibility through the Site;
- Provision of high quality architecture befitting a prominent CoW site;
- Provision of public and private squares and spaces;
- Provision of a variety of high quality leisure facilities comprising ground floor retail along A5 Edgware Road, an Everyman type cinema and a roof top restaurant to the tower;
- Improved streetscape and public amenity;
- Regeneration of a long time neglected site, providing much needed homes for a variety of tenures; and
- Provision of affordable homes on-site helping facilitate the wider Church Street regeneration.
4. PROPOSED DEVELOPMENT DESCRIPTION

The Proposed Development would comprise the demolition of existing hardstanding areas and remaining foundations; the excavation of a site-wide two level basement; and the redevelopment of the Site to provide a residential led mixed use scheme comprising an 39 storey tower and seven mansion blocks to provide 691 residential units; a 1,341 m² (Gross External Area ((GEA) Spa (ancillary to the residential use); 2,932 m² GEA Retail floorspace (including 1,447 m² of Restaurant floorspace); 515 m² GEA Office floorspace; and 1,484 m² GEA Leisure floorspace.

The description of the Proposed Development as stated on the Application form is:

"Redevelopment to provide buildings of between 6 and 39 storeys including commercial space (A1, A2, A3, A4, B1 and D2 use classes), 691 residential units (including affordable housing), landscaping and associated car and cycle parking."

4.1 Land Uses and Layout

A summary of the floor space proposed at the Proposed Development is presented in Table 4.1.

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<td>55,071</td>
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<tr>
<td>Retail (A1/A2/A3/A4)</td>
<td>-</td>
<td>1,476</td>
<td>1,183</td>
</tr>
<tr>
<td>Restaurant (A3)</td>
<td>-</td>
<td>1,447</td>
<td>966</td>
</tr>
<tr>
<td>Cinema (D2)</td>
<td>-</td>
<td>1,484</td>
<td>647</td>
</tr>
<tr>
<td>Office (B1)</td>
<td>-</td>
<td>515</td>
<td>453</td>
</tr>
<tr>
<td>Gymnasium and Spa (Ancillary to residential)</td>
<td>-</td>
<td>1,341</td>
<td>767</td>
</tr>
<tr>
<td>Basement</td>
<td>-</td>
<td>15,553</td>
<td>15,307</td>
</tr>
</tbody>
</table>

As shown in Figure 4.1, the Proposed Development would comprise the following key components:

- One tower (Block A) in the south of the Site, set back from Edgware Road and adjacent to Newcastle Place;
- Six interconnected mansion blocks (Block B - G) in the north and east of the Site, arranged around a central landscaped communal garden, forming a perimeter along Church Street and Edgware Road; and
- One mansion block (Block H) in the south-west of the Site, forming an edge to Newcastle Place and Paddington Green.

Blocks B - D would be set back from the existing Site boundary along A5 Edgware Road to allow for future road widening works to be implemented by TfL. Until these works are undertaken, this area would provide public realm in front of the Blocks.

A two level basement would be constructed across the Site.

The Proposed Development would deliver 691 residential units in a range of studio, 1, 2, 3, 4 and 6 bedroom apartments across all Blocks. This would be supplemented by retail floorspace at ground floor level in Blocks A - D and office floorspace in Blocks E and H, providing an active frontage along Edgware Road and Church Street.

Ancillary residential facilities (comprising a gymnasium and spa), as well as a cinema and servicing facilities would be located across both basement levels.
Figure 4.1: Proposed Block Arrangement

The distribution of land uses at ground floor, commercial, residential, substation, office, restaurant and cinema uses are shown in Figure 4.2, with Figures 4.6 – 4.7 providing a sample of representative General Arrangement Plans.
Figure 4.3: Proposed General Arrangement Basement Level 1
Figure 4.4: Proposed General Arrangement Basement Level 2
Figure 4.5: Proposed General Arrangement Ground Floor
Figure 4.6: Proposed General Arrangement Typical Floor
4.2 Building Heights

The building heights of the Proposed Development are summarised in Table 4.2.

<table>
<thead>
<tr>
<th>Block</th>
<th>No. of Storeys*</th>
<th>Building Height (mAOD)</th>
<th>Building Height (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Parapet/Roof Height**</td>
<td>Parapet/Roof Height**</td>
</tr>
<tr>
<td>Block A</td>
<td>39</td>
<td>+162.120</td>
<td>129.62</td>
</tr>
<tr>
<td>Block B</td>
<td>10</td>
<td>+ 67.850</td>
<td>35.35</td>
</tr>
<tr>
<td>Block C</td>
<td>10</td>
<td>+ 67.850</td>
<td>35.35</td>
</tr>
<tr>
<td>Block D</td>
<td>10</td>
<td>+ 67.850</td>
<td>35.35</td>
</tr>
<tr>
<td>Block E</td>
<td>17</td>
<td>+ 90.425</td>
<td>57.125</td>
</tr>
<tr>
<td>Block F</td>
<td>11</td>
<td>+ 70.925</td>
<td>37.625</td>
</tr>
<tr>
<td>Block G</td>
<td>7</td>
<td>+ 58.025</td>
<td>25.525</td>
</tr>
<tr>
<td>Block H</td>
<td>6</td>
<td>+ 54.950</td>
<td>22.75</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>+ 58.025</td>
<td>25.825</td>
</tr>
</tbody>
</table>

Notes: * Includes Ground Level, excludes roof plant
** The roof height and parapet height are the same.

The basement would be at a maximum, two levels deep with the basement finished floor level at 28.8 mAOD and 25.60 mAOD.

4.3 Building Appearance

The material palette and façade detailing of the proposed blocks have been designed to respond to the Site’s surrounding context, comprising brickwork and brickwork cladding, pre-cast stone detailing, high performance glazing and bronze coloured panelling.

In response to its proposed use, and its surrounding context, Block A would be clad in a brick panelised system with stone detailing. High performance glazing and bronze coloured panels would form the glazed openings.

In response to their primarily residential use, the mansion blocks (Blocks B - H) would be clad in brick and pre-cast stone detailing to reflect the local quality of the Maida Vale Mansions. The traditional grouping of floors and breaking down of the mass would be achieved via horizontal banding and subtle changes in detail. The balcony – bay rhythm, as well as the opening windows would reflect a very distinct residential character.

4.4 Landscaping and Public Realm

The Proposed Development would deliver a range of public, semi-public, communal and private spaces, as well as hard landscaping and public realm. The intent of the Church Street / Paddington Green master plan has influenced the approach to the public realm, with Newcastle Place upgraded and developed as a pedestrian and vehicular link through from Edgware Road to Paddington Green and beyond. In summary, the landscape masterplan would deliver:

- 1,672 m² of green roofs;
- a 262 m² water feature;
- 270 m² of lawn;
- 1,020 m² of perennial shrub planting;
• 104 new trees;
• timber seating as free-standing benches or raised planters walls; and
• public art installations.

The principal character areas within the Proposed Development would be as follows:
• An ‘Entry Bosque’ (grid pattern tree planting) at ground floor level, providing a transition from Edgware Road into the pedestrianised plaza;
• A Plaza at ground floor level around Block A, providing access and circulation space, as well as breakout space for the ground floor activities of Block A and adjacent blocks.;
• A Communal Garden in the central section of the Site for use by the residents in the central part of the Site, with opportunities for seating and play. The communal garden would be raised above the plaza, creating a separation from the more public nature of the plaza whilst maintaining visual connectivity; and
• Hard Landscaping and Public Realm.

Private amenity space for residential occupants would be provided in the form of private gardens at ground floor level (Blocks C, E, G and H), with balconies at 1st floor level and above.

Opportunities for informal play and recreation would be delivered across the Site, particularly within the communal gardens and plaza.

The existing Site has been defined as land of low ecological value; it is anticipated that the proposed landscaping plan would significantly enhance biodiversity across the Site.

4.5 Access, Car Parking and Cycle Arrangements

The Proposed Development aims to encourage cycle and pedestrian connections within the immediate and wider surroundings, and enhance the Site’s permeability and accessibility.

The main pedestrian access to the Proposed Development would be via the Entry Bosque along Edgware Road, which would lead to the plaza, Blocks A and H, as well as the communal garden. Further pedestrian entrances would be provided along the A5 Edgware Road, Church Street and Paddington Green frontages, and within the public realm.

The main vehicular access to the Proposed Development would be at Block F, off Church Street in the north-west corner of the Site, and via a two way ramp. The ramp has been designed to allow access for refuse and service vehicles to enter the two level basement, as well as all other private vehicles and cyclists. A vehicle drop off would provide a secondary vehicular access located at the base of Block A, along Newcastle Place.

Car parking would be provided within the two level basement to deliver 241 residential car parking spaces, of which 71 spaces would serve the wheelchair accessible apartments. No allocated car parking would be provided for the other non-residential uses. This would effectively serve to restrict the number of visitor car trips to and from the Site and encourage people to use alternative, more sustainable modes of transport, such as bicycles, buses and trains.

The Proposed Development would provide 1,164 cycle parking spaces for residential use and a further 103 spaces for staff and visitor use. In addition a Public Cycle Hire station would be delivered on the corner of Church Street/Edgware Road providing 26 additional cycle spaces.

4.6 Servicing and Waste Management

The Proposed Development has been designed to ensure that all servicing can be conducted within the Site. As such all servicing would be conducted from the basement.

A Framework Delivery and Servicing Plan (DSP) has been prepared for the Proposed Development and is provided in Technical Appendix 8.1 in ES Volume 4A. This document
identifies likely servicing and delivery requirements of the Proposed Development, as well as management measures to help minimise congestion in the local area.

Waste arising from the residential and commercial elements (within Blocks A - D and G) would be stored within dedicated waste stores, before being transferred to the service yard at upper basement level where waste would be collected by WCC. Waste collection vehicles would access the service yard located at lower basement level via the Church Street entrance.

The commercial units (office) on ground floor of Blocks E, F and H would store waste within the premises, and this would be brought to the basement holding area at the day of collection by WCC or private contractors.

4.7 Resource Use, Emissions, Residues and Sustainability

An Energy and Sustainability Statement have been prepared for the Proposed Development and accompanies the Application.

The energy strategy has been developed in line with the Energy Hierarchy of ‘Be Lean’, ‘Be Clean’, and ‘Be Green’ to reduce the energy consumption of the development. As such passive design, energy-efficient equipment and low carbon technology would be incorporated into the Proposed Development (including the use of a Combined Heat and Power (CHP) unit).

The overall predicted reduction in CO₂ emissions for the Proposed Development when measured against a Building Regulations 2013 Part L compliant scheme, would be approximately 36.6 % which represents an annual saving of approximately 400 tonnes of CO₂.

The Proposed Development would seek to achieve BREAAM Very Good Accreditation for the non-residential units or ensure units are capable of achieving BREEAM Very Good if the fit-out is to be undertaken by the tenant.

Water minimisation measures would comprise the adoption of a water consumption rate of less than or equal to 105 litres/person/day for the residential units.

Surface water runoff from the Proposed Development would be attenuated through the provision of green roofs, landscaped planting and underground storage (both geo-cellular units and tanks). Pre-development surface run-off rates would be reduced by 50 %.

The Proposed Development would generate approximately 299,275 L m⁻³ of operational waste per week. As noted above adequate dedicated storage space for recyclables and non-recyclables would be provided.
5. DEMOLITION AND CONSTRUCTION ENVIRONMENTAL MANAGEMENT

The Proposed Development’s indicative development programme is based on the assumption that development works would commence in Q2 2016, and would be undertaken over an 84 month period with completion targeted for Q1 2023.

It is noted that the existing 4 storey building in the northern corner of the Site would be demolished to ground level under the extant 2005 Consent and therefore building demolition works have not been considered in the EIA.

Standard enabling, substructure, superstructure, fit out landscaping works associated with a development of this nature, would be undertaken at the Site. The following activities would be undertaken in advance of works commencing on-site:

- detailed site investigations to inform the formulation and implementation of an appropriate remediation strategy for the Site;
- removal of asbestos containing materials; and
- pre- and post- construction telecommunication interference surveys.

Impacts arising during the demolition and construction processes are temporary, generally short-term and intermittent. Nevertheless, they can be sources of potentially significant effects on environmental resources and residential amenity.

Detailed construction method statements and specifications have not yet been prepared and construction sub-contractors not yet appointed. Therefore it is not possible to predict in detail the specific environmental impacts and effects that may arise from the demolition and construction works. However, the ES has established the potential broad environmental impacts associated with the works and a framework has been developed for the management of these impacts to ensure that no significant environmental effects arise. The content of the framework has been established with a reasonable degree of certainty having regard to the standard requirements of WCC and the experience of the Applicant (as the Main Contractor) and project team in developments of this scale.

The framework would form the basis for a Construction Environmental Management Plan (CEMP) to be implemented during the demolition and construction works. The CEMP would be prepared in accordance with standard best practice and regulatory requirements, as well as the WCC’s CoCP and Basement Development Supplementary Planning Document (SPD)\(^6\). The CEMP will include a Construction Traffic Management Plan (CTMP), as well as a Site Waste Management Plan (SWMP).

The EIA has taken account of this framework in assessing the residual demolition and construction effects of the Proposed Development.

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6. SUMMARY OF LIKELY ENVIRONMENTAL EFFECTS

This section summarises the technical assessments that have been undertaken as part of the EIA and their key findings. The assessments have considered and, where relevant, follow best practice methodologies defined in relevant guidance; and where guidance is not defined, prudent professional judgement has been applied.

It is noted that significant environmental effects are likely to arise in respect of housing provisioning, air quality, townscape, visual and heritage.

6.1 Socio Economics

This assessment considers the potential impacts and likely socio-economic effects arising from the demolition and construction works and on completion of the Proposed Development. In particular, this assessment presents the likely effects of employment levels created by the Proposed Development and of the new on-site residential population in respect of local social and community infrastructure.

6.1.1 Baseline

The Site lies within the Little Venice ward of the CoW, and just to the north of the Paddington Opportunity Area. The Site is identified as Proposal Site 20 on WCC’s Policies Map, as a site of strategic importance for the delivery of WCC’s City Plan, which specifies retail and residential as the preferred uses.

There are approximately 2,600 residents in the local site area and approximately 219,400 residents in the CoW. Housing within the local site area is predominantly flats, maisonettes and apartments and with a high proportion of social rented tenure. There is a good range of community facilities within the local area around the Site including schools and healthcare.

There are 17 primary schools within 1.6 km of the Site, the nearest of which is part of King Solomon Academy all-through school, and seven secondary schools within 3.2 km of the Site. Based on the latest available data (2013/2014 academic year) the identified primary schools have a combined surplus of 521 places and the secondary schools a surplus of 374 places. However, forecasts identify that by 2021 (when the first residential units are likely to be occupied), there will be deficits at both primary and secondary level for those schools in close proximity to the Site.

There are 20 GP surgeries within 1.6 km of the Site, all of which are currently accepting new patients.

The Site has been identified as within the 6 % most deprived neighbourhoods nationally, according to the recently released 2015 (Indices of Multiple Deprivation) IMD data. The local site level crime rate is also comparatively higher than the national average. The nearest open space to the Site is Paddington Green, approximately 10 m from the south-west of the Site. Four playspace facilities are also located within 400 m of the Site. It should be noted that the wider area surrounding the Site is considered to be deficient in public accessible open space and play space due to the demand of the existing residential population.

The Site is currently vacant and therefore there is no existing employment on-site.

6.1.2 Demolition and Construction

The Proposed Development would act as a catalyst for the regeneration of the local site area and the immediate surroundings. In particular it would:

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7 Lower super output areas (LSOA) Westminster 009E.
• generate 228 gross direct construction jobs which, when taking into account leakage, displacement and induced/indirect jobs, would be equivalent to 30 net construction jobs over the 84 month construction duration, which in the context of the size and mobility of the construction workforce would have a temporary Minor Beneficial residual effect; and
• promote skills training, with the contractor working with local education and training centres, and industry bodies, to provide apprenticeships and training opportunities. Given the significant construction skills shortage currently identified in the CoW, this is considered to result in a temporary Minor Beneficial effect at the local authority level.

6.1.3 Completed Development

Once completed, the Proposed Development would:

• deliver 691 new residential units which would result in a Major Beneficial residual effect;
• introduce a new residential population of 1,353 people which would create a demand for approximately the equivalent of three quarters of a full time GP. There is currently a high level of capacity in the local GP surgeries; however the Proposed Development is bringing forward a substantial permanent population. Therefore, the Applicant would make necessary financial contributions, resulting in a Negligible Adverse residual effect. In terms of increased demand for primary and secondary school places, the new population would have a Negligible Adverse residual effect at both primary and secondary level taking into account the forecasted figures for 2021 (when the first residential units are likely to be occupied) and the Applicant’s commitment to make financial contributions;
• deliver office space, retail space, café/restaurant uses, a cinema and a resident’s spa, all of which would create approximately 190 gross direct operational jobs which, when taking into account leakage, displacement and induced/indirect jobs, would be equivalent to 25 net operational jobs. In the context of the local economy this would have a Minor Beneficial residual effect;
• increase local expenditure as a result of the residents and employees, which would have a permanent Moderate Beneficial residual effect at a local authority level;
• deliver 5,694 m² of open space, although this would still fall short of the policy requirements, especially as there is limited space within the surrounding areas. Therefore the Applicant would make necessary financial contribution towards off-site provision which would result in a Minor Adverse residual effect;
• deliver 1,825 m² of playspace, which is considered to be sufficient provision for the new population and associated child yield and therefore would result in a permanent Moderate Beneficial residual effect at a local site level, and Minor Beneficial residual effect at neighbourhood and local authority level; and
• deliver a safe and secure development implementing appropriate secured by design principles and implementing the recommendations of WCC’s crime officer in the design of the Proposed Development, with the residual effect concluded to be Moderate Beneficial.

All of the reported major beneficial effects are considered to be significant and material considerations in the determination of the Application. Accordingly it can be concluded that the Proposed Development would deliver on the regeneration aspirations of WCC for this Site.

6.2 Archaeology

This assessment considers the potential impacts and likely effects on buried heritage assets (archaeological remains) at the Site arising from the demolition and construction works and on completion of the Proposed Development. Buried heritage assets are parts of the historic environment which are considered to be significant because of their historic, evidential, aesthetic and/or communal interest.
6.2.1 Baseline

The Site lies within the Paddington and Lillestone Villages Area of Special Archaeological Priority (ASAP) as designated by WCC. This ASAP comprises the area situated between Marylebone Road and Harrow Road, and is thought to have been the approximate location of the Anglo-Saxon / later medieval settlements Paddington and Lillestone.

The south-western portion of the Site falls within the Paddington Green CA, which also extends along the south-western boundary.

Based on previous archaeological investigation within the Site, buried heritage assets that may be affected by the Proposed Development comprise post-medieval remains from the mid-late 17th century when the Site was first developed (including buried footings, drains and cellars, similar to those recorded in 1995 and 200) of low heritage significance.

6.2.2 Demolition and Construction

During the demolition and construction works, there would be the potential for works to directly impact any surviving buried heritage remains on-site.

Given the scale and location of the Proposed Development, as well as the low significance of the archaeological remains, an archaeological watching brief during preliminary ground preparation and subsequent basement excavation is considered appropriate mitigation. This would ensure that any archaeological (i.e. post-medieval) remains were not removed without record. Such mitigation would reduce the likely residual effects to Negligible (Neutral).

6.2.3 Completed Development

Once the Proposed Development at the Site has been completed, no further ground disturbance would occur and consequently there would be No residual effects upon buried heritage assets during this stage.

6.3 Transport

This assessment considers the potential impacts and likely effects on transport and accessibility arising from the demolition and construction works, and the completion of the Proposed Development. In particular the assessment considers the Proposed Development’s likely effects on the local highway network, public transport services, pedestrian and cycle movements and facilities.

The scope of the assessment was defined through extensive discussions with WCC Highways officers and Transport for London (TfL).

6.3.1 Baseline

The Site is currently vacant. However, the Site has been in continuous use as a car parking and car washing facility for well over 20 years up until July 2015, which can be readily re-instated.

The Site is well served by a range of modes of transport and benefits from excellent public transport accessibility as defined by TfL’s Public Transport Accessibility Level methodology.

The closest underground station to the Site is Edgware Road station which is located approximately 100 m to the south-east of the Site. Paddington Mainline Rail Station is approximately 400 m south-west of the Site (direct distance) or 650 m (walking distance).

There is excellent provision of walking and cycling routes to and from the Site within the study area.
6.3.2 Demolition and Construction

During the demolition and construction stage access to the Site would be via Church Street and egress via Paddington Green from where traffic would be routed along the A5 Edgware Road or A404. A CEMP and CLP would be developed and implemented to minimise adverse effects on pedestrian, cycling and local high way network facilities.

The assessment concludes that the Proposed Development would have a short term Moderate Adverse effects on pedestrian severance, delay, amenity, fear and intimidation along Church Street and Paddington Green and short term Minor Adverse effects on all other roads.

Short term Minor Adverse effects are predicted in relation to accidents and safety. In relation to all other modes of transport, the residual effect would be as short term Negligible Adverse.

6.3.3 Completed Development

The following mitigation measures would be delivered as part of the completed development:

- Travel Planning;
- Cycle Parking Provision;
- Delivery and Servicing Management Plan (DSMP);
- Contributions through S106/CIL.

The assessment concludes that once completed and occupied, the Proposed Development would have the following residual effects:

- Negligible Adverse effects on Pedestrian Movement; Pedestrian Delay; Pedestrian Amenity; Pedestrian Fear and Intimidation; Cycle Movement and Facilities; Underground Services; National Rail Services; Bus Services; Driver Delay; Accidents and Safety and Dust and Dirt; and
- Minor Adverse effects on Pedestrian Severance along Church Street. While Church Street is predicted to experience a high increase in traffic flows across the day, it is noted that the existing baseline flows are low and the increases are very low numerically - between five (AM Peak Hour) and two (PM Peak Hour) movements an hour. In addition a DSMP will be prepared and implemented to manage and control the effect of servicing movements on the local road network.

6.4 Air Quality

This assessment considers the potential impacts and likely effects on local air quality (including at existing off-site and future on-site sensitive receptors) arising from the demolition and construction works, and the completion of the Proposed Development, including emissions arising from the proposed energy centre and traffic flows.

6.4.1 Baseline

Existing air quality conditions have been characterised by means of the results of on-site monitoring carried out by the Applicant, WCC monitoring data and information published by DEFRA.

Existing conditions at the Site show poor air quality, with air quality expected to exceed the annual mean nitrogen dioxide (NO2) objective across the Site. All other objectives set by the Air Quality (England) 2000 Regulations and 2002 amendments would be met.

The Site lies within an Air Quality Management Area designated by WCC.

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6.4.2 Demolition and Construction

During demolition and construction works, there is the potential that emissions of dust arising from the Site could result in nuisance soiling at properties on nearby streets. Typically, impacts would be restricted to within 100 m of a development site boundary.

With the implementation of suitable mitigation measures, which would be set out within the Proposed Development's CEMP and Construction Method Statements to be agreed with WCC, it is anticipated that dust effects could be mitigated to at worst a temporary Slight Adverse effect at existing receptors.

The emissions associated with the worst case construction traffic during the substructure works are predicted to give rise to Moderate Adverse impacts at eight off-site receptor locations and from typical case construction traffic at two off-site receptors. The predicted increase annual NO₂ concentrations at off-site receptors is at maximum 0.5 µg/m³ for the worst case and 0.3 µg/m³ for the typical case.

6.4.3 Completed Development

Air quality impacts once the Proposed Development has been completed would arise due to emissions from the Proposed Development's traffic and energy centre.

A Negligible impact is predicted in respect of fine particulate (PM₁₀ and PM₂.₅) concentrations.

The maximum increase in annual mean NO₂ concentrations as a result of the combined impact of the traffic and energy centre emissions associated with the Proposed Development is 1.3 µg/m³ at off-site receptors. As a result of the existing high NO₂ concentrations this results in a Substantial Adverse impact at three receptors on Church Street. A Moderate Adverse impact is predicted to arise at three locations on Edgware Road and one on Paddington Green.

At on-site receptors, a Substantial Adverse impact is predicted at one receptor location located at ground floor close to one of the proposed basement car park louvres.

At all other on-site receptor locations the increase in annual mean NO₂ concentrations at residential façade locations is limited to 0.6 µg/m³. Existing concentrations are above the annual mean objective across the Site, resulting in the prediction of Moderate Adverse impacts at a number of receptor locations where new residential receptors would be introduced. At higher levels concentrations are predicted to fall to within the objective.

For those residential units where concentrations are predicted to exceed the annual mean objective at the façade, these apartments would be provided with a Mechanical Ventilation and Heat Recovery (MVHR) system fitted with NOx and particulate filters to provide a clean source of make-up air to protect residents from exposure to poor air quality.

The Air Quality Neutral Assessment has indicated that the Proposed Development would meet both the building and transport emission benchmarks and can therefore be considered to be air quality neutral.

On this basis, it is considered that the operation of the Proposed Development would result in a Moderate Adverse effect on air quality. The effect is considered to be significant and a material planning consideration.

6.5 Noise and Vibration

This assessment considers the potential impacts and likely effects on noise and vibration at existing off-site receptors and future on-site receptors, arising from the demolition and construction works, and the completion of the Proposed Development.
6.5.1 Baseline

A detailed environmental noise survey was undertaken at the Site in order to establish the existing noise climate across the Site. The outcome of this survey was used as the basis for the noise modelling exercise and predictions.

The survey identified that the existing noise climate at the Site is dominated by road traffic noise from the immediately surrounding road network, but predominantly from the A40/A404 and A5 Edgware Road.

The existing vibration conditions at the Site were determined by means of a detailed vibration survey at two locations, in order to take full account of any impacts arising from the London Underground lines, some 100 m to the south-east. The survey identified very low levels of vibration, with levels dropping below the limit detectable by the instrumentation.

6.5.2 Demolition and Construction

Noise predictions have been undertaken to provide an estimate of the noise emissions from the Site during the demolition and construction works at the nearest sensitive receptors; both in terms of existing off-site and proposed on-site receptors.

Taking into account the proposed mitigation measures incorporated into the demolition and construction works, noise levels are predicted to remain within the 75 dB (A) target criterion for a majority of the works and receptor locations resulting in temporary Minor to Moderate Adverse residual effects. It should be noted that although some moderate effects have been reported, these would be temporary; only to be experienced during those periods when the most intense operations are occurring at the closest point to receptor locations. Consequently, these effects would not be significant.

It is considered that demolition and construction traffic flows would be within the typical daily variations in traffic flow and would therefore have No Effect on road traffic noise.

Given the close distance between the proposed substructure works and the nearest sensitive receptors, there is the potential for perceptible levels of vibration at existing receptor locations. Consequently, a series of robust mitigation measures, to be set out within a CEMP, would ensure that the magnitude of the potential impacts are reduced to a practicable minimum to ensure residual effects are no greater than temporary Minor to Moderate Adverse at the closest receptors to the works. It should be noted that although some moderate effects have been reported, these would be temporary; only to be experienced during those periods when the most vibration-intensive operations are occurring at the closest point to the receptor location. Such phenomena are inevitable and unavoidable when construction works are carried out in dense urban locations, where source to receiver separation distances are small. The predicted effects would receive detailed consideration during the preparation of the CEMP, with all possible and practicable measures incorporated to minimise any effects. Consequently, these effects would not be significant.

6.5.3 Completed Development

The effect of ambient noise on the Proposed Development has been determined by predicting the likely daytime and night-time noise levels at the location of proposed residential facades. These calculations have been based on the worst case cumulative traffic flows and the recorded results of the noise measurement survey undertaken, in order to robustly ensure that a level of façade treatment is provided that future-proofs occupants of the Proposed Development from likely future levels of noise.

A façade mitigation strategy has been derived and is presented within Chapter 10: Noise and Vibration of ES Volume 2. Consequently, as the internal noise levels within the Proposed
Development would be compliant with the relevant noise criteria, **No** residual effects are anticipated.

Noise levels in many of the proposed balcony spaces throughout the Proposed Development are predicted to exceed the WCC stipulated noise criterion during the day. However relevant British Standards\(^9\) takes account of this likelihood, when providing residential development in busy, urban areas. Consequently, rather than propose mitigation to the balcony spaces such as wintergardens, which have been ruled out by design and maintenance factors, occupants would be provided with sealed balconies where ever possible and with screened communal amenity space within the courtyard area created by the built form of the development. The courtyard area will provide discrete, screened areas where the $<55\text{ dB(A)}$ criterion would largely be met, while the adjacent Paddington Green park will provide nearby access to green, open space, away from the urban bustle of A5 Edgware Road and the A40 corridor. The residual effect of noise on amenity space at the Proposed Development would therefore be **Minor Adverse** on balance.

No detectable vibration was identified at the Site.

Changes in traffic flows on nearby links as a direct result of the Proposed Development have been assessed. Predicted changes in noise level on the road network as a result of changes to traffic flows would have **No to Negligible Adverse** effects, once the dilution effects of the ambient noise climate are taken into account. However **Moderate Adverse** effects would arise along Church Street.

Target noise criteria have been set for all static plant and commercial activities. Providing that the rating noise levels from such development components do not exceed the stated noise criteria, whether through the application of noise control techniques or otherwise, **No** noise effects from such sources is predicted on existing and future sensitive receptors within or around the Site.

### 6.6 Daylight, Sunlight, Overshadowing and Solar Glare

This assessment considers the potential impacts and likely effects on daylight, sunlight, overshadowing at existing and future residential receptors, as well as solar glare arising from the demolition and construction works, and the completion of the Proposed Development. The assessment has followed best practice methodologies defined in current policy and guidance, in particular the BRE Guidance\(^9\). The BRE Guidance is specific in its confirmation that the Guidance does not contain mandatory requirements.

#### 6.6.1 Baseline

The Site was historically occupied by buildings ranging from 15 to 20 m in height. Since the late 1990’s the Site has comprised hardstanding areas and until recently was used as a temporary car park and a car wash facility.

Given that the Site has been cleared, the majority of existing residential windows facing the Site enjoy unusually high levels of daylight and sunlight; levels that are considered uncharacteristic of a dense urban environment.

#### 6.6.2 Demolition and Construction

No quantitative assessment has been carried out for demolition and construction. The demolition works would have no effect on neighbouring residential buildings in terms of daylight and sunlight availability. There would be no change to overshadowing or glare. The residual effect would be temporary **Negligible**.

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During the construction works, daylight, sunlight and overshadowing would be a constantly changing scenario as the Proposed Development rises floor by floor.

### 6.6.3 Completed Development

For this assessment WCC requested a quantitative comparison of the Proposed Development’s effects vs those of the extant 2005 Consent’s effects.

#### Daylight and Sunlight

The result of a great deal of design development with the architect has ensured that the Proposed Development would be as responsive as possible to the daylight and sunlight availability to neighbouring residential buildings when related to their baseline condition.

In total 879 windows were assessed for Vertical Sky Component (VSC)\(^\text{10}\). When the baseline is compared to the Proposed Development 378 (43 %) windows would meet BRE compliance or experience **Negligible Adverse** effects. When the 2005 Consent is compared to the completed Proposed Development there are 694 (79 %) windows that would meet BRE compliance or experience **Negligible Adverse** effects.

In total 514 windows were assessed for No Sky Line (NSL)\(^\text{11}\). When the baseline is compared to the Proposed Development 473 (92 %) windows would meet BRE compliance or experience **Negligible Adverse** effects. When the 2005 Consent is compared to the completed Proposed Development 486 (95 %) windows would meet BRE compliance or experience **Negligible Adverse** effects.

In total 706 windows were assessed for Annual Probable Sunlight Hours (APSH)\(^\text{12}\). When the baseline is compared to the Proposed Development 576 (82 %) windows would meet BRE compliance or experience **Negligible Adverse** effects. When the 2005 Consent is compared to the completed Proposed Development 633 (90 %) windows would meet BRE compliance or experience **Negligible Adverse** effects.

The results demonstrate a very high level of compliance given the Site’s location in a built up urban environment, and given that the baseline has been assessed as an open site.

When the baseline results are compared to the completed Proposed Development and there are effects beyond the BRE Guidance, these would mainly be **Minor Adverse** or on the threshold of **Minor Adverse** to **Moderate Adverse**, other than in respect of 14 Paddington Green. However, it is the design of 14 Paddington Green with its windows very close to the boundary which impairs the daylight and sunlight availability to this property with the Proposed Development in place, particularly in the context of a vacant site as the baseline.

When the 2005 Consent is compared to the completed Proposed Development and there would be effects beyond the BRE Guidance, this would only be in respect of 14 Paddington Green and the effect would be **Minor Adverse**.

#### Overshadowing

The overshadowing assessments to the existing amenity areas shows all effects would be **Negligible Adverse** other than in respect of 14 Paddington Green. Again this is a direct result of the baseline being a vacant site.

The overshadowing assessments to the proposed amenity areas within the Proposed Development shows all effects would be **Negligible Adverse**.

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\(^{10}\) The method of assessment which measures the amount of light available on the outside plane of the window, measured as a ratio (\%) of the amount of total unobstructed sky viewable, following introduction of visible barriers such as buildings

\(^{11}\) A measure of daylight at working plane level (i.e. 0.85 m above floor level)

\(^{12}\) A measure of sunlight that a given window may expect over a year period.
Solar Glare

The solar glare assessment shows all effects would be **Negligible Adverse**.

In conclusion, the Proposed Development performs well in terms of daylight, sunlight, overshadowing and glare. When compared against the 2005 Consent the design performs well against the BRE Guidance, which demonstrates that no significant additional effects are likely to occur.

6.7 Wind

This assessment considers the potential impacts and likely effects on the local wind microclimate arising from the demolition and construction works, and the completion of the Proposed Development. In particular it has considered the potential impacts of wind on pedestrian comfort and safety at the Proposed Development and within the study area.

Wind tunnel testing of both the existing Site and Proposed Development was undertaken to quantify the wind microclimate at the Site prior to and post redevelopment. A photograph of the model in the wind tunnel is provided in Figure 6.1.

![Scheme Model in the Wind Tunnel](image.png)

Figure 6.1: Scheme Model in the Wind Tunnel

6.7.1 Baseline

The meteorological data indicate that the prevailing wind direction throughout the year is from the south-west quadrant. There is a secondary prevailing wind from the north-east during the spring.

The assessment uses the well-established Lawson Comfort Criteria\(^{13}\) to benchmark the wind microclimate for a range of pedestrian activities from sitting (where the calmest winds are required) to transient activities such as crossing the road.

Wind tunnel testing of 144 existing receptor locations, confirms that existing wind conditions on-site and in the immediate surrounding area are suitable for a mix of sitting and standing activities, with leisure walking conditions in more exposed areas.

6.7.2 Demolition and Construction

Following demolition and clearance of existing buildings on-site, the likely wind effects would be **Negligible**. As construction progresses on the Proposed Development, conditions would

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gradually transition towards those in the Proposed Development. The construction of the Proposed Development is unlikely to generate winds that are significantly windier at pedestrian thoroughfares around the Site, than those expected around the completed development. As a result the residual effects would be classified as **Negligible**.

### 6.7.3 Completed Development

Wind tunnel testing of 192 proposed receptor locations within and around the Proposed Development indicates that during the windiest season, the predicted wind conditions within and around the completed Proposed Development at ground level would be suitable for sitting, standing/entrance use and leisure walking.

Thoroughfares within and around the Site would therefore be suitable for their desired use, representing a **Negligible to Moderate Beneficial** effects.

The majority of building entrances would be suitable for standing/entrance use or sitting during the windiest season, representing negligible and minor beneficial effects at these receptor locations respectively. Conditions at five entrance receptors were classified as having a minor adverse effect prior to mitigation. With mitigation measures introduced in the form of entrance recessing (by 1.5 m) and landscaping, the residual effect at these entrances would be classified as **Negligible** to **Minor Beneficial**.

All ground level amenity spaces would be suitable for the intended sitting use during the summer season. At terrace/balcony level the majority of receptors would be acceptable for the intended sitting use, with the exception of four receptors where standing use have been recorded. The residual effect at external amenity areas would therefore be classified as **Minor Adverse** to **Negligible**.

Occasional strong winds in excess of Beaufort Force 6 would occur at ten receptor locations for up to 3.5 hours per annum at ground level (mainly during the winter season). The majority of these areas are thoroughfares and as such strong winds are not expected to cause a nuisance to pedestrians passing through. However, five receptor locations are located at building entrances where the occasional strong winds in excess of B6 would be considered unacceptable, as noted above. The recessing of these entrances by 1.5 m (as outlined above) would also be expected to reduce or eliminate the occurrence of strong winds at these locations and also achieve the desired comfort conditions at these entrances.

### 6.8 Telecommunications

This assessment considers the potential impacts and likely effects on telecommunication networks arising from the demolition and construction works, and the completion of the Proposed Development.

Liaison with Ofcom, microwave link owners and Airwave Solutions (the owners of the TETRA / Airwave network) has informed the assessment and where possible enabled the effects to existing identified networks to be determined.

### 6.8.1 Baseline

A number of microwave links were identified as crossing the Site, with the majority passing to and from the BT Post Office Tower, located 2.3 km to the east of the Site.

The Airwave / TETRA network is currently active in the Study Area due to the necessity for reliable and robust emergency services communications at the adjacent Paddington Green Metropolitan Station.
6.8.2 Demolition and Construction

Whilst the demolition process is unlikely to cause any impacts, the use of tower cranes during the construction period has been identified by several microwave link owners to pose a risk to existing microwave links. Tower cranes have the potential to cause disruption to the operation of telecommunications networks and systems by causing signal blocking and by reducing the reliability of communications channels.

Subject to the implementation of mitigation measures (including pre- and post-construction telecommunication surveys; re-directing links to avoid any possible obstruction; and/or use of relay site to bypass any possible obstruction) prior to the demolition and construction stage, No residual effects would occur during the demolition and construction stage of the Proposed Development.

6.8.3 Completed Development

Subject to the implementation of mitigation measures prior to the demolition and construction stage, No residual effects would occur during the operational stage of the Proposed Development.

6.9 Waste

This assessment considers the potential impacts and likely effects on waste arisings, waste disposal infrastructure and waste management practise during the demolition and construction works, and the completion of the Proposed Development.

6.9.1 Baseline

As the Site is vacant with no existing site occupants or operational uses, no wastes are currently generated.

At local level, the GLA Summary Note Report\textsuperscript{14} provides predicted CDE waste arisings for each London Borough, as well as London as a whole, for each year from 2010 to 2031. Within this Report, the total CDE waste arisings within the CoW in 2015 are estimated to be approximately 1.222 million tonnes, which is approximately 5.79 % of London’s total estimated CDE waste arisings of 21.095 million tonnes.

According to The London Plan, of the total amount of CDE waste generated in London, 82 % was recycled in 2008. Although this is a high percentage, it is still a considerable way from the target set within the Mayor’s Waste Management Strategy of exceeding 95 % by 2020.

Municipal Solid Waste (MSW) comprises both household waste and non-household municipal waste, the latter comprising waste collected by the council from businesses. According to the GLA Summary Note Report, MSW waste arisings for the CoW in 2015 are estimated to be 200,000 tonnes which is approximately 4.5 % of London’s total estimated MSW arisings of 4.442 million tonnes.

According to the London Plan, London produced an estimated 4.700 million tonnes of commercial and industrial waste generated by businesses and industry in 2012, which was collected by the private sector and local authorities. In 2009, commercial and industrial recycling was estimated at 52 %. This is considerably below the target set in London Plan Policy 5.16 of exceeding 70 % by 2020.

6.9.2 Demolition and Construction

The demolition and excavation works at the Site would generate 98,850 m\textsuperscript{3} of waste (of which approximately 1,890 m\textsuperscript{3} of concrete and 0 m\textsuperscript{3} of soil would be reused on-site) and the

\textsuperscript{14} Greater London Authority. 2011. Future waste Arisings in London 2010-2031 Summary Note. GLA.
construction works would generate 10,710 m$^3$ of waste (an average of 133.22 m$^3$ per month over the approximate 81 month construction period).

The implementation of a SWMP, as well as the adoption of good site and specification practices would facilitate the minimisation, re-use and recycling of waste to avoid unnecessary landfilling during the demolition and construction works. Contaminated waste would be dealt with in accordance with best practice guidance and regulatory requirements.

Subject to the implementation of these measures, temporary Minor to Moderate Adverse (and not significant) residual effects are predicted to arise at the Site level, temporary Negligible Adverse effects at the local level, and temporary Negligible Adverse effects at the regional level.

6.9.3 Completed Development

The Proposed Development would give rise to 117.47 m$^3$ (23.49 tonnes) of municipal household and 181.81 m$^3$ (36.36 tonnes) of commercial waste per week once completed and operational. This represents a substantial increase in waste generation compared to the existing vacant Site condition.

However, the Proposed Development has incorporated policy compliant recycling and waste facilities across the development and wastes would be managed in accordance with the Proposed Development’s Waste Strategy. Furthermore a DSP and Operational Waste Management Plan would be implemented. These measures together with the Applicant’s commitment to encourage sustainable waste practices at the Proposed Development through BREEAM ‘Very Good’ accreditation would facilitate waste minimisation and recycling at the Site.

It is therefore considered that at a Site level the Proposed Development’s residual effect on waste generation would be Minor to Moderate Adverse, and not significant. At the local/regional levels the increase would be Negligible Adverse.

6.10 Townscape Visual Impact Assessment

This assessment considers the potential impacts and likely effects on townscape character and visual amenity arising from the demolition and construction works, and the completion of the Proposed Development. It considers heritage assets only in so far as these assets’ townscape setting.

6.10.1 Baseline

The lack of buildings on the Site is such that it provides little or no definition to surroundings streets, and no animation of those streets. The Site appears as an unsightly gap in the local townscape. The substantial existing buildings around the Site, including the Hall Place Estate, the Paddington Green Police Station site and buildings around Paddington Basin, limit or block visibility of the Site from many short and medium range locations. There is limited or no visibility of the Site in most longer range views in its direction, due to the lack of buildings on most of the Site and relatively low scale of the existing standalone building on Site, and the scale of intervening development.

The local area around the Site is varied in character as shown in Figure 6.2.
Post-war towers around the junction of Edgware Road and Harrow Road / Marylebone Road to the south of the Site, and residential towers within the Hall Place Estate to the north of the Site, are dominant elements within the local townscape, and these buildings are generally of poor to mediocre quality. Smaller scale historic buildings are located immediately west of the Site, and within and around Paddington Green, and parts of Edgware Road are also lined by smaller scale, older buildings. Further south, large scale modern development located around Paddington Basin includes buildings that are generally of good architectural quality.

The Site is located within the Paddington Green Townscape Character Area (TCA A). The historic form of Paddington Green remains recognisable and there are a number of 19th century buildings, including some immediately west of the Site.

Although part of the Site is within the Paddington Green Conservation Area, it is considered to contribute nothing positive to the appearance of that Conservation Area. There are no listed buildings on the Site. There are however a number of listed buildings adjacent to and within the study area around the Site, including the Grade II listed Children’s Hospital and Nos. 17 and 18 Paddington Green.

### 6.10.2 Demolition and Construction

While any assessment of the visual effect of demolition and construction activities in aesthetic terms would tend to conclude effects are adverse rather than beneficial, few people think of construction activities in this way, considering their effects rather as a fact of life which while not fleeting, is clearly understood to be temporary.

In terms of views, the significance of effect would be no more than Moderate. The effect would be Adverse and temporary in all cases.

In terms of townscape character areas, the significance of effect would be Moderate for Townscape Character (TCA) A and Minor to Moderate for all other TCAs. The effect would be Adverse and temporary in all cases.

In terms of the direct effect on the Paddington Green Conservation Area, in which part of the Site is located, the significance of the effect would be Moderate and the effect Adverse and temporary. With regard to the Children’s Hospital and Nos. 17 and 18 Paddington Green the significance of the indirect effect would be Moderate and Adverse, and temporary. With regard to the Church of St. Mary, the significance of the indirect effect would be Moderate and Adverse, and temporary.
With regard to the townscape and visual settings of other heritage assets (including listed buildings), the effects would range from **Negligible** to no more than **Minor to Moderate**. The effect would be **Neutral** (for negligible effects) and **Adverse** (more than negligible effects), and temporary in all cases.

### 6.10.3 Completed Development

The Site is located close to the major road junction of Edgware Road, Harrow Road and the Westway, which forms a significant visual ‘episode’ in journeys along these roads and can be regarded as a threshold point along one of the main routes between central London and the west. In its current state, the Site appears as a gap in the townscape and offers nothing positive to views and townscape in the local and wider area.

The Proposed Development would redevelop the Site to provide a coherent set of high quality buildings which would provide significant urban design benefits and high quality public realm.

The mansion blocks within the Proposed Development would relate well to the scale of existing mid-rise blocks in the local area. The tallest of them, Block E, would be appropriately located at the northern end of the Site, towards the Hall Place Estate, where it would form a strong termination of views along the courtyard within the Proposed Development. The height of Block A would relate to that of the post-war tall buildings in the local area, and its greater height than these buildings would appropriately reflect its location close to the major Edgware Road/Harrow Road/Westway junction, and the potential focal point the Site could form in medium and longer range views.

The architecture of the Proposed Development would be of a high quality. The architectural approach, with buildings having a defined base, middle and top, and the use of a small number of high quality materials, would result in buildings with a calm and ordered appearance that would complement nearby historic buildings.

Block A would have a strong vertical emphasis due to the use of columns regularly spaced around the elevations. The modified ovoid plan of Block A would provide it with a distinctive form and silhouette on the skyline. Together, the height, vertical emphasis and rounded form of Block A would contrast very favourably with the existing post-war tall buildings in the local area, most of which are blocky in form and squat in their proportions. The architecture of Block A would be relatively simple and elegant.

The Proposed Development would strengthen the definition of surrounding streets and provide animation of them through the provision of active uses at ground floor level. The visibility of Block A would improve legibility within the wider area, helping to mark the location of the major junction at Edgware Road/ Harrow Road/ the Westway.

The Proposed Development would enhance local and medium range views through its definition of surrounding streets and the high quality architecture of the buildings within it. In long range views, Block A would appear as an attractive, vertically emphasised addition to views.

The significance of effects with regard to views would range from **No Effect** to **Moderate to Major**. The nature of the effects would be **Neutral or Beneficial** and significant. In this regard Figures 6.3 - 6.5 illustrate three of the accurate visual representation that have been prepared for the Proposed Development from selected assessment viewpoints.

The Proposed Development would represent a coherent and high quality redevelopment of the Site, and a substantial improvement on its existing state (an effect of **Moderate** significance and **Beneficial** in nature).

The high architectural quality and urban design benefits of the Proposed Development would considerably enhance the Paddington Green TCA within which it is located (an effect of **Moderate** significance which is **Beneficial** in nature).
Figure 6.3: View Old Marylebone Road/Marylebone Road
Figure 6.4: View Edgware Road/Chapel Street
Figure 6.5: View Edgware Road, near junction with Frampton Street
With regard to other TCAs, the significance of effect would be Minor to Moderate, and the effect would be **Beneficial** in nature.

The Proposed Development would enhance the townscape character and appearance of the Paddington Green Conservation Area, within which part of it is located. Block H, which would fall within the Conservation Area, would repair the building line along the eastern side of Paddington Green. It would mediate between the scale of the historic buildings adjacent to it and the larger post-war buildings nearby. The calm and ordered nature of its architecture, and the use of brick and stone as the primary materials within its elevations, would complement the buildings within the Conservation Area.

The Proposed Development more generally would enhance views in which it is visible from this Conservation Area. In respect of this Conservation Area, the effect would be of Moderate to Major significance, and Beneficial in nature. The Proposed Development would similarly enhance the townscape setting of listed buildings near the Site, including the Children’s Hospital and Nos. 17 and 18 Paddington Green (an effect of Major significance, and Beneficial in nature), and the Church of St. Mary (Moderate to Major significance and Beneficial).

The Proposed Development would be visible from other Conservation Areas and in some views including listed buildings and unlisted buildings of merit in the wider area around the Site. The Proposed Development would be seen in the middle distance or the distance in such views, in many cases to a very minor extent. The existing wider context in which these heritage assets are experienced includes tall and large scale post-war and modern development, and the Proposed Development would be consistent with this, albeit it would be of a much higher architectural quality than many of these existing buildings. The significance of effect with regard to the townscape settings of other heritage assets would range from Negligible to Minor to Moderate, with the effect being Neutral or Beneficial.

The Proposed Development would be consistent with national, regional and local policy in terms of its high quality design. Block A would "enhance the skyline and image of London", in line with the London Plan, and the Proposed Development more generally "will make a positive contribution to the townscape and urban realm", in line with the draft document, "City of Westminster Design – Developing Westminster’s City Plan."

The most significant cumulative scheme with regard to the Proposed Development would be the tall building at 1 Merchant Square. Together, the Proposed Development and 1 Merchant Square would add coherently to the background of views in which they appear, and would act as high quality markers for the meeting point of Edgware Road, Harrow Road and the Westway.

### 6.11 Heritage Impact Assessment

This assessment considers the potential impacts and likely effects on heritage assets during the demolition and construction works, and following the completion of the Proposed Development. It is supported by a heritage statement which describes in detail the significance of the heritage assets and the contributions made to their settings, as well as the potential for harm to the assets’ significance.

#### 6.11.1 Baseline

As previously identified, the south-west corner of the Site is located within the Paddington Green Conservation Area. In addition there are various conservation areas, listed buildings and registered parks and gardens of historic interest within the study area which have the potential to be affected by the Proposed Development. Although there are no listed buildings on the Site, the Grade II listed Children’s Hospital and Nos. 17 and 18 Paddington Green are located immediately to the west of the Site.
6.11.2 Demolition and Construction

The demolition and construction works would not give rise to any significant effects as they are temporary and the necessary first step in the redevelopment of the Site.

The details of proposed mitigation measures would be set out in a CEMP and would be agreed with WCC. The duration of effects would be short term although any magnitude of impacts would reduce during the construction process as completed works obscure views of the later works under construction.

The effect of the Proposed Development on the heritage asset would therefore be **Moderate Adverse**, on an indirect, short term nature and not significant.

6.11.3 Completed Development

When completed, the Proposed Development has the potential to directly and indirectly (through altering setting) impact identified heritage assets within the study area.

The only significant effects that are likely to arise from the Proposed Development would be on those heritage assets within close proximity to the Site, comprising the Paddington Green Conservation Area and The Children’s Hospital, Church of St Mary and Nos. 17 and 18 Paddington Green.

The Proposed Development would introduce multiple new buildings within the Paddington Green Conservation Area and would affect the setting of listed buildings in close proximity. The effects would range from **Moderate to Major Beneficial** to **Major Beneficial**, as a result of the high quality design and the improvements to the setting of the heritage assets through redevelopment of a vacant site. All other effects are indirect and considered **insignificant**.

6.12 Cumulative Effects

This assessment considers the potential cumulative impacts and likely effects associated with the Proposed Development. Two types of cumulative impacts and effects are considered:

- **Intra-Project Effects (Type 1)** - Combined effects of different types of impact, for example impact interactions arising from noise, dust and visual impacts during construction of the Proposed Development on a particular sensitive receptors. These are also known as 'impact interactions'; and
- **Inter-Project Effects (Type 2)** - Combined effects generated from the Proposed Development together with other planned developments. These other developments may generate their own individually insignificant effects, but when considered together the effects could amount to a significant cumulative effect, for example, combined transport impacts from two or more (proposed) developments. These are referred to as 'in-combination' impacts.

6.12.1 Intra-Project Effects

There is potential for some intra-project cumulative impact interactions to occur during the demolition and construction works. The majority of the interactions would arise from activities such as dust and noise from construction plant and vehicles; the visual impact of the works; and passing HGVs. However, these impact interactions would generally be restricted to short term peak periods and not all receptors would experience impact interactions during this time. The implementation of a CEMP would reduce the magnitude of any adverse impact interaction so that overall, it is considered that any Intra-Project effects that occur would generally be **temporary** and **short-term** in nature, albeit there may be some peaks of **Moderate Adverse** effects when works are occurring immediately adjacent to properties.

While there are expected to be significant adverse effects in relation to air quality in isolation, these are not expected to worsen from in-project effects (i.e. transport, air quality and noise).
Once completed, there is a potential for noise, air quality and transport impact interactions, as well as wind and daylight, sunlight and overshadowing impacts interactions. However the Applicant and its design team have developed a number of measures integral to the development proposals to ensure that the potential for significant adverse effects are avoided and where not possible minimised. Although significant adverse effects have been reported in relation to air quality in isolation, these are not expected to worsen from in-project effects. Furthermore wind conditions on-site and within the immediate surroundings would be in-keeping with the desired usage and the levels of permanent overshadowing within amenity spaces would be such that high levels of sun would be enjoyed.

Accordingly, significant intra project effects are unlikely to arise once the Proposed Development is complete.

6.12.2 Inter-Project Effects

In terms of Inter-Project cumulative impacts, consideration was given to 12 schemes within the study area, as shown in Figure 6.3.

![Figure 6.6: Inter-Project Cumulative Developments Locations](image)

The assessment concludes that the temporary cumulative effects during the demolition and construction works would be as follows based on the implementation of standard mitigation measures at each site:

- **Minor Beneficial** at a local level with regard to construction labour and the competition of apprentices;
- **No** in-combination cumulative effects to buried heritage assets are predicted to arise from demolition or construction effects;
- **Negligible Adverse** in respect of pedestrian movement and facilities, cycle movement and facilities; public transport services, dust and dirt;
- **Minor to Moderate Adverse** in respect of pedestrian severance, amenity, delay, fear and intimidation, as well as accidents and safety;
- At worst **Slight Adverse** in relation to dust and plant emissions from cumulative demolition and construction works;
• **Moderate Adverse** in relation to demolition and construction traffic emissions;
• **Minor to Moderate Adverse** in relation to demolition and construction noise and vibration;
• **Negligible Adverse** in relation to road traffic noise on roads within the study area;
• At worst **Negligible** on the wind environment during demolition and construction;
• No effects in respect of telecommunications networks; and
• **Minor Adverse** effect at local level and **Negligible Adverse** effect at regional level on demolition and construction waste arisings.

The assessment concludes that the cumulative effects upon completion of the Proposed Development and cumulative schemes would be as follows:

• **Major Beneficial** at a local level with regard to housing delivery;
• **Negligible Adverse** with regard to additional secondary education and health care demand;
• **Minor to Major Beneficial** with regard to the creation of operational jobs;
• **Moderate Beneficial** with regards to the creation of additional expenditure;
• **Moderate Beneficial** in relation to open space and playspace provisioning;
• **Moderate Beneficial** in relation to reducing crime and perceptions of crime;
• No cumulative effects to buried heritage assets;
• **Negligible Adverse** in respect of pedestrian movement and facilities, cycle movement and facilities; pedestrian amenity, pedestrian delay, pedestrian fear and intimidation, public transport services, dust and dirt;
• **Negligible to Minor Adverse** in respect of pedestrian severance;
• **Moderate Adverse** in relation to air quality;
• **No to Negligible** effects in relation to traffic noise;
• **Negligible** in relation to off-site traffic noise;
• **Minor Adverse** in terms of daylight and sunlight when compared to the baseline condition at Winnicote House and **Negligible Adverse** when compared to the 2005 Consent;
• **Negligible to Major Adverse** in terms of daylight and sunlight when compared to the baseline at 1-80 Hall Tower and **Negligible to Moderate Adverse** when compared to the 2005 Consent;
• **Negligible to Moderate Adverse** in terms of daylight and sunlight when compared to the baseline at Gilbert Sheldon House and **Negligible or Minor Adverse** when compared to the 2005 Consent;
• **Minor Adverse to Moderate Adverse** in terms of daylight and sunlight when compared to the baseline at 352-330 Edgware Road and **Negligible to Moderate Adverse** when compared to the 2005 Consent at 352-330 Edgware Road;
• **Negligible to Minor Adverse** in terms of daylight and sunlight when compared to the baseline at 328-314 Edgware Road and **Negligible** when compared to the 2005 Consent;
• **No** adverse effects in relation to overshadowing to existing amenity spaces;
• **No** adverse effects in relation to overshadowing to the Proposed Development;
• **Moderate Beneficial** to **Negligible** in relation to wind conditions along pedestrian thoroughfares;
• **Minor Beneficial** to **Negligible** in relation to wind conditions at entrances and drop off areas;
• **Minor Adverse** to **Negligible** in relation to wind conditions at external amenity areas;
• No cumulative effects in respect of telecommunications networks;
• **Minor Adverse** effect at the local level in respect of operational waste generation; and
• **Negligible Adverse** effect at the local level in respect of operational waste generation.