
Bridgewater Road, Alperton

Environmental Impact Assessment Screening Report

May 2021

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Prepared on behalf of Peabody Group

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CONTENTS

- 1 INTRODUCTION 1
- 2 SITE AND PROPOSED DEVELOPMENT 3
- 3 SCREENING ASSESSMENT 6
- 4 CONCLUSION 21

APPENDICES

APPENDIX 1: SITE LOCATION PLAN

1 INTRODUCTION

- 1.1 This report has been prepared by Barton Willmore, Institute of Environmental Management and Assessment (IEMA) qualified assessors and Environmental Impact Assessment (EIA) Quality Mark registrants, on behalf of Peabody Group (the 'Applicant'). The report accompanies a request to London Borough of Brent (LBB) to adopt a screening opinion to determine whether the proposed development of a residential-led, mixed use scheme of up to 173 residential dwellings and up to 2,288 square metres (sqm) of commercial/ light industrial floorspace (Use Class E(g)iii) (the 'proposed development') on land at Bridgewater Road, Alperton (the 'site') constitutes EIA development.
- 1.2 This report reflects the requirements of the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as amended*¹ (the "EIA Regulations") and in accordance with Regulation 6 of the EIA Regulations, this report contains:
- A plan sufficient to identify the land;
 - a description of the development, including in particular:
 - (i) a description of the physical characteristics of the development and, where relevant, of demolition works;
 - (ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
 - a description of the aspects of the environment likely to be significantly affected by the development;
 - to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from —
 - (i) the expected residues and emissions and the production of waste, where relevant; and
 - (ii) the use of natural resources, in particular soil, land, water and biodiversity; and
 - such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

¹ SI 2017/571 as amended by SI 2018/695 and SI 2020/505

Requirement for EIA

1.3 In order to determine whether the proposed development is 'EIA development', regard must be had for the EIA Regulations and supporting Planning Practice Guidance² (PPG).

1.4 EIA development is defined by the EIA Regulations as development:

"likely to have significant effects on the environment by virtue of factors such as its nature, size or location".

1.5 EIA development falls into two Schedules of the EIA Regulations. EIA is mandatory for developments listed within Schedule 1. Schedule 2 developments require EIA if they would lead to likely significant effects on the environment.

1.6 In deciding whether a Schedule 2 development is EIA development, Regulation 5(4) states:

"Where a relevant planning authority ... has to decide under these Regulations whether Schedule 2 development is EIA development, the relevant planning authority ... must take into account in making that decision-

- (a) Any information provided by the applicant;*
- (b) The results of any relevant EU environmental assessment which are reasonably available to relevant planning authority...; and*
- (c) such of the selection criteria set out in Schedule 3 as are relevant to the development."*

1.7 In order to allow LBB to determine the need for EIA this report provides a description of the site and proposed development, a review of the EIA Screening Criteria based on the EIA Regulations and PPG, a completed EIA Screening Checklist, and a site location plan at Appendix 1.

² <https://www.gov.uk/guidance/environmental-impact-assessment>

2 SITE AND PROPOSED DEVELOPMENT

Site Context

- 2.1 The site is located on a developed parcel of land in Alperton, within the administrative area of the London Borough of Brent (LBB). The local area is well developed, and predominantly residential in use, with some industrial, recreational and educational amenities interspersed.
- 2.2 Transport related infrastructure is located to the south-east of the site including two large buildings: Alperton Bus Depot and Garage. The site is located near to Alperton Bus Stop C and Alperton Bus Stop D, which serve the 245, 487 and PL-4 routes. Alperton Underground station is located approximately 80m north east of the site boundary, which serves the Piccadilly rail line that borders the northern boundary of the site, with Alperton Community School and One Tree Hill Recreation Ground located beyond. One Tree Hill Recreation Ground includes a series of paths and a public right of way (PRoW). Beyond Alperton Underground station, to the east, is the A4089 (Ealing Road).
- 2.3 The south west of the site is bound by Bridgewater Road (A4005). To the south of the site are a number of industrial and office units. The Grand Union Canal is located approximately 150m to the south of the site. Residential use is located to the west of the site, beyond the A4005. Immediately to the north-west of the site boundary is a car wash and a two-storey building, with the ground floor in commercial use. Further to the northwest is Bridgehill Close, beyond which is residential use.
- 2.4 The surrounding area to the south of the site is currently undergoing significant change with a number of upcoming major developments, including high-rise buildings, as described further in Table 1.

Planning Context

- 2.5 In December 2020 full Planning Permission was granted by LBB on the site for: *'demolition of the existing buildings and structures, the erection of a 'co-location' scheme ranging in height from 4 to 19 storeys, incorporating industrial floorspace with residential units, together with associated landscaping, vehicular access arrangements, car and cycle parking, servicing and refuse and recycling facilities'* (LPA Ref: 19/4541).

- 2.6 An EIA Screening Report, prepared by Barton Willmore, was submitted to LBB in April 2019. LBB subsequently confirmed that there was no requirement for an EIA to be undertaken to accompany the planning application for the above proposals.
- 2.7 The Applicant wishes to amend the proposed development to deliver 173 residential dwellings (in two blocks of 13 and 19 storeys) and up to 2,288 square metres (sqm) of commercial/ light industrial floorspace (Use Class E(g)iii), in a two-storey building.

Site Description

- 2.8 The site (see site location plan at Appendix 1) extends to approximately 0.35 hectares (ha), and currently comprises a vacant car showroom of approximately 320sqm and a single storey row of industrial units, of approximately 300sqm.
- 2.9 In addition to the buildings identified, the majority of the site is comprised of hardstanding with scrub vegetation that surrounds the built development on the site.
- 2.10 The primary vehicular access to the site is directly off Bridgewater Road, to the southwest of the site.

Proposed Development

- 2.11 The proposed development comprises the demolition of all the existing buildings on site, and the erection of three blocks comprising up to 173 residential dwellings (in two blocks of 13 and 19 storeys) and up to 2,288 square metres (sqm) of commercial/ light industrial floorspace (Use Class E(g)iii), in a two-storey building.
- 2.12 The proposed development will provide up to ten disabled car parking spaces and cycle storage. Vehicular access will be provided via a one-way access road entering from the south-eastern corner of the site, off Bridgewater Road, which circulates the site with the egress point located to the west. Residential access to each building is taken from within the public realm created within the site.
- 2.13 The proposal comprises 173 residential units with a mix of 1-bed, 2-bed and 3-bed. The new homes will all be Affordable Rent and Shared Ownership. Communal gardens will be provided within the buildings to provide secure, shared amenity space for residents.

- 2.14 The proposed maximum height of the buildings will be up to 19 storeys (106.21m Above Ordnance Datum (AOD)).

Mitigation

- 2.15 A number of mitigation measures will be considered to be part of the proposed development. This includes adherence to best practice measures during the construction phase, such as through a Construction Environmental Management Plan (CEMP).

3 SCREENING ASSESSMENT

Introduction

3.1 In determining whether the proposed development constitutes EIA development, consideration should be had to the following:

- If the proposed development is of a type listed in Schedule 1;
- If not, whether it is listed in Schedule 2;
- Is it located within a sensitive area;
- It meets any of the relevant thresholds and criteria set out in Schedule 2; and/or
- Would it lead to likely significant effects on the environment.

3.2 These points are explored further in this section with reference to the EIA Regulations and supporting PPG.

Schedule 1 Projects

3.3 EIA is mandatory for projects listed in Schedule 1 of the EIA Regulations. Schedule 1 developments are large scale projects for which significant effects would be expected and comprise developments such as new airports and power stations. The proposed development is not of a type listed in Schedule 1.

Schedule 2 Projects

3.4 EIA is discretionary for projects listed in Schedule 2. If the development proposed is of a type listed in Schedule 2 then it may be classified as EIA development depending on the location of the development (i.e. if it is within a sensitive area) and/or whether it meets any of the relevant thresholds or criteria in Column 2.

3.5 Sensitive Areas are defined in the EIA Regulations as:

- Sites of Special Scientific Interest and European Sites;
- National Parks, the Broads, and Areas of Outstanding Natural Beauty;
- World Heritage Sites and Scheduled Monuments.

3.6 In certain cases, local designations which are not included in the definition of sensitive areas,

but which are nonetheless environmentally sensitive, may also be relevant in determining whether an assessment is required. Furthermore, in considering the sensitivity of a particular location, regard should also be had to whether any national or internationally agreed environmental standards (e.g. air quality) are already being approached or exceeded.

- 3.7 The proposed development falls within category 10 of Schedule 2, 'Infrastructure Projects', sub-section (b) 'Urban Development Projects'. The site is not located in a sensitive area and therefore the thresholds should be applied. The thresholds for residential developments as set out in Schedule 2 relate to developments that "*includes more than 1 hectare of urban development which is not dwellinghouse development, more than 150 dwellings or the overall area of the development exceeds 5 hectares*". The proposed development is for up to 173 dwellings and the area of development is approximately 0.35ha, which both fall above and below the thresholds respectively. Also, due to the number of developments coming forward in the surrounding area, and the proposed height of the proposed development, this screening assessment has been prepared to determine whether the proposals would be likely to result in significant cumulative effects. To achieve this, Schedule 3 of the EIA Regulations and the PPG need to be considered. Information on these are set out below.

Schedule 3

- 3.8 Schedule 3 of the EIA Regulations sets out selection criteria which relate to specific matters including: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors should be taken into account as part of the screening process and are set out below:

Characteristics:

- the size and design of the whole development;
- cumulation with other existing development and/or approved development;
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and
- the risks to human health (for example, due to water contamination or air pollution).

Location:

- The existing and approved land use;

- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; and
- The absorption capacity of the natural environment.

Potential Impact:

- the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- the nature of the impact;
- the transboundary nature of the impact;
- the intensity and complexity of the impact;
- the probability of the impact;
- the expected onset, duration, frequency and reversibility of the impact;
- the cumulation of the impact with the impact of other existing and/or approved development; and
- the possibility of effectively reducing the impact.

Consideration of Cumulative Effects

- 3.9 Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other existing and/or approved development. Guidance on the consideration of cumulative effects in the EIA screening process is set out in the PPG, which echoes the requirements of the EIA Regulations:

"...There are occasions where other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development..."

- 3.10 Table 1 below, sets out the existing and proposed development schemes identified in the surrounding area. Due to their proximity to the site, or relationship to approved development, the applications in Table 1 warrant consideration.

Table 1: Approved Applications

Application	Description	Distance	Date approved
Minavil House, Rosemont Road, Wembley (ref. 16/2629)	Demolition of existing two storey commercial buildings and erection of a mixed used development ranging from ten to 26 storeys in height, comprising 251 residential flats (83 x 1bed, 136 x 2bed and 32 x 3bed), 1,942 sqm retail foodstore (Use class A1) on the ground floor, 622sqm of office space (Use Class B1) on the first floor, 634sqm retail floorspace for flexible use as	Approximately 95m to the south-east of the site.	21 January 2019

Application	Description	Distance	Date approved
	cafe, bar or restaurant (Use class A1, A4 or A3) at lower ground floor and ground floor level; together with associated vehicular access, car and cycle parking spaces, bin stores, plant room, landscaping and private and communal amenity space.		
All Units at Dowlings Parade, HNS Autos and Delta Hand Car Wash, Bridgewater Road, Wembley, HA0 1AJ (Ref: 20/1151)	Partial demolition of the existing buildings and structures, the erection of a 'co-location' scheme ranging in height from 2 to 7 storeys, incorporating industrial floorspace with residential units, together with associated landscaping, vehicular access arrangements, car and cycle parking, servicing and refuse and recycling facilities.	Approximately 100m to the west of the site.	Decision awaited
Alperton Bus Depot, 330 Ealing Road, Wembley, HA0 4LL (ref:20/3914)	Demolition of the existing buildings and structures, the erection of a building ranging in height up to 28 storeys, incorporating residential units and industrial, community and commercial uses, together with associated landscaping, access arrangements, car and cycle parking, servicing and refuse and recycling (Amended Description 09.03.21).	Approximately 180m to the north east of the site.	Decision awaited
2 Atlip Road, Wembley (ref. 15/2061)	Proposed demolition of existing former retail warehouse building and erection of development comprising a part 3 storey to part 10 storey building of 99 residential units (4 x studio, 31 x one-bedroom, 51 x two-bedroom and 13 x three-bedroom units) with associated cycle parking, x13 no. disabled only parking spaces at basement level with, x2 car club only spaces and new vehicle accesses off Atlip Road and associated landscaping (as amended).	Approximately 300m south-east of the site.	26 May 2017
416 Ealing Road (ref:20/1683)	Resolution to grant permission was given for this mixed-use development comprising of 132 new homes, 508sqm of flexible commercial space and 102sqm space for community use including widened pavement along Ealing Road and Alperton Lane to accommodate new outdoor public space, car parking and cycle storage.	Approximately 600m to the south of the site.	Decision awaited
Alperton House, Bridgewater Road, Wembley, HA0 1EH (ref: 18/4199)	Demolition of the existing buildings and construction of 4 buildings ranging in height from 14 to 23 storeys, comprising 474 residential units at 1st to 23rd floors (140 x 1-bed, 263 x 2-bed and 71 x 3-bed), mixed commercial use at ground and part 1st floor including a new public house (Use Class A4) retail floorspace (Use Classes A1, A2, and/or A3), workspace (B1b/c), and an office (B1a), together with associated public realm improvements; soft/hard landscaping; creation of a canal side walkway, new	Approximately 760m to the south east of the site.	17 June 2019

Application	Description	Distance	Date approved
	access arrangements, car and cycle parking; servicing, refuse and recycling facilities and subject to a Deed of Agreement dated 14 June 2019 under Section 106 of the Town and Country Planning Act 1990, as amended.		
Land Former 17 Northfields, Beresford Avenue, Wembley (ref. 20/2784)	<p>Hybrid planning application comprising:-</p> <p>Outline planning permission for the demolition of existing buildings and structures on the site, all site preparation works and redevelopment to provide new buildings (3 to 28 storeys) to accommodate 2,426 new homes (Use Class C3), 530sq.m flexible commercial uses, new basement level, associated cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure with all matters reserved - appearance, access, landscaping, layout and scale.</p> <p>Detailed planning permission for Phase 3 (Buildings G, H and J) for the demolition of existing buildings and structures, all site preparation and infrastructure works and the development of new homes (Use Class C3) and flexible commercial floorspace; together with new basement level, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works.</p>	Approximately 1km east of the site.	Decision awaited

Planning Practice Guidance

- 3.11 Paragraphs 057³ and 058⁴ of the PPG provide guidance to help determine whether significant effects are likely. In general, the more environmentally sensitive the location, the lower the threshold will be at which significant effects are likely. Table 2 below sets out indicative criteria and thresholds, and key issues, to be considered in determining whether a

³ ID: 4-057-2070720

⁴ ID: 4-058-20150326: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/630689/eia-thresholds-table.pdf

development is likely to be EIA as identified in the PPG.

Table 2: Planning Practice Guidance Indicative Screening Criteria

Development type	Indicative criteria and threshold	Key issues to consider
10 (b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;	<p>Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.</p> <p>Sites which have not previously been intensively developed:</p> <p>(i) area of the scheme is more than 5 hectares; or (ii) it would provide a total of more than 10,000 m² of new commercial floorspace; or (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).</p>	Physical scale of such developments, potential increase in traffic, emissions and noise.

3.12 This section assesses the proposed development against the EIA screening criteria outlined above and presents the assessment of the environmental effects likely to occur as a result of the proposed development. Table 3 sets out a review of all of the above criteria and requirements and specifically addresses the proposed development at the site.

Table 3: Screening Assessment for Development on Land at Bridgewater Road, Alperton.

SCREENING CRITERIA	PROPOSED DEVELOPMENT
1. CHARACTERISTICS OF THE DEVELOPMENT	
(a) Size of the development	
Will the development as a whole be out of scale with the existing environment?	The site is currently developed and comprises a vacant car showroom and a single storey row of industrial units. The proposed development would provide a new development that will consist of up to 173 new residential units and up to 2,288 square metres (sqm) of commercial/ light industrial floorspace (Use Class E(g)iii). The surrounding environment comprises a mixture of uses including residential, light industrial, commercial, leisure and community use. In light of this, the development would not be out of context with existing development in the area.
Will the design of the development as a whole fit in with the existing environment?	<p>The height of the proposed development would be up to a maximum of 19 storeys (106.21 AOD).</p> <p>The current surrounding buildings already comprise high-rise buildings for example, Grand Union Heights, Peppermint Heights, Atlip Road and 185, 245-249, 253 and 255 Ealing Road. Also, a number of planning applications for future high-rise developments in the surrounding area are currently being considered as detailed in Table 2. The future development of Alperton Bus Depot has a maximum</p>

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	height of 28 storeys (located 180m to the north east of the site), Minavil House has a maximum height of 26 storeys (located 95m to the south-east of the site) and Alperton House (50m to the south) has 23 storeys. The proposed development is smaller than proposed developments close to the site, therefore is considered to fit in with the existing environment.
Will it lead to further consequential development or works?	No. The proposed development is a discrete proposal and includes all necessary works, including access.
(b) Accumulation with other development	
Are there potential cumulative impacts with other existing development or development not yet begun but for which planning permission exists?	As identified in Table 1, the Applicant is aware of the following 'existing and approved development' within the meaning of PPG and the EIA Regulations: <ul style="list-style-type: none"> • Minavil House (ref.16/2629); • Alperton house (ref. 18/4199); • Alperton Bus Depot (ref.20/3914); • All Units at Dowlings Parade (ref. 20/3914) • 416 Ealing Road (ref. 20/1683); • 2 Atlip Road (ref. 15/2061); and • 17 Northfields (ref. 20/2784)
Should the application for this development be regarded as an integral part of a more substantial project? If so, can related developments which are subject to separate applications proceed independently?	No. As noted above, the proposed development is a discrete project and could proceed independently.
(c) Use of natural resources	
Will construction or operation of the development use natural resources such as land, water, material or energy, especially any resources which are non-renewable or in short supply?	The proposed construction and operational phases of the proposed development will use resources in terms of land, water and energy as would be expected for a primarily residential development. A Sustainability Statement will be submitted with the planning application, including details regarding resource use, particularly the limitation of water use.
(d) Production of waste	
Will the development produce wastes during construction or operation or decommissioning?	Construction waste would be reused and recycled where possible. Operational waste would be disposed of in line with LBB requirements and managed in accordance with all applicable legislation.
(e) Pollution and nuisances	
Will the development release any pollutants or any hazardous, toxic or noxious substances to air?	During the construction phase of the proposed development, dust would be generated. Dust generation would be managed in accordance with standard best practice measures, enforced through a CEMP and is not anticipated to generate significant adverse effects. There would be emissions associated with plant and vehicles during the construction phase and from vehicles during the operation of the proposed development. The number of vehicles travelling to and from the site during the operational phase would be associated with the residential dwellings and the future employees that will work within the non-residential element of the site. However, with the limited parking spaces proposed on the site, there would be very little impact from operational traffic. An Air Quality Assessment will also be submitted with the planning application.

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	The proposed development is primarily of residential use, in addition to commercial/ light industrial use, which is not associated with hazardous substances or toxic emissions to air. There is not anticipated to be a requirement to store large volumes of hazardous materials. Any such materials would be stored and handled in accordance with relevant legislation.
Is there a potential risk from leachates or escape of wastes of other products/by-products that may constitute a contaminant in the environment?	Appropriate measures, in accordance with all relevant legislation, would be used to prevent accidental spillages of contaminants during the construction or operational phases of the proposed development. The land uses proposed are not highly contaminative and it is not expected that there is a high risk of contaminants being released into the environment.
Will the development cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	<p>The potential exists for noise effects to result from the construction processes associated with the proposed development. These effects will be managed in accordance with best practice measures, implemented through the CEMP, and are not anticipated to generate significant adverse effects.</p> <p>Lighting would be designed carefully in accordance with relevant British Standards and Institute of Lighting Professionals (ILP)⁵ Guidance Notes for the Reduction of Obtrusive Light.</p> <p>No electromagnetic radiation, heat or energy releases are expected other than those associated with normal residential development.</p>
Will the development lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<p>Hydrocarbons will be used as part of the construction phases of the development. This would involve plant and vehicle fuel and lubricants.</p> <p>Surface water run-off and foul water drainage will be managed on-site during the construction and operational phases.</p> <p>The site is within Flood Zone 1 therefore has a very low risk of fluvial, river or sea flooding, and has a very low risk of surface water flooding, groundwater flooding, reservoir flooding and sewer flooding. Due to hardstanding the site's impermeable area covers 100% of the site footprint. Appropriate sustainable drainage design will be considered and will be included within the planning application documents including the Flood Risk Assessment (FRA) and Drainage Strategy.</p> <p>A preliminary desk-based assessment reviewing potential land contamination will also be submitted with the planning application.</p>
(f) Risk of major accidents and/or disasters, including those caused by climate change and also having regard in particular to substances or technologies used	
Will there be a risk of accidents during construction or operation of the development which would have effects on people or the environment?	During the construction phase, the contractor(s) would implement measures in accordance with Health and Safety legislation/requirements, and best practice to minimise the risks of accidents that would have effects on people or the environment. All

⁵ Institute of Lighting Engineers Guidance and Standards (<https://www.theilp.org.uk/home/>)

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	such measures would form part of the CEMP. There are no anticipated significant risks of accidents during operation as the proposed development does not involve users dealing with hazardous substances.
Will the development involve use, storage, transport, handling or production of substances or materials which could be harmful to people or the environment (flora, fauna, water supplies)?	During the construction phase, certain materials may be present on the site which may be harmful to the environment. However, it is considered that through the implementation of appropriate environmental control measures in line with the relevant legislation there will be no significant environmental effects. The operational development is not expected to involve the use, transport or production of substances or materials which could be harmful to the environment.
(g) Risks to human health	
What are the risks to human health such as from water contamination or air pollution?	<p>During the construction phase of the proposed development, dust would be generated. However, dust generation would be managed in accordance with standard best practice measures, enforced through a CEMP and is not anticipated to generate adverse effects to human health.</p> <p>As discussed, the site is within Flood Zone 1 therefore has a very low risk of fluvial, river or sea flooding, and has a very low risk of surface water flooding, groundwater flooding, reservoir flooding and sewer flooding. Due to hardstanding the site's impermeable area covers 100% of the site footprint. Surface water run-off and foul water drainage will be managed on-site during the construction and operational phases. Sustainable drainage would be considered, and appropriate drainage design would be included within the planning application documents including the FRA and Drainage Strategy.</p> <p>A preliminary desk-based assessment reviewing potential land contamination will also be submitted with the planning application.</p>
Other characteristics	
Potential physical changes (topography, land use, changes in water bodies etc) from construction, operation or decommissioning of the development?	The principal land use will change from light industrial/commercial use to primarily residential with associated light industrial/ commercial use. There would be changes to the site during the construction phase however these are not expected to involve significant changes in topography etc.
2. LOCATION OF THE DEVELOPMENT	
(a) Existing and approved land use	
Are there existing land uses on or around the location which could be affected by the development, e.g. residential, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying?	<p>The site is within an urban area of residential and industrial use. Currently the site is used for light industrial and commercial use, and is immediately bordered to the south, east and west by developments of similar use. Beyond these developments lies high density residential dwellings, including Peppermint Heights, Grand Union Heights, Atlip Road, and 185, 245-249, 253 and 255 Ealing Road. The proposed residential-led development is not considered likely to affect the surrounding areas, as these comprise similar land uses.</p> <p>To the north, the site is bound by the rail line, beyond which lies Alperton Community School and One Tree Hill Recreation Ground. The proposed development is not expected to affect educational</p>

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	<p>and recreational land use, as potential environmental effects during construction and operation will be managed through the implementation of best practice and legislation. Air quality and noise effects are also unlikely to be significant in the context of the intercepting rail line and surrounding road network. An Air Quality Assessment and a Noise and vibration Assessment will be submitted with the planning application.</p>
<p>Is the development located in a previously undeveloped area where there will be loss of greenfield land?</p>	<p>The site is brownfield that has been previously developed. There will be no loss of greenfield land.</p>
<p>(b) Relative abundance, availability, quality and regenerative capacity of natural resources in the area and its underground*</p>	
<p>Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the development?</p> <ul style="list-style-type: none"> • soil • land • groundwater resources • surface waters • biodiversity • forestry • agriculture • fisheries • tourism • minerals 	<p>The Grand Union Canal is located approximately 150m south of the site. The canal is included in the Blue Ribbon Network which seeks to protect and promote the River Thames and its adjoining tributaries, canal and drainage systems.</p> <p>None of the other features listed are present in, or adjacent to, the site.</p>
<p>(c) Absorption capacity of the natural environment**</p>	
<p>Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the development?</p>	<p>The site is not located within any sensitive area, within the meaning of the EIA regulations, nor are there any statutory designations within the site i.e. there are no Scheduled Monuments, Areas of Outstanding Natural Beauty (AONBs), Sites of Special Scientific Interest (SSSIs), National Parks, World Heritage Sites, Special Areas of Conservation, Special Protection Areas (SPAs), or Ramsar Sites.</p> <p>The nearest 'Sensitive Area', as defined by the EIA Regulations is the Scheduled Monument of the medieval moated site, 454m south-west of Sudbury Golf Club House which is located approximately 1km north-west of the site. The Iron Age settlement on Horsenden Hill, Greenford is a Scheduled Monument located approximately 1.6km north-west of the site.</p> <p>No statutory designations for ecology were identified within 1km of the site. Fox Wood Local Nature Reserve (LNR) is located approximately 1.5km south of the site. Perivale Wood LNR is located approximately 1.8km west of the site. 14 non-statutory Sites of Importance for Nature Conservation (SINC) are located within 1km of the site, the closest being One Tree Hill SINC 30m north of the site. Significant effects are unexpected due to the distance between the site and these SINCs.</p> <p>Walpole Park (Grade II) is the closest Registered Park and Garden to the site, located approximately 3.3km south of the site.</p>

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	<p>The closest Listed Building is the Sudbury Stone, located approximately 1.1km north-west of the site. There are a further 13 Grade II Listed Buildings within 1.5km of the site, and two Grade II* Listed Buildings.</p> <p>It is considered that the above features would not be directly or indirectly affected by the proposed development due to their separation from the site by distance and by intercepting existing development and topography. Although there is the potential for traffic to be generated through construction and operation, due to the small scale nature of the project and the high volume of traffic on local roads, it is unlikely that traffic produced by the proposed development would be significant. Construction traffic will be managed via the implementation of a Construction Logistics Plan.</p>
<p>Are there any other areas on or around the location which are important or sensitive for reasons of:</p> <ul style="list-style-type: none"> • Wetlands, riparian areas, river mouths; • coastal zones and the marine environment; • mountains and forest areas; • nature reserves and parks; • European sites and other areas classified or protected under national legislation; • Areas in which there has already been a failure to meet the environmental quality standards laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; • Densely populated areas; • Landscapes and sites of historical, cultural or archaeological significance. 	<p>The Grand Union Canal is located approximately 150m south of the site. The canal is included in the Blue Ribbon Network which seeks to protect and promote the River Thames and its adjoining tributaries, canal and drainage systems. The proposals will not physically alter the Grand Union Canal. A FRA and Drainage Strategy will be submitted with the planning application.</p> <p>The site is located within the Brent Air Quality Management Area (AQMA). The pollutants declared are Particulate Matter (PM₁₀) and Nitrogen Dioxide (NO₂). A Transport Assessment which will include a Travel Plan will be submitted with the planning application. An Air Quality Assessment will also be submitted in support of the planning application.</p> <p>The site is located in LBB and forms part of Greater London. Being an urban area, Alperton is already densely populated and is therefore not sensitive to a new, primarily residential, development.</p>
<p>Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected?</p>	<p>The site has been identified as having habitat suitable for breeding birds and hedgehogs, both protected species, therefore an ecological assessment/ protected species survey will be undertaken and submitted with the planning application. Suitable mitigation will be identified and implemented through the CEMP, such as undertaking construction works outside of breeding season and precautionary site checks before works.</p> <p>There are several trees within the site boundary that may be affected by development, therefore a Tree Survey and an Arboricultural Impact Assessment with Method Statement will be submitted with the planning application.</p>
<p>Are there any inland, coastal, marine or underground waters on or around the location which could be affected?</p>	<p>The site is within Flood Zone 1 therefore has a very low risk of fluvial, river or sea flooding, and has a very low risk of surface water flooding, groundwater flooding, reservoir flooding and sewer flooding. Due to hardstanding the site's impermeable area covers 100% of the site footprint. Appropriate sustainable drainage design will be considered and will be included within the planning application documents including the FRA and Drainage Strategy.</p>

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	<p>The site is not located within or close to a groundwater Source Protection Zone (SPZ).</p> <p>The Grand Union Canal is located approximately 150m south of the site. However, the development will not alter this water body.</p> <p>No other water bodies would be expected to be significantly affected by the proposed development.</p>
Are there any groundwater source protection zones or areas that contribute to the recharge of groundwater resources?	As stated above, the site is not located within or adjacent to a groundwater SPZ.
Are there any areas or features of high landscape or scenic value on or around the location which could be affected?	<p>The site is not located within an AONB. The closest AONB, the Chilterns AONB, is located at a significant distance from the site, approximately 19km to the north-west of the site. This distance is such that the proposed development would not directly affect the AONB.</p> <p>There are no other areas or features of high landscape or scenic value, which would be affected by the proposed development.</p>
Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected?	<p>Bridgewater Road (A4005) is located adjacent to the south-western boundary of the site.</p> <p>Bridgehill Close is located approximately 60m to the north-west of the site, which carries a pedestrian crossing under the rail line, facilitating access to One Tree Hill Recreation Ground.</p> <p>Ealing Road (A4089) is located approximately 100m to the south-east of the site.</p>
Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected?	<p>The construction phase of the proposed development would involve changes to traffic movements through the introduction of construction haulage eg HGVs. However, due to the small-scale nature of the project and the high volume of traffic on local roads, it is unlikely that traffic produced by the proposed development would be significant in the context of the local road network. Construction traffic will be managed via the implementation of a Construction Logistics Plan.</p> <p>Due to the introduction of new residents and employees for the commercial/ light industrial use, there is likely to be an increased number of vehicles using the local road network once the proposed development is operational. However, due to the restricted parking, it is unlikely that the proposed development will generate a significant volume of traffic, in relation to its existing footprint. Good local links to the public transport network, such as Alperton Underground station and bus services, will help to shift reliance away from private vehicles. A Transport Assessment which will include a Travel Plan will be submitted in support of the planning application.</p>
Is the development in a location where it is likely to be highly visible to many people?	The proposed development is located approximately 50-100m north of an area with other established and proposed high-rise buildings as detailed in Table 1. The future development of Alperton Bus Depot has a

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	<p>maximum height of 28 storeys (located 180m to the north east of the site), Minavil House has a maximum height of 26 storeys (located 95m to the south-east of the site) and Alperton House (50m to the south) has 23 storeys. These are higher than the proposed development of up to 19 storeys.</p> <p>The potential for local views of the site exists from adjacent and nearby roads and public rights of way to the north, and, on completion, will be visible to residents and employers of the consented development immediately surrounding the site. However, the proposed development will not be out of context with the present and future development that will be coming forward in this area. A Townscape and Visual Impact Assessment will be submitted with the planning application which will address local and, where appropriate, long distance views.</p>
<p>Are there any areas or features of historic or cultural importance on or around the location which could be affected?</p>	<p>No features are present within the site.</p> <p>The closest Scheduled Monument is the medieval moated site, 454m south-west of Sudbury Golf Club House which is located approximately 1km north-west of the site. The Iron Age settlement on Horsenden Hill, Greenford is a Scheduled Monument located approximately 1.6km north-west of the site.</p> <p>The closest Listed Building is the Sudbury Stone, located approximately 1.1km north-west of the site. There are a further 13 Grade II Listed Buildings located within 1.5km of the site, and two Grade II* Listed Buildings.</p> <p>The site is not located within a conservation area.</p> <p>It is expected therefore that no features of historic importance will be significantly affected by the proposed development due to the distance and existing development that separates the features from the site.</p>
<p>Are there any areas on or around the location which are densely populated or built up, which could be affected?</p>	<p>The residential area surrounding the site is densely populated with a mixture of low-rise and high-rise homes.</p> <p>Noise from the development is likely to arise during the construction stage from construction plant however this would be managed in accordance with the CEMP. On completion of the proposed development, the main source of noise would be from traffic from residents and users of the proposed development; however, this will be small scale and, where necessary, will be addressed at the detailed design stage to mitigate any potential effects. A Noise & Vibration Assessment will accompany the planning application.</p> <p>At a maximum height of up to 19 storeys, the development has potential to affect the wind microclimate of the area. The height of these buildings has the potential to obstruct regular wind patterns and may have an effect on increasing local wind gusts in the area and hence impact the dense</p>

SCREENING CRITERIA	PROPOSED DEVELOPMENT
	population in the area. However, Alperton is an existing urban and residential area that is already subject to high-rise buildings, thus significant effects are not anticipated. A Microclimate Assessment will be submitted with the planning application.
Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected?	<p>The site is located within the Brent AQMA. The pollutants declared are Particulate Matter (PM₁₀) and Nitrogen Dioxide (NO₂). A Transport Assessment which will include a Travel Plan will be submitted with the planning application. An Air Quality Assessment will also be submitted in support of the planning application.</p> <p>According to the data.gov.uk maps, the site does not record any historic landfill within the site. However, the site has been previously developed and it currently comprises light industrial use; a Land Contamination Assessment will therefore be submitted with the planning application.</p>
Is the location of the development susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the development to present environmental problems?	<p>The site is within Flood Zone 1 therefore has a very low risk of fluvial, river or sea flooding, and has a very low risk of surface water flooding, groundwater flooding, reservoir flooding and sewer flooding. Due to hardstanding, the site's impermeable area covers 100% of the site footprint.</p> <p>The site is not located within a groundwater SPZ.</p> <p>The southern boundary of the site is adjacent to the Grand Union Canal which is included in the Blue Ribbon Network. A FRA and Drainage Strategy will be submitted with the planning application.</p> <p>The site is located within the Brent AQMA. The Pollutants declared are Particulate Matter (PM₁₀) and Nitrogen Dioxide (NO₂). A Transport Assessment which will include a Travel Plan and an Air Quality Assessment will be submitted with the planning application.</p> <p>The site is not considered susceptible to any other hazards.</p>
CHARACTERISTICS OF THE POTENTIAL IMPACT	
(a) Extent and nature of the impact	
Will the effect extend over a large area?	No. This is confined to the site (approximately 0.35ha) and the land immediately adjacent.
Will many people be affected?	<p>The residents and employees adjacent to the site will be affected by the proposed development during the construction phase. However, this would not be significant following implementation of best working practices through the CEMP.</p> <p>It is considered that people will not be affected significantly once the proposed development is operational.</p>
What will be the nature of the impact?	Long-term visual impact in the immediate surrounding area; increase in HGV traffic movements and noise during site construction; minor impact upon air quality from additional traffic movements.
(b) Transboundary nature of the impact	
Will there be any potential for transboundary impact? (n.b. Development which has a significant effect on the	No.

SCREENING CRITERIA	PROPOSED DEVELOPMENT
environment in another Member State is likely to be very rare. It is for the Secretary of State to check Environmental Statements to decide whether there is likely to be such an effect in each case).	
(c) Magnitude and complexity of the impact	
Will there be a large change in environmental conditions?	No.
Will the effect be unusual in the area or particularly complex?	No.
Will many receptors other than people (fauna and flora, businesses, facilities) be affected?	As a previously developed site, this is considered to be unlikely.
Will valuable or scarce features or resources be affected?	No.
Is there a risk that environmental standards will be breached?	No.
Is there a risk that protected sites, areas, and features will be affected?	No.
(d) Probability of the impact	
Is there a high probability of the effect occurring?	The effects of the proposed development can be clearly established and the probability of any effects determined with reasonable confidence.
Is there a low probability of a potentially highly significant effect?	As above.
(e) Expected onset, duration, frequency and reversibility of the impact	
What will result in the onset of the impact?	Development will commence following the discharge of pre-commencement conditions attached to the planning permission and the issue of any environmental permitting. Works will be suitably limited during sensitive times.
Will the effect continue for a long time?	Construction effects would be short term in duration and the operational effects would be long term.
Will the effect be permanent rather than temporary?	Construction effects would be temporary and the operational effects would be permanent.
Will the impact be continuous rather than intermittent?	Construction – intermittent Operation – continuous
If intermittent, will it be frequent rather than rare?	Frequent.
Will the impact be irreversible?	Construction – Yes Operation - No
Will it be difficult to avoid or reduce or repair or compensate for the effect?	No.
(f) Possibility of effectively reducing the impact	
What is the possibility of the likely impacts arising from the Proposed Development being effectively reduced?	Whilst it is not considered that significant effects would be likely, mitigation measures would be considered to ensure that any impacts arising from the proposed development would be reduced. This includes the implementation of best practice measures during the construction phase, such as through a CEMP.

4 CONCLUSION

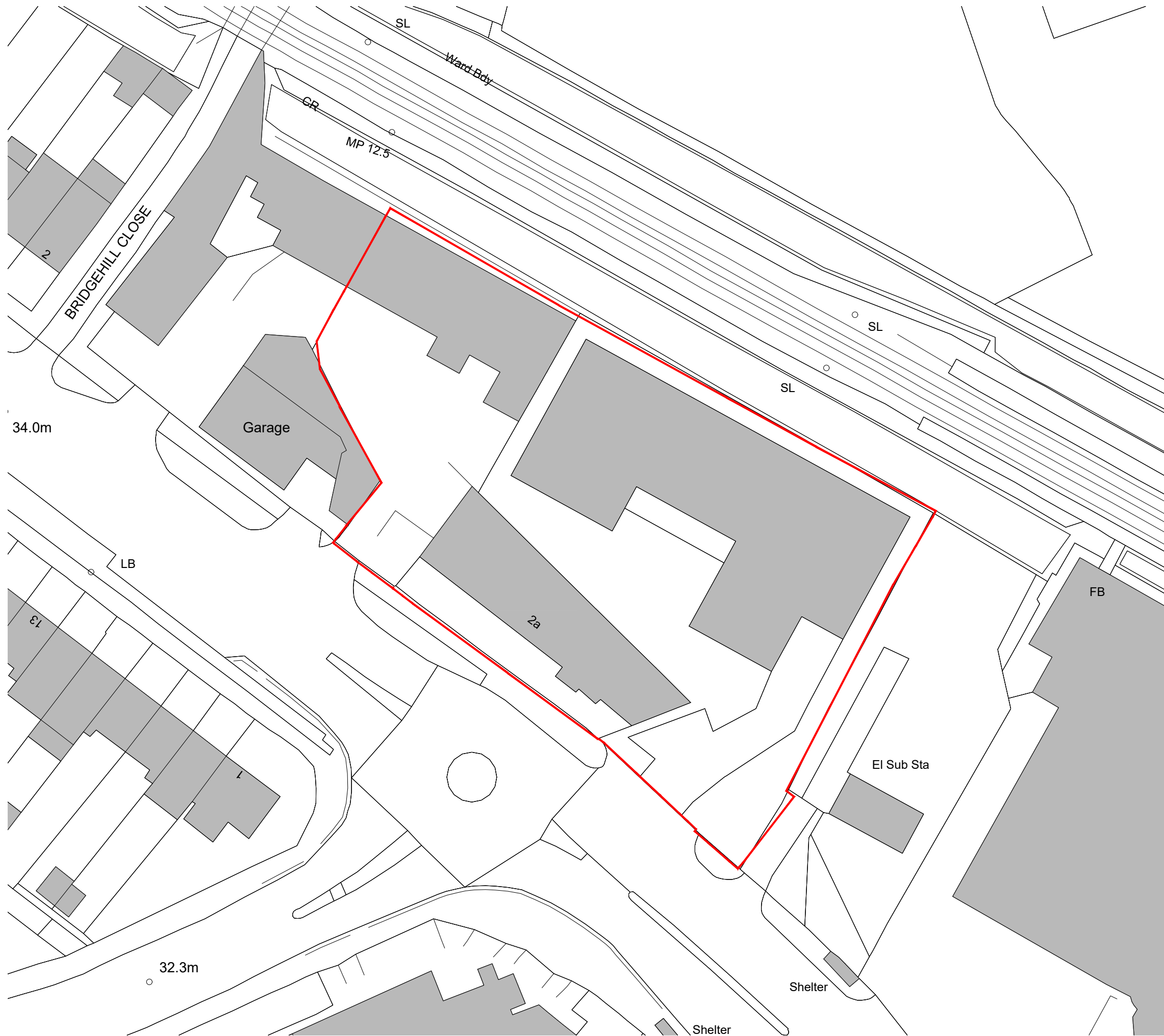
- 4.1 The screening assessment has considered whether the proposed development of a residential-led, mixed use scheme of up to 173 residential dwellings and up to 2,288 square metres (sqm) of commercial/ light industrial floorspace (Use Class E(g)iii) on land at Bridgewater Road, Alperton would result in likely significant effects on the environment.
- 4.2 The proposed development falls within Schedule 2, 10 (b) of the EIA Regulations, as an urban development project. The site is not located within a sensitive area as defined by the EIA Regulations, and falls below the indicative criteria and screening thresholds at less than 5 hectares in area, but exceeds the threshold at more than 150 dwellings. Due to the proposed volume of 173 dwellings, and the high number of developments coming forward in the surrounding area (see Table 1), this screening assessment has been prepared to determine whether the proposed development would be likely to result in significant environmental effect and significant cumulative effects.
- 4.3 With regard to the indicative criteria and thresholds identified in the PPG (set out in Table 2 above) it is considered that the proposals when considered cumulatively with other proposed and permitted development would exceed the 1,000 dwelling threshold but falls under the 10,000 sqm of commercial floorspace threshold. However, the proposed development would be in keeping with the current nature and scale of the surrounding development and would not result in significant effects in an already heavily urbanised area, with locally permitted and proposed tall buildings.
- 4.4 It is considered that the principal environmental effects will relate to the height of the proposed buildings, construction increases in traffic movements and associated noise and air quality emissions. As set out in Table 3, these effects will be managed in accordance with standard best practice methods and legislation, including the implementation of a CEMP, and are therefore not expected to be significant.
- 4.5 In summary, the screening assessment has identified that significant effects on the environment are not considered likely. Even though the proposed development would be tall, it is set within the context of other local high-rise buildings and future consented schemes, which are taller, and is therefore unlikely to pose a significant risk when considered cumulatively with these. The effects that may arise could be appropriately managed in accordance with standard methods. The proposed development is therefore not considered to be formal EIA development as defined by the EIA Regulations.

4.6 The planning application will be supported by a suite of environmental reports, including:

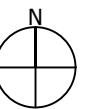
- Transport Assessment, Delivery and Servicing Plan, Construction Logistics Plan and Framework Travel Plan;
- Sustainability Statement (including BREEAM pre-assessment);
- Energy Assessment;
- Landscape Masterplan and Strategy (Inc Urban Greening Factor and Play Space Calculations);
- Townscape and Visual Impact Assessment;
- Flood Risk Assessment & Drainage Strategy (Inc SuDS) + London Sustainable Drainage Proforma;
- Air Quality Assessment (inc Air Quality Neutral Assessment);
- Noise and Vibration Assessment;
- Contaminated Land Survey;
- Tree Survey and Arboricultural Impact Assessment;
- Ecological assessment/ protected species survey;
- Daylight and Sunlight Assessment;
- Draft Construction Environmental Management Plan; and
- Wind/ Microclimate Assessment.

APPENDIX 1

SITE LOCATION PLAN



 Detailed Application Boundary Line



Project
Bridgewater Road
Alperton
 Drawing Title
Red Line Drawing

Date	Scale	Drawn by	Check by
14.12.18	1:500@A3	RA	PJ
Project No	Drawing No	Revision	
28820	A-P10-000	-	



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