Appendix A

General ES appendix

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A1 Competent experts

A1.1.1 This ES has been prepared by a team of competent experts. The team comprises technical specialists who have extensive experience in the field of EIA. The individual experts can demonstrate their competence through academic qualifications, membership of relevant professional institutions and practical experience in undertaking EIAs.

A1.1.2 The consultant team that prepared the ES was led by:

- Stephanie McGibbon, Director, Arup;
- Kate Hardy, Senior Consultant, Arup; and
- Felicity Cole, Consultant, Arup.

A1.1.3 Table 1 outlines the team who prepared this ES, their qualifications, membership of relevant professional institutions and relevant experience.

A1.1.4 Arup is a registrant of the Institute of Environmental Management and Assessment's EIA Quality Mark scheme. Arup is committed to excellence in EIA activities and has agreed to have this commitment independently reviewed through review of ESs prepared by the company.

Table 1: Qualifications, memberships and experience of the experts responsible for the production of this ES

Discipline	Discipline lead	Qualifications and membership of professional institutions	Relevant experience
EIA Project Director **Arup**	Stephanie McGibbon, Director	MSc City and Regional Planning, Cardiff University LLM Environmental Law and Management, University of Wales BA (Hons) Geography, University College Swansea Fellow, Institute of Environmental Management and Assessment (FIEMA) Chartered Environmentalist (CEnv) Member, Royal Town Planning Institute (MRTPI)	Over 20 years of experience Meridian Water, London – EIA Project Director Thames Tideway Tunnel – Seconded into the client team to provide EIA leadership for this pan-London 25km long sewer tunnel North London Heat and Power Project – EIA Project Director Stansted Second Runway – EIA Deputy Project Manager
EIA Project Manager **Arup**	Kate Hardy, Senior Consultant	MSc Environmental Assessment and Management, Oxford Brookes University BSc (Hons) Geography, Royal Holloway College, University of London Associate Member, Institute of Environmental Management and Assessment (AIEMA)	Over 16 years of experience Meridian Water, London – EIA Project Manager Shutterton Park, Devon – EIA Project Manager for the EIA Siemens Urban Sustainability Centre – EIA Project Manager ArcelorMittal Orbit EIA – EIA Project Manager Stratford City – Environmental coordinator, including project management of ES update
EIA Co-ordinator **Arup**	Felicity Cole, Consultant	MSc Integrated Environmental Science BSc Geography Practitioner Member, Institute of Environmental Management and Assessment Affiliate Member, Royal Town Planning Institute	Meridian Water, London - EIA Project Coordinator London Plan - IIA Assistant Project Manager London Legacy Development Corporation (LLDC) project management team Experienced in producing aesthetic and accessible Non-Technical Summaries (NTSs) for a range of large scale projects
Air Quality **Arup**	James Bellinger, Senior Consultant	BSc (Hons) Geography, University of Exeter MSc Environmental Technology, Environmental Analysis and Assessment, Imperial College London Chartered Environmentalist (CEnv) Member, Institute of Air Quality Management (MIAQM) Member, Institute of Environmental Sciences (MIES) Associate Member, Committees, Institute of Environmental Management and Assessment (AIEMA)	7 years of experience Project manager for numerous air quality assessments for large mixed use developments for both input into Environmental Statements and standalone air quality assessment including Silver Hill in Winchester, Sheffield Retail Quarter, Aberdeen Exhibition Centre & Clifton Gate in York. LLDC environmental advisor – air quality

Discipline	Discipline lead	Qualifications and membership of professional institutions	Relevant experience
Archaeology **Arup**	Suzanna Joy, Associate	MSc Spatial Analysis, GIS & Archaeology, University College London, London BA (Hons) Archaeology & Anthropology James Cook University, Townsville Certificate in GIS, Sydney University, Sydney Member, Chartered Institute for Archaeologists (MCIfA) Chartered Member, Royal Geographical Society Trustee for the Board, Blue Shield UK	23 years of experience Crossrail Ltd – cultural heritage research to develop detailed desk-based assessments, development of archaeological strategy Thames Tideway Tunnel – Archaeological advisor for early works associated with foreshore and terrestrial land works High Speed Two (Phase 1, Phase 2a, and Phase 2b) – development of environmental statement regarding Historic Environment; following Parliamentary Bill (Phase 1) working with HS2, and Early works as Design House historic environmental advisor BskyB (now Sky) Masterplan - topic specialist for cultural heritage chapter in the Masterplan EIA and subsequently responsible for discharge of archaeology conditions across the site
Climate change (GHG) **Arup**	George Vergoulas, Associate	BSc (Hons) Environmental Science MSc Environmental Management and Technology, Oxford Brookes University Life Cycle Assessment Practitioner Chartered Environmentalist (CEnv) Associate Member, Institute of Environmental Management Association (AIEMA) Lead author of the IEMA GHG Emissions Assessment and Significance of Impact in EIA – Guidance Document	18 years of experience Heathrow Third Runway – Carbon and climate change topic lead, drafting consultation documents and policy documents and developing sustainability evaluation criteria High Speed 2 Phase 2a Environmental Statement – Carbon topic lead Bartlett Square, London Luton Airport EIA – Carbon topic lead
Environmental wind **Arup**	Andrew Allsop, Director	MA, University of Cambridge MESc (UWO) Member, Institute of Chartered Engineers (MICE) Fellow, Wind Engineering Society (FWES) Chartered Engineer	41 years of experience Numerous studies of tall buildings around the world, including: ICC Tower, 2IFC Tower, the Canton Tower and Guanzhou West Tower, 50 St. Mary Axe, Heron Tower, The Shard, 122 Leadenhall, 201 Bishopsgate and The Pinnacle.
Land quality	Chris Barrett, Associate Director	HND Civil Engineering CIWEM Diploma Water and Environmental Management	Over 25 years of experience Meridian Water Phase 1 – Ground contamination assessment lead

Discipline	Discipline lead	Qualifications and membership of professional institutions	Relevant experience
Arup		Specialist in Land Condition (SiLC) Chartered Scientist (CSci) Chartered Waste Manager Member, Chartered Institution of Wastes Management (MCIWM) Member, Institution of Environmental Sciences (MIEnvSc) Member Royal Society of Chemistry (MRSC) Qualified Person; Code of practice for the definition of waste CL:AIRE (QP107)	Olympics Infrastructure, The Orbit and the Aquatic Centre – specialist advisor and prepared the site-specific ground gas risk assessments and remediation strategies West Stratford City Development – managed the ground contamination site investigation and assessment of ground contamination and waste Here East, Queen Elizabeth Olympic Park – led remediation reporting
Ecology and biodiversity **Arup**	Neil Harwood, Associate Director	MSc, BSc Member Chartered Institute of Ecology and Environmental Management (MCIEEM) Chartered Environmentalist (CEnv)	Over 20 years of experience HS2 Phase 2a – ecology and biodiversity discipline lead The Crown Estate Ecological Masterplan – lead on the further development and implementation of the masterplan Pinewood – ecology technical lead Northstowe phase 2 – ecology technical lead
Health **Arup**	Jenny Dunwoody, Associate	BSc (Hons) Environmental Conservation and Management PG Dip Environmental Monitoring and Assessment Member, Institute of Environmental Management and Assessment (MIEMA) Chartered Environmentalist Publications: “How to include health in EIA?” Town & Country Planning, November 2016	Over 18 years of experience HS2 Phase 2 – health assessment manager for Phase 2a and 2b Anfield Breckfield Housing Regeneration – Health Impact Assessment (HIA) lead Northstowe Phase 2 – HIA Lead Hinkley Nuclear New Build – provided specialist advise in respect to HIA to the local authorities
Noise **Arup**	Greg Harris, Associate	MSc, Acoustics and Noise Control Diploma, Acoustics and Noise Control Member of Institute of Acoustics Publications: Harris G & A Officer, Intelligent Transport Systems and Traffic Noise Effects alongside High Speed Roads, ITS (UK) Smart Environment Interest Group – Conference, November 2013; and Greer R & G Harris, National Planning Policy Framework (Noise Policy) – Development compared to Transport, 2012 Conference Paper	25 years of experience Thames Tideway Tunnel – noise and vibration assessment lead LLDC Environmental Advisor – noise and vibration technical expert A30, Chiverton to Carland Cross – noise and vibration assessment lead for DCO application Highways England technical advisor – reviewing the feasibility of a network-wide noise modelling system, drafting updates to

Discipline	Discipline lead	Qualifications and membership of professional institutions	Relevant experience
			guidance documents, and technical studies on night-time highway noise and mitigation performance monitoring.
Socio-economics **Arup**	Kieron Hyams, Associated Director	MPhil Town Planning, University College, London BA (Hons) Geography, Queen Mary and Westfield College, London Member of the Royal Town Planning Institute (MRTPI)	Over 17 years of experience LLDC Environmental Advisor – socio-economic technical expert Shutterton Park, Devon – socio-economic impact assessment lead Wensleydale Railway – project director for a socio-economic impact study to assess the railway extension National Grid Highbury Headhouse and Sub Station – socio-economic impact assessment lead
Heritage, townscape and visual impact assessment **City Designer**	Richard Coleman, Principal Consultant	Chartered Architect, Canterbury School of Architecture Member, Architects Registration Board (ARB) Member, Royal Institute of British Architects (RIBA) Member, Royal Institute of the Architects of Ireland (RIAI) (Former) CABE Built Environment Expert (Former) CABE London Design Review Panel Member (Former) Deputy Secretary of the Royal Fine Art Commission	Over 30 years of experience providing heritage, design and townscape advice, and contributing to over 50 EIAs. Swiss Re tower (first townscape and visual impact assessment for a tall building in the UK) London View Management Framework, 2005 (draft) and 2012 revisions (co-author with Miller Hare) Projects include: Brighton Marina, Brighton; Victoria Transport Interchange (Nova Victoria), Westminster; Preston Barracks, Brighton; One Leadenhall, City of London; Tara Street, Dublin; Fulham Gasworks, Hammersmith and Fulham.
TV and Radio **Arup**	Ayman Toema, Associate Director	MEng (Hons) Communications Engineering, Queen Mary & Westfield College, London MRes Telecommunications (With Distinction), University College London, London Chartered Engineer (CEng) PRINCE2 Practitioner Member, Institution of Engineering and Technology (MIET)	20 years of experience Mobile to Train and Emergency Services Network, UK – leading team on a number of projects providing design and engineering services LLDC Environmental Advisor – TV and radio technical expert Dubai Airports – advisor on radio systems King’s Cross Development – advisor on mobile operator services

A2 EIA Regulations Schedule 4 – information for inclusion in ESs

Schedule 4 requirement	Location in this ES
1. A description of the development, including in particular: (a) a description of the location of the development;	ES Volume 1, Section 2.
(b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;	ES Volume 1, Section 3.
(c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;	ES Volume 1, Sections 3, 5 and 12.
(d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.	ES Volume 1, Section 3.
2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	ES Volume 1, Section 3.9.
3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	Baseline sections of ES topic sections (ES Volume 1, Sections 5.6, 6.6, 7.6, 8.6, 9.6, 10.6, 11.6, 12.6, 13.6, 14.6 and 15.6. ES Volume 2, Heritage

Schedule 4 requirement	Location in this ES
	Townscape and Visual Impact Assessment (HTVIA)).
4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	Baseline sections of ES topic sections (ES Volume 1, Sections 5.6, 6.6, 7.6, 8.6, 9.6, 10.6, 11.6, 12.6 and 13.6, 14.6 and 15.6. ES Volume 2, HTVIA).
5. A description of the likely significant effects of the development on the environment resulting from, inter alia: (e) the construction and existence of the development, including, where relevant, demolition works;	Assessment sections of ES topic sections. ES Volume 1, Sections 5-15 and ES Volume 2, HTVIA.
(f) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources;	ES Volume 1, Section 3 and assessment sections of ES topic sections. ES Volume 1, Sections 6, 9 and 13.
(g) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste;	ES Volume 1, Section 3 and assessment sections of ES topic sections. ES Volume 1, Sections 5, 7, 8 and 14.
(h) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters);	Assessment sections of ES topic sections. ES Volume 1, Sections 6, 12 and 15. ES Volume 2, HTVIA.

Schedule 4 requirement	Location in this ES
(i) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources;	Cumulative assessments contained within ES topic sections: ES Volume 1, Sections 5-15 and ES Volume 2, HTVIA.
(j) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change;	ES Volume 1, Section 7.
(k) the technologies and the substances used.	ES Volume 1, Section 3.
The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).	Assessment sections of ES topic sections (ES Volume 1, Sections 5-15 and ES Volume 2, HTVIA) Secondary, or interactive, effects are also reported in Section 1 of ES Volume 1.
6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Methodologies are contained within the ES topic sections (ES Volume 1, Sections 5-15 and ES Volume 2, HTVIA).
7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Measures are described in ES topic sections (ES Volume 1, Sections 5-15 and ES Volume 2, HTVIA) covering embedded and good practice measures, and additional mitigation

Schedule 4 requirement	Location in this ES
	A schedule of all measures is provided as Appendix A4. Residual effects are described in the ES topic sections (ES Volume 1, Sections 5-15 and ES Volume 2, HTVIA).
8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(3) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	EIA Scoping Report[1]
9. A non-technical summary of the information provided under paragraphs 1 to 8.	Separately bound Environmental Statement Non-Technical Summary.
10. A reference list detailing the sources used for the descriptions and assessments included in the environmental statement.	See footnotes throughout the ES.

[1] https://idoxpa.westminster.gov.uk/online-applications/applicationDetails.do?keyVal=Q450DSRP06A00&activeTab=summary

A3 Response to EIA Scoping Opinion

Scoping Opinion / consultee comment	Arup response	Location
Non-topic-specific comments		
Westminster City Council (WCC)		
Provided that the TA is summarised in the ES and quantifiable justification for scoping is made clear in the ES, then it is acceptable to scope out transport. However, it is anticipated that the Greenhouse Gas assessment will need suitable inputs from the TA.	A summary of the TA is provided in the ES.	ES Volume 1 Introduction and Methodology (Section 3).
Whilst it is acknowledged that there is no set structure for ES, it is recommended that Part 1 of the ES should be divided into a series of chapters to clearly indicate the requirements of Schedule 4 of the EIA Regulations. In addition, the ES should include, where relevant, figures to support the ES chapters. It is recommended that the full structure of the ES should be provided to the LPA before formal submission.	The structure of the ES follows this recommendation and is set out in Section 1.4 of the ES. Figures are included throughout all three ES volumes, including appendices, to support and aid the assessment.	ES Volume 1 Introduction and methodology (Section 1.4)
The ES should explain clearly what constitutes the baseline for the purposes of the planning application and whether this is a future baseline comprising a partially cleared site.	The individual topic assessments outline what constitutes the baseline and future baselines in their assessment. The baseline methodology is explained in sub-section four of each chapter and the baseline itself is provided in sub-section six.	ES Volume 1, Sections 5-15
No specific mention is made within the EIA Scoping Report with respect to alternatives. The ES should include details of reasonable alternatives considered by the applicant (as indicated by Regulation 18(3) of Schedule 4 of the EIA Regulations) and the main reasons for selection of the chosen option taking into account the likely significant environmental effects.	A description of the alternatives and the justification for taking forward the chosen option is described in Section 3.9 of the ES.	ES Volume 1, Introduction and methodology (Section 3.9)
It should be noted that for each environmental topic included as part of the EIA process, and reported within the ES, an assessment should be made in relation to the relative significance of the likely environmental effects identified. The significance of predicted effects should be determined with reference to assessment criteria defined for each environmental topic considered. These criteria should apply a common EIA approach of classifying effects according to whether they are major, moderate or minor effects as well as adverse, beneficial, or insignificant.	The individual topic assessments outline the significance criteria used, in accordance with the appropriate legislation and best practice. This is described in the methodology, in sub-section four of each chapter.	ES Volume 1, Sections 5-15

Scoping Opinion / consultee comment	Arup response	Location
Mitigation and monitoring should be considered in relation to minor, moderate and major levels of significance and all levels of significance should be reported with regard to residual effects. This is to ensure that the LPA has all the necessary information to reach "a reasoned conclusion on the significant effects of the development on the environment" as required by the EIA Regulations.	Mitigation and monitoring is described in each topic assessment. Each topic includes a summary of the relevant embedded and best practice measures considered in the assessment. Where appropriate, additional mitigation is also identified following the assessment. A summary of all additional mitigation and the delivery mechanism for the mitigation is provided in Appendix A4.	ES Volume 1, Sections 5-15 and ES Volume 2, Appendix A4 Schedule of mitigation
The ES should provide details of the competency of the individuals undertaking each of the environmental topic assessments and of the key members of the EIA project management team. Useful details would include membership of professional bodies, academic qualifications and a summary of relevant professional experience.	A summary of the qualifications and experience of the topic assessment leads is provided in Appendix A1.	ES Volume 2, Appendix A1 Competent experts
Trees have not been 'scoped in' nor 'scoped out'. The impact of the development with respect to trees could lead to impacts in other topics including Air Quality, Ecology and Biodiversity, Environmental Wind, Health, Heritage, Townscape and Visual. The proposal will result in the removal and replacement of numerous trees. The impact of the tree removal and replacement will depend on the factors such as the species and ultimate size of the replacements and the sustainability of the design i.e. whether the trees can reach maturity and have natural lifespans.	Trees and arboriculture has not been assessed as a standalone topic, but the impact on trees has been considered within the assessment where appropriate.	ES Volume 1, Ecology (Section 9), Environmental Wind (Section 11) and Heritage Townscape and Visual (Volume 2).
Air quality		
WCC Environmental Services		
Traffic Emissions: Service and delivery trips along with operational traffic should be quantified compared against EPUK/IAQM screening values and were required a detailed assessment should be included in the EIA.	Changes to traffic as a result of the construction and operational phase have been screened against the EPUK/IAQM thresholds.	ES Volume 1, Air Quality (Section 5.8) and ES Volume 3, Appendix B6.
Construction traffic has been scoped into the EIA, but this should also include any cumulative impacts associated with multiple development sites including Chelsea Barracks. Where screening criteria is exceeded a detailed assessment should be included.	Detailed dispersion modelling has been undertaken for the main route to/from site for construction HGVs. Cumulative effects have been taken into account throughout the air quality assessment by including traffic flows from committed developments, in addition to the traffic data associated with the Proposed Development.	ES Volume 1, Air Quality (Section5.8) and ES Volume 3, Appendix B5 and B6.

Scoping Opinion / consultee comment	Arup response	Location
Combustion Plant Emissions: Should the development require backup generators that exceed the emissions operating times that exceed the screening criteria, these should be scoped into the detailed assessment. Modelling emissions from any combustion plant should assume a worst-case scenario where it is assumed that it is operating at maximum capacity for the full 356 days a year at the maximum Band B emission limit as set out in the Mayor of London Sustainable Design and Construction SPG.	Boilers do not form part of the Energy Strategy for the Propose Development and were therefore not considered as part of the assessment.	Energy Strategy (EBR-09).
Air Quality Neutral (AQN) Assessment: An air Quality Positive and Neutral development assessment should be provided as set out in the Draft London Plan. Large master plan developments have the potential to include methods to improve local air quality, which is reflected in the policy requirement for Air Quality Positive. Both transport and building emissions will need to be quantified and should include operational traffic (including servicing and deliveries) and all combustion-based emissions.	An Air Quality Neutral assessment has been calculated for both the transport emissions and on-site combustion.	ES Volume 3, Appendix B7 AQN assessment
It is recommended to support the assessment a site-specific local diffusion tube survey should be obtained prior to modelling to provide a site-specific background.	Representative local authority monitoring has been used to verify the construction and operational road dispersion models. A site visit was undertaken to confirm the location of the tube used for verification.	ES Volume 1, Air Quality (Section 5.4) and ES Volume 3 Appendix B1 and B4
Utilising metrological data from Heathrow Airport can be agreed but when modelling point sources to achieve a worst-case scenario three consecutive years of data should be used to minimise seasonal variability.	As only roads rather than point source modelling was undertaken, 2018 meteorological year Heathrow data has been used in the dispersion modelling.	ES Volume 1, Air Quality (Section 5.4) and ES Volume 3 Appendix B1, B3 and B4
A full list of receptors should be agreed with Environmental Sciences prior to modelling.	An email was sent to the WCC EHO 1st October 2019 and is appended to the air quality assessment. The email set out the method of assessment and receptor selection. No reply was received.	ES Volume 3, Appendix B11
Future occupiers have not been scoped into the assessment and any impacts on introducing future receptors into an existing area of poor air quality should be included. The assessment should use the guidance document London Councils' Air Quality and Planning Guidance Revised version- January 2007 to assess any impacts. When modelling the impacts to future occupiers it should be expanded to include multiple heights to the full extent of the proposed development.	Future receptors at multiple heights have been included in the operational assessment.	ES Volume 1, Air Quality (Sections 5.4 and 5.8) and ES Volume 3, Appendix B9

Scoping Opinion / consultee comment	Arup response	Location
Habitable residential rooms should be assessed against the annual mean objective for both NO2 PM10/2.5 although where D1 uses, roof gardens, balconies play areas and communal spaces gardens are proposed then the 1hour short term objective should be assessed.	Worst case locations near road sources have been assessed against the relevant UK air quality objectives for NO_2, PM_{10} and $PM_{2.5}$.	ES Volume 1, Air Quality (Sections 5.4 and 5.8)
When modelling future year scenarios all committed development should be included and any cumulative impacts should be considered. For example, traffic uplift from the Chelsea Barracks development site and any impacts from their combustion plant proposed onsite should be included for the future year's scenario.	Committed developments have been included in the traffic data inputted into the detailed dispersion modelling.	ES Volume 1, Air Quality (Sections 5.4 and 5.8) and ES Volume 3, Appendix B9
The inclusion of new street canyons has not been discussed. Where a new street canyon is formed as part of the development it is essential that modelling reflects this.	The dispersion modelling includes a street canyon along part of Ebury Bridge Road. No new street canyons will be formed as part of the Proposed Development.	ES Volume 1, Section 5 Air Quality (Section 5.4 Methodology, Section 5.8 Operational assessment) and ES Volume 3, Appendix B9
Ground conditions and contaminated land (Land quality)		
Environment agency		
Where contamination is known or suspected, the applicant will need to demonstrate how the proposed development both during construction and after the construction phase will not negatively affect water quality in surface water or groundwater bodies. Expect to see as a minimum, a preliminary risk assessment (PRA), such as a site walkover or conceptual model. Where contamination may be a pollution risk to controlled waters, Site Investigation and Remediation Strategy reports may be required. Recommend that the risk management framework provided in 'Model procedures for the management of land contamination (CLR11),' when dealing with land affected by contamination is followed. Any surface water drainage system must not pose a risk to groundwater quality and must not be constructed in ground affected by contamination.	A ground contamination preliminary risk assessment (PRA) has been prepared, which incorporates the outcome of a site walkover and includes a site conceptual model. The PRA is provided as an appendix to the Land Quality Chapter of the ES. The assessment of contaminated will be undertaken in accordance with the latest Land Contamination: Risk Management guidance. A ground contamination investigation is being undertaken, including groundwater monitoring. The results will be used to assess the risk to human health, controlled waters and environmental receptors (including surface waters) and inform the remediation strategy (if required). Completion of this will be a pre-commencement condition.	ES Volume 1, Land quality (Section 13.4) and ES Volume 3, Appendix J2
Ecology		

Scoping Opinion / consultee comment	Arup response	Location
Environment Agency		
The development should minimise the impact on and provide net gains for biodiversity.	An ecological baseline has been established through a site walkover on 4th June 2020 to validate the findings of a previous 2013 Preliminary Ecological Appraisal. Protected species (bat) surveys were subsequently undertaken on buildings within the site. Ecological enhancements such as façade-integrated features for bats and native species planting within the landscape masterplan, have been incorporated into the Proposed Development in order to provide net gains for biodiversity.	ES Volume 1, Ecology and biodiversity (Section 9.7)
Heritage and archaeology		
Historic England		
The development could impact on a number of designated heritage assets and their settings in the area around the site. Would expect the ES to contain a thorough assessment of the likely effects on those elements which contribute to the significance of these assets. Would also expect the ES to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest.	The Heritage, Townscape and Visual Impact Assessment (HTVIA) report assesses the effect of the proposals on the significance of designated heritage assets and non-designated heritage assets, with the level of detail proportionate to the assets' importance, as required by national policy.	ES Volume 2, HTVIA Chapter 7, sections: 7A – Conservation Areas 7B- Listed Buildings 7C – Registered Parks and Gardens 7D – Non-designated heritage assets
Given the proposed heights of the structures, this development is likely to be visible across a very large area and could affect the significance of heritage assets at some distance from the site. The assessment should demonstrate that the extent of the proposed study area is of appropriate size to ensure that all heritage assets likely to be affected have been included and can be properly assessed.	The proposed study area has been arrived at based on desktop surveys and research, multiple site visits, including two with the LPA conservation officer and testing of visibility through a VuCity model of the wider area. The visibility of the Proposed Development and resultant effects on settings of heritage assets have	HTVIA Chapter 7 and Chapter 9

Scoping Opinion / consultee comment	Arup response	Location
	been assessed from 26 viewpoints, taking into account seasonal and diurnal variations.	
The assessment should also take account of the potential impact of construction, servicing and maintenance and associated traffic on the perception and appreciation of heritage assets in the area. The assessment should also consider the likelihood of alterations to drainage patterns that might lead to decomposition or destruction of below ground archaeological remains and deposits and can also lead to subsidence of buildings and monuments.	An assessment of the effects of demolition and construction activity on settings of nearby heritage assets and thereby the ability to appreciate their significance has been included. Groundwater conditions have been considered in the archaeological desk based assessment and a ground investigation is currently ongoing and will confirm water conditions on site. However, it should be noted that there are no listed buildings on the site. The buildings currently on the site are being progressively demolished and will not therefore be subject to any subsidence resulting from ground water drainage changes.	Volume 2, HTVIA, Chapter 6 and Volume 1, ES Appendix C2
Historic England (Archaeology) (GLAAS)		
Archaeology and geoarchaeology should be scoped into the ES and the first step should be an Archaeological Desk-Based Assessment of the site which includes an impact assessment of above and below-ground heritage assets.	Archaeology and geoarchaeology have been scoped into the assessment of construction and existence effects. They have been scoped out of the assessment of operational effects. An archaeological Desk-Based Assessment has been prepared and is included as an appendix to the ES	ES Volume 2, Appendix C2
Noise and vibration		
WCC Environmental Services		
No information has been provided to assess the impact of a phased development. As phases of development are completed and occupied, and construction activities are continuing then the construction site works have the potential to impact the operation of the development. The ES should assess any impacts where appropriate.	The assessment of construction noise and vibration has taken into consideration the effects on the residents of completed, occupied phases where subsequent phases are still being constructed.	ES Volume 1, Noise and vibration (Section 14.8)

Scoping Opinion / consultee comment	Arup response	Location
Operational traffic noise has been scoped out of the EIA as not requiring an assessment. Servicing and delivery trips have not been considered or discussed and where impacts from deliveries are predicted then these should be considered.	An assessment of noise effects produced by servicing and delivery trips has been included within the ES chapter.	ES Volume 1, Noise and vibration (Section 14.8)
Railway noise has not been included in the EIA. Due to the proximity of the railway bounding the site noise/vibration impacts to future occupiers from the railway should be scoped into the assessment. The impact of noise from the railway on amenity areas as well as all other noise sensitive receptors (D1 uses) should be considered.	A site suitability assessment has been undertaken. This assesses the impact of all existing environmental noise and vibration sources which may impact the future occupiers and external amenity areas of the Proposed Development.	ES Volume 3, Appendix K5
Any impact assessment should set the design criteria for all plant to operate in accordance with WCC noise planning conditions. BS 4142 has been quoted as the methodology of assessment, but WCC planning policy requires all fixed plant to operate, assuming that the plant is not tonal, at 10dB below the lowest measured background noise level, assuming that background noise levels exceed WHO Guideline Levels. Any assessment should set the design criteria for all fixed plant and internal activity to comply with when measured 1m from the façade of the nearest noise sensitive property. Noise sensitive property will also include committed planning schemes that may not necessarily be constructed. It is also recommended that in areas where there are existing construction/demolition activities, the applicant should consider taking background measurements from areas that are representative of an existing noise climate pre construction.	Operational noise effects have been assessed in accordance with WCC noise planning conditions. All identified committed developments are further away from the Proposed Development site than the considered nearest sensitive receptors. Background noise levels at the committed developments are not expected to be lower than those at the nearest sensitive receptors. Therefore, meeting the adopted significance criteria at the closest receptors will mean that adverse impacts at more distant receptors are unlikely.	ES Volume 1, Noise and vibration (Section 14.4 and 14.8)
Until the air quality/noise assessment has been finalised it is not possible to determine if the future occupiers will require a mechanical ventilation system to prevent overheating. Where residential developments require mechanical ventilation to prevent overheating an assessment should be provided. The assessment should follow CIBSE TM52 Limits of Thermal Comfort: Avoiding Overheating and TM59 Design methodology for the assessment of overheating risk in homes	Mechanical ventilation and cooling is being provided in all residential apartments.	Energy Strategy (EBR-09)
Socio-economics		
Metropolitan Police (Designing Out Crime Officer)		
Crime prevention and community safety are material considerations because of the mixed use, complex design, layout and sensitive location of the development. Have provided advice and comments in relation to crime prevention in the form of an Appendix 1.	Crime prevention and community safety have been considered as part of the community cohesion assessment in the socio-economic chapter and also within the health assessment.	ES Volume 1, Socio-economics (Section 14.8) and Health (Section 12.8)

Scoping Opinion / consultee comment	Arup response	Location
Transport		
Transport for London (TfL)		
The EIA Scoping Report fails to recognise the need for a Transport Assessment (TA) to be submitted. The TA will need to be prepared in line with TfL's Transport Assessment Best Practice Guidance. The EIA and TA must take into account the Mayor's Transport Strategy (MTS) and the new draft London Plan and should in particular reflect policy approaches such as the "Healthy Streets, planning for Good Growth" and Mayoral Mode share targets. As such, the development needs to be designed in order to achieve mode shift in favour of walking, cycling and public transport. The impact of construction traffic on buses, pedestrians and cyclists must be considered and could be mitigated through the provision of a Construction Logistics Plan (CLP). TfL would encourage the applicant to submit a framework CLP as part of the application.	A Transport Assessment (TA) has been undertaken in line with the relevant guidance and standards. It is submitted as part of the planning submission, alongside the ES. A Construction Environmental Management Plan (CEMP) also forms part of this planning submission and includes a section on construction logistics.	CEMP (EBR-14) and the Transport Assessment (EBR-08)
WCC Highways Planning		
The scoping report indicates that Transport Issues will be covered in the Transport Assessment. The TA should be consistent with the requirements of TRASN14 and TfL Transport Assessment Best Practice Guidance Document.	A Transport Assessment (TA) has been undertaken in line with the relevant guidance and standards. It is submitted as part of the planning submission, alongside the ES.	Transport Assessment (EBR-08)
Trip rate information should make use of appropriate TRICS data. In terms of survey work it is strongly suggested that these should cover 24 hours, 7 day a week activity that occurs in the area - including with pedestrians.	The trip generation assessment, presented in our Transport Assessment (TA), has been informed by TRICS data. In terms of surveys, surveys covering a two week period (24 hours a day for 2 weeks) have been undertaken, as well as pedestrian count survey which covered one weekday between 7am-7pm. Further detail is provided in the TA methodology.	Transport Assessment (EBR-08)
The applicant refers to the scheme as "car light" or "car free". This is incorrect. It is a development with very limited car parking provision on-site. It is expected that there will be motor vehicle activity associated with the site, including those for servicing. Changing modes of transport use (e.g. increase in private hire, online	The Transport Assessment (TA) has considered any vehicle movement to, from and within the site and the design has considered movement around the site,	Transport Assessment (EBR-08)

Scoping Opinion / consultee comment	Arup response	Location
deliveries etc) will need to be carefully considered, given the adverse impacts that they can generate on local highway networks and surrounding areas. Freight consolidation and single servicing points could provide clear advantages the area and to the overall design. Emergency services access will also need to be clear, including fire. The impact of the very low level of car parking on the surrounding highway network (including parking stress) will need to be clearly addressed.	focusing on prioritising pedestrian and cyclist movement	
For these reasons, transport matters should be addressed in full. Any submission must clearly address the City Plan and UDP policies which the application will be assessed against, (including S41, S42, TRANS3, TRANS20, TRANS21, TRANS22) and London Plan Policy T5. Any development in the site should provide co-ordinated waste storage and London Plan compliant cycle parking provision (including short stay provision within the site and provision of space for a cycle hire docking station).	A Transport Assessment (TA) has been undertaken in line with the relevant guidance and standards. It is submitted as part of the planning submission, alongside the ES.	Transport Assessment (EBR-08)
Waste		
WCC (Project Officer) Waste		
Although, the applicant has identified three phases (Demolition and Construction Phase, Existence Phase and Operation Phase), which are likely to have significant effects on the environment, the scoping report has not included likely effects of waste management during the operational phase of the development. The proposed development is a major development that will generate large amounts of waste and recycling which may impact the environment if adequate mitigation and strategy is not put in place. It is therefore important that the applicant should include the likely effects of waste generation during the operation phase in the scoping report. The applicant's waste management strategy for the operational phase should have regards to the following planning documents: Policy ENV 12: Waste and Recycling Storage of the Westminster's Unitary Development Plan (UDP) approved on 24 January 2007; The City of Westminster Recycling and Waste Storage Requirements updated 15 January 2019.	The introductory sections of the ES includes operational waste calculations. An operational waste management strategy will be delivered under a planning condition.	ES Volume 1, Section 3.8

Scoping Opinion / consultee comment	Arup response	Location
Water resources and flood risk		
Environment Agency		
Pleased to see that a standalone Flood Risk Assessment (FRA) will be prepared and submitted with the application. This must clearly demonstrate how flood risk will be managed on the site to ensure that the development is safe for its lifetime and that flood risk is not increased on site and elsewhere. Expect the FRA to address the following: * Consideration of the level of flood risk and whether the proposed use would be appropriate in accordance with its vulnerability classification outlined within Table 2 of the Planning Practice Guidance: Flood Risk and Coastal Change (section 25). * Identification of the level of flood risk on the site and consideration of the impact a range of flood events would have on the proposed development * Confirmation of any flood defences and standard of protection provided, to confirm the level of residual risk in accordance with the Strategic Flood Risk Assessment (SFRA) for Westminster * Estimation of flood depths at the site for a range of flood events, to calculate internal flood depths and level of refuge required in the event of a breach or failure of the flood defences. * Appropriate and realistic flood mitigation measures based on flood characteristics at site. * Details of set back of the development from the riverbank / defence * Confirmation that a safe route of access and egress with a 'very low flood hazard rating in accordance with FD2320 Flood Risk Assessment Guidance for New Developments is achievable.	A FRA and drainage strategy has been prepared which takes into account these considerations, identifying the level of flood risk, the impact of flood risk and appropriate mitigation measures. This is submitted as part of the planning application and summary is provided in ES Volume 1, Section 1.	Flood Risk Assessment (FRA) and drainage strategy (EBR-07)
The scoping report does not cover use of water resources. All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day, as set out within the Building Regulations &c. (Amendment) Regulations 2015. However, as the development site is within an area of serious water stress a higher standard of a maximum of 110 litres per person per day should be applied. This standard is already a requirement of Policy 5.15 of the London Plan (2016) which requires residential development to meet a target of 105 litres or less per head per day (excluding an allowance of 5 litres or less per head per day for external water consumption).	The Sustainability Statement, submitted as part of this planning application, sets out a commitment to achieve a maximum daily water usage of 105 litres per person per day. This is summarised in Section 3.3 of the ES.	Sustainability Statement (EBR-09)

Scoping Opinion / consultee comment	Arup response	Location
Thames Water		
The following issues should be considered and covered in either the ES or planning application submission: * The developments demand for Sewage Treatment and network infrastructure both on and off site and can it be met. *The surface water drainage requirements and flood risk of the development both on and off site and can it be met. * The developments demand for water supply and network infrastructure both on and off site and can it be met. *Build - out/ phasing details to ensure infrastructure can be delivered ahead of occupation. * Any piling methodology and will it adversely affect neighbouring utility services.	An FRA and drainage strategy has been undertaken and is submitted as part of this planning application and a summary provided in the ES.	Flood Risk Assessment (FRA) and drainage strategy (EBR-07)

A4 Schedule of mitigation

ES reference	Commitment	Delivery mechanism
Air Quality	No additional mitigation required	n/a
Archaeology	No additional mitigation required	n/a
Climate Change	No additional mitigation required	n/a
Daylight and Sunlight	No additional mitigation required	n/a
Ecology ES Volume 1, Section 9	Further emergence and re-entry surveys will be undertaken between May and mid-June, to provide survey data during the key period of the maternity season and to complement data obtained between late June and September 2019.	Conclusions to be reported in a standalone report. Report will inform a bat mitigation strategy (described below).
Ecology ES Volume 1, Section 9	The bat mitigation strategy is likely to include requirements for: • preparation of a EPSM licence, which would need to be approved by Natural England prior to demolition; • a soft strip of the roof spaces prior to the demolition of the buildings, from April to October inclusive, when bats are active. This would focus on areas of highest potential value where PRFs were/are recorded; and Installation of four bat boxes at the site prior to demolition, to provide alternative opportunities for bats to roost. These would be installed on suitable retained trees or on artificial poles, in areas of the site that would be least disturbed by demolition and construction activities and would be retained permanently within the Proposed Development.	Suggested planning condition
Ecology ES Volume 1, Section 9	With respect to Phase 2 demolition only, this will also include internal inspections of the roof voids and/or automated surveys to assess the importance of these areas to hibernating bats, access permitting.	Suggested planning condition
EMI ES Volume 1, Section 10	Mitigation measures can be introduced to overcome any adverse effects due to the signal shadowing caused by the Proposed Development, including relocating satellite dishes or providing alternative television services (such as digital cable television or broadband television service).	Section 106 agreement (if required)
Environmental wind	Further quantitative analysis such as wind tunnel testing should be used to identify and resolve any possible issues in relation to the cumulative effect of the Proposed Development and the proposed	Pre-commencement condition (specific to Outline Area).

ES reference	Commitment	Delivery mechanism
	Cundy Street Quarter Development. This could therefore be the subject of a pre-commencement condition specific to the Outline Area.	
Health	No additional mitigation required	n/a
Land quality ES Volume 1, Section 13	A ground investigation is being undertaken, the scope of which is described in the PRA (Appendix J2). The investigation includes a programme of ground gas and vapour monitoring to assess the requirements for protection of new buildings in accordance with best practice guidance[23].The results of the investigation will be assessed in the ground contamination risk assessment for human health, controlled waters and environmental receptors. The outcomes of the risk assessment will inform (if required) a remediation strategy, which will include a verification plan. The risk assessment and remediation strategy will include additional provisions in the event of encountering asbestos or non-aqueous phase liquids (NAPL). The risk assessment and strategy will both be agreed with the local authority. The ground investigation will assess the suitability of existing landscaping soils to be reused onsite. Areas of new landscaping and public open space will be provided with certified soil which will be free from contamination and specified to an appropriate thickness for planting. The requirements will be incorporated into the remediation strategy.	The application for Prior Approval for Demolition sets out a condition for further investigation for the detailed area. Any area of the site not covered by this condition would be covered by a pre-commencement condition.
Land quality ES Volume 1, Section 13	Verification of any remediation will be required to include any gas protection for new buildings and provision of landscaping. Good practice on the testing and verification of protection systems for buildings against hazardous ground gases is set out in CIRIA C7354.	Suggested pre-occupation planning condition
Noise and vibration ES Volume 1, Section 14	Additional measures will be needed to reduce construction noise levels at the nearest receptors during Phases 2 and 3. This might include additional physical mitigation (such as higher noise barriers/hoarding) in combination with real time noise monitoring and reporting.	Suggested planning condition
Noise and vibration ES Volume 1, Section 14	A Section 61 agreement may be required if extended periods of elevated noise are anticipated and/or significant night time working becomes necessary. A Section 61 agreement will allow the contractor and local authority to agree, for example, noise levels and hours of works.	Section 61 agreement (if required)
EMI ES Volume 1, Section 10	Mitigation measures can be introduced to overcome any adverse effects due to the signal shadowing caused by the Proposed Development including: • improving the receiving antenna by installing a higher gain antenna with improved directionality;	Section 106 agreement (if required)

[2] BS 8576:2013 Guidance on investigations for ground gas, Permanent gases and Volatile Organic Compounds (VOCs)
[3] BS 8485:2015+A1:2019, Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings
[4] CIRIA Report C735. (2014) Good practice on the testing and verification of protection systems for buildings against hazardous ground gases

ES reference	Commitment	Delivery mechanism
	• installing a mast-head amplifier to improve received signals; • relocating or redirecting the receiving antenna; • making use of relay transmitters.	
Socio-economics	The provision of 2,854 sqm of play space represents a shortfall of 39% compared to the requirement set by the Greater London Authority (GLA). Planning contributions (proportionate to the scale and type of the development) may be required through the planning process.	Section 106 agreement (if required)

A5 Information for cumulative effects assessment

A5.1 Introduction

A5.1.1 This appendix sets out the information used for the assessment of cumulative effects of the Proposed Development. These effects are reported in the Environmental Statement (ES) submitted with the planning application.

A5.2 Methodology for identifying developments

A5.2.1 The purpose of undertaking a cumulative assessment is to identify whether multiple developments may lead to an elevated effect on the environment during construction or once a development is built and in use. Developments need to be of a sufficient scale or proximity to the Proposed Development being assessed for cumulative effects to be likely. Other developments may precede the Proposed Development thereby changing the future baseline conditions, in some cases introducing new sensitive receptors.

A5.2.2 Developments have been considered for inclusion up to the end of May 2020 to allow sufficient time for the assessment to be carried out. During the scoping stage, an initial 'sift' of developments was made using the London Development Database[5] to capture developments to the end of November 2019 (data is up-to-date to before three months of access). To capture developments submitted thereafter through to the end of May 2020, planning applications portals of relevant planning authorities were accessed.

A5.2.3 Where information on the phasing of construction and operation was not available, it has been assumed that sensitive receptors are in place before construction of the Proposed Development commences and also that there would be concurrent construction activities. This approach allows a reasonable worst case to be applied.

A5.2.4 The following sections describe the catchment area which has been identified and the criteria applied to select developments for consideration in the cumulative effects assessment.

A5.3 Catchment area

A5.3.1 The catchment area has been identified as the area in which developments may interact with the Proposed Development, accounting for the size and location of the Proposed Development and the nature and density of the surrounding area. To achieve a reasonable catchment, an area covering a 1km radius from the site has been selected.

A5.3.2 In addition to this, tall buildings outside of this catchment area that may sit in the background of views will be identified for inclusion in the assessment.

A5.3.3 Locations within the catchment area are mapped in . .

[5] Greater London Authority; *London Development Database;* https://www.london.gov.uk/what-we-do/planning/london-plan/london-development-database#.

A5.4 Type/size of developments

A5.4.1 The assessment has considered developments which have the potential to result in significant cumulative effects or the creation of future receptors. An initial review of developments within the catchment area yielded many proposals, including small scale and minor works. It was therefore necessary to impose a threshold to include only relevant developments. This was taken to be major developments as there is a greater potential for significant environmental effects. Nationally Significant Infrastructure Projects have also been included.

A5.5 Planning status

A5.5.1 Developments within the catchment area and which meet the criteria described will be at one of three stages in the planning process:

- under construction;
- permitted but not yet implemented; and
- submitted but not yet determined.

A5.5.2 The stage of each development will determine whether it will precede the construction of the Proposed Development (and hence potentially change future baseline conditions including the introduction of new receptors) or be concurrent with the construction and operation of it. Developments may also be phased and therefore change both baseline conditions as well as creating potential for cumulative effects.

A5.6 Results

A5.6.1 Applying the criteria described above, the following developments have been identified and therefore considered in the cumulative assessment:

- Battersea Power Station;
- Chelsea Barracks;
- Cringle Dock Waste Transfer Station;
- Thames Tideway Tunnel; and
- Cundy Street Quarter.

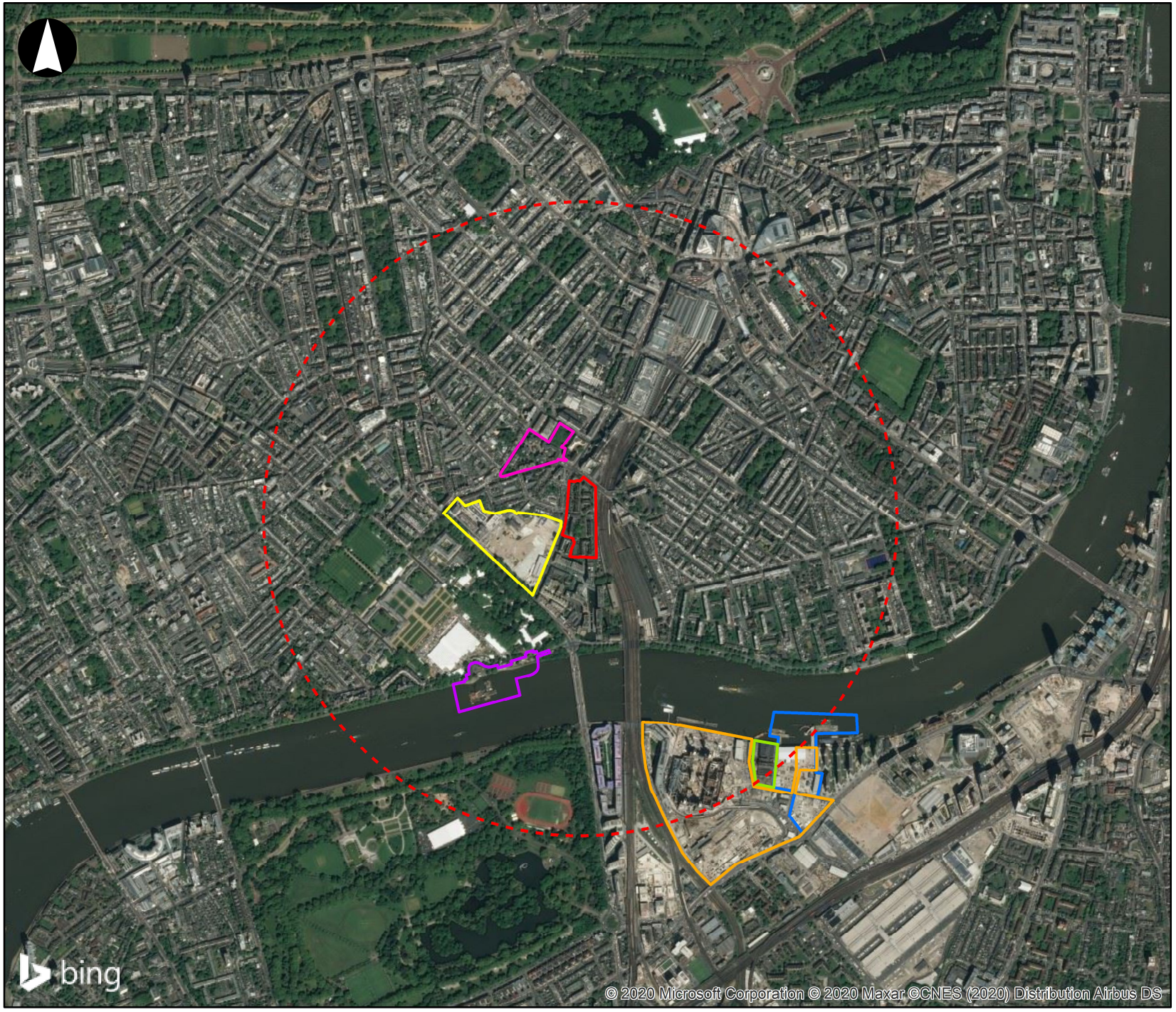
A5.6.2 Full details of the developments are provided in Table 2.

Table 2: Developments considered in cumulative effects assessment

Name and applicant / developer	Description	Location / Distance from the site	Planning status	Timescale assumptions	Planning application reference number
Thames Tideway Tunnel, Tideway	New 25km "super sewer" tunnel for the transfer or storage of waste water, 24 sites.	Two above ground sites– at Chelsea Embankment Foreshore (690m) and at Kirtling Street (980m).	Development consent approved by Secretaries of State – under construction	Ongoing to 2024	SI:2014/2384 as amended by SI:2015/723 and SI:2017/659
Chelsea Barracks, Qatari Diar	Major redevelopment of Chelsea Barracks to provide up to 448 residential units along with leisure, healthcare and community facilities.	Chelsea Bridge Road (200m)	Started	Ongoing to 2024	14/08559/RESMAT 15/11793/RESMAT 16/04999/RESMAT 17/07177/RESMAT
			Approved - not started		18/04103/OUT Various amendments and discharges of conditions to above permissions
Battersea Power Station, Battersea Power Station Development Company	Major redevelopment of Battersea Power Station and surrounding land to provide up to 3444 residential units along with leisure, healthcare, community and retail facilities.	Kirtling Street (925m)	Started	Ongoing to 2025	2009/3575, 2013/2742, 2013/6639, 2013/6640, 2014/2835, and 2014/2837 Various amendments and discharges of conditions to above permissions
Cringle Dock Waste Transfer Station, Western	Demolition of the existing waste transfer station and associated structures, retention of the existing	Cringle Street (965m)	Approved – not started	Expected to complete in line with wider Battersea masterplan by 2025.	2015/6357

Name and applicant / developer	Description	Location / Distance from the site	Planning status	Timescale assumptions	Planning application reference number
Riverside Waste Authority	dock and the redevelopment of the site to provide a new enclosed waste transfer station with new buildings above containing up to 422 residential units, provision of areas of hard and soft landscaping and a new riverfront path.				
Cundy Street Quarter, Grosvenor Estate Belgravia	Comprehensive residential-led mixed-use redevelopment, including demolition of existing buildings. Application for affordable homes, market homes and senior living accommodation alongside mixed used including retail, office and restaurants/cafes.	Cundy Street Quarter, between Ebury Street and A3214 Pimlico Road (65m)	Submitted but not yet determined	Submitted May 2020. Demolition is due to begin following vacant possession in June 2021. Anticipated to complete by 2028.	20/03307/FULL

Figure 1: Cumulative developments map



Legend

- Site boundary
- 1km radius
- Battersea Power Station
- Chelsea Barracks
- Cringle Dock Waste Transfer Station
- TTT Kirtling Street
- TTT Chelsea Embankment
- Cundy Street Quarter

Metres
0 200 400 800