



Brent Civic Centre
Engineer's Way
Wembley
Middlesex HA9 0FJ

TEL 020 8937 5230
EMAIL paul.lewin@brent.gov.uk
WEB www.brent.gov.uk/localplan
20th April 2020

Dear Sir / Madam,

**Environmental Impact Assessment Screening Opinion Town and Country Planning
(Environmental Impact Assessment) Regulations 2017**

Proposal: Request for Screening Opinion as to whether an Environmental Impact Assessment is required for the proposed demolition of existing buildings on site and redevelopment for a mix of uses including up to 484 new residential homes, across a range of tenures including affordable homes (and consisting of three buildings of up to 33 storeys, 29 storeys and 21 storeys), together with up to 2,900sqm of light industrial floorspace, retail and commercial use, associated landscaping, and 15 blue badge car parking spaces and 850 cycle parking facilities.

Site: Alperton Bus Depot: 330 Ealing Road, Wembley, HA0 4LL

I write in connection to your screening request submitted on 31st March 2020. Reference has been made to Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations") "Requests for screening opinions of the relevant planning authority".

Upon review of the material supplied in association with the screening request from the applicant, plus other material that is mentioned in association with this screening opinion, the London Borough of Brent considers that the proposed development is not EIA development. As such it will not require an EIA to be undertaken to accompany any planning application for development described that incorporates the proposed mitigation measures to address potential adverse effects of the development as set out in this screening opinion.

As required by Regulation 6(6) of the EIA Regulations please find attached the Council's Statement of Reasons which provides full reasons for this conclusion.

If you require any further assistance, please do not hesitate to contact Paul Lewin, on telephone 020 7937 6710 or email paul.lewin@brent.gov.uk.

Yours sincerely,

Paul Lewin
Team Leader Planning Policy

EIA SCREENING OPINION STATEMENT OF REASONS
The Town and Country Planning (Environmental Impact Assessment) Regulations
2017

Description of proposed development – Request for Screening Opinion as to whether an Environmental Impact Assessment is required for the proposed demolition of existing buildings on site and redevelopment for a mix of uses including up to 484 new residential homes, across a range of tenures including affordable homes (and consisting of three buildings of up to 33 storeys, 29 storeys and 21 storeys), together with up to 2,900 of light industrial floorspace, retail and commercial use, associated landscaping, and 15 blue badge car parking spaces and 850 cycle parking facilities.

Site – Alperton Bus Depot: 330 Ealing Road, Wembley, HA0 4LL

Notes - The assessment of the proposed development's likely significant effects is in relation to the EIA Regulations only. The assessment does not imply any consideration of the planning merits of the proposals or indicate the likely success or otherwise of an application for planning permission.

Introduction

HGH Consulting requested a screening opinion from London Borough of Brent (the Council) on 31st March 2020. Associated with this request, details of the site boundary, proposed development and an initial assessment of the potential impacts of the proposed development were submitted.

The Existing Site and Surrounding Area

The subject site is located at 330 Ealing Road, Wembley, and comprises a roughly square-shaped plot of 0.56 ha. It is bound by Ealing Road to the southeast; Bridgewater Road to the southwest; Alperton Underground Station to the northeast; and an electrical sub-station to the northwest. The site is located approximately 275m from the boundary with LB Ealing. The site is currently occupied by Alperton Bus Depot, which is an operational bus depot run by Metroline. In terms of existing access, the entrance to the Site is from Bridgewater Road. A further two vehicular accesses are also provided via Ealing Road. There is a large two storey garage facility and a smaller two storey office building situated on Site. The embankment on the north west boundary of the Site and the railway is mostly overgrown bushes and shrubbery.

The subject site is located within site allocation BSWSA1 (Alperton Industrial Sites) in the draft Brent Local Plan, which was submitted to the Secretary of State for independent examination on the 17th March 2020. The policy allocates the site for mixed-use development co-locating residential units with existing industrial and commercial uses. The subject site is currently an operational bus garage, and the policy notes that an operational bus garage of equivalent capacity will need to be retained / re-provided on the site unless confirmed that it is no longer operationally required or a suitable replacement can be provided elsewhere. The site is also located within Alperton Growth Area and a Tall Building Zone according to the draft Brent Local Plan. The site is also located within the GLA designated Alperton GLA Housing Zone.

The site is designated as LSIS (Locally Significant Industrial Site) in both the 2010 Brent Core Strategy and the draft Brent Local Plan. There are a mix of uses in the surrounding area, formerly having been principally industrial / commercial in nature. CP20 in the Brent

Core Strategy supports the regeneration of LSIS where proposals will not undermine the employment land hierarchy. Within the draft Brent Local Plan, Policy BE2 supports development within LSIS where it will intensify industrial uses, and in the case of Alperton North, the policy approach will be intensification through some co-location subject to a comprehensive masterplan approach.

The Alperton House site on the opposite side of Bridgewater Road (to the south west) contains a 6 storey office block with commercial uses, a public house and two storey industrial units. This site has permission for the demolition of the existing buildings and construction of residential and A1, A2, A3, A4, B1b/c and B1a uses. On the opposite side of Ealing Road (to the south east) is the Minavil House site, previously comprising two storey commercial buildings and permissioned for residential and A1/A3/A4 and B1 uses, and currently under construction. The entrance to the Alperton Underground Station is located approximately 95 metres to the north east and the Piccadilly Line is adjacent to the development site. Alperton Community School is situated north east of the site (beyond the railway line) backing onto One Tree Hill Recreation Ground, the nearest public amenity space. To the north west are an electrical substation, commercial / industrial uses and a car wash. The closest residential units are located approximately 100m to the south (residential units fronting the Grand Union Canal, including Peppermint Heights and the 243 Ealing Road site), and 90m to the north west (two storey terraced dwellings on Bridgewater Road).

The site has a current PTAL rating of 4-5 due being located in close proximity to Alperton Underground Station and bus stops served by a number of bus routes. The site is located within an Air Quality Management Area (AQMA), and given current and historic industrial use, there is a risk of contamination. The site is located wholly within Flood Zone 1 (fluvial), but there are some areas adjacent to the site which are at high risk of surface water flooding. The Grand Union Canal is located approximately 70m to the south.

There are no statutory listed buildings on the site or adjacent to the site, nor is the site within or adjacent to a conservation area or an archaeological priority area. There are no nature Conservation Sites with statutory protection within 2km of the site. However, the southern part of One Tree Hill Recreation Ground is designated as Grade II SINC, and a wildlife corridor is present along the adjacent railway track's embankments situated immediately north of the site.

The Size and Design of the Proposed Development

The proposal is for the proposed demolition of existing buildings on site and redevelopment for a mix of uses including up to 484 new residential homes, across a range of tenures including affordable homes (and consisting of three buildings of up to 33 storeys, 29 storeys and 21 storeys), together with up to 2,900sqm of light industrial floorspace, retail and commercial use, associated landscaping, and 15 blue badge car parking spaces and 850 cycle parking facilities.

Information Provided in Support of the Request for a Screening Opinion

The request for screening opinion has been submitted with a supporting statement setting out an analysis of the likely environment effects of the proposal. This information has been utilised, as necessary, to inform this EIA Screening Opinion.

Previous History

The site has no recent planning history particularly relevant to the development proposed that is the subject to this screening opinion. History of the site consists of:

15/4710 – Installation of replacement of externally illuminated 48 sheets advertisement hoarding with a new internally illuminated 48 sheets advertisement hoarding (Appeal Allowed) – 22/03/2016

11/2241 – Installation of replacement roof to bus station incorporating revised materials and barrel-vaulted domed Perspex rooflights (Granted) 05/12/2011

05/2771 – Construction of an external ramp to provide access for disabled and rebuilding of an external wall (Granted) – 07/02/2006

97/0604 – Installation and display of internally illuminated double-sided advertisement display unit on a free-standing leg (Granted) – 03/06/1997

92/0804 – Erection of display and advertisement hoarding (Appeal Allowed) – 30/06/1992

90/1847 – Erection of gates and fencing on Ealing Road and Bridgewater Road frontages (Granted) – 24/04/2991

Large Scale Development within the Vicinity

Within the vicinity there are currently the following applications for significant developments which have not yet commenced/ been completed to take account of when assessing the impact of the cumulative impact of the proposed development subject of this screening opinion in association with other developments:

18/4199 - Alperton House - 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 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. **Granted 17/06/2019. Works not yet started.**

19/4541 – 2A, Part of Former Westend Saab and Boyriven Textile, Bridgewater Road, Wembley, HA0 1AJ - 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 (Use class B1b/B1c) with 124 residential units (Use class C3), together with associated landscaping, vehicular access arrangements, car and cycle parking, servicing and refuse and recycling facilities - **Under Consideration.**

16/2629 - Minavil House, Rosemont Road, Wembley - Full planning permission for demolition of existing two storey commercial buildings and erection of a mixed used development ranging from ten to twenty six storeys in height, comprising 251 residential flats (83 x 1bed, 136 x 2bed and 32 x 3bed), 1,942 sq. m 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 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. **Granted 21st January 2019, under construction.**

18/0321 - (St George Developments plc) - Former Northfield Industrial Estate & units 2-18 Beresford Avenue & Abbey Works Estate, Wycombe Road, Wembley, HA0 & Ace Corner & Capital House, North Circular Road, London, NW10. Hybrid planning application for the redevelopment of Northfield industrial estate: Outline planning permission for the demolition of existing buildings and structures on the site, all site preparation works and redevelopment to provide new buildings ranging from 35.75m AOD to 111.95m AOD in height, with a total floorspace (GEA) of up to 309,400 sq. m (excluding basement up to 42,000 sq. m GEA) to accommodate 2,900 homes (Use Class C3), business and storage and distribution (Use Classes B1a, B1c and B8), commercial (Use Classes A1, A2, A3, A4 and A5), community and leisure (Use Classes D1 and D2) including community centre and nursery, new basement level including energy centre, 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, various temporary meanwhile uses, interim works and infrastructure. Full planning permission for demolition of existing buildings and structures on the site, all site preparation works and the development of Phase 1 (Buildings A, B, C and D ranging from 1 to 14 storeys in height) to comprise 402 homes (Use Class C3); 910 sq. m (GEA) of business floorspace Use Class B1a); 1,290 sq. m (GEA) of commercial floorspace (Use Classes A1, A2, A3, A4 and A5); and 1,610 sq. m (GEA) of community and leisure floorspace (Use Classes D1 and D2), including a community centre and nursery; together with new basement level including energy centre, 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, various temporary meanwhile uses, interim works and infrastructure. **Granted 28th September 2018.** Subsequently amended by Non Material Amendment reference 19/0465 under Section 96a of the Town and Country Planning Act 1990 to allow:

- Increase the site wide residential unit total from 2,900 to 3,030 and a corresponding amount of residential floorspace (12,239sqm GEA)
- An increase of 380sqm GEA of B1a/B1c/B2/B8 floorspace over the previously consented scheme;
- Amended parameter plans showing an increase in height of 5.85m (to 61.00m AOD) and increased footprint to allow for a revised design to the Generator
- Amended wording to condition 35 to limit individual units of no more than 3,125sqm (GIA) of B1c//B8 floorspace to the Generator (in order to accommodate an increased floorplate size)

Granted 07/03/2019. Phase 1 under construction.

17/1104 - All Units, 253A Ealing Road, Wembley, HA0 1ET - Demolition of the existing buildings on the site and the erection of 20 residential units comprising four 2 storey terraced houses (4 x 2bed houses) and two 4 storey residential blocks providing 16 flats (8 x 2bed and 8 x 3bed units), together with 5 associated car parking spaces, cycle storage, landscaping and access. **Granted 21st February 2019. Not Started.**

16/4478 - Abbey Wharf, Delta Centre and all of 152 Mount Pleasant - Demolition of existing buildings and redevelopment to provide a residential-led, mixed-use development of up to 6 storeys comprising 135 residential units (34 x 1bed, 79 x 2bed and 22 x 3bed) and 247sqm of commercial space (A1, A2, A3, B1, D1 and D2), landscaped amenity space, car and cycle parking and associated works. **Granted 18 December 2017, under construction.**

16/3606 - 245-249 and 253 Ealing Road, Wembley, HA0 1EX - Redevelopment of the site to provide two new buildings of part 9 and part 10 storeys high to accommodate 92 flats (10 x studios, 42 x 1 bed, 25 x 2 bed and 15 x 3 bed units), ground floor commercial use within

Use class A4 (drinking establishment) or Use class D1 (community centre) with associated basement for car and cycle parking spaces and storage, vehicular crossover, bin stores, amenity space, landscaping and associated works (Revised plans submitted changing the floorplans and elevations of Block B and Daylight/Sunlight Report addendum). **Granted 26/07/2019. Not Started.**

15/3950 – 1c Carlyon Road, Wembley, HA0 1HP - Demolition of former print workshop and redevelopment to provide a part four, part five and part six storey building to accommodate 28 flats (8 x 1bed, 17 x 2bed and 3 x 3bed units) with associated vehicular crossover, car and cycle parking spaces, bin stores, amenity space and landscaping and subject to a Deed of Agreement dated 04 April 2017 under Section 106 of the Town and Country Planning Act 1990, as amended. **Granted 04/04/2017, under construction and close to completion.**

15/2061 – 2 Atlip Road, Wembley, HA0 4LU - 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) and subject to a Deed of Agreement dated 25 May 2017 under Section 106 of the Town and Country Planning Act 1990, as amended. **Granted 25/05/2017, not started.**

18/0418 – Chanton House, 498 Sunleigh Road, Wembley, HA0 4PT - Prior approval for change of use from offices (Use class B1(a)) to residential (Use class C3) involving the creation of 23 x studio flats. **Granted 29/03/2018, under construction.**

18/0752 – All Units at Afrex House, Beresford Avenue, Wembley, HA0 1NX - Demolition of existing buildings at Afrex House, and redevelopment to provide a residential development of 3-5 storeys for 31 residential units (9 x 1bed, 18 x 2 bed, 4 x 3 bed), creation of public realm and alterations, landscaped amenity space, car and cycle parking and all associated works, subject to Deed of Agreement dated 7th March 2019 under Section 106 of the Town and Country Planning Act 1990. **Granted 08/03/2019, not started.**

Other Environmental Assessments

Regulation 5(5)(b) of the EIA Regulations requires the relevant planning authority to take into account the results of any relevant EU environmental assessments.

Current Local Plan

The current Brent Local Plan consists of the Core Strategy (2010), Site Specific Allocations (2011), Wembley Area Action Plan (2015) and Development Management Policies (2016) Local Plans and the West London Waste Plan (2015). Together these documents provide spatial policies, development management policies and site allocations to guide and manage development in the borough.

Sustainability Appraisals (SA) for all these Local Plan documents were undertaken. The SAs satisfied the requirements of the EC Directive 2001/42/EC and Strategic Environmental Assessment (SEA) Regulations on the assessment of the effects of certain plans and programmes on the environment.

These documents have been referred to when generating the EIA Screening Opinion.

Local Plan to 2041

It is noted that the Council submitted its draft Brent Local Plan for examination to the Secretary of State on the 17th March 2020, following Full Council approval on the 19th February 2020. Once adopted, this document will be the key strategic document to guide and manage development in the borough until 2041. An Integrated Impact Assessment (IIA) accompanies the new Local Plan, which incorporates the SA and SEA – that consider the potential for significant economic, social and environmental effects. This document has been considered when generating the EIA Screening Opinion.

Legislation

The proposed development does not fall within any of the descriptions of development listed in Schedule 1 of the EIA Regulations, and is therefore not a 'Schedule 1 development'. The development does, however, fall within the description of a Schedule 2 development, classified under item 10 (b) as 'urban development projects'.

'Schedule 2 development' means development (other than exempt development – which this is not) of a description mentioned in Column 1 of the table in Schedule 2 where:

- a) any part of that development is to be carried out in a sensitive area; or
- b) any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to that development.

No part of the proposed development is to be carried out in a 'sensitive area' as defined by the EIA Regulations.

The threshold for item 10(b) is as follows:

- (i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- (ii) the development includes more than 150 dwellings; or
- (iii) the overall area of the development exceeds 5 hectares.

The proposed development is for the demolition of existing buildings on site and redevelopment for a mix of uses including up to 484 new residential homes, across a range of tenures including affordable homes (and consisting of three buildings up to 33 storeys, 29 storeys and 21 storeys), together with up to 2,900 sqm of light industrial floorspace, retail and commercial use, associated landscaping, and 15 blue badge car parking spaces and 850 cycle parking facilities and therefore the proposed development therefore constitutes 'Schedule 2 development'.

Consideration must therefore be given to whether the proposed development may give rise to significant environmental effects, such that an EIA may be required.

Likely Significant Effects

The ultimate stage in the screening process is to consider whether it is '*likely to have significant effects on the environment by virtue of factors such as nature, size or location*'. As required by regulation 5(4)(c), where a relevant planning authority has to decide whether Schedule 2 development is EIA development, they must take into account the selection criteria set out in Schedule 3 as are relevant to the development.

The Council has taken into account the selection criteria set out in Schedule 3, where relevant to the proposed development. This includes the characteristics of the development, the environmental sensitivity of geographical areas likely to be affected, and the likely significant effects in relation to these criteria, with regard to the factors specified in regulation

4(2) and taking into account the types and characteristics of the potential impact listed in paragraph 3.

In addition, as required by regulation 5(5)(a), where the relevant planning authority adopts an EIA Screening Opinion they must state the main reasons for their conclusion with reference to the relevant criteria listed in Schedule 3. Within this Statement of Reasons, the Council has stated the main reasons for their conclusion, referencing the relevant criteria listed in Schedule 3 as appropriate.

The Council has concluded that the proposed development does not require an EIA to be undertaken to accompany a planning application for the proposed development as the proposed development is not likely to generate significant environmental effects – Appendix A (below) sets out the reasoning for this decision.

Appendix A – Consideration of Likely Significant Effects

Air Quality

The site is located within the Brent Air Quality Management Area (AQMA). The majority of Brent has been designated as an AQMA, and therefore even small increases in emissions can lead to adverse effects. The AQMA has been declared for exceedance of the annual mean national objective for nitrogen dioxide (NO₂) and the 24 hour mean national objective for particulate matter (PM₁₀). There are a number of sensitive receptors in close proximity to the proposed development site, including the residential properties, businesses and a secondary school.

Documentation Accompanying the Planning Application: *An Air Quality Assessment*, Transport Assessment and Travel Plan will be submitted with the planning application.

Construction

Machinery used during construction can generate new sources of emissions, as well as traffic movements to/from the site and the works themselves. When assessing the effect of dust emissions generated during construction works, receptors are defined as the nearest potentially sensitive receptor to the boundary of the site in each direction. These receptors have the potential to experience effects of greater magnitude due to emissions of particulate matter generated by the works, when compared with more distant receptors.

The receptors in close proximity to the site, combined with the new emissions, means that there is the potential for adverse effects as a result of the construction proposed development.

Whilst there is the potential for adverse effects, with the implementation of standard best practice measures, it is not anticipated that the effects would be significant. Taking account of these practices the effect of dust soiling and PM₁₀ is likely to be reduced to negligible with the implementation of appropriate mitigation measures. These may include: No idling vehicles; Erect solid screens or barriers around dusty activities or the Site's boundary; Loads entering and exiting the Site are covered; Where practicable use mains or battery powered generators over fuel burning; Other dust suppression measures e.g. damping down with water; and all constructions vehicles and equipment to comply with relevant EU stage ratings. These standard mitigation measures can be implemented through a construction environmental management plan (CEMP), which can be secured through a standard planning condition.

As such, whilst there is the potential for adverse effects as a result of the proposed construction, with the implementation of standard mitigation measures, it is not anticipated that the effects would be significant and impacts are considered to be temporary.

Operation

Air quality emissions during operation will be from new traffic generation and heating systems. Consideration also needs to be given to the potential effects on the new internal receptors given the location for the proposed development adjacent to a relatively heavy trafficked road. The Council is likely to seek technical reports that show how at least an air quality neutral development can be achieved.

The existing building is in use as a bus-depot. The development will see a reduction in vehicle access points to the site from four to two. The residential element of the project will be car free with the exception of disabled parking provision (approximately 15 spaces for both residential and non-residential land uses) and two car club spaces, which is considered to be negligible in terms of trip generation. This reflects the site's relatively accessible location in terms of travel by foot, cycle and public transport. The Project is anticipated to generate servicing demands, for instance for deliveries and waste collections, but this is anticipated to be lower than the baseline position. As such, it can be concluded that the Project will not give rise to significant air quality effects that will require assessment under EIA.

Parking controls are likely to be increased in the surrounding area to deal with potential displacement off-site. This, along with measures to support walking, cycling and public transport is likely to reduce private car use. Taking this into account the level of net traffic generation resulting from this development is likely to be negligible. As such emissions from vehicle movements will be minimal, and therefore effects are not considered to be significant.

The development is proposed to be heated by a combination of Photovoltaic Panels, Ground Source Heat Pump and/or Air Source Heat Pump. If, in the case of a power cut, an emergency diesel-fired generator is expected to be used. Supporting information indicates that the new development is expected to meet building emissions benchmarks set out in Appendices 5 and 6 of the Mayor's Sustainable Design and Construction SPG, where the building falls under Class C3 (residential dwellings). Moreover, the final design and location of any comfort heating exhaust stack will be such that they will not contribute to building self-contamination through operable windows or air intakes. As such significant effects are not considered to be likely. Given the proximity of commercial to residential it is assumed that occupiers are unlikely to undertake activities that will generate potentially significant impacts on air quality. Such uses would be subject to environmental health legislation.

Consideration needs to be given to the potential effects on the new internal receptors given the location for the proposed development adjacent to in part to a relatively heavily trafficked road and within an AQMA.

Mitigation

The Council is likely to seek at least an air quality neutral development. During the construction phase a CEMP should be implemented which implements suitable measures to reduce the impact of dust and emissions. This can be secured via planning conditions.

The developer should consider the potential impact of air quality and dust on occupational exposure standards (to minimise worker exposure) and breaches of air quality objectives that may occur outside the site boundary. Continuous visual assessment of the site should be undertaken and a complaints log maintained in order determine the origin of a particular dust nuisance.

For the operational phase, suitable mitigation to be secured through a planning condition to ensure that new internal receptors are adequately protected. In addition suitable conditions associated with the Travel Assessment including Travel Plan and measures to reduce reliance on the private car, for example through provision of sufficient cycle parking and potential S106 contributions to implementing a wider controlled parking zone will ensure reductions in impact through vehicle movements.

Local Heritage

Documentation Accompanying the Planning Application: *An Archaeological Assessment and Heritage Townscape and Visual Impact Assessment will accompany the planning application submission.*

The Iron Age settlement on Horsenden Hill, Greenford is a Scheduled Monument located approximately 1.7km north-west of the site. The Site does not lie within or near a Conservation Area or an Archaeological Priority Area. The nearest APA is approximately 100m southwest of the site. 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. Roundwood Park (Graded II) is the closest Registered Park and Garden to the site, located 4km east. The Willesden Jewish Cemetery Registered Park and Garden is located 4.1km north-east of the site and is also Graded II. The nearest recorded heritage asset to the Site is the locally listed Alperton Underground Station at the northern edge of the Site boundary. In addition to this the locally listed 1-3 and 2-4 Stanley Avenue are located to the north of the site. There are two locally listed parks and gardens located to the north-west of the Site: One Tree Hill and Alperton Cemetery.

The impact of the scale and height of the proposed buildings through the design and access statement and Heritage Townscape and Visual Impact Assessment will allow sufficient clarity of impact on the setting of features of historic or cultural importance. The separation distance between the site and the Grade II listed designated heritage assets means that significant impacts are not anticipated. The justification of the heights and form of the development together with its impacts on the setting of the locally listed Alperton Underground Station / longer distance views can be set out in Design and Access Statement and the Townscape and Visual Impact Assessment.

The site has already been subject to significant urban development and can be considered to have a generally low archaeological potential for all past periods of human activity. Past post depositional impacts are considered severe as a result of previous development. An Archaeology Assessment will be submitted as part of the planning application process. On the basis of the available information no further archaeological mitigation measures are recommended in this particular instance.

The Council considers that given the scale of the development and the urban nature of its location the proposed development would not lead to significant adverse environmental effects on heritage assets, as such an EIA is not required in respect of heritage and cultural impacts.

Climatic Factors

Documentation Accompanying the Planning Application: *The following will be submitted alongside a planning application: Energy Strategy, Overheating Assessment, Sustainability Strategy.*

Construction

Emissions from construction traffic and plant can contribute towards the region's greenhouse gas emissions. Due to the size of the proposed development the emissions are not considered to be substantial, and therefore no significant effects are anticipated. It is advised that sustainable methods of working should be implemented to reduce any emissions, and should be implemented as part of the CEMP.

Operation

According to supporting information, the development will aim to minimise energy consumption and carbon emissions. It is proposed to use a combination of Photovoltaic Panels, Ground Source Heat Pump and/or Air Source Heat Pump to provide heating and hot water demands and is designed to have environmental assets such as internal winter gardens on the facades facing the rail and road elevations. The new development is also expected to meet building emissions benchmarks set out in Appendices 5 and 6 of the Mayor's Sustainable Design and Construction SPG. Cycle parking will be provided in line with draft London Plan standards. All accessible parking spaces and the car club spaces will be provided with either active or passive electric charging provision in line with the draft London Plan.

It is considered that the proposed development will be able to achieve the necessary carbon reduction targets, through actual reductions combined with financial contributions secured through a planning obligation. The effects of which are beneficial, but are not considered to be significant.

Mitigation

A CEMP should be secured that includes measures to reduce emissions e.g. management of plant to prevent plant running when not in use.

The s106 will need to be worded to ensure that any required carbon reduction off-set payments are secured.

Taking account of the above the Council does not consider that the environmental impacts related to climate change are significant enough to warrant EIA.

Contaminated Land

Documentation Accompanying the Planning Application: *A Contamination Report will be submitted as part of the planning application process.*

The site is within a historically industrial area and has been used for industrial purposes for some time. As such there is the potential for sources of contamination related to its and the surrounding land uses.

Construction

During construction there is considered to be a low likelihood of fuel leakages / spills from construction vehicles. A CEMP would be implemented to manage potential effects. In addition there is the risk of exposure to contaminated materials and opening up pathways to underlying substrata. Standard mitigation measures will be required during the construction of the proposed development, to ensure that the works are undertaken in an appropriate manner. These should be secured through conditions in agreement with the Council's Contaminated Land Officer. With the implementation of these mitigation measures, no significant effects are considered likely.

Operation

With the implementation of any required impact avoidance measures as part of the construction phase, no significant effects are anticipated at operation.

Mitigation

Standard construction mitigation measures should be secured through the CEMP and through conditions in agreement with the Council's Contaminated Land Officer. If necessary this may require removal of contaminants from the site, or appropriate measures to ensure a suitable barrier between contaminants and the proposed uses during the occupation of the development.

Taking into account the above the contamination issues are not so significant as to warrant and EIA.

Daylight, Sunlight and Overshadowing

Documentation Accompanying the Planning Application: *A Daylight and Sunlight Assessment will be submitted as part of the planning application process. An overshadowing assessment will also be carried out to understand the impacts to the amenity areas adjacent to the site.*

There are a number of sensitive receptors in close proximity to the proposed development site, including residential properties, students and businesses.

Construction

During construction, there will be a change in the provision of daylight/sunlight due to the construction equipment (i.e. cranes) and the erection of the new buildings.

The construction equipment will be temporary and short-term, and therefore not considered to be significant.

The erection of the new buildings will generate some adverse effects as it is built out. The construction effects will however be no greater than the completed, operational development, which are not considered to be significant.

Operation

The operation of the proposed development will introduce buildings of up to 21, 29 and 33 storeys in height. Due to the proximity of nearby sensitive receptors and the height there is the potential for the proposed development to affect surrounding receptors. Supporting information suggests that potential impacts will be mainly associated with the permitted scheme at Minavil House, Alperton House and Alperton Community School. Some properties may be adversely affected by the proposed development, however given the number of receptors and the site's urban location, the effects are not considered to be significant.

With respect to onsite receptors the building will sit within a context where tall buildings are prevalent in close proximity which could impact on sunlight and daylight available to the development. Whilst this might impact on some receptors significant effects are not considered to be likely.

Taking account of the above it is considered that the environmental impacts in relation to daylight, sunlight and overshadowing would not be so significant to warrant EIA. It is important to note, that whilst the effects are not considered to be significant in relation to the EIA Regulations, this does not preclude the Council from taking into account the adverse effects (and their acceptability) when determining the planning application.

Mitigation

No discipline specific mitigation has been relied upon for the EIA Screening Opinion. Any future planning applications will be subject to an assessment of daylight, sunlight and overshadowing impacts. Taking account of the above it is considered that the environmental impacts in relation to daylight, sunlight and overshadowing would not be so significant to warrant EIA.

Biodiversity (including flora and fauna)

Documentation Accompanying the Planning Application: *A preliminary ecological appraisal will be submitted with the planning application.*

The site contains no areas of statutory nature conservation and there are no such sites within the immediate vicinity of the Site. There are no SPA, SAC or Ramsar designations within 5km of the Site. One Tree Hill Open Space site approximately 200m north of the site., and a parcel of land within the southern element of One Tree Hill Open Space is designated as SINC Grade II. The SINC Grade I Piccadilly Line between River Brent and Sudbury Hill is also located some 200m to the south east of the site. A wildlife corridor is present along the railway track's embankments situated just north of the Site's boundary.

The nearest Local Nature Reserve (LNR) is Fox Wood located 1.3km south of the site. Perivale Wood LNR is located 1.7km west of the site. The closest Special Area of Conservation (SAC) is Richmond Park, located 9km south of the site. The closest National Nature Reserve is Ruislip Woods which is located 9.3km north-west of the site. The nearest AONB is the Chilterns AONB, located 19km north-west of the site. The South West London Waterbodies is the closest Ramsar Site and SPA to the site, located 15.5km south-west. There is a single SSSI within 5km of the Site, namely Brent Reservoir SSSI, approximately 1.5 km north-east of the Site. Last assessed on 20th March 2019, Brent Reservoir was identified as being in favourable condition, having a good breeding bird assemblage on the open water and fen habitats across the site.

An October 2014 review of the One Tree Hill SINC notes that the SINC could potentially support birds invertebrates, foraging bats and roosting bats, with a recommendation to create habitat links to the railway line. An October 2014 review of the Piccadilly Line between River Brent and Sudbury Hill also notes that the SINC could potentially support reptiles, birds, invertebrates and foraging bats, with two records for Species of Principal Importance in England, the House Sparrow and the Stag Beetle.

The development site appears to have limited on site ecological assets, although there appear to be some trees on the site, particularly along Bridgewater Road and Ealing Road. It is located adjacent to a Wildlife Corridor, which could act as a pathway to the SINCS noted above. However, it is not considered that the proposed development will have a significant effect on the integrity of statutory or non-statutory nature conservation designations or protected species and the potential for conservation requirements and objectives would not be diminished.

Construction

Depending on the findings of the Preliminary Ecological Assessment, a range of standard mitigation measures may be required to reduce potential adverse impacts on biodiversity,

such as timing of demolition/ construction activities, relocation of bats and controls on lighting.

Supporting information states that the majority of the site is covered by existing buildings or hardstanding, and that the site has limited ecological value.

It is not considered that the construction of the proposed development will have a significant effect on the integrity of statutory or non-statutory nature conservation designations or protected species and the potential for conservation requirements and objectives would not be diminished.

Operation

There is potential for the proposed development to beneficially contribute to biodiversity of the local area through the implementation of ecological enhancement measures e.g. inclusion of bat roosting opportunities, bird boxes, green roofs and a wider range of green infrastructure on site that encourages bio-diversity. Supporting information states that the project will be designed to have environmental assets such as internal winter gardens on the facades facing the rail and road elevations. Whilst all of the above is considered to be beneficial, this is not considered to be significant.

Mitigation

Suitable conditions should be in place to ensure potential adverse impacts on any existing protected species are minimised during prior to and during works on site, as well as incorporation of suitable features to encourage bio-diversity resources as part of the development. The potential for contamination risk should be dealt with through the implementation of appropriate mitigation in the demolition and construction phase (to be secured by standard planning condition). Mitigation measures and compliance with regulatory waste disposal controls and hazardous material management would be set out in a CEMP.

Taking account of the above no significant environmental effects should arise which would require the need for an EIA.

Flood Risk

Documentation Accompanying the Planning Application: *A Surface Water and Foul Water Drainage Assessment / Strategy should be submitted as part of the planning application process.*

The site is approximately 95m north of the Grand Union Canal, but is located entirely within Flood Zone 1 (fluvial). It is therefore considered that the site is at low risk of flooding. Areas adjacent to the site boundary are at risk of surface water flooding.

Construction

Given that the site is wholly located in Flood Zone 1 (fluvial and surface water), in the construction process there is considered to be limited risk to property and people.

Operation

The Surface Water and Foul Water Drainage Assessment / Strategy should seek to ensure that the proposed development will not increase flood risk to occupants and off-site. Supporting information indicates that the proposed development will include the SUDS hierarchy being discharged with the current anticipated outcome being a gravity network discharging into sewers in adjacent roads in conjunction with the use of blue roof attenuation within the first floor podium gardens and additional attenuation within the ground floor area. A SUDS Strategy will be adopted to maintain the site's low level risk of surface water flooding.

Mitigation

The development should be located and designed so not to increase risk of flooding. Any potential significant effects can be mitigated through mitigations such as planning conditions or a S106 agreement. Implementation and management of surface water run-off should be secured through a planning condition.

Taking account of these matters it is considered that the development will not have significant effects that warrant the need for EIA.

Human Health

It is considered that human health (both of existing and new receptors) has been appropriately considered within the relevant topic sections (e.g. water contamination or air pollution) and as such, reference should be made to these sections as required.

Land (land take)

The construction and operation of the proposed development will utilise brownfield land to provide commercial space and residential dwellings. This is not considered to generate any significant effects. No discipline specific mitigation has been relied upon for the EIA Screening Opinion.

Material Assets

The construction and operation of the proposed development will utilise material assets, but given the scale of the development this is not considered to be substantial. As such, significant effects are not considered to be likely. No discipline specific mitigation has been relied upon for the EIA Screening Opinion.

Major accidents and/or disasters

Documentation Accompanying the Planning Application: *None specific to Major Accidents and / or Disasters.*

The supporting information states that risk of accidents will be managed in accordance with Health and Safety Regulations. It is considered that the risk from major accidents and/or disasters (both of existing and new receptors) has been appropriately considered within the relevant topic sections (e.g. climate change, flood risk) and as such reference should be made to these sections as required.

Noise and Vibration

Documentation Accompanying the Planning Application: *A Noise and Vibration Assessment will be submitted with the planning application.*

The existing site is adjacent to the Piccadilly Line (London Underground Line) and is approximately 95m from Alperton Underground Station. It is also sited on the corner of two major roads.

Construction

Machinery used during demolition/construction on site can generate new sources of noise, as well as construction traffic movements in the vicinity. The nearby receptors combined with the new noise emissions, means that there is the potential for adverse effects as a result of construction activities.

Given the scale of the development, standard impact avoidance measures can be implemented to reduce emissions from construction activities, which will be secured through the CEMP. In the context of traffic movements around the site, the level of construction vehicle movements will not be exceptional. No significant effects are therefore anticipated.

Operation

With the exception of disabled parking, no additional general car parking appears to be proposed as part of the scheme. There are likely to be deliveries to residents and commercial properties as well as waste removal, but in an urban context the impacts will be limited. Given that the supporting information notes that there will be at worst case negligible impact, and at best case beneficial impact associated with operational vehicle trip generation, there are not considered to be any significant effects from traffic noise on receptors located outside of the site.

The proposed commercial and residential use is not considered to be inherently noisy. Some noise may be generated from the operation of mechanical plant and building services and proposed light industrial uses, but plant noise emissions will be required to meet local policy requirements and British Standards. Adherence to these values will ensure that new and existing receptors are not adversely affected, and will ensure that there will be no significant effects.

There is the potential for new residents to be affected by adverse noise due to the site's location, adjacent to the Piccadilly Line railway track, Alperton Underground Station and two major roads, with possible moderate levels of noise from adjacent light industrial uses, in addition to the evening leisure economy. Supporting information notes that the project will be designed to take into account appropriate external and internal acoustic criteria. The Noise Assessment should consider how new residents can be protected through the appropriate design of the proposed development. The proposed development can therefore be designed with consideration to the location of the development and the potential noise implications – secured through planning conditions.

No significant effects are therefore anticipated.

Mitigation

Adherence to the CEMP should be secured through a planning condition, the CEMP will include standard mitigation measures to reduce noise emissions. Plant noise should be controlled to local and national guidelines using a planning condition.

Suitable mitigation will be required to be included within the design of the proposed development to ensure that new internal receptors are adequately protected. This might be through specifications on glazing, acoustic trickle vents, air bricks or mechanical ventilators, in order to reduce noise ingress but provide adequate ventilation to the standards.

Taking account of these matters it is considered that the development will not have significant effects that warrant the need for EIA.

Socio-Economic (including population)

Documentation Accompanying the Planning Application: A Statement of Community Involvement and Retail Impact Assessment will be submitted as part of the planning application process. The Planning Statement might also give an indication as to the current number of jobs within the site and compare this with what is proposed.

Construction

The proposed development would create benefits to local employment though providing temporary employment during construction, with an associated increase in spending in the local and regional area. This is considered to be beneficial, but not significant.

Operation

The existing site is a functional bus depot and employs a number of local people. The draft Local Plan allocation requires the replacement of industrial and commercial uses as well as provision of residential units. The proposed development offers up to 2,900 sq.m. of light industrial floorspace, community and retail /café uses, and supporting information states that this will ensure that employment on the site is at least as high as existing and potentially higher. Additionally, the proposal introduces residential uses on a site which has been in employment use for a number of years. Approximately 1 in 12 people work from home, so the development will provide space for occupants to do this. This is considered beneficial but not significant.

The development will increase demand for local social infrastructure. Community Infrastructure Levy (CIL) payments will be sought to offset the effects of the development. These financial contributions will mitigate adverse effects, so that significant effects are unlikely.

Mitigation

Financial contributions through CIL will be sought to mitigate the effects of increased population/ users.

Taking account of these matters it is considered that the development will not have significant effects that warrant the need for EIA.

Soil (organic matter, erosion, compaction, sealing)

Construction

There is the potential for some loss of organic matter, erosion, compaction and sealing during the demolition/construction phase; however, given the scale of the development and the length of the demolition/construction phase, effects are not considered to be significant.

Operation

The operation of the completed development is not anticipated to unusually affect organic matter, erosion, compaction and sealing. As such, significant effects are not considered to be likely.

Mitigation

The implementation of a CEMP during the construction phase will ensure that standard mitigation measures are implemented.

Telecommunications

Documentation Accompanying Planning Application: *A TV / Radio Assessment will be submitted as part of the planning application process.*

The height of the taller buildings may impact on the quality of television reception in the near locality, but on the basis of information provided with other sites in the vicinity the impact is not to be significant. It is considered that there is no known significant likelihood at this stage, of detrimental effects from or on telecommunications that would warrant the submission of an EIA.

Townscape and Visual Impact

Documentation Accompanying the Planning Application: *A Townscape and Visual Impact Assessment will accompany the planning application.*

Construction

The construction works are likely to require large cranes/ equipment, and therefore there is the potential for adverse effects on views and townscape. That said, given the relatively short term, temporary nature of the construction works and the scale of the development, effects are not considered likely to be significant. Supplementary mitigation can be implemented through the use of hoarding, to provide a physical/visual barrier to the works.

Operation

The proposed development will consist of three buildings, ranging from up to 21, 29 and 33 storeys in height. It is not clear from supporting information submitted with this EIA screening request where these buildings will be positioned on the site. The proposal is of a greater scale than that what is currently on site.

The proposal is located within a Tall Building Zone within the draft Brent Local Plan. The context within with the proposal sites includes taller buildings in the near vicinity (up to 14 storeys at 243 Ealing Road and 14 storey sat Peppermint Heights, both on the opposite side of the Grand Union Canal), with the prospect of more. For example, Alperton House, on the opposite side of Bridgewater Road to the south west, has permission for development up to 23 storeys in height (reference 18/4199). The Minavil House site, on the opposite side of Ealing Road to the south, has permission for development up to 26 storeys in height, and development has commenced on site. An EIA screening for Alperton House found there to be no significant adverse impacts in relation to the proposal and an EIA submitted with the

Minavil House application found no significant adverse impacts related to the height of that development on townscape and visual impact. As such, the Council considers that although the proposed development could lead to some adverse effects on townscape and views, given the scale of the development and the urban nature of its location, significant effects are not considered likely.

It is important to note that whilst the effects are not considered to be significant in relation to the EIA Regulations, this does not preclude the Council from taking into account the adverse effects (and their acceptability) when determining the planning application.

Mitigation

During construction, ensure the erection and maintenance of hoarding. Design, height and massing to reduce potential for adverse impact.

Taking account of these matters it is considered that the development will not have significant environmental effects that warrant the need for EIA.

Traffic and Transport

Documentation Accompanying the Planning Application: *A Transport Assessment and a Travel Plan will be submitted with the planning application.*

The site is located within an area with a current public transport accessibility level (PTAL) of 4-5. As such it has good public transport accessibility (Alperton Underground Station and numerous local bus services within 500 metres). The site is not within a CPZ (Controlled Parking Zone).

Construction

There will be a number of vehicles accessing the site during the construction phase, however, given the scale of the development the anticipated numbers are not considered to be substantial. It is considered that any adverse effects can be mitigated through a construction logistics plan (CLP) (potentially included as part of the CEMP) to control transport movements.

With the implementation of standard mitigation measures, no significant effects are anticipated.

Operation

The existing site is in use as a bus garage and supporting information indicates that the site currently generates 629 two-way traffic movements per day (428 by bus). The existing bus depot is proposed to be relocated to Athlon Road, approximately 300m to the south west of the site, and it is envisaged that this will be subject to a separate planning application (and EIA Screening, if applicable). Supporting information states that the development is expected to generate up to 244 public transport trips in the morning peak hour and that public transport trips can be accommodated with minimal impact. Advice will be required from TfL on the impact on bus and underground network capacity.

The proposal comprises approximately 15 disabled parking spaces for both residential and non-residential uses and two car-club spaces. Vehicular on-site parking provision is therefore likely to be limited. As such, operational traffic effects of the proposals are likely to be negligible when placed within the context of the site's existing use. Movements related to

deliveries could generate additional traffic. However, given the scale of the development, these effects are not considered to be significant. The lack of on-site car parking and lack of residents' controlled parking zone in the area will mean that suitable controls on residents potential to own/ park cars on site and in the vicinity will be expected, this is likely to include restrictions within property leases as well as financial payments towards a local parking permit scheme, which will help to mitigate any adverse effects.

A Refuse Management Plan should be submitted to set out how the site would be serviced when operational, which is consistent with an approach agreed with the local highway authority.

Mitigation

A CLP should be secured that includes standard mitigation measures to control transport movements (potentially as part of the CEMP).

Controls on occupants and financial payments should be sought to offset operational effects.

As such no significant environment effects are anticipated to require EIA.

Waste

Documentation Accompanying the Planning Application: A Servicing and Refuse Management Plan / Waste Management Strategy should be submitted as part of the planning application process. This should provide an analysis of how the development will adequately cater for the storage and collection of domestic and commercial waste during its operation will be sought. A CEMP will be sought as part of the planning process to deal with demolition and construction waste matters.

Construction

The site will generate waste, principally building materials during the demolition and construction stages. Supporting information states that the production and management of waste will be typical for an urban development project. The management of construction waste is covered by the Waste Duty of Care Legislation (2016), issued under section 34 of the Environmental Protection Act 1990. The implementation of standard impact avoidance measures will reduce waste from construction activities, which can be secured through the CEMP. A Waste Management Plan should be produced to ensure the appropriate disposal of waste during construction phase. No significant effects are therefore anticipated.

Operation

Supporting information states that the production and management of waste will be typical for an urban development project and that appropriate storage space for commercial, domestic and recycled waste will be provided for each of the proposed uses. Separate solutions should be provided for both the commercial and residential elements of the development. The inclusion of suitable waste facilities for residents is covered under part H6 of the Building Regulations, and to ensure this, inclusion of separate facilities for general waste, recycling and organic materials is normally assessed for capacity and suitability as part of the normal planning process with reference to the 2015 Brent Council guidance. Commercial waste is covered under the same legislation as construction waste, above.

If the application is approved, the decision notice should include suitable conditions to ensure that waste facilities for residents and businesses are provided prior to occupation. No significant effects are anticipated.

Mitigation

Adherence to the CEMP which will include standard mitigation measures should be secured through a planning condition for construction phase, as well as one that seeks to ensure sufficient space and practises to ensure adequate measures for waste management are in place prior to and during occupation. The Waste Management Plan should be made to ensure appropriate disposal of waste during construction phase.

Water Quality (hydromorphological changes, quantity and quality)

Documentation Accompanying the Planning Application: *This matter can be addressed in a number of areas. A Surface Water and Foul Water Drainage Assessment / Strategy Contaminated Land Report, Foul Sewage and Utilities Assessment, and the CEMP that will be required as part of the application/ permission process.*

The site is approximately 100m north of the Grand Union Canal, meaning there is potential for run-off direct from the site via non-formal pathways, or via the surface water drainage network. In addition the site has historic industrial use with potential for various compounds that could adversely affect water quality such as hydrocarbons within the ground if disturbed. The site however is not located within or close to a groundwater Source Protection Zone.

Construction

During the construction process there is the potential to affect water quality through accidental pollution events, such as fuel spills and increased sediment within surface water passing through to adjacent watercourses. The implementation of standard impact avoidance measures should be secured through the CEMP. In addition the potential of contamination on site could result in pathways either above or below ground being created that lead to watercourses, for example through piled foundations. This will require measures to avoid such potential. With the implementation of standard impact avoidance measures to ensure that the site is adequately protected, no significant effects are anticipated. It is not considered, given the scale of the development and works proposed, that there will be any significant effects on either water quantity or hydromorphology during construction.

Operation

There is the potential the operation of the proposed development to affect the foul and surface water capacity/ quantity due to an increased demand. Whilst there may be an increase in demand, given the scale of the development, it is not considered to lead to significant effects. There is the potential for pollutants originating from motor vehicles to enter the surface water and ground water systems. Such risk can be mitigated through the inclusion of pollution control measures in surface water drainage systems, which can be secured by condition. It is not considered, given the scale of the development and the implementation of SuDS (refer to Flood Risk section above) that there will be any significant effects on either water quality or hydromorphology once operational.

Mitigation

A CEMP should be secured that includes measures to protect against and deal with accidental pollution events. The Contaminated Land Survey will identify if and where contamination is present and measures required to ensure that any construction activity does not increase risk to water quality will be secured through planning condition. The

implementation and management of SuDS and associated pollution control mechanisms for surface drainage should be secured through a planning condition.

As such it is not anticipated that the environmental effects will be of such significance to warrant EIA.

Wind

Documentation Accompanying the Planning Application: *A Wind and Microclimate Report will be submitted as part of the planning application process.*

Construction

It is recognised that throughout the demolition and construction phase of the project, the cranes and the erection of the new structure may affect the local wind microclimate, however these effects are considered to be temporary and not anticipated to be significant.

Operation

The operation of the proposed development will introduce new buildings onto the site that will be up to 21, 29 and 33 storeys in height. Therefore there may be adverse effects on the existing wind conditions. This can be assessed throughout the normal planning process taking account of the Wind and Microclimate Report. The supporting information notes that nearby existing and proposed buildings are mid-rise, which would be expected to provide an element of shelter to the site by reducing the speeds of certain oncoming wind flows. On the other hand the proximity of taller buildings close by may divert wind towards the application site. Mitigation measures should be incorporated into the development to reduce the impacts on those within and adjacent to the development to acceptable levels.

As such it is not anticipated that the environmental effects will be of such significance to warrant EIA.

Mitigation

The Wind and Microclimate Report which will be submitted as part of the planning application process will advise on mitigation measures that can be designed into the scheme to ensure that there is no significant adverse impact arising.

As such it is not anticipated that the environmental effects will be of such significance to warrant EIA.

Cumulative Effects

The 2017 EIA Regulations requires the consideration of cumulative effects through interactions being the combined effects of individual effects arising as a result of the development and also with other existing development and/or approved development.

In relation to the cumulative effects of the interactions related to the proposed development, taking account of the analysis and commentary above it is not considered that the impacts are such as to be so significant to warrant EIA.

There are number of major developments in the surrounding area that are likely to be built, as detailed in 'Large Scale Development within the Vicinity'. The proposal in association with these wider developments may have the potential for cumulative impacts. The impacts

of this need to be considered when determining if the effects would be so significant as to warrant EIA.

The Council has considered a wide area consisting of the Alperton Growth Area and other development sites adjacent or within the vicinity, such as the Northfields development some 900m to the east, or that might generate transport movements along Ealing Road. Two of the applications identified (18/0321 and 16/2629) were considered as part of the cumulative assessment were subject to Environmental Impact Assessments. The Council has considered the information contained within this assessment related to the individual impacts and also the associated cumulative impacts of the proposals.

Demolition/Construction

It is considered that no likely significant adverse cumulative construction effects will occur assuming the implementation of standard mitigation measures such as appropriate traffic management measures and construction routing; and maintenance of site hoardings and compliance with the mitigation measures detailed within the CEMP.

It is also assumed that the enabling works, demolition and construction phases associated with the other development schemes would adhere to legislative requirements, industry guidance and best practice as will be the case within the application sites. However, there remains the potential for cumulative effects to arise, particularly with respect to dust and noise.

The construction workers at the construction site of each individual cumulative scheme will have to adopt controls to prevent the significant transfer of airborne pollutants beyond their site boundaries and the use of monitoring to confirm the effectiveness of these measures. Therefore, cumulative effects at existing and future receptor locations would be appropriately managed by the contractors to avoid the occurrence of significant adverse cumulative effects. Cumulative effects during the enabling works, demolition and construction phase are therefore generally considered to be temporary, local and overall not significant.

Operation

With regards to the matters considered in this opinion it is not considered that there will be significant adverse cumulative operational effects when the cumulative developments and the proposed development are operational. The limited on site provision of parking, will ensure the majority of sites will not generate greater numbers of vehicle trips than currently. Where it is anticipated that there will be additional trips than is the case currently, for example on the Northfields, a range of local physical interventions are proposed to deal with capacity issues.

It is anticipated that CIL and S106 and other funding streams from Government and service providers will address capacity issues that might exist in relation to on and off-site infrastructure.