

Environmental Statement Volume 4: Non-Technical Summary Addendum

Ramboll
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Preface

Background

In July 2024, two hybrid planning applications (the 'Hybrid Planning Applications') were submitted by Earls Court Partnership Limited (the 'Applicant') to London Borough of Hammersmith and Fulham ('LBHF') (Reference:2024/01942/COMB) and to Royal Borough of Kensington and Chelsea ('RBKC') (Reference: PP/24/05187) for the mixed-use phased redevelopment (the 'Proposed Development') of a site which is located in the Earls Court and West Kensington areas of West London (the 'Site').

The Hybrid Planning Applications were accompanied by an Environmental Statement (the 'July 2024 ES') prepared by Ramboll UK Limited ('Ramboll') and a team of technical specialists. The July 2024 ES comprised the following documents:

- Non-Technical Summary;
- ES Volume 1 : Main Environmental Statement Report;
- ES Volume 2: Built Heritage, Townscape and Visual Assessment; and
- ES Volume 3: Technical Appendices.

Since the submission of the Hybrid Planning Applications, post-application submission consultation has been undertaken with LBHF, RBKC, relevant statutory and non-statutory consultees, as well as stakeholders. As a result of the consultation feedback, amendments have been made to the Proposed Development. These amendments have been subject to post-application submission consultation with LBHF, RBKC, relevant consultees and stakeholders.

In addition, Waterman Infrastructure and Environment Ltd. ('Waterman', the local planning authorities' (LPAs') EIA Advisor), Schroeders Begg LLP and Consil Limited (the LPAs' Daylight, Sunlight and Overshadowing ('DSO') Advisors) undertook reviews of the July 2024 ES.

Accordingly, amendments to the current Hybrid Planning Applications are being submitted together with this addendum to the July 2024 ES (the '2025 ES Addendum') in order to assess any different or additional significant environmental effects which are likely to arise as a result of the proposed amendments.

The Proposed Development as amended is hereafter referred to as the 'Amended Proposed Development'.

Reasons for Submission

An environmental impact assessment ('EIA') has been undertaken to examine whether the Amended Proposed Development would result in additional or different significant environmental effects to those presented in the July 2024 ES for the Proposed Development.

The outcomes of the EIA of the Amended Proposed Development are presented in ES Volume 4: Environmental Statement Addendum and summarised in this Non-Technical Summary (NTS) Addendum, collectively comprising the 2025 ES Addendum. The reader should read the relevant documents of the 2025 ES Addendum alongside the July 2024 ES.

Format of 2025 ES Addendum

The 2025 ES Addendum provides information necessary to assess the likely significant environmental effects of the proposed amendments and the Amended Proposed Development as a whole.

For ease of reference, ES Volume 4 comprises Addendum ES Volumes 1A, 2A and 3A.

Where July 2024 ES text/assessments in ES Volumes 1A-3A remain valid it is because following review of the proposed amendments, the Amended Proposed Development as a whole, baseline conditions, policy and assessment guidance, post-application submission consultation comments, cumulative schemes and the impact assessments, it has been concluded by relevant specialists that the July 2024 ES conclusions remain valid. Where updated, replacement or new assessments have been required, these have been identified with coloured text and amended suffix referencing in ES Volumes 1A-3A.

1A.0 Introduction

- 1.1 The introduction as presented in the July 2024 NTS remains valid for the Amended Proposed Development.
- 1.2 The complete set of ES documents (July 2024 ES and 2025 ES Addendum), together with the Hybrid Planning Applications and other supporting documents (as amended) are available for viewing on the LBHF and RBKC websites, as presented in the July 2024 NTS.

2A.0 Environmental Impact Assessment

EIA Process and Methodology

- 2.1 The EIA Process and Methodology remains valid for the pre-application submission stage.
- 2.2 Post-application submission stage consultation comments (LBHF, RBKC, statutory and non-statutory consultees) and July 2024 ES review comments (EIA and DSO Advisors) have been considered, where appropriate, in the EIA of the Amended Proposed Development and in the preparation of the 2025 ES Addendum.

EIA Scoping

- 2.3 The EIA Scoping process remains valid for the pre-application submission stage.
- 2.4 The scale and nature of the Amended Proposed Development remains consistent with the Proposed Development that was subject to pre-application submission EIA Scoping consultation. Therefore, the need for a formal updated Scoping exercise for the post-application submission stage was not identified.

Assessment Approach

- 2.5 The assessment approach remains valid for the Amended Proposed Development; however noting the following:
 - Consideration has been given to post-application submission changes to legislation, policy and guidance, where relevant, including the adopted RBKC New Local Plan.
 - Updated documents for the Detailed Component and Outline Component have formed the basis of the EIA for the Amended Proposed Development.
 - No further assessment of the Illustrative Scheme has been undertaken.
 - Amended embedded mitigation is presented in corresponding ES Addendum Chapters of ES Volume 4.
 - The list of cumulative schemes considered in the July 2024 ES were reviewed and updated. The following two additional cumulative schemes were identified for consideration:
 - Mund Street School site scheme; and
 - Empress State Building ('ESB') Air Source Heat Pump (ASHP) scheme.
 - An amended summary of borough-by-borough effects is presented in ES Volume 3A of ES Volume 4.

3A.0 Existing Site and Surrounding Context

Site Description

- 3.1 The site location and description set out in the 2024 NTS remains valid.
- 3.2 The Site boundary has been amended to align with neighbouring property boundaries. The Site area has increased by 0.003 ha, which is not considered a material change.
- 3.3 While a new meanwhile use has been introduced on-site, existing infrastructure has been utilised.

4A.0 Alternatives and Design Evolution

- 4.1 The approach to consideration of reasonable alternatives and design evolution remains valid for the pre-application submission stage. This section summarises further design evolution undertaken by the Applicant for the post-application submission stage.
- 4.2 The 'Do Nothing' Alternative, Alternative Sites and Alternative Land Uses information remain valid.

Alternative Designs and Design Evolution

- 4.3 The pre-application submission alternatives and design evolution remains valid.
- 4.4 Since submission of the Hybrid Planning Applications, the Applicant has met and had direct conversations with 2,319 residents, stakeholders and members of the public. The post-application submission design evolution has been an iterative process in response to consultation feedback. This process has comprised Applicant (and project team) review of feedback; design response workshops with consultees; resulting amendments to Proposed Development; and preparation of illustrative design responses.
- 4.5 Table 4.1N presents further design evolution carried out from Stage 3 to the post-application submission stage.

Table 4.1N: Post-Application Submission Summary of Illustrative Masterplan Evolution

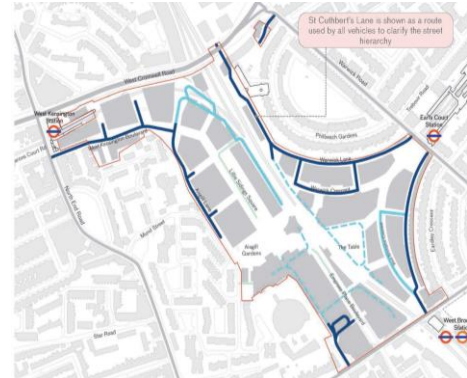
Post-submission Stage: Refining the Masterplan

Nature and Park



- A focus on minimising the overlap between biodiversity and play space, allowing these uses to co-exist and biodiversity to thrive.
- Enhancement of on-site landscaping to increase ecological corridor connectivity and respond to off-site character.
- Consideration of undisturbed ecological habitats.

Movement and Hierarchy



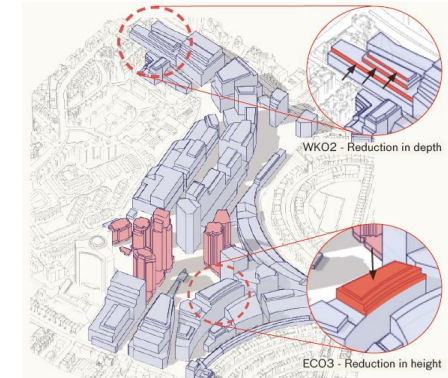
- Addition and enhancement of pedestrian and cycle connections through the Site.
- Enhancement to ground floor frontages, spill out spaces and identification of a potential new Square outside West Kensington Station.
- Removal of vehicular access from Aisgill Avenue and Mund Street, with the exception of emergency access..

Uses and Clusters



- Increase in the LBHF residential minimum from 1,600 to 2,000 units and a consequential reduction in the maximum LBHF commercial floorspace. Increase in maximum Cultural floorspace cap in RBKC.
- Clarification and refinement regarding proposed land uses and areas in each Development Zone. Addition of Hotel use within Development Zone K and allowance for ancillary floorspace within Development Zones.
- Amendment of flexible land use design codes to provide clarity on design principles in the context of flexible use capacity.

Density and Townscape



- Reduction of maximum building height in Development Zone F Plot EC03.
- Setback of Development Zone X Plot WK02 massing to the north.
- Amendments to enhance and/or clarify the built form articulation of the Amended Proposed Development in response to townscape and heritage. In particular EC10 and Cluny Mews.

5A.0 Amended Proposed Development

- 5.1 The description of the Proposed Development remains valid for the Amended Proposed Development, with the exception of the below proposed amendments.

Area Schedule

- 5.2 The total floorspace and residential homes remains valid with the exception of the total floorspace of the Detailed Component which would be 135,031 m² (gross external area ('GEA')).
- 5.3 Individual use class floorspace areas have been amended in response to consultation feedback.

Site Arrangement

- 5.4 The Site arrangement remains valid for the Amended Proposed Development. Replacement composite plans for the Early and All Phases are presented in ES Volume 1A, ES Chapter 4A: Amended Proposed Development Description.

Detailed Component

- 5.5 The summary of the Detailed Component remains materially valid for the Amended Proposed Development.
- 5.6 However, the Plot EC05, EC06, WB03, WB04 and WB05 buildings have been amended to account for the updated Fire Safety Regulations¹ and consultation feedback. Secondary escape stairwells have been introduced and amendments have been made to building cores. These requirements have resulted in the following:
- Amendments to internal layouts;
 - Minor increases to building footprints (Plots WB04, WB05 and EC06);
 - Minor height increase to Plots EC05 and EC06;
 - Minor fenestration amendments;
 - Additional balcony and terrace provision at Plot EC05;
 - Amendments to external communal residential amenity space layouts at Plots EC05, WB03, WB04 and WB05;
 - Amendments to public realm and open space layouts at Plots EC05 and EC06;
 - Increase in total gross external area (GEA) floorspace;
 - Decrease in LBHF residential units by six;
 - Decrease in long-stay cycle spaces and increase in short-stay cycle spaces; and
 - Change in residential tenure and unit mix.

Outline Component

- 5.7 The summary description of the Outline Component remains valid for the Amended Proposed Development with the exception of the following:
- Amendments of Parameter Plans in respect of the following:
 - Planning application boundary to reflect re-alignment of the LBHF Hybrid Application boundary between Plot WB05 and Empress State Building to the south;
 - Amendments to developments of Zones A, B and C - limits of deviation (plus/minus 2-2.8 m);
 - Addition to Development Zone O below ground level;
 - Development Zone N below ground level extension in area to the west;

² Incorrectly numbered 6.7 in the July 2024 NTS

- Development Zone F (Plot EC03) maximum building height reduction of 3.5 m;
- Development Zone X (Plot WK02) maximum parameter envelope setback to the north; and
- Amendments to Site access, in particular the removal of vehicular access from Aisgill Avenue (via Mund Street) with the exception of emergency access.
- Amendments of Development Specification in respect of the following:
 - Clarification of land uses within each Development Zone, to ensure alignment with maximum development limits and to add Hotel use within Development Zone K; and
 - Reduction of long-stay cycle parking spaces and short-stay parking spaces.
- Amendments to the Design Code in respect of the following:
 - To reflect or clarify amendments to the Parameter Plans;
 - Amended and new West Brompton Square design codes to enhance the synergy between active frontages and architectural elements;
 - New West Brompton Square design codes to ensure that the landscaping enhances the on-site SINC ecological corridor and respond to and align with the off-site Brompton Cemetery SINC's character;
 - Amended design codes in respect of Development Zone E (Plot EC10) to enhance built form articulation in response to townscape and heritage setting from key views;
 - New design code for potential Cluny Mews pedestrian and cycle connection;
 - Amended Cluny Mews design codes to clarify how buildings along Cluny Mews are articulated to create a synergy with the context, including the adjacent Cluny Mews development and St. Cuthbert's Church;
 - Additional design codes to enhance articulation of built form and respond to finer urban grain;
 - New West Kensington Square design codes to provide design principle for a potential new square outside West Kensington Station;
 - Amended and new play space design codes to clarify the approach to integrated planting and play space; to ensure play space includes accessible equipment; and to ensure planting establishes and retains high biodiversity value; and
 - New design codes added in relation to building maintenance and existing trees.

5.8 Amended parameter plans are presented in ES Volume 1A, Chapter 4A: Amended Proposed Development Description.

Landscape and Biodiversity Strategies

5.9 The landscape and biodiversity strategies, minimum commitments and UGF Illustrative scheme remain valid. However, in addition, areas of undisturbed habitat have been identified to minimise overlap with amenity and playspace areas.

Public Realm and Open Space Network

5.10 The approach to public realm and open space network design remains valid.

5.11 Table 5A.7A² summarises the amended area of public realm and open space network to be delivered across the Amended Proposed Development for the Early and All Phases development scenarios.

Table 5A.7A: Amended Proposed Public Realm and Open Space Summary		
Open Space Element	Early Phases (ha)	All Phases (ha)
Public realm (Site Wide)	4.22	6.03
Public realm landscaped amenity open space (Detailed Component)	0.08	0.08
Public realm key landscaped amenity open space (The Table Park, Aisgill Gardens and Lillie Sidings)	0.53	1.7
Trees (Detailed Component)	144 (no)	144 (no)

² Incorrectly numbered 6.7 in the July 2024 NTS

Table 5A.7A: Amended Proposed Public Realm and Open Space Summary		
Open Space Element	Early Phases (ha)	All Phases (ha)
Trees (Outline Component based on assumptions drawn from the UGF Illustrative Landscape Scheme)	746 (no)	1,366 (no)
Biodiverse roofs, amenity terraces and on-plot podium planting (Detailed Component)	0.368	0.368
Biodiverse roofs, amenity terraces and on-plot podium planting (Outline Component based on assumptions drawn from the UGF illustrative landscape scheme)	1.215	2.69

Access Arrangements

5.12 The access arrangements remain valid. The amended Access and Movement parameter plan is presented in ES Volume 1A, Chapter 4A: Amended Proposed Development.

Pedestrian and Cycle Access

5.13 The pedestrian and cycle access points remain valid for the Amended Proposed Development, with the exception of the following:

- Removal of access point on Aisgill Avenue, south of Development Zone I;
- Removal of pedestrian only access at Aisgill Avenue, north of Development Zone P;
- Amendment of intended access point from the Northern Access Road to Cluny Mews to a potential access point;
- Amendment of intended access point at Mund Street School site to potential access point;
- Amendment of pedestrian access point at Gibbs Green Close to potential pedestrian access point;
- Addition of a pedestrian access to the north of North End Road, south of West Kensington Station;
- Amendment of two intended access points from A4 West Cromwell Road to potential access points and potential access point from West Cromwell Road in the north-east; and
- Addition of service routes to Development Zones K and F.

Vehicular Access

5.14 The vehicular access points remain valid for the Amended Proposed Development, with the exception of the following:

- Removal of vehicular access point from Aisgill Avenue (with the exception of emergency vehicles);
- Removal of the vehicular access point at Mund Street/Aisgill Avenue;
- Addition of service routes to Development Zones K and F; and
- Clarification of all emergency service access points.

Parking

5.15 The parking proposals remain valid, with the exception of cycle spaces where the Detailed Component would now deliver 1,917 long-stay cycle spaces and 224 short-stay cycle parking spaces. In addition, a maximum of 25 car club spaces would be provided for the Amended Proposed Development.

6A.0 Amended Demolition and Construction Works

Overview

- The demolition and construction works as presented in the 2024 NTS remains valid, with the exception of the removal of general site access/egress point 5 from Mund Street/Aisgill Avenue and updated calculations

for earthworks, cut and fill assessment, piling and substructure works with a resultant update to demolition and construction vehicle movements.

- ES Volume 1A, Chapter 5A: Amended Demolition and Construction Management provides an amended summary of the anticipated development works, as well as the amended Demolition Parameter Plan.

7A.0 Likely Significant Environmental Effects

- 7.1 The conclusions of the EIA and summary of likely significant environmental effects presented in the July 2024 ES remain valid for the assessment of the Proposed Development.
- 7.2 The post-application submission EIA examined whether the Amended Proposed Development would result in additional or different significant environmental effects to those presented for the Proposed Development.
- 7.3 The conclusions of the amended technical assessments as presented in ES Volumes 1A-3A are summarised below.

Archaeology

- 7.4 In respect of baseline conditions, two archaeological investigations within the study area have been added into the Greater London Historic Environment Record database. These investigations identified post-medieval remains of low heritage significance only. These additional findings have not altered the potential for and significance of archaeological remains within the Site.
- 7.5 The assessment has concluded that the July 2024 ES remains valid for the Amended Proposed Development in respect of likely archaeology effects. Accordingly, the summary and conclusions presented in the July 2024 ES remains valid for the Amended Proposed Development
- 7.6 Accordingly, no additional or different significant archaeology effects have been identified for the Amended Proposed Development.

Socio-Economics

- 7.7 In respect of baseline conditions data, the majority of baseline presented in the July 2024 ES remains valid with the following exceptions:
- Baseline data for early years facilities, schools and primary healthcare was updated using latest available data;
 - RBKC have published a new Childcare Sufficiency Assessment which continues to conclude there is sufficient capacity available;
 - Surplus capacity within both local primary schools and borough secondary schools has increased since the July 2024 ES, with 27 % surplus capacity at primary level and 8 % at secondary level;
 - For primary healthcare, the average number of patients per GP in the local has increased slightly (to 1,890 patients per full time equivalent (FTE) GP) but is still below the London average (2,004 patients per FTE GP) and the closest GP practice to the Site is still operating significantly below benchmark provision (1,031 patients per FTE GP at North Fulham Surgery).
- 7.8 The Early Phases assessment has concluded that all socio-economic effects identified in the July 2024 ES remain valid for the Amended Proposed Development. There would be no change to housing delivery, population or social infrastructure demands. However, the following amendments are noted:
- Minimum employment associated with the Early Phases would be lower at 4,590 jobs on-site resulting in a net increase of 3,960 jobs in LBHF and RBKC and a net increase of 1,950 jobs in London.

- Spending figures have marginally changed since the July 2024 ES - which would be approximately £20 million for annual household spending, £5.5 million for annual student spending and £12 million for annual employee spending (based on 3,015 net additional jobs in the boroughs).

7.9 The All Phases assessment has concluded that all socio-economic effects identified in the July 2024 ES remain valid for the Amended Proposed Development. There would be no change to population or social infrastructure demands. However, the following amendments are noted:

- Minimum housing delivery would increase to 3,050 new homes, with an additional 400 homes delivered within the LBHF part of the Site.
- Minimum employment would be lower at 5,265 jobs on-site resulting in a net increase of 4,205 jobs in LBHF and RBKC and a net increase of 2,070 jobs in London.
- Spending figures have marginally changed since the July 2024 ES - which would be approximately £36.5 million for annual household spending, £5.5 million for annual student spending and £13 million for annual employee spending (based on 4,205 net additional jobs in the boroughs).

7.10 Consideration of a potential cumulative scheme at the Mund Street School site has concluded that inter-project cumulative effects are likely to arise. However on the basis that standard practice mitigation measures (community infrastructure levy (CIL)/Section 106 contributions and CEMP) are adopted and secured and considering the Mund Street school site scheme's small/low contribution to housing delivery, the inter-project cumulative assessment conclusions of the July 2024 ES would not be affected. Accordingly, the inter-project cumulative effects of the July 2024 ES would remain valid.

7.11 Accordingly, no additional or different significant socio-economic effects have been identified for the Amended Proposed Development.

Human Health

7.12 Post-application submission review comments have required clarification updates to the assessment, as well as:

- assessment of the beneficial housing effects on population health;
- assessment of transport, air quality and noise effects on the general population,
- additional consideration in relation to community identity and social participation; and
- additional cumulative assessment supporting analysis.

7.13 In respect of baseline conditions, additional baseline indicator data has been added in relation to the housing determinant of health, focusing on affordability and tenure. The data shows the housing pressures in LBHF and RBKC, and particularly in its most deprived areas.

The assessment has concluded that the July 2024 ES conclusions remain valid or both the Early and All Phases development scenarios of the Amended Proposed Development except for the following:

- Additional non-significant adverse air quality, climate change mitigation and adaptation and noise and vibration health demolition and construction stage effects have been identified for the general population;
- Additional non-significant adverse community identity and social participation demolition and construction stage effects have been identified for the general and vulnerable populations;
- Additional significant beneficial housing completed development stage effects have been identified for the vulnerable group population and non-significant housing completed development stage effects for the general population;
- Additional non-significant beneficial climate change and adaptation completed development stage effects have been identified for the general population; and
- Additional non-significant adverse air quality, and noise and vibration completed development stage effects have been identified for the general population.

7.14 The additional cumulative assessment analysis has concluded that the cumulative assessment presented in the July 2024 ES remains valid except for the following:

- Demolition and construction cumulative effects:

- For noise and vibration, a significant adverse cumulative effect has been identified for the vulnerable population.
- Completed development cumulative effects:
 - For the housing health determinant, a significant beneficial cumulative effect has been identified for the general and vulnerable populations.
 - For diet and nutrition, a significant beneficial cumulative effect has been identified for the vulnerable population.
 - For the determinants of health relating to open space, community identity and social participation, a significant beneficial cumulative health effect has been identified for vulnerable populations.
 - For the transport determinant, a significant beneficial cumulative health effect has been identified for the general population.

7.15 The Mund Street School site scheme was considered and would not alter the reported July 2024 cumulative effects, as amended by additional clarifying cumulative analysis.

7.16 Accordingly, additional non-significant and significant health effects have therefore been identified for the Amended Proposed Development.

Transport and Accessibility

7.17 In addition to the 67 highway links assessed in the July 2024 ES, a further 70 highway links were assessed following stakeholder comments on the separate July 2024 Transport Assessment.

7.18 The 67 links in the July 2024 ES have not been re-assessed as the reported effects are considered to remain valid. However, July 2024 junctions were re-assessed.

7.19 In respect of baseline conditions, conditions remain as per the July 2024 ES, except the public transport accessibility level analysis which has been updated to the most up-to-date version.

7.20 In respect of the Early Phases demolition and construction stage, the:

- Severance, Pedestrian and Cyclist Delay, Pedestrian and Cyclist Amenity, Pedestrian Fear and Intimidation assessments have concluded that there would be no significant adverse effects across all the additional links considered.
- Driver Delay assessment has concluded that there would be no significant adverse effects at any of the key junctions considered. In respect of travel journey times, the assessment has concluded that there would not be significant adverse effects at six of the eight corridors. The assessment identifies the following routes would experience temporary significant adverse driver delay effects:
 - Route 3 NB - Along A3220 Warwick Rd; and
 - Route 5 EB - Along A3218 Lillie Rd.
- Accidents and Safety assessment has concluded that at 43 of the 51 additional links considered, there would be no significant adverse accident and safety effects. The following links were identified as likely to experience temporary significant adverse effects:
 - Link 80 North End Road b/w Halford Road and Waltham Grove;
 - Link 81 North End Road b/w Sedlescombe Road and Halford Road;
 - Link 82 Lillie Rd b/w Telephone Pl and Empress App;
 - Link 104 A3218 Old Brompton Rd b/w Queens Gate and Cranley Pl;
 - Link 106 A3218 Old Brompton Rd b/w Drayton Gdns and Boltons Pl;
 - Link 110 A3218 Old Brompton Rd b/w Coleherne Rd and A3220 Redcliffe G;
 - Link 111 A3218 Old Brompton Rd b/w The Little Boltons and A3220 Redcliffe G; and
 - Link 121 Holland Road b/w Kensington High St and Napier Road.

- Parking and Servicing Demand assessment has concluded that there would be no significant adverse effects at 48 of the 51 additional links considered. The following links were identified as likely to experience a temporary significant adverse effect:
 - Link 82 Lillie Rd b/w Telephone PI and Empress App;
 - Link 96 A3220 Warwick Rd b/w Nevern Sq and EC Access; and
 - Link 101 Warwick Road b/w Fenelon Place and Beckford Close.

7.21 In respect of the Early Phases completed development stage, the:

- Severance, Pedestrian and Cyclists Delay, Pedestrian and Cyclist Amenity, Fear and Intimidation assessment has concluded that there would be no significant adverse effects across all the additional links considered.
- Driver Delay assessment has concluded that there would be no significant adverse effects at any of the key junctions considered. In respect of travel journey times, the following assessment links within the study area would experience significant adverse driver delay effects:
 - Route 1 EB - Along A4;
 - Route 2 NB - Along B317 North End Rd;
 - Route 5 WB - Along A3218 Lillie Rd;
 - Route 3 NB - Along A3220 Warwick Rd;
 - Route 4 SB - Along A3220 Earls Ct Rd; and
 - Route 5 EB - Along A3218 Lillie Rd.
- No highway capacity enhancement measures have been identified as part of the additional mitigation. The additional mitigation proposed on the highway network focuses on pedestrian and cyclist amenity. Delay to vehicles may increase along the corridors assessed as a result of the additional pedestrian and cycle amenity mitigation. These additional mitigation measures would be secured through the completion of the S106 agreement and highway agreements under Section 278 of the 1980 Highways Act and have been relied upon to inform the residual assessment.
- Accidents and Safety assessment has concluded that at 33 of the 40 additional links considered, there is unlikely to be any significant adverse pedestrian and cyclist amenity effects. The following links are likely to experience significant adverse effects:
 - Link 80 North End Road b/w Halford Road and Waltham Grove;
 - Link 81 North End Road b/w Sedlescombe Road and Halford Road;
 - Link 82 Lillie Rd b/w Telephone PI and Empress App;
 - Link 104 A3218 Old Brompton Rd b/w Queens Gate and Cranley PI;
 - Link 106 A3218 Old Brompton Rd b/w Drayton Gdns and Boltons PI;
 - Link 110 A3218 Old Brompton Rd b/w Coleherne Rd and A3220 Redcliffe G;
 - Link 111 A3218 Old Brompton Rd b/w The Little Boltons and A3220 Redcliffe G; and
 - Link 121 Holland Road b/w Kensington High St and Napier Road.

Additional mitigation has been proposed which focuses on pedestrian and cyclist amenity. As such, this is likely to have a beneficial effect in terms of accident reduction and improved safety of vulnerable users. Applying professional judgment and experience, it is considered that the magnitude of impact would reduce resulting in no significant residual effects.

- Parking and Servicing Demand assessment has concluded that at 37 of the 40 additional links considered, there is unlikely to be any significant adverse effects; however, the following links are likely to experience significant adverse effects:
 - Link 82 Lillie Rd b/w Telephone PI and Empress App;
 - Link 101 Warwick Road b/w Fenelon Place and Beckford Close; and
 - Link 126 Warwick Road b/w Fenelon Place and West Cromwell Road.

Whilst additional mitigation in the form of supporting management strategies set out within the Framework Travel Plan (FTP), FDSP (Framework Deliveries and Servicing Plan) and Framework Parking Design and

Management Plan ('FPDMP') would be in place from the Amended Proposed Development, it has been concluded that the significant adverse residual effects would remain on the identified links.

- Public Transport Demand and Capacity assessment has concluded that the July 2024 ES conclusions remain valid.

7.22 The All Phases demolition and construction effects conclusion are the same as the Early Phases stage.

7.23 In respect of the All Phases completed development stage, the:

- Severance, Pedestrian and Cyclists Delay, Pedestrian and Cyclist Amenity, Fear and Intimidation assessments have concluded that there would be no significant adverse effects across all the additional links considered.
- Driver Delay assessment has concluded that there would be no significant adverse effects at any of the key junctions considered. In respect of travel journey times, the assessment has concluded that following the application of additional mitigation, the following assessment links within the study area would continue to experience significant adverse driver delay effects:
 - Route 2 NB - Along B317 North End Rd;
 - Route 2 SB - Along B317 North End Rd;
 - Route 3 NB - Along A3220 Warwick Rd;
 - Route 4 SB – Along A3220 Earls Ct Rd
 - Route 5 EB – Along A3218 Lillie Rd; and
 - Route 5 WB – Along A3218 Lillie Rd.

The additional mitigation focuses on improving conditions for pedestrians, cyclists and public transport users. The London Plan and Mayor's Transport Strategy support travel by sustainable modes and seek to achieve a mode share of 80% of all trips undertaken by public transport, walking and cycling by 2041. To achieve these targets it is likely that re-allocation of road space to encourage and facilitate trips by sustainable modes will be required. The mitigation approach is therefore considered to fully align with these policies.

- Accidents and Safety assessment has concluded that at 25 of 33 additional links considered, there is unlikely to be any significant adverse pedestrian and cyclist amenity effects. The following links are likely to experience significant adverse effects:
 - Link 106 A3218 Old Brompton Rd b/w Drayton Gdns and Boltons Pl;
 - Link 110 A3218 Old Brompton Rd b/w Coleherne Rd and A3220 Redcliffe G;
 - Link 111 A3218 Old Brompton Rd b/w The Little Boltons and A3220 Redcliffe G;
 - Link 128 North End Road b/w Edith Road and Mortimer House access;
 - Link 136 A304 Fulham Road b/w Harwood Road and Jerdan Place;
 - Link 139 A304 Fulham Road b/w Harwood Road and Waterford Road;
 - Link 140 New Kings Road b/w Harwood Road and Bagleys Lane; and
 - Link 142 New Kings Road b/w Bagleys Lane and Wandsworth Bridge Rd A217.

Additional mitigation has been proposed which focuses on pedestrian and cyclist amenity. As such, this is likely to have a benefit in terms of accident reduction and improved safety of vulnerable users. Applying professional judgment and experience, it is considered that the magnitude of impact would reduce resulting in no significant residual effects.

- Parking and Servicing Demand assessment has concluded that one of the 33 additional links considered is likely to experience significant adverse effects:
 - Link 101 Warwick Road b/w Fenelon Place and Beckford Close.

Whilst additional mitigation in the form of supporting management strategies would be in place from the Amended Proposed Development, it was concluded that the significant adverse effects would remain on the identified links.

- Public Transport Demand and Capacity assessment has concluded that the July 2024 ES conclusions remain valid.

- 7.24 Consideration of a potential cumulative scheme at the Mund Street School site has concluded that no inter-project cumulative effects are likely to arise on the basis that standard practice mitigation measures (CEMP, travel planning, parking controls / permits and servicing management) would be adopted and secured.
- 7.25 Accordingly, additional and different significant adverse transport and accessibility effects have been identified for the Amended Proposed Development.

Air Quality

- 7.26 Post-application submission review comments have required a quantitative assessment of emergency life safety back-up generators.
- 7.27 In respect of baseline conditions, the most up-to-date monitoring data was used in the modelling exercise.
- 7.28 The assessment has concluded that the demolition and construction effects of the July 2024 ES remain valid.
- 7.29 The emergency life safety back-up generator emissions assessment has concluded that effects on nitrogen dioxide concentrations at sensitive human health receptors would be adverse, but not to a significant scale. This is consistent with the qualitative findings of the July 2024 ES.
- 7.30 The site suitability assessment for proposed on-site receptors has concluded that mitigation for air quality effects is not required for the Amended Proposed Development, based on meeting national air quality levels. However, to align with the objectives of the LBHF Air Quality Action Plan 2018-2023 which commits LBHF to meeting the World Health Organisation (WHO) guideline levels by 2030, mitigation can be secured by means of planning condition.
- 7.31 Consideration of a potential cumulative scheme at the Mund Street School site has concluded that no inter-project cumulative effects are likely to arise on the basis that standard practice mitigation measures (CEMP) would be adopted and secured.
- 7.32 Accordingly, no additional or different significant air quality effects have been identified for the Amended Proposed Development.

Noise and Vibration

- 7.33 In respect of baseline conditions, on-site conditions have not materially changed.
- 7.34 The assessments have concluded that the conclusions of the July 2024 ES remain valid for the Amended Proposed Development, with the exception of the following:
- Early Phases
 - The changes in road traffic noise that would occur during the demolition and construction stage are expected to result in temporary significant adverse effects at the closest receptors to the Empress Place access road. No additional mitigation is considered feasible for these effects.
 - The changes in road traffic noise that would occur during the completed development stage are expected to result in significant adverse effects at the closest receptors to the Empress Place access road. No additional mitigation is considered feasible for these effects.
 - All Phases
 - The changes in road traffic noise that would occur during the demolition and construction stage are expected to result in temporary significant adverse at the closest receptors to the Empress Place access road and Beaumont Avenue. No additional mitigation is considered feasible for these effects.
 - The changes in road traffic noise that would occur during the completed development stage are expected to result in additional significant adverse effects at the closest receptors to the Empress Place access road; additional significant adverse effects at high sensitivity receptors adjacent to Hogarth Road; and additional significant beneficial effects at high sensitivity receptors adjacent to Earls Court Gardens. No additional mitigation is considered feasible for the identified adverse effects.
 - In respect of building services and operational noise limits, amended assumptions have been applied, comprising the definition of appropriate noise limits for the first phase of development, and requirement for further assessment and consultation with the two local planning authorities for the later phases. Assuming

the further design development and implementation of the limits are secured by means of an appropriately worded planning condition, no additional or different significant residual effects are expected.

- In respect of the site suitability assessment for proposed on-site receptors, updated assumptions have been made. Assuming these assumptions are secured by means of appropriately worded planning conditions, the residual effects of noise and railway-induced vibration presented in the July 2024 ES would remain valid.
- A qualitative assessment of two further cumulative schemes (Mund Street School site and ESB scheme) has identified the following additional significant cumulative effects to those presented in the July 2024:
 - Early Phases: Night-time demolition and construction activity noise at the Mund Street School site cumulative scheme.
 - All Phases: Daytime demolition and construction activity noise at the Mund Street School site cumulative scheme; Night-time demolition and construction activity noise at the Mund Street School site cumulative scheme; and Demolition and construction activity vibration at the Mund Street School site cumulative scheme.

Ecology

- 7.35 Post-application submission review comments required additional assessment of likely effects on the:
- West London Line (WLL) Sites of Importance for Nature Conservation (SINCs) designated sites in the event the Bioline is not delivered and the existing on-site SINC is retained and enhanced;
 - WLL SINCs designated sites (whether retained or with the Bioline) from overshadowing, wind and artificial lighting; and
 - Brompton Cemetery SINC designated site from increased visitor footfall.
- 7.36 In addition, the 2021 invertebrate survey report and 2021 and 2024 bird surveys reports have been provided.
- 7.37 In respect of baseline conditions, on-site conditions have not materially changed regarding designated sites, habitats and protected species, and third party data and surveys undertaken remain within their validity period (in accordance with industry guidance).
- 7.38 The assessment has concluded that the July 2024 ES remains valid for the Amended Proposed Development in respect of likely ecological effects.
- 7.39 In respect of the additional WLL SINCs assessments (whether retained or with the Bioline delivered), the likely effects from enhancement or replacement of habitats; from overshadowing; wind; and artificial lighting have been concluded, on balance, not to be significant in EIA terms.
- 7.40 Consideration of a potential cumulative scheme at the Mund Street School site has concluded that no inter-project cumulative effects are likely to arise on the basis that standard practice mitigation measures (CEMP, landscaping and BNG) would be adopted and secured.
- 7.41 Accordingly, no additional or different significant effects have been identified for the Amended Proposed Development.

Ground Conditions

- 7.42 In respect of baseline conditions, no new uncontrolled potential sources of contamination have been introduced within the Site.
- 7.43 The assessment has concluded that the July 2024 ES remains valid for the Amended Proposed Development in respect of likely significant ground conditions effects.
- 7.44 Accordingly, no additional or different significant ground conditions effects have been identified for the Amended Proposed Development.

Water Resources

- 7.45 In respect of baseline conditions, there have been no changes to the geology, surface water and ground water baseline. No new sources of drainage or water supply infrastructure have been introduced. In respect of flood

risk, the EA updated Flood Mapping in March 2025. The latest mapping has been reviewed and it has been confirmed that there is no change to the flood risk information for the study area.

- 7.46 The assessment has concluded that the July 2024 ES conclusions remain valid for the Amended Proposed Development in respect of likely ground conditions effects.
- 7.47 Consideration of a potential cumulative scheme at the Mund Street School site has concluded that no inter-project cumulative effects are likely to arise on the basis that standard practice mitigation measures (CEMP, SuDS strategy and FRA) would be adopted and secured.
- 7.48 Accordingly, no additional or different significant water resource effects have been identified for the Amended Proposed Development.

Daylight, Sunlight, Overshadowing, Light Spill and Solar Glare

- 7.49 Post-application submission review comments required minor clarification updates to the assessment as follows:
- Re-assessment of 22 daylight receptors and 21 sunlight receptors;
 - Inclusion of floorplans and/or room uses where these have been obtained;
 - Rectification of a minor error in the July 2024 ES; and
 - Removal of one receptor after being confirmed as non-residential use.
- 7.50 The following conclusions have been reached:
- The demolition and construction effects of the Early Phases and All Phases would remain unchanged.
 - The completed development effects of the Early Phases would see a daylight improvement at 1-88 Fairburn House, such that BRE compliance would be achieved.
- 7.51 The completed development effects of the All Phases would see:
- worsening of daylight levels at Flats 21-35 Kensington Hall Gardens and at Flats 36-45 Kensington Hall Gardens; and 42 Philbeach Gardens;
 - improvement in daylight levels at Whiteley's Cottages, 21-35 Mornington Avenue, 147-160 Gibbs Green, 7 Garsdale Terrace and Flats 1-88 Fairburn House; and
 - improvement in sunlight levels at West Kensington Court - Edith Villas, Whiteley Cottages Flats 1-30 Falkland House - Edith Villas and 42 Philbeach Gardens.
- 7.52 The previously reported significant daylight effects at 147-160 Gibbs Green and 1-88 Fairburn House would no longer be valid for the All Phases.
- 7.53 Therefore, overall, for daylight, Stage 1 of the assessment has concluded that of the 437 properties assessed, there would be no significant effects to 285 properties. Of the remaining 152 properties which would experience noticeable and significant adverse effects to daylight, the Stage 2 alternative target criteria assessment has concluded that:
- 96 properties would meet the alternative daylight target criteria and would be acceptable in consideration of context;
 - 38 properties would substantially (for the most part) meet the alternative daylight target criteria and would be acceptable in consideration of context; and
 - 18 properties would not meet the alternative daylight target criteria.
- 7.54 In summary, 65 % of the properties would see no significant effects. Where there are significant effects, 31 % of the properties assessed would meet, or substantially meet the Stage 2 alternative target criteria. The remaining 4 % would not meet the Stage 2 alternative target criteria. These are:
- 40-42 Lillie Road (LBHF);
 - 9-28, 29-38 Gibbs Green (LBHF);
 - 1, 2, 3-8, 9, 10 and 14 Dieppe Close (LBHF);
 - 14B, 14C and 14D Aisgill Avenue (LBHF);
 - 7 Aisgill Avenue (LBHF);

- 7-9 Lillie Road (LBHF);
- 1 and 55 Eardley Crescent (RBKC); and
- 25 and 35 Philbeach Gardens (RBKC).

- 7.55 For sunlight, Stage 1 of the assessment has concluded that of the 271 properties assessed, there would be no significant effects to 199 properties. Of the remaining 72 properties which would experience noticeable and significant adverse effects to sunlight, the Stage 2 alternative target criteria assessment concludes that:
- 39 properties would meet the alternative sunlight target criteria and would be acceptable in consideration of context;
 - 25 properties would substantially (for the most part) meet the alternative sunlight target criteria and would be acceptable in consideration of context; and
 - 8 properties would not meet the alternative target criteria.
- 7.56 Based on a qualitative review, there is potential for additional cumulative significant adverse daylight, sunlight and overshadowing effects to existing receptors in proximity to both the Mund Street School site cumulative scheme and the Amended Proposed Development.
- 7.57 As the Mund Street School site cumulative scheme has come forward in the knowledge of the proposals for the Site, the scheme's internal daylight and sunlight assessment is expected to account for the All Phases completed development, to ensure, where practicable, that future occupants will receive suitable levels of daylight and sunlight with the All Phases completed development *in situ*.
- 7.58 Accordingly, additional and different significant adverse daylight and sunlight effects have been identified for the Amended Proposed Development.

Wind Microclimate

- 7.59 Post-application submission review comments required the following:
- Provision of detailed modelling information;
 - Qualitative assessment of 13 additional receptors;
 - Qualitative assessment of a cumulative scheme at 70-80 Lillie Road;
 - More detailed commentary on the Illustrative Scheme where windier results have been recorded; and
 - Qualitative assessment of potential effects at throughfare locations in the Outline Component and Illustrative Scheme in the event that entrances are provided at these locations.
- 7.60 In respect of baseline conditions, on-site and off-site conditions have not materially changed. However, consideration has been given to the baseline conditions at six additional receptors which would be present in the baseline scenario.
- 7.61 The assessment has concluded that the July 2024 ES remains valid for the Early and All Phases development scenarios of the Amended Proposed Development except for the 13 additional receptors:
- For the Early Phases, wind effects at 12 additional receptors would not be significant. Expected conditions at the western elevation of the Plot EC06 nursery (probe location 197) would be one category windier than required and would represent significant adverse effects. However, these effects would be mitigated through implementing the landscape mitigation identified in the July 2024 ES.
 - For the All Phases, wind effects at the 13 additional receptors would not be significant.
- 7.62 A qualitative assessment of cumulative schemes at 70-80 Lillie Road and Mund Street School site concluded that no inter-project cumulative effects are likely to arise. Therefore, the cumulative residual effects presented in the July 2024 ES remain valid for the Early and All Phases development scenarios of the Amended Proposed Development.
- 7.63 The cumulative assessment results for the 13 additional receptors would be the same as reported for the Early and All Phases in isolation.
- 7.64 The qualitative assessment of potential entrance locations at thoroughfare locations have concluded that for the Early Phases, two locations would have suitable wind conditions for entrance use, and seven locations would

not. For the All Phases, five locations would have suitable wind conditions for entrance use and ten locations would not. As entrance locations are not known at the Outline stage, all of the thoroughfare locations would be subject to further wind assessment at the detailed design stage, where the intended use and suitability of conditions will be verified.

- 7.65 Accordingly, no additional or different significant wind effects are likely to arise for the Amended Proposed Development.

Climate

- 7.66 In respect of carbon budgets, the Climate Change Committee released its statutory report Seventh Carbon Budget in February 2025 in which the UK Government will have to set its seventh carbon budget by June 2026, covering emissions up to 2042. The proposed seventh carbon budget is 535,000,000 tCO₂e. However, the budget is not expected to cover all of the demolition and construction stage for the All Phases development scenario which is expected to occur between Q4 2024 and Q2 2043 (19 years). Accordingly, GHG emissions have also been compared with the Tyndall Centre carbon budgets for the years 2038 - 2042.
- 7.67 Furthermore, account was taken of Local Planning Authorities (LBHF and RBKC) and national carbon dioxide emissions statistics for 2023.
- 7.68 The assessments have concluded that the July 2024 ES reported climate effects (climate resilience, in-combination and greenhouse gas emissions) remain valid for the Amended Proposed Development.
- 7.69 For the Early Phases, the:
- provisional estimate of demolition and construction GHG emissions from the raw materials required, transport and demolition and construction processes are predicted to be **524,081 tCO₂e** (a small increase); and
 - provisional estimate of completed development stage operational GHG emissions over the 60 year design life (including end of life) are predicted to be **836,009 tCO₂e** (a small increase).
- 7.70 For the All Phases, the:
- provisional estimate of demolition and construction GHG emissions from the raw materials required, transport and demolition and construction processes are predicted to be **723,240 tCO₂e** (a small increase); and
 - provisional estimate of completed development stage operational GHG emissions over the 60 year design life (including end of life) are predicted to be **1,199,408 tCO₂e** (a small reduction).
- 7.71 Accordingly, no additional or different significant climate effects have been identified for the Amended Proposed Development.

Built Heritage

- 7.72 Post-submission review comments requested assessment of the following four additional heritage receptors:
- 1-8 Collingham Gardens (Grade II* listed);
 - 9-18, 11A and 18A Collingham Gardens (Grade II* listed);
 - The Cheyne Conservation Area; and
 - The Royal Hospital Conservation Area.
- 7.73 In respect of baseline conditions, on-site conditions have not changed for built heritage receptors.
- 7.74 The assessment has concluded that effects remain unchanged for the receptors assessed in the July 2024 ES as a result of the Amended Proposed Development. With regard to the four additional receptors the assessment concluded the following:
- There would be no significant effects to the four new receptors in the demolition and construction stage of the Early Phases and All Phases and the heritage value of the receptors would be preserved;
 - There would be no significant effects to the four new receptors in the completed development stage of the Early Phases and All Phases and the heritage value of the receptors would be preserved; and
 - There would be no change to the likely additional cumulative effects as a result of cumulative schemes.

- 7.75 In respect of the Mund Street School site scheme, the cumulative assessment conclusions of the July 2024 ES would not be altered.
- 7.76 Accordingly, no additional or different significant built heritage effects have been identified for the Amended Proposed Development.

Townscape and Visual

- 7.77 In respect of baseline conditions, on-site conditions have not changed for townscape character and visual receptors.
- 7.78 The assessment of the Amended Proposed Development on 59 views previously assessed in the July 2024 ES has been based on professional judgement, informed by 13 views which have been updated to reflect the proposed amendments. These 13 views were selected on the basis of being those views where the proposed amendments would be most visible, and of providing views from a range of distances and directions from the Site, so that the overall effect of the proposed amendments on all other views presented in the July 2024 ES could be inferred. In the same manner, a re-assessment of the effect of the Amended Proposed Development on the Townscape Character Areas (TCAs) previously assessed in the July 2024 ES has been made.
- 7.79 The assessment has concluded that the effects in the July 2024 ES remain unchanged for the Amended Proposed Development.
- 7.80 In respect of the previously assessed 59 views, in most cases the proposed amendments would not be perceptible. In some views, such as Views 7 - 11 from Brompton Cemetery and View 29 from Penywern Road, there would be noticeable differences to the view as a result of the proposed amendments; however, these differences would be very slight and they would not alter the scale or the nature of the effect in these or any other views, compared to those previously assessed in the July 2024 ES.
- 7.81 The Amended Proposed Development would be very slightly different in townscape terms compared to the Proposed Development assessed in the July 2024 ES but would not change the assessment or scale of effects as reported for the Early Phases or All Phases scenarios in respect of the previously assessed TCAs.
- 7.82 The additional cumulative scheme, Mund Street School, would represent a noticeable change within TCA 11 and would help transition building heights between the Amended Proposed Development and the Gibbs Green Estates but would not alter the townscape relationship between TCA 11 and the Amended Proposed Development. The Mund Street School site scheme would be visible to a limited extent in conjunction with other TCAs. Owing to the limited townscape interaction between the Mund Street School and the Amended Proposed Development, there would be no change to the townscape effects of the Amended Proposed Development in the cumulative scenario. In respect of views, the Mund Street School site scheme would be seen to a limited extent with the Amended Proposed Development and would likely be visible only in View 48 of the assessed views, where it would obscure the Amended Proposed Development to a limited extent. Owing to the limited visual interaction between the Mund Street School site scheme and the Amended Proposed Development, there would be no change to the visual effects of the Amended Proposed Development in the cumulative scenario.
- 7.83 Accordingly, no additional or different significant townscape and visual effects have been identified for the Amended Proposed Development.

8A.0 Cumulative Effects

Inter-Project Effects

- 8.1 The inter-project cumulative effects remain valid for the pre-application submission stage.
- 8.2 The inter-project cumulative effects for the Amended Proposed Development have been summarised in each of the relevant technical topics in Section 7 of this NTS Addendum. Additional or different significant effects have been reported in respect of Noise and Vibration, as well as Daylight and Sunlight.

Intra Project-Cumulative Effects

- 8.3 Intra-project cumulative effects remain valid, with the exception of the additional and different effects summarised below and noting corrections of a couple of minor errors in the previously reported conclusions.

Demolition and Construction

- 8.4 The following additional and different effects have been reported for the Amended Proposed Development:
- At existing off-site users and vulnerable off-site users, including residential uses in respect of general population human health (e.g. dust and vehicle emissions; extreme weather events due to climate change; noise and vibration; changes in community identity due to disruption to, or loss of, on-site uses and facilities); and road traffic noise as a result of the removal of the Mund Street/Aisgill Avenue access point. Furthermore, transport effects associated with the additional 70 links assessed.
 - At existing and future on- and off-site pedestrians, cyclists, drivers on the highway network in respect of the additional 70 links assessed.
 - At future on-site and vulnerable on-site users, including residential uses in respect of dust and vehicle emissions; extreme weather events due to climate change; and road traffic noise.
- 8.5 Considering the July 2024 reported effects which remain valid, the following additional significant adverse intra-cumulative effects are likely for the Amended Proposed Development:
- Early Phases and All Phases: existing and future drivers on the local highway network.

Completed Development

- 8.6 The following additional and different effects have been reported for the Amended Proposed Development:
- At existing off-site users and vulnerable off-site users, including residential uses in respect of housing delivery; provision of adaptation measures to extreme weather events due to climate change; transport effects associated with the additional 70 links assessed; air quality; road traffic noise; daylight and sunlight.
 - At existing and future on- and off-site pedestrians, cyclists, drivers on the highway network in respect of the additional 70 links assessed and the removal of the Mund Street/Aisgill Avenue vehicle access.
 - At future on-site and vulnerable on-site users, including residential uses in respect of housing delivery; provision of adaptation measures to extreme weather events due to climate change; transport effects associated with the additional 70 links assessed; air quality; road traffic noise; wind microclimate.
 - At the on-site ecological receptors in respect of loss of habitat and extent; potential for pollution; as well as at the existing Brompton Cemetery off-site ecological receptor in respect of increased footfall from the future on-site population.
- 8.7 Considering the July 2024 reported effects which remain valid, the following additional significant adverse intra-cumulative effects are likely for the Amended Proposed Development:
- Early Phases: existing and future drivers on the local highway network.
 - All Phases: vulnerable existing off-site users, including residential uses, as well as existing and future drivers on the local highway network

9A.0 Summary

Additional Mitigation

9.1 Table 9.1 of the July 2024 NTS remains valid with the exception of the following:

- Removal of the following:
 - Completed Development Noise for Early and All Phases: Building services additional mitigation; and
 - Completed Development Transport and Accessibility for Early and All Phases: Two Way Cycle track on Warwick Road.
- Addition of the following:
 - Demolition and Construction and Completed Development Air Quality for Early and All Phases: Use of WHO 2021 air quality guideline levels as trigger levels for the identification of locations where mitigation may be necessary for the phased completed development. Mitigation would be secured by means of appropriately worded planning conditions.
 - Completed Development Transport and Accessibility for Early Phases Pedestrians and Cyclists:
 - Cluny Mews - Additional access point at St Cuthbert's Lane to Cluny Mews providing increased connectivity to the north and east (subject to third party agreement). If this is not delivered, an alternative connection to A4 West Cromwell Road would be provided.
 - A4 West Cromwell Road - A pedestrian crossing on the A4 for onward pedestrian and cycle connections to/from the north.
 - Completed Development Transport and Accessibility for All Phases Pedestrians and Cyclists:
 - In addition to the Early Phases mitigation, reconfiguration of parking on Beaumont Avenue and realignment at its eastern end to align with the new access road.
 - Completed Development Transport and Accessibility for Early Phases Pedestrians:
 - A4 West Cromwell Road – Refinement of the A4 West Cromwell Road junction to respond to the amended Warwick Road Corridor alternative cycle access strategy and to account for the S106 contributions secured from the 100 West Cromwell Road cumulative scheme. The updated junction proposals would mitigate the Amended Proposed Development's effects and are intended to be secured in the scenario that the alternative proposals (to be developed and delivered by TfL) and funded by 100 West Cromwell Road for the junction, do not come forwards before the completion of the Early Phases.
 - Lillie Road crossings - Mitigation scheme for the Lillie Road/North End Road that focuses on improvements to pedestrian priority. The layout would involve placing the junction on a raised table with coloured surfacing and then widening the 'Zebra' crossings.
 - Earls Court Road – Implementation of controlled pedestrian crossing into the traffic signals at Earls Court Road and Old Brompton Road junction (subject to third party agreement)
 - Completed Development Transport and Accessibility for All Phases Pedestrians:
 - In addition to the Early Phases mitigation, the relocation of the pedestrian crossing located immediately north of the Beaumont Avenue junction with North End Road.
 - Completed Development Transport and Accessibility for Early Phases Cyclists
 - Access from Lillie Road and Old Brompton Road to the south for access to Quietway 15 and trips to/from the east.
 - Access from Cluny Mews (subject to third party agreement) with an improvement scheme providing onward connectivity to the north and east.
 - Connection to the A4 West Cromwell Road with an improvement scheme providing onward connectivity to the north and east.
 - Connection to Fenelon Place through the basement of 100 West Cromwell Road.

- Connection across the A4 West Cromwell Road via a new pedestrian and cycle crossing connecting with Edith Villas.
 - Lillie Road / Old Brompton Road Corridor - Updated cycle improvements on Lillie Road and Old Brompton Road to take account of consultation feedback and the completed RBKC pedestrian and cycle crossing at the Old Brompton Road Kempsford Gardens junction.
 - Lillie Road / North End Road Junction - Improvement to cycle priority for the Lillie Road/North End Road junction comprising a raised table with coloured surfacing and widening 'Zebra' crossings.
- Completed Development Transport and Accessibility for All Phases Cyclists:
 - In addition to the Early Phases mitigation, an enhanced crossing facility at Beaumont Avenue connecting with Barons Court Road.
- Completed Development Early and All Phases Busses:
 - A review of the design of the Lillie Road Bus Layover with the aim of developing an illustrative layout that can be agreed in principle with the Transport Stakeholders and secured as part of the S106.
- Completed Development Early and All Phases Stations:
 - A Station Option Study (commensurate with TfL's Pathways Stage 2 Option Study) for West Brompton station. The study is currently underway; however, the principles of the mitigation strategy remain as agreed in principle and as set out in the July 2024 ES.
- Completed Development All Phases Vehicle Users:
 - North End Road/Beaumont Avenue – Relocation of the crossing point further north to provide additional space for vehicles turning right out of Beaumont Avenue to wait prior to the stop line for the pedestrian crossing which is currently located immediately to the north of the junction.
- Demolition and Construction, Completed Development for Noise and Vibration Early and All Phases: Maximum noise limits for roof plant areas, commercial and operational noise secured by planning condition.

Significant Effects

- 9.2 The significant demolition and construction effects and completed development effects remain as set out in the July 2024 NTS, except where amendments are reported within section 7 of this NTS Addendum.

Thank you

Ramboll
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