

1. INTRODUCTION

OVERVIEW

- 1.1 Land Securities (hereafter referred to as the 'Applicant') is seeking to obtain detailed planning permission for a development known as 'VTI2' ('VTI' standing for 'Victoria Transport Interchange').
- 1.2 The development overall covers a 2.3 hectare (ha) site within the administrative area of Westminster City Council (WCC), and is split into three separate planning applications. These are described in the relevant planning application forms as follows:

Application 1: Including Proposed Buildings 5, 6b, 7a

"The proposed development comprises the demolition of the existing buildings on site and the comprehensive redevelopment of the site including new public realm and pedestrian routes and a mixed use development comprising three new buildings with 65,653m² of offices (Use Class B1), 11,497m² of retail (Use Class A1-A5), and 31,006m² (up to 170 units) of residential development (Use Class C3) and associated highways, utilities and other ancillary works".

Application 2: Including Proposed Buildings 7b/7c

"The proposed development comprises the demolition of the existing buildings on site and construction of two new buildings (Buildings 7b and 7c) including 2,829m² of office (Use Class B1), 935m² of retail (Use Class A1-A5), 127m² of flexible library / retail (use Classes D1/A1-A5), 1,525m² of flexible library / office space Use Classes D1/B1), 4,228m² (up to 35 units) of affordable residential development (Use Class C3), and associated highways, utilities and other ancillary works".

Application 3: Including Proposed Building 6a

"The proposed development comprises the demolition of the existing buildings on site and a new building (Building 6a) including 13,844m² of office (Use Class B1), 302m² of retail (Use Class A1-A5) and associated highways, utilities and other ancillary works".

- 1.3 For reader clarity, Figure 1.2 shows the extent of the three planning application boundaries.
- 1.4 The reasons for splitting the VTI2 development into three separate planning applications are described in Chapter 4: Alternatives. The permissions resulting from the three applications could be developed either in their own right as self-standing developments, or in combination with one another to form the larger VTI2 development. Although mathematically three separate permissions could be developed together in six different ways, only four of those six ways would be contemplated by the applicant. These are referred to in this ES as the 'four Development Scenarios', and they are as follows:
- Development Scenario 1 – Applications 1, 2 and 3 all implemented together, i.e. Buildings 5, 6a, 6b, 7a and 7b/c, public realm and basement levels;
 - Development Scenario 2 – Applications 1 and 2 implemented together, i.e. Buildings 5, 6b, 7a and 7b/c, public realm and basement levels;
 - Development Scenario 3 – Applications 1 and 3 implemented together, i.e. Buildings 5, 6a, 6b, and 7a, public realm and basement levels; and
 - Development Scenario 4 – Application 1 implemented alone, i.e. Buildings 5, 6b, and 7a, public realm and basement levels.

- 1.5 Further detail of the Four Development Scenarios is given in Chapter 5: The Proposed Development Scenarios. Figure 1.3 shows the site areas of the four different Development Scenarios.
- 1.6 The restriction of the development options to one of the four Development Scenarios could be enforced by the Council by means of, for example, suitable planning conditions. It is assumed that suitable enforcement mechanisms would be employed; in which case the assessment methodology employed in this ES (which confines the assessment of environmental effects to the four Development Scenarios) is valid. The boundaries of the four Development Scenarios are shown within Figure 1.3, as follows:
- The site of Development Scenario 1 is generally bounded by Buckingham Palace Road to the west, Bressenden Place to the north and east and Victoria Street to the south. It excludes the Grade II listed Victoria Palace Theatre and the Duke of York pub;
 - The site of Development Scenario 2 is generally bounded by Buckingham Palace Road to the west, Bressenden Place to the north and east, and Victoria Street to the south. It excludes the Grade II listed Victoria Palace Theatre and the Duke of York pub, and the area to the east of the Stag public house;
 - The site of Development Scenario 3 is generally bounded by Bressenden Place to the north, Buckingham Palace Road to the west, Victoria Street to the south, and the Victoria Palace Theatre, the Duke of York pub and 3-7 Bressenden Place, to the east; and
 - The site of Development Scenario 4 is generally bounded by Bressenden Place to the north, Buckingham Palace Road to the west, Victoria Street to the south, and the Grade II listed Victoria Palace Theatre, the Duke of York pub and 3-7 Bressenden Place, to the east. It excludes the area to the east of the Stag public House.
- 1.7 Environmental Impact Assessment (EIA) is a process that must be followed for certain types of development before they are granted planning permission. The Applicant recognises that development of any of the four Development Scenarios would fall within Schedule 2, Category 10b of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended) (hereafter referred to as the 'EIA Regulations') (Ref. 1.1) as 'urban development' projects which, due to their nature, scale and location, have the potential to significantly alter or affect the environment. The Applicant has therefore commissioned an EIA which assesses all four Development Scenarios. The findings of the EIA are presented within this Environmental Statement (ES). The applications have been submitted to Westminster City Council (WCC) and will be determined by them taking into account the environmental effects of the three applications whichever one of the four Development Scenarios may be implemented.
- 1.8 The ES considers the environmental effects of the four Development Scenarios during demolition and construction, and following completion. Where significant adverse effects on the environment are identified, the ES proposes ways to prevent, reduce and (where possible) offset these impacts. These are known as 'mitigation measures'.

DEVELOPMENT CONTEXT

Location and Setting

- 1.9 As previously noted, Figures 1.1 to 1.3 illustrate the location of the sites of the three applications and the extent of the four Development Scenario boundaries. Details of the land uses in and surrounding the sites of the four Development Scenarios are provided within Chapter 3: Land Uses and Activities. However, a summary of the key features within and surrounding the sites of the four Development Scenarios is provided below and an aerial photograph of the area is presented in Figure 1.4.

- 1.10 The sites of the three applications and their immediate surroundings currently comprise a variety of land uses and are almost entirely covered by built form, roads or areas of hardstanding.
- 1.11 The total area of the sites of the three applications is essentially divided into four areas of built development by Allington Street and Warwick Row. The northwest of the Site contains Lake View Court (serviced accommodation) and the Thistle Westminster Hotel (within the sites of all four Development Scenarios). Lake View Court includes one level of basement car parking. Three public houses are located within the sites of all four of the Development Scenarios: The Kings Arms and The Stage Door on Allington Street and The Stag on Bressenden Place. Residential properties exist at Allington Court and Allington Towers (within the sites of all four Development Scenarios). The remainder of the sites of the four Development Scenarios generally consists of buildings with small-scale retail outlets at ground level and ground- and upper-level office accommodation.
- 1.12 Land uses surrounding the sites of the three applications are diverse. Those in the immediate vicinity or of particular significance include:
- Ground floor retail units and upper level offices on Victoria Street to the immediate south, with Terminus Place and the Grade II listed Victoria Station further south, providing mainline rail and Underground services, as well as bus and coach services;
 - The Grade II listed Victoria Palace Theatre and the non-listed Duke of York pub adjacent to the south east of the sites of all four Development Scenarios;
 - The Grade II* listed Grosvenor Hotel to the west of Victoria Station and the Grade II* listed Apollo Theatre located to the east of the station, approximately 100m south of the sites of all four Development Scenarios;
 - The Grade I listed Royal Mews and Buckingham Palace Gardens located approximately 50m and 250m northwest of the sites of all four Development Scenarios respectively;
 - The Grade I listed Westminster Cathedral located approximately 200m east of the sites of all four Development Scenarios;
 - Ground floor retail units and upper level office and residential accommodation fronting onto Buckingham Palace Road to the west of the sites of all four Development Scenarios;
 - The Hotel Rubens approximately 30m north of the sites of all four Development Scenarios;
 - Office buildings along Bressenden Place to the north and east of the sites of all four Development Scenarios, including Eland House and the 27-storey Portland House;
 - Residential dwellings at Evelyn Mansions approximately 75m to the south east of the sites of all four Development Scenarios and Roebuck House ('The View') approximately 200m to the north east of the sites of all four Development Scenarios;
 - The Royal Parks (St James' Park and Hyde Park) approximately 400m and 900m northeast and northwest of the sites of all four Development Scenarios respectively; and
 - Abford House located approximately 50m south of the site of all four Development Scenarios, on Wilton Road. It should be noted that the redevelopment of Abford House, for a retail and office scheme comprising 10 storeys above ground level, was given planning permission in January 2007. At the time of undertaking this EIA, the scheme was largely constructed.

Issues, Opportunities and Objectives

1.13 A combination of factors prevailing at the sites of the three applications presents a number of issues and opportunities for development. These are summarised in Table 1.1.

Table 1.1: Key issues and opportunities at the Site

Issues	Opportunities
Accessibility.	Located in proximity to a range of public transport services, the sites of the three applications are ideally located for ‘sustainable development’ which encourages the location of mixed-use developments in areas of high accessibility.
Pedestrian traffic and environment.	The sites of the three applications currently offer little quality public realm. Furthermore, existing pedestrian routes are overcrowded and pedestrians are in constant conflict with vehicular traffic. Improvement of the public realm would encourage accessibility to the public transport infrastructure south of the sites of the three applications whilst improving the pedestrian experience. This would contribute to the achievement of an attractive and comfortable major gateway destination to London.
Vehicular servicing.	The majority of the sites of the three applications are currently serviced on-street, creating nuisance and disruption to the already limited and poor quality pedestrian routes. Rationalisation of the existing servicing through the provision of basement level servicing infrastructure would provide further improvements to the amenity of the sites of the three applications.
Built form.	The existing buildings on the sites of the three applications are considered to be outdated, neglected and of poor quality. This results in a substandard environment for commuters and tourists and does not enhance the setting of nearby listed buildings and conservation areas. Improvement of the built form would provide an opportunity to improve the character of the Site and its relationship with its surroundings.
Affordable housing.	There is currently a shortage of affordable housing in the Victoria area. There is an opportunity for the Development Scenarios 1 and 2 to provide much needed affordable housing on-site in line with GLA and WCC policy. In relation to Development Scenarios 3 and 4 the Applicant is prepared to make alternative provision for affordable housing either through off-site provision or financial contribution.

1.14 The issues and opportunities outlined in Table 1.1 have been identified (amongst other issues) within regional and local planning guidance documents. At a regional level, the London Plan (Ref. 1.2) identifies areas within London suitable to support growth in the economy. Victoria is identified as an Opportunity Area within the London Plan which estimates that 8,000 new jobs and 1,000 new homes will be provided within the Victoria Area up to 2026.

1.15 At the local level, WCC’s Victoria Area Planning Brief (VAPB) (Ref. 1.3) sets out a framework for development at Victoria. As shown in Figure 1.5 the VAPB encompasses the majority of the Site and beyond. The VAPB sets out five key principles for development in the area, namely:

- *“Pedestrian movement around sites and within the transport interchange should be given the highest priority...*
- *Proposed developments must take account of, and as far as possible, address, the transport requirements at Victoria...*
- *Proposals must not harm the residential amenity of the Victoria Area, and the integration of developments with the local community should be facilitated...*
- *New buildings in Victoria must be designed and built to the highest quality, and the negative impacts of construction activity should be ameliorated...*
- *City of Westminster, TfL and the GLA will work together to support and develop the strategic and long term objectives for Victoria”.*

- 1.16 Complementing both the London Plan and the VAPB, Transport for London (TfL) and London Underground Limited (LUL) are working towards substantially enhancing the existing transport infrastructure available at Victoria. In this respect, TfL aims to meet the predicted increase in bus passenger numbers by redistributing bus stops from the existing bus station at Terminus Place to the surrounding streets, whilst LUL has identified the need for improvements to the District and Circle Line platform and ticket hall. None of the four Development Scenarios would jeopardise these proposed transport improvements.
- 1.17 In addition to the above, a need has been identified for an improved access to the Victoria Line LUL station at Victoria which is to be provided in conjunction with the Victoria Line Upgrade (VLU) project. This would be designed to achieve substantial capacity improvements along the whole of the Victoria LUL line. These works are referred to as the Victoria Station Upgrade (VSU). The VSU scheme is independent of and separate from all four of the Development Scenarios. VSU may proceed whether or not any of the four Development Scenarios go ahead. Key objectives of the VSU scheme, according to the material supporting the applications for it, include:
- To reduce the existing severe congestion and delay experienced during peak periods;
 - To provide more convenient access to the underground station; and
 - To provide step-free access between platform and street level for mobility-impaired passengers.
- 1.18 It is also important to note that all of the four Development Scenarios would safeguard appropriate areas required for the implementation of the longstanding Chelsea Hackney Line (also referred to as the 'Crossrail 2') proposals.
- 1.19 In view of the above each of the four Development Scenarios, in combination with the independent but related VLU and VSU projects, would contribute to the proposed solutions to the problems identified at Victoria. The Applicant has therefore worked in partnership with WCC to ensure that each of the four Development Scenarios meets and facilitates their aspirations and requirements for Victoria. Accordingly, the objectives for all four Development Scenarios and the wider Victoria area can be summarised as follows:
- To secure the best possible interchange for public transport users between modes and with the surrounding area;
 - To provide Victoria with a high quality public realm;
 - To deliver the project to the highest quality of design, embracing the principles of sustainable design and construction; and
 - To positively consider and respond to the needs of existing and new residents.

Documents for Approval

- 1.20 The following documents have been submitted to WCC for approval for each of the three planning applications:
- A covering letter;
 - Planning application forms;
 - Ownership certificates;
 - Accommodation schedule;
 - A plan showing the planning application boundary; and
 - Planning application drawings.

Supporting Documents

- 1.21 In addition to this ES, the following documents have been submitted in support of all the planning applications:
- VTI 01 - Planning Statement;
 - VTI 02 - Masterplan Statement;
 - VTI 03 - Building 5 Design & Access Statement;
 - VTI 04 - Building 6a Design & Access Statement;
 - VTI 05 - Building 6b Design & Access Statement;
 - VTI 06 - Building 7a Design & Access Statement;
 - VTI 07 - Building 7b and 7c Design & Access Statement;
 - VTI 08 - A Financial Justification to Support the Planning Case;
 - VTI 09 - Waste and Servicing Strategy;
 - VTI 10 - Retail Assessment;
 - VTI 11 - Management Strategy ;
 - VTI 12 - Tree Survey
 - VTI 13 - Masterplan Play Strategy

FORMAT OF THE ENVIRONMENTAL STATEMENT

- 1.22 The Environmental Statement (ES) is divided into four volumes:

Volume 1: Environmental Statement – Main Document

- 1.23 This document provides the full text of the ES in accordance with the EIA Regulations.
- 1.24 The EIA Regulations (Regulation 2(1) of Schedule 4) identifies that an ES should contain information that is: *"...reasonably required to assess the environmental effects of the development and which the applicant can, having regard in particular to current knowledge and methods of assessment, reasonably be required to compile"*.
- 1.25 Table 2.2 in Chapter 2: EIA Methodology sets out these requirements, together with the location of this information within the ES.

Volume 2: Environmental Statement – Figures

- 1.26 This document provides a set of figures and illustrations in support of the main text of the ES presented in Volume 1.

Volume 3: Environmental Statement – Townscape, Conservation and Visual Assessment

- 1.27 This document sets out the findings of the Townscape, Conservation and Visual Assessment including a series of accurate visual representations of the four Development Scenarios. It is presented as a separate volume in order to prevent Volume 1 from becoming overly bulky.

Volume 4: Environmental Statement – Technical Appendices

- 1.28 A series of Technical Appendices are presented in separate volumes (numbered according to the number of the corresponding chapter in Volume 1 of the ES) to supplement the main ES text and comprise the following:
- Technical Appendix 2a: EIA Scoping Report;
 - Technical Appendix 2b: EIA Scoping Opinion;
 - Technical Appendix 2c: Chapter 17: Ecology of the ES submitted in support of the August 2007 VTI planning application.
 - Technical Appendix 5a: Energy Statement for Development Scenario 1;
 - Technical Appendix 5b: Energy Statement for Development Scenario 2;
 - Technical Appendix 5c: Energy Statement for Development Scenario 3;
 - Technical Appendix 5d: Energy Statement for Development Scenario 4;
 - Technical Appendix 5e: Sustainability Statement;
 - Technical Appendix 5f: BREEAM and Code for Sustainable Homes for Development Scenario 1;
 - Technical Appendix 5g: BREEAM and Code for Sustainable Homes for Development Scenario 2;
 - Technical Appendix 5h: BREEAM and Code for Sustainable Homes for Development Scenario 3;
 - Technical Appendix 5i: BREEAM and Code for Sustainable Homes for Development Scenario 4;
 - Technical Appendix 8a: Supplementary Socio-Economic Information;
 - Technical Appendix 9a: Transport Assessment;
 - Technical Appendix 10a: CERC modelling report;
 - Technical Appendix 11a: Acoustic Terminology and Supplementary Information;
 - Technical Appendix 11b: Environmental Noise Survey Report;
 - Technical Appendix 11c: Train Induced Vibration Report;
 - Technical Appendix 11d: PPG24 Assessment Report;
 - Technical Appendix 12a: Archaeological Strategy Document;
 - Technical Appendix 12b: Archaeological Impact Assessment, 2004;
 - Technical Appendix 12c: Archaeological Impact Assessment Report, 2005;
 - Technical Appendix 12d: Archaeological Evaluation Report, 2006;
 - Technical Appendix 13a: Phase 1 Land Quality Assessment;
 - Technical Appendix 13b: Geotechnics Initial Desk Study;
 - Technical Appendix 14a: Flood Risk Assessment;
 - Technical Appendix 15a: Wind-Tunnel Assessment;
 - Technical Appendix 16a – ILE Guidance Notes;
 - Technical Appendix 16b – Principles of Daylight and Sunlight;
 - Technical Appendix 16c – Window Maps and Site Photographs;
 - Technical Appendix 16d – Detailed results of the daylight and sunlight analysis within the existing surrounding properties – Development Scenario 1;
 - Technical Appendix 16e - Detailed results of the daylight and sunlight analysis within the existing surrounding properties – Development Scenario 2;

- Technical Appendix 16f - Detailed results of the daylight and sunlight analysis within the existing surrounding properties – Development Scenario 3;
- Technical Appendix 16g - Detailed results of the daylight and sunlight analysis within the existing surrounding properties – Development Scenario 4;
- Technical Appendix 16h – Transient Overshadowing Assessment – Development Scenario 1;
- Technical Appendix 16i – Transient Overshadowing Assessment – Development Scenario 2;
- Technical Appendix 16j – Transient Overshadowing Assessment – Development Scenario 3;
- Technical Appendix 16k – Transient Overshadowing Assessment – Development Scenario 4;
- Technical Appendix 16l – Drawings of baseline and proposed situations;
- Technical Appendix 16m – Internal Sunlight Analysis Drawings – Development Scenarios 1-4;
- Technical Appendix 16n – Internal Sunlight Analysis Results – Development Scenarios 1-4;
- Technical Appendix 16o – Permanent Overshadowing Assessment – Development Scenarios 1-4;
- Technical Appendix 16p – Site Permanent Overshadowing Assessment – Development Scenarios 1-4;
- Technical Appendix 16q – Light Pollution Analysis – Development Scenario 1;
- Technical Appendix 16r – Light Pollution Analysis – Development Scenario 2;
- Technical Appendix 16s – Light Pollution Analysis – Development Scenario 3;
- Technical Appendix 16t – Light Pollution Analysis – Development Scenario 4;
- Technical Appendix 16u – Reflected Solar Glare Analysis – Development Scenario 1;
- Technical Appendix 16v – Reflected Solar Glare Analysis – Development Scenario 2;
- Technical Appendix 16w – Reflected Solar Glare Analysis – Development Scenario 3;
- Technical Appendix 16x – Reflected Solar Glare Analysis – Development Scenario 4;
- Technical Appendix 17a: Assessment of Radio and Television Interference for the Victoria Transport Interchange Development; and
- Technical Appendix 18a: Details of Schemes Included within the Assessment of Cumulative Effects.

Environmental Statement Non-Technical Summary

- 1.29 This comprises a summary of the ES in ‘non-technical language’ as required under the EIA Regulations. Its objective is to provide a concise and balanced summary of the ES without excessive technical detail or scientific language so as to be readily understood by non-technical experts and members of the public not familiar with EIA terminology. The Non-Technical Summary (NTS) is produced as a standalone document to facilitate wider public distribution.

PROJECT TEAM

- 1.30 The EIA has been co-ordinated by Waterman Environmental. This ES has also been prepared by Waterman Environmental in conjunction with a team of specialists consultants. These consultants are listed in Table 1.2, along with their respective disciplines and contributions to the EIA.

Table 1.2: EIA and Design Team

Organisation	Expertise / EIA Input
Land Securities.	Applicant.
Benson and Forsyth.	Architect (Building 5).
Kohn Pedersen Fox Associates (International) PA (KPF).	Architect (Masterplan architect, public realm, basement, and Buildings 6a, 6b and 7a).
Lynch Architects.	Architect (Buildings 7b/c).
Arup.	Structural engineer (Public realm, basements, all buildings), Security, Logistics and Fire Engineering.
BRE Construction Division.	Wind microclimate.
EC Harris LLP.	Quantity surveyor (public realm, basements, Buildings 6a, 6b and 7a).
EMC Consultants.	Telecommunications.
Faber Maunsell.	Building services (public realm, basements, all buildings), BREEAM for Offices, BREEAM for Retail, Code for Sustainable Homes, Energy Strategy.
Gardiner and Theobald LLP.	Quantity surveyor (Building 5, 7b/c).
Gerald Eve.	Planning consultants and retail planners.
Gordon Ingram Associates.	Daylight, sunlight, light pollution, overshadowing and solar glare.
Hann Tucker Associates.	Noise and vibration.
Atkins Intelligent Space.	Pedestrian movements.
Mace.	Demolition and construction.
Museum of London Archaeology Services (MoLAS).	Archaeology.
Parsons Brinckerhoff Power.	Energy services.
PCM Safety Management.	Health and Safety Coordinator.
Peter Brett Associates.	Utilities, drainage and flood risk.
Steer Davis Gleave.	Transport.
Richard Coleman City designer.	Townscape, conservation and visual effects.
Volterra Consultancy.	Socio-economics.
Waterman Environmental.	EIA co-ordination, waste management, air quality, ground conditions and contamination, telecommunications, surface water drainage and flood risk and Sustainability Statement.

ES AVAILABILITY AND COMMENTS

- 1.31 The ES can be viewed on: www.landsecurities.com
- 1.32 The ES is also available for viewing by the public during normal office hours at the Planning Group of WCC. Comments on the planning application should be forwarded to WCC at the following address:
- Development Planning Services
Westminster City Hall
64 Victoria Street
London SW1E 6QP
- Tel: 020 7641 2749
- 1.33 Additional copies of the NTS are available free of charge. Copies of the full ES are available for purchase. For copies of these documents, please contact:
- Waterman Environmental
Kirkaldy House
99 Southwark Street
London SE1 0JF
- Tel: 020 7928 7888
Email: environmental@waterman-group.co.uk