

Paddington
Central

 British
Land

FIVE KINGDOM STREET

ENVIRONMENTAL STATEMENT
ADDENDUM VOLUME III:
TOWNSCAPE, HERITAGE & VISUAL
IMPACT ASSESSMENT ADDENDUM

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Environmental Statement Addendum Volume III: Townscape, Heritage & Visual Impact Assessment Addendum

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1 Introduction and Methodology

1.1 This report forms an Addendum to the Townscape, Heritage and Visual Impact Assessment ('the original THVIA') (Volume III of the ES) prepared in April 2019 in support of the planning application for 5 Kingdom Street ('the proposed development'). It is submitted on behalf of British Land ('the Applicant'). It has been prepared by the Tavernor Consultancy Limited ('Tavernor Consultancy').

1.2 This Addendum considers amendments to the proposed development, designed by Allies and Morrison, following submission of the original THVIA in April 2019. It includes all of the verified views presented in the April 2019 THVIA updated with the amended proposed development. The verified views have been prepared by the visualisation firm Miller Hare.

1.3 This document should be read in conjunction with the April 2019 THVIA, the Design and Access Statement (DAS) Addendum (July 2020) produced by Allies and Morrison, the other volumes of the ES and ES addendum, and the full planning application documentation.

Legislation, Policy and Guidance

1.4 The following paragraphs set out policy and guidance which has been updated since the date of the original ES (April 2019). Relevant policy and guidance preceding that date is set out in Appendix D of the April 2019 THVIA.

1.5 A minor update was made to the NPPF in June 2019 which is not relevant to this assessment. Relevant parts of the NPPF remain the same as the version of the NPPF published on 19 February 2019 and described in the April 2019 THVIA.

1.6 The National Design Guide was published in October 2019. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on 'Design: process and tools'. The guidance is intended to support the NPPF which sets out that achieving high quality places and buildings is fundamental to the planning and development process.

1.7 The Draft London Plan: Intend to Publish Version was published in December 2019. The Examination in Public (EiP) on the London Plan was held between 15 January and 22 May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8 October 2019. The Mayor has considered the Inspectors' recommendations and, on the 9 December 2019, issued to the Secretary of State his intention to publish the London Plan. On 13 March 2020, the Secretary of State exercised his powers to prevent the publication of the London Plan until the Directions set out in Annex 1 to his letter are incorporated. The Mayor of London replied on 24 April 2020 to confirm his initiation of discussions between officials with regard to the Directions.

1.8 The Draft Local Plan for Westminster City Council (WCC) is undergoing an examination process. The proposed submission City Plan was submitted to the Secretary of State for independent examination on 19 November 2019 following consideration by the Full Council. This is the final stage of the examination process before it can be adopted as part of Westminster's Development Plan.

1.9 The policy and guidance set out in these new and revised documents has been reviewed in relation to this assessment of the proposed development. They do not introduce any considerations beyond those factored into the April 2019 THVIA. The assessment in this report has been made with reference to all relevant current policy and guidance.

Consultees

1.10 A comprehensive update of all verified views assessed in the April 2019 THVIA has been undertaken and is presented within this report. Therefore consultation with WCC or others on the scope of the assessment was not required.

Technical Methodology

1.11 The assessment approach used to inform this addendum volume is the same as the approach which informed the April 2019 THVIA. As in the April 2019 THVIA, climate change, human health and risk of major accidents and disasters are not considered to be relevant to this assessment.

Alternatives

1.12 No additional alternative scenarios beyond those considered in the original ES have been considered.

Relevant Associated Development

1.13 The changes to the proposed associated development from that set out in the original ES are not considered to affect the outcome of this assessment.

Assumptions/ Limitations

1.14 The assumptions and limitations of the assessment are set out on the April 2019 THVIA and are unchanged.

2 Conclusions from original ES

2.1 The April 2019 THVIA concluded that there would be a range of effects as a result of the operational proposed development, as set out in Tables 6-1 and 6-2 below, which are extracted from the April 2019 THVIA.

2.2 As set out in the April 2019 THVIA at paragraph 7.1, mitigation of likely townscape, built heritage and visual effects during the construction works would be through the use of appropriate hoarding and following industry best practice construction standards. No mitigation of the visibility of large plant and equipment above roofs and trees is proposed; it is considered that mitigation measures to hide the visibility of such activities and equipment, for example high level screening, would be more visually obtrusive than the process or equipment itself. Site lighting would be designed to illuminate the site while minimising light pollution in the surrounding areas by selecting light sources of the minimum intensity required for site illumination and evaluating the lighting design to ensure that light is used only where needed. Mitigation measures would have the greatest likely effect in the areas of townscape adjoining the application site, where hoarding would screen views of construction activities at the lower level.

2.3 As set out in the April 2019 THVIA at paragraphs 7.2 and 7.3, there would be no mitigation of the operational development. The acceptability of long-term operational likely significant effects of the proposed development has been an integral part of the design approach. It has been implemented through the design development process and has been used to adapt and modify the designs, such as building silhouettes, materials and colouration and design details, to take account of likely townscape and visual constraints and opportunities. Likely adverse effects have been considered throughout the design process and are avoided by the submitted design of the proposed development.

2.4 The proposed development is not anticipated to result in any adverse townscape, built heritage or visual effects either in isolation or cumulatively with other consented development. As such, additional mitigation is not required and the likely significant residual effects of proposed development on townscape, the settings of built heritage assets and visual amenity should remain as identified in Section 6 of the assessment.

Table 6-1 Proposed Assessment

Ref	Receptor	View Reference	Description of proposed impact	Magnitude of proposed impact	Significance of proposed effect
VP1	Viewing Place 1: Primrose Hill	View 1	In View 1 from the summit, the top of the proposed development would appear on the far right of the panorama and would rise above the existing horizon at that point. It would be partly screened by the foreground trees even in winter. It would appear at a similar height to other distant building tips seen above the horizon further left. It would appear as a new landmark element, recognisable by people who live and work in the Paddington area who may visit the viewpoint in their leisure time. Its high quality design would contribute positively to an existing urban skyline seen beyond the registered park in the foreground. The magnitude of impact on views from the summit of Primrose Hill would be negligible overall. The significance of the effect is judged to be minor due to the high sensitivity of the Viewing Place and neutral, due to the existing urban skyline which it would be seen within.	negligible	minor, neutral
VP2	Viewing Place 2: Regent's Park	Views 2, 3, A3-A5	The proposed development would not be visible in Views A3-A5. Its tip would technically be visible in winter views in Views 2 and 3, however in reality it would not be noticed, due to the small amount visible and its appearance beyond buildings which are closer to the park. Where visible, it would be seen within an existing densely layered urban skyline. In view 3 it would be seen with existing modern development beyond the minaret of the Grade II* Listed Regent's Park Mosque; the minaret would appear taller and closer on the skyline and would remain clearly legible. The proposed development is unlikely to be discerned. The magnitude of impact would be negligible and the significance of the effect would be negligible due to the very small degree of potential visibility experienced in the Viewing Place.	negligible	negligible
VP3	Viewing Place 3: Hyde Park and Kensington Gardens	Views 4-7, A1, A2	In Kensington Gardens, the top of the proposed development would be visible above the tree line in some views from the path south of the Round Pond (View 4) and from the path around the south side of the Pond (see the modelled kinetic sequence in Appendix A). The key view westwards to Kensington Palace would be unaffected. The top of the proposed development would become one of a number of structures visible on the horizon. It would appear where there is a dip in the treeline and where the stucco terrace at Lancaster Gate, just beyond the park perimeter, is partly visible. It would be visibly more distant than the terrace, and its outer frame would be in a warm terracotta hue which would complement the colours of the foreground landscape. At the Serpentine Bridge, the top of the proposed development would be visible on the horizon when looking west along the Long Water (View 5). As noted in the existing view description, this viewpoint is beside a road and generally experienced when moving along the bridge (see kinetic modelled sequence in Appendix A). When people pause, they are usually on the opposite side of the bridge looking east towards the Palace of Westminster (a view designated in the LVMF). In westerly views from the Serpentine Bridge, the top of the proposed development would add to the existing urban skyline seen beyond the trees, particularly in winter. It would be set much lower than the closer Royal Lancaster Hotel. Its colouration would also have a different, softer visual character on the skyline, responding to the dappled natural shades of the trees and water. The water course and the planting around it would continue to dominate the view and the informal 'naturalistic' character of the foreground landscape would be preserved. The tip of the proposed development would be seen on the horizon from other points in Hyde Park and Kensington Gardens where the urban context of the park is already clearly visible (Views 6 and 7). It would not be visible from most points in Kensington Gardens and Hyde Park where buildings within its setting are generally screened by the foreground landscape (Views A1 and A2). The magnitude of impact on views from Kensington Gardens and Hyde Park is judged to be small, due to the limited appearance in some views from both parks. The significance of effect is judged to be moderate due to the high sensitivity of the landscaped spaces and the visibility of the proposed development in key views within the Viewing Place. The nature of the effect is judged to be neutral: there would be an increase in the built form seen on the horizon as a result of the proposed development, however this is judged to be balanced by its limited visibility in the views, the existing urban character of the skyline where seen, the continued dominance of the foreground scene of all views and the high design quality of the proposal which will respond positively to the natural characteristics of the parkland.	small	moderate, neutral
VP4	Viewing Place 4: Notting Hill	Views 8-10, A6, A7	The proposed development is situated over a kilometre away from this Viewing Place. Most of the streets here are not aligned with the application site and the proposed development would not be visible. In views along the streets directed towards the application site (Views 8, 9, 10), the top of the proposed development would be partly visible in the far distance. It would be partly screened by trees in all of the views, particularly in Views 8 and 9. The magnitude impact on views from the Viewing Place is judged to be negligible, due to the few positions at which the proposed development would be visible, the small amount which would be visible, its evident distance, the screening of trees, and its materiality and dappled appearance, which would complement the colours and delicacy of the treeline. The significance of the effect is judged to be minor due to the high sensitivity of the townscape. The nature of the effect is judged to be neutral: the partial appearance of the top of the proposed development would be balanced by its distance, high quality design and warm colouration and the continued dominance of the foreground high quality townscape in view.	negligible	minor, neutral
VP5	Viewing Place 5: Westbourne Park	Views 11, 12, A8	The proposed development is closer to this Viewing Place than to VP 4: Notting Hill. It will still be screened by street trees in all views, however it will be more visible at points on Westbourne Park Road (View 12) and Westbourne Park Villas due to open views afforded by the adjacent rail lines. It would appear with existing modern development beyond the Viewing Place but would be taller than the neighbouring buildings and more clearly visible. Nonetheless the foreground streetscape within the Viewing Place would continue to dominate. The proposed development would be a local marker, set beyond the townscape of Westbourne Park and marking both the new pedestrian route through Kingdom Street to Paddington Station and the substantial new public realm and amenity space within the lower levels of the proposed development. The terracotta of the outer frame would complement the colours of the street trees and earthy tones of the stock brick seen in these views. The lattice quality of its exterior, which would be discernible at these closer points, would have a light and dynamic quality on the skyline. Its high quality design and local wayfinding role would contribute positively to a Viewing Place already characterised by an urban streetscape with buildings of a mixed character and scale. The magnitude of impact would be small. The sensitivity of the effect is judged to be minor, beneficial due to the medium sensitivity of the Viewing Place and the likely positive visual effects of the proposed development where visible.	small	minor, beneficial

Ref	Receptor	View Reference	Description of proposed impact	Magnitude of proposed impact	Significance of proposed effect
VP6	Viewing Place 6: Maida Vale	Views 13-15 A12	<p>As noted in the description of the existing Viewing Place, the ZVI (Figure 1-9) tests showed that, away from Little Venice, the density of development and orientation of the streets means that the proposed development would only be seen in limited places. View A12 from Maida Hill shows no visibility. Views 13 and 14 are on Warrington Crescent, which is directed towards the application site and set at higher ground. Only the tip of the proposed development would be seen above the chimney tops of the 19th century streetscape in View 13; it is unlikely to be noticed due to its colour and the small amount visible. Moving south along the Crescent, the upper parts of the proposed development would come into view beyond St Saviour's Church, which is close to Warren Avenue Station (View 14). It would appear beyond the fibreglass spire of the church, which is a late 20th century structure and not a heritage asset, but the spire of which provides an elegant focus to views along the Crescent and a useful marker within the townscape. The spire would rise much higher than the more distant proposed development. The lattice quality and earthy tones of the outer frame of the proposed development would add positively to the existing urban skyline evident in 4 Kingdom Street.</p> <p>Due to the breadth of Warwick Avenue, the ZVI (Figure 1-9) shows that there would also be some, glimpsed visibility of the proposed development from the east pavement on Warwick Avenue. View 15, looking from a point towards Warwick Avenue Station at the north end, shows that the top of the proposed development would appear, filtered heavily by the street trees, above the villas on the west side of Warwick Avenue. The focus of views from Warwick Avenue would however remain on St Saviour's Church, to the northwest, and the newly built Brunel Building and New Wharf Road residential building, to the southeast, now marking Paddington. The overall character of Warwick Avenue, and the experience of the viewer walking along it, would remain the same.</p> <p>The ZVI (Figure 1-9) shows that there would be little visibility in the rest of the streetscape within Maida Vale to the north of Little Venice.</p> <p>The magnitude of change to the Viewing Place is judged to be small at most and minor in significance. The nature of the effect is judged to be neutral: the increase in visibility of modern urban development in views along Warrington Crescent and Warwick Avenue would be balanced by the existing urban character of the skyline, the continued legibility of the modern church which is the present focus of southwards views, the screening of trees and the evident high quality design character of the proposed development.</p>	small	minor, neutral
VP7	Viewing Place 7: Little Venice	Views 16 – 22	<p>The upper parts of the proposed development would be visible when close to the canalside at Little Venice.</p> <p>It would appear beyond low rise apartment blocks in the Warwick Estate in certain views (View 16) from within the close setting of the Grade I Listed Church of St Mary Magdalene. It would be filtered by trees and would signal the urban, commercial centre at Paddington, nearby to the east. It would not affect views towards the Church, the close setting of which is already characterised by urban, tall development.</p> <p>Just northeast of the Church, the pedestrian canal bridge has an elevated position, affording views southwest to the Church of St Mary Magdalene, and also long views along the canal route, where the top of the proposed development would appear screened by trees to the east (View 17). Walking east along Blomfield Road (View 18), the proposed development would appear beyond the trees which line the south edge of the canal. It would be visible beyond the wall beside the canal and the top of the apartment blocks on Delamere Terrace which line the south edge of the canal route. It would be partly screened by trees even in winter.</p> <p>At the Westbourne Terrace Road Bridge (View 19), the upper parts of the proposed development would become clearly visible on the skyline, rising beyond the listed stucco villas on Westbourne Terrace Road and to the right of 4 Kingdom Street. Its position on the skyline and commercial character would be clearly related to the neighbouring buildings seen on Kingdom Street. Its step up in height and the warm and dynamic visual character of its outer frame would provide an appropriately distinctive marker for the new route provided – through Kingdom Street and on to Paddington Station – and for the substantial new public landscaped space and amenities at the lower levels of the proposed development. Pedestrians would be guided southeast towards the Westway and the application site just beyond, or would continue moving along Blomfield Road, beside the canal, which opens out into the lagoon east of this point.</p> <p>When moving further northeast along Blomfield Road from View 19 and the Westbourne Terrace Road Bridge, the upper parts of the proposed development would remain visible just beyond 4 Kingdom Street and would be partly screened by trees on both sides of the canal. View 20 is from a point close to the junction with Warwick Avenue, at the Warwick Avenue road bridge, where there are no trees in the foreground and views open up across the lagoon. At this point, the top of the proposed development would appear just right and partly beyond 4 Kingdom Street and above the trees and apartment blocks which line the south edge of the canal. Browning's island, with its weeping willows is at centre, creating a denser screen of trees at this point. The increased visual presence of the existing urban backdrop to the picturesque scene would be noticeable, both by day and by night (Views 19.1 and 20.2). The proposed development would step up in height from 4 Kingdom Street and would provide a new, high quality local marker in its local vicinity. In these key views around the lagoon, the lattice like character of its outer frame and the warm and muted tonality of its exterior would have visual qualities which relate to the natural colours and dappled appearance of the trees and water in the foreground.</p> <p>Moving further northeast along Blomfield Road, past the Warwick Avenue road bridge and continuing along the north edge of the canal, the proposed development and existing development on Kingdom Street would start to drop out of view. Moving forward, south, along the Warwick Avenue road bridge, the large scale of commercial development at Paddington and the elevated Westway route quickly come into view. The trees of the Rembrandt Gardens, planted along the east side of the lagoon, heavily screen views into the canal. Close to the main junction with Harrow Road (View 21), the proposed development would be seen in the immediate context of other large scale, modern commercial buildings. It would have a distinctive character, clearly marking the west end of Paddington Central and the start of the Central Activity Zone, and it would be partly screened by trees. Just south of this point, close to the Westway, the proposed development would be seen obliquely with the other buildings on Kingdom Street and would be largely screened by trees (View 22).</p> <p>The magnitude of impact on views from Little Venice is judged to be medium: the proposed development will be a clearly visible local marker, but would be seen in the context of existing large scale commercial buildings and in the backdrop of views in the area, resulting in a moderate level of change to views. The proposed development would be clearly visible in a high proportion of views when moving around the area and it would be noticeably taller than the neighbouring commercial development on Kingdom Street. Nonetheless, it would form part of the existing urban, large scale backdrop of views across the lagoon, clearly located beyond the lower scale of buildings and trees which surround the lagoon, and it would be partly screened by trees at a number of viewpoints. The significance of the effect is judged to be moderate, neutral: this is an area of high sensitivity with a high number of heritage assets and high quality views, however the views from Blomfield Road are not of strategic importance and the close proximity of the urban centre at Paddington and the transport infrastructure connected to it, is seen and felt through much of the area, and indeed has been historically. The potential harm to views enjoyed across the canalways at Little Venice is balanced by the existing backdrop of commercial buildings on Kingdom Street, the partial visibility and high quality design of the proposal, the materials and character of which have been conceived with this context in mind, and its local landmark function, which will aid pedestrian movement through the area and improve the legibility and quality of the existing urban skyline.</p>	medium	moderate, neutral

Ref	Receptor	View Reference	Description of proposed impact	Magnitude of proposed impact	Significance of proposed effect
VP8	Viewing Place 8: Westway	Views 22-26	<p>As described in the baseline assessment, Views 22-26 are from points just north of the Westway and show the varied immediate context of the Westway, including remnants of 19th century stucco streetscape and large scale commercial buildings. The visual presence of the Westway structure and noise of the traffic dominates the Viewing Place. The proposed development will have a substantial visual presence in this area, particularly from the points close to the application site (Views 25 and 26), where the present vacancy of the application site creates a gap in the streetscape. It will also be prominent when seen in relation to the 19th century domestic buildings in part of this Viewing Place (View 24), due to its greater size and contrasting design character and materials. It will be seen with existing large scale modern development on Kingdom Street but will be noticeably taller, providing a new local marker and increasing the visibility of the adjacent commercial centre at Paddington and the Central Activity Zone. The close urban context and mixed character of the area is already highly present and the greater visibility of the proposed building would be balanced by its high design quality, local marker function, provision of a new route and substantial public space and its appropriate relationship – in design character and siting – to existing modern, large scale commercial development.</p> <p>The proposed development will provide a clear and distinctive marker for the new route created through the application site – to Kingdom Street and Paddington Station beyond. The sophisticated design of the outer frame and its dynamic patterning and warm colouration would be very evident in these close views. The dominance of the roadways would be countered in close views and the substantial improvement made to the legibility and quality of pedestrian routes and spaces in the area by the proposed development would be clearly signalled.</p> <p>The magnitude of impact on views in this area would be large to very large. The significance of the effect is judged to be moderate due to the low sensitivity of the Viewing Place overall. The nature of the effect would be beneficial due to the high quality of the proposed development, the increased permeability and public realm brought to the area and clearly signposted, and the high quality of the detailed design.</p>	large-very large	moderate, beneficial
VP9	Viewing Place 9: Rail lines and bridges	Views 27, 28, 31, 32	<p>As described in the baseline assessment, views from this Viewing Place are either partly screened by the structure of bridges or are clear views to the application site looking through the chasm in the townscape created by the rail lines. The scale of the proposed development would relate to existing large scale development on Kingdom Street and its greater height would be appropriate to its landmark point within that masterplan. The lattice like qualities and dynamic patterning of its outer frame would visually complement the structural expression of the bridges which cross the rail lines.</p> <p>Views of the proposed development would be similar to those close to the Westway: the proposed development will have a substantial visual presence in this area, particularly from the points close to the application site where the present vacancy of the application site creates a gap in the streetscape. It will provide a clear and distinctive marker for the new route created through the application site – to Kingdom Street and Paddington Station beyond. The sophisticated design of the outer frame and its dynamic patterning and warm colouration would be very evident in these close views. The substantial improvement made to the legibility and quality of pedestrian routes and spaces in the area by the proposed development would be clearly signalled.</p> <p>The magnitude of impact on views from near the rail lines and bridges would be large to very large. The significance of the effect is judged to be moderate due to the low sensitivity of the Viewing Place overall. The nature of the effect would be beneficial due to the high quality of the proposed development, the increased permeability and public realm brought to the area and clearly signposted, and the high quality of the detailed design.</p>	large-very large	moderate, beneficial
VP10	Viewing Place 10: Westbourne Terrace	Views 29 – 31, A10, A11	<p>Views A10 and A11 show that the proposed development would be fully hidden by the trees lining the southerly part of the road even in winter. View 29 shows that the proposed development would technically be visible through the winter trees north of a point near the junction with Chilworth Street. In reality it would be very little noticed due to the density of the trees and the nature of views experienced in the area, by people and traffic moving through the area and generally not focused on the view.</p> <p>The proposed development would come into view towards the north end of Westbourne Terrace, where the character and quality of the townscape changes (View 30). At this point, it would appear beyond existing large scale buildings and would be partly screened by trees. It would be slightly taller than the foreground buildings and would mark the new public route and landscaped space provided at lower levels. The different facets of its mass and the high quality design of its exterior would be evident at this close point, and would be fully appreciated moving further north to the Westbourne Bridge (View 31).</p> <p>The magnitude of impact on views from Westbourne Terrace will range from negligible to very large, reflecting the changing degree of its visibility when moving from south to north towards the proposed development. For much of the road, it would not be seen. It would only be noticeably visible at the north end, where the context is of low sensitivity and its marker function and high quality detailed design would be appreciated. The significance of the effect is judged to be negligible-major, beneficial.</p>	negligible-very large	negligible-major, beneficial
VP11	Viewing Place 11: Kingdom Street	View 33	<p>The proposed development would terminate views west along Kingdom Street. Its scale and commercial character would relate to its neighbours, although only a central sliver of its form would be visible at this point due to the close proximity of the adjacent buildings and the channelled character of the view. The pivotal position of the application site, and the new route through the townscape provided at lower levels, would be marked in the warm tones, which would distinguish it from the metals and greys of its neighbours, and the dynamic, spiralling patterning of its exterior. The amenities and activity at its eastern entrance would be seen directly ahead and would draw pedestrians and cyclists into the substantial new public spaces within the lower levels.</p> <p>The magnitude of impact on views along Kingdom Street would be medium in magnitude and minor in significance due to the low sensitivity of the Viewing Place and the scale of the adjacent buildings in the foreground. The nature of the effect would be beneficial due to the high design quality of the proposed development and its positive contribution to the visual and pedestrian experience within this Viewing Place.</p>	medium	minor, beneficial
VP12	Viewing Place 12: South Kensington	View A9	<p>This area was tested for visibility following the results of the ZVI mapping. View A9 shows that there would be no visibility from this Viewing Place.</p>	no change	no effect

Ref	Receptor	View Reference	Description of proposed impact	Magnitude of proposed impact	Significance of proposed effect
TCA1	Townscape Character Area 1: Paddington Basin	View 33	The application site is within the west end of TCA1. The scale of development around Paddington Basin, including large residential and hospital buildings, and the orientation of the Basin, means that there the proposed development is likely to have no visibility from much of the eastern part of TCA1. The new large scale of development across the Bishops Bridge Road and around Sheldon Square, also restricts views to the application site. The proposed development would be visible from parts of the sunken amphitheatre space and, mainly, when looking and walking west along Kingdom Street (View 30). The proposed development would bring substantial, positive change to the application site through the provision of a high quality building, a new connection with the townscape further west and new public landscaped space and amenities. The scale and design character of the proposed development would be in keeping with the rest of Paddington Central and its position within the Central Activity Zone. The character of the TCA1 would be enhanced. The magnitude of impact on the overall TCA is judged to be small. The significance of the effect is judged to be minor and beneficial due to the significant improvement made to the permeability of the west part of the townscape.	small	minor, beneficial
TCA2	Townscape Character Area 2: GWR and Paddington Station and A4 Flyover	Views 21-23, 25-28, 31, 32	The application site is located at the western tip of Paddington Central, adjacent to the Westway, the rail lines and the Westbourne Bridge. The proposed development would complete the Campus, set on an island site between the road and railways, and would include a new pedestrian route at lower levels and new landscape public space which would substantially improve the permeability, legibility and experience of this part of TCA2. The proposed development would be highly visible in views from cars and trains, moving along the Westway and along the rail lines. The scale and character of the proposed development would relate to that of existing buildings situated along these main transport routes. The new public space would have large glazing at lower levels, allowing visitors to enjoy the urban view across the rail lines. The Westway and rail lines would continue to have a significant effect on the character of the townscape and pedestrian experience when walking in their vicinity. The magnitude of impact on the overall TCA is judged to be small. The significance of the effect would be negligible due to the low sensitivity of the TCA.	small	negligible
TCA3	Townscape Character Area 3: Maida Vale	Views 13-15, 17-21, 24-26, A12	The proposed development would be seen clearly from a number of viewpoints around Little Venice. It would be glimpsed from few public points in the wider area due to the orientation of the streets. Wherever visible, it would be seen in relation to existing large scale commercial development on Kingdom Street. In closer views, around Little Venice, its high quality design would be evident and has been conceived to relate to the muted tones of the waterways and treed setting. Where it is visibly taller than its existing neighbours on Kingdom Street, it would act as a point of orientation within the locality and would landmark the new public route and substantial new public realm provided at lower levels. Its prominence within some views around Little Venice would be balanced by its high design quality, its existing modern, commercial context, and its marker role for the public route and space provided. The character of the townscape immediately in and around Little Venice would remain the same, with colourful boats and plentiful trees enriching the canal setting, and small-scale buildings, largely screened by trees, enclosing the lagoon area. The coherent and impressive 19th century streets further north would also remain the same. Away from Little Venice, there would be very little visibility of the proposed development. When seen, it would form part of the existing distant urban context of Maida Vale and would not disrupt the coherence and quality of the streetscape within the TCA. The magnitude of the impact is judged to be small. The significance of the effect would be minor due to the high sensitivity of the TCA. The nature of the effect would be neutral due to the balance of negative and positive effect experienced in the area around Little Venice.	small	minor, neutral
TCA4	Townscape Character Area 4: Paddington Green	Views 21, 22, A13	The top of the proposed development may be glimpsed at limited points within the TCA, where the streets are directed towards the application site. It would be seen within an existing urban skyline, with tall modern development visible in different directions from the area. The magnitude of impact would be small. The significance of effect is judged to be negligible due to the medium sensitivity of the TCA.	negligible	negligible
TCA5	Townscape Character Area 5: Lisson Grove	No views	There is likely to be almost no visibility from the Lisson Grove TCA, as shown in the ZVI. The magnitude of impact is judged to be negligible.	negligible	negligible
TCA6	Townscape Character Area 6: St Mary's Hospital	No views	There is likely to be almost no visibility from the St Mary's Hospital TCA, as shown in the ZVI. The magnitude of impact is judged to be negligible.	negligible	negligible
TCA7	Townscape Character Area 7: Bayswater	Views 27-31, A10, A11	There is likely to be very little visibility of the proposed development from TCA7. The ZVI shows that there would be no visibility in the southeast part of the area. It shows some visibility along Westbourne Terrace, which is directed towards the application site, however the verified and modelled views (Views A10, A11, 29 and 30) show that trees would mostly conceal it until at the north end of the street. There would be some visibility from the west side of the area near Westbourne Park (views 11, 12, A8) due to the close proximity of the rail lines. The cohesive character of the townscape within the TCA would not be altered. Where visible, it would be seen within an existing modern, urban context. The magnitude of impact on TCA7 would be negligible.	negligible	negligible
TCA8	Townscape Character Area 8: Hallfield Estate	No views	The ZVI suggests that there would be some visibility of the proposed development between the blocks in the north part of the Hallfield Estate. In reality, there are mature trees within the gardens of the Estate which heavily screen outward views. Due to the likely limited visibility of the proposed development and the large scale and cohesive identity of the Estate itself, the magnitude of impact on TCA8 is likely to be negligible.	negligible	negligible
TCA9	Townscape Character Area 9: Queensway	No views	The top of the proposed development may be glimpsed in a limited number of views around the junctions on Queensway, where the side roads open up longer views. For much of the route, it would not be visible and the buildings along Queensway will continue to dominate all views within the TCA. The magnitude of impact on TCA9 is likely to be negligible.	negligible	negligible
TCA10	Townscape Character Area 10: Westbourne	Views 11, 12, 16, 25, A8	The streets in the southerly subarea of TCA10 are largely orientated north-south, and there would be no visibility of the proposed development from them. However they join Talbot Road at their north end, a long route which runs from the southwest, northeast towards the application site, and there would be some visibility of the proposed development along it (Views A7, 10 and 11). There would also be some visibility of the top of the proposed development at points within the northerly sub-area, where longer views open up at junctions, beside the canal and Westway and when looking across the open space within the residential area (Westbourne Open Space). Views will largely be screened by trees and the west part of this northerly subarea is already characterised by large scale, modern development. The proposed development is likely to increase the visibility of the commercial centre at Paddington in the TCA. However it would be heavily screened by trees and only visible at certain points. The presence of the Westway and rail lines are seen and felt within the townscape to the north and south. The magnitude of impact on TCA10 is likely to be small at most.	negligible	negligible

Ref	Receptor	View Reference	Description of proposed impact	Magnitude of proposed impact	Significance of proposed effect
CA1	Bayswater Conservation Area	Views 27-31 A10, A11	The Bayswater conservation area includes the same area as Bayswater TCA7, with the addition of the Grade I Listed Paddington Station and St Mary's Hospital campus, and the omission of the modern large scale buildings on Eastbourne Terrace. As noted in relation to TCA7, there is likely to be very limited visibility of the proposed development in the area. It would be seen in northwestern parts, where large scale buildings and rail infrastructure already form a clear urban setting. The core characteristics of the conservation area would be unaffected. Its heritage significance would not be harmed.	negligible	neutral
CA2	Hallfield Estate Conservation Area	No views	As noted in relation to TCA8: Hallfield Estate, there would be limited visibility from the north part of the conservation area, largely screened by trees. The coherent, self-contained character of the Grade II Listed Estate, and the large scale of the blocks and mature trees within it, mean that the proposed development – little of which would be seen – would not affect its significance. The core characteristics of the conservation area would be unaffected. Its heritage significance would not be harmed.	negligible	neutral
CA3	Queensway Conservation Area	No views	As noted in relation to TCA9: Queensway, the top of the proposed development may be glimpsed in a limited number of views around the junctions on Queensway, where the side roads open up longer views. For much of the route, it would not be visible and the historic buildings along Queensway will continue to dominate all views within the TCA. The core characteristics of the conservation area would be unaffected. Its heritage significance would not be harmed.	negligible	neutral
CA4	Westbourne Conservation Area	Views 11, 12, 27, A8	Westbourne Conservation Area includes the southern subarea of Westbourne TCA10. As noted in relation to TCA10, the streets are largely orientated north-south, and there would be no visibility of the proposed development along them. However they join Talbot Road in the north, a long route which runs from the southwest – northeast towards the application site, and there would be some visibility of the proposed development along it (Views A7, 10 and 11). Views will largely be screened by trees. The proposed development is likely to increase the visibility of the commercial centre at Paddington within the setting of the conservation area. However it would be heavily screened by trees and only visible at certain points. The coherent, gridded character of the streetscape and the high quality 19th century terraces and villas would be preserved and would remain fully appreciable. The core characteristics of the conservation area would be unaffected. Its heritage significance would not be harmed.	small	neutral
CA5	Pembridge Conservation Area	Views 8, 9, A6	The ZVI indicates that there is some potential visibility of the top of the proposed development in views along Chepstow Villas. Due to its distance and the screening of street trees, there would be limited visibility of the top of the proposed development (see Views A6 and 8). The high quality of Georgian and Victorian domestic buildings within the conservation area would not be affected. Their uniformity of materials and complementary character of buildings would still be appreciated. Gaps between buildings would continue to allow glimpses of the gardens to the rear of the houses, and the short and medium views enjoyed travelling through the area would not be affected. The core characteristics of the conservation area would be unaffected. Its heritage significance would not be harmed.	negligible	neutral
CA6	Maida Vale Conservation Area	Views 13-26 A12	<p>The Maida Vale Conservation Area includes a similar area to TCA3: Maida Vale. As described in relation to TCA3, the proposed development would be seen clearly from a number of viewpoints around Little Venice. It would be glimpsed from few public points in the wider area due to the orientation of the streets. Wherever visible, it would be seen in relation to existing large scale commercial development on Kingdom Street. In closer views, around Little Venice, its high quality design would be evident and has been conceived to relate to the colours and visual qualities of the waterways and its treed setting. Where it is visibly taller than its existing neighbours on Kingdom Street, it would act as a point of orientation within the locality and would landmark the new public route and substantial new public realm provided at lower levels. Its prominence within some views around Little Venice would be balanced by its high design quality, its existing modern, commercial context, and its marker role for the public route and space provided. The character of the townscape immediately in and around Little Venice would remain the same, with colourful boats and plentiful trees enriching the canal setting, and small-scale buildings, largely screened by trees, enclosing the lagoon area. The coherent and impressive 19th century streets further north would also remain the same. Away from Little Venice, there would be very little visibility of the proposed development. When seen, it would form part of the existing distant urban context of Maida Vale and would not disrupt the coherence and quality of the streetscape within the conservation area.</p> <p>The proposed development would be prominent in some views around Little Venice, and Little Venice is recognised as being a key contributor to the appearance of the conservation area and the history of its evolution. However the significance of the conservation area is not considered to be harmed, that is because of the existing character and composition of views experienced around the lagoon, including large scale commercial development in the vicinity of the application site, the high quality detailed character and materials of the design, which would respond to the positive characteristics of these key views, and because the core characteristics of the historic streetscape in the area would remain fully appreciable and the proposed development would have little visibility in the conservation area beyond the context of Little Venice.</p>	medium	neutral
CA7	Paddington Green Conservation Area	View A13	As noted in relation to TCA4: Paddington Green, the top of the proposed development may be glimpsed at limited points within the conservation area, where the streets are directed towards the application site. It would be seen within an existing urban skyline, with tall modern development visible in different directions from within the conservation area. The core characteristics of the conservation area would be unaffected. Its heritage significance would not be harmed.	small	neutral
RP1	Hyde Park	Views 5, 7, A1, A2	As noted in relation to Viewing Place 1: Hyde Park and Kensington Gardens, the top of the proposed development would be visible from parts of the park where modern urban development is already visible above the trees, such as from the Serpentine Bridge (View 5) and from the open ground east of the Reformer's Tree (View 7). As acknowledged in the Hyde Park Management Plan (Ref 1-21), "This is a park which is consciously and visibly "in London". It is still possible to escape to discrete areas where the townscape views are contained and shielded; but for the main, the Park co-exists with and within the metropolis" (para 9.4). The top of the proposed development would be visible from some parts of the park with other urban development and would be partly screened by trees. Its lattice-like outer frame and muted tonality would positively relate to the treed character of these outward views. It would not be visible in the discrete areas of the park where townscape views are shielded. The core characteristics and aspects of its historic importance of the Registered Park would be unaffected. Its heritage significance would not be harmed.	small	neutral

Ref	Receptor	View Reference	Description of proposed impact	Magnitude of proposed impact	Significance of proposed effect
RP2	Kensington Gardens	Views 4-6	As noted in relation to Viewing Place 1: Hyde Park and Kensington Gardens, the top of the proposed development would be visible from parts of Kensington Gardens where tall modern development is already visible above the trees, such as from the Round Pond (View 4), Serpentine Bridge (View 5) and Buck Hill (View 6). However views from all of these areas – which correspond with three of the character areas identified in the Management Plan (Ref 1-20) – would continue to be dominated by the foreground landscape. The proposed development would not be seen from much of the other nine character areas identified in the Management Plan, or from much of the Gardens overall due to survival of its “verdant and genteel character created by the strong formal framework of shady tree-lined avenues and lawns, which largely correspond to the 18th Century layout”, as described in the Plan (p.9). The Plan also notes the particular open character of the Round Pond, Serpentine Bridge and Buck Hill, in relation to other more secluded parts of the Gardens. It is evident from the verified views in Appendix A that the tree canopy of the skyline will remain the principal component of outwards views and, where visible, the proposed development would not be incongruous due to its particular design and materials, the small amount of it which would be visible and its evident distance. It would be one of a number of building tops visible from more open points within the Gardens. The landscape and tree canopy of the gardens would continue to dominate and to frame outward views. The core characteristics of the twelve character areas of the Park described in the Management Plan would be unaffected. The heritage significance of the Registered Park would not be harmed.	small	neutral

Table 6-2 Listed Building Assessment

Ref	Listed Structure	Grade	Likely indirect impacts on the heritage asset through changes to its setting	Magnitude of indirect impact	Significance of proposed effect
1	Westbourne Bridge	II	The application site is adjacent to the listed bridge and the proposed development would be seen clearly, in close proximity and direct visual relationship to it, substantially altering part of its setting. The aspects of the setting of the bridge which contribute to its significance would not be affected. The lattice-like appearance and dynamic visual qualities of the exterior of the proposed development would complement the structure of the bridge, which forms its key aspect of significance. New views to the bridge and its railway setting will be enjoyed from the new public space at lower levels. The heritage significance of the bridge would not be affected.	very large	neutral
2	140 Westbourne Terrace	II	The proposed development would become a substantial new building within the close setting of the 19th century villas at 140 Westbourne Terrace and Orsett House. Their historic and architectural interest, and their neighbouring situation and group value would be unaffected. The proposed development would be seen just beyond existing large scale buildings in the immediate context of the villas. It would be a high quality building and of a scale and design character appropriate to its pivotal position within the townscape and the new public route and new public spaces and commercial accommodation provided internally. The heritage significance of the listed buildings would not be affected.	very large	neutral
3	Orsett House	II	The same as for (2) 140 Westbourne Terrace.	very large	neutral
7	Nos 1-8 and 9-31 Porchester Square	II	The exceptionally uniform and coherent character of these stucco terraces and their immediate context would not be affected by the proposed development. It would be seen clearly from part of its setting, where a gap opens up at the entrance to the Ranelagh bridge, leading over the rail tracks, and where the existing commercial buildings on Kingdom Street are visible. The scale and character of the proposed development would be in keeping with this part of the existing setting of the listed terraces and would be of a high design quality appropriate to its greater height and local landmark function. The heritage significance of the 19th century streetscape in the foreground would be unaffected.	medium	neutral
9	Nos 14 and 16; 22 and 24; and 26 and 28 Westbourne Park Road	II	Due to the alignment of the street and the corridor cut through the townscape by the rail lines beyond, the top of the proposed development may be visible in the distance in some views from the pavement beside these listed buildings. In reality the mature trees lining the street would screen views into the distance. Due to the distance of the proposed development and the small amount potentially seen, the special historic and architectural interest and group value of these semi-detached villas would not be affected.	small	neutral
12	Hallfield Estate	II	As noted in relation to the Hallfield Estate TCA8 and Hallfield Conservation Area, there would be some views of the top of the proposed development, mainly from the north part of the Estate, which would be heavily screened by the dense and mature planting within the Estate gardens. Due to the limited visibility of the proposed development and the large scale and coherence of the blocks within the Estate, there is likely to be no effect on the special interest of the estate.	small	neutral
18	Nos 33-77; 79-119; Dorland Hotel, Royal Eagle Hotel, 70-106; 108-136 Westbourne Terrace; Nos 21 and 23 Bishops Bridge Road and No 1 Cleveland Terrace and Clifton Court	II	Views A10, A11 and 29 show that the trees lining Westbourne Terrace heavily screen views of the townscape in the central distance. Where visible from within the setting of the listed terraces, the proposed development would be seen at the north end of the street (Views 30 and 31), along with other modern and large scale development there. The impressive uniformity and arrangement of the "grand scheme" constructed along Westbourne Terrace in the 1840s, and surviving almost intact today, would be unaffected. The special architectural and historic interest of the group of listed buildings would not be affected.	negligible – large	neutral
19	Paddington Station including the lawn, GWR office block on London Street and offices along Eastbourne Terrace	I	The top of the proposed development would be seen beyond the existing large scale commercial buildings on Kingdom Street in some views adjacent to the offices on Eastbourne Terrace. It would not be seen around its main entrances at the south and it would appear in the opposite direction, when viewing the barrel vaulted station roofs from Bishop's Bridge Road. Due to the low lying character of the station buildings and the scale of the bridge structure, it has little visibility from Westbourne Bridge, where the proposed development would have more a more significant presence. There would be no effect on the heritage significance of the Grade I listed station and associated buildings, and no effect on its appreciation within the locality.	small	neutral
20	Paddington British Rail Maintenance Depot, east block	II*	The proposed development would be very noticeable from some points within the setting of this listed building. It would appear beyond the existing commercial buildings on Kingdom Street. The setting of these 20th century British Rail Maintenance Depots is already highly urban, with the Westway and Harrow Road either side and the buildings on Kingdom Street a major part of their visual setting. The large scale of the listed buildings and the highly urban character of their existing immediate setting mean that the proposed development is not likely to affect their heritage significance.	large	neutral
21	Paddington British Rail Maintenance Depot, west block	II*	The same as for (20) Paddington British Rail Maintenance Depot, east block.	large	neutral
22	Nos 1-6; 7-12 & The Bridge House; 14-20; 21-26 Westbourne Terrace Road	II	Views 24 and 25 show that the proposed development would be visible beyond this group of stucco 19th century buildings, and it would be prominent in some views due to its close proximity and large scale. It will add to the presence of the existing urban context within its close setting. This will be balanced by the high quality design of the proposed development, the provision of a new direct route to Paddington Station from the west, substantial new public landscape space and amenities, improvements to the permeability and legibility of the local townscape, and the existing visual and experiential presence of major transport corridors and an associated urban centre. The special architectural and historic interest of these buildings would not be affected.	very large	neutral
23	British Waterway Board Canal Office	II	The special historic interest of the Canal Office and its situation and association with the adjacent canal would not be affected by the proposed development. Due to its close proximity and large scale, the top of the proposed development would be noticeable from within the setting of the Canal Office. It would be understood within the existing urban context of development on Kingdom Street and its appearance would be balanced by its high design quality and the significant improvements made to the permeability of the area and the provision of new public space. The aspects of the close setting of the Canal Office which contribute to its significance would be unaffected.	large	neutral
24	No 2 Warwick Crescent	II	Whilst the proposed development would be noticeable from some points within the context of this lone stucco building, the existing highly urban, large scaled intervening context means that the character of its setting would be little changed. The significance of the listed building would not be affected.	large	neutral
25	Warwick Avenue Bridge	II	The top of the proposed development will be clearly visible from points on and near the listed bridge. It will appear beyond the existing large scale buildings on Kingdom Street. It will increase the visual presence of the wider urban context of the listed bridge. Its high quality design will enhance the character of the wider townscape. The historic and aesthetic interest of the bridge would be unaffected.	medium	neutral
26	Nos 4 and 6; 8 and 10; 12 and 14 Warwick Avenue	II	As for 2 Warwick Crescent, the top of the proposed development would be visible through trees and beyond an existing highly urban, large scaled context in views from within the setting of these listed buildings. The highly mixed character of their setting would be little changed. Their heritage significance would not be affected.	medium	neutral

Ref	Listed Structure	Grade	Likely indirect impacts on the heritage asset through changes to its setting	Magnitude of indirect impact	Significance of proposed effect
27	Nos 32 and 16 Warwick Avenue; 30 and 31; 27-29; 25 and 26; 22 and 23; and No 19 Maida Avenue	II	The top of the proposed development may be seen between the villas and through the trees which line the street. It is likely to have little visibility. The foreground scene of the villas overlooking the canal would remain dominant. The high quality setting around the canal and special historic and architectural interest of the listed buildings would not be affected.	small	neutral
29	Nos 20; and 4-18 Howley Place	II	The top of the proposed development would be seen within an existing urban, large scaled context in views from within the setting of these listed buildings. It would be consistent with the highly mixed character of the existing setting of the listed buildings. Their heritage significance would not be affected.	small	neutral
31	Nos 23; 24; 29 and 30; and 33 Blomfield Road	II	As for other listed buildings to the east of the application site, the top of the proposed development would be seen beyond an existing highly urban, large scaled context in views from within the setting of these listed buildings. The canalways and 19th century streetscape which contribute to their significance would be much closer and unchanged. Their heritage significance would not be affected.	small	neutral
32	Nos 34; 35-37; 38 and 39; 40-45; 46 and 47; 48 and 49; 50 and 51; 52 and 53; 54 and 55 Blomfield Road and Clifton Villas	II	The special character of Little Venice, a key aspect of which is the listed houses on Blomfield Road and Clifton Villas, and its close proximity to the application site, has been understood and addressed throughout the design evolution of the proposed development. Views 17-22 study a sequence moving around the north side of Little Venice, on the pavement close to these listed villas. The views show that the upper levels of the proposed development would be visible from within the setting of these listed buildings. It would be seen in the context of the existing urban, wider setting of Little Venice on Kingdom Street. The greater height of the proposed development is considered justified by the pivotal point it marks at Paddington Central, at the edge of the Central Activity Zone, and the significant new pedestrian route and public space provided there. The detailed design of the proposed development and warm and muted tones of its outer frame have been conceived to respond positively to this sensitive aspect of its setting. The aspects of the immediate setting of the listed buildings which contribute to their significance would not be changed. The heritage significance of the listed buildings would be preserved.	medium	neutral
33	Junction House	II	As for other listed buildings to the east of the application site, the top of the proposed development would be seen beyond an existing highly urban, large scaled context in some views from within the setting of the Junction House. It is likely to have very little visibility, if any, from the lower level of the tow path near the Junction House. The aspects of the immediate setting of the Junction House which contribute to its significance would not change. The heritage significance of the listed building would be preserved.	small-medium	neutral
40	Church of St Mary Magdalene, Rowington Close	I	View 16 shows that the upper parts of the proposed development would be seen above the apartment blocks and landscape in the immediate setting east of the Church. The proposed development would be nearly .5km to the southeast of the Church and would be partly screened by trees in the grounds around the Church. It would appear as part of the existing urban setting of the Church which is highly evident as one walks through its setting: Princethorpe House, on the Warwick Estate, is situated less than 100m from the Church and is one of five c.22 storey towers close to the west and south. The exceptional architectural and historic special interest of the Church would be unaffected. The character of its setting would be little altered. Key views towards the Church – from the landscape around its east end, the canal and the canal footbridge – would be unaffected.	small	neutral

3 Baseline Conditions

- 3.1 The baseline conditions set out in the April 2019 THVIA have not altered. Reference should be made to Section 3 the April 2019 THVIA for a description of relevant aspects of the baseline conditions and the sensitivity rating attributed to each receptor.

4 Potential Significant Impacts

- 4.1 Due to the minor nature of the proposed amendments to the proposed development, the potential significant impacts are considered to be the same as those reported in Section 4 of the April 2019 THVIA. The following paragraphs duplicate paragraphs 4.1-4.4 of the April 2019 THVIA.
- 4.2 Potential significant impacts are anticipated on the parts of the townscape from which the proposed development would be most visible and which are closest to the application site. This is likely to be TCA 1: Paddington Basin, in which the application site is situated, and TCA2, which includes the rail and roadways bordering the north and south sides of the application site. It also includes TCA3: Maida Vale, which is close to the application site to the north and includes a high proportion of small scale buildings and an open area – the Little Venice lagoon – which will allow clearer views to the proposed development.
- 4.3 Potential significance impacts on the views of viewers are anticipated in the close area around the application site and only at limited points in the wider area (from parks and elevated prospects, where there are longer outward views, and along streets directed towards the application site). The most significant impacts on views are likely to be from the north side of the Little Venice lagoon, in the streets close to the site beside the Westway and on nearby rail bridges, and from open areas within Hyde Park and Kensington Gardens to the south.
- 4.4 There would be no direct impacts on heritage assets. Indirect impacts would occur through changes to the settings of heritage assets. It is anticipated that the proposed development would have very limited visibility in relation to designated heritage assets in the wide area but would be clearly visible in relation to a number of listed buildings to the north of the application site in the Little Venice area and would be clearly visible from parts of the Maida Vale Conservation Area.
- 4.5 These potential significant impacts have been considered throughout the design process and all significant impacts are anticipated to be either neutral or beneficial in quality. Whilst the settings of a number of heritage assets may be substantially altered, the heritage significance of all heritage assets would be preserved.

5 Design Interventions

- 5.1 As in April 2019, the design of the proposed development has evolved through consideration of a number of factors, including townscape, heritage and visual receptors. No specific design interventions have been made in relation to this subject area, however every stage of the design development has evolved through awareness and consideration of these receptors. This was the case for the proposed development considered in the original THVIA and for the present proposed amendments considered in this THVIA Addendum.

6 Assessment pre-mitigation – including updated Verified Views

Construction

6.1 The construction effects would be the same as those reported in the April 2019 THVIA. There would be a range of adverse effects, from negligible to major. Due to the transient nature of construction activities, all construction related effects are considered to be temporary and short-term, lasting for the duration of the construction programme only.

Operation

6.2 As reported in the April 2019 THVIA, all likely effects arising from the completed proposed development are considered to be permanent, long-term and irreversible. The effects on views and townscape character will be direct. The effects on heritage assets will be indirect and would potentially occur through changes to their settings. The assessment of likely impacts and effects on the receptors were described in Table 6-1 and Table 6-2 of the April 2019 THVIA, with reference to the verified and modelled views in Appendix A where relevant.

6.3 The updated verified views presented in this section of the report show that the proposed amendments to the top of the building would be visible in the views.

6.4 The penultimate storey of the proposed development has been redesigned as a fully enclosed office level in keeping with the design of the floors below. The uppermost storey will include an external terrace to the south and an area with lift overruns, BMU and plant requirements which will be enclosed within a series of fins arranged to form a contoured screen. The contours of the screen have been composed to relate to the building footprint, reducing in size towards the tallest part, in a manner which reflects the delicate and lightly spiralling appearance of the outer terracotta frame of the building below. The contours will comprise thin strips of mid-grey metal which will off-set the fine white cornice line of the present proposal.

6.5 In distant views, the contoured screen results in a very slightly rounded roofline which would be detectable. There would be a very slight increase in height as a result, which is not likely to be discerned. The amendments to the penultimate storey and the individual contours would not be discerned at a distance. The proposed amendments would not affect the extent of the building's visibility or the overall character of the architecture. The effects on the distant views would remain the same as those reported in the THVIA in April 2019.

6.6 In closer views, particularly from the north around Little Venice, where the contoured screen would be most visible, the amendments proposed to the top of the building would be discernible. The penultimate storey would appear the same as those below and the receding form of the contoured screen would be visible through the top of the terracotta frame, drawing the eye upwards. The amended building top appears positively simplified in the views and the appearance

of the building's proportions improved as a result. However the amendments are considered to be very minor. The height and mass of the proposed development appears essentially the same in all of the verified views and the amendments to the upper storeys are consistent with the design and architectural character of the proposed development submitted in April 2019. Consequently the effects report in the April 2019 THVIA would remain valid.

6.7 The amendments to the lower levels are barely discernible in the verified views and would only be noticed when in close proximity of the building. There would be no effect to townscape character, views or the settings of heritage assets as a result of these changes to the lower levels of the proposed development.

6.8 There would be no change to the effects on views, townscape character and heritage asset settings reported in the April 2019 THVIA.

6.9 The following views show the amended proposed development in the same sequence as adopted in the April 2019 THVIA:

1. **Existing** – the view as it exists currently;
2. **Proposed** – the Existing view with the proposed development inserted in wireline or rendered form; and
3. **Cumulative** – the Proposed view with other significant consented and submitted schemes inserted in wireline form.

6.10 The methodology employed by the visualisation firm Millerhare to create the verified views is provided in Appendix A. The representations of the proposed development by Millerhare are, in turn, based on the computer generated model of the proposed development prepared by Allies and Morrison, who have confirmed the accuracy of the Millerhare visualisations in relation to their design proposals before the Tavernor Consultancy have assessed them. Where the proposed development would not be visible, its position relative to the existing view may be shown with a dotted outline where this helps to aid legibility.

Verified Views



1 | LVMF 4A.2 | Primrose Hill: the summit



2 | The Regent's Park: south of memorial on the Board Walk



3 | The Regent's Park: terrace of The Hub



4 | Kensington Gardens: looking north across the Round Pond



5 | Hyde Park / Kensington Gardens: the Serpentine Bridge | Panorama



5.1 | Hyde Park / Kensington Gardens: the Serpentine Bridge | Winter



5.2 | Hyde Park / Kensington Gardens: the Serpentine Bridge | Summer



6 | Kensington Gardens: north-east of Long Water



7 | Hyde Park: east of Reformers Tree, Parade Ground



8 | Chepstow Villas, corner with Portobello Road



9 | Westbourne Grove, junction with Kensington Park Road



10 | Talbot Road, corner with Colville Square Road



11 | Talbot Road, junction with Caradoc Close



12 | Westbourne Park Villas, junction with Westbourne Park Villas



13 | Sutherland Avenue, junction with Warrington Crescent and Lauderdale Road



14 | Warrington Crescent



15 | Warwick Avenue, north end



16 | St Mary Magdalene Church, Rowington Close



17 | Canal Bridge at corner of Formosa Street and Blomfield Road



18 | Junction of Blomfield Road and Clifton Villas



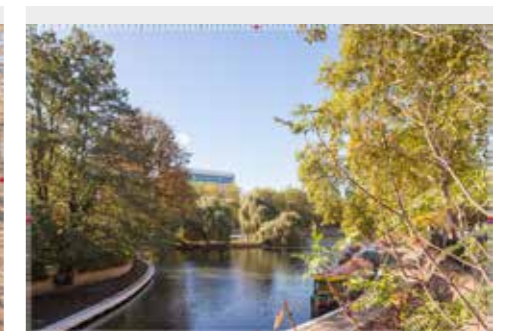
19 | Junction of Westbourne Terrace Road and Blomfield Road



19.1 | Junction of Westbourne Terrace Road and Blomfield Road | Night



20 | Junction of Blomfield Road and Warwick Avenue



20.1 | Junction of Blomfield Road and Warwick Avenue | Summer | Right



20.2 | Junction of Blomfield Road and Warwick Avenue | Night



21 | Junction of Howley Place and Warwick Avenue



22 | Harrow Road - looking west



23 | Harrow Road, looking south-east



24 | Junction of Delamere Street and Westbourne Terrace Road



25 | Outside south-east entrance to Westbourne Green - looking south-east



26 | Junction of Westbourne Terrace Road and Harrow Road



27 | Porchester Road Bridge



28 | Junction of Gloucester Terrace and Porchester Terrace



29 | Westbourne Terrace, corner with Chilworth Street



30 | Junction of Westbourne Terrace and Bishops Bridge Road



31 | Junction of Westbourne Terrace and Orsett Terrace: north pavement

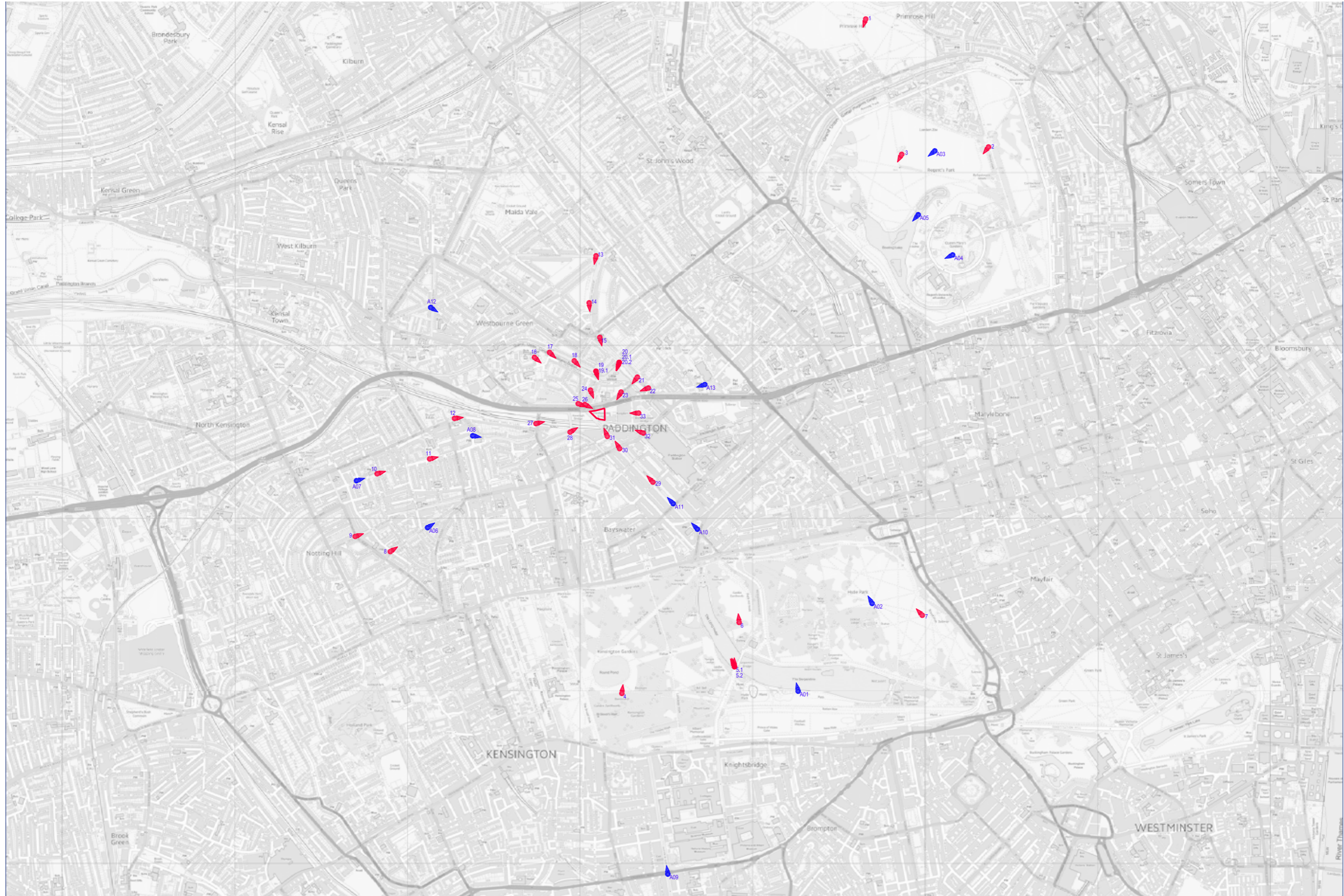


32 | Bishops Bridge Road

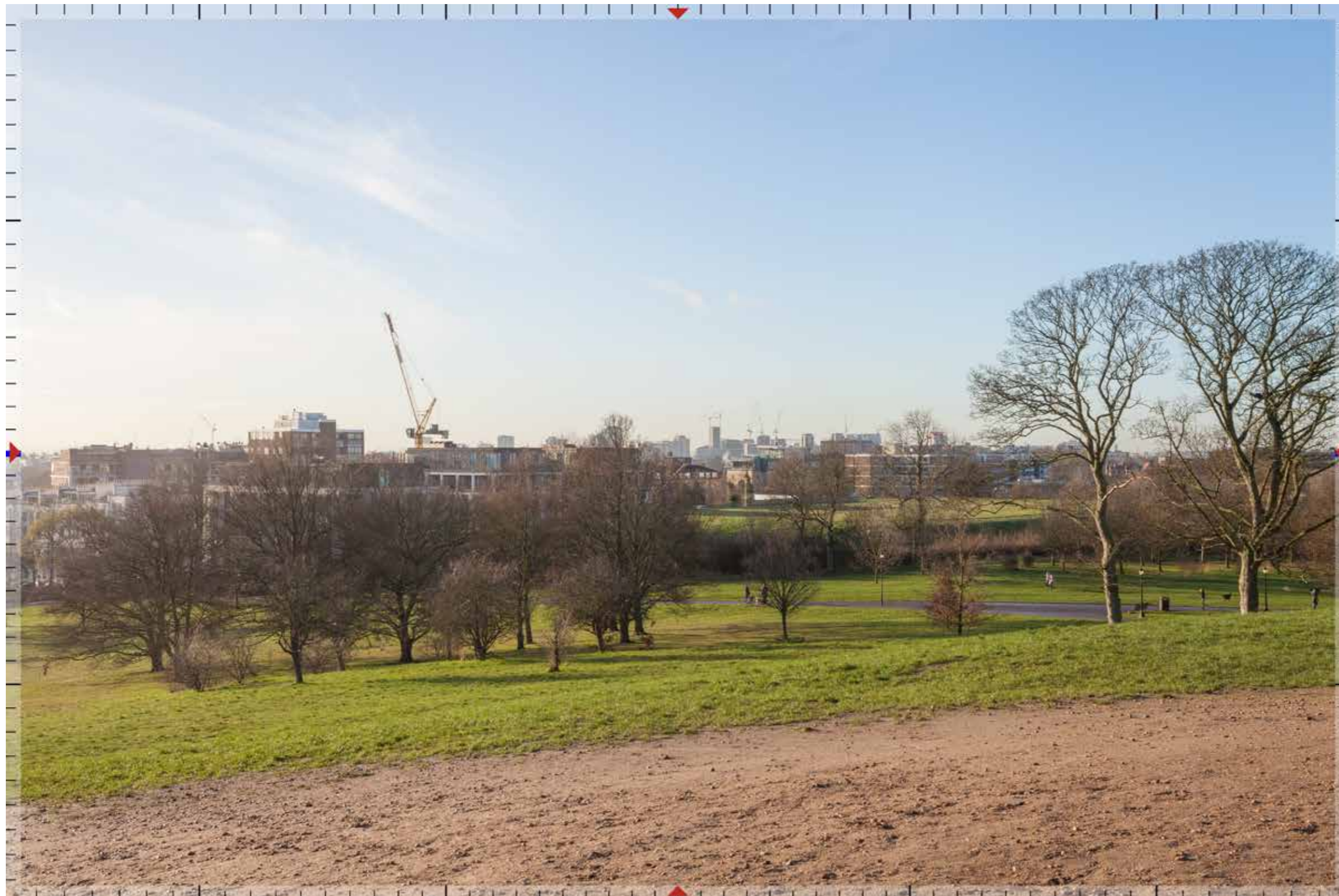


33 | Kingdom Street, looking west

View	Description	MH Reference	Type	Method	Camera Location			Camera	Lens	HFOV		Photo date/time	Bearing	distance (km)
					Easting	Northing	Height			Photo	Image			
1	LVMF 4A.2 Primrose Hill: the summit	3550	Verified	Verified	527657.3	183893.0	68.34	Canon EOS 5D Mark II DSLR	35mm	54.1	54.1	22/01/2019 09:28	213.7	2.8
2	The Regent's Park: south of memorial on the Board Walk	4150	Verified	Verified	528368.7	183151.6	42.67	Canon EOS 5D Mark II DSLR	24mm	73.7	73.1	14/01/2019 10:02	235.2	2.7
3	The Regent's Park: terrace of The Hub	4350	Verified	Verified	527865.6	183108.6	38.97	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	14/01/2019 09:23	229.0	2.3
4	Kensington Gardens: looking north across the Round Pond	4450	Verified	Verified	526244.7	179984.9	25.78	Canon EOS 5D Mark II DSLR	24mm	73.5	73.2	08/01/2019 14:02	355.6	1.6
5	Hyde Park / Kensington Gardens: the Serpentine Bridge	6550	Verified	Verified	526897.2	180140.0	21.76	Canon EOS 5D Mark II DSLR	24mm	73.1	73.1	25/02/2019 11:29	331.8	1.7
5.1	Hyde Park / Kensington Gardens: the Serpentine Bridge Winter	3750	Verified	Verified	526897.3	180139.9	21.90	Canon EOS 5D Mark II DSLR	24mm	73.7	73.0	08/01/2019 13:14	331.8	1.7
5.2	Hyde Park / Kensington Gardens: the Serpentine Bridge Summer	4800	Verified	Verified	526897.5	180140.1	21.81	Canon EOS 5D Mark II DSLR	24mm	73.0	73.0	24/09/2018 11:00	331.8	1.7
6	Kensington Gardens: north-east of Long Water	3650	Verified	Verified	526924.0	180396.0	22.86	Canon EOS 5D Mark II DSLR	24mm	73.6	73.1	08/01/2019 13:39	326.0	1.4
7	Hyde Park: east of Reformers Tree, Parade Ground	2450	Verified	Verified	527984.9	180437.7	26.76	Canon EOS 5D Mark II DSLR	24mm	73.7	73.1	25/02/2019 10:33	301.7	2.2
8	Chepstow Villas, corner with Portobello Road	5050	Verified	Verified	524903.0	180806.5	28.61	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	08/01/2019 14:48	57.2	1.5
9	Westbourne Grove, junction with Kensington Park Road	6450	Verified	Verified	524699.8	180894.1	22.92	Canon EOS 5D Mark II DSLR	24mm	73.0	72.9	08/01/2019 14:59	63.9	1.6
10	Talbot Road, corner with Colville Square	5450	Verified	Verified	524826.7	181257.9	21.91	Canon EOS 5D Mark II DSLR	24mm	73.7	73.0	20/01/2019 13:03	75.6	1.3
11	Talbot Road, junction with Caradoc Close	5550	Verified	Verified	525131.0	181343.8	23.38	Canon EOS 5D Mark II DSLR	24mm	73.1	73.0	20/01/2019 13:18	76.0	1.0
12	Westbourne Park Villas, junction with Westbourne Park Villas	5750	Verified	Verified	525275.0	181578.5	24.98	Canon EOS 5D Mark II DSLR	24mm	73.0	72.7	20/01/2019 13:33	89.2	0.9
13	Sutherland Avenue, junction with Warrington Crescent and Lauderdale Road	5850	Verified	Verified	526095.1	182520.7	29.49	Canon EOS 5D Mark II DSLR	24mm	73.2	73.0	20/01/2019 15:28	178.5	0.9
14	Warrington Crescent	5970	Verified	Verified	526055.2	182248.4	27.23	Canon EOS 5D Mark II DSLR	24mm	73.3	73.0	25/03/2019 18:12	174.4	0.7
15	Warwick Avenue, north end	6600	Verified	Verified	526117.0	182048.1	28.46	Canon EOS 5D Mark II DSLR	24mm	73.5	73.5	24/04/2019 16:58	179.6	0.5
16	St Mary Magdalene Church, Rowington Close	6700	Verified	Verified	525738.1	181932.3	26.06	Canon EOS 5D Mark II DSLR	24mm	73.5	73.5	24/04/2019 16:38	131.9	0.5
17	Canal Bridge at corner of Formosa Street and Blomfield Road	2050	Verified	Verified	525825.5	181960.9	34.47	Canon EOS 5D Mark II DSLR	24mm	73.7	73.1	20/01/2019 14:25	141.5	0.5
18	Junction of Blomfield Road and Clifton Villas	1950	Verified	Verified	525968.9	181912.5	31.88	Canon EOS 5D Mark II DSLR	24mm	73.4	73.0	20/01/2019 14:35	154.9	0.4
19	Junction of Westbourne Terrace Road and Blomfield Road	3380	Verified	Verified	526094.7	181852.0	33.13	Canon EOS 5D Mark II DSLR	24mm	73.7	73.2	25/03/2019 18:05	174.5	0.3
19.1	Junction of Westbourne Terrace Road and Blomfield Road Night	3360	Verified	Verified	526094.7	181852.0	33.17	Canon EOS 5D Mark II DSLR	24mm	73.2	73.1	04/03/2019 18:13	174.5	0.3
20	Junction of Blomfield Road and Warwick Avenue	1280	Verified	Verified	526229.4	181902.8	34.26	Canon EOS 5D Mark II DSLR	24mm	73.5	73.1	24/03/2019 07:56	199.3	0.3
20.1	Junction of Blomfield Road and Warwick Avenue Summer Right	1250	Verified	Verified	526229.4	181902.8	34.32	Canon EOS 5D Mark II DSLR	24mm	73.7	73.1	21/09/2018 09:40	199.3	0.3
20.2	Junction of Blomfield Road and Warwick Avenue Night	1270	Verified	Verified	526229.3	181902.8	34.26	Canon EOS 5D Mark II DSLR	24mm	73.5	73.1	04/03/2019 18:32	199.3	0.3
21	Junction of Howley Place and Warwick Avenue	1150	Verified	Verified	526334.3	181817.7	34.43	Canon EOS 5D Mark II DSLR	24mm	73.5	73.0	04/01/2019 09:54	223.3	0.3
22	Harrow Road - looking west	1050	Verified	Verified	526398.1	181754.8	34.85	Canon EOS 5D Mark II DSLR	24mm	73.3	72.9	04/01/2019 10:08	239.4	0.3
23	Harrow Road, looking south-east	1550	Verified	Verified	526239.9	181731.1	33.84	Canon EOS 5D Mark II DSLR	24mm	73.5	73.0	04/01/2019 09:46	220.4	0.2
24	Junction of Delamere Street and Westbourne Terrace Road	1770	Verified	Verified	526062.5	181742.2	30.66	Canon EOS 5D Mark II DSLR	24mm	74.3	73.2	27/02/2019 15:59	159.3	0.2
25	Outside south-east entrance to Westbourne Green - looking south-east	1850	Verified	Verified	525991.5	181663.8	28.67	Canon EOS 5D Mark II DSLR	24mm	73.5	73.1	20/01/2019 13:55	119.9	0.2
26	Junction of Westbourne Terrace Road and Harrow Road	1450	Verified	Verified	526030.0	181658.9	28.84	Canon EOS 5D Mark II DSLR	24mm	73.3	73.1	20/01/2019 14:03	127.4	0.1
27	Porchester Road Bridge	2750	Verified	Verified	525747.3	181548.5	28.39	Canon EOS 5D Mark II DSLR	24mm	73.0	72.9	04/01/2019 12:56	83.6	0.4
28	Junction of Gloucester Terrace and Porchester Terrace	2650	Verified	Verified	525944.9	181499.1	28.37	Canon EOS 5D Mark II DSLR	24mm	73.6	73.5	04/01/2019 12:31	62.6	0.2
29	Westbourne Terrace, corner with Chilworth Street	6250	Verified	Verified	526424.4	181209.4	25.31	Canon EOS 5D Mark II DSLR	24mm	73.4	73.1	04/01/2019 11:07	321.3	0.5
30	Junction of Westbourne Terrace and Bishops Bridge Road	3250	Verified	Verified	526231.5	181403.6	26.67	Canon EOS 5D Mark II DSLR	24mm	73.5	73.1	04/01/2019 11:20	329.1	0.2
31	Junction of Westbourne Terrace and Orsett Terrace: north pavement	2550	Verified	Verified	526160.3	181474.5	28.08	Canon EOS 5D Mark II DSLR	24mm	53.0	52.5	04/01/2019 11:32	340.8	0.1
32	Bishops Bridge Road	2850	Verified	Verified	526369.2	181493.6	32.24	Canon EOS 5D Mark II DSLR	24mm	73.7	73.0	04/01/2019 10:52	291.1	0.3
33	Kingdom Street, looking west	2950	Verified	Verified	526341.6	181609.4	31.72	Canon EOS 5D Mark II DSLR	24mm	73.3	73.0	04/01/2019 10:28	265.0	0.2
A01	Hyde Park: the Serpentine Lido	4550	Estimated	Estimated	527265.9	179997.8	17.10	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	08/01/2019 12:57	324.3	2.0
A02	Hyde Park: Reformers Tree	3950	Estimated	Estimated	527694.4	180506.0	27.34	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	20/01/2019 12:01	304.5	1.9
A03	The Regent's Park: playing fields	4250	Estimated	Estimated	528057.4	183128.7	36.41	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	14/01/2019 09:45	231.5	2.5
A04	The Regent's Park: Queen Mary's Gardens	4050	Estimated	Estimated	528160.8	182525.9	39.34	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	14/01/2019 10:34	245.4	2.3
A05	The Regent's Park: Longbridge across Regent's Park Lane	4650	Estimated	Estimated	527961.4	182759.0	32.50	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	14/01/2019 10:18	237.6	2.2
A06	Chepstow Villas, east of Chepstow Crescent	6350	Estimated	Estimated	525119.1	180945.6	24.22	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	08/01/2019 14:35	57.2	1.2
A07	Talbot Road, junction with Portobello Road	5350	Estimated	Estimated	524707.4	181217.6	20.00	Canon EOS 5D Mark II DSLR	24mm	74.4	73.7	20/01/2019 12:54	75.2	1.5
A08	Talbot Road, St Stephen's Church	0560	Estimated	Estimated	525380.9	181477.9	25.46	Canon EOS 5D Mark II DSLR	24mm	73.7	73.7	13/04/2016 13:58	81.4	0.8
A09	Queen's Gate, junction with Cromwell Road	0490	Estimated	Estimated	526511.0	178937.9	10.02	Canon EOS 5D Mark II DSLR	24mm	73.7	73.7	12/04/2016 09:30	351.6	2.7
A10	Westbourne Terrace, opposite Sussex Gardens	0600	Estimated	Estimated	526682.1	180936.6	23.18	Canon EOS 5D Mark II DSLR	24mm	74.0	74.0	13/04/2016 10:27	319.3	0.9
A11	Westbourne Terrace, corner with Craven Road	0610	Estimated	Estimated	526541.9	181084.5	24.48	Canon EOS 5D Mark II DSLR	24mm	73.7	73.7	13/04/2016 10:39	320.1	0.7
A12	Elgin Avenue, corner with Goldney Road and Chippenham Road	0630	Estimated	Estimated	525137.2	182221.7	31.66	Canon EOS 5D Mark II DSLR	24mm	73.7	73.7	13/04/2016 14:30	122.7	1.2
A13	Church of St Mary, Paddington Green	6800	Estimated	Estimated	526725.2	181774.6	34.26	Canon EOS 5D Mark II DSLR	24mm	73.5	73.5	24/04/2019 17:32	253.0	0.6



[View location map](#)



3862_3551



Existing



3862_3555

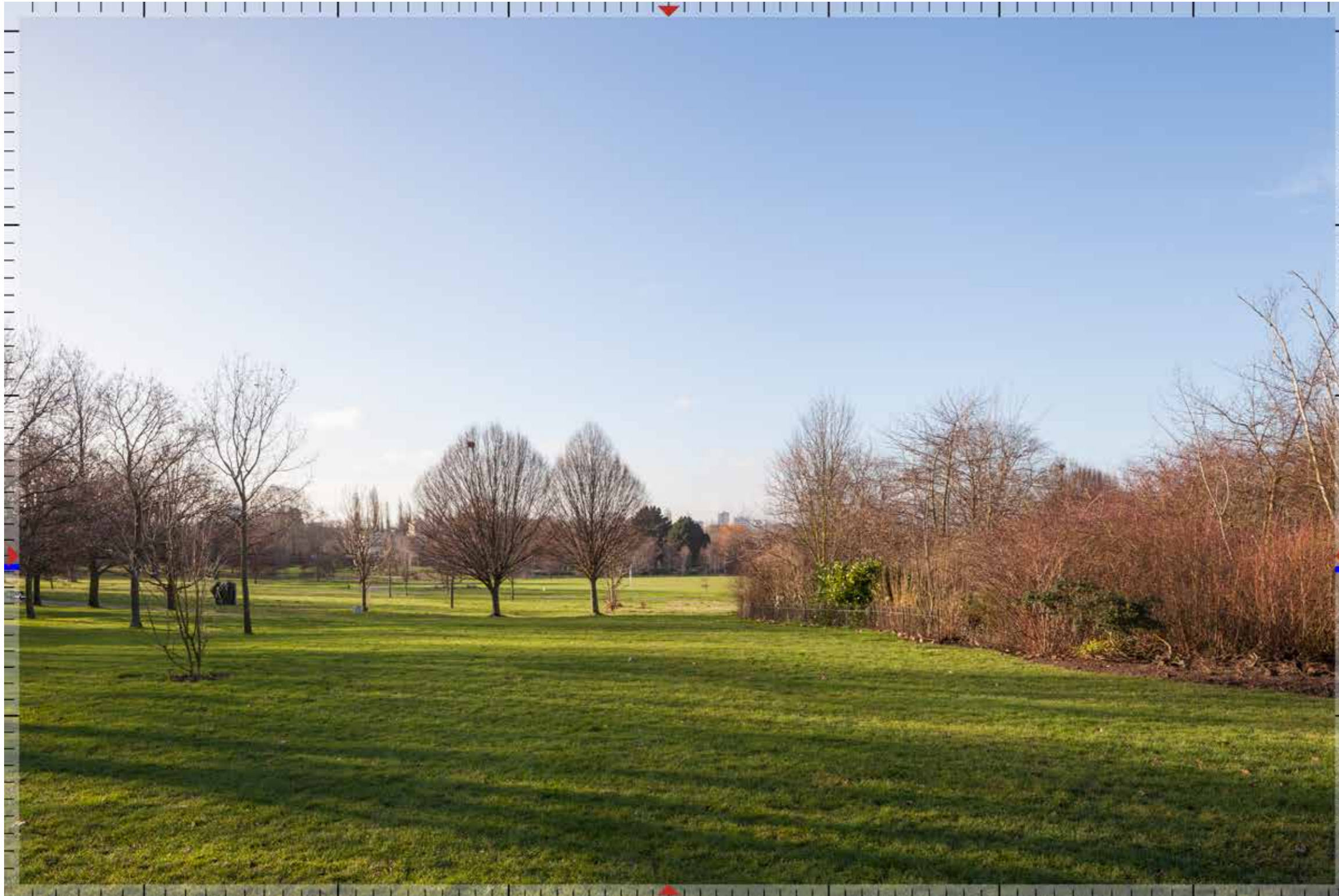
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Cumulative





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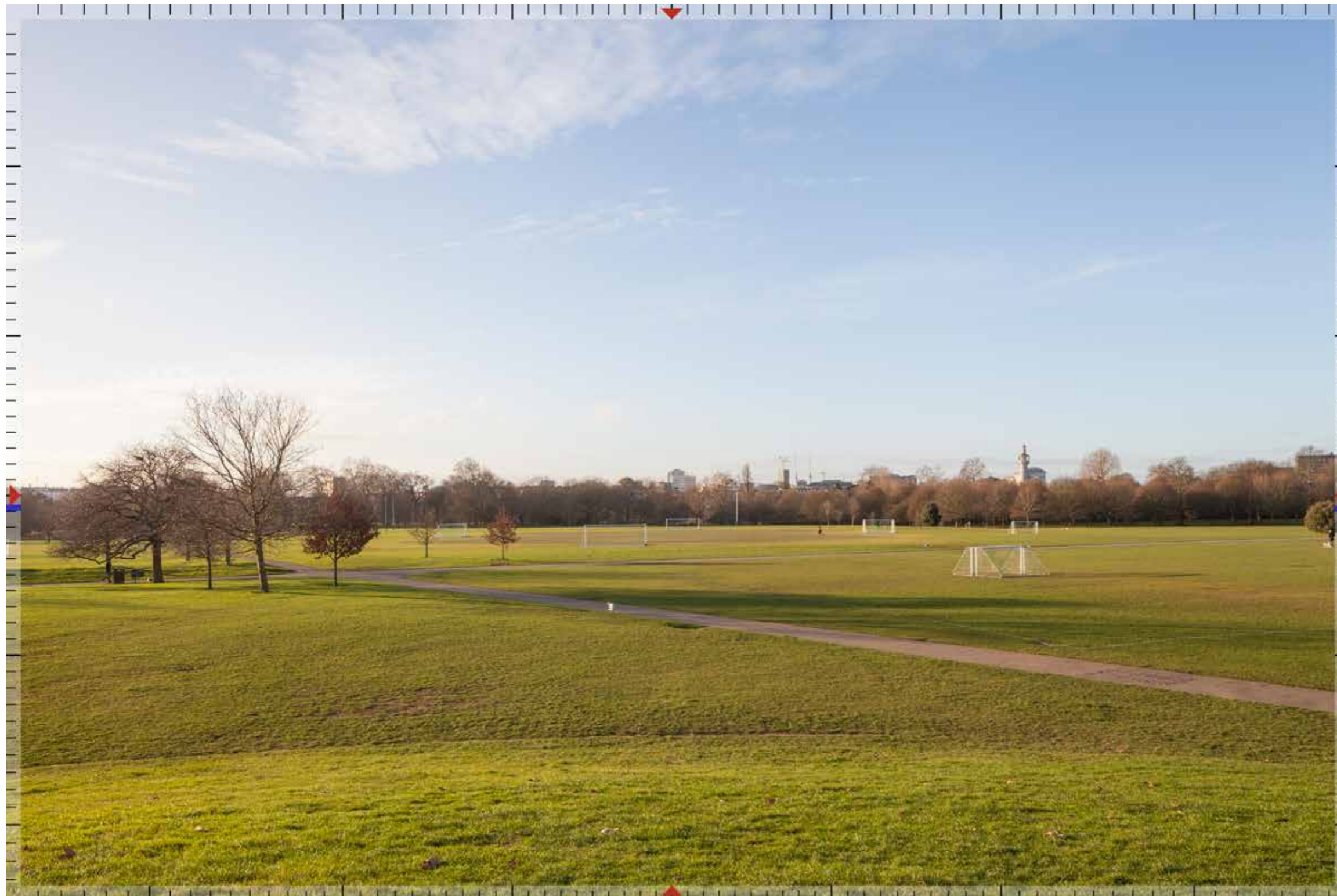
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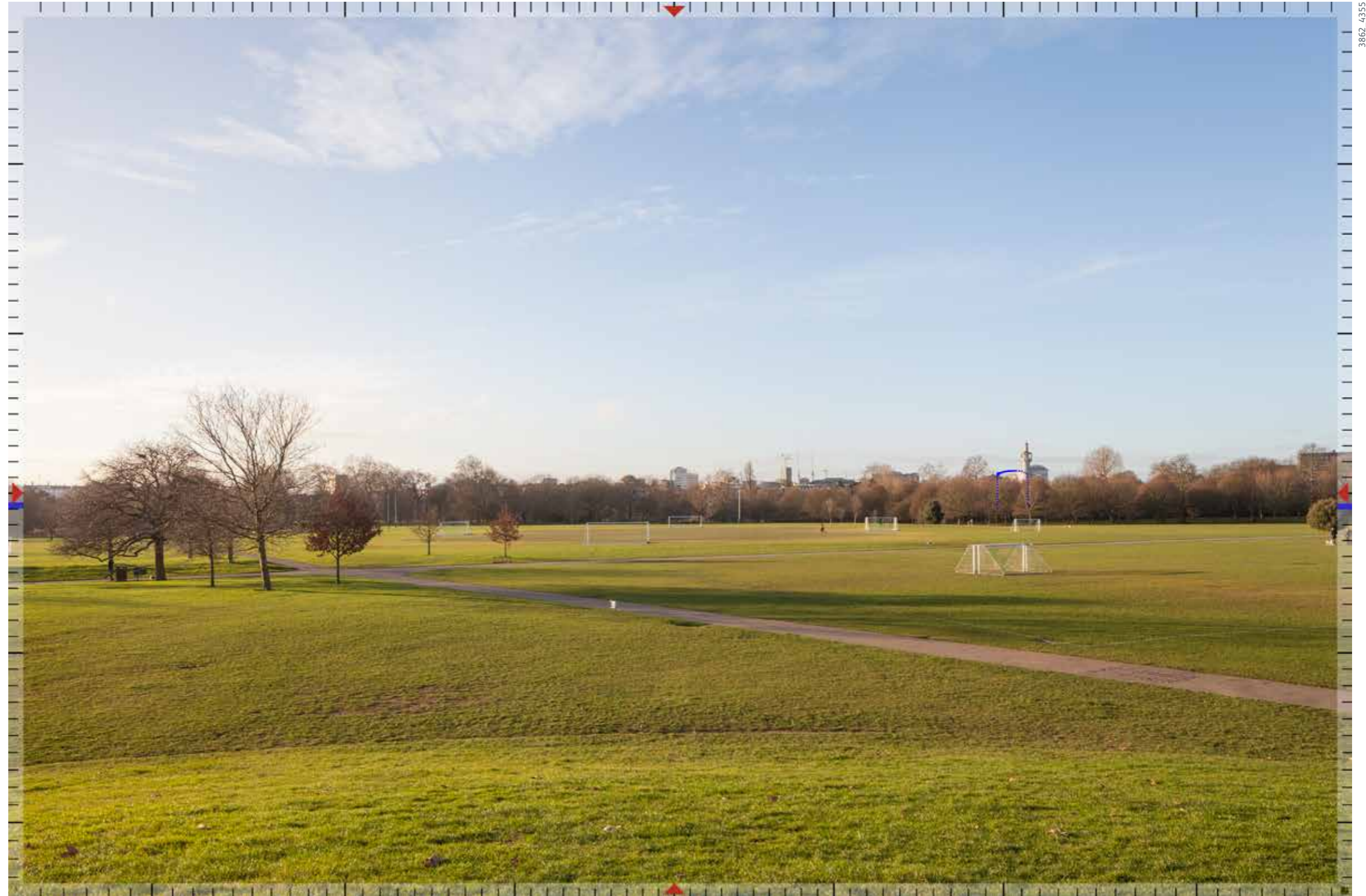




3862_4351



Existing



3862_4355

Proposed



3862_4356

Cumulative





3862_4451



Existing



3862_4455

Proposed



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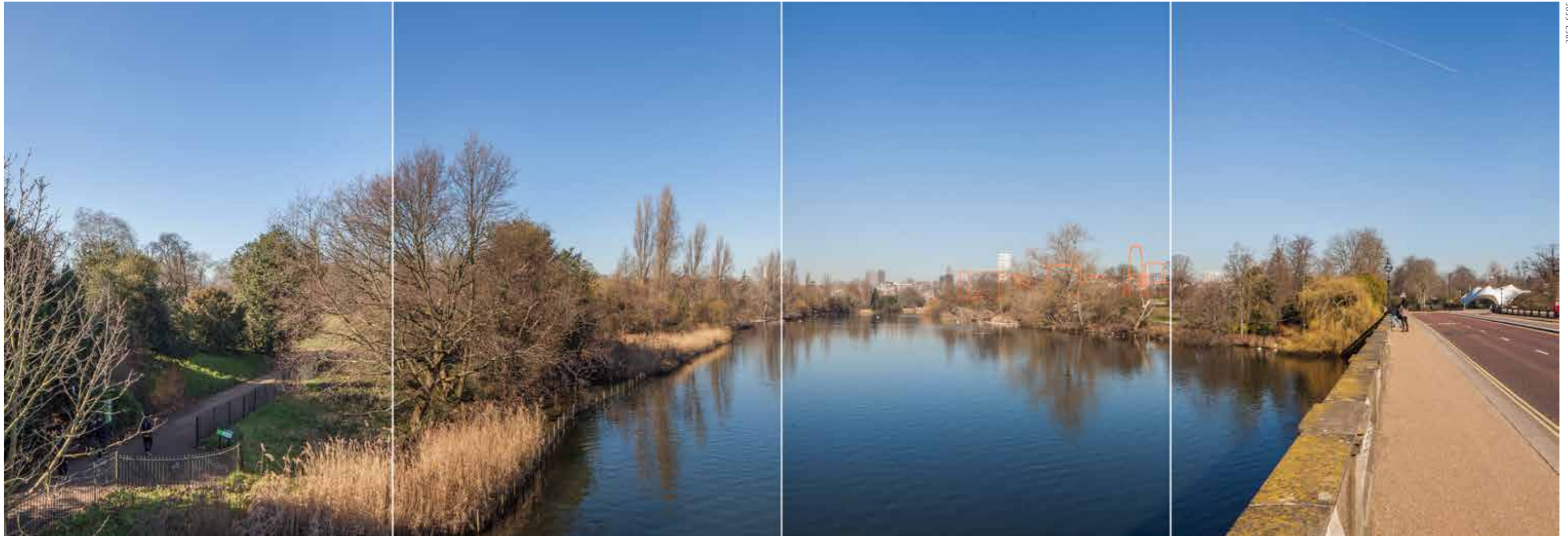
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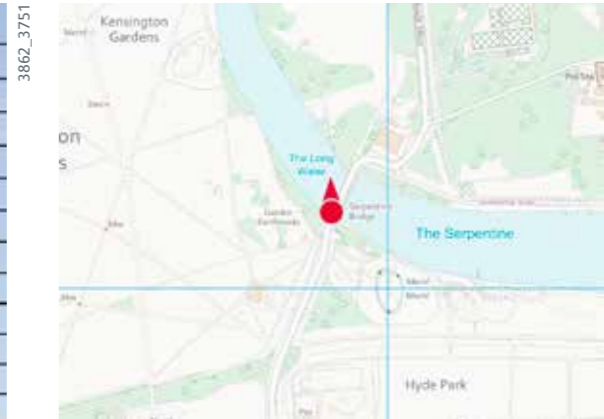
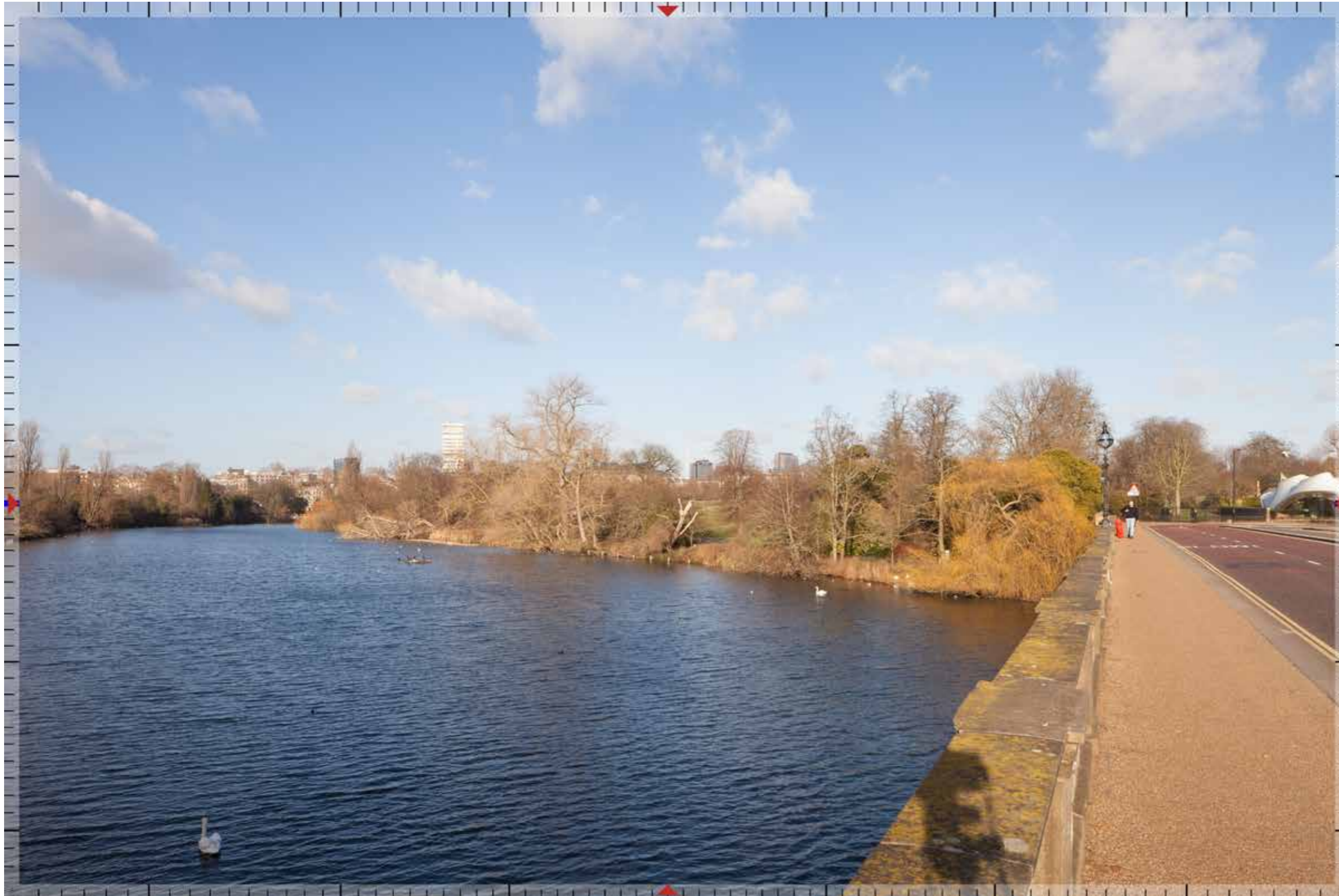
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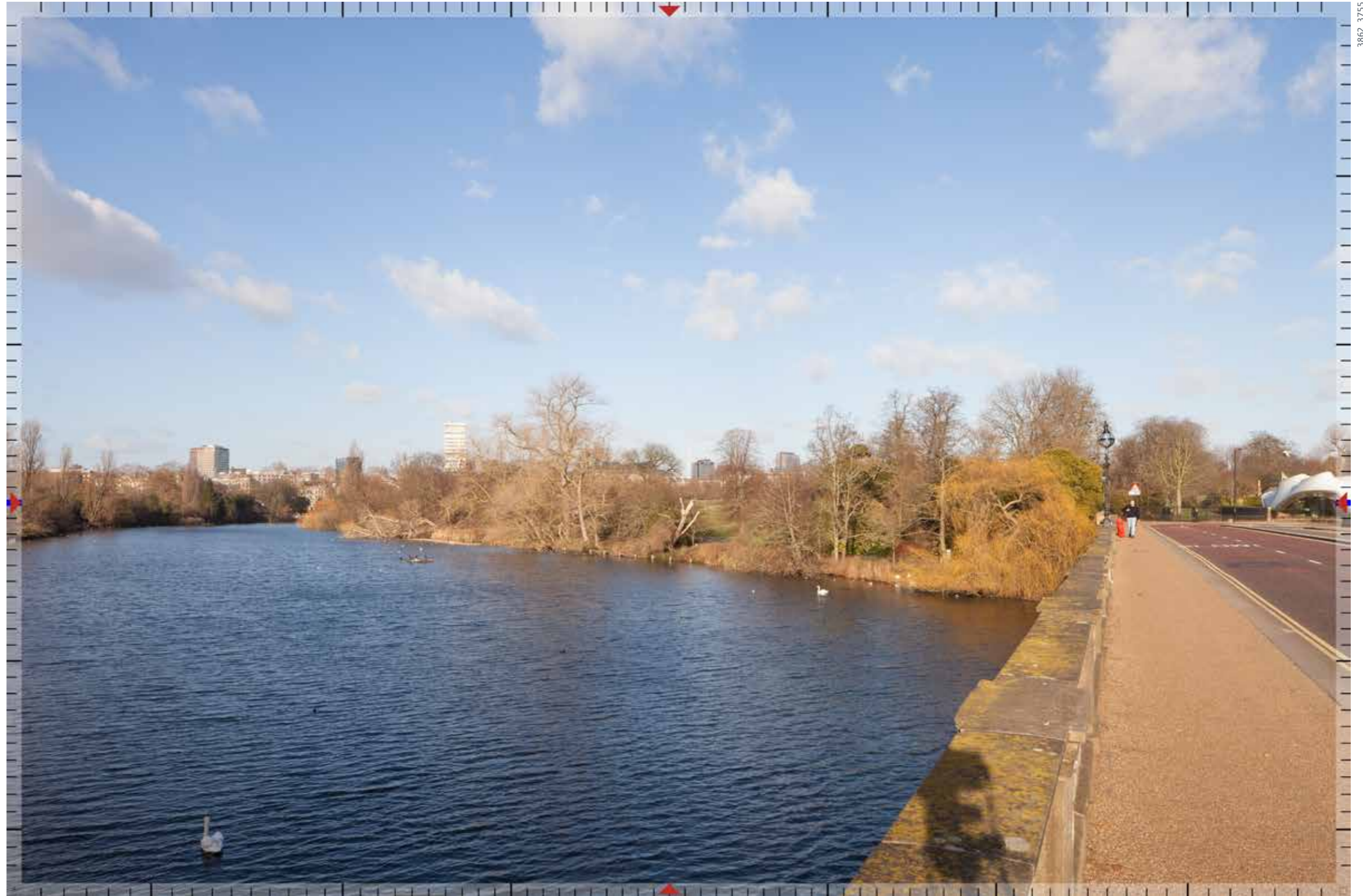
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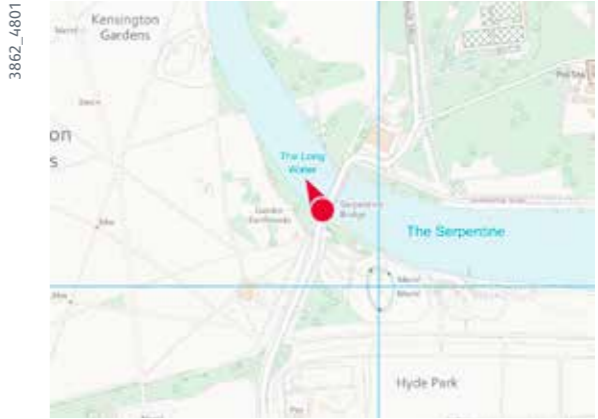
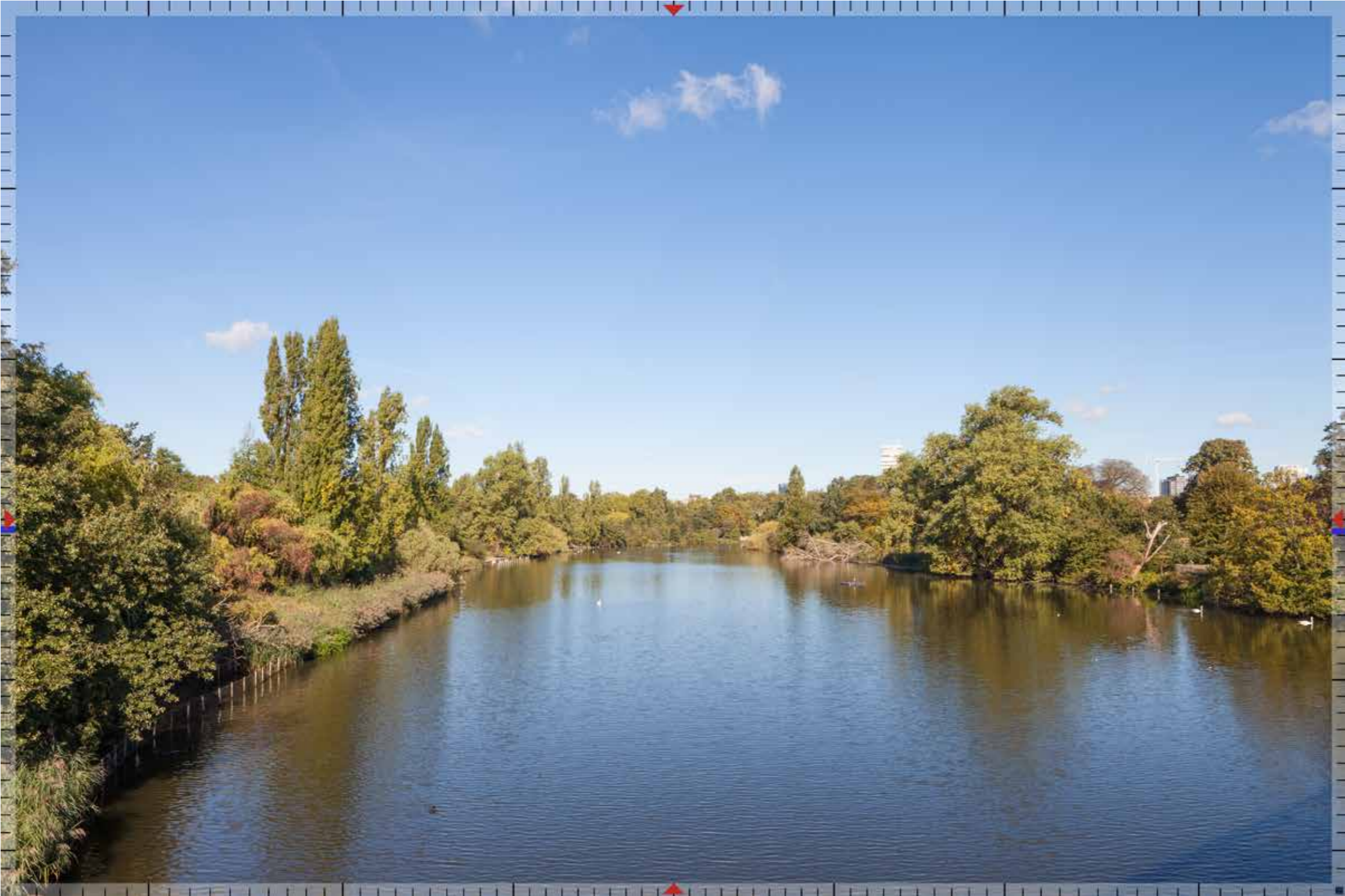
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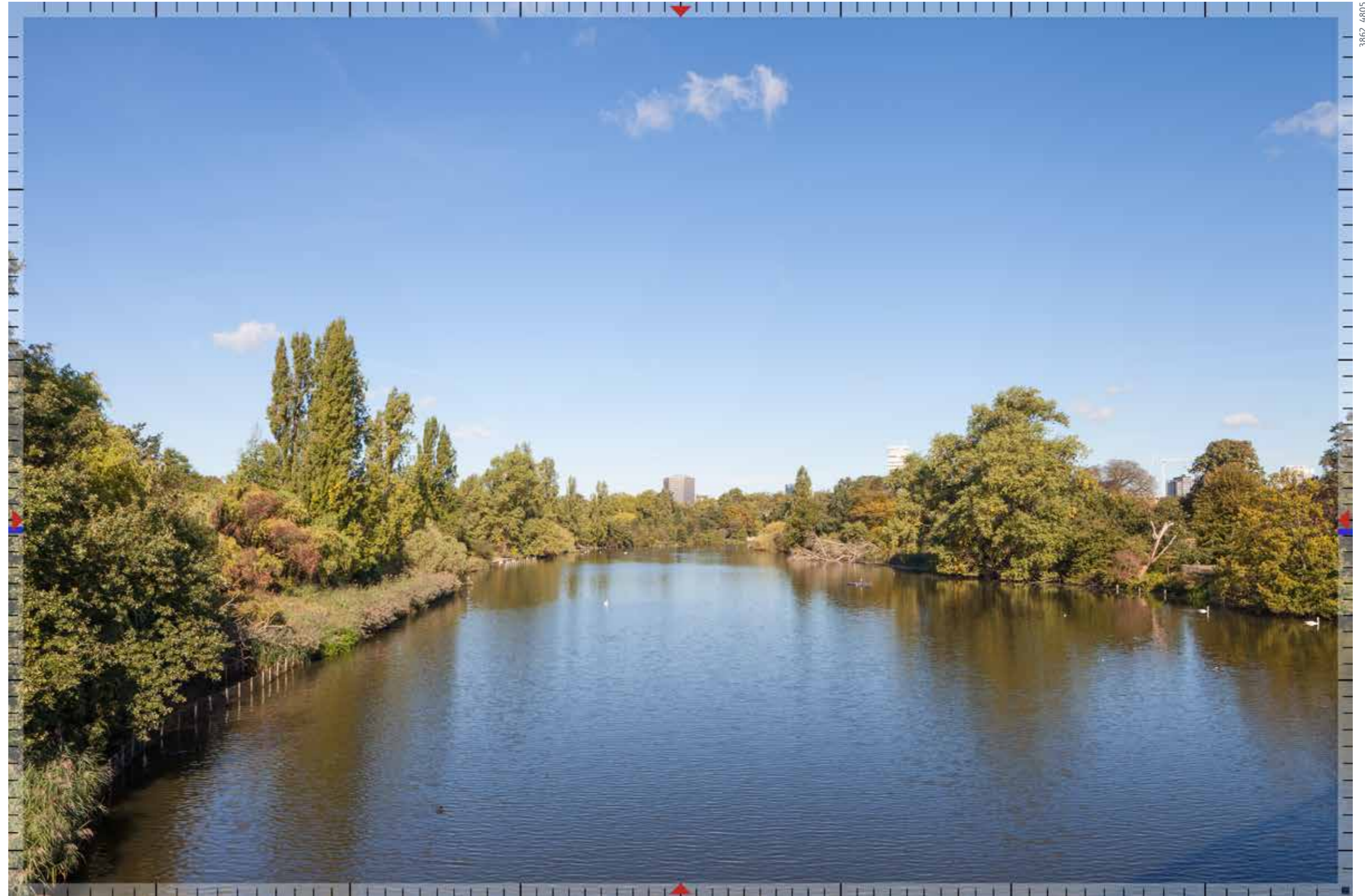


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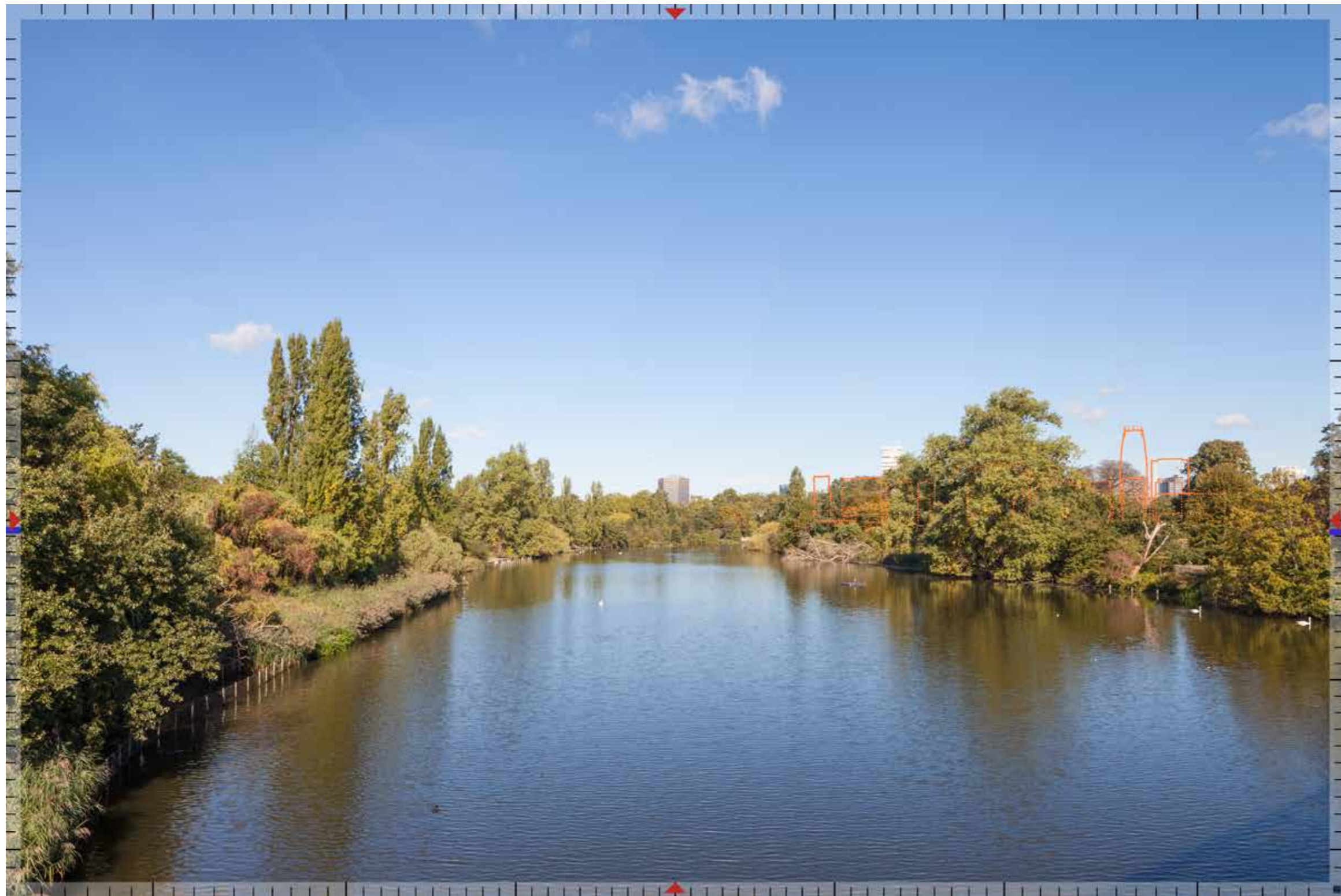


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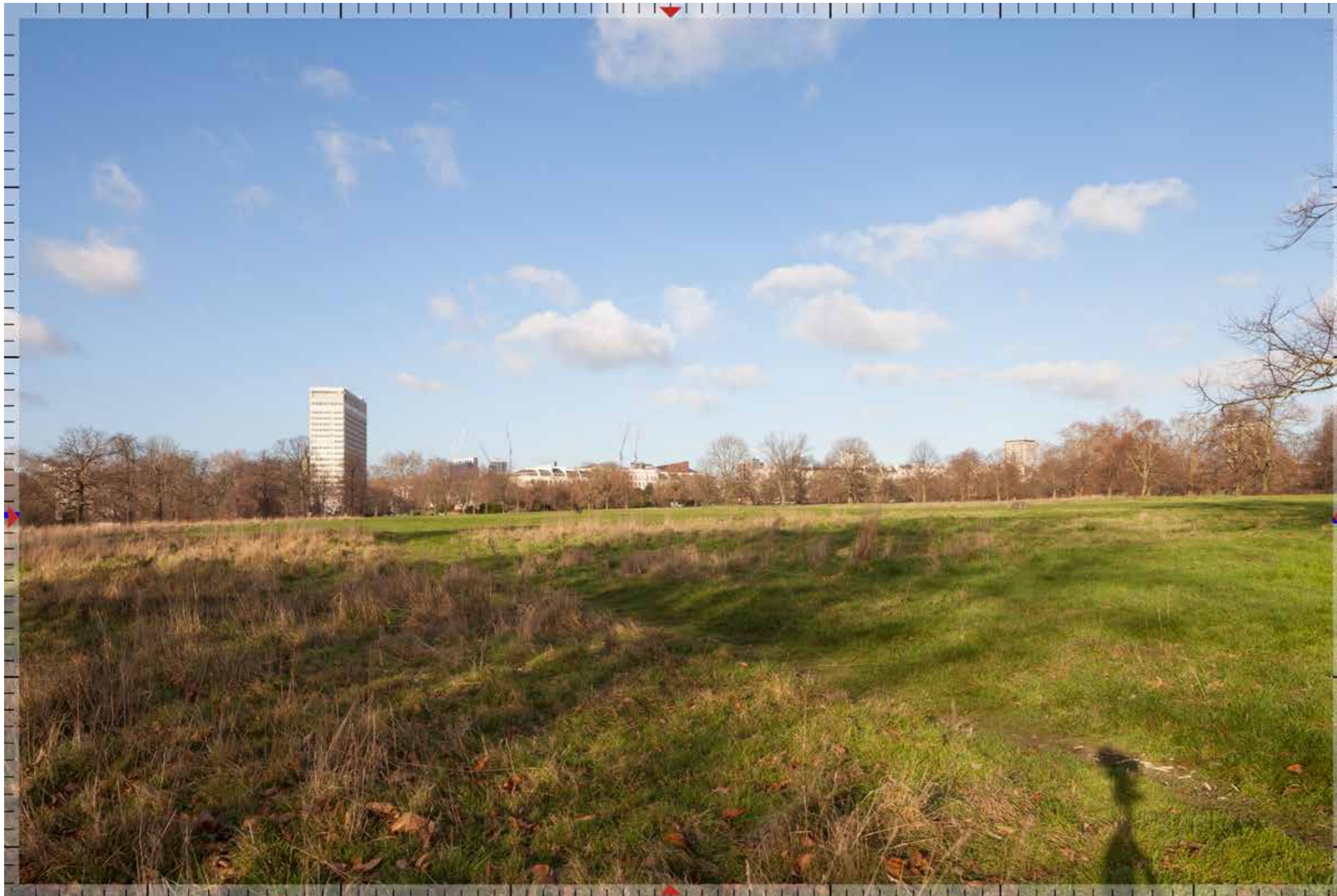
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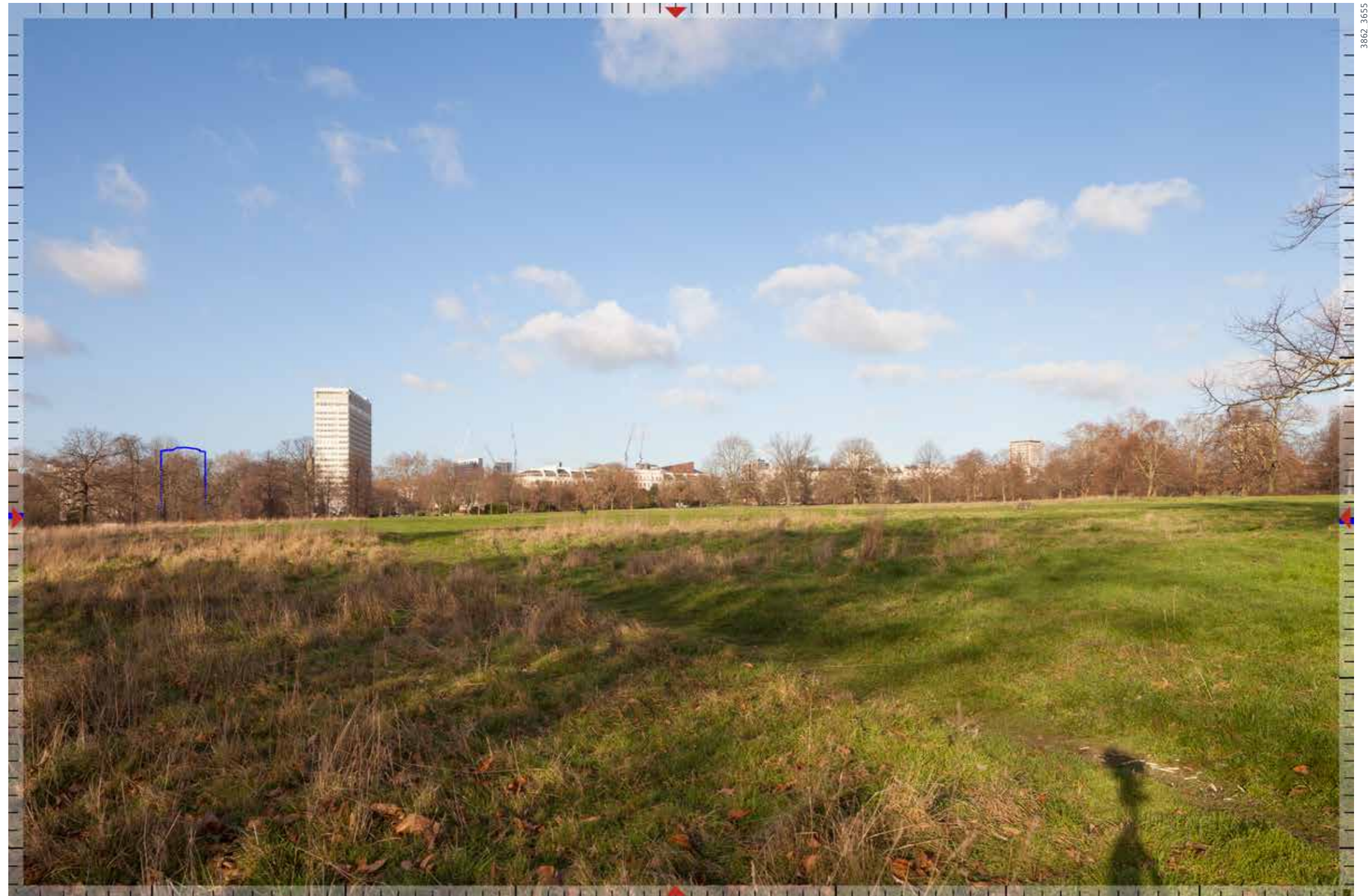
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Existing



Proposed

3862_3655



Cumulative





3862_2451



Existing



3862_2455

Proposed



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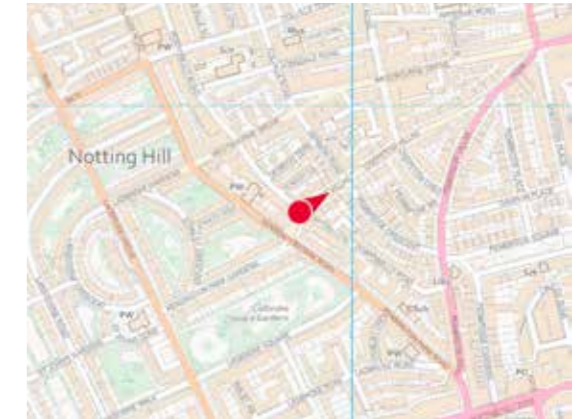
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Summer Reference Photography



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Existing



3862_5055

Proposed

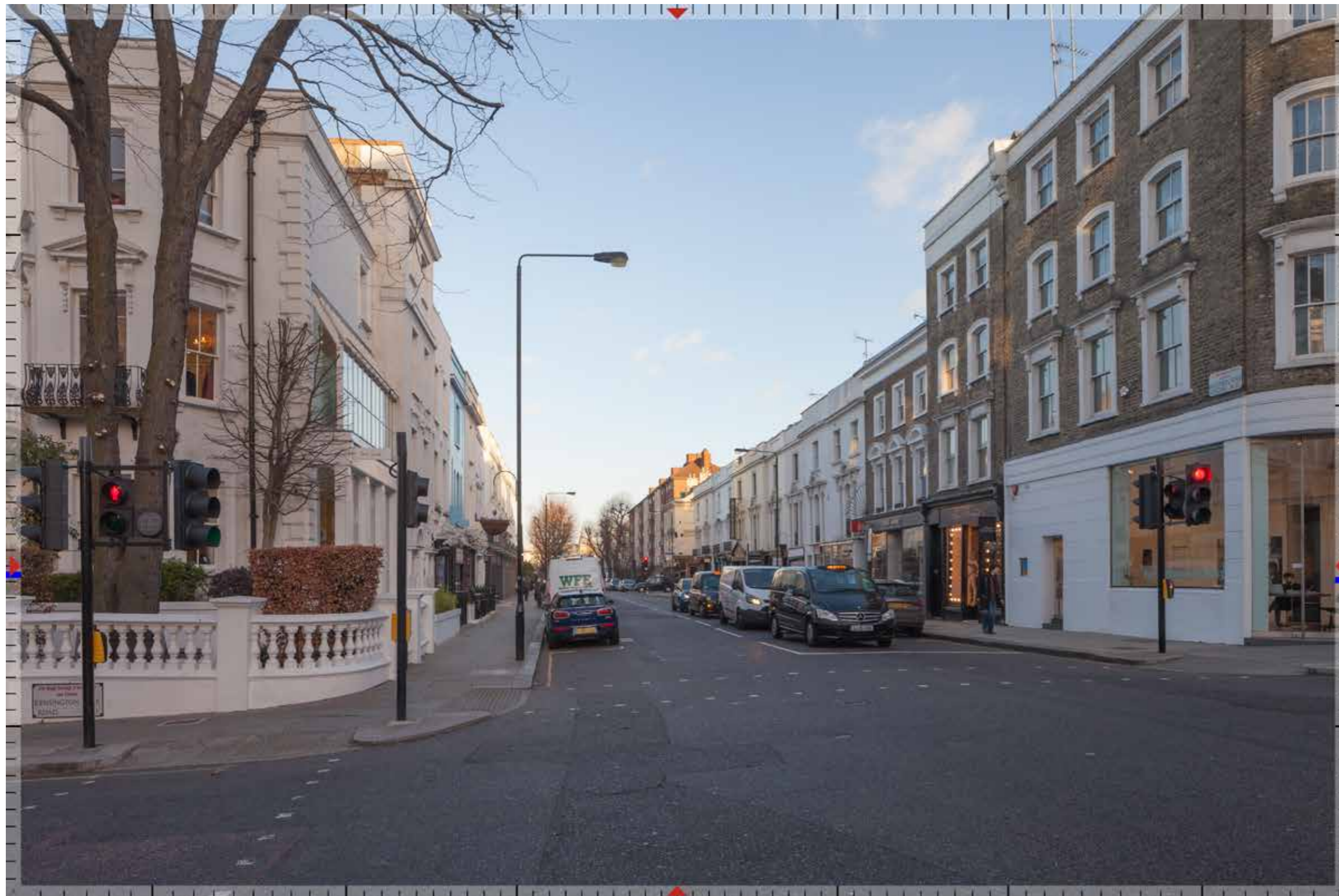


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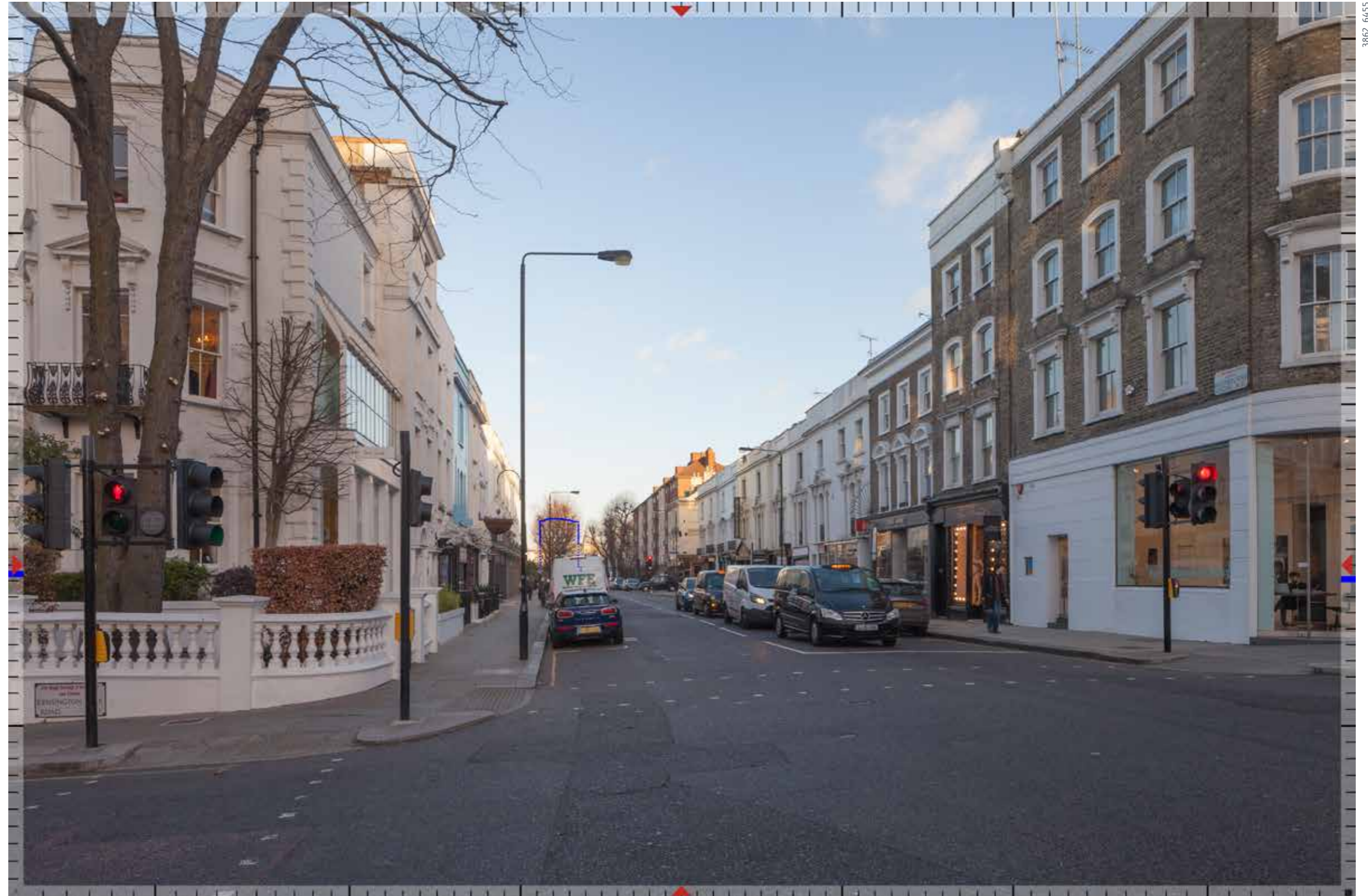
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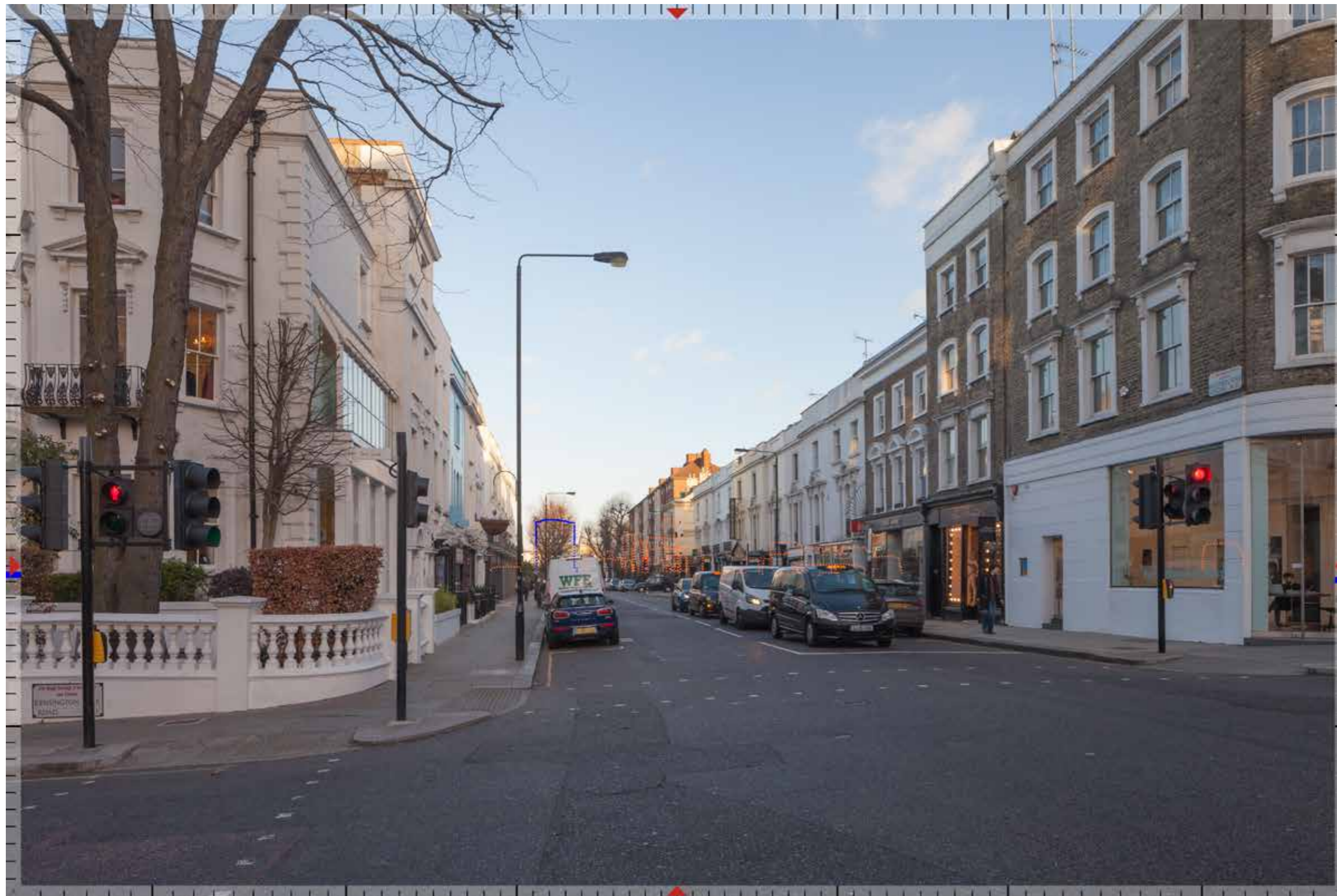


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Proposed



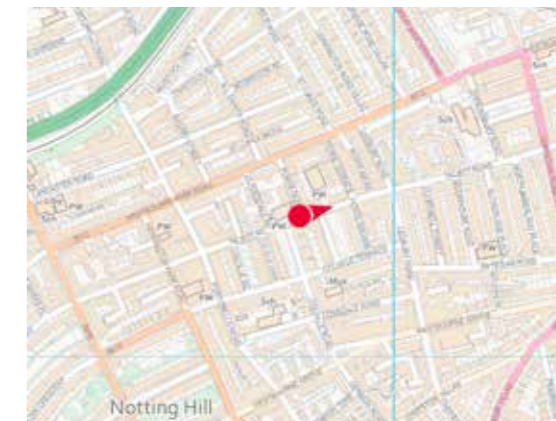
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3862_5451



Existing



3862_5455

Proposed



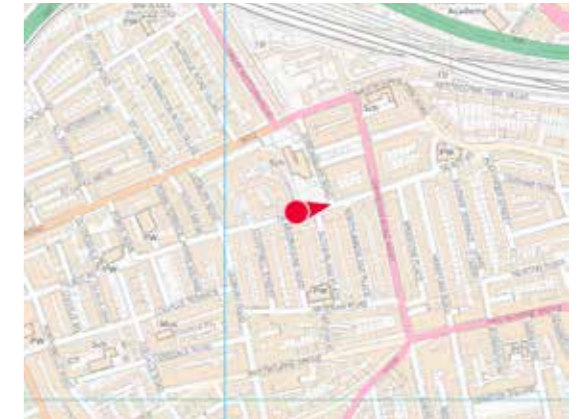
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Summer Reference Photography



3862_5551



Existing



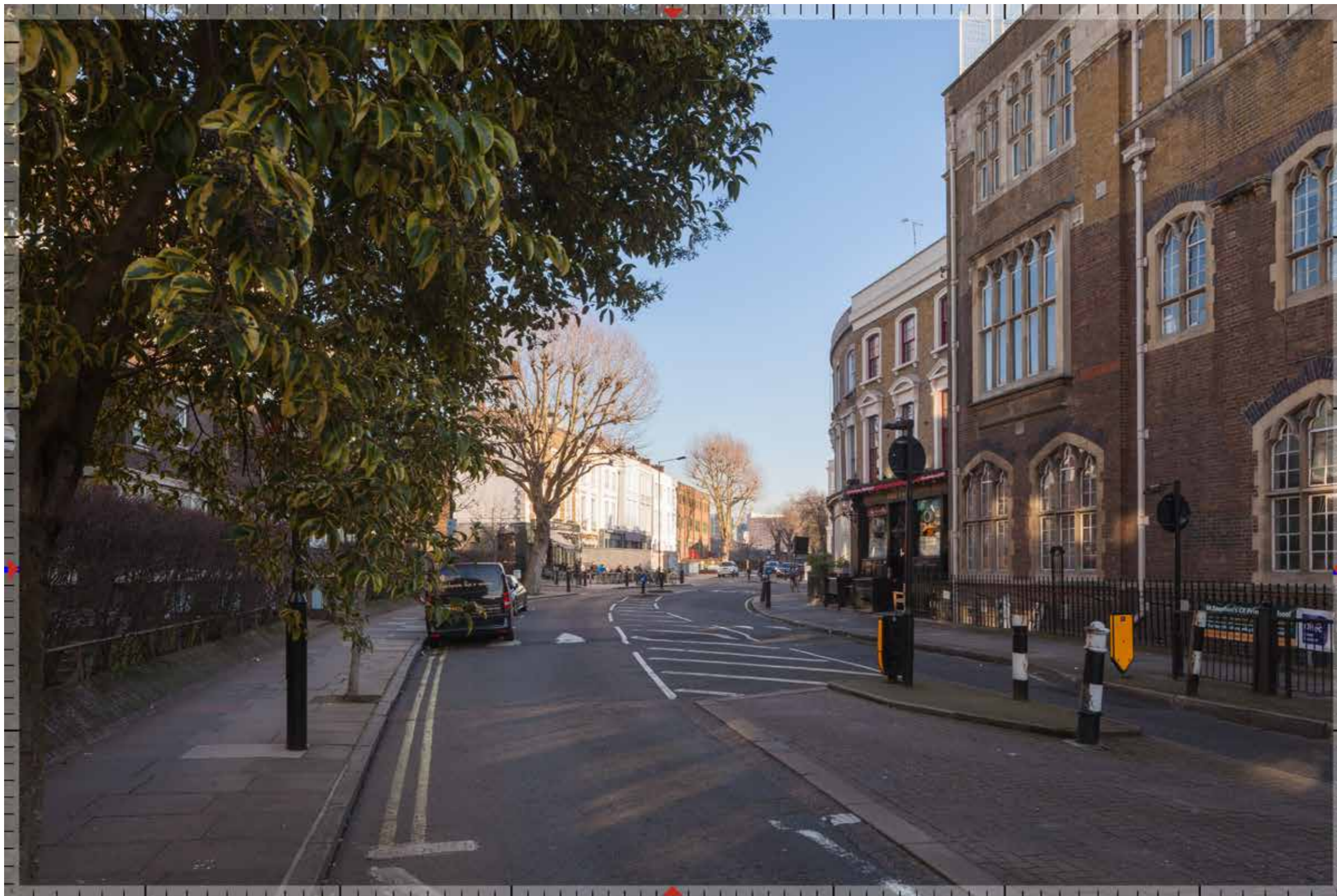
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Proposed



Cumulative





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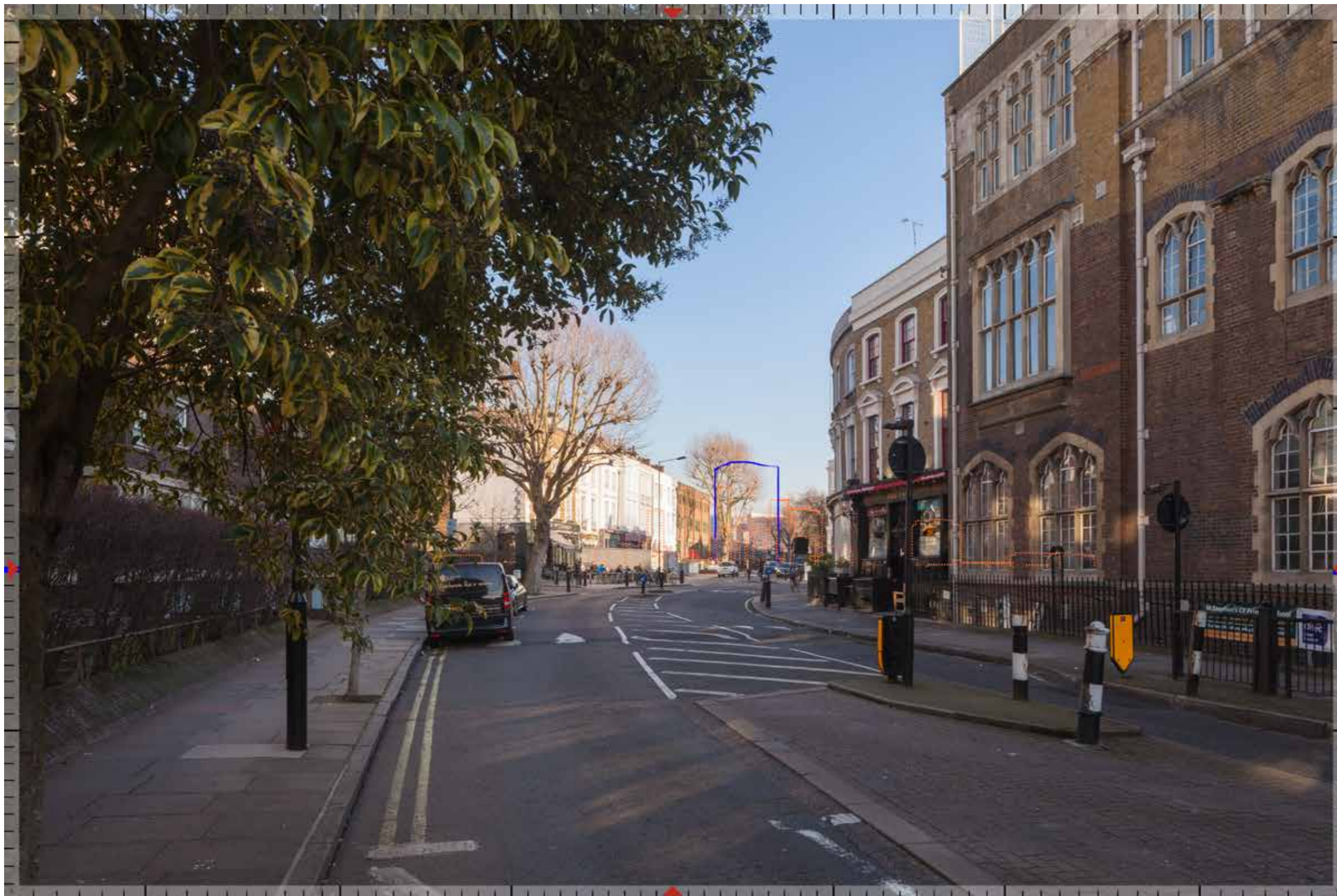


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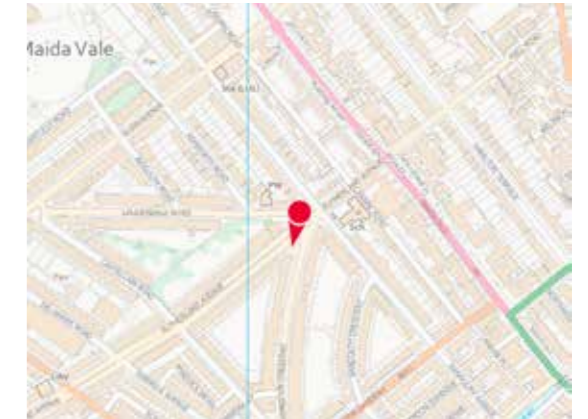
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Proposed



3862_5756

Cumulative



Existing



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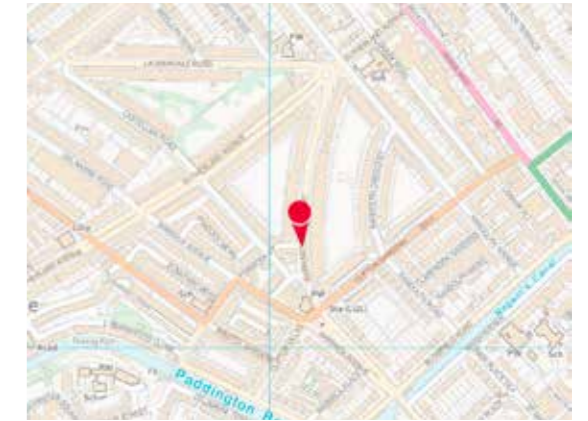
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Cumulative



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Existing



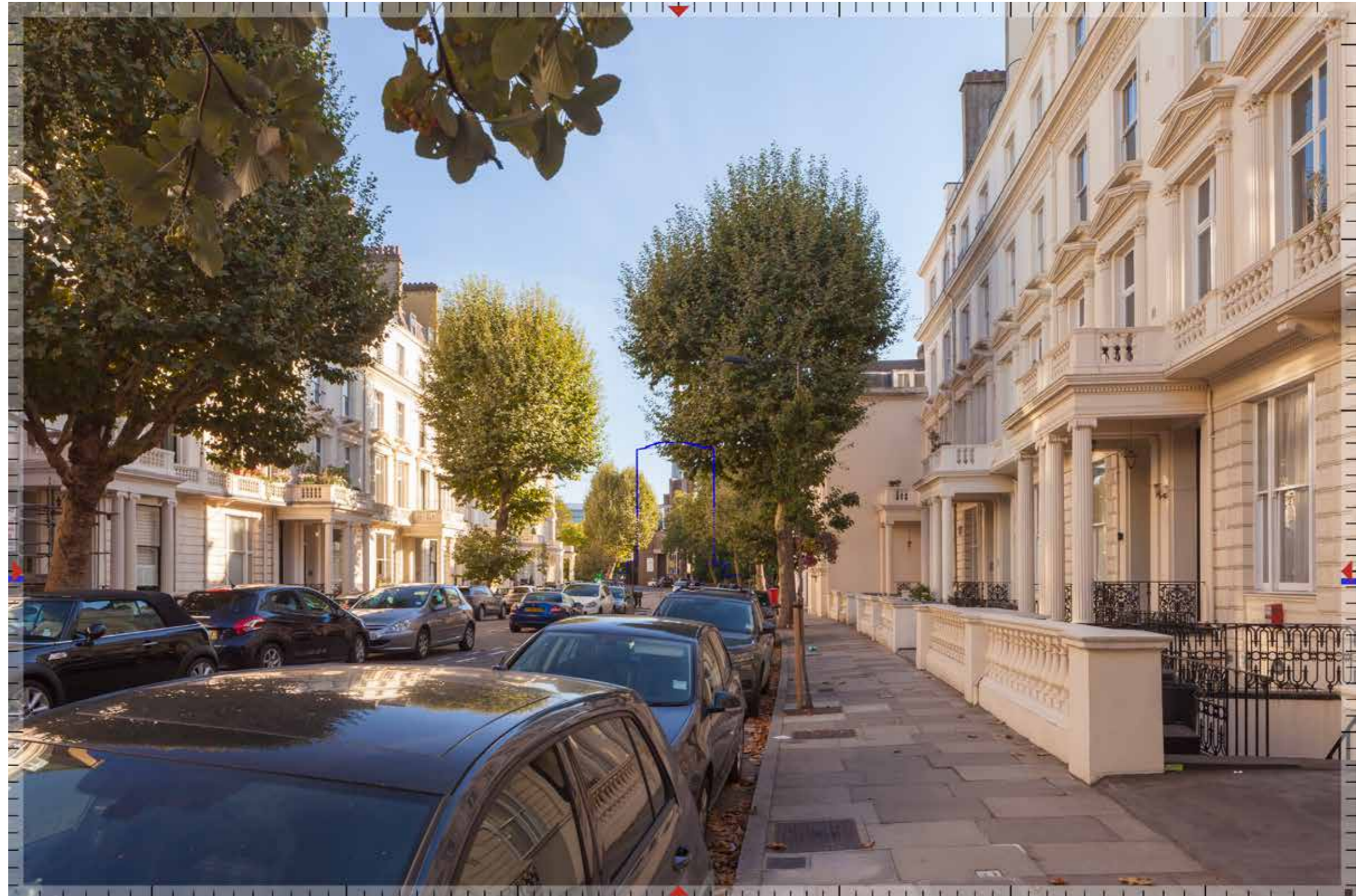
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Proposed



3862_5976

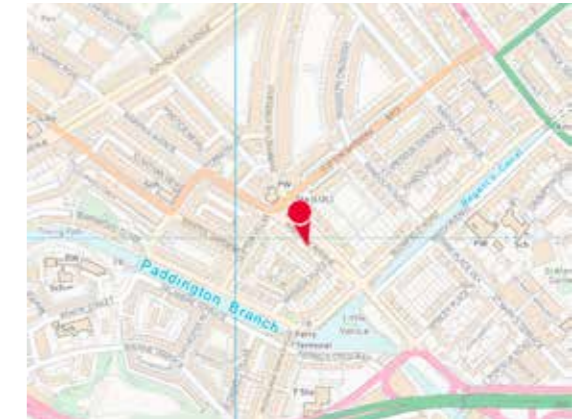
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Summer Reference Photography



3862_6601



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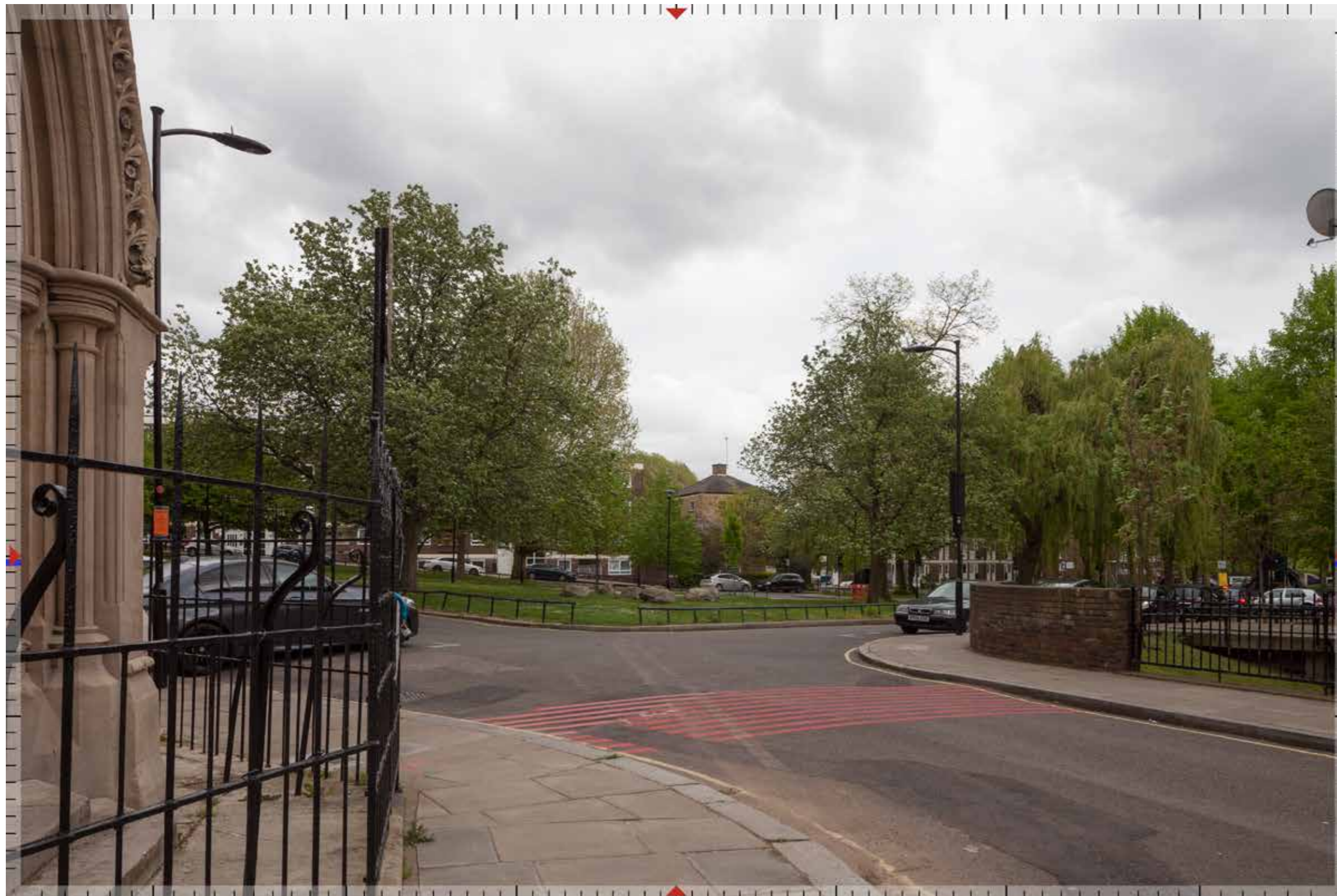


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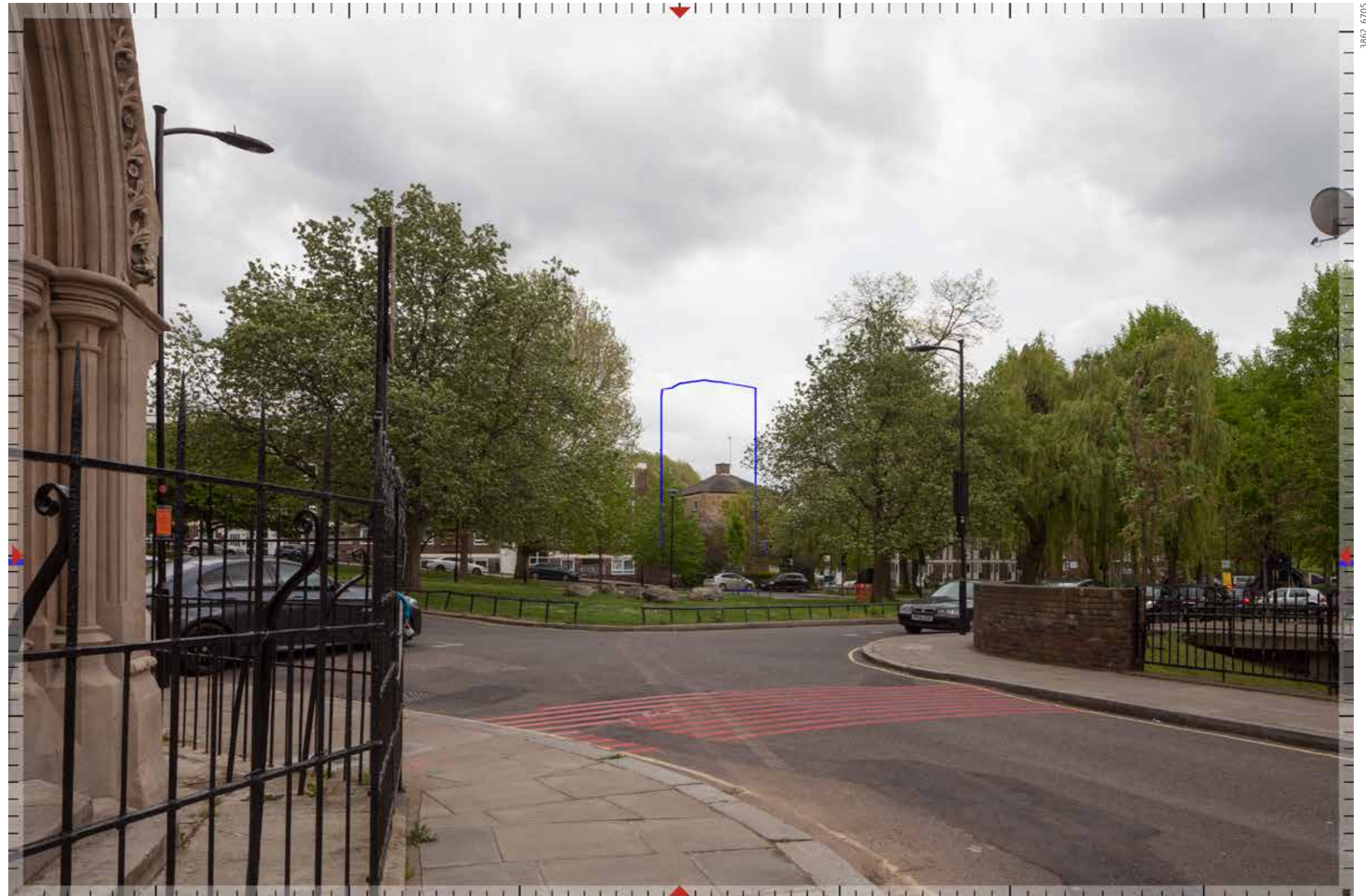
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Summer Reference Photography



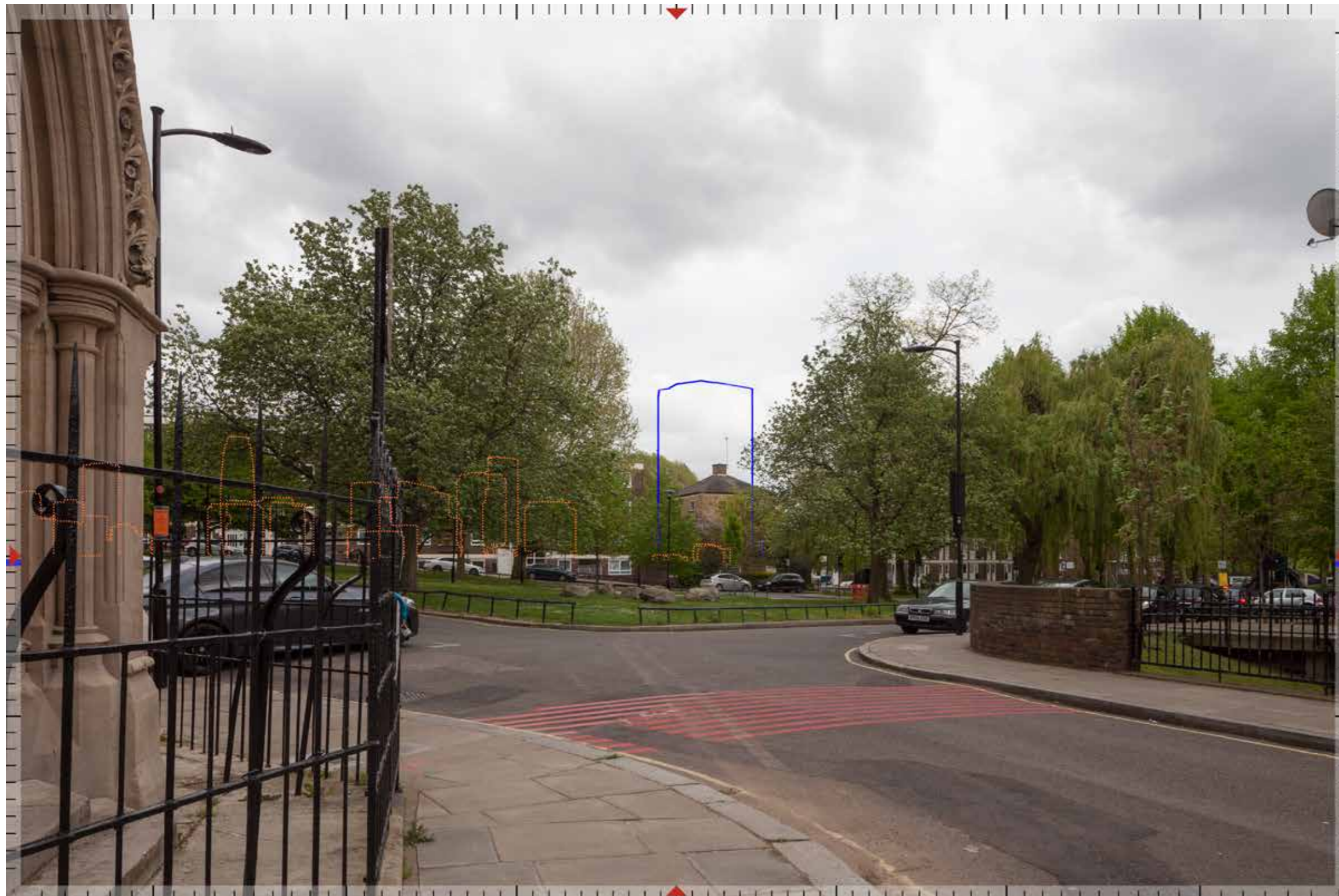
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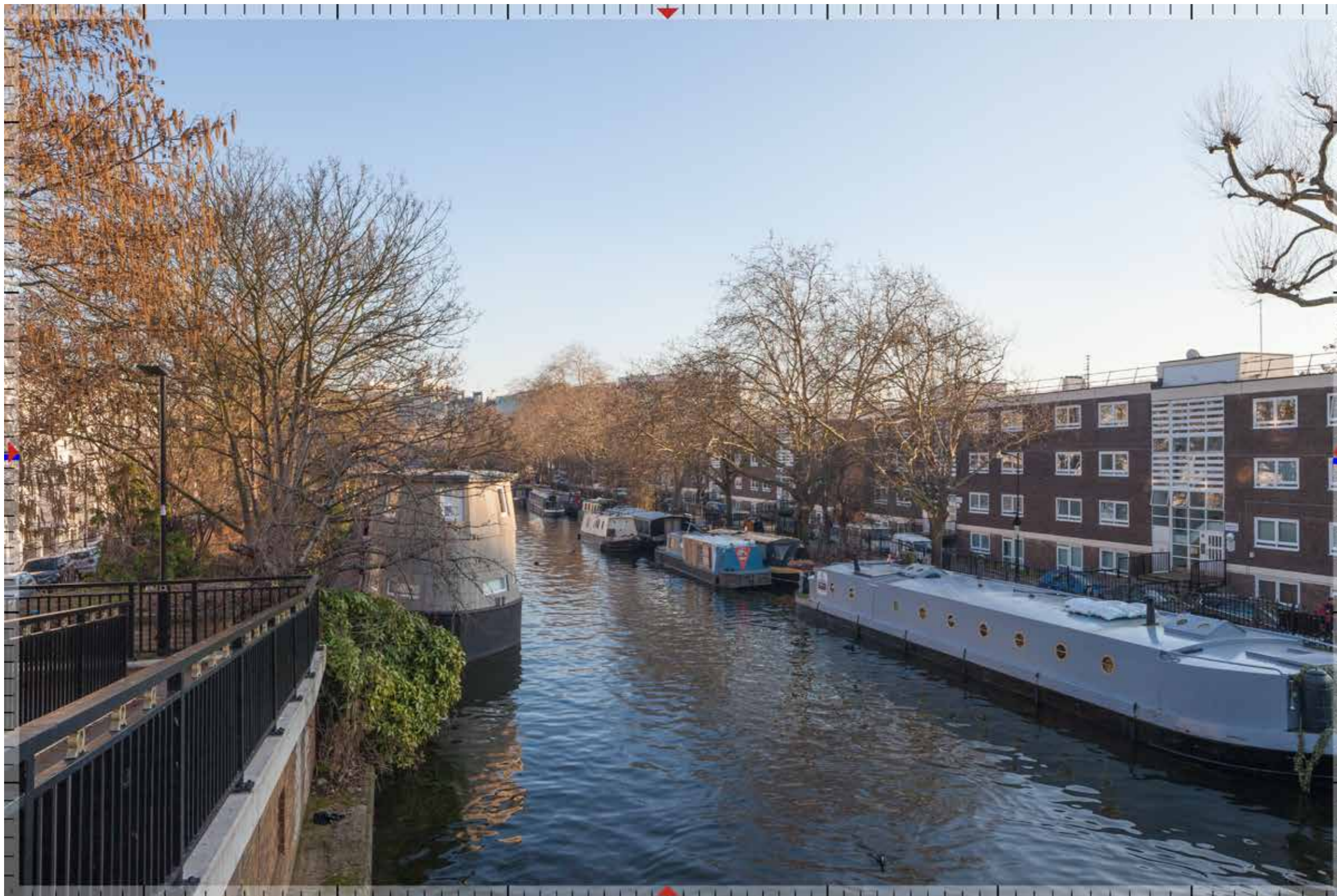
Proposed



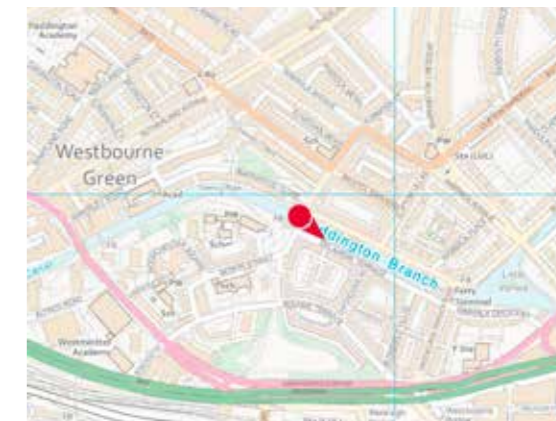
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Cumulative

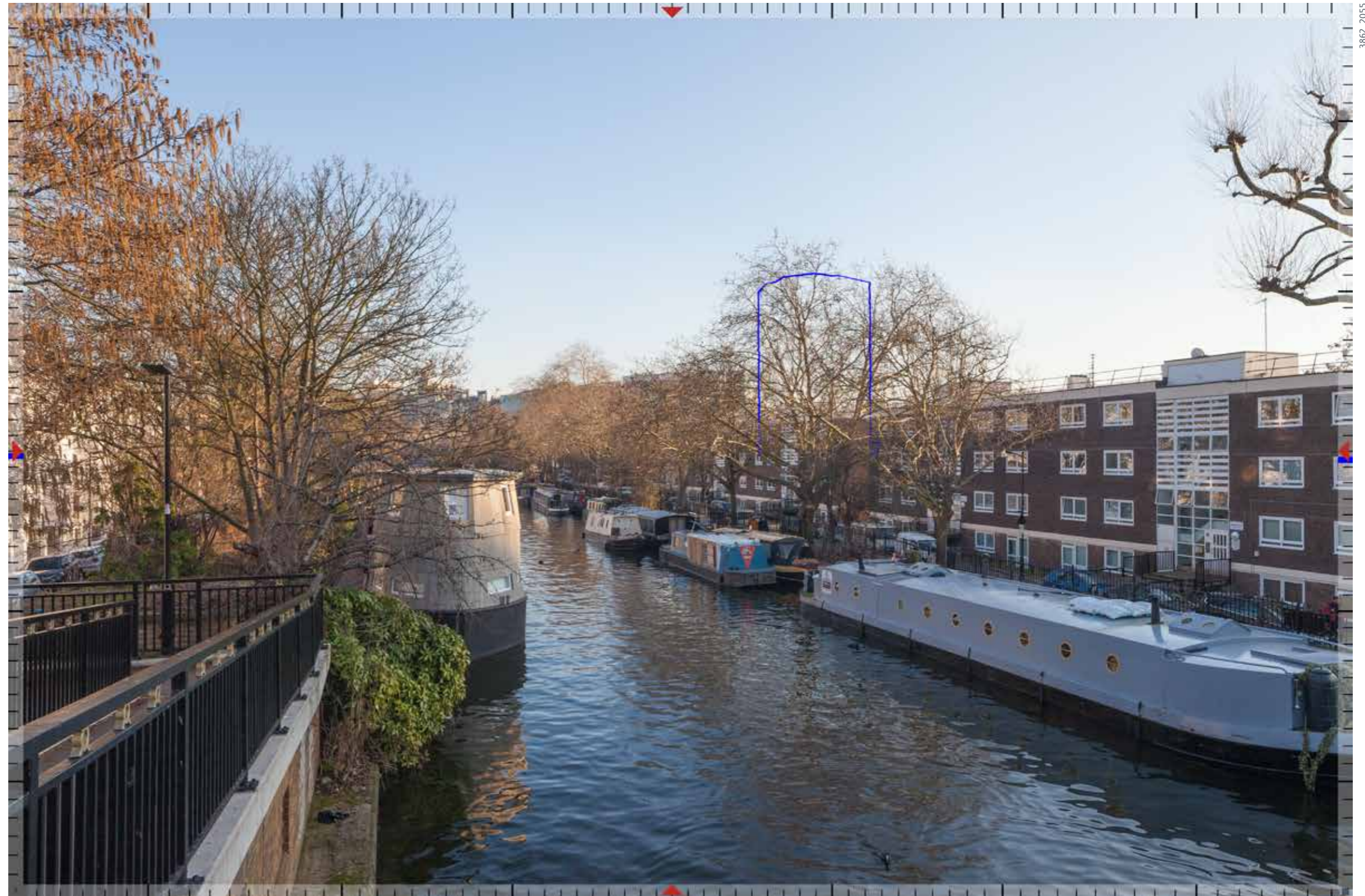
Summer Reference Photography



3862_2051

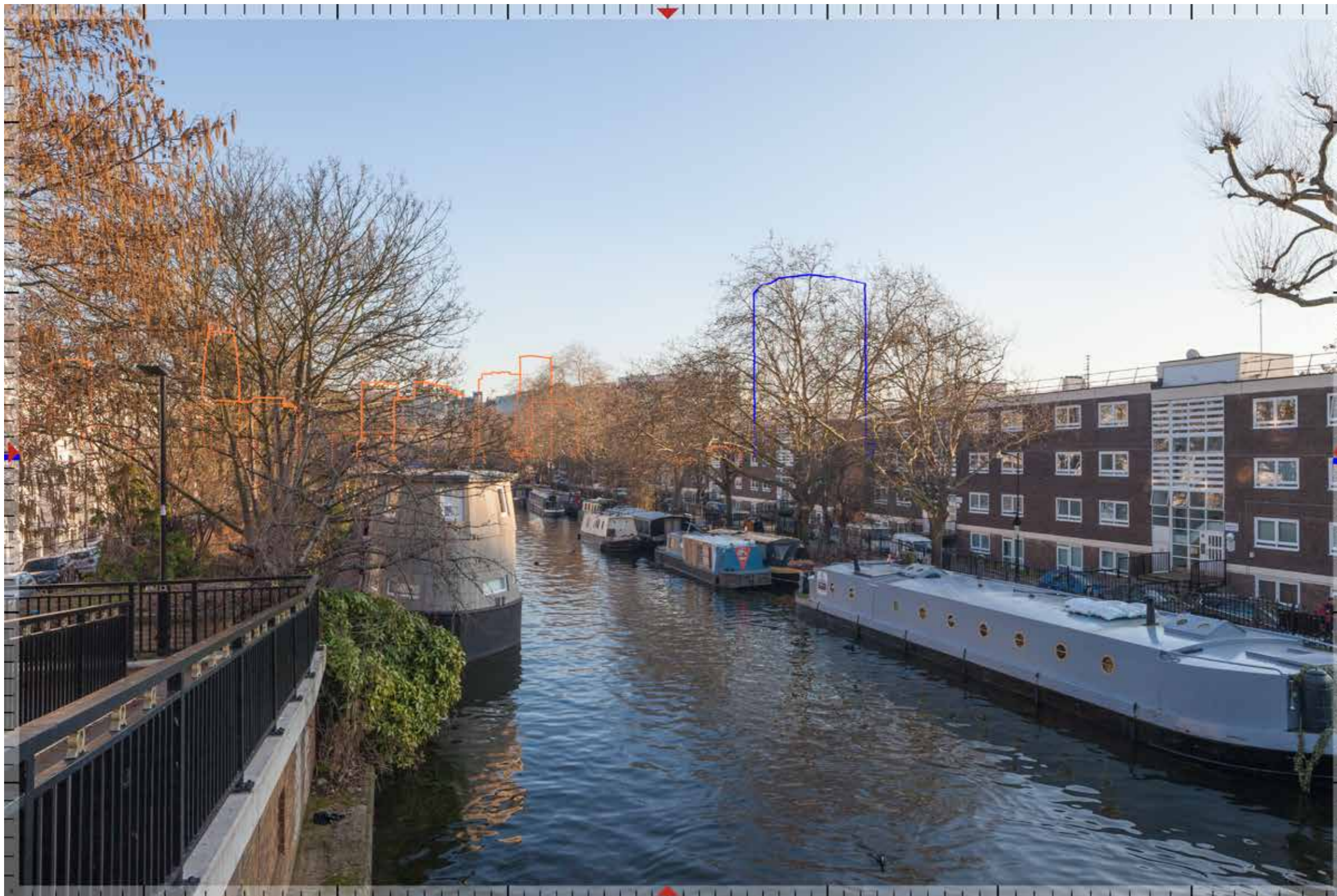


Existing



Proposed

3862_2055



Cumulative



Existing

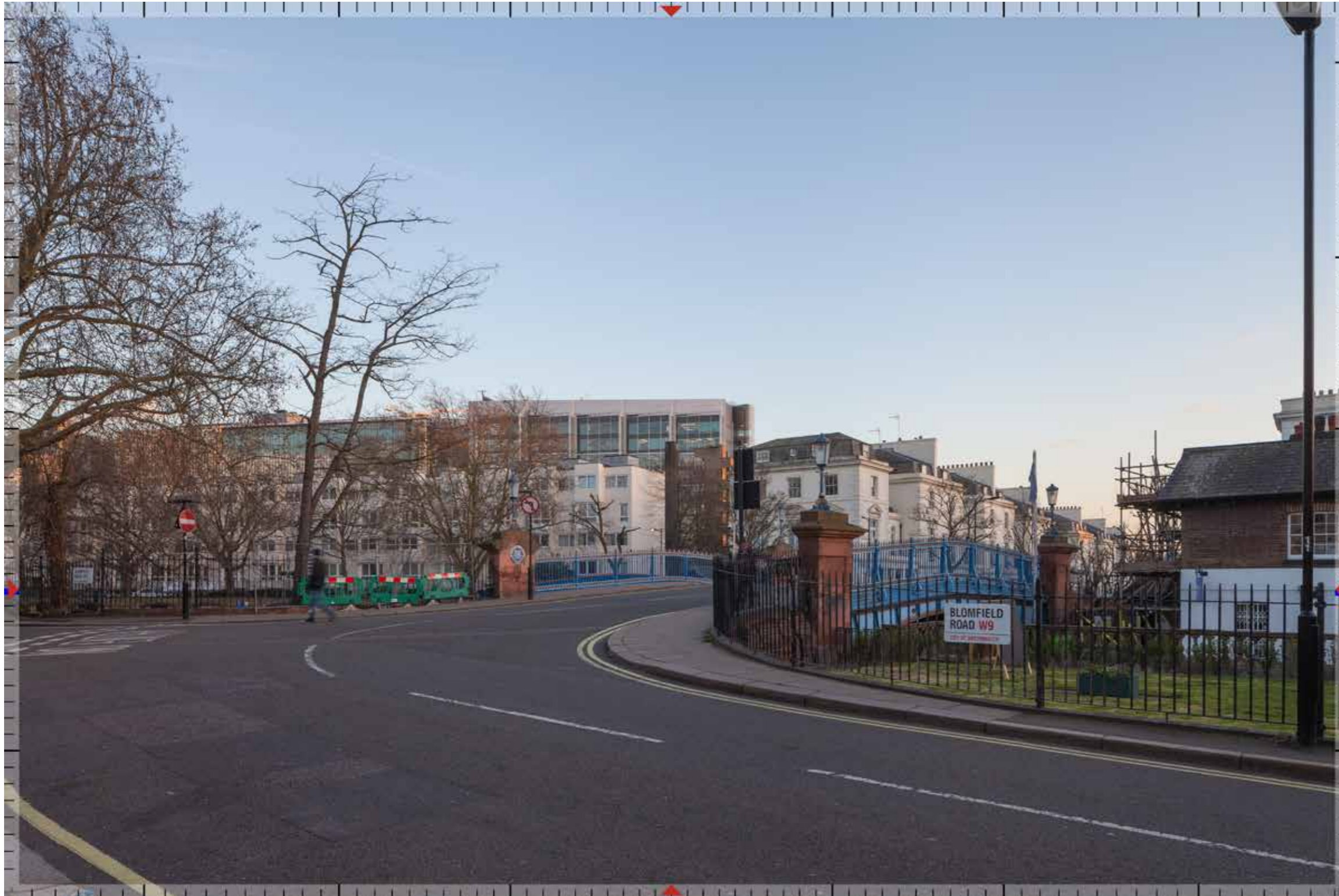


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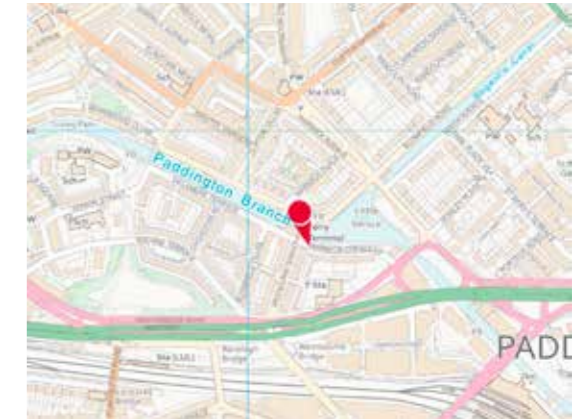
Proposed



Cumulative



3862_3381

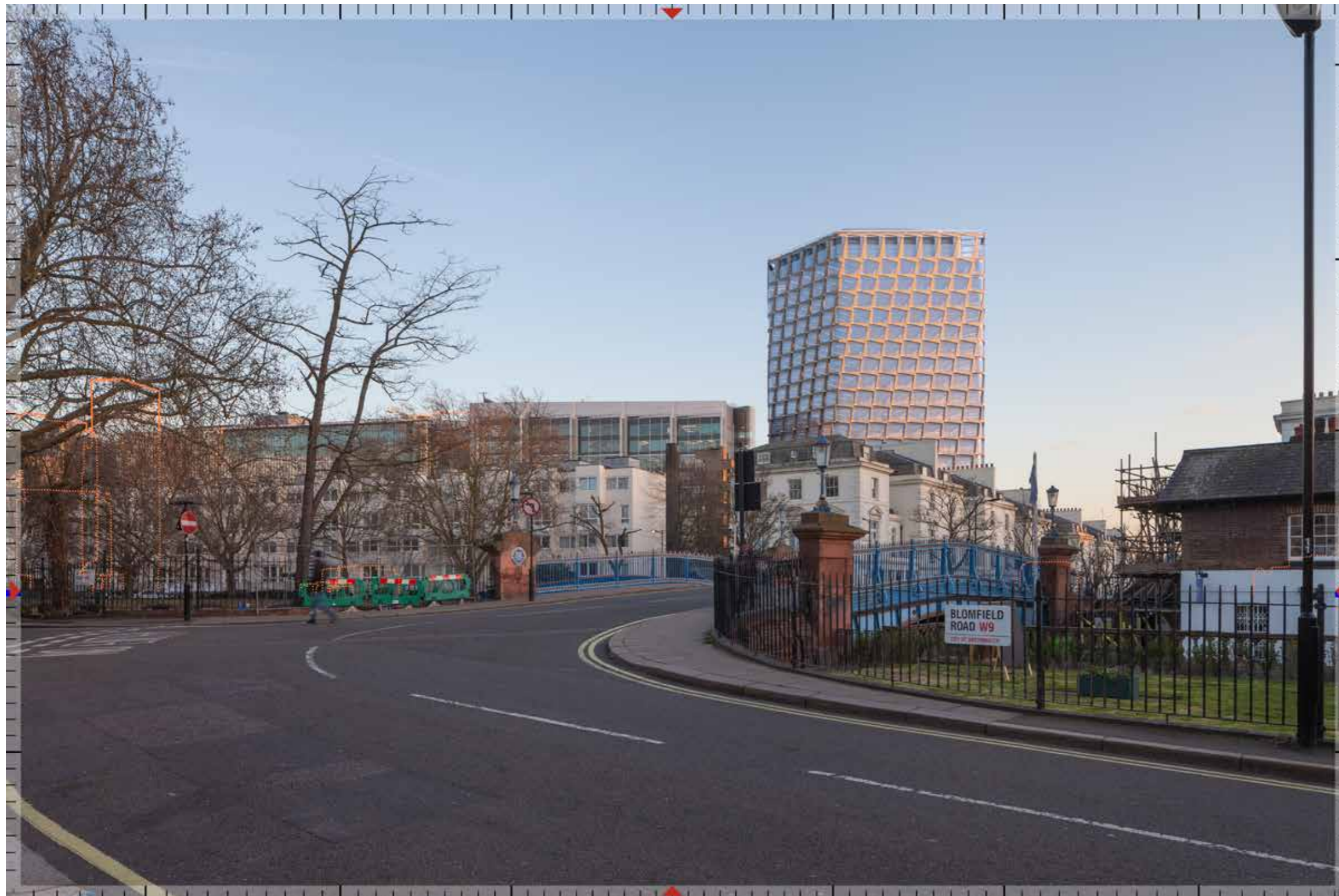


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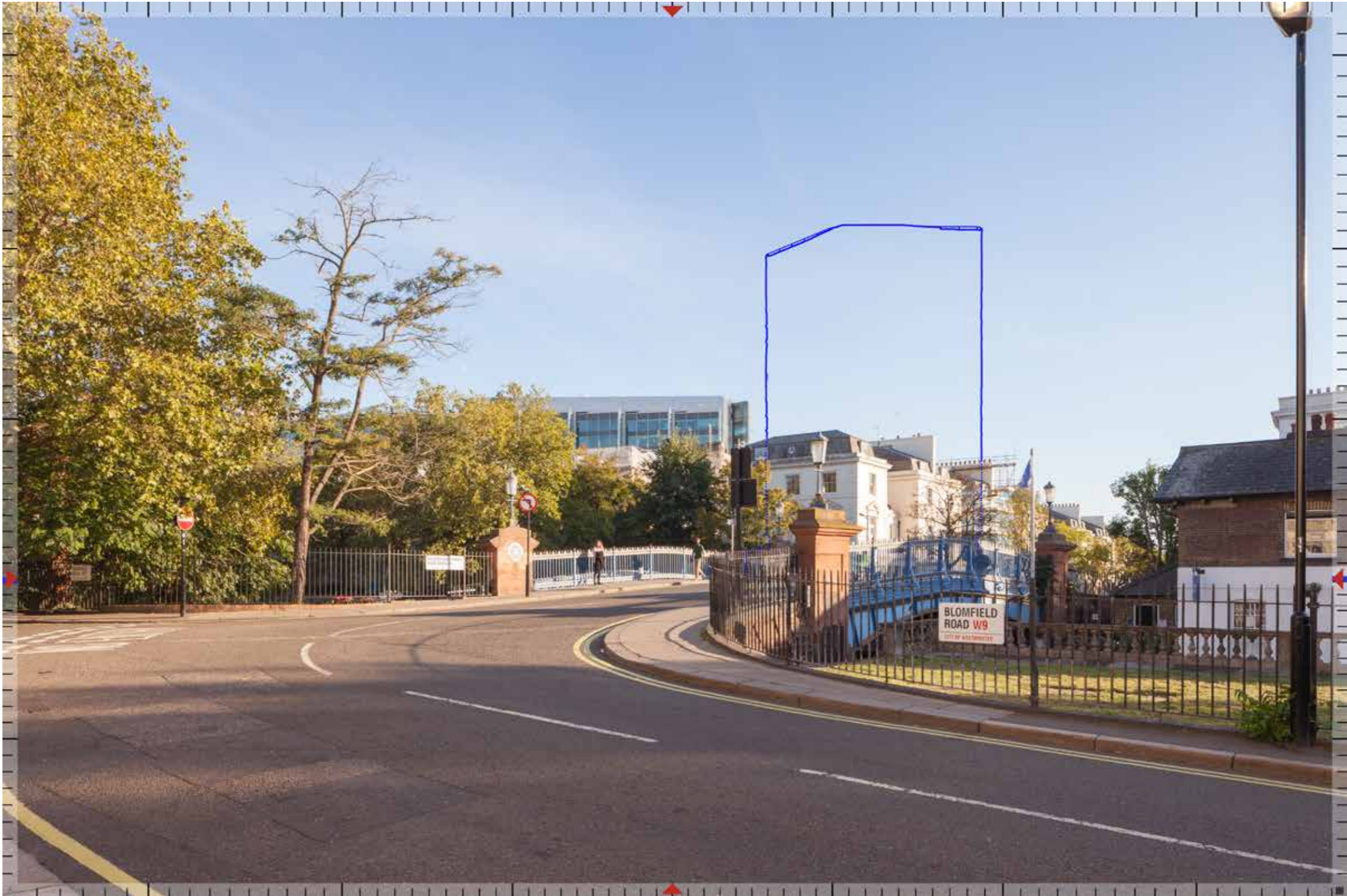
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Proposed



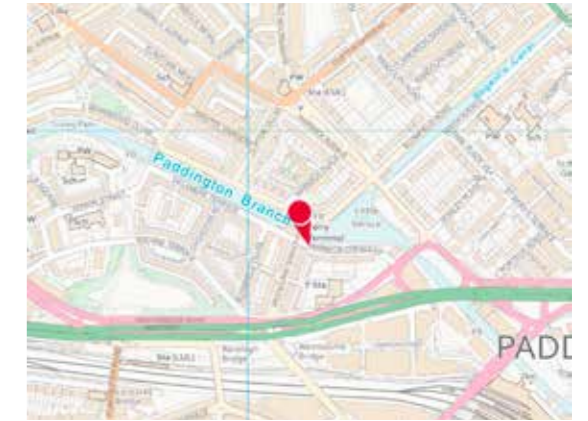
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Cumulative



Summer Reference Photography

19.1 Junction of Westbourne Terrace Road and Blomfield Road | Night



Existing



3862_3365

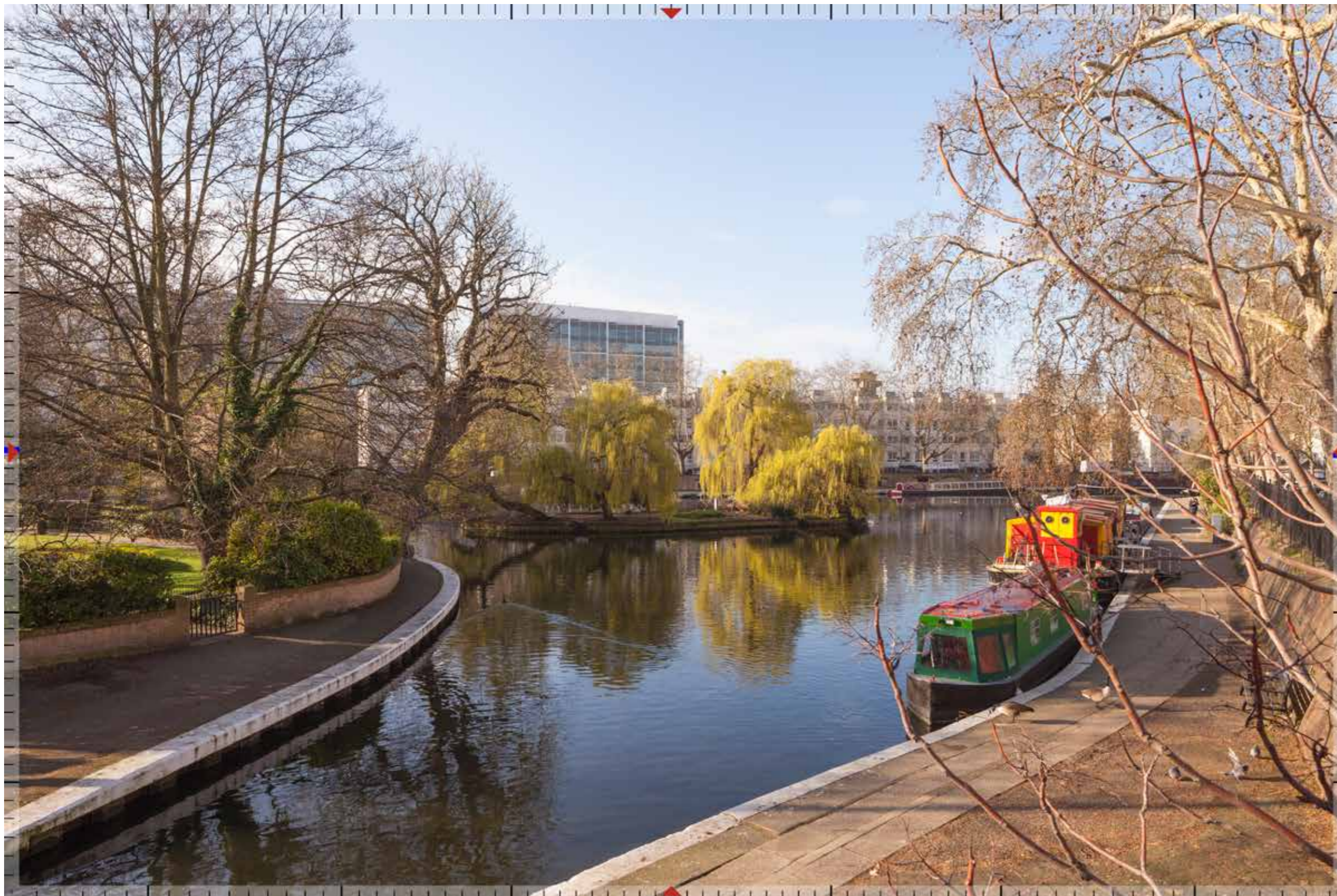
Proposed

19.1 Junction of Westbourne Terrace Road and Blomfield Road | Night



3862_3366

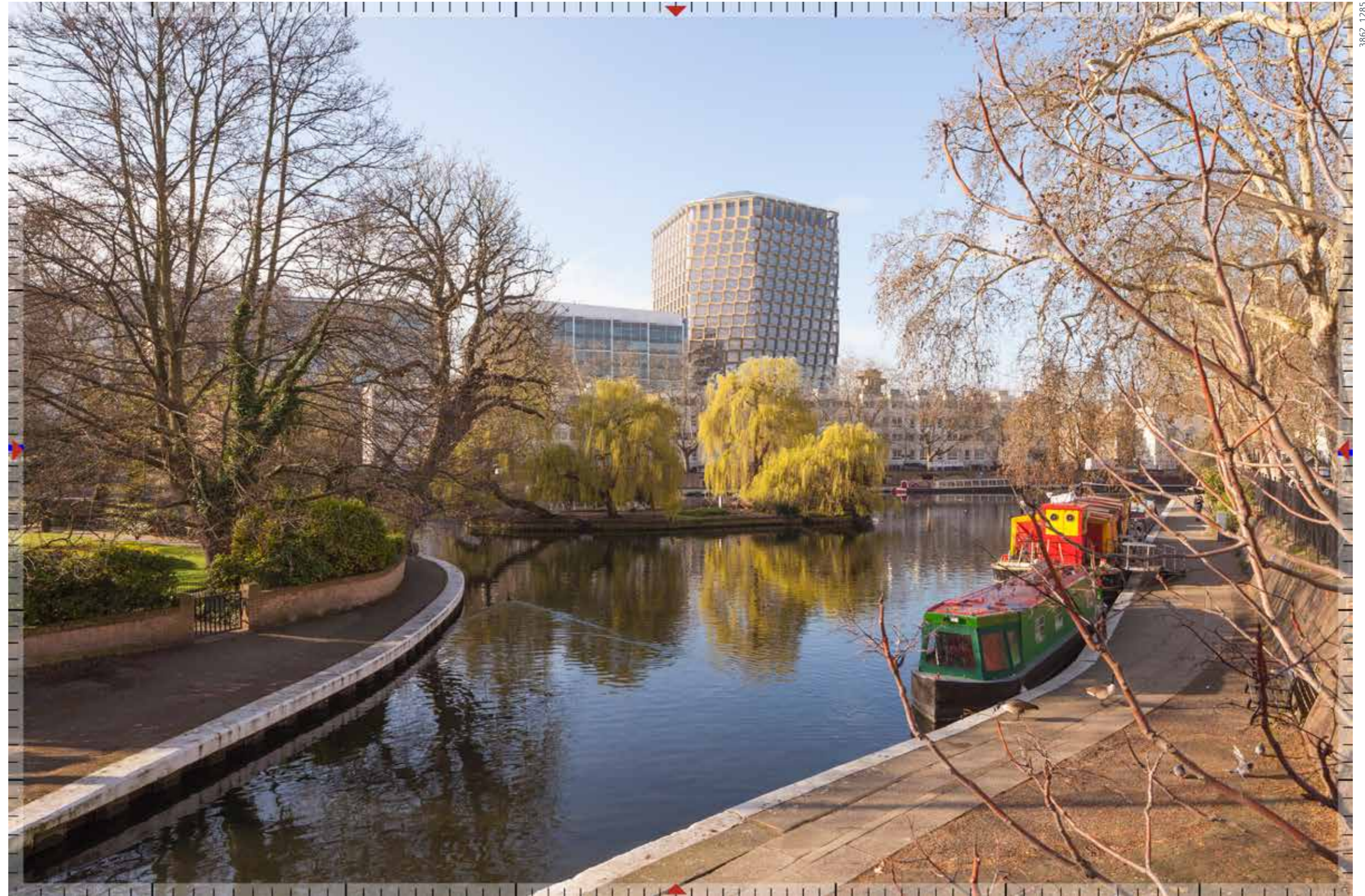
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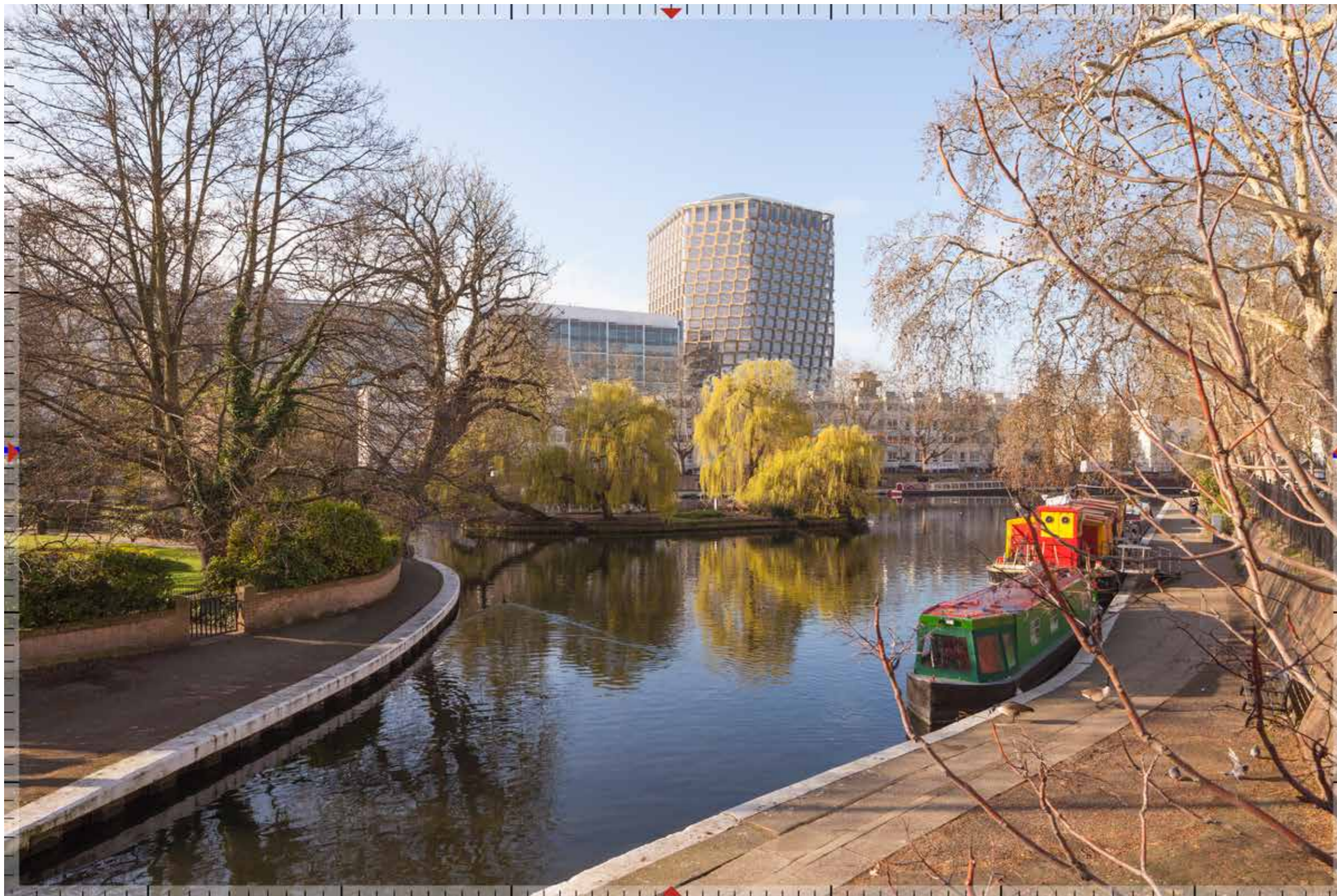


Existing



3862_1285

Proposed



3862_1286

Cumulative





3862_1251



Existing



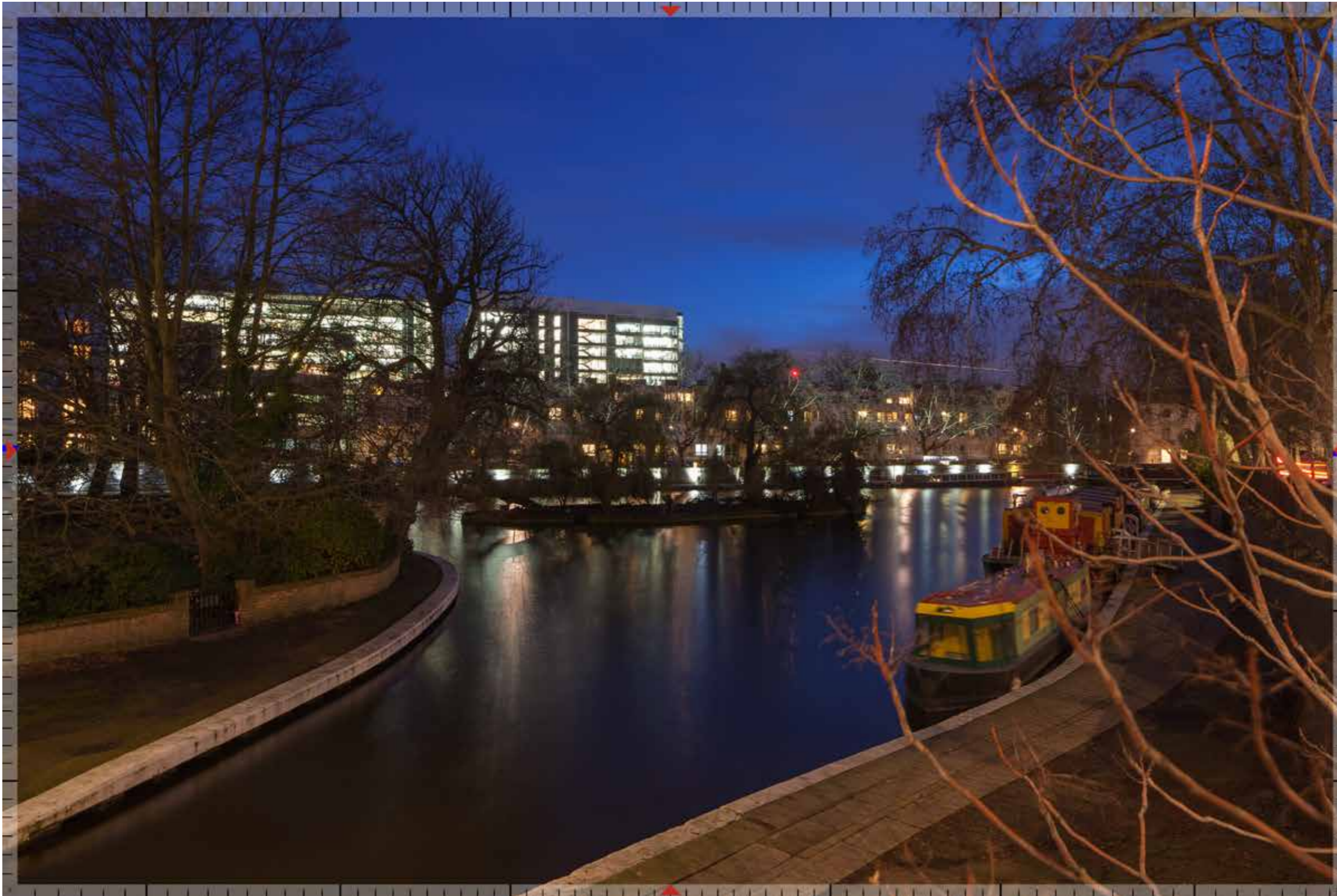
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Proposed



3862_1256

Cumulative



3862_1271

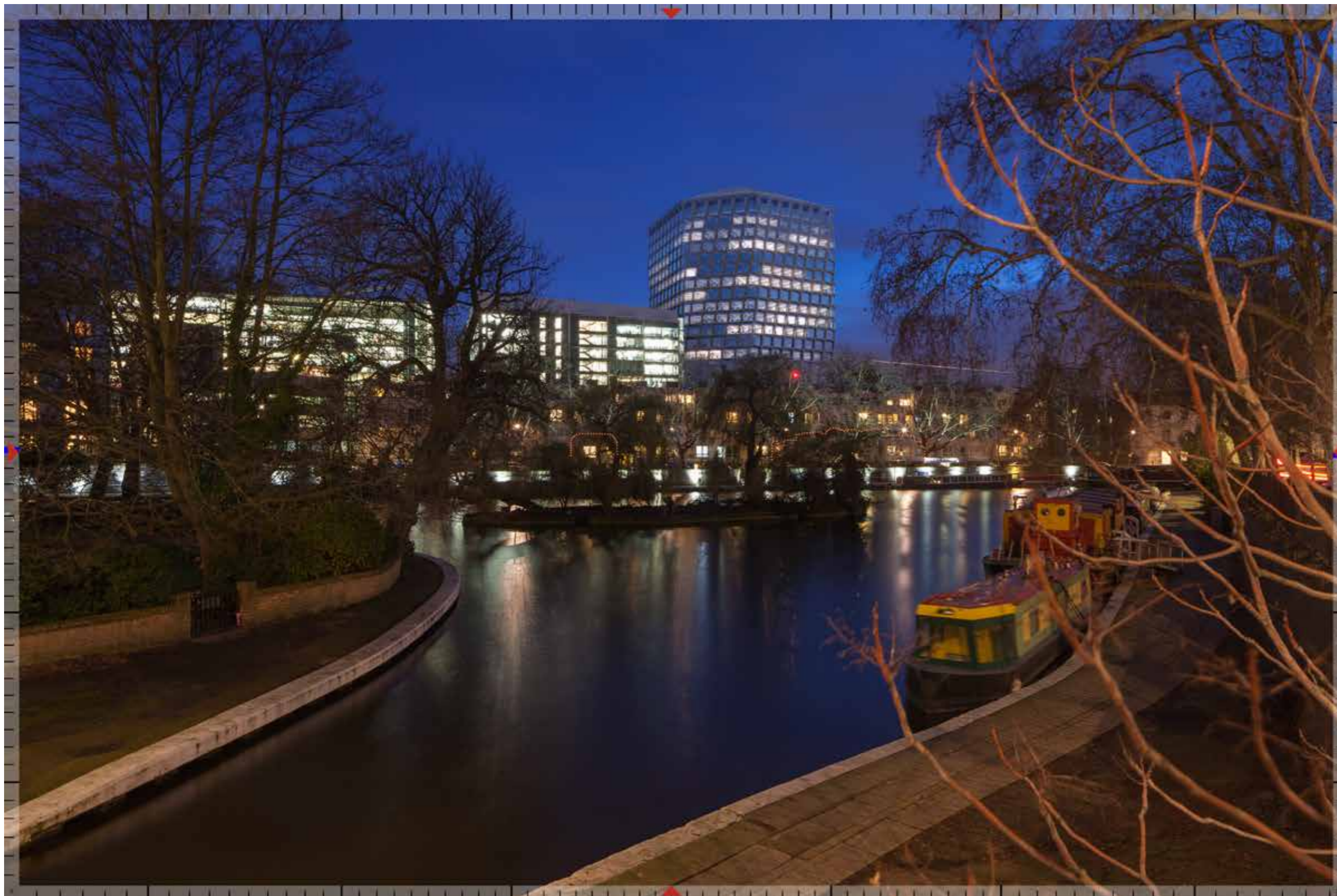


Existing



3862_1275

Proposed



3862_1276

Cumulative



3862_1151

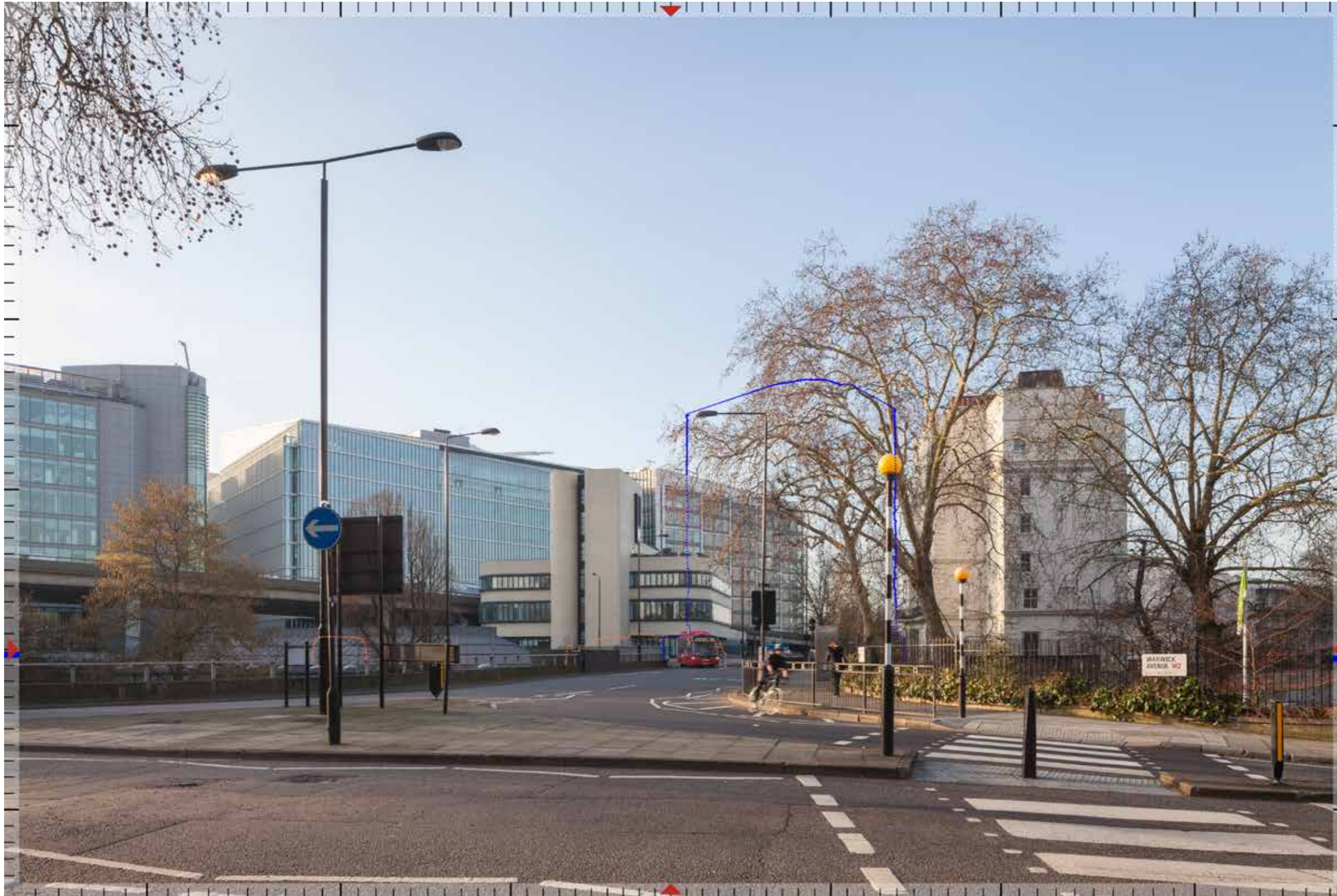


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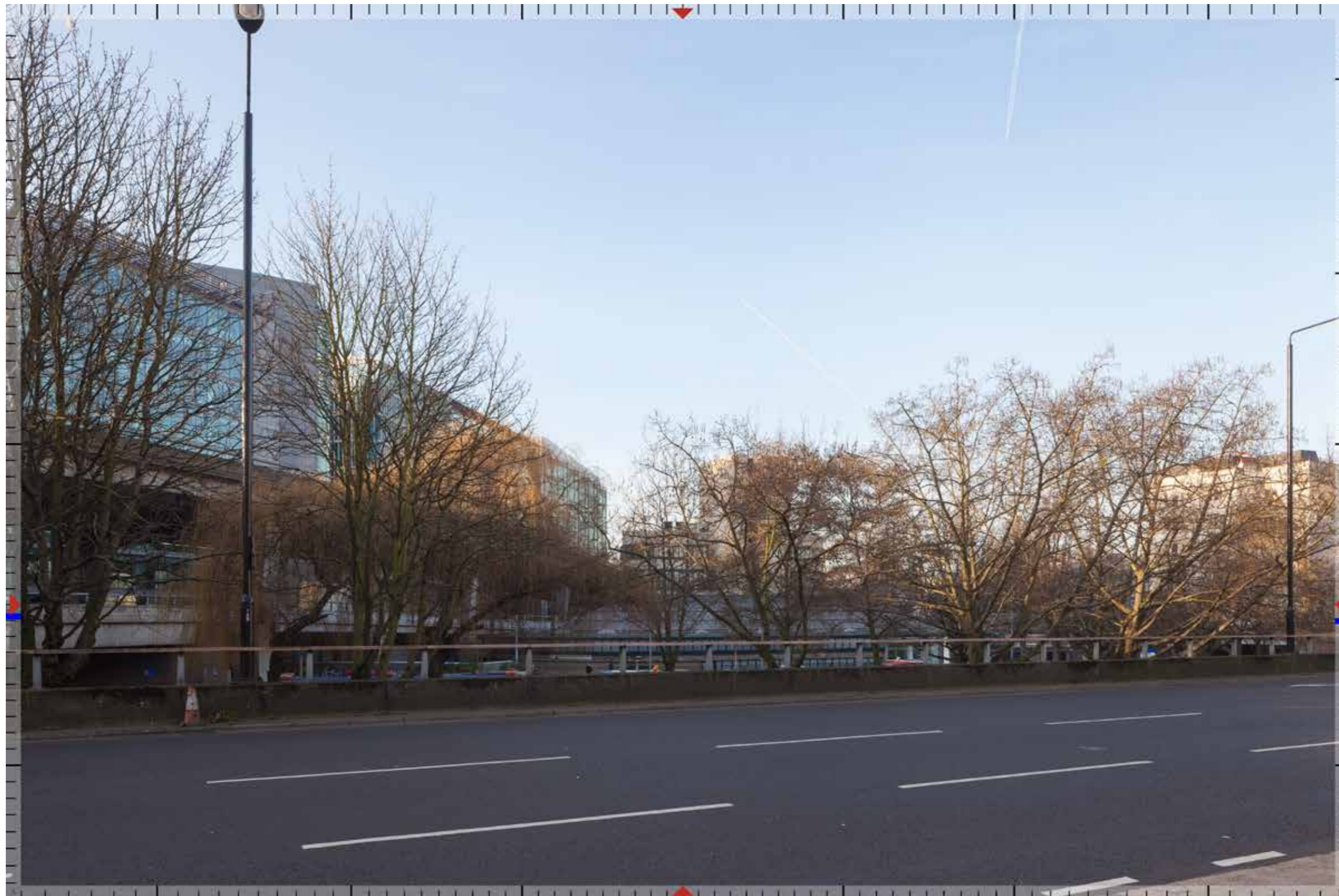


Proposed

3862_1155



Cumulative



Existing



3862_1055

Proposed



3862_1056

Cumulative



Summer Reference Photography



3862_1551



Existing



3862_1555

Proposed

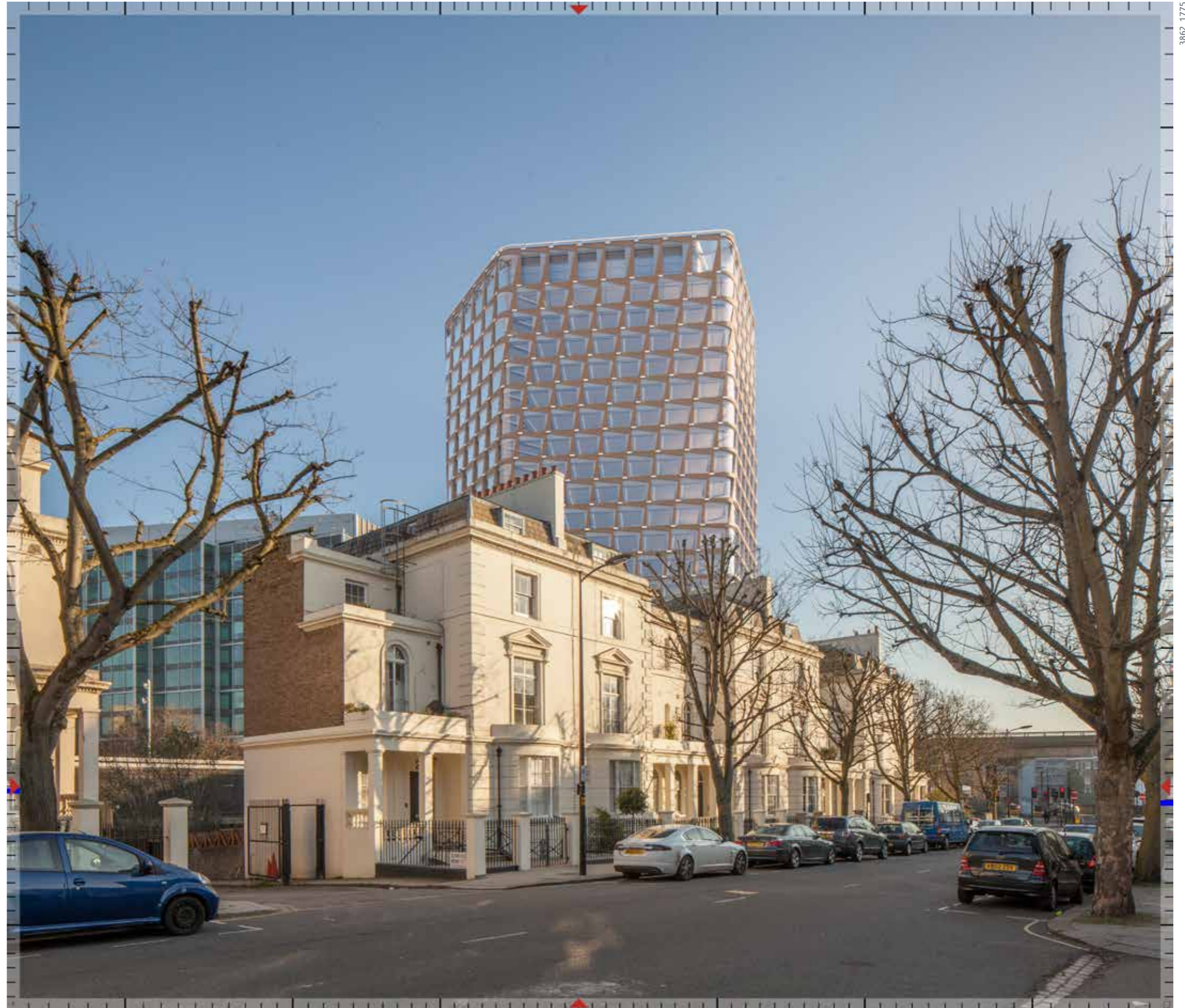


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Cumulative

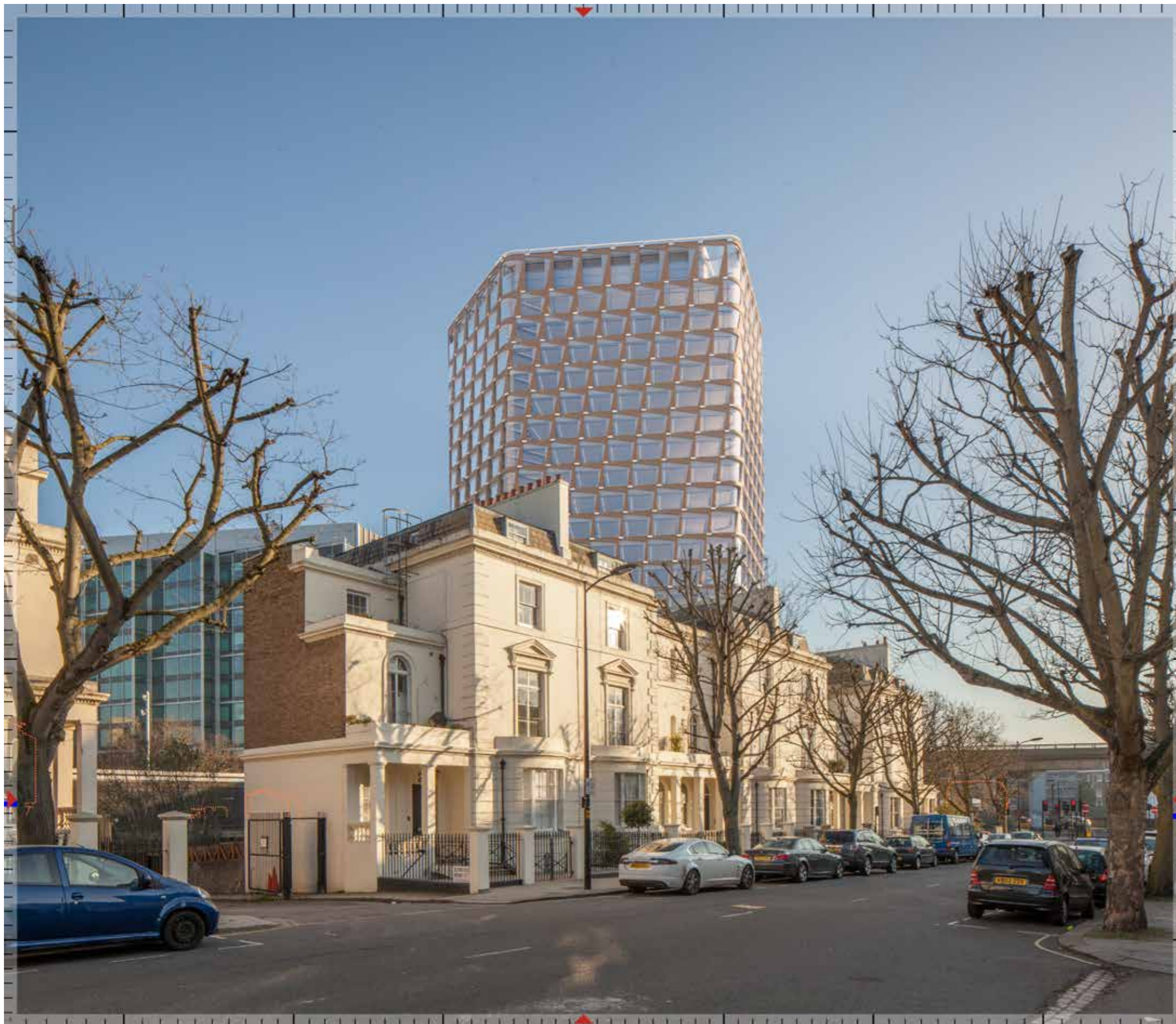


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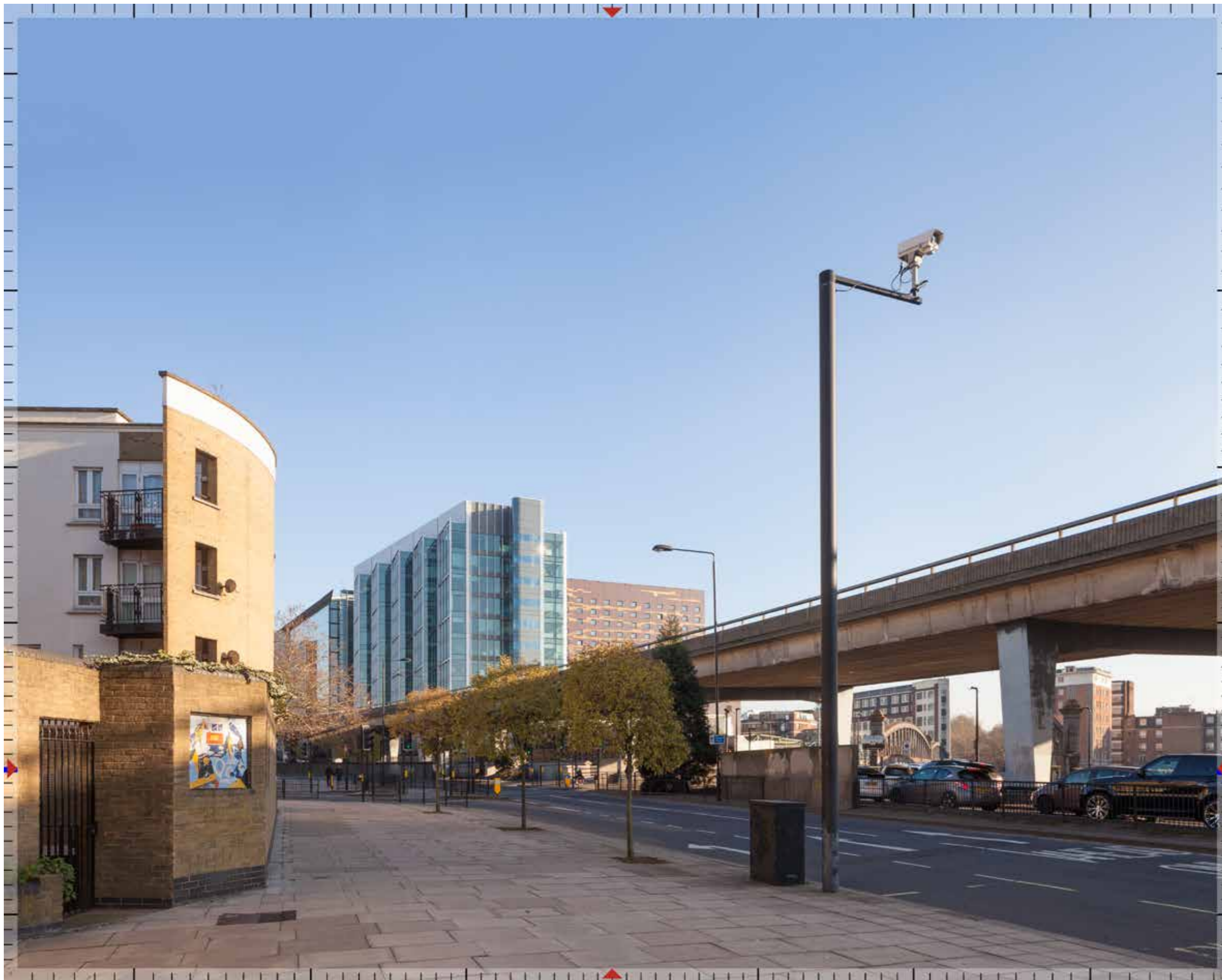
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Proposed



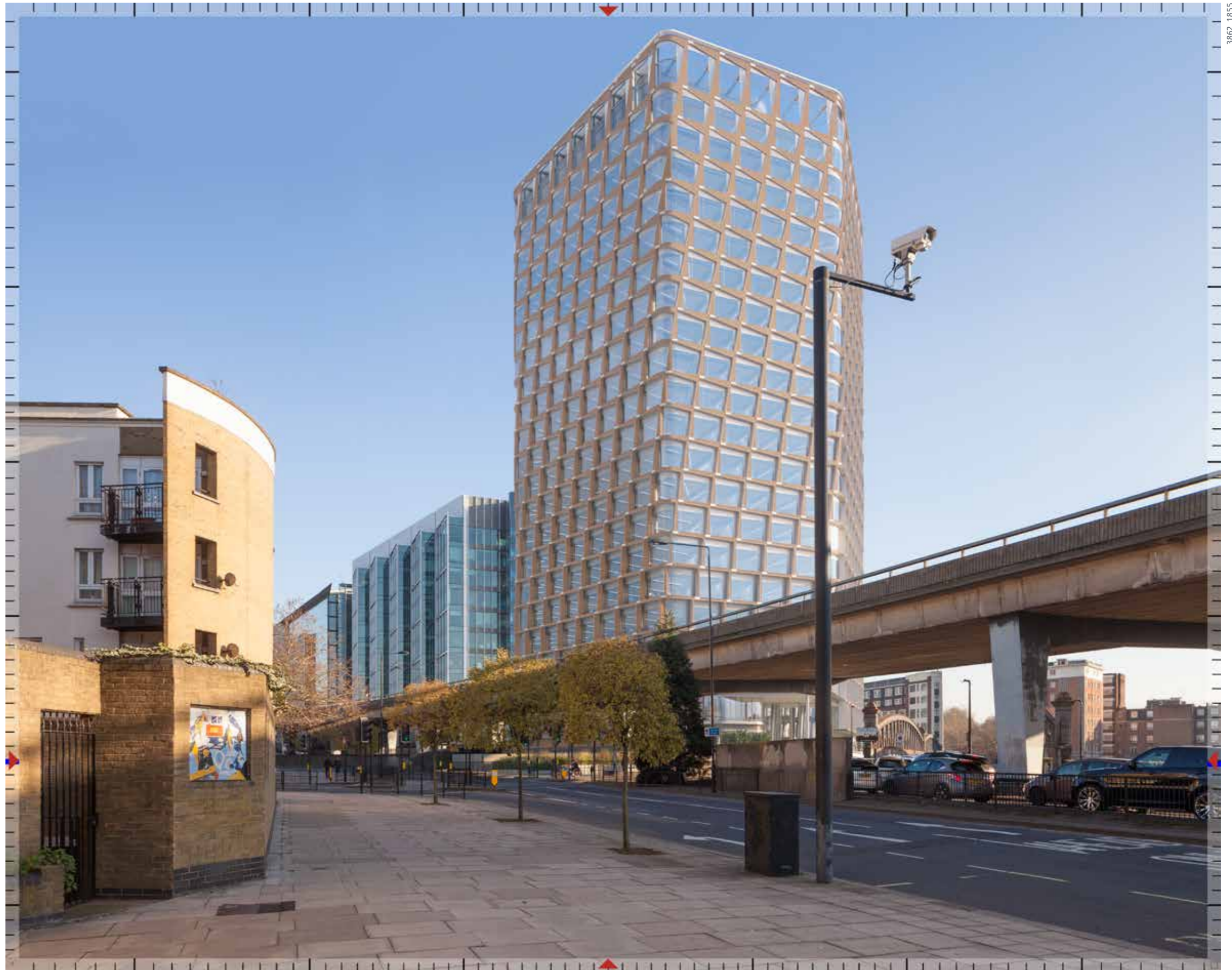
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Cumulative



3862_1851

Existing



3862_1855

Proposed



3862_1856

Cumulative

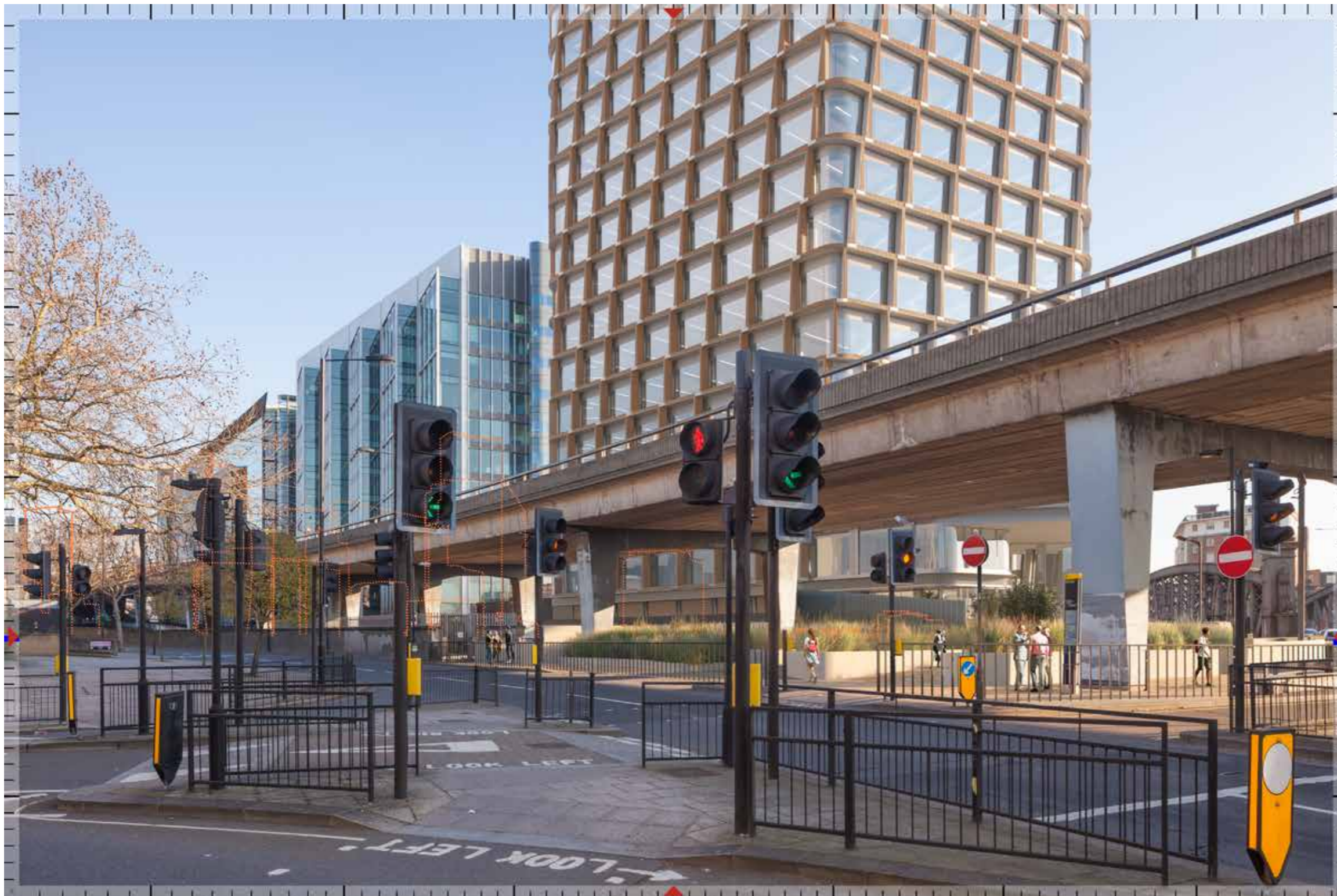


Existing



3862_1455

Proposed



Cumulative





3862_2751



Existing



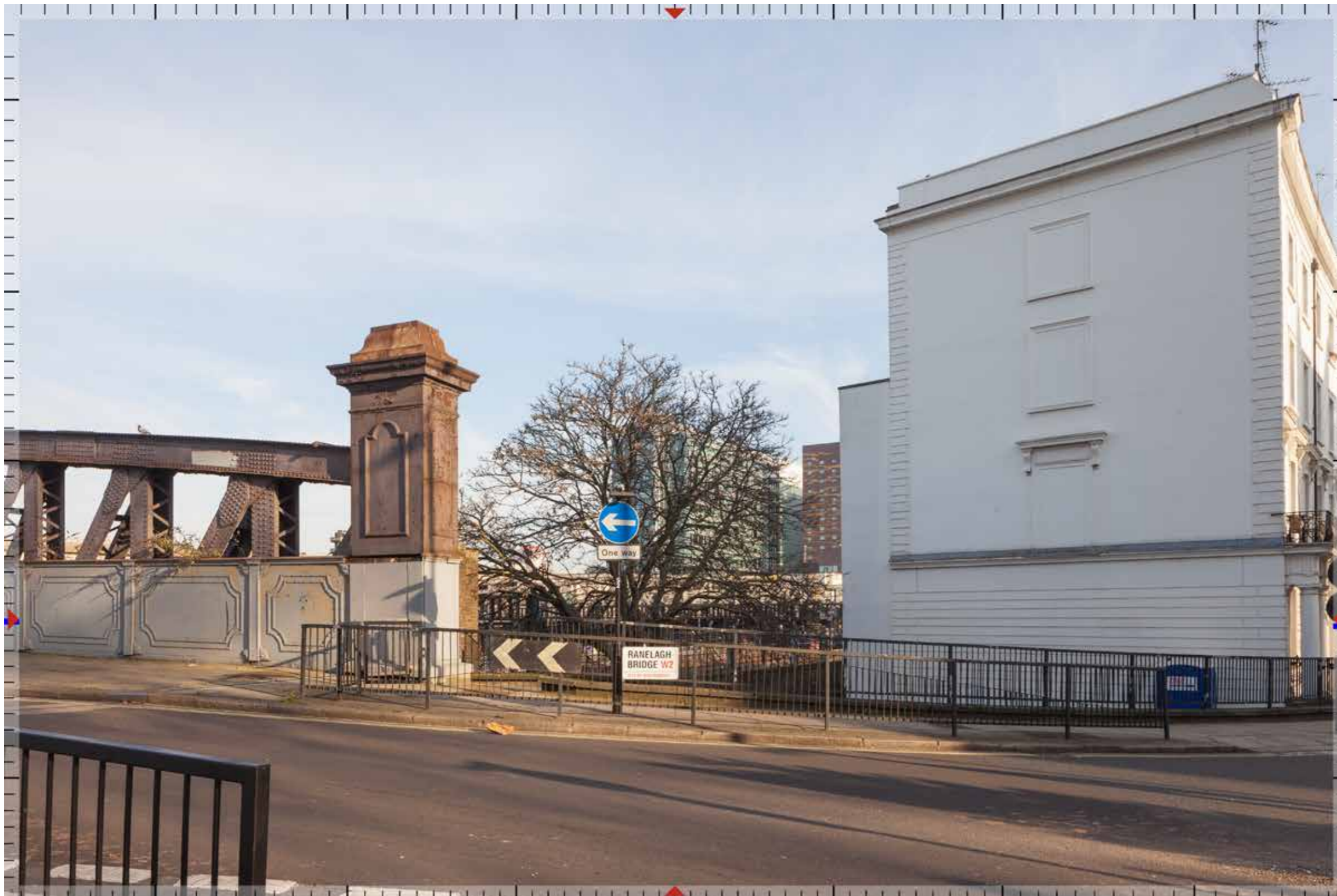
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Proposed

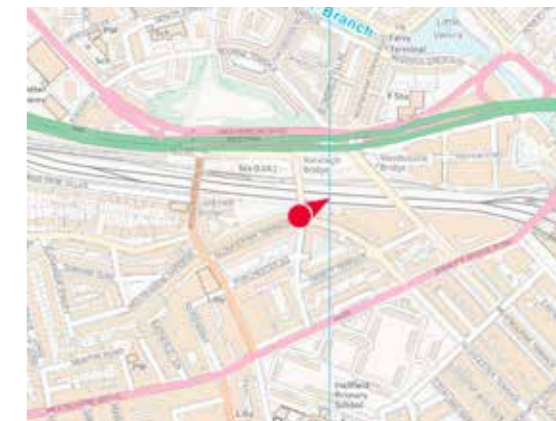


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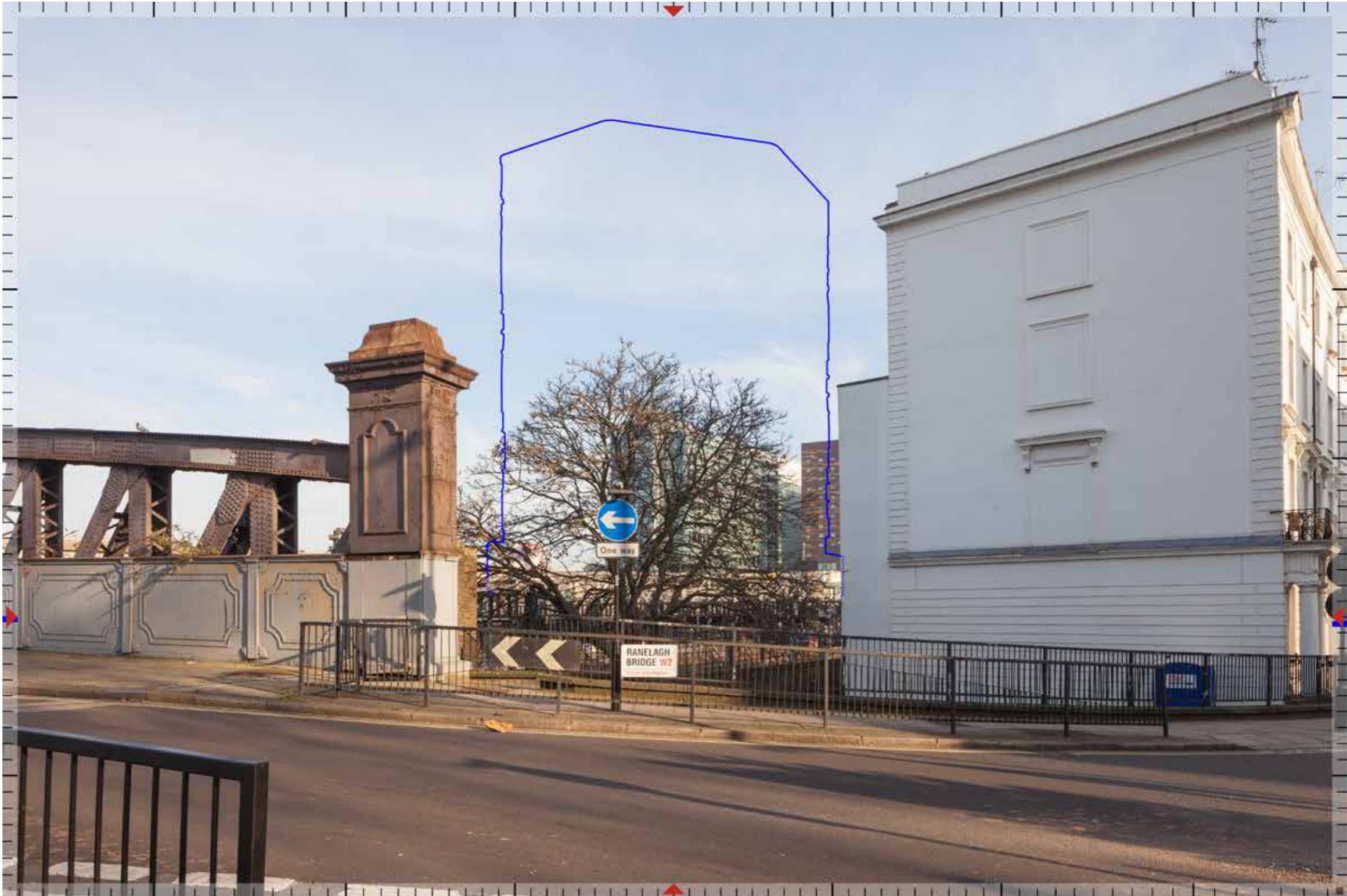
Cumulative



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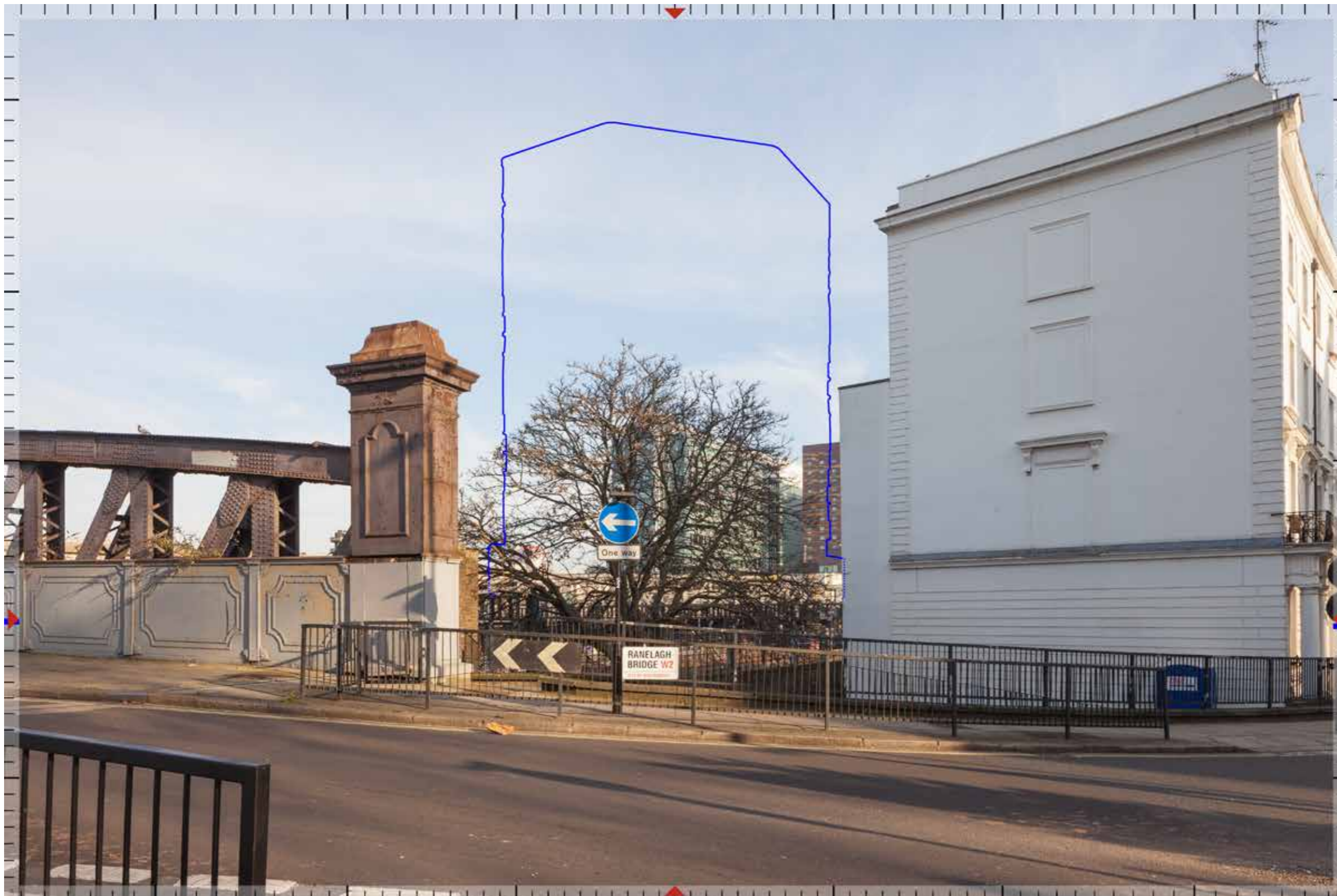


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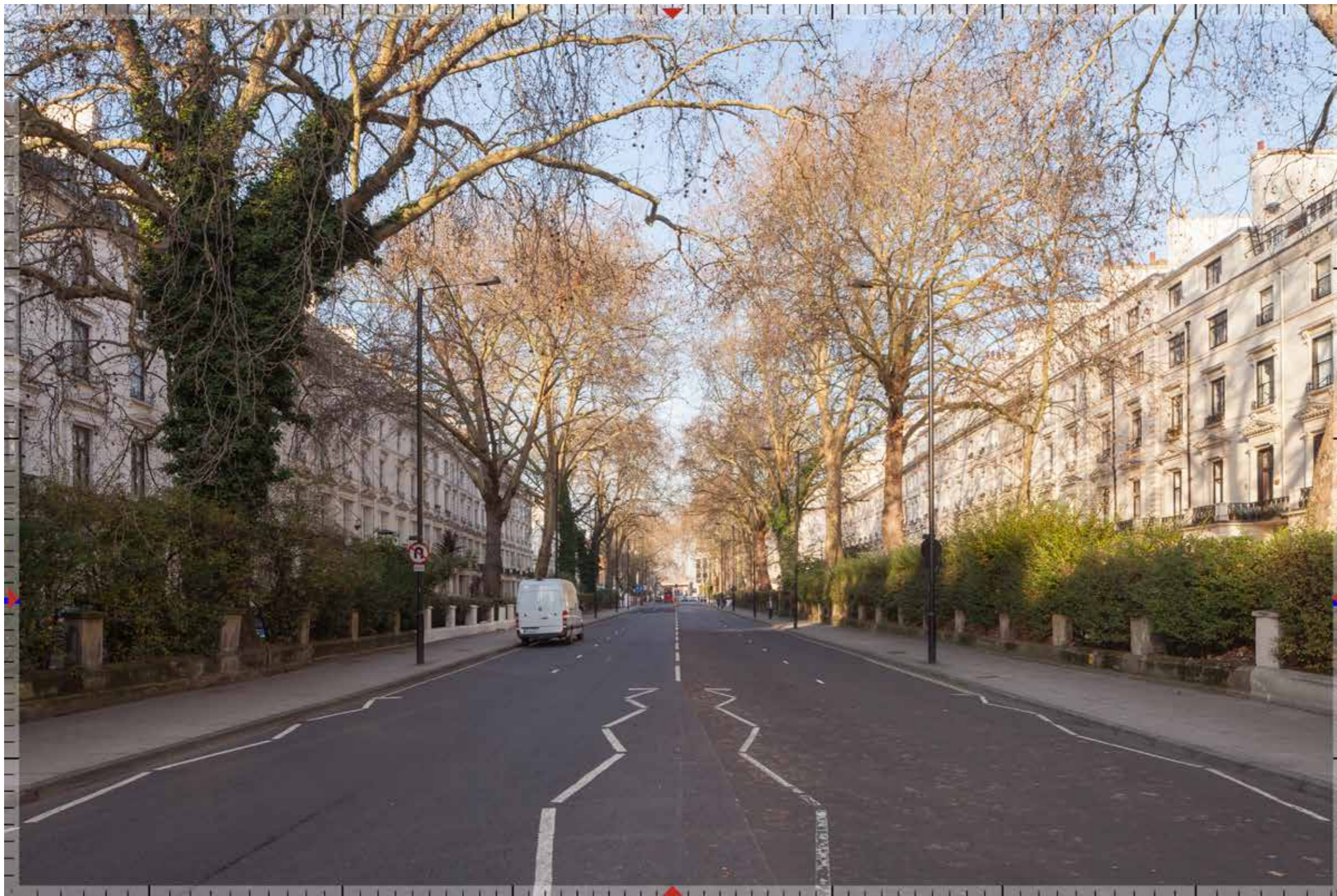
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Proposed



3862_2656

Cumulative

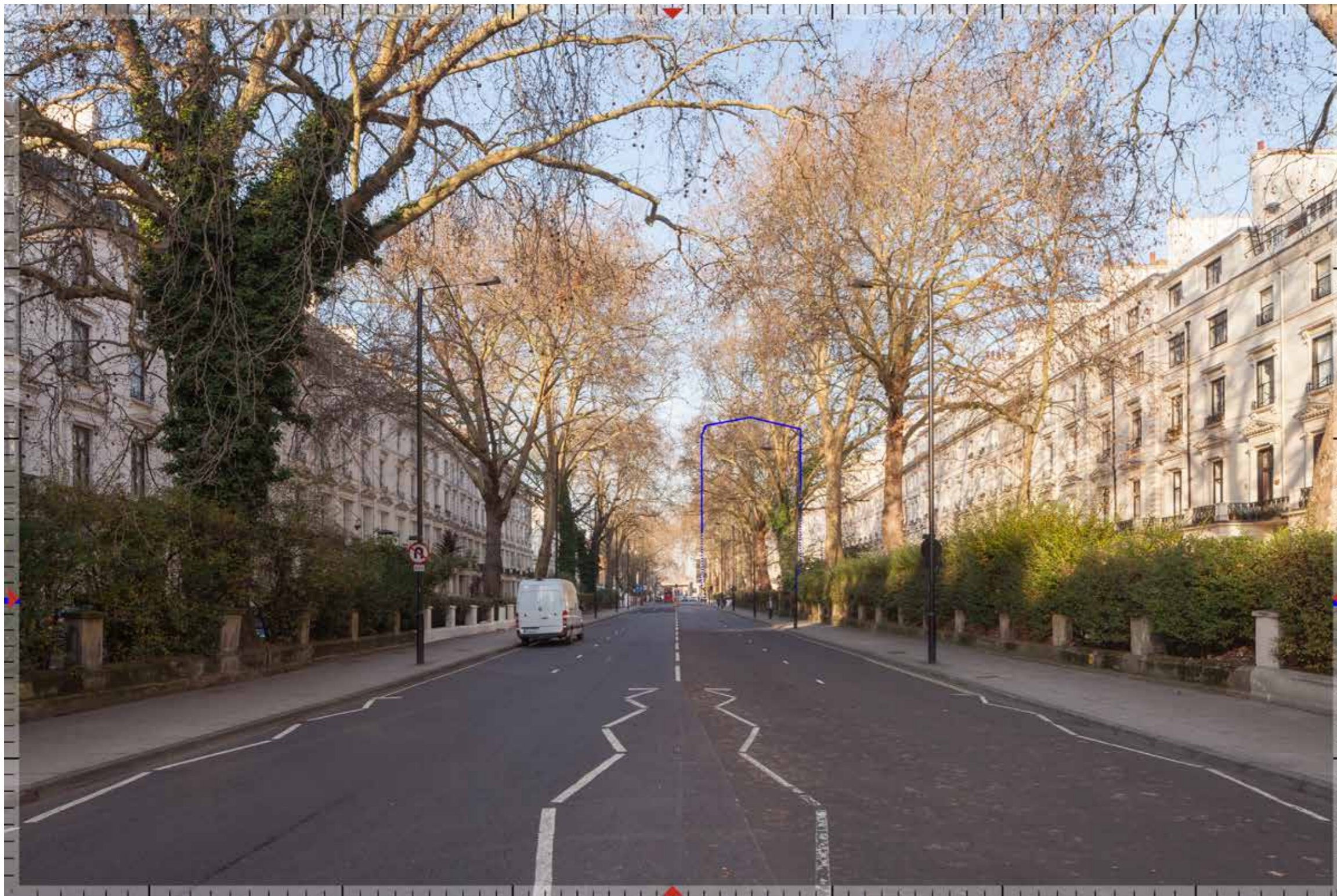


Existing



3862_6255

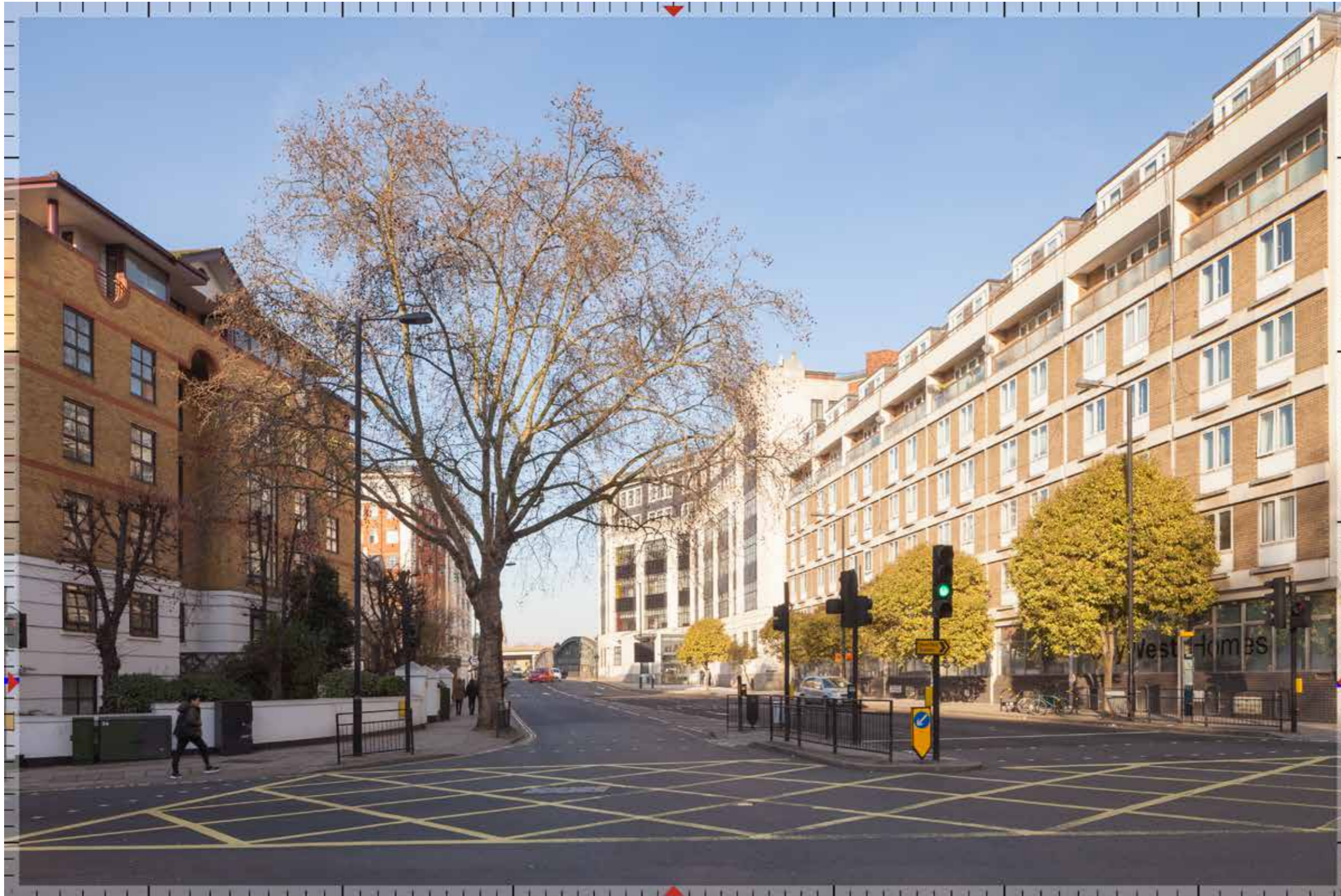
Proposed



Cumulative



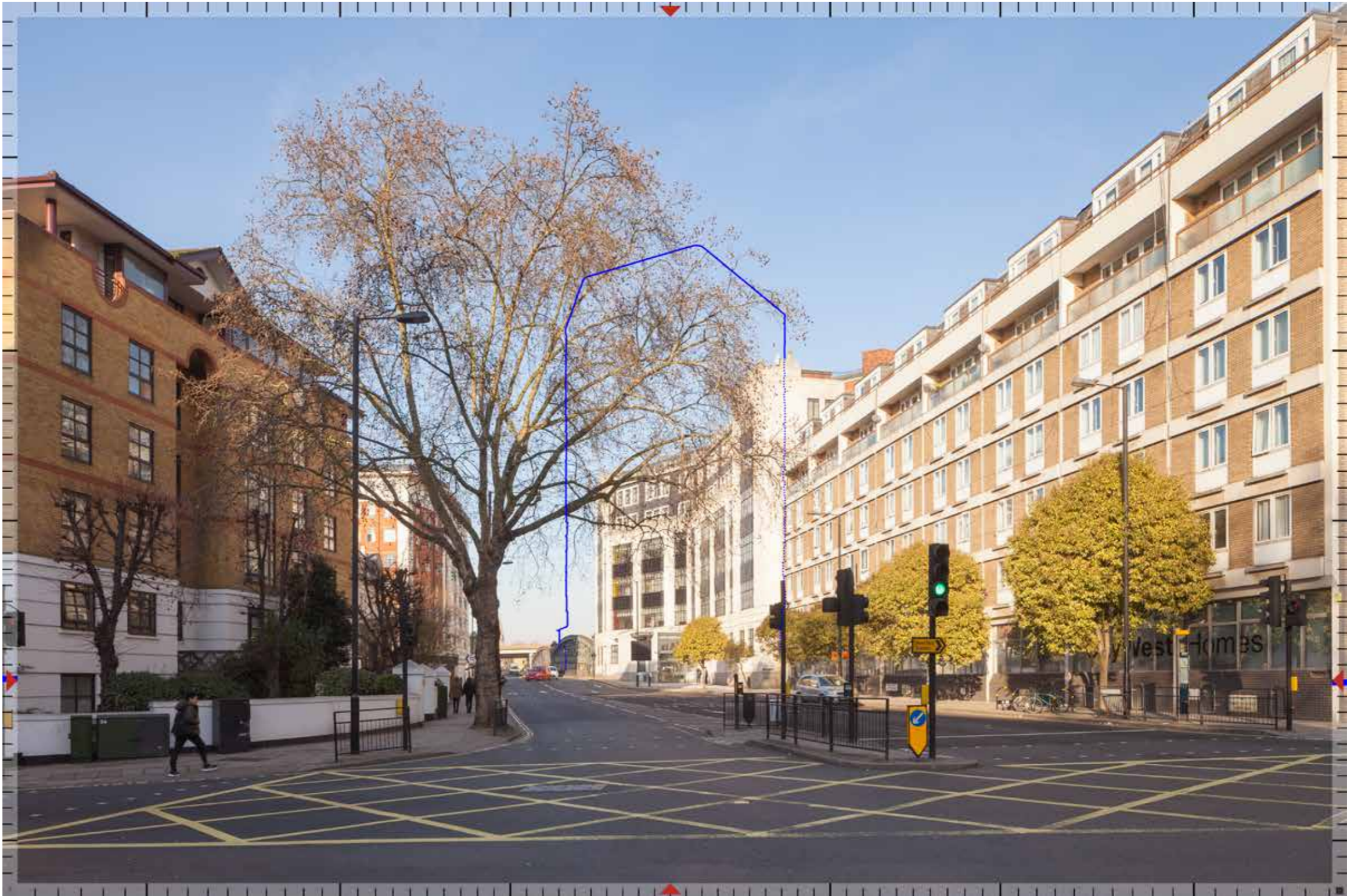
Summer Reference Photography



3862_3251

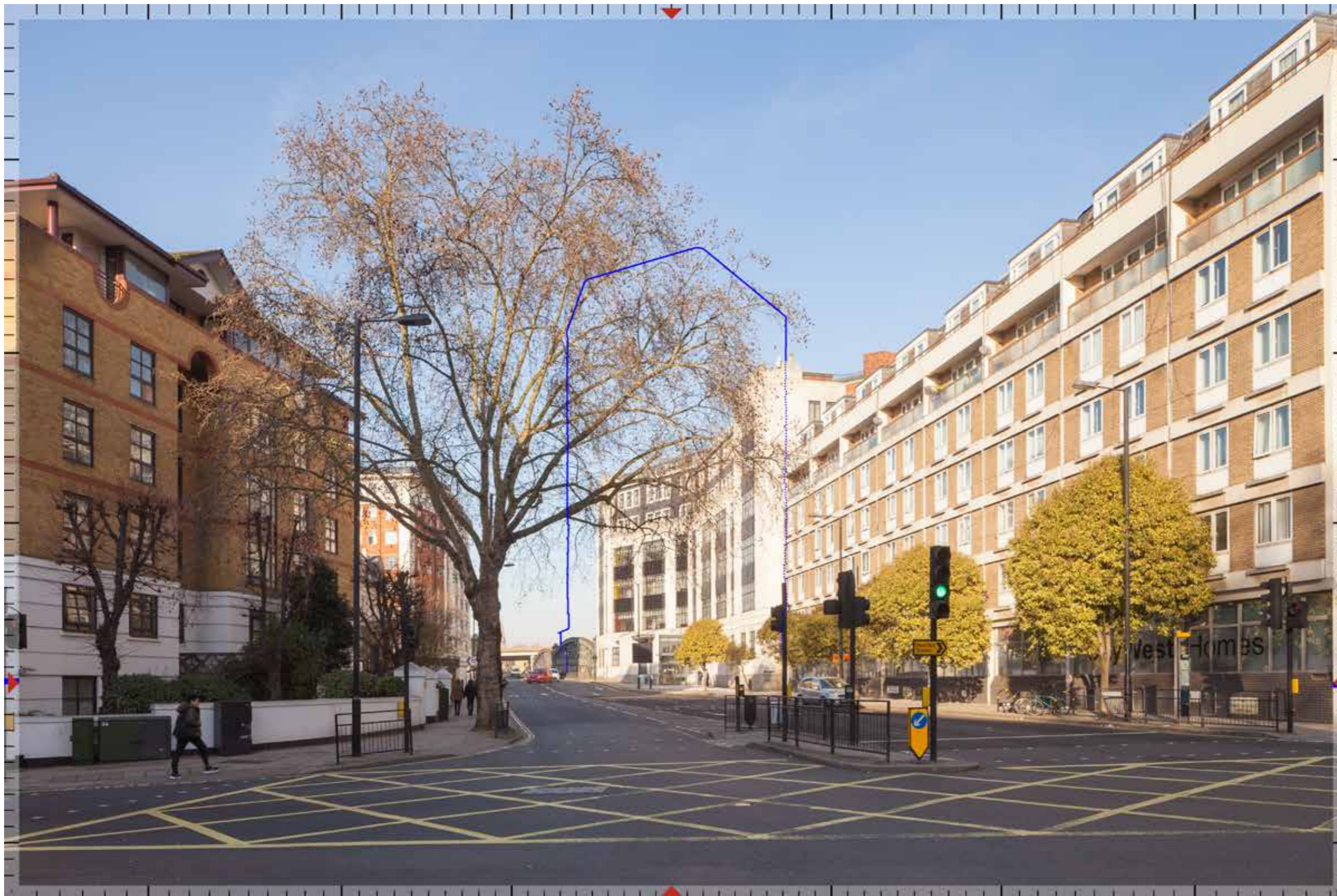


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3862_3255

Proposed

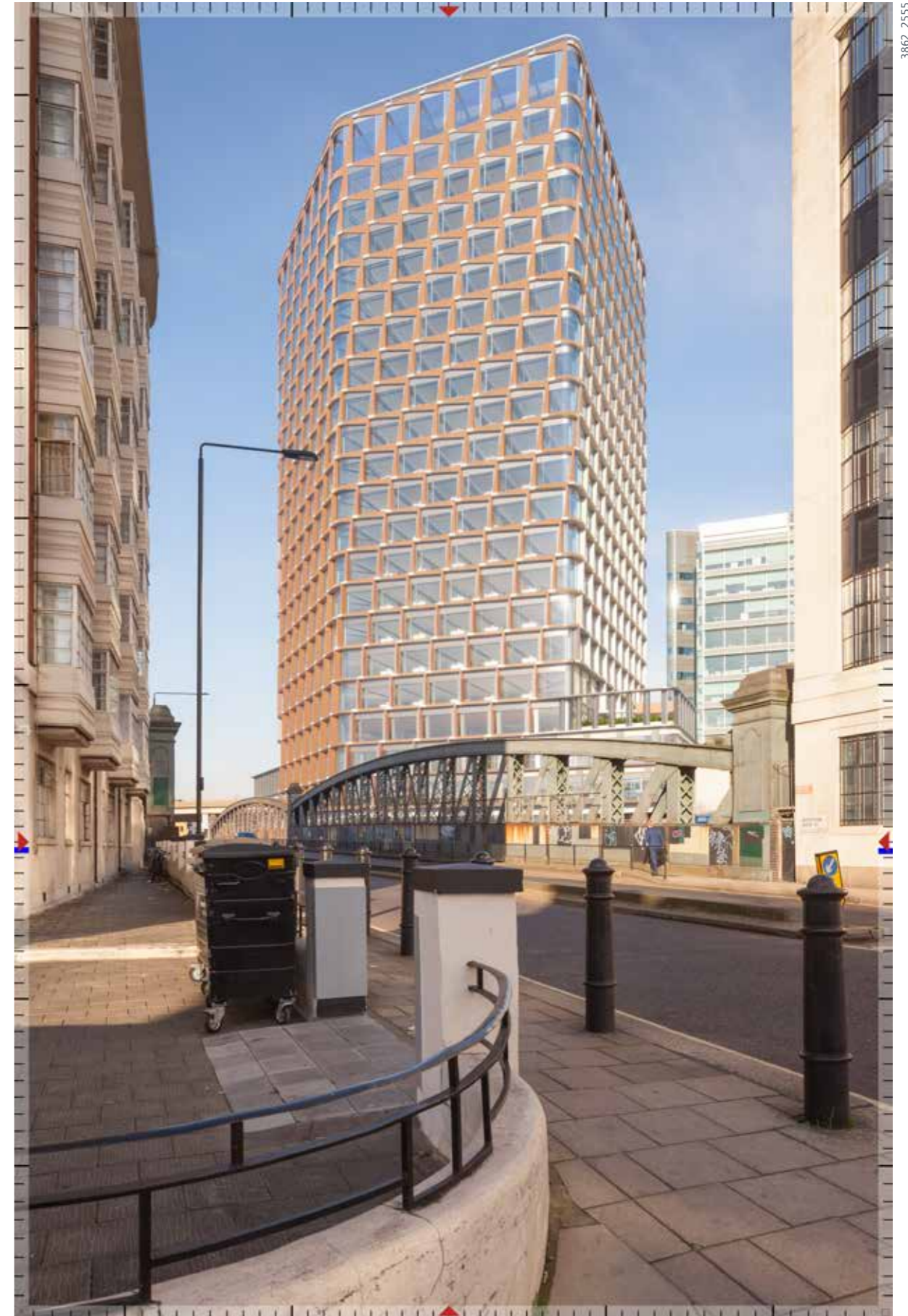


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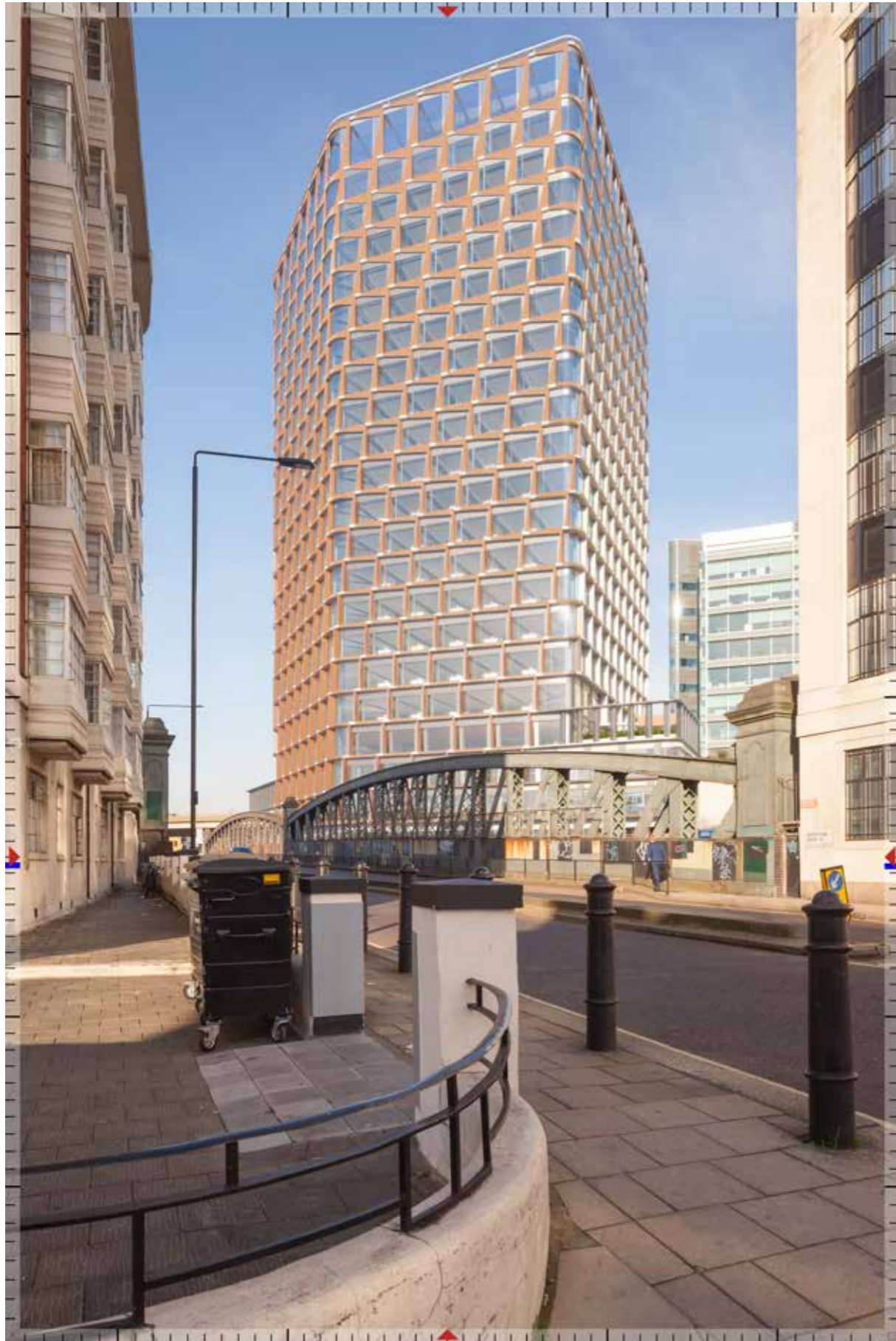


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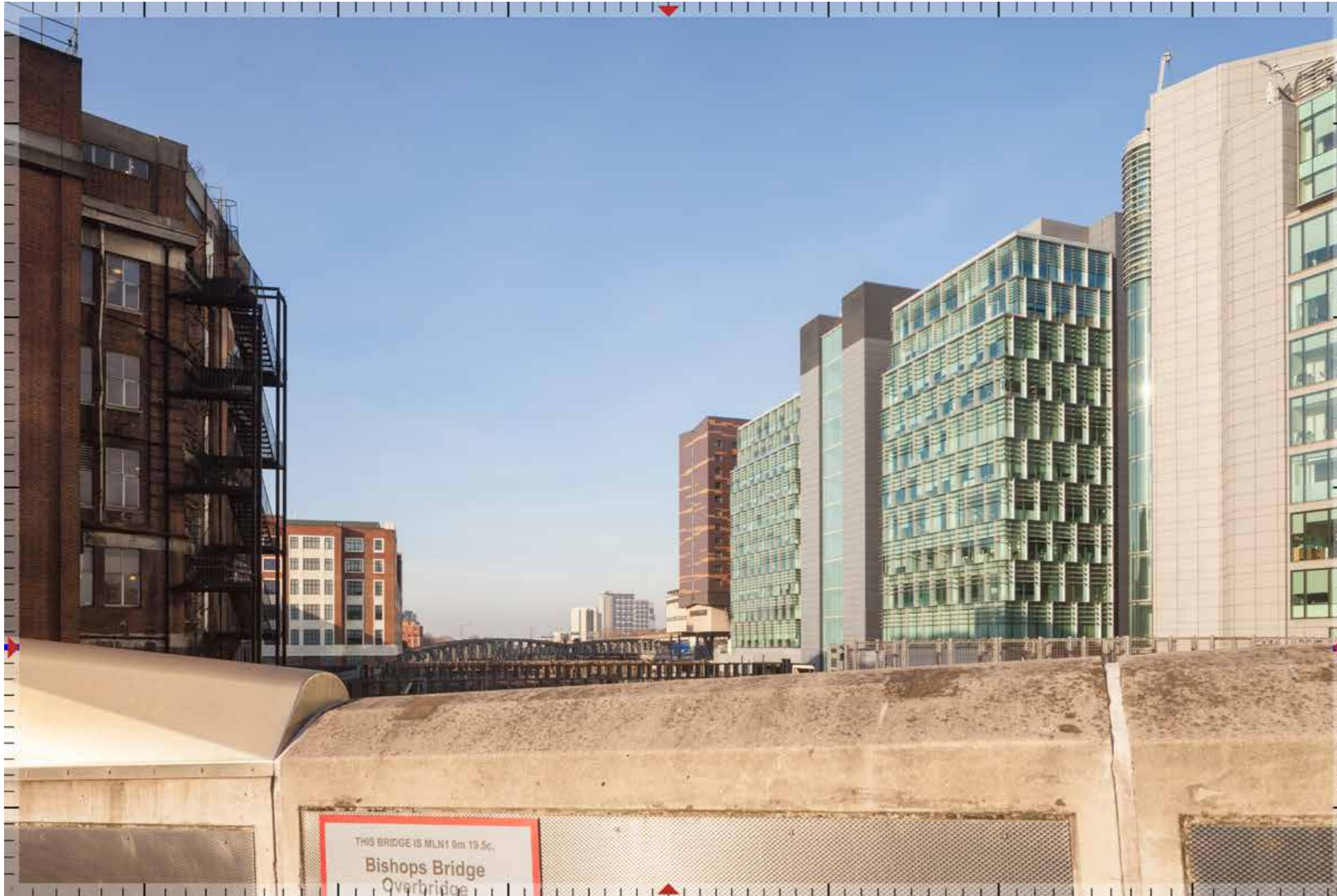
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Proposed



3862_2556

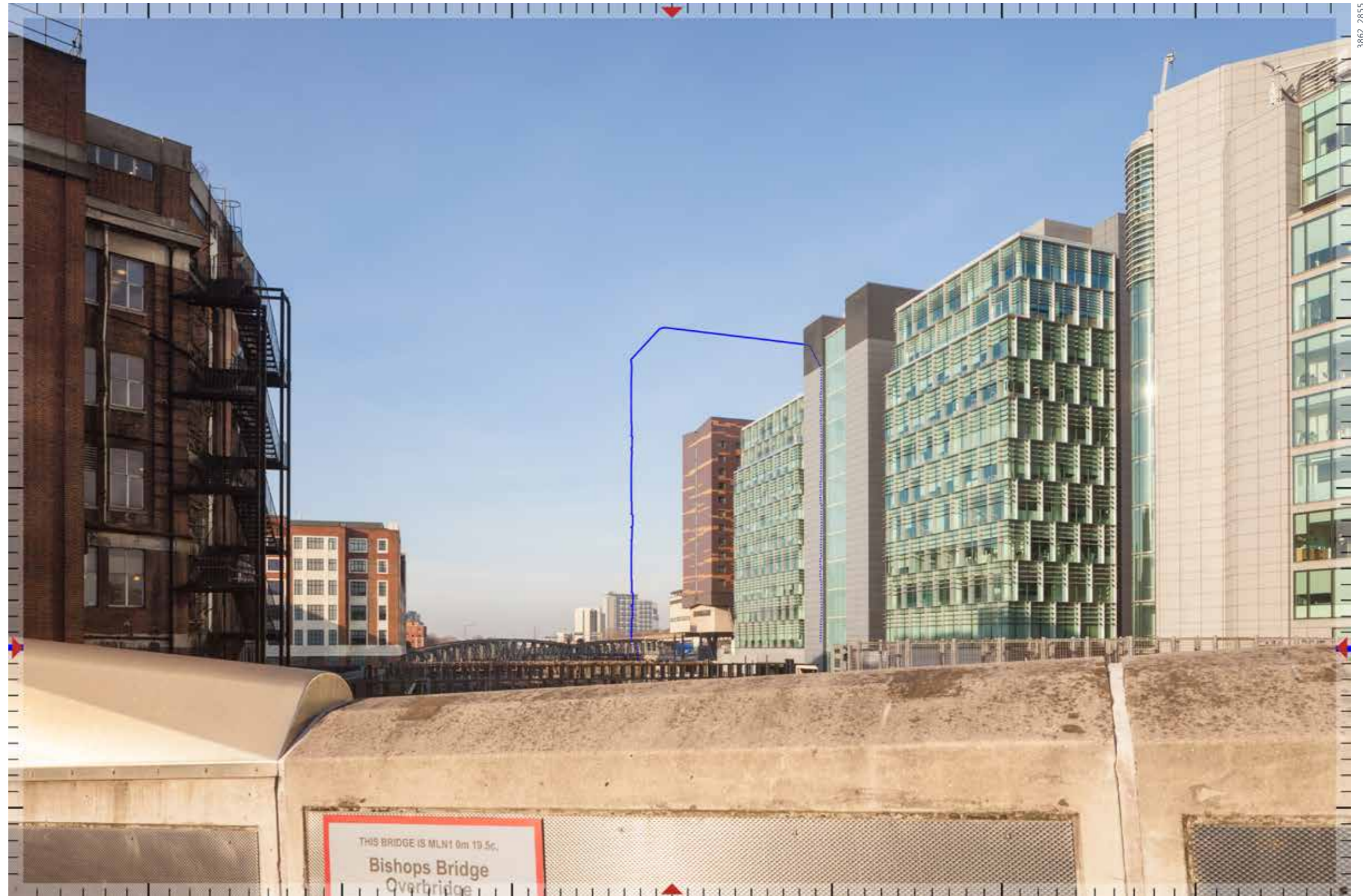
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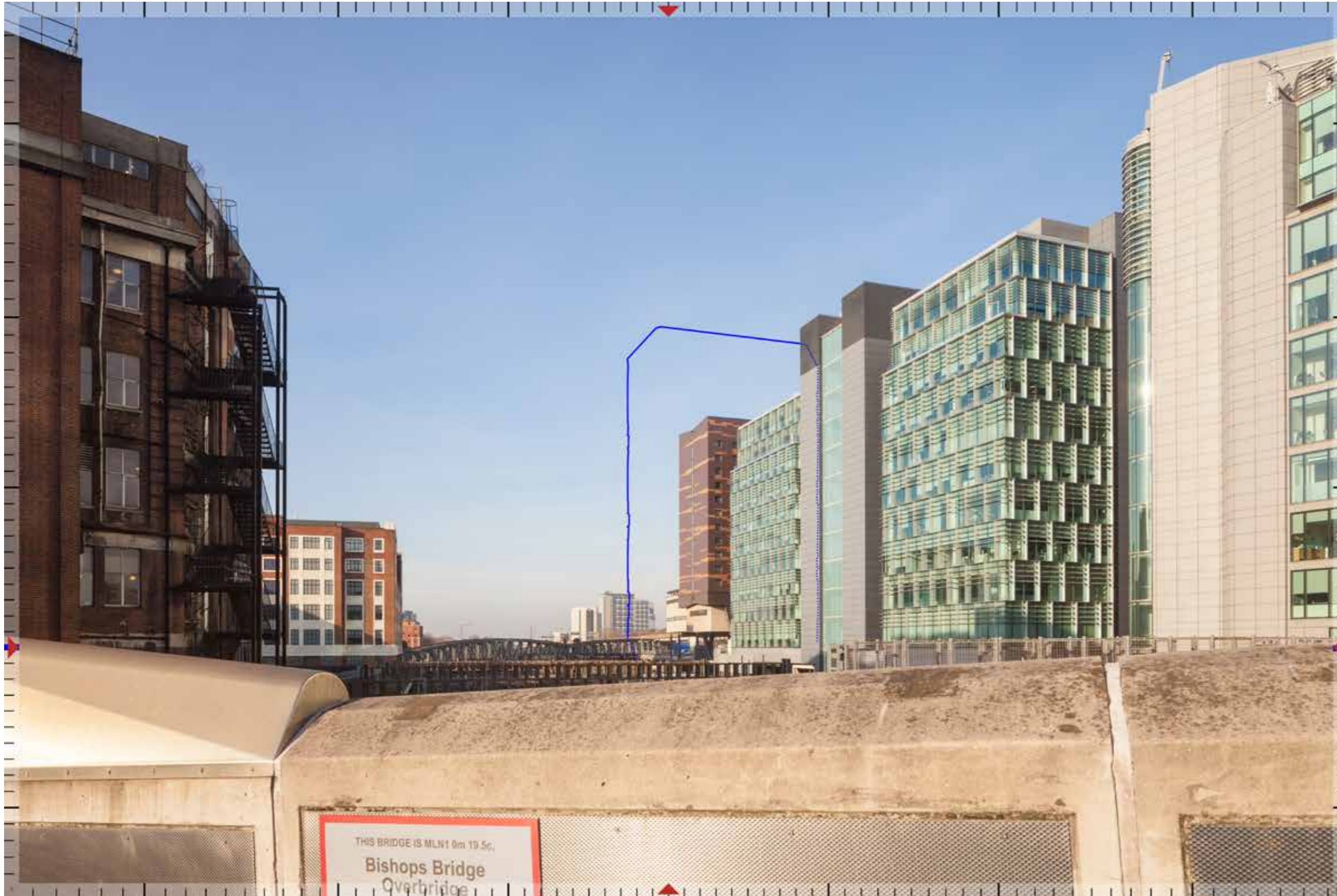


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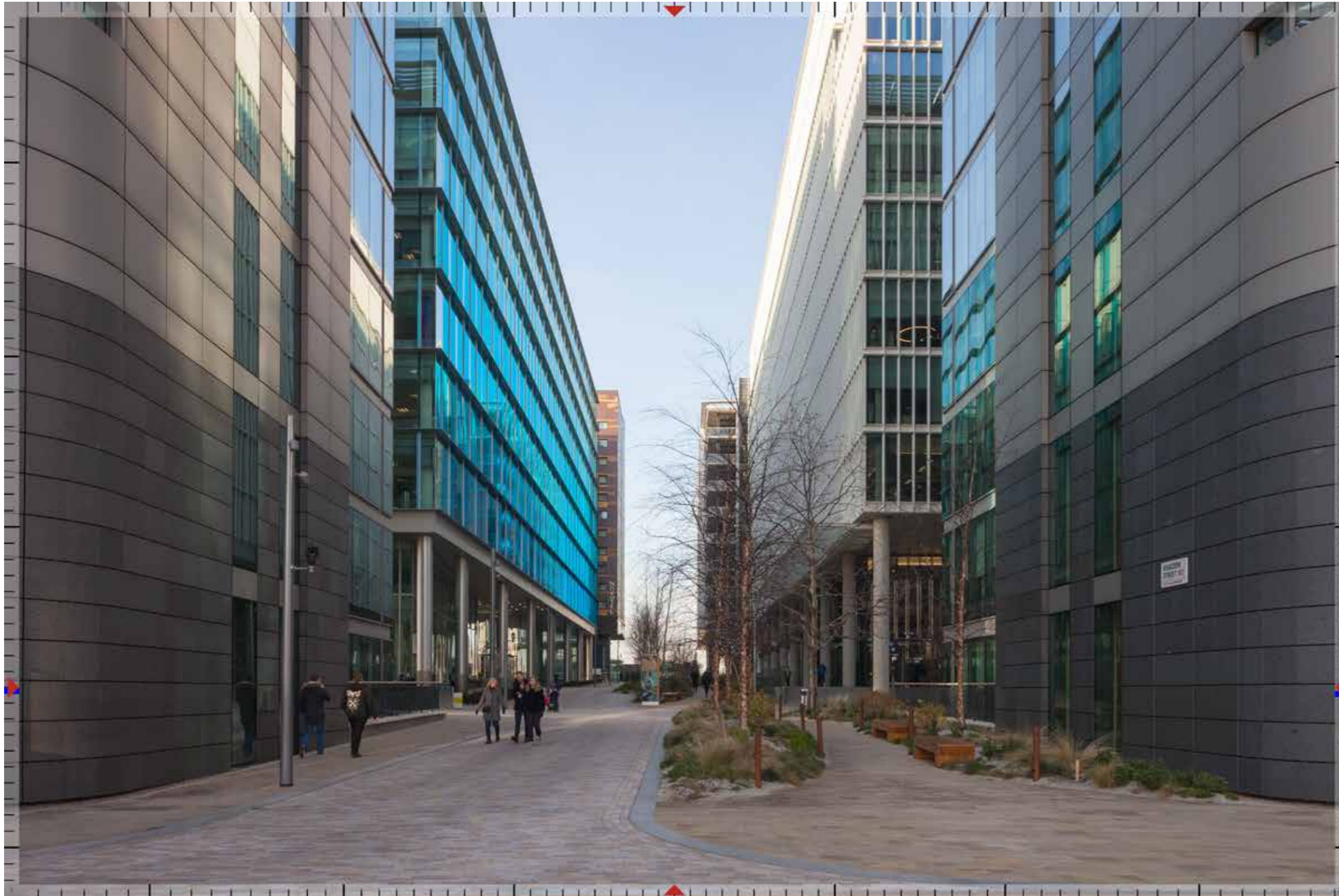
Proposed

3862_2855



Cumulative





3862_2951



Existing



3862_2955

Proposed



Cumulative



7 Mitigation and Enhancement Measures

- 7.1 The mitigation measures described in Section 7 of the April 2019 THVIA would remain valid. Mitigation measures relate solely to the construction process and would not change as a result of the design amendments proposed.
- 7.2 For the operational development, mitigation measures have been embedded within the design and no further measures would be needed. This is the same as reported in the April 2019 THVIA.

8 Assessment post-mitigation

- 8.1 As reported in the April 2019 THVIA, the likely effect of construction works on the townscape character, settings of built heritage assets and visual amenity of the application site would be reduced by mitigation measures (such as hoarding). However mitigation cannot entirely alleviate the likely significant effects of construction works, particularly in relation to the screening of cranes for tall building construction. Therefore, while the likely impacts would be reduced, the likely residual effects would be of a full range, from negligible to major adverse, depending on the proximity of the receptor and stage of the process. Due to their temporary nature, these adverse effects are considered to be outweighed by the beneficial effects of the completed Development.
- 8.2 As in April 2019, no mitigation measures are considered necessary in relation to the operational development. Mitigation measures are embedded with the proposed design.

Appendix

A1 Details of schemes

index	scheme name	address	reference	PA	status	source of model data	positioning method	MH reference	colour
1	5 Kingdom Street (2018)	n/a	n/a	WCC	Proposed	n/a	n/a	wmin1125.detail190301-am-proposed	Blue
2	1A Sheldon Square	Entrance Building, Kingdom Street, Paddington, London W2	17/05609/FULL	WCC	Legal Consent granted	Massing model supplied by Carmody Groarke	Position relative to O.S. supplied by architect	wmin1129.detail170805-cg-proposed	Orange
3	Paddington Triangle OSD	Triangle Development Site Situated Adjacent To Paddington Station, Praed Street, London, W2 6BA	12/07668/FULL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin0308-a.profile121002-dp-proposed	Orange
4	Paddington Quarter	Paddington Sorting & Delivery 31 London Street London W2 1DJ	16/09050/FULL	WCC	Legal Consent granted	Model supplied by Renzo Piano Building Workshop and simplified by Millerhare	Position relative to O.S. supplied by architect	wmin0303.surface160803-rpbw-proposed	Orange
5	55-65 North Wharf Road	55-65 North Wharf Road, Paddington, City of Westminster, London. W2	14/12648/FULL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin0304-l.mass151020-dp-consented	Orange
6	Dudley House (2015)	Dudley House North Wharf Road London W2 1LE	15/11458/COFUL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin0304-m.profile160720-dp-proposed	Orange
7	Merchant Square – Building 1 – 2018	Paddington Basin, London W2	n/a	WCC	Proposed	Model supplied by Robin Partington Architects	Position relative to O.S. supplied by architect	wmin0304-f.detail180129-rpa-proposed	Orange
8	Merchant Square – Building 2 – 2018	Paddington Basin, London W2	n/a	WCC	Proposed	n/a	Position relative to O.S. supplied by architect	wmin0304-b.detail180306-rpp-proposed	Orange
9	Merchant Square – Building 6 – 2018	Paddington Basin, London W2	n/a	WCC	Proposed	Model supplied by Robin Partington Architects	Position relative to O.S. supplied by architect	wmin0304-a.detail180129-rpa-proposed	Orange
10	West End Green (2017)	283 – 329 Edgware Road And 5 Newcastle Place, London, W2 1DH	17/02701/NMA	WCC	Proposed	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin1313-a.detail171218-squires-proposed-chalk	Orange
11	St Mary's Hospital – Outpatient's Building	Development Site At St Mary's Hospital Praed Street London	16/11914/FULL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin0033.profile170519-dp-consented	Orange
12	Queensway	Development Site At 117-125 Bayswater Road, 2 – 6 Queensway, Consort House And 7 Fosbury Mews London	15/10671/FULL	WCC	Legal Consent granted	n/a	Best fit to Ordnance Survey	wmin1152.mass160413-dp-consented	Orange
13	North Wharf Gardens – Site 2	North Westminster Community School North Wharf Road London W2 1LF	16/12289/FULL	WCC	Legal Consent granted	n/a	Best fit to Ordnance Survey	wmin0304-n2.profile180314-cw1-proposed	Orange
14	Paddington Crossrail	n/a	11/05349/XRPS	WCC	Under Construction	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin0308-d.profile120612-dp-existing	Orange
15	50 Eastbourne Terrace	50 Eastbourne Terrace London W2 6LX	16/07359/FULL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin1052.mass160907-rb-consented	Orange
16	Paddington Green	Development Site At 14 To 17 Paddington Green London	16/11562/FULL	WCC	Submitted for planning	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin1313-h.detail190219-pc-proposed-chalk	Orange
17	Capland Street	Capland Street, Bedlow Close And Luton Street London, NW8	17/08619/FULL	WCC	Proposed	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin1025.mass190221-rb-proposed	Orange
18	40 Eastbourne Terrace	40 Eastbourne Terrace London W2 6LG	19/03058/FULL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin1052-a.profile200702-yg-proposed	Orange
19	Whiteleys	Whiteleys Centre Queensway London W2 4YH	19/02449/FULL	WCC	Legal Consent granted	Paper planning application drawings from local authority	Best fit to Ordnance Survey	wmin1166.profile200702-yg-proposed	Orange



Aerial view of Proposed Development



Aerial diagram showing location of schemes

Appendix continued

A2 Methodology for the production of Accurate Visual Representations

Overview of Methodology

- A1.1 The study was carried out by Millerhare (the Visualiser) by combining computer generated images of the Proposed Development with either large format photographs or with rendered images from a context model at key strategic locations around the site as agreed with the project team. Surveying was executed by Absolute Survey (the Surveyor).
- A1.2 The methodology employed by Millerhare is compliant with Appendix C of the London View Management Framework: Supplementary Planning Guidance (March 2012) and Landscape Institute Advice Note 01/11.
- A1.3 The project team defined a series of locations in London where the proposed buildings might have a significant visual effect. At each of these locations Millerhare carried out a preliminary study to identify specific Assessment Points from which a representative and informative view could be taken. Once the exact location had been agreed by the project team, a photograph was taken which formed the basis of the study. The precise location of the camera was established by the Surveyor using a combination of differential GPS techniques and conventional observations.
- A1.4 For views where a photographic context was to be used additional surveying was carried out. A number of features on existing structures visible from the camera location were surveyed. Using these points, Millerhare has determined the appropriate parameters to permit a view of the computer model to be generated which exactly overlays the appropriate photograph. Each photograph has then been divided into foreground and background elements to determine which parts of the current context should be shown in front of the Proposed Development and which behind. When combined with the computer-generated image these give an accurate impression of the impact of the Proposed Development on the selected view in terms of scale, location and use of materials (AVR Level 3).
- Spatial framework and reference database**
- A1.5 All data was assembled into a consistent spatial framework, expressed in a grid coordinate system with a local plan origin. The vertical datum of this framework is equivalent to Ordnance Survey (OS) Newlyn Datum.
- A1.6 By using a transformation between this framework and the OSGB36 (National Grid) reference framework, Millerhare have been able to use other data sets (such as OS land line maps and ortho-corrected aerial photography) to test and document the resulting photomontages.
- A1.7 In addition, surveyed observation points and line work from Millerhare's London Model database are used in conjunction with new data in order to ensure consistency and reliability.

- A1.8 The models used to represent consented schemes have been assembled from a variety of sources. Some have been supplied by the original project team, the remainder have been built by Millerhare from available drawings, generally paper copies of the submitted planning application. While these models have not been checked for detailed accuracy by the relevant architects, Millerhare has used its best endeavours to ensure that the models are positioned accurately both in plan and in overall height.

Process – photographic context

Reconnaissance

- A1.9 At each Study Location the Visualiser conducted a photographic reconnaissance to identify potential Assessment Points. From each candidate position, a digital photograph was taken looking in the direction of the Proposed Development using a wide angle lens. Its position was noted with field observations onto an OS map and recorded by a second digital photograph looking at a marker placed at the Assessment Point.
- A1.10 In the situation where, in order to allow the appreciation of the wider setting of the proposal, the assessor requires more context than is practical to capture using a wide angle lens, multiple photographs may be combined to create a panorama, typically as a diptych or triptych. This will be prepared by treating each panel as a separate AVR and then combining in to a single panorama as a final process.
- A1.11 The Visualiser assigned a unique reference to each Assessment Point and Photograph.

Final Photography

- A1.12 From each selected Assessment Point a series of large format photographs were taken with a camera height of approximately 1.6m. The camera, lens, format and direction of view are determined in accordance with the policies set out above.
- A1.13 Where a panoramic view is specified the camera/tripod head is rotated through increments of 40 degrees to add additional panels to the left and/or right of the main view.
- A1.14 The centre point of the tripod was marked and a digital photograph showing the camera and tripod in situ was taken to allow the Surveyor to return to its location. Measurements and field notes were also taken to record the camera location, lens used, target point and time of day.

Surveying the Assessment Points

- A1.15 For each selected Assessment Point a survey brief was prepared, consisting of the Assessment Point study sheet and a marked up photograph indicating alignment points to be surveyed. Care was taken to ensure that a good spread of alignment points was selected, including points close to the camera and close to the target.

- A1.16 Using differential GPS techniques the Surveyor established the location of at least two intervisible stations in the vicinity of the camera location. A photograph of the GPS antenna in situ was taken as confirmation of the position.
- A1.17 From these the local survey stations, the requested alignment points were surveyed using conventional observation.
- A1.18 The resulting survey points were amalgamated into a single data set by the Surveyor. This data set was supplied as a spreadsheet with a set of coordinates transformed and re-projected into OSGB36 (National Grid) coordinates, and with additional interpreted lines to improve the clarity of the surveyed data.
- A1.19 From the point set, the Visualiser created a three dimensional alignment model in the visualisation system by placing inverted cones at each surveyed point.

Photo preparation

- A1.20 From the set of photographs taken from each Assessment Point, one single photograph was selected for use in the study. This choice was made on the combination of sharpness, exposure and appropriate lighting.
- A1.21 The selected photograph was copied into a template image file of predetermined dimensions. The resulting image was then examined and any artefacts related to the digital image capture process were rectified.
- A1.22 Where vertical rise has been used the image is analysed and compensation is applied to ensure that the centre of the image corresponds to the location of the camera's optical axis.

Calculating the photographic alignment

- A1.23 A preliminary view definition was created within the visualisation system using the surveyed camera location, recorded target point and FOV based on the camera and lens combination selected for the shot.
- A1.24 A lower resolution version of the annotated photograph was attached as a background to this view, to assist the operator to interpret on-screen displays of the alignment model and other relevant datasets.
- A1.25 Using this preliminary view definition, a rendering was created of the alignment model at a resolution to match the scanned photograph. This was overlaid onto the background image to compare the image created by the actual camera and its computer equivalent. Based on the results of this process adjustments were made to the camera definition. When using a wide angle lens observations outside the circle of distortion are given less weighting.
- A1.26 This process was iterated until a match had been achieved between the photograph and alignment model. At this stage, a second member of staff verified the judgements made. An A3 print was made of the resulting photograph overlaid with the

alignment model as a record of the match. This was annotated to show the extents of the final views to be used in the study.



Example of alignment model overlaid on the photograph

Preparing models of the Proposed Development

- A1.27 A CAD model of the Proposed Development supplied by the Architect. The level of detail applied to the model is appropriate to the AVR type of the final images.
- A1.28 Models of the Proposed Development and other schemes are located within the spatial framework using reference information supplied by the Architect or, when not available, by best fit to other data from the spatial framework reference database. Study renders of the model are supplied back to the Architect for confirmation of the form and the overall height of the Proposed Development. The method used to locate each model is recorded. Each distinct model is assigned a unique reference code by the Visualiser.

Determining occlusion and creating simple renderings

- A1.29 A further rendering was created using the aligned camera, which combined the Proposed Development with a computer-generated context. This was used to assist the operator to determine which parts of the source image should appear in front of the Proposed Development and which behind it. Using this image and additional site photography for information, the source file is divided into layers representing foreground and background elements.
- A1.30 In cases where the Proposed Development is to be represented in silhouette or massing form (AVR1 or AVR2), final renderings of an accurate massing model were generated and inserted into the background image file between the foreground and background layers.
- A1.31 Final graphical treatments were applied to the resulting image as agreed with the Architect and environmental and planning consultants. These included the application of coloured outlines to clarify the reading of the images or the addition of tones to indicate occluded areas.

Creating more sophisticated renderings

- A1.32 Where more sophisticated representations of the Proposed Developments were required (AVR3) the initial model is

Appendix continued

developed to show the building envelope in greater detail. In addition, definitions were applied to the model to illustrate transparency, indicative material properties and inter-reflection with the surrounding buildings.

A1.33 For each final view, lighting was set in the visualisation system to match the theoretical sunlight conditions at the time the source photograph was taken, and additional model lighting placed as required to best approximate the recorded lighting conditions and the representation of its proposed materials.

A1.34 By creating high resolution renderings of the detailed model, using the calculated camera specification and approximated lighting scenario, the operator prepared an image of the building that was indicative of its likely appearance when viewed under the conditions of the study photograph. This rendering was combined with the background and foreground components of the source image to create the final study images.

A1.35 A single CAD model of the Proposed Development has been used for all distant and local views, in which the architectural detail is therefore consistently shown. Similarly a single palette of materials has been applied. In each case the sun angles used for each view are transferred directly from the photography records.

A1.36 Material definitions have been applied to the models assembled as described. The definitions of these materials have been informed by technical notes on the planning drawings and other available visual material, primarily renderings created by others. These resulting models have then been rendered using the lighting conditions of the photographs.

A1.37 Where the Proposed Development is shown at night-time, the lightness of the scheme and the treatment of the materials was the best judgment of the visualiser as to the likely appearance of the scheme given the intended lighting strategy and the ambient lighting conditions in the background photograph.

A1.38 Where a panoramic view is specified each panel is prepared by treating each photograph as an individual AVR following the process described in the previous paragraphs. The panels are then arranged side by side to construct the panorama. Vertical dividers are added to mark the edge of each panel in order to make clear that the final image has been constructed from more than one photograph.

Documenting the study

A1.39 For each Assessment Point a CAD location plan was prepared, onto which a symbol was placed using the coordinates of the camera supplied by the Surveyor. Two images of this symbol were created cross-referencing background mapping supplied by Ordnance Survey.

A1.40 The final report on the Study Location was created which shows side by side, the existing and proposed prospect. These were supplemented by images of the location map, a record of the camera location and descriptive text. The AVR level is described.

A1.41 Peripheral annotation was added to the image to clearly indicate the final FOV used in the image, any tilt or rise, and whether any cropping has been applied.

A1.42 Any exceptions to the applied policies or deviations from the methodology were clearly described.

A1.43 Where appropriate, additional images were included in the study report, showing the Proposed Development in the context of other consented schemes.

Process – modelled context



Example of AVR using a modelled context

Reconnaissance

A1.44 At each Study Location the Visualiser conducted a photographic reconnaissance to identify potential Assessment Points. From each candidate position, a digital photograph was taken looking in the direction of the Proposed Development using a wide angle lens. Its position was noted with field observations onto an OS map and recorded by a second digital photograph looking at a marker placed at the Assessment Point.

A1.45 The Visualiser assigned a unique reference to each Assessment Point and Photograph.

Reference Photography

A1.46 From each selected Assessment Point a large format photograph was taken with a camera height of approximately 1.6m. The camera, lens, format and direction of view are determined in accordance with the policies set out above

A1.47 The centre point of the tripod was marked and a digital photograph showing the camera and tripod in situ was taken to allow the Surveyor to return to its location. Measurements

and field notes were also taken to record the camera location, lens used, target point and time of day.

Surveying the Assessment Points

A1.48 For each selected Assessment Point a survey brief was prepared consisting of the Assessment Point study sheet.

A1.49 Using differential GPS techniques the Surveyor established the location of at least two intervisible stations in the vicinity of the camera location. A photograph of the GPS antenna in situ was taken as confirmation of the position.

Creating the context model

A1.50 Three dimension model data from a variety of sources was assembled to determine the location of significant roofscape features (parapet edges, ridge lines, chimneys etc) and groundscape features (kerb and dock edges, walls etc).

A1.51 From this data an accurate roofscape model was prepared. For buildings close to the site fenestration detail was added to the model to aid in understanding the scale of the context. Indicative trees with estimated height and width were added to the model. Additional entourage (cars, buses, street furniture etc) was inserted in order to provide scale.

Creating the study model

A1.52 Using drawings and 3D models supplied by the Architects, an accurate massing model of the project was created showing all significant elements of the building that would affect that overall silhouette of the proposals. A palette of simple abstract materials is applied to the model. In general specific construction materials are not shown, except for glass which is used in order to indicate a degree of transparency where this affects the profile of the Proposed Development.

A1.53 Using data supplied by the Architects that defined the relationship of the building grid to the Ordnance Survey, the completed study model was located in the same geometric space as the context model, the survey and other reference data.

A1.54 Indicative trees with estimated height and width were added to the model. Additional entourage (cars, buses, street furniture etc) was inserted in order to provide scale.

Rendering and Post-production

A1.55 For each selected view, a virtual camera was created at the same location as the digital photograph and using a similar FOV and target. Renders of both the existing model and the proposal model were produced using lighting from a sun at an appropriate time of day. As the models are internally consistent the relationship of the Proposed Development to the context is exact.

Documenting the study

A1.56 For each Assessment Point a CAD location plan was prepared, onto which a symbol was placed using the coordinates of the camera supplied by the Surveyor. Two images of this symbol

were created cross-referencing background mapping supplied by Ordnance Survey.

A1.57 The final report on the Study Location was created which shows side by side, the existing and proposed prospect. These were supplemented by images of the location map, a record of the camera location and descriptive text. The AVR level is described.

A1.58 Peripheral annotation was added to the image to clearly indicate the final FOV used in the image, any tilt or rise, and whether any cropping has been applied.

A1.59 Any exceptions to the applied policies or deviations from the methodology were clearly described.

A1.60 Where appropriate, additional images were included in the study report, showing the Proposed Development in the context of other consented schemes.

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