September 2020

OSTERLEY PLACE

TESCO OSTERLEY, SYON LANE, TW7 5NZ

NON – TECHNICAL SUMMARY

Consultant: Ramboll UK Limited

St Edward
Designed for life

Intended for
St Edward Homes Limited

Date
September 2020

Project Number
1620006465

TESCO OSTERLEY, SYON LANE, ISLEWORTH ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

RAMBOLL

TESCO OSTERLEY, SYON LANE, ISLEWORTH
ENVIRONMENTAL STATEMENT: NON-TECHNICAL SUMMARY

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Made by	**Ellie Bicknell / Sam Edwards**
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3	18/09/2020	CM	MW	MW	Updated Final Issue for Planning

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1. INTRODUCTION

1.1 Purpose of Non-Technical Summary

This report is the Non-Technical Summary (NTS) of the Environmental Statement (ES) which has been prepared by Ramboll UK Limited ('Ramboll') and a number of technical specialists in accordance with the statutory procedures set out in The Town and Country Planning (Environmental Impact Assessment) Regulations 2017[1] (hereafter referred to as the 'EIA Regulations').

This NTS has been prepared to accompany an application for outline planning permission (the 'application') made to the London Borough of Hounslow (LBH) by St Edward Homes Limited (the 'Applicant') for the proposed residential-led, mixed-use development of the Osterley Tesco site located on Syon Lane, Isleworth, TW7 5NZ (the 'site').

This NTS presents a summary of the main findings of the environmental impact assessment (EIA) that has been undertaken of the proposed development and that has been reported in the ES. The NTS provides:

- a description of the site and surrounding context;
- an outline of the reasonable development alternatives considered by the Applicant and an indication of the main reasons for the selection of the preferred alternative, taking into account the likely significant effects on the environment;
- a description of the proposed development; and
- a summary of the likely significant environmental effects of the proposed development and key mitigation measures (as relevant).

The aim of the NTS is to summarise the main findings of the EIA in a clear and concise manner to assist the public in understanding what the significant environmental effects of the proposed development are likely to be.

1.2 Structure of ES and Application

The full ES comprises:

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

This NTS and full ES, together with the planning application and other supporting documents are available for viewing on the LBH's website.

CD versions of the ES are available for purchase from Ramboll at:

Ramboll
240 Blackfriars Road
London
SE1 8NW

Tel: 0207 808 1499

[1] Secretary of State, 2017. The Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. HMSO.

1.3 Commenting on Application

Comments on the application should be forwarded to LBH at:

London Borough of Hounslow
Hounslow House
7 Bath Road
Hounslow
Middlesex
TW3 3EB

Tel: 020 8583 5555
Email: planningcomments@hounslow.gov.uk

2. ENVIRONMENTAL IMPACT ASSESSMENT

2.1 EIA Process and Methodology

EIA is a process that identifies the likely significant effects on the environment (both beneficial and adverse) of a proposed development and proposes mitigation to avoid or reduce any likely significant adverse environmental effects. It is an iterative process which proactively seeks to integrate mitigation within the development proposals so as to avoid significant effects from arising.

The EIA process adopted for the proposed development has followed best practice guidelines, as set out by the Institute of Environmental Management and Assessment (IEMA) Quality Mark scheme. The process involved the following key steps:

- Consultation with LBH officers and key stakeholders;
- Collection, use and assessment of the most up-to-date baseline information and likely evolution of that baseline without the development or in the future, including the identification of sensitive receptors;
- Scoping of the EIA and ES technical assessment content and assessment methodologies;
- Integration of mitigation measures within the emerging proposals;
- Interpretation of the schedules, parameters and commitments presented in the parameter plans, design code and development specification, as well as the formulation of assumptions in the absence of information, as the basis for the individual technical assessments;
- Use of relevant guidance and good practice methods to predict the nature, scale and significance of environmental effects; and
- Reporting of the results of the EIA within the ES in a transparent way, to provide the information required to inform the decision-making process.

2.2 EIA Scoping

An EIA Scoping Report was submitted to the LBH on 31 July 2019 (LBH Ref: 01106/B/SCOPE1) in support of a request for a formal EIA Scoping Opinion pursuant to Regulation 15(1) of the EIA Regulations. The EIA Scoping Report sets out a description of the emerging proposed development; the potential key environmental impacts and likely effects to be considered as part of the EIA; as well as the proposed approach that would be adopted for the EIA including the proposed scopes and assessment methodologies to predict the scale of effects and to assess the significance in each case.

The LBH issued an EIA Scoping Opinion on 13 September 2019. The EIA Scoping Opinion confirmed the scope of the EIA as proposed in the EIA Scoping Report, with no requests for additional technical assessment chapters to be included in the ES.

A clarification letter was issued to the LBH on 18 November 2019 in respect of the EIA Scoping Opinion to confirm the submission deliverables and the interface with the EIA. This letter also confirmed an increase in the flexible retail, leisure, community (Use Class A1-A3, B1, D1 and D2) floorspace of the proposed development and confirmed that the change would have no effect on the scope of the EIA or ES as described in the EIA Scoping Report.

This was followed in May 2020 by email correspondence and a conference call with LBH officers (20 May 2020) to confirm the EIA and ES scope for the proposed development, including outlining further minor changes to the proposed development and no effect on the scope of the EIA and ES as described in the EIA Scoping Report.

2.3 Topics Included in EIA

As identified in the EIA Scoping Report, the following environmental topics were 'scoped in' and assessed within the EIA and are presented as technical assessment chapters within the ES:

- Socio-Economics;
- Transport and Accessibility;
- Air Quality;
- Noise and Vibration;
- Wind Microclimate;
- Daylight, Sunlight and Overshadowing;
- Townscape and Visual; and
- Built Heritage.

2.4 Topics Excluded in EIA

As identified in the EIA Scoping Report, the following environmental topics were 'scoped out' of the EIA:

- Ground Conditions;
- Water Resources and Flood Risk;
- Archaeology;
- Ecology;
- Climate Change;
- Major Accidents and Disasters;
- Aviation;
- Health and Wellbeing;
- Solar Glare;
- Light Spill; and
- Waste.

Whilst it is not expected that ground conditions, ecology, water resources and flood risk and archaeology would give rise to significant environmental effects, the following environmental technical reports were prepared to inform the design process and to integrate mitigation measures within the development proposals where appropriate, and form part of the ES technical appendices:

- Geo-Environmental Assessment (Ground Conditions, including contamination);
- Ecological Impact Assessment;
- Flood Risk Assessment; and
- Historic Environment Assessment (Archaeology).

2.5 Assessment Approach

The EIA has considered the likely significant environmental effects during demolition and construction works and once the proposed development is complete. Each technical assessment has considered different types of effects including direct effects and any indirect, secondary, cumulative; short, medium and long term; permanent and temporary; beneficial, neutral and adverse effects.

The EIA has been based on the parameter plans, design code and development specifications as described in ES Volume 1, Chapter 4: Proposed Development Description and Chapter 5: Demolition and Construction Environmental Management. Where detailed information has not been available, reasonable assumptions have been made to enable assessment to be undertaken.

Each of the 'scoped in' environmental topics have been addressed in separate technical assessment chapters in ES Volumes 1 and 2. Supplementary reports and details are presented in ES Volume 3 as technical appendices. In each technical assessment chapter, a description of the assessment methodology is given together with the existing and future site conditions.

EIA considers the sensitivity of the receptor and the magnitude of the impacts from a development to predict the scale and nature of the resulting effect on the environment.

Mitigation is the term used to refer to the process of avoiding where possible and, if not, minimising and/or controlling the likely significant adverse effects of a development on the environment. Mitigation measures have been integrated (embedded) into the design stage; the demolition and construction stage; or the activities associated with the operation of the completed proposed development (i.e. the completed development stage). The need for additional mitigation measures have been identified, as appropriate.

In terms of cumulative effects, the EIA has considered the following effects as defined by the IEMA Guidance[2]:

- 'Inter-project' effects – incremental changes caused by other development schemes occurring together with the proposed development and the cumulative effects combining to worsen the effect of a particular impact; and
- 'Intra-Project' effects of different types of impacts from the proposed development that could interact to jointly affect a particular receptor/s at the site. Potential impact interactions could include the combined effects of noise and dust during construction activities on a particular sensitive receptor.

Inter-project effects are combined effects generated from the proposed development with other approved or existing developments ('cumulative schemes'). These cumulative schemes may generate their own individually insignificant effects but when considered together could give rise to a significant cumulative effect, for example, combined townscape and visual impacts from two or more (proposed) developments.

The following nine cumulative schemes have been considered for the purpose of the inter-project cumulative impact assessment:

1. New Horizons Court, Ryan Drive, Brentford, TW8 9EP [LBH Ref: 02912/A/PA2]
2. 4 and 8 Harlequin Avenue, Brentford, TW8 9EW [LBH Ref: 00558/4-8/P1]
3. 1 Commerce Road, Brentford, London, TW8 8LE [LBH Ref: 00297/H/P13]
4. 891 Great West Road, Isleworth London TW7 5PD [LBH Ref: 00505/891/P4]
5. 891 Great West Road, Isleworth London TW7 5PD [LBH Ref: 00505/891/P5]
6. Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP [LBH Ref: 00505/AF/P28]
7. Sky, Sites 6 & 7, Grant Way, Isleworth TW7 5QD [LBH Ref: 00558/A/P69]
8. Bolder Academy, 1 MacFarlane Lane, Isleworth, TW7 5PN [LBH Ref: 01106/W/P9]
9. Homebase, Syon Lane, Isleworth, TW7 5QE [LBH Ref: *No reference yet*]

The location of these schemes is shown in Figure 2.1.

[2] Institute of Environmental Management and Assessment, 2011. The State of Environmental Impact Assessment Practice in the UK. 2011. IEMA.

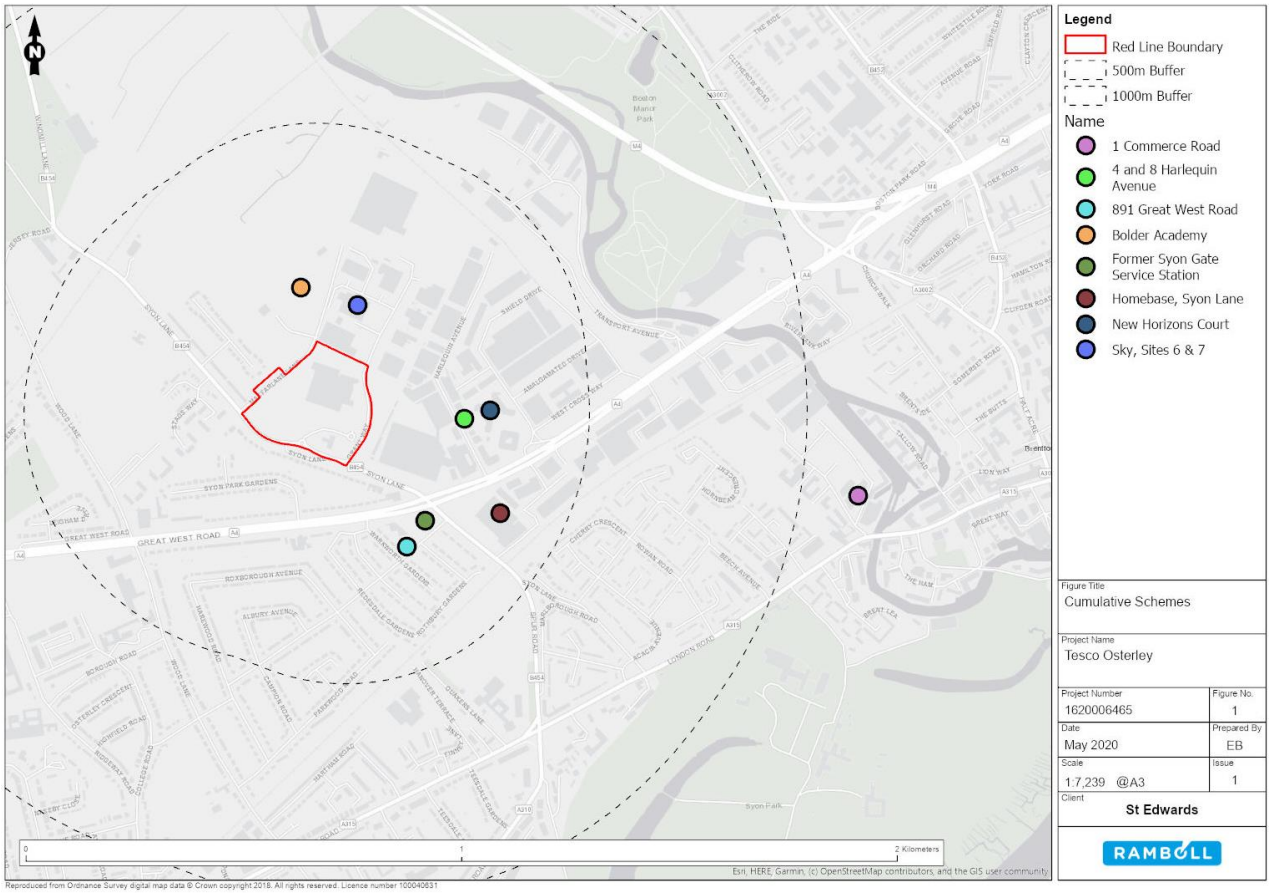

Figure 2.1: Location of Cumulative Schemes

The Applicant is submitting a separate full planning application for scheme 9, Homebase, concurrently with the proposed development's application. Both applications are accompanied by separate ESs. It is proposed to relocate the Tesco store on-site to the Homebase site. Although each of these schemes could technically be delivered independently, the reality is that the schemes are interdependent. The new Tesco store opening on the existing Homebase site, and the demolition of the existing Tesco store to make way for new residential development are dependent on the other respective development proceeding. There would not be two Tesco stores open for trading at the same time on these sites, and planning obligations are proposed to control this scenario and prevent this from taking place. An obligation binding the site is proposed to restrict demolition of the existing Tesco store until trading commences at the replacement Tesco store on the Homebase site. Further, an obligation binding the existing Homebase site is proposed to restrict the new store from commencing trading until trading has ceased at the existing Tesco store.

2.6 Covid-19

Assessments have made of the existing baseline conditions at the time of the ES preparation (2019 - 2020) unless otherwise stated in the technical chapter. All baseline survey work was undertaken before the COVID-19 pandemic and is therefore representative of the pre-COVID-19 situation. Follow-up site walkovers and validation surveys (only in respect of noise) have been limited by the pandemic; however, it is considered that a valid and representative set of baseline data was captured in advance of the pandemic to enable robust assessments to be undertaken.

Whilst it is widely acknowledged the COVID-19 pandemic has seen an increased prevalence of home-working and reduced traffic, noise and emissions, since lockdown was lifted this is gradually reversing. It is not possible to predict what may change in the future, so it is considered that assessments based on the pre-COVID-19 baseline are reasonable and representative.

3. SITE AND SURROUNDING CONTEXT

3.1 Site Location

The site is located north of the A4-Great West Road at the corner of Syon Lane (B545) and Grant Way in Isleworth, TW7 5NZ (at OS grid reference TQ 1604277649), as shown in Figure 3.1.

Figure 3.1: Site Location

The site boundaries are defined to the:

- north-west by MacFarlane Lane, beyond which is Goals Gillette Corner Sportfields (including Goals Gillette Corner Football Academy football pitches and Sky's football area), the site of the proposed Bolder Academy and Wyke Green Golf Course;
- north-east by the Sky Isleworth Campus comprising 11 large scale headquarter, studio and playout centre buildings;
- east by Grant Way, beyond which are a small area of amenity space, the Sky Isleworth Campus and the West Cross Industrial Estate, including the Gillette Building;
- south by Syon Lane (B454), beyond which are two storey semi-detached houses (nearest approximately 20 m south) and a two storey apartment block; and
- west by MacFarlane Lane, beyond which are two storey semi-detached houses (nearest approximately 25 m west).

The site's surrounding context is of a mixed nature with:

- industrial and business uses to the north;
- industrial, business, commercial and health uses to the east;

- residential, education and place of worship uses to the south; and
- residential, education and open space uses to the west.

The site is located within Great West Corridor Opportunity Area. To the north, the Sky Campus is designated as a Strategic Industrial Location (SIL). To the north-west of the site, Goals Gillette Corner is designated as Metropolitan Open Land.

3.2 Site Description

As presented by the application redline boundary in Figure 3.2, the site forms an irregular shaped parcel of land that covers an area of approximately 5.45 hectares (ha).

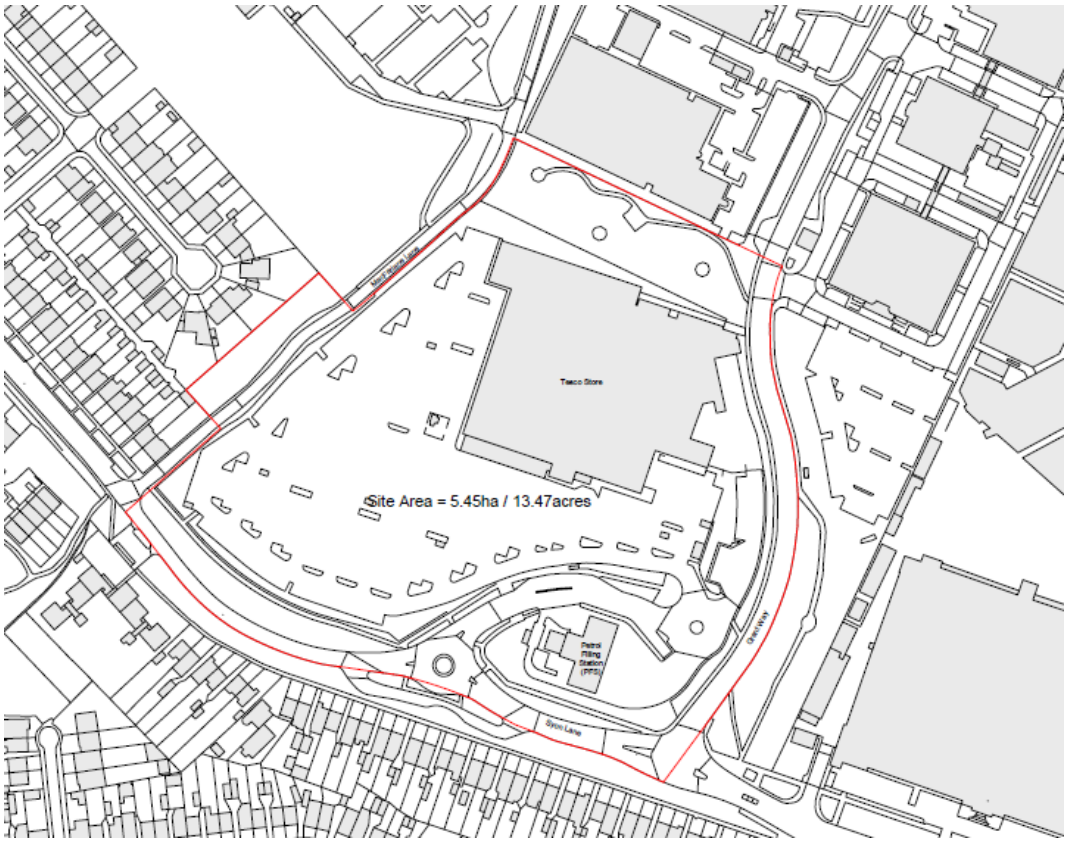

Figure 3.2: Site Redline Boundary

The site lies at an elevation of between approximately 23.1 m and 24.8 m Above Ordnance Datum (m AOD) and is generally level.

The site comprises an operational Tesco Extra store, hand car wash, petrol filling station (PFS), service yard, surface car park, and areas of open space and vegetation (shrubs and trees) fragmented throughout the car park and along the northern, eastern, southern and western site boundaries.

The Tesco store is located in the north of the site and is of modern design. It comprises a squared shaped, low-rise brick framed building with plastic and metal clad façade and a flat roof. Under normal conditions, there are 290 people employed on-site.

The PFS and service yard is located in the south-east of the site and comprises a square shaped canopy, with a small red and cream brick building, and a car wash adjacent to the east.

External hardstanding areas comprise a surfaced car park in the west, south and south-east of the site with 625 spaces and a servicing/deliveries area in the east.

The north of the site comprises a park ('Water Gardens') with amenity grassland, shrubs, trees and a pedestrian path which connects Grant Way with MacFarlane Lane. To the west of McFarlane Lane, the

site comprises a further area of fenced open space comprising areas of hard standing, bare ground, ruderal vegetation and scattered trees.

A total of 177 trees and 13 groups were surveyed on- and off-site along with several small areas of introduced shrub, none of which are protected by Tree Preservation Orders.

There are no existing basements on the site.

The site access from Syon Lane (B454) is formed by a three-arm roundabout junction, leading to an internal road, allowing for movement within the site and access to the on-site PFS station.

3.3 Environmental Sensitivities and Considerations

A selection of surrounding environmental sensitivities is shown in Figure 3.3.

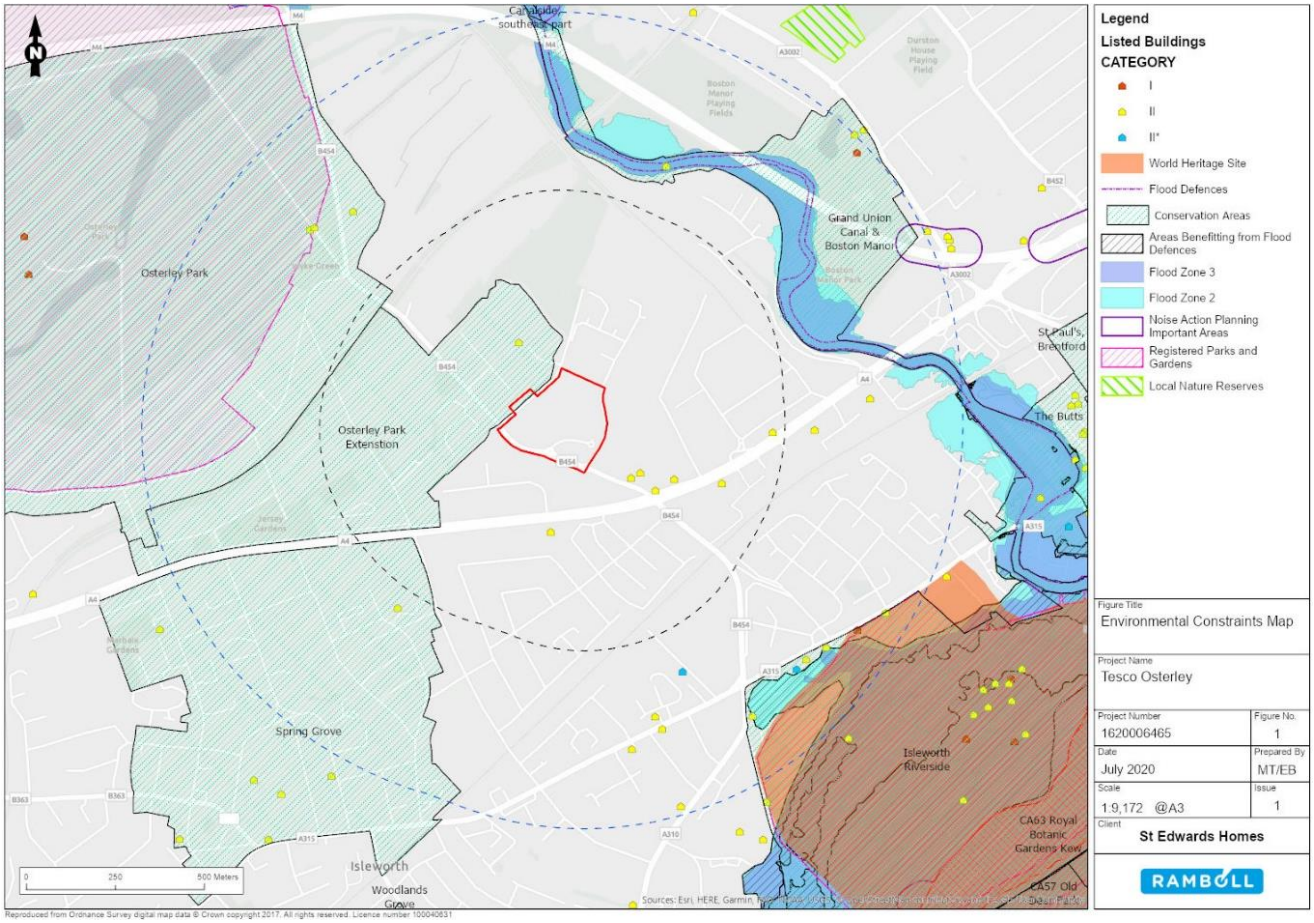

Figure 3.3: Environmental Constraints Map

The following subsections summarise the key environmental sensitivities and considerations for the site.

3.3.1 Geology and Water

The underlying geology of the area of the site is gravel overlain by brickearth.

Ground water beneath the site comprises a Principal Aquifer. The site is not located within a source protection zone (SPZ). SPZs are defined around large and public groundwater abstraction sites. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction.

There are no surface water features on the site. The closest substantial surface water body to the site is the River Brent approximately 600 m to the north-east at its closest point.

The site is located entirely within Flood Zone 1 (Low Probability of flooding) which represents land where the Environment Agency (EA) considers the annual probability of flooding from rivers or the sea is less than 1 in 1,000 (0.1 %).

3.3.2 Ecology and Nature Conservation

There are no statutory designated ecological sites within the site. There is one Site of Special Scientific Interest (SSSI) within 2 km of the site, Syon Park SSSI, located approximately 1.5 km to the south-east. There are no Local Nature Reserves located within 1 km of the site.

The closest Site of Importance for Nature Conservation (SINC) is Osterley Park, which is a SINC of 'Borough' level importance (SBINC), located 350 m to the north-west from the site.

Arboriculture

A total of 177 trees and 13 groups were surveyed on- and off-site (total of 190). This includes six trees assigned an amenity value/quality rating of high (Category A); 36 trees and groups have been assigned a rating of moderate (Category B) and 108 trees and groups assigned a rating of low (Category C). In total 40 trees and groups were recorded as being in poor condition, to the extent that they cannot realistically be retained for the medium- to long-term (Category U).

None of the trees are protected by Tree Preservation Orders (TPOs).

3.3.3 Cultural Heritage

The site is not located within an Archaeological Priority Area (APA) as defined by the LBH.

The site does not contain any nationally designated (protected) heritage assets, such as scheduled monuments or registered parks and gardens. There are also no statutory listed buildings located within the site. The closest listed buildings are approximately 130 m north-west at the Gower Road Pavilion and Clubhouse (Grade II); 130 m south-east of the site boundary at the Gillette Building (Grade II); and approximately 230 m to the south-east of the site boundary at the National Westminster Bank (Grade II).

The north-western part of the site falls within the Osterley Park Conservation Area (CA) located immediately along MacFarlane Lane. In addition, there are five further Conservation Areas in the study area.

Syon House Garden, Osterley Park and the Royal Botanic Gardens at Kew (World Heritage Site) are Registered Historic Parks and Gardens in close proximity.

3.3.4 Townscape and Visual

Excluding the north-western part of the site which falls within the Osterley Park CA, there are no other designated or non-designated heritage assets within the site boundary. The site is not covered by any planning policy designations relating to townscape value.

The surrounding environment is characterised by urban development. Although the study area comprises primarily residential uses and the built form generally reflects this in scale, footprint and height, within the Great West Corridor (GWC) the land use is more varied, with big box/industrial, office parks side by side with post-war housing.

Built form to the north, south and west of the study area is not particularly tall. Taller buildings and structures are concentrated to the east along the M4 and A4 corridors.

3.3.5 Open Space

Wyke Green, Jersey Gardens, Boston Manor Park, Boston Manor Playing Fields and Hawthorn Hatch Playground are located within 800 m. There is a good provision of open space containing a range of playspace and sports facilities of which Boston Manor Park is the largest. LBH designated Metropolitan Open Land is located directly north-west of the site where the Goals Gillette Corner Sportfields is situated.

3.3.6 Transport and Accessibility

Transport for London (TfL) calculate the Public Transport Accessibility Level (PTAL; 6 being the best) for the site is 2.

Syon Lane is a bus route, with bus service number H28 currently terminating at the site. In addition to servicing the site, bus service H28 serves West Middlesex University Hospital, Osterley and Hounslow, terminating at the Bulls Bridge Tesco store in Hayes. Additional bus services are accessible from the A4-Great West Road (service H91) and from the A315-London Road (services 235, 237, 267, E8 and N9). Syon Lane Railway Station is located a walk distance of approximately 450 m from the site boundary. Osterley London Underground Station operates on the Piccadilly Line, and is located an approximate walking distance of 2 km from the site. The site would benefit from the development of the Brentford to Southall Crossrail Link, which is referred to in the Great West Corridor Masterplan and Capacity Study (March 2019).

In terms of cycling, a defined off-carriageway route is provided adjacent to the A4-Great West Road. The facility provides a link to Osterley town centre to the west and Boston Manor Park and Chiswick to the east. Construction of Cycle Superhighway 9 started in 2019 with the route expected to be complete by 2021. CS9 will provide a 7 km section of cycleway between Kensington Olympia and Brentford. The new cycle superhighway would support journeys by cycle from the site towards Central London.

3.3.7 Noise and Vibration

Due to the site's urban location, noise sources affecting the site include road traffic, as well as train and aircraft movements. No notable sources of noise were observed from the adjacent strategic industrial land.

3.3.8 Air Quality

The whole of the borough has been declared an Air Quality Management Area (AQMA) for exceedances in nitrogen dioxide (NO_2) levels. Existing air quality at the site are impacted from road traffic emissions on the main road network to the south of the site.

3.3.9 Socio-Economics

The site is located within the Great West Corridor Opportunity Area in which the Intend to Publish London Plan seeks the delivery of 7,500 new homes and 14,000 new jobs. LBH's emerging Great West Corridor Local Plan Review identifies this site for residential-led mixed-use, to include a focal area containing retail frontage and public space.

As of 2019, the LBH is the 19th most deprived borough in London, and the 95th most deprived local authority in England. This represents an improvement since 2015 when it was the 17th most deprived borough and the 86th most deprived local authority in England. This is also an improvement compared 2010 as Hounslow was ranked as the 18th most deprived authority in London and the 92nd most deprived in England.

3.4 Sensitive Receptors

The following list summarises receptors that may be sensitive to potential environmental impacts as a result of the proposed development:

- Existing users of the site and surrounding area who would be present during the demolition and construction works and once the proposed development is completed;
- Future users of and visitors to the proposed development;
- Future pedestrians in and around the proposed development;
- Existing and future off-site residential properties, including those to the south and west and those within the identified future development;
- Future on-site residential properties within the completed proposed development;
- Existing and future primary and secondary schools;
- Existing healthcare facilities – GPs, Dentists;
- Existing community facilities, including leisure centres and local community centres;
- Existing open space and amenity space;
- Existing townscape character areas;
- Existing visual receptors and views from publicly accessible locations such as roads, footpaths and open spaces;
- Existing heritage assets and their setting, including listed buildings and structures, conservation areas and registered parks and gardens;
- Existing public transport services (overground rail, underground rail and bus);
- Existing and future road network;
- Existing and future pedestrians, cyclists and road users;
- Surface water features such as the River Brent;
- Ground water;
- Underlying geology and hydrology;
- Water supply and drainage infrastructure;
- Trees and vegetation within and adjacent to the site;
- Habitat and species, including those associated with the River Brent;
- Existing and future on- and off-site residential receptors;
- Hounslow Borough AQMA;
- Existing and future on- and off-site residential receptors;
- Demolition and construction workers;
- Underlying geology and hydrogeology; and
- Aquifers.

4. PLANNING CONSIDERATIONS

4.1 Policy Context

It is necessary to consider the proposed development against relevant policies and guidance at national, regional and local levels.

At the national level, planning policy is contained within the National Planning Policy Framework (NPPF)[3] and the Planning Practice Guidance (PPG)[4].

At the regional level, the EIA has been informed by the Greater London Authority's (GLA) London Plan 2016 (including January 2017 typesetting correction)[5]. Additionally, the Draft New London Plan (Intend to Publish London Plan, December 2019)[6] is due to be adopted in 2020 and is a material consideration.

At the local level, the Hounslow Local Plan[7] was adopted on 15 September 2015 and until 2030, forms part of the planning framework of the LBH.

As stated earlier, the site is located within the Great West Corridor Opportunity Area in which the Intend to Publish London Plan seeks the delivery of 7,500 new homes and 14,000 new jobs.

The LBH's emerging Great West Corridor Local Plan Review[8] identifies the site for residential-led mixed-use, to include a focal area containing retail frontage and public space. The emerging Site Allocations document identifies the site for intensification of use for a wider range of uses, including residential development, with two development options. One comprises the retention of the existing store and delivery of residential homes, and the second, where the existing store is re-provided elsewhere, comprises a comprehensive redevelopment with residential use, local retail and community uses, new public open space and enhanced access and movement across the site.

A range of regional and local supplementary guidance documents are also relevant to the determination of the application and have been considered in undertaking the EIA.

4.2 Planning History

A review of online historical sources indicates that the site was developed for the MacFarlane Lang and Co Ltd. United Biscuit Factory in 1931. The factory closed in 1980. There is no documented history as to what occurred at the site between 1980 and 1993. It is understood that the park in the north of the site, Water Gardens, was developed in the 1980s.

A desk-based study of LBH's planning portal[9] confirms that the site has a limited planning history, with the development of the existing Tesco store and petrol filling station consented in the early 1990's (01106/B/P82). Applications since then have related solely to the operational requirements of the existing use (advertisements, small extensions, jet wash, canopies, kiosks, etc).

[3] Ministry for Housing, Communities and Local Government, 2019. The National Planning Policy Framework. HMSO.
[4] Ministry of Housing, Communities and Local Government, 2019. Planning practice guidance available from: https://www.gov.uk/government/collections/planning-practice-guidance [Accessed 30.06.2020].
[5] Greater London Authority, 2016. The London Plan: The Spatial Development Strategy for London Consolidation with Alterations since 2011 (updated 2017). London.
[6] Greater London Authority, 2019. Draft New London Plan (Mayor's Intending to Publish version). London.
[7] London Borough of Hounslow, 2015. Local Plan 2015 – 2030. Volume One. London. LBH.
[8] London Borough of Hounslow, 2017. Great West Corridor Locals Plan Review. London.
[9] London Borough of Hounslow, 2020. Planning Search [online]. Available at: http://planning.hounslow.gov.uk/planning_search.aspx [Accessed 30.06.2020].

5. ALTERNATIVES AND DESIGN EVOLUTION

The EIA Regulations require the ES to report on the reasonable alternatives (for example in terms of design, size and scale) studied by the Applicant, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

The ES considers the following alternatives:

- The 'Do Nothing' alternative;
- Alternatives mentioned within the Great West Corridor Draft Site Allocations Document;
- Alternative sites;
- Alternative uses; and
- Alternative Designs and Design Evolution.

5.1 Do-Nothing Alternative

The 'Do Nothing' scenario is a hypothetical alternative conventionally considered, albeit briefly, in EIA as a basis for comparing the development proposal under consideration.

Under this scenario, the site would be left in its current underutilised state, which would result in the following:

- No delivery of housing and employment opportunities in accordance with emerging planning policy objectives;
- No reduction in on-site car parking, reduction in vehicle trips and associated improvements to air quality, noise and road network capacity;
- No improvement in neighbourhood connectivity and permeability;
- No improvement in public realm or creation of open space;
- No improvement in townscape character;
- No improvement in biodiversity; and
- No improvement in respect of the sustainability of on-site uses (for example water use, carbon emissions, energy use, traffic emissions.

Furthermore, as previously stated, the site lies within the Great West Corridor Opportunity Area in which the Intend to Publish London Plan seeks the delivery of 7,500 new homes and 14,000 new jobs. No redevelopment would not achieve these policy goals.

Consequently, the Applicant ruled out the 'Do-Nothing' alternative.

5.2 Alternative Sites

No alternative sites have been considered by the Applicant for the following reasons:

- The Applicant has entered into a partnership agreement with Tesco to deliver the comprehensive redevelopment of the site and therefore the Applicant did not consider alternative sites; and
- LBH's emerging Great West Corridor Local Plan Review and Draft Site Allocations document identify this site for residential-led mixed-use, to include a focal area containing retail frontage and public space.

5.3 Alternative Uses

Within the Great West Corridor Masterplan and the Draft Site Allocations, the following two options are presented:

- Scenario 1: The Tesco store is retained on-site and part of car park is intensified with residential development; OR
- Scenario 2: The redevelopment of site as new residential quarter with complementary provision of community facilities. This would be facilitated by the relocation of the Tesco store to a nearby site.

Discussions with Tesco on the operation of their store and the aspiration for the site's redevelopment made clear that a redevelopment of the store on the site was not a feasible option due to disruption to its trade and cost. Scenario 2 would result in a more efficient use of land and deliver greater benefits in terms of public space, mixed uses and housing delivery.

5.4 Alternative Designs and Design Evolution

The Applicant considered alternative site layouts, height and massing options. Figure 5.1 provides a snapshot of the layout options considered.

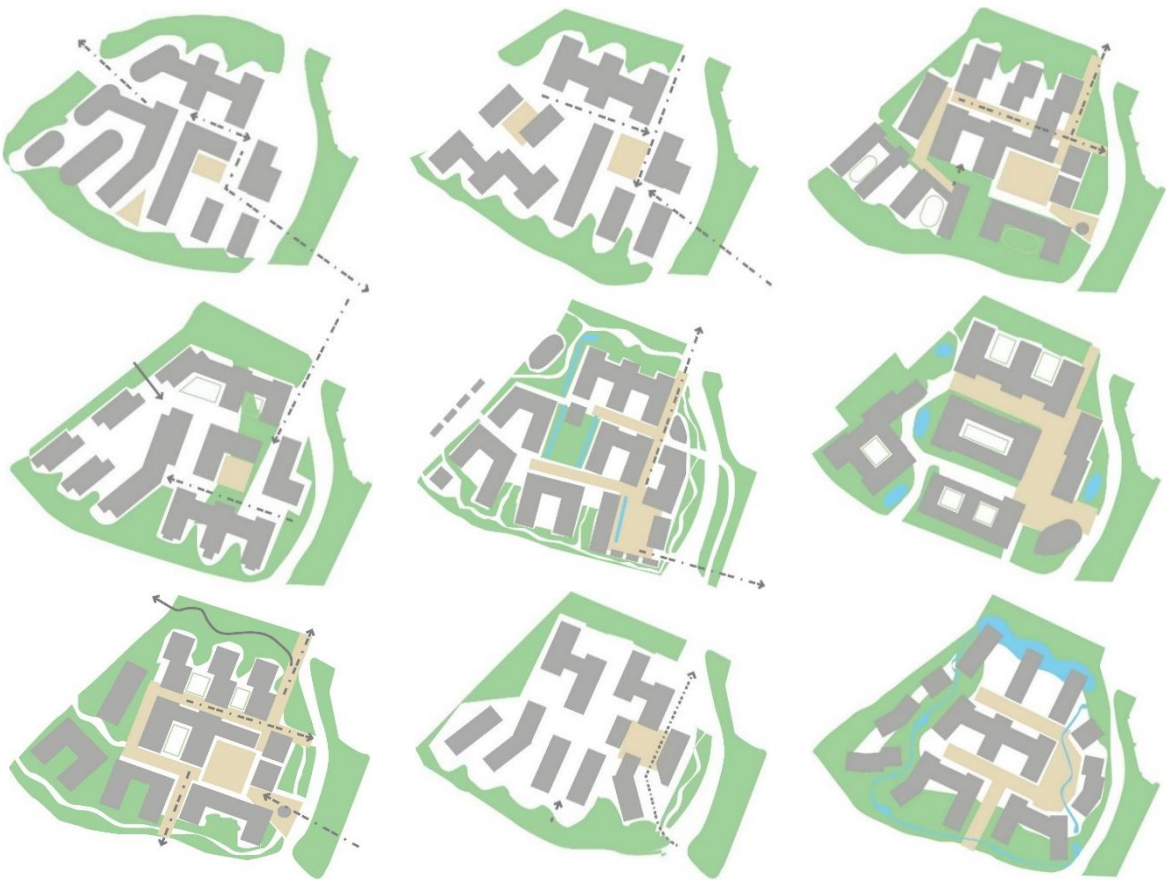

Figure 5.1: Layout Options

The main design evolution process focussed on the following:

- Layouts and orientation of the various blocks in relation to site navigation, daylight and sunlight levels and consideration of surrounding sensitive boundaries and context;
- Moving from a linear park diagonally across the site to perimeter open space permeating into and through the site;
- Enhancement of the Water Gardens located in the north of the site;
- Enhancement of connectivity, permeability and accessibility across the site and to the surroundings; and

- Alternative height and massing options to avoid and minimise significant impacts to surrounding sensitive receptors with regard to daylight and sunlight amenity, heritage significance, townscape and views.

The selected layout and height and massing options were used to select a preferred illustrative design option as shown in Figure 5.2. The illustrative scheme was used to develop the parameters for the proposed development and to inform the development specification and design code.

Figure 5.2: Potential Façade Options

5.5 Alternative Façade Options

Due to the outline nature of the proposed development, alternative façade designs and materials have not been explored for this stage of the planning process. A design code has been developed to accompany the planning application for the proposed development and will inform the detailed design of the subsequent Reserved Matters Applications (RMAs). The design code seeks to ensure that the highest standard of design is delivered across the site, as individual development parcels are brought forward through a process of phased development. It also aims to ensure a consistent and coherent design approach between different parcels, maintaining the overall design approach for the wider development. Example façade options are illustrated in Figure 5.3.

Figure 5.3: Potential Façade Options

Overall, the design team's approach has been iterative, considered and comprehensive in refining the preferred options with the aim of delivering a scheme that achieves the Applicant's objectives and reduces environmental impacts. The proposed development would provide the most optimal redevelopment option for the site. The design evolution process focused on the illustrative scheme and have over time been used to inform the development parameters, development specifications and design code.

6. PROPOSED DEVELOPMENT DESCRIPTION

The description of the proposed development as stated on the application form is:

Outline planning permission with all matters reserved except access will be sought for:

"Demolition of existing building and car park and erection of buildings to provide residential homes, plus flexible non-residential space comprising commercial, business and service space, and/or learning and non-residential institution space, and/or local community space, and/or public house/drinking establishment, and/or a mobility hub, along with associated access, bus turning, car and cycle parking, and landscaping arrangements."

6.1 Summary of Proposed Development

The proposed development seeks to deliver the following:

- Demolition the existing Tesco Store and petrol filling station;
- Up to 1,677 new homes;
- Up to 5,000 m^2 (GIA) of non-residential floorspace, including commercial, business and service space, and/or learning and non-residential institution space, and/or local community space, and/or public house/drinking establishment, and/or a mobility hub;
- A bus turning facility located off Grant Way, to include bus stand spaces and welfare facilities for drivers;
- Up to 400 car parking spaces, including car club bays and comprising of both on-street and off-street provision;
- A minimum of 10 car club bays;
- A minimum of 20% active electric vehicle charging points, with remaining car parking spaces to be passive electric vehicle charging points;
- Long stay and short stay cycle parking in line with Intend to Publish London Plan standards;
- A minimum of 24 trees retained;
- A minimum of 300 new trees planted;
- A minimum of 20,000 m^2 of publicly accessible open space, including new public open space areas;
- A minimum of 8,000 m^2 of communal amenity space at podium and roof level; and
- A minimum of 5,000 m^2 play space split between public ground floor area and communal podium/roof levels;
- A minimum of 4,000 m^2 of biodiverse roofs; and
- A new public route through the retained and enhanced Water Gardens.

The proposed development would be delivered across ten development parcels, within ten blocks ranging in height from one to 17 storeys.

The development parameters are presented in parameter plans that accompany the application. The parameter plans are outlined in Table 6.1.

Table 6.1: Schedule of Parameter Plans		
Dwg No.	**Name**	**Description**
01754-JTP-DR-MP-PP-001	Proposed Site Levels	The proposed site levels for the site.
01754-JTP-DR-MP-PP-002	Maximum Development Parcels	Maximum extent of habitable accommodation including building articulation, balconies and awnings.
01754-JTP-DR-MP-PP-004	Predominant Ground Floor Uses	Location of a mix of residential and non-residential and residential ancillary uses at ground level.
01754-JTP-DR-MP-PP-005	Predominant First Floor Uses	Location of residential and non-residential uses at first floor level.
01754-JTP-DR-MP-PP-003	Maximum Building Heights	Maximum building heights in metres above ordnance datum (m AOD), including building parapets, rooftop plant and lift overruns.
01754-JTP-DR-MP-PP-007	Proposed Open Space at Ground Level	Maximum zones of open space at ground level.
01754-JTP-DR-MP-PP-008	Open Space at Podium Level	Maximum zones of open space at podium level including maximum heights AOD.
01754-JTP-DR-MP-PP-009	Open Space at Roof Level	Maximum zones of open space and green and biodiverse space at roof level including maximum heights AOD.
01754-JTP-DR-MP-PP-006	Access and Movement	Areas of site movement and access to be provided across the site.
01754-JTP-DR-MP-PP-010	Basement Provision	Maximum extents of basement provision for cycle storage and plant space at basement level including heights in m AOD.
01754-JTP-DR-MP-PP-011	Energy Centre Location	Zone for the proposed Energy Centre.

6.2 Layout

Figure 6.1 shows the proposed site levels that have been developed in order to create an accessible public realm throughout the site. The proposed levels accommodate the existing fall in height from the south-west corner towards the Water Gardens to encourage drainage and utilise the proposed sustainable drainage systems (SUDS) and water features (e.g. Water Gardens) throughout the new masterplan.

The site would comprise ten blocks (A-H, J and K), as illustrated by Figure 6.2.

Figure 6.3 shows the proposed predominant ground floor use parameter plan. The ground floor uses would comprise the following:

- A mix of residential and non-residential which would include residential, residential ancillary, servicing, parking, commercial uses and residential facilities; and
- Residential and residential ancillary which would be purely residential uses.

Figure 6.4 shows the proposed first floor use parameter plan. The first floor uses would comprise the following:

- A mix of residential and non-residential which would include residential, residential ancillary, servicing, parking, commercial uses and residential facilities; and
- Residential and residential ancillary which would be purely residential uses.

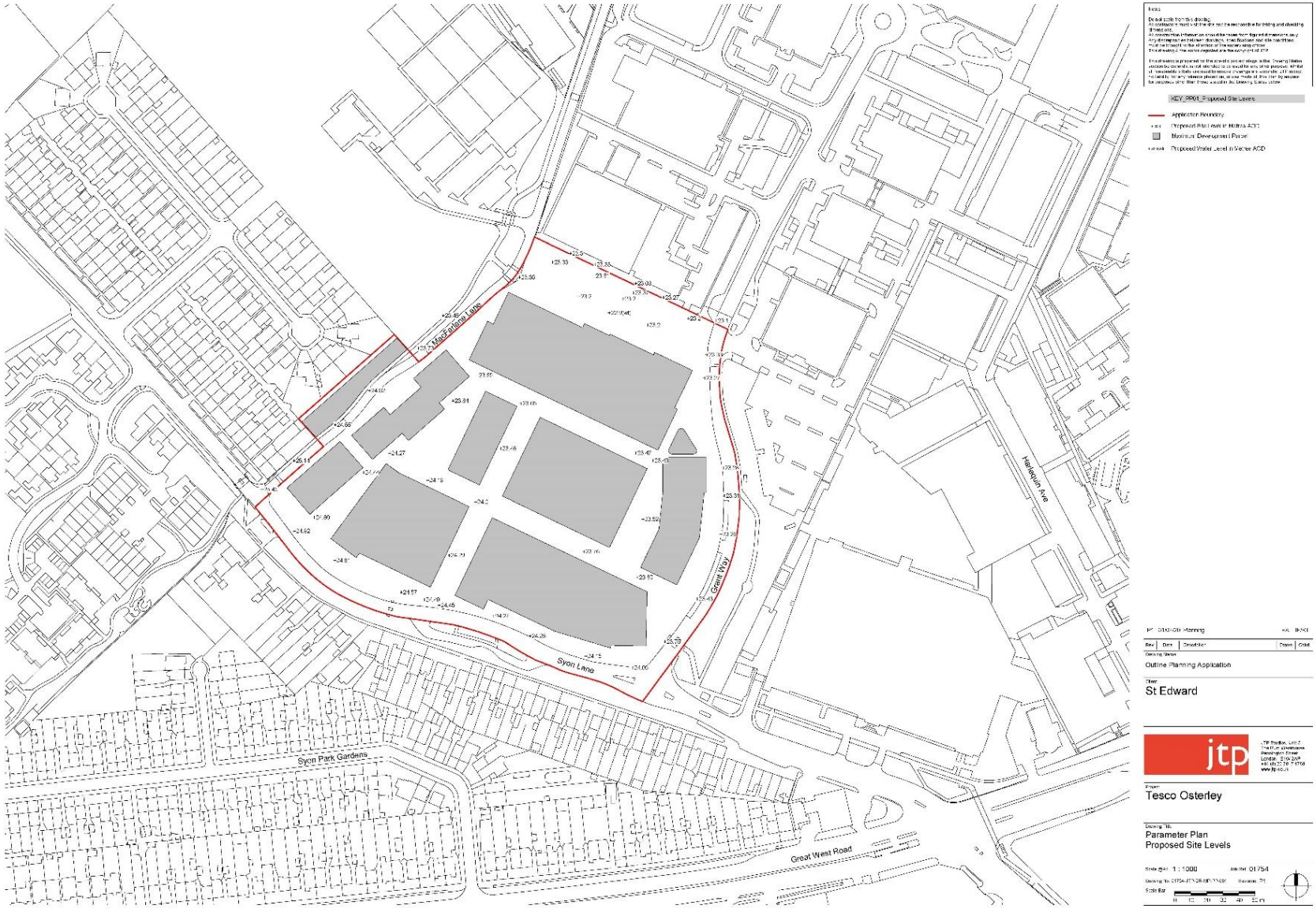

Figure 6.1: Proposed Site Levels

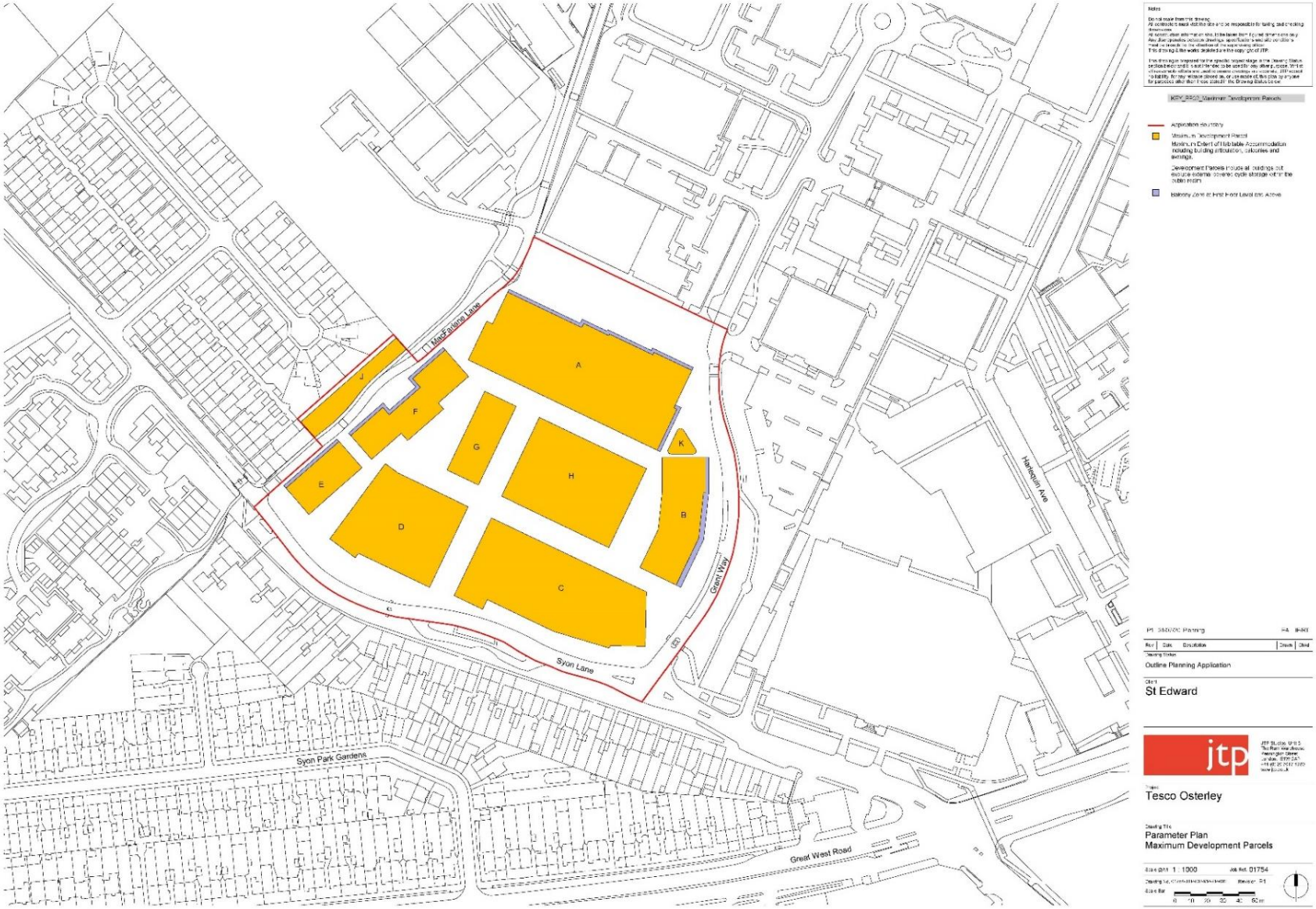

Figure 6.2: Proposed Maximum Development Parcels

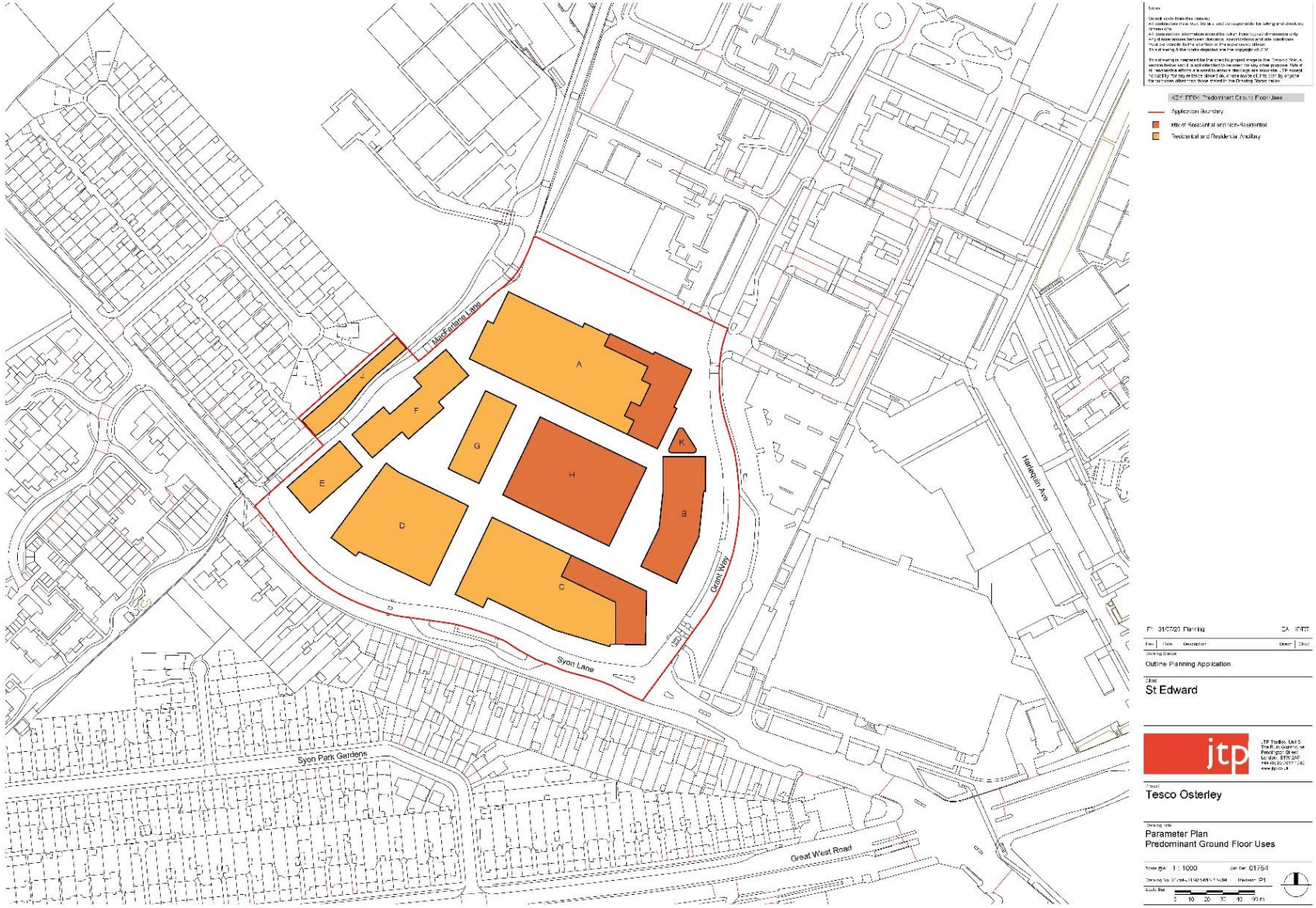

Figure 6.3: Proposed Predominant Ground Floor Uses

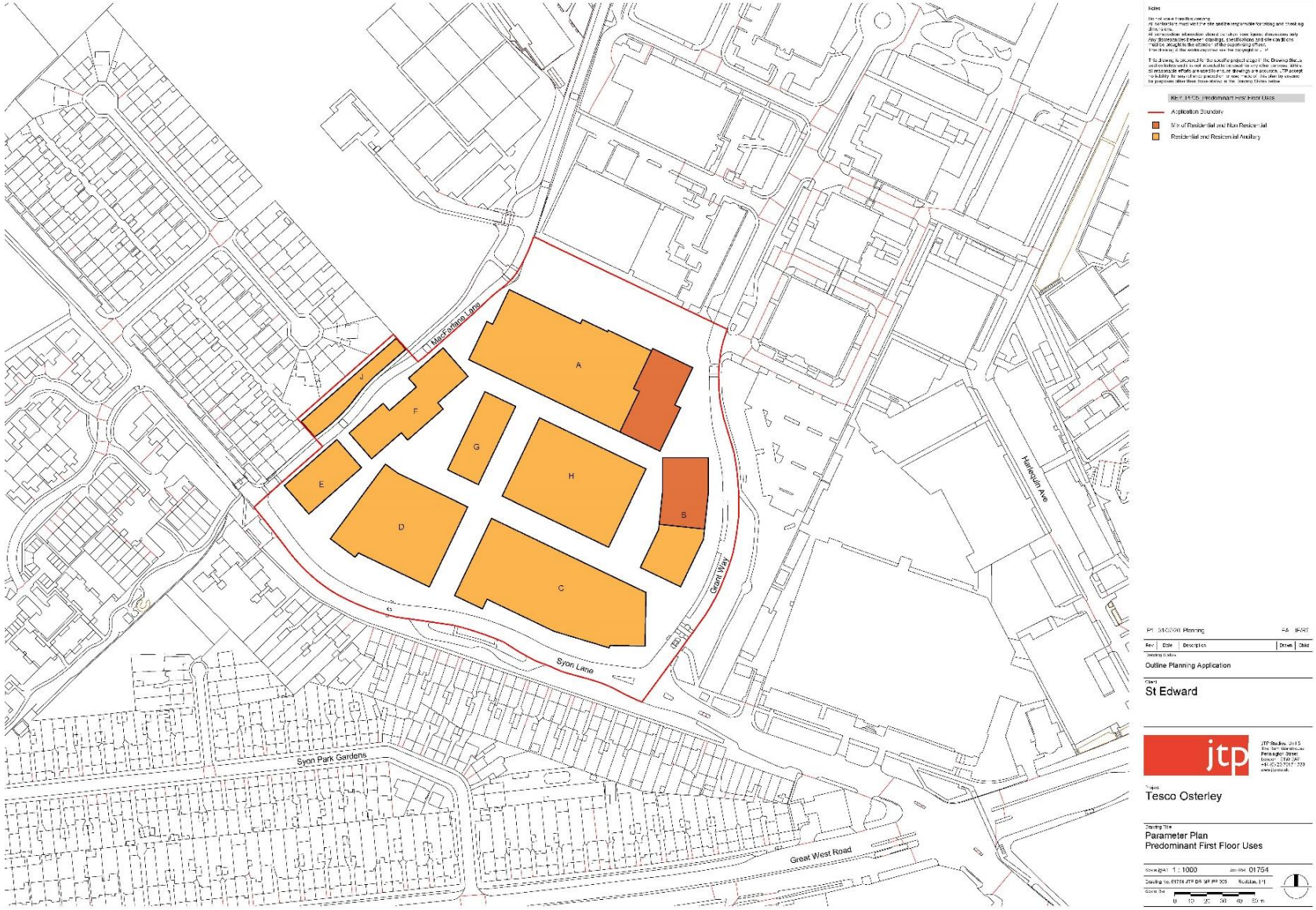

Figure 6.4: Proposed First Floor Uses

6.3 Land Use

The land use and floorspace areas of the proposed development are summarised in Table 6.2.

Table 6.2: Proposed Development Area Schedule

Uses	Class	Gross Internal Area (GIA) m^2
Residential, including Ancillary and Amenity*	C3	146,700
Retail, Commercial and Community	E1, F1, F2	5,000
*excluding floorspace for energy centre, plant, refuse, car parking and cycle parking		

The non-residential floorspace would deliver a mix of uses, including commercial, business and service space, and/or learning and non-residential institution space, and/or local community space, and/or public house/drinking establishment, and/or a mobility hub. A minimum total non-residential floorspace of 3,000 m^2 (GIA) would be delivered. For the purpose of the EIA the following assumptions have been made in respect of the type of uses that would be delivered within the minimum non-residential floorspace:

- Retail (previous use classes A1-A4): 1,000 m^2;
- Office (previous use class B1): 1,000 m^2; and
- Community and Leisure (previous use classes D1-D2): 1,000 m^2.

The assumed minimum and maximum unit and tenure mix is shown in Table 6.3.

Table 6.3: Residential Unit and Tenure Mix

Unit Type	Percentage Provision (Min - Max)		
	Market	Intermediate	Social/Affordable
Studio	5-9	5-7	0-5
1-bed	30-36	30-35	22-27
2-bed	42-48	58-64	39-45
3-bed	12-16	0-5	30-37
4-bed	0-0	0-0	0-0

For the socio-economic assessment, an interpretation of the ranges for the unit mix across the tenures have been made to derive an assumed reasonable worst-case tenure and unit mix in respect of population yield.

6.4 Height

Table 6.4 summarises the maximum height for each block on the development parcels as shown in Figure 6.5. Building heights include allowance for rooftop plant and lift overruns.

Table 6.4: Maximum Block Heights and Storeys

Blocks	Maximum Heights (m AOD)	Indicative Storeys
A	+32.5 to +73.9	2-15
B	+64.1 to +70.4	10-14
C	+32.5 to +56.6	2-9
D	+32.5 to +56.1	2-9
E	+43.5	4-5
F	+43.2 to +58.9	5-10
G	+63.6 to +73.0	12-15

Table 6.4: Maximum Block Heights and Storeys

Blocks	Maximum Heights (m AOD)	Indicative Storeys
H	+32.5 to +79.8	2-17
J	+32.6	2
K	+27.3	1

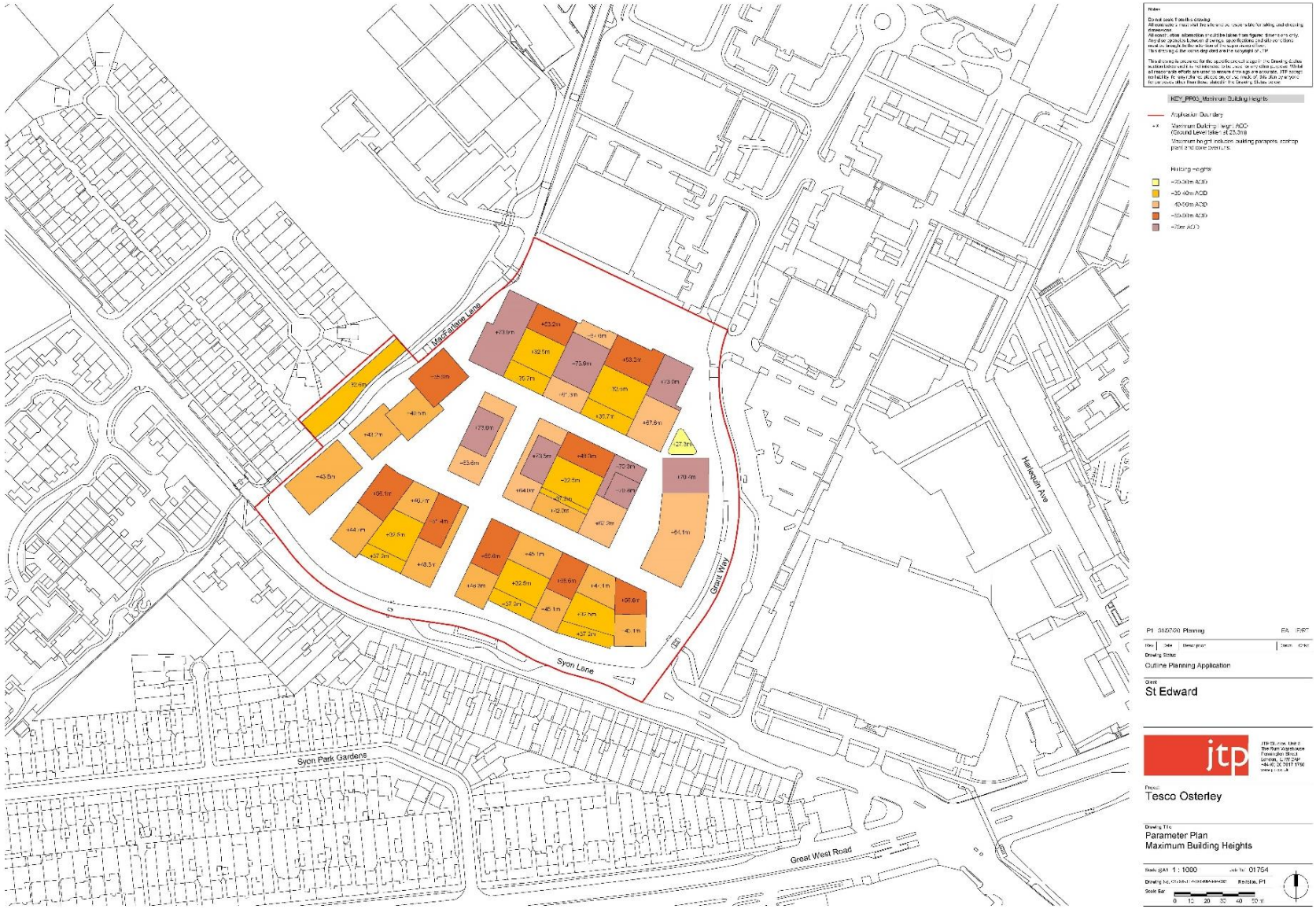

Figure 6.5: Proposed Maximum Building Heights:

6.5 Materials and Façade Detailing

The Design Code states that the design of the buildings would be coherent and familial throughout the proposed development. All buildings would share key elements such as materials, colour, proportion or graphic elements that provide a uniform appearance. The main materials for façades would be brick, glass and metal and concrete used on the bases and plinths.

6.6 Open Space and Public Realm

The following minimum areas would be provided across the masterplan as a whole:

- 20,000 m^2 publicly accessible open space including the Water Gardens;
- 8,000 m^2 communal amenity space at podium and roof level;
- 5,000 m^2 play space (split between publicly accessible space at ground level and communal amenity space at podium and roof levels).

Figure 6.6 identifies the zones and areas which have been identified where the landscape strategy would be implemented (i.e. the 'open space zone'). Within the open space zone, no built development would be permitted other than:

- hard and soft landscaping;
- public realm;
- amenity spaces (inclusive of playspace provision);
- structural planting;
- footpaths and cycleways and their associated apparatus;
- roads and footpaths in order to provide connections for the built development; and
- ecological habitats (including landscape planting with known biodiversity value, trees, hedges and shrubs).

The design code makes commitments in respect of delivering a high quality design in order to create a distinct sense of place.

Figure 6.7 shows the maximum zones of open space at podium level have been allocated including their maximum heights. These have been derived from the illustrative masterplan but deviation has been included to allow for flexibility for the outline application.

Figure 6.8 shows the maximum zones of open space at roof level which can be accessed by the residents only and with maximum zones of biodiverse roofs. The open space at roof level could include private and communal open space. Maximum heights of these zones have also been indicated

6.7 Biodiversity Enhancements

At this outline stage, the precise habitats, species mix, locations and areas of landscape planting are not yet fixed and would be confirmed at the detailed design stage subject to RMAs. However, the following commitments have been made at the outline stage as presented in the development specification document:

- Delivery of biodiverse rich landscaping;
- Installation of 4,000 m^2 biodiverse roofs;
- Retention of 24 trees; and
- Planting of a minimum of 300 new trees.

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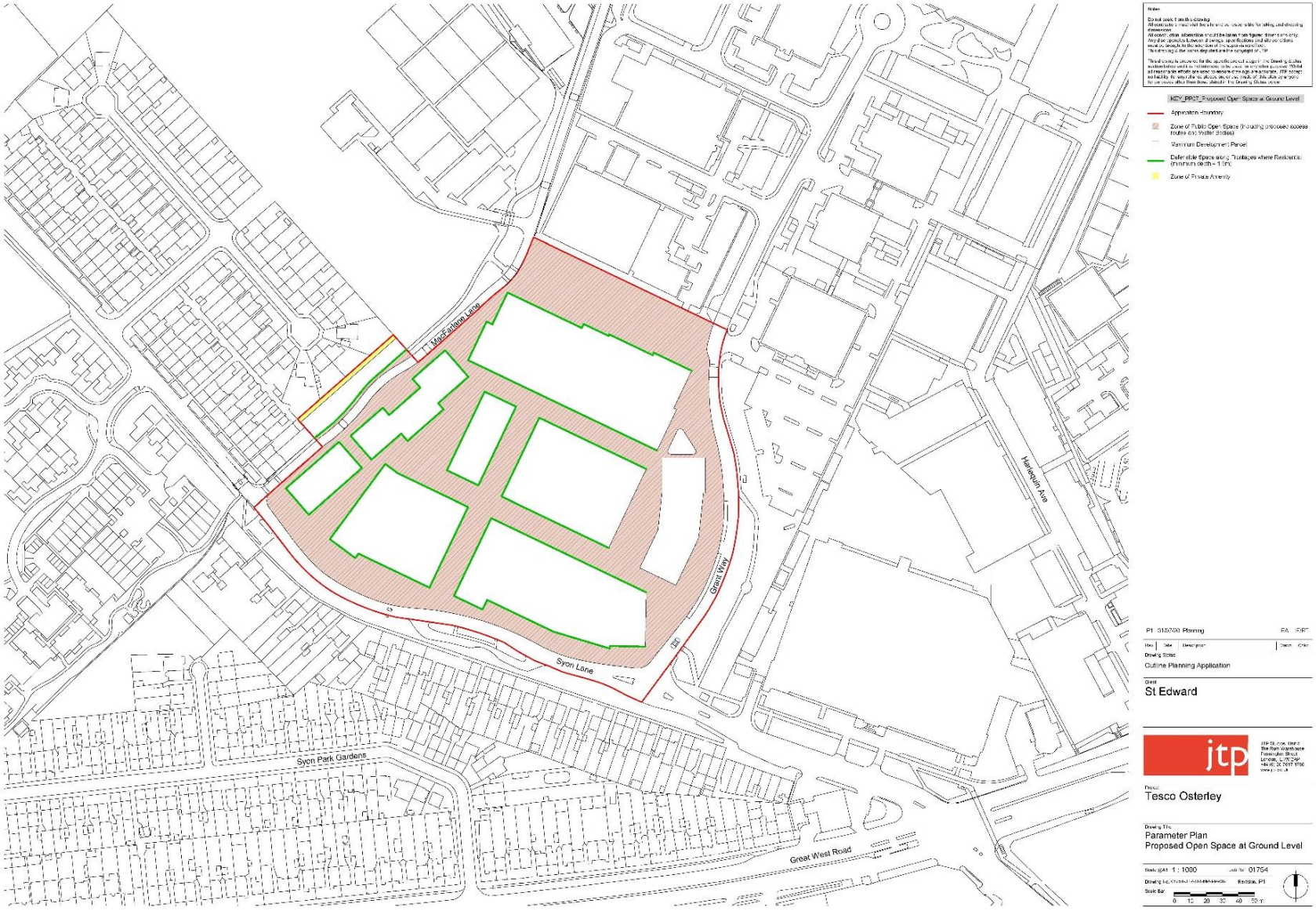

Figure 6.6: Proposed Open Space at Ground Level

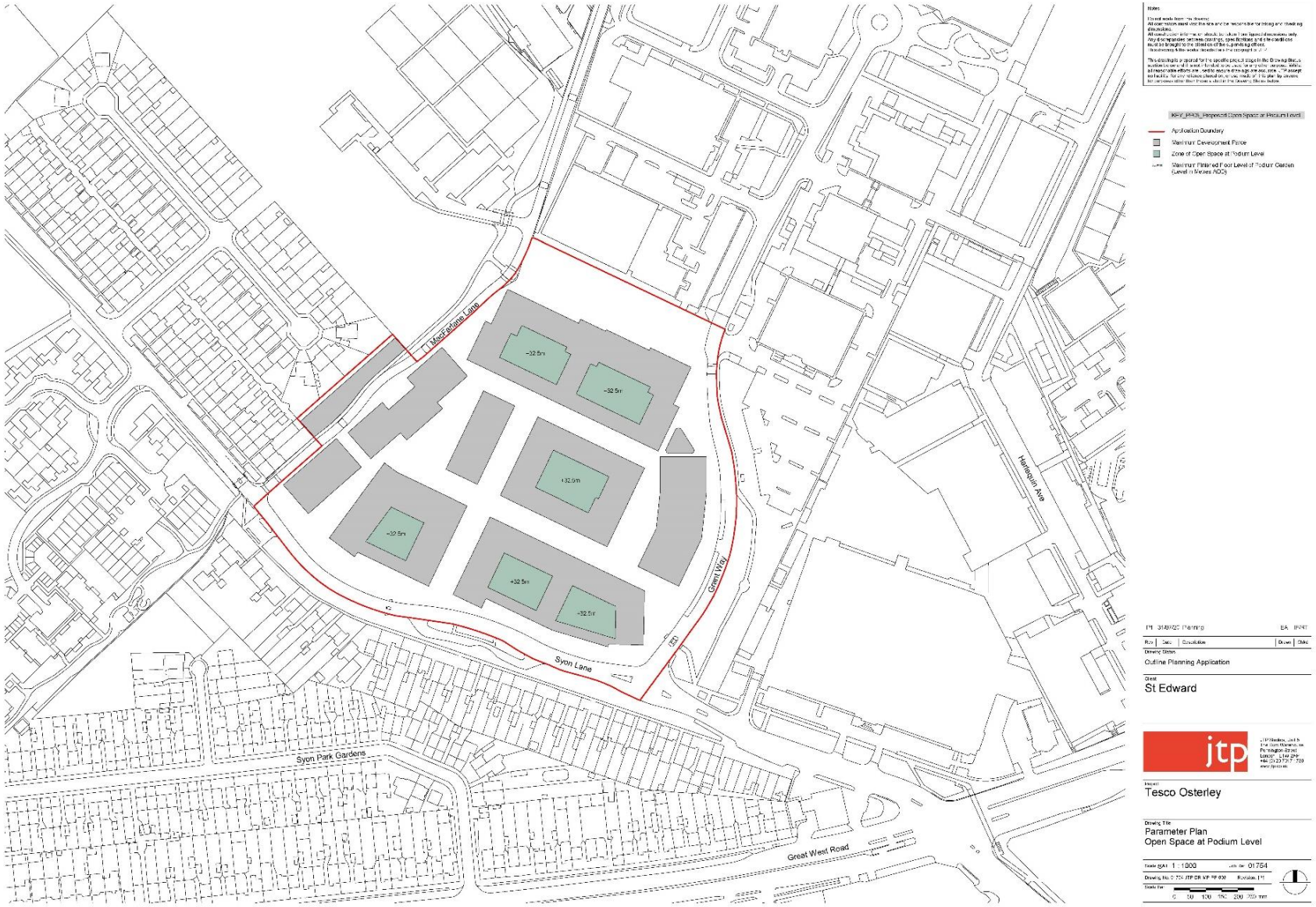

Figure 6.7: Proposed Open Space at Podium Level

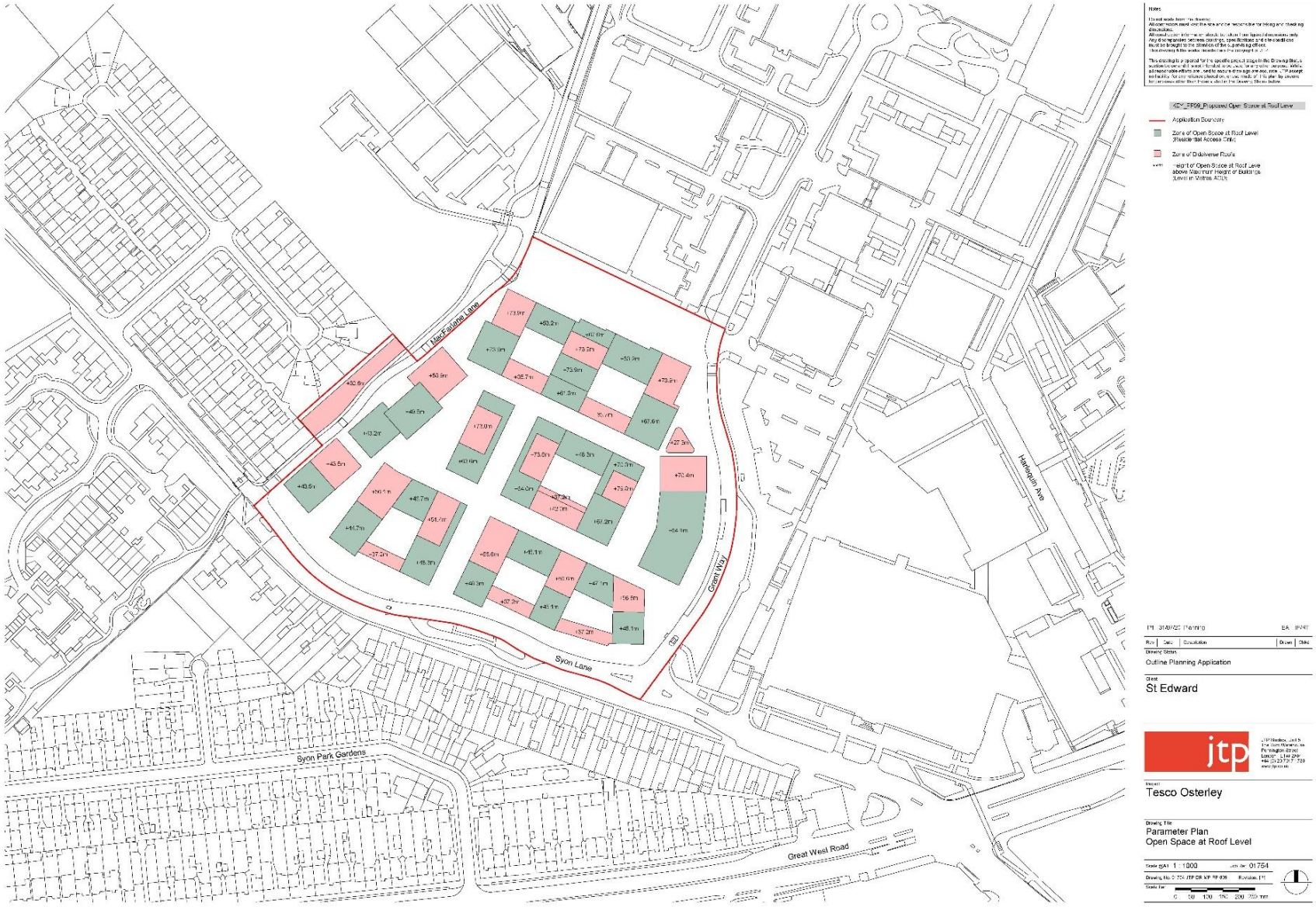

Figure 6.8: Proposed Open Space at Roof Level

6.8 Lighting Strategy

The proposed development would deliver appropriately designed external lighting to ensure a safe environment for site users. The lighting would conform to Hounslow Borough Council Street Scene Design Guidance.

At the appropriate time, and in response to a suitably worded planning condition, quantitative criteria for acceptable levels of light as detailed within the Institution of Light Engineers (ILE) document entitled 'Guidance Notes for the Reduction of Light Pollution, would be used to proactively inform a detailed Lighting Strategy for the proposed development and which would be secured by means of an appropriately worded planning condition.

6.9 Access

The proposed access and movement plan, as shown in Figure 6.8, outlines the proposed site access and egress points for the proposed development. A detailed Proposed Access Plan accompanies the application.

6.9.1 Vehicular Access

Within the detailed Proposed Access Plan, the proposed development would retain vehicular access from Syon Lane. The existing Tesco roundabout would be replaced with a priority junction with a ghost-island right-turn lane, which would serve as the site's main vehicular access. An additional access, dedicated for refuse and emergency vehicles, would be implemented at the northern edge of site, along Macfarlane Lane. The main access point to the proposed development would be from a new access point on Syon Lane. A secondary access would be provided from MacFarlane Lane.

The Proposed Access and Movement parameter plan in Figure 6.9 shows the site's internal street network would be contained, in a way that seeks to maximise the areas within the site that are car free. From the central spine road, lanes route east and west to access areas of car parking and vehicle unloading. These lanes would be provided within turning heads that allow vehicles to turn to enter and exit the site in a forward gear.

6.9.2 Pedestrian and Cycle Access

The proposed development would provide pedestrian and cycle access through the site. Pedestrians and cyclists would access the site from Syon Lane, Grant Way and MacFarlane Lane.

Three pedestrian crossings would be provided, two on Grant Way and on one Syon Lane.

6.9.3 Bus Access

A new bus turning facility would be provided off Grant Way, to include bus stand spaces and welfare facilities for drivers.

6.9.4 Emergency Access

Emergency vehicles would be able to access and navigate the proposed development using the same access and egress points, and internal road network as discussed above. These routes would comply with the minimum 3.7 m width for fire tender access.

6.9.5 Car Parking

The proposed development would deliver up to 400 car parking spaces, (including car club bays and comprising of both on-street and off-street provision). On-street parking would take the form of parking for disabled badge holders and parking for Car Club vehicles only.

The retail), office and leisure/community space land uses at the site would operate car free, with exception of some blue badge parking provision.

The respective land uses would provide a percentage of disabled person parking. For the residential units, it is required to provide for 3% of dwellings, that at least one designated disabled person parking bay per dwelling is provided. This equates to 47 spaces (based on the maximum 400 car parking spaces), which would be included within the overall provision of car parking spaces. It is anticipated that disabled badge holders for the site's commercial development would utilise parking spaces on-street within the demise of the development if required.

There would be a minimum of ten car club bays.

Electric vehicle car charge points would be provided for 20 % of all parking spaces. Passive provision would be made so that all remaining residential car parking spaces would have the ability to access a car charge point in the future.

6.9.6 Cycle Parking

The proposed development would deliver long stay and short stay cycle parking in accordance with the Intend to Publish London Plan standards.

It is intended for the basement for Block F to provide cycle parking for residents as shown in Figure 6.9. The maximum extents for basement provision below ground level are shown in Figure 4.10. The grey shaded area is the zone allocated for cycle storages whereas the dashed zones demark the basement area allowances that can be utilised for plant room only. Each of the basement areas would have a maximum depth of +19.3 m AOD, which would equate to at most approximately 6.1 m below the proposed site level of +25.14 m AOD in south-west part of the site.

As part of the detailed design process, the required cycle parking would be explored and could be provided within podiums, basement stores, and external stores in the landscape.

6.9.7 Deliveries and Servicing Management

The majority of commercial servicing would be undertaken within the podium of Block H, with space provided for a minimum of two large vehicles and adequate turning provision within the boundary of the parcel. Commercial properties in Block B would be serviced from Grant Way, with suitable on-street delivery bays provided. Similar servicing bays would also be provided on MacFarlane Lane and along the boulevard and lanes within the site to accommodate large deliveries to residential properties.

6.9.8 Waste Management

Waste Arisings

The total estimated waste arising for the proposed development has been calculated in accordance with good practice guidance and is detailed in the Operational Waste Management Plan (OWMP) that accompanies the application.

The strategy for disposing, storing and collecting waste would be determined at the detailed design stage and a detailed Operational Waste Strategy would accompany the RMAs. This strategy is to be secured by means of an appropriately worded planning condition.

Waste and recycling would be collected at street level from dedicated stores beneath the buildings fronting the boulevard and the lanes.

The internal street layout has been designed to minimise the need for collection vehicles to reverse, with turning areas provided at the eastern end of both lanes.

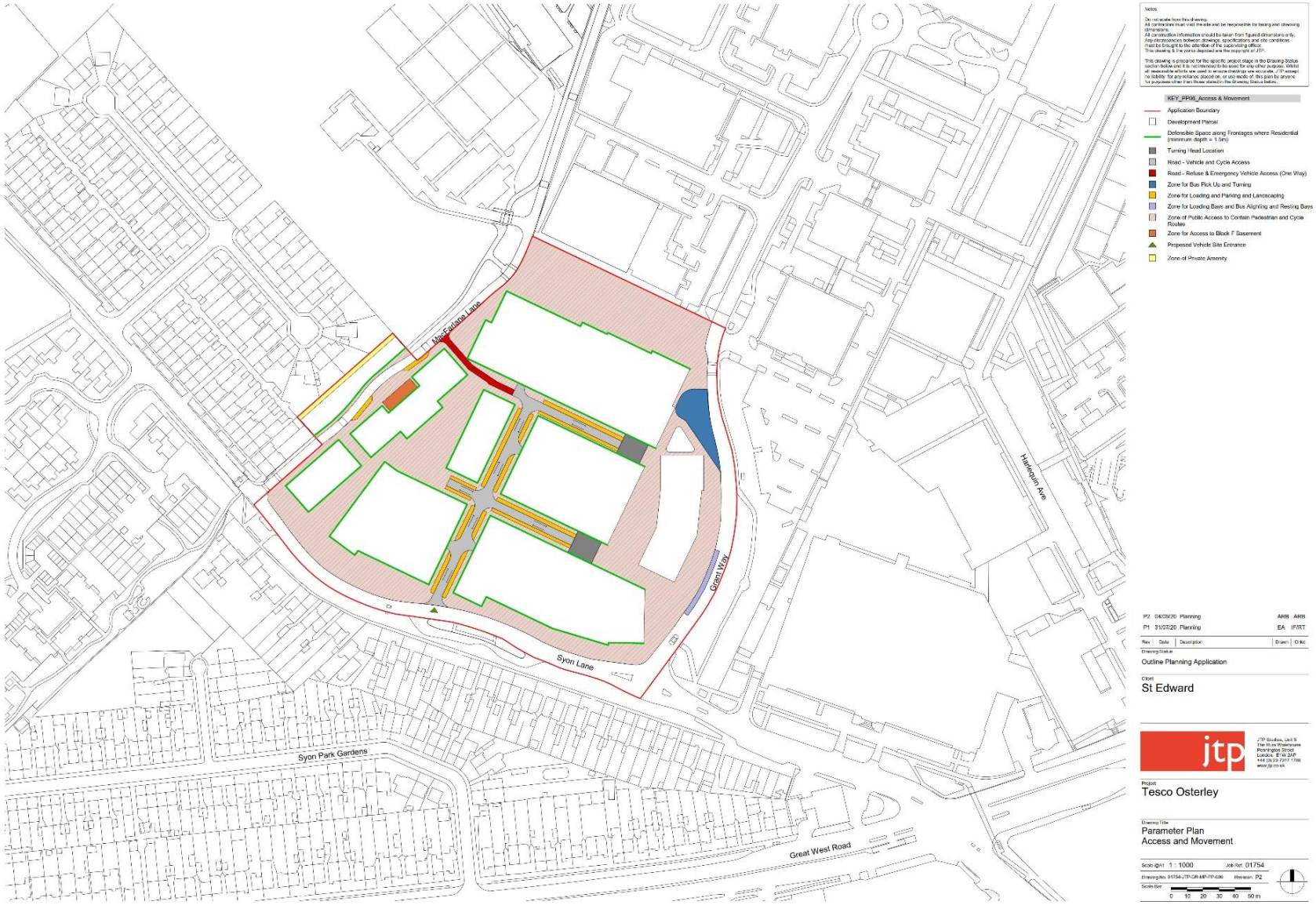

Figure 6.9: Proposed Access and Movement

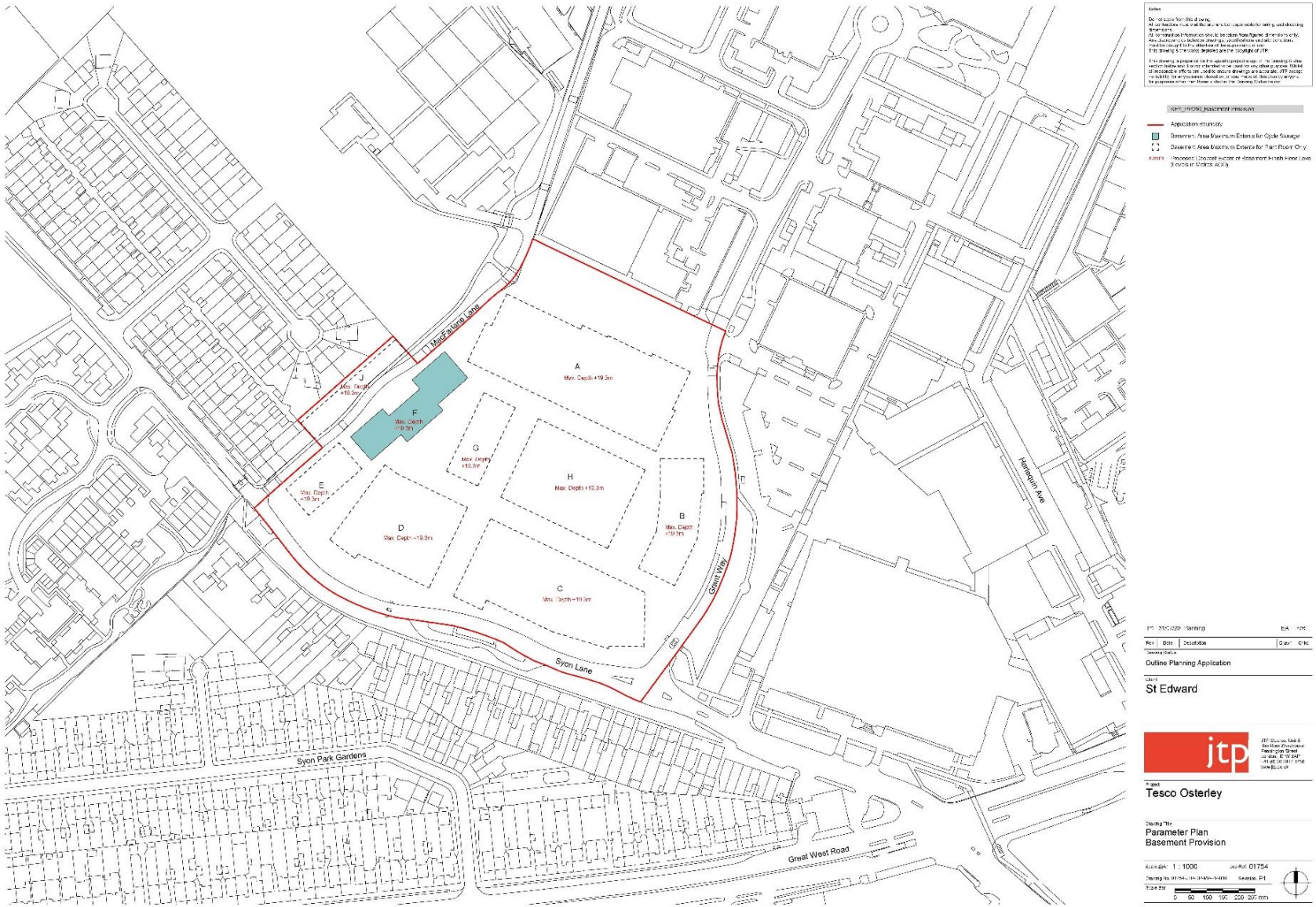

Figure 6.10: Proposed Basement Provision

6.10 Plant and Ventilation

6.10.1 Heating

Low emission air source heat pumps (ASHP) would be used with gas back-up boilers to provide space heating and hot water. For resilience, the gas boilers would be designed to the full peak capacity of the site. During the RMA stage, options would be explored for the provision of on-site renewable energy. Figure 6.11 shows the zone where which the energy centre would be located at ground level.

6.10.2 Cooling and Ventilation

For outline applications, dynamic thermal modelling cannot be undertaken as this requires detailed internal layouts. Overheating would be considered as part of the RMAs and secured by means of an appropriately worded planning condition.

An Overheating Mitigation Strategy Report has been prepared for the application, which sets out how the proposed development has taken all available steps at this stage of the design to address overheating.

6.11 Sustainability Proposals

The following energy efficiency measures would be incorporated into the proposed development:

- Water efficiency: flow control devices and water efficient fixtures and fittings will be installed in all dwellings to target a maximum internal daily water consumption of 105 litres/person/ day;
- Electric vehicle charging: active and passive charging points to be provided in accordance with London Plan requirements;
- Net biodiversity gain: commitment to achieve more nature after a development than before. Ecology requirements of BREEAM Excellent to be met, including detailed ecology surveys and appropriate ecological enhancements;
- Climate change adaptation: features to address the risks from climate change to be incorporated, including SUDS, overheating and water shortages;
- Healthy homes: incorporating features to ensure residents can lead healthy lives, including walking and cycling routes, minimum space standards, enhanced biodiversity and mitigated overheating risk; and
- Community creation: using the Berkeley toolkit 'Creating Successful Places' to ensure sustainable place-making and delivering social sustainability.

6.12 Health and Wellbeing Measures

The proposed development has sought to promote and encourage healthier lifestyles through the following measures:

- Providing access to open space and amenity space;
- Providing access to employment opportunities;
- Providing housing in a rage of residential unit types and tenures; appropriately sized; energy efficient; warm and dry;
- Providing on-site community and retail uses;
- Providing safe, accessible spaces;
- Providing cycle spaces and promoting walking; and
- Avoiding exposure to excessive noise, light spill, overheating or poor air quality.

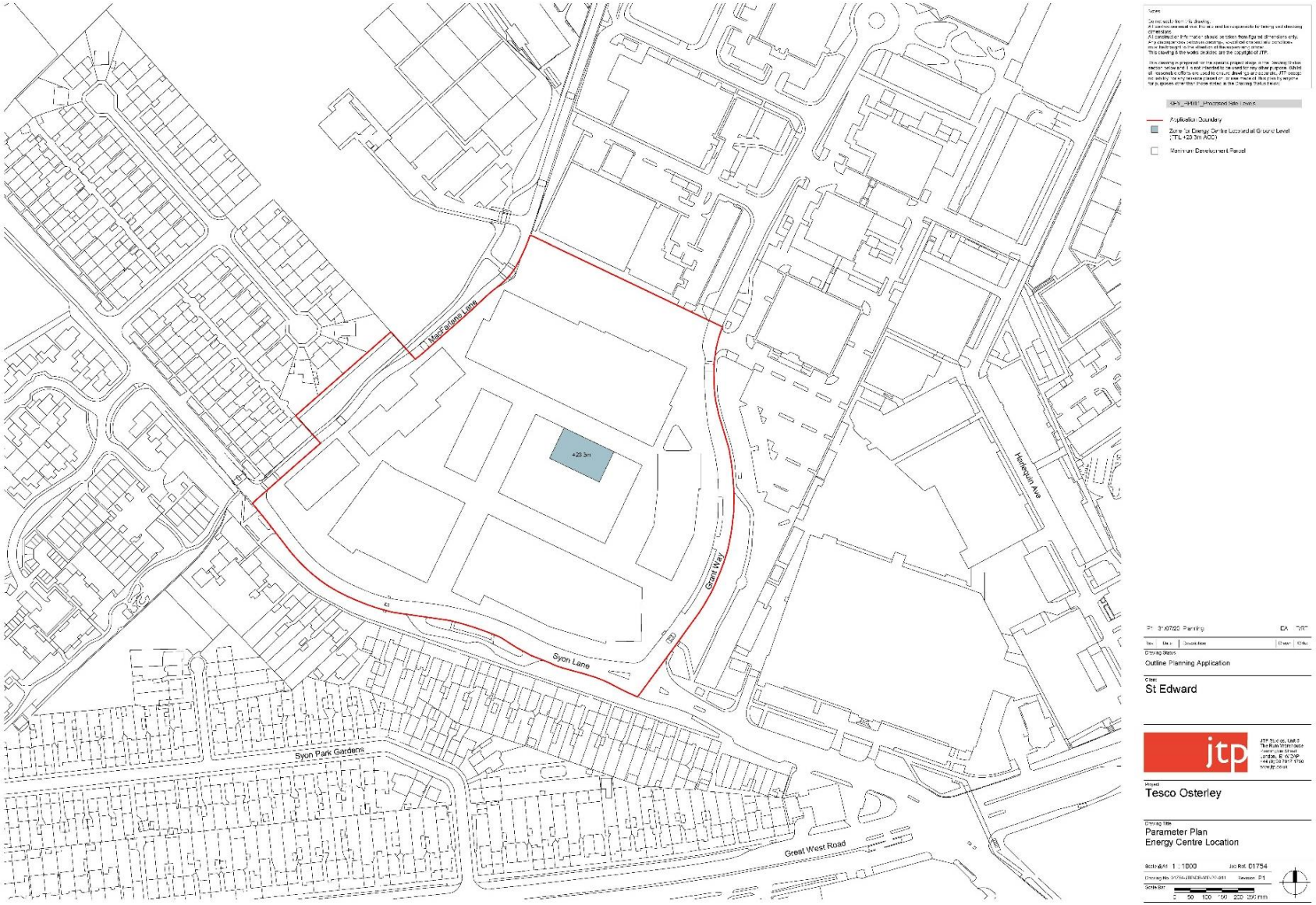

Figure 6.11: Proposed Energy Centre Location

6.13 Operational Management Controls

The following would be implemented as part of the operational management of the proposed development:

- Travel Plan; and
- Deliveries and Servicing Management Plan.

During the detailed design and RMA stages, consideration would be given to the following:

- Fire:
  - All internal roads within the proposed development would be accessible by emergency vehicles and all buildings would be designed to be compliant with relevant Fire Safety Regulations; and
- Flooding:
  - All finished floor levels would be at least 0.15 m above adjacent external ground levels;
  - The external ground profile around buildings would, where possible, be designed such that surface water would be directed away from buildings;
  - Extensive landscaping would be introduced at the detailed design stage which would reduce run-off rates; and
  - A combination of SUDS features would be used throughout the proposed development in order to minimise the rate of discharge and volume of runoff.

7. DEMOLITION AND CONSTRUCTION

7.1 Development Programme

Due to the scale of the proposed development, it is envisaged that the demolition and construction works would be completed in phases as presented in Figure 7.1. The works are anticipated to start in 2025 and would be undertaken over a 10-year period, completed by April 2035.

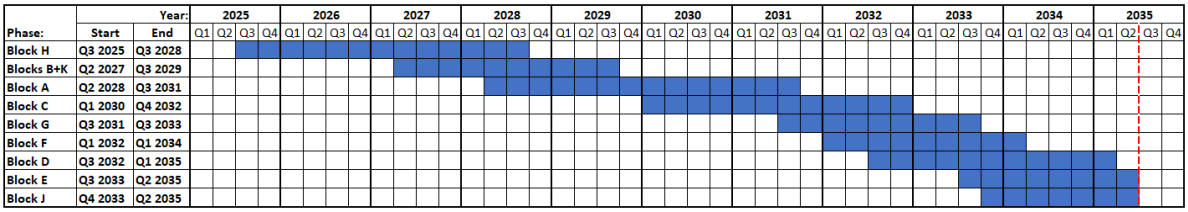

Figure 7.1: Indicative Demolition and Construction Programme

The Applicant has committed to implement a construction environmental management plan (CEMP) during the demolition and construction stage. A framework for the CEMP is presented in ES Chapter 5: Demolition and Construction Environmental Management.

The framework would form the basis for the CEMP. The framework has been prepared in accordance with standard best practice and regulatory requirements.

The detailed CEMP would include a detailed CLP, Air Quality Dust Management Plan (AQDMP) and Site Waste Management Plan (SWMP). It is envisaged that the CEMP would address the following as a minimum:

- Roles and responsibilities;
- Control and management of construction wastes;
- Housekeeping procedures and environmental control measures relating to incidents, ecology, water, waste, noise, air quality, and contamination;
- Details of any environmental monitoring proposed;
- Details of prohibited or restricted operations (locations, hours etc);
- Details of proposed routes for HGVs travelling to and from the application site; and
- Details of works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions.

Contractors would sign up to the Considerate Constructors Scheme.

7.2 Community Liaison

The Applicant would engage with and inform the local community and local stakeholders of particulate demolition and construction tasks and indicative timelines across the programme.

7.3 Working Hours

The core working hours during the demolition and construction stage would be as follows:

- 08:00 – 18:00 hours Weekdays;
- 08:00 – 13:00 hours Saturday; and
- No working on Sundays or Bank Holidays.

There may be a specific need to work outside of these hours to manage certain noisy works and deliveries to limit impact on the local area. In these circumstances the contractor would liaise with all parties, including the RBG and local community groups and residents as applicable.

7.4 Potential Demolition Construction Environmental Effects

The main sources of potential environmental effects during demolition and construction of the proposed development have been identified as demolition and construction transport and associated noise and vehicle emissions; noise and vibration from machinery; and dust emissions. The evolving massing of the proposed development would also be a source of environmental impacts, but in all cases the effects would be less than those associated with the completed development. Potential impacts have been identified and standard best practice mitigation measures have been incorporated into the development proposals to reduce the likelihood for significant environmental effects.

8. PROPOSED DEVELOPMENT LIKELY SIGNIFICANT ENVIRONMENTAL EFFECTS

8.1 Socio-Economics

Consideration has been given to the likely significant effects on the local community, the economy and community infrastructure including employment, healthcare, education, open space provision, health, deprivation and crime.

8.1.1 Demolition and Construction

The existing site provides 290 jobs. In the event that these jobs are not re-provided elsewhere in the study area, the effect would be adverse. However, in the event that the Homebase development is approved, the existing jobs would be re-provided at the new Tesco store with no loss of jobs in the area during the demolition and construction stage, resulting in a neutral effect.

The demolition and construction stage of the proposed development is predicted to directly generate 256 net full-time equivalent construction jobs per annum in London which is expected to result in a beneficial effect on the local economy.

In the event that the existing on-site jobs are not re-provided elsewhere in the study area, the effect in respect of existing spending within the local economy would be adverse. However, should the existing on-site jobs be re-provided at the Homebase development, the effect would be neutral.

The demolition and construction workers are anticipated to generate additional local spend, which would have a beneficial effect on the local economy.

None of the reported effects would be significant.

8.1.2 Completed Development

The development specification for the outline application sets ranges for the unit mix across the tenures (see Table 6.3). To enable an assessment of effects from the newly introduced on-site residential population, these ranges have been interpreted to establish an assumed reasonable worst-case unit and tenure mix in respect of population yield.

Based on the assumed tenure and unit mix, agreed with the LBH, the proposed development would provide 1,623 new homes and would contribute towards the LBH's housing need and target of 882 new homes per year, resulting in a significant beneficial effect at the local and borough levels.

Based on a worst-case assessment of the minimum non-residential floorspace to be provided, the proposed development would result in a net loss of 105 - 234 on-site jobs that would have an adverse effect at the local level. However, should the existing on-site jobs be re-provided at the Homebase development, the effect would be neutral.

Once occupied, the population of the proposed development would comprise a maximum of approximately 3,515 people based on the worst-case population yield assumed unit and tenure mix.

The new residential population is likely to spend locally. This would result in a beneficial effect.

Of the estimated 3,515 residents, 707 would likely to be children; 314 of these would likely to be under four years old, 308 primary school age and 85 secondary school age.

The demand for early years places, primary school places and secondary school places would be adverse.

Due to a shortage in primary school places in the existing baseline, Community Infrastructure Levy (CIL) contributions towards new or expanded facilities would be required to mitigate likely significant adverse effects.

The proposed development would result in beneficial effects at the local level through the provision of a minimum of 20,000 m^2 of publicly accessible space and a minimum of 8,000 m^2 of resident's only amenity space, such as podium communal gardens and roof terraces. Likewise, the proposed development would provide a minimum of 5,000 m^2 of children's play space on-site. However, if the minimum children's play space were to be provided, the worst-case child yield would result in a shortfall of 2,070 m^2 compared to the GLA requirement. On this basis, CIL contributions towards community facilities would be required to mitigate adverse effects.

The proposed development would also have a significant beneficial effect on deprivation at the local level and a beneficial effect at the borough level through an increase in local spending, an improved living environment, improved services and new job opportunities.

The proposed development would have a beneficial effect on crime and community safety due to the secure by design principles that would be incorporated into the design of the scheme, though this would be detailed at the reserved matters stage.

8.2 Transport and Accessibility

Consideration has been given to the likely significant effects on the highway network (driver and bus delay), public transport, pedestrians, cyclists, accidents and safety. In total 11 highway links have been assessed and two bus services (H91 and E1). The assessment considers the combined effects of the proposed development and the Homebase development against predicted future baseline conditions.

8.2.1 Demolition and Construction

The demolition and construction traffic demand has been calculated through the interrogation of historic data in relation to heavy goods vehicles (HGV) and personnel movements for comparable construction projects and with reference to the site's demolition and construction programme.

Peak construction activity is anticipated to take place from April to September 2028, at which time Blocks A, B and H are under construction, the Tesco petrol station is being decommissioned and temporary residential car parking is being erected. At this time up to 97 vehicle arrivals are anticipated to arrive at the site over the course of the day.

The assessment assumes that all HGV traffic routes to and from the site from the strategic highway network, the A4 Great West Road and route northbound from the A4 to the site.

The assessment assumes that 75 % of HGV traffic could arrive to the site from the A4 east, and 75 % could arrive from the A4 west.

The effects of demolition and construction HGV traffic on pedestrians and cyclists in respect of severance, amenity, delay, fear and intimidation would be negligible on all links.

In respect of safety and accidents, two links (Syon Lane, North of A4; and Syon Lane - South-East of Tesco Access (between Grant Way and Tesco)) would experience an increase in HGV traffic of over 10 %. These links can be considered to have high sensitivity with regard to road safety. The effect would be adverse for road safety.

An assessment of driver (and bus service) delay has been screened out during consultations with Transport for London (TfL) and LBH.

None of the reported effects would be significant.

8.2.2 Completed Development

The proposed development's completed development stage traffic demand has been calculated through the interrogation of data for similar development sites. The assessment methodology has been discussed and agreed with officers at TfL and LBH.

There would be no increase in traffic (or HGV) demand when the proposed development is fully operational in year 2035. Instead, a reduction is traffic is predicted on all assessed links, with this reduction being most pronounced on Syon Lane, north of the A4.

As a reduction in traffic is anticipated on all assessed links, the effect on severance, pedestrian and cyclist delay, pedestrian amenity, fear and intimidation and road safety would be negligible.

The driver delay (and bus service delay) assessment considers the traffic impact of the proposed development and incorporates the new traffic signal control site access junction to the Homebase development and associated pedestrian crossing facility on Syon Lane, south of the A4 Great West Road.

Some physical mitigation is required at the Gillette Corner junction to accommodate the Homebase development traffic turning from the A4 Great West Road south into Syon Lane. The assessment shows extended journey times through the road network for traffic routing towards Syon Lane south, from the east and the west on the A4. A particular constraint to highway capacity is the right turn from the A4 into Syon Lane south. Capacity improvements will be provided by the Homebase development and would be in place before the development works commence on-site.

On this basis, the assessment concludes that the effect on driver delay would be beneficial for links 1-5, 10-11 (A310, A315, parts of Syon Lane and Northumberland Avenue) and adverse for links 6-9 (A4 and part of Syon Lane), but not significantly so.

In addition to the wider driver delay impacts (upon all motorised users), the assessment also considers the specific impacts upon bus passengers using services H91 and E1. When considering delays to bus users the resulting effect upon the users of the H91 route is identified as negligible during the weekday PM peak and on Saturdays (due to decreases in delay) and during the AM peak (due to increases in delay).

TfL are currently proposing to extend service E1 from its existing terminus in Ealing to the site. It is understood that TfL will formally consult on the route extension in the Summer 2020 and the Applicant has been requested to design a new bus terminus for this service as part of the proposed development.

Should the E1 extension be implemented the resulting delays are identified as negligible during the weekday AM peak (due to decreases in delay) and during the PM and Saturday peaks (due to increases in delay).

No additional mitigation would be required. None of the reported effects would be significant.

8.3 Air Quality

Consideration has been given to the likely significant air quality effects to arise from the demolition and construction works, from operational road traffic and energy plant emissions of the proposed development, as well as the suitability of the site for residential use.

8.3.1 Demolition and Construction

During the demolition and construction stage, there is the potential that emissions of dust arising from the site from the proposed works could result in a loss of amenity at nearby existing residential, community (Bolder Academy) and commercial properties. Based on recognised assessment criteria, the demolition and construction works present a high risk of adverse dust impacts in the absence of appropriate mitigation. With the implementation of suitable mitigation

measures, which would be set out within a CEMP to be agreed with the LBH and secured through an appropriately worded planning condition, it is anticipated that adverse dust effects would be mitigated such that it would not be significant.

The highest average number of vehicle movements to be generated during the construction works has been assessed. The demolition and construction works are due to start in 2025, at which time the new Tesco store at the Homebase site would be expected to be operational and only the on-site petrol filling station would remain. Peak traffic movements are expected in 2028 at which time the petrol filling station would no longer be operational. Overall, there would be a net decrease in total movements associated with the site and an overall removal of traffic from the network; therefore, the effect of demolition and construction traffic would be beneficial when compared to the existing baseline situation.

None of the reported effects would be significant.

8.3.2 Completed Development

Due to the relocation of the Tesco store and closure of the petrol filling station, the operational traffic would be lower than traffic levels currently arising from the site and in the study area. The effect of completed development traffic would therefore be beneficial when compared to the existing situation, especially at existing off-site residential and community (Bolder Academy) receptors and for local air quality in general.

Air quality effects once the proposed development has been completed would arise due to emissions from the proposed development's boiler plant which would be used to provide heating and hot water. The effects of boiler plant emissions would be local to the exhaust stacks at the top of the buildings on which they are located and would not lead to a breach of air quality strategy targets within the site. Off-site, the effects of boiler plant emissions would be negligible and not significant at sensitive residential and community receptors.

At on-site future residential receptors, air quality levels across the site are predicted to meet the annual mean nitrogen dioxide targets at all locations. Therefore, the completed development would be suitable for residential use.

None of the reported effects would be significant.

8.3.3 Air Quality Neutral

The air quality neutral assessment has shown that the proposed development would meet both the building and transport emissions benchmarks of the GLA guidance and can be considered 'Air Quality Neutral'.

8.4 Noise and Vibration

Consideration has been given to the likely significant noise and vibrations effects to arise from the demolition and construction works, from operational road traffic, plant and servicing of the proposed development, as well as the suitability of the site for residential use.

8.4.1 Demolition and Construction

Using available industry noise data for typical demolition and construction works, predictions were undertaken to provide an estimate of the potential plant noise emissions from the site during the demolition and construction works at noise sensitive receptors within the study area, such as existing residential properties, the existing Sky Campus, future community receptors (Bolder Academy) and future on-site residents of completed phases.

The effect of demolition and construction noise on the neighbouring Sky Campus (to the north), on residential properties along MacFarlane Lane/Oaklands Avenue and on new on-site sensitive

receptors, i.e. residents of early completed Blocks H, B, A, G, F and C would be significant adverse. The effect on the residential properties along Syon Lane and Bolder Academy would be adverse but not significant.

In modelling the demolition and construction plant noise levels, account has been taken of standard best practice to be adopted on-site in accordance with the CEMP, including monitoring. The assessments have been based on worst-case overlapping works.

The Applicant would ensure that works are programmed to minimise the overlap of noisy activities, that quiet plant is selected where possible, that noisy activities are screened and that detailed demolition and construction method statements would be prepared to minimise impacts to close proximity noise sensitive receptors.

It is noted that in the case of the new on-site sensitive receptors, occupants would be moving in to completed Blocks in the knowledge that it was an active construction site. All effects would be temporary in nature and have been based on a worst-case assessment approach and therefore the effects, while significant, are not considered to be a material consideration.

The effect of demolition and construction traffic noise would be negligible.

The effect of demolition and construction vibration would range from negligible to adverse, but not significant, at all on- and off-site receptors.

Although there are likely to be significant adverse demolition and construction plant noise effects, these are worst-case and temporary in nature. Mitigation would be implemented through the CEMP to minimise/prevent nuisance where possible.

8.4.2 Completed Development

Based upon measured noise levels and modelling of the cumulative traffic flow scenario, predictions were made for the likely ambient noise levels impacting upon the various building façades that form part of the proposed development. Minimum sound insulation performance requirements have been provided for the façade to achieve internal noise levels in accordance with best practice guidance and standards, during the detailed design stage. In addition, outdoor amenity noise levels have been predicted to help inform the detailed design of these spaces and mitigation options to achieve guideline levels where possible, taking into consideration the urban location of the site. On this basis, the site would be suitable for residential development.

Plant noise limits have been set in accordance with best practice guidance and standards. All fixed plant installations would be fitted with attenuation and acoustic screening, as required to meet the noise emissions limits. Mitigation would be further developed during detailed design.

Operational servicing noise would not result in significant adverse effects at the assessed sensitive receptors.

None of the reported effects would be significant.

8.5 Wind Microclimate

Consideration has been given to potential wind microclimate conditions in areas used by existing off-site pedestrians and future on-site users (thoroughfares, bus stops, pedestrian crossings, entrances and amenity areas) to ensure that these locations are suitable for their intended use.

8.5.1 Demolition and Construction

During demolition and construction works, wind conditions are expected to progress from the existing site to where the proposed development is fully built out. Wind conditions at off-site receptor locations are predicted to be suitable for the intended pedestrian uses and on-site wind conditions are expected to be suitable for a demolition and construction site.

Therefore, the demolition of the existing site and construction of the proposed development would result in a negligible effect on the wind microclimate and identified receptors, and as such would not give rise to significant effects on the wind microclimate.

As the demolition and construction works are phased, the wind conditions in relation to the phasing would be reassessed and an appropriate strategy regarding the implementation of mitigation measures would be developed at the detailed design stage.

8.5.2 Completed Development

The assessment was undertaken of the maximum height and massing proposals and in the absence of any landscaping and therefore represents a worst-case assessment. The pedestrian use of areas has been interpreted by reference to the parameter plans.

Upon completion and operation, all identified, on-site and off-site receptor areas at ground level would have wind conditions suitable or calmer for their intended use and would therefore result in negligible to significant beneficial effects.

The assessment of the perimeters of all blocks indicate that conditions would generally be suitable for entrance use. However, in the event that entrance locations would be provided along the northernmost corner of Block A, the south-eastern corner of Block A and a small area along the southern façade of Block C, the entrance locations would experience strolling wind conditions, which is one category windier than the required conditions. Therefore, this would result in a significant adverse effect. Accordingly, entrances should be avoided in these areas, or mitigation would be required, in order to achieve the required wind conditions.

All podium level amenity areas around the proposed development would have suitable wind conditions for the intended use and would therefor result in negligible effects.

The roof terrace amenity spaces around the proposed development would have unsuitable wind conditions for the intended use, resulting in negligible to significant adverse effects. These areas would also be expected to experience strong wind conditions. Accordingly, mitigation measures would be developed at the detailed design stage to ensure safe and suitable wind conditions for residents using these spaces.

The proposed development is currently at the outline stage and as such the detailed design and specific use of various pedestrian and residential areas of the proposed development would only be confirmed at the reserved matters stage.

In accordance with standard practice, the wind tunnel testing of all receptors assessed (as well as balconies) would be considered within the context of the detailed design at the reserved matters stage. The results of the assessment reported in the ES would inform the detailed design taking into account the areas requiring mitigation measures to ensure that no significant effects arise and that all receptors are suitable and safe for their intended use. The wind tunnel testing and resulting mitigation measures developed would be secured by means of an appropriately worded planning condition.

Example mitigation measures that would be explored during the detailed design include trees, planters with dense shrubs, screens, taller balustrades, planted trellises, canopies, pergolas, and recessing entrances. The mitigation measures would be wind tunnel tested to ensure their effectiveness.

Required mitigation measures for the completed development would be in place prior to the development becoming accessible to pedestrians and residents.

8.6 Daylight, Sunlight and Overshadowing

The assessment has considered potential impacts to daylight, sunlight and overshadowing levels at existing surrounding residential receptors and open spaces. Daylight tests have considered 'view of the sky' and 'daylight distribution'.

8.6.1 Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction stage. The effects would gradually increase during construction until the blocks reach full height which would cause the maximum effect to the surrounding receptor properties.

The effects of construction equipment, such as cranes, would not be significant as light can pass through their structures and they are mobile when in operation.

Overall, it is considered that the demolition of the existing site and construction of the proposed development would result in temporary negligible effects, gradually increasing to those effects reported for the completed development stage. Accordingly, the demolition and construction effects would be negligible to adverse.

None of the reported effects would be significant.

8.6.2 Completed Development

The assessment has been undertaken based on the worst-case height and massing proposals.

In addition to the typical industry value for daylight assessment (view of the sky test), an alternative value has been used (in agreement with LBH) in assessing the effects of the completed development on the daylight amenity of surrounding properties to take account of the urban context of the site.

In total 44 existing residential receptors were assessed:

- 29 receptors would experience negligible effects with no noticeable change to daylight levels;
- 11 receptors would experience minor noticeable reductions to daylight levels;
- four receptors would experience negligible to isolated more noticeable reductions to daylight levels; however, this is due to limiting existing factors (e.g. overly deep rooms, overhangs, recessed windows etc.) and therefore is not considered significant.

All of the 44 existing residential receptors would achieve the alternative assessment value for the view of the sky test.

In respect of sunlight, the industry value would be fully adhered to, so the effects on the sunlight amenity for the surrounding 32 assessed properties would be negligible.

In respect of overshadowing, 15 of the 16 assessed gardens and amenity spaces would meet the industry assessment criteria, resulting in a negligible effect. However, the garden of 141 Syon Lane would experience a significant adverse effect. However, the Applicant has inserted a commitment in the design code to state that the detailed massing of the proposed development would be designed so as not to reduce the sunlight to neighbouring gardens below the assessment criteria. On this basis, the residual effect to 141 Syon Lane would be negligible.

8.7 Townscape and Visual

The assessment has considered potential impacts to the townscape character of seven specialist defined townscape character areas and to the visual amenity of 25 views within the study area.

8.7.1 Demolition and Construction

The site falls within townscape character area (TCA) TCA2 - Osterley & Spring Grove non-residential. Due to the nature of the proposed works, the demolition and construction of the proposed development would result in a temporary adverse effect on TCA2.

Glimpsed views to the proposed development's cranes and construction hoarding are likely to be visible from TCA1 - GWR Corridor, TCA4 - Brentford and South Ealing residential and TCA5 - Osterley, Spring Grove and Isleworth residential and, to a limited extent, from TCA3 - Historic Brentford and Isleworth, TCA6 - Osterley Park and TCA7 - Arcadian Thames and historic landscapes. This would result in temporary adverse effects on TCA6 - Osterley Park, TCA5 - Osterley, Spring Grove, TCA1 - GWR Corridor, TCA4 - Brentford and South Ealing residential, TCA3 - Historic Brentford and Isleworth and TCA7 - Arcadian Thames and historic landscapes.

The visual impact of the demolition and construction on the site would be limited to the visibility of cranes and scaffolding related to the proposed development. This would lead to the following effects on the representative views:

- RV4 Goals Gillette Corner Sportsfield – significant adverse; and
- RV1 Syon Lane Station; RV2 Junction of Syon Lane and Great West Road (A4); RV3 Boston Manor Park (footpath); RV5 Oaklands Avenue; RV6 Pavement of GWR (A4); RV7 Osterley Park (footpath); RV8 Osterley Park (centre); RV10 Osterley Park (bridleway); RV12 St Paul's Recreation Ground; RV13 Syon Park (Gate Lodge); RV14 Syon Park southern entrance footpath (north); RV15 Syon Park southern entrance footpath (south); RV17 Riverside Walk; RV24 GWR and Jersey Road; and RV25 Syon House – adverse.

The construction of the proposed development would not affect the remaining representative views.

8.7.2 Completed Development

The proposed development falls within TCA2 - Osterley & Spring Grove non-residential. Upon completion and operation, the proposed development would result in a beneficial effect on TCA2 as the improvement delivered in respect of the existing townscape quality and condition through the replacement of an unattractive site with a well-designed development, creating a new, vibrant quarter and providing a focus for the community.

Glimpsed views to the proposed development are likely to be visible from TCA4: Brentford and South Ealing residential and TCA5 - Osterley, Spring Grove and Isleworth residential and to a limited extent from TCA2 - Osterley & Spring Grove non-residential, TCA6: Osterley Park and TCA7 - Arcadian Thames and historic landscapes. This would result in a beneficial or neutral effect to TCA2 - Osterley & Spring Grove non-residential, TCA4 - Brentford and South Ealing residential, TCA5 - Osterley, Spring Grove and Isleworth residential, TCA6 - Osterley Park and TCA7 - Arcadian Thames and historic landscapes. The proposed development would not affect TCA3 - Historic Brentford and Isleworth.

Due to the relatively flat landform in the area, the proposed development's visibility would extend beyond the immediate surroundings. Glimpsed views of the proposed development would be possible from areas of the surrounding public open space areas such as Goals Gillette Corner Sportsfield, Syon Park and Osterley Park. Linear views would also be possible from the roads orientated towards the proposed development such as Oaklands Avenue and Syon Lane itself. It is considered that views would also be possible from the surrounding properties that have windows which look towards the proposed development. This would lead to the following effects on the representative views:

- RV4 Goals Gillette Corner Sportsfield – significant beneficial;

- RV1 Syon Lane Station; RV2 Junction of Syon Lane and Great West Road (A4); and RV6 Pavement of GWR – beneficial; and
- RV5 Oaklands Avenue; RV7 Osterley Park (footpath); RV8 Osterley Park (centre); RV10 Osterley Park (bridleway); RV13 Syon Park (Gate Lodge); RV14 Syon Park southern entrance footpath (north); RV15 Syon Park southern entrance footpath (south); and RV25 Syon House – neutral.

The proposed development would not affect the remaining representative views and would not visible from the Royal Botanical Gardens at Kew.

Four verified views of the proposed developments are shown in Figure 8.1 - 8.4. An illustrative render is provided in Figure 8.5, to show what the view could look like according to the design code.

Within the images, each parcel of the proposed development is shown in a different colour to differentiate them. Where the buildings fall behind built form, or significant vegetation, the proposed development's mass has been shown with a dash demonstrating that it is unlikely to be seen within the view.

Figure 8.1: View 01 Syon Lane Station View

Figure 8.2: View 02 Junction of Syon Lane and Great West Road (A4)

Figure 8.3: View 04 Goals Gillette Corner Sportsfield

Figure 8.4: View 08 Osterley Park (centre)

8.8 Built Heritage

8.8.1 Demolition and Construction

The setting of the identified heritage assets and the character and appearance of nearby Conservation Areas and townscape quality generally, would be affected to varying degrees by the demolition and construction stage. The works would have the potential impact of reducing the degree to which heritage and townscape character within the study area can be appreciated. However, as with the nature of demolition and construction effects (i.e. temporary), the character would not be permanently affected. The effects would vary considerably depending on the distance from the site and the sensitivity of the asset to change. As is typical of major development in an urban context, a CEMP would be implemented by the contractor during the demolition and construction stage, which would seek to prevent/minimise adverse impacts (e.g. dust, noise, visual appearances of the works) through appropriate mitigation measures.

Overall, it considered that the demolition of the existing site and construction of the proposed development would result in a negligible to adverse effect on the identified heritage assets.

None of the reported effects would be significant.

8.8.2 Completed Development

The proposed development would replace an existing Tesco Extra Store which is of no particular architectural or heritage merit to the area. The proposed development is well-designed and provides new uses that are appropriate for the site and for the area. The design breaks down the overall volume of accommodation in a way that responds to the circumstances of the site and the sensitivity of its surroundings. The tallest part of the proposed development (Block H) is positioned towards the eastern side of the site and steps down towards the Gillette Building, Syon Lane and the Osterley Park Conservation Area – the areas that are most sensitive in heritage and townscape

terms. This also ensures that the tower of the Former Gillette Factory is retained as a landmark within local views.

The proposed development is of considerable scale and density and would change the setting of heritage assets and the townscape character of the surroundings of the site by virtue of its visibility and presence. That visibility is not, by itself, adverse. The heritage significance of each of the heritage assets assessed does not inherently rely on no change occurring in their setting, nor is it necessarily harmed by the presence of new development in their setting that is highly visible.

The design of the proposed development has been carefully undertaken to incorporate embedded mitigation to prevent any adverse effect on nearby and more widely located heritage assets. As such, the resulting effects on heritage assets would be neutral.

None of the reported effects would be significant.

9. CUMULATIVE EFFECTS

9.1 Intra-Project Cumulative Effects

Intra-project cumulative effects from the proposed development itself on surrounding sensitive receptors and on-site receptors during construction works and also once the proposed development is completed, have been considered.

9.1.1 Demolition and Construction

There would be the potential for intra-project effect interactions during the demolition and construction stage, primarily in respect of noise, vibration, air quality and daylight, sunlight, and overshadowing. The combined cumulative effects have the potential to affect existing off-site residential occupants.

It is generally accepted that as part of any construction works, receptors in close proximity would be affected to some degree by a combination of noise and dust disturbance. However, by minimising all of these effects at source through application of control measures in the CEMP; maintaining good housekeeping; undertaking monitoring where necessary; requiring just-in-time deliveries; and providing a public liaison whereby the public can communicate any complaints or unforeseen effects to the Applicant, it is expected that those combined effects that include noise and or air quality impacts would not be significant.

9.1.2 Completed Development

Although there are individual effects (both adverse and beneficial) resulting from the completed proposed development, there are no intra-cumulative cumulative effects that are likely to arise.

Due to the proximity of cumulative scheme construction sites, there construction activity associated with the cumulative scheme would be visible in several representative views. Dependent on phasing and timing, this may result in a change in effect from that reported for the proposed development for RV1 Syon Lane Station, RV13 Syon Park (Gate Lodge) and RV15 Syon Park southern entrance footpath (south) to be significant adverse.

Consistent with the effects of the proposed development, the cumulative schemes would deliver high quality new housing, generate significant local and borough employment and have a beneficial effect on the local economy through additional spending. The cumulative effect on borough deprivation would be significant beneficial.

The cumulative schemes would deliver high quality design and public realm improvements. The schemes would seek to promote more sustainable modes of transport and would be expected to make appropriate financial contributions towards community infrastructure, public transport capacity and highway works as necessary.

The cumulative schemes would contribute to the ongoing high-rise redevelopment of the study area and thereby significantly add to the changing townscape character and local views.

As in the completed developed scenario, the roof terrace amenity spaces around the proposed development would have unsuitable wind conditions for the intended use representing direct. These areas would also be expected to experience unsafe wind conditions and would require mitigation measures to be developed at the detailed design stage to ensure safe and suitable wind conditions for residents using these spaces.

No significant cumulative transport, air quality, daylight, sunlight and overshadowing effects would arise as a result of the proposed development and the cumulative schemes due to a combination of distance and timing of proposed works.

Overall, the EIA concludes that the inter-project cumulative effects would give rise to new significant environmental effects, over and above those reported for the proposed development, in respect of noise during the demolition and construction stage, as well as townscape and views during the completed development stage.

10. SUMMARY

The iterative nature of the design process has enabled the design of an appropriate development response at the application site. Overall, the proposed development would deliver a high quality residential led, mixed-use scheme that fits into the existing and emerging surrounding area.

The EIA process has concluded that there would be following significant environmental effects for the demolition and construction stage:

- Significant adverse effects:
  - Introduction of demolition and construction plant noise to residential properties along Macfarlane Way/Oaklands Avenue, the Sky Campus and new on-site noise sensitive receptors.
- Significant beneficial effects:
  - None.

For the completed development stage there would be the following:

- Significant adverse effects:
  - Unsuitable wind conditions for roof level amenity use at the majority of locations (strong winds).
- Significant beneficial effects:
  - Provision of 1,623 new dwellings (based on the assumed worst-case unit and tenure mix) of varied sizes and tenures; and
  - Changes in level of deprivation.

The EIA process has identified the need for the following additional mitigation measures:

- CIL payments towards primary school provision based on worst-case child yield
- CIL payments towards additional GP provision based on worst-case population yield
- CIL payments towards dentist services
- CIL payments towards 2,070 m^2 play space shortfall based on worst-case child yield
- CIL payments towards additional community facilities
- During the reserved matters stage further design and assessment will be undertaken in respect of wind microclimate to ensure appropriate mitigation options are integrated within the detailed proposals.
- Design Code commitment that the detailed massing of the proposed development would be designed so as not to reduce the sunlight to neighbouring gardens to below 50 % receiving two hours sun on the ground on March 21st.

11. PROJECT TEAM

The Applicant has appointed a design team to assist in the development of the application and has concurrently appointed an EIA team to undertake the EIA and prepare the ES in accordance with Regulation 18(5)(a) of the EIA Regulations.

The team members and their respective roles are presented in Table 11.1.

Table 11.1: Design and EIA Team

Company	Role
JTP	Architect
WSP	Planning Consultant
Waterman Structures Limited	Ground Conditions, Structural and Drainage Engineer
Buro Happold	Mechanical Engineer
Waterman Infrastructure and Environment	Geotechnical/Contamination and Drainage Consultant
Murdoch Wickham	Landscape Architect
RHDHV	EIA Technical Specialist: Transport and Accessibility
Point2	EIA Technical Specialist: Daylight, Sunlight, Overshadowing; and Internal Daylight Studies
KM Heritage	EIA Technical Specialist: Built Heritage
Museum of London Archaeology (MOLA)	EIA Technical Specialist: Archaeology
AVR London	EIA Technical Specialist: Visualisations
Rowan Williams Davies and Irwin Inc. (RWDI)	EIA Technical Specialist: Wind Microclimate
ARC	EIA Technical Specialist: Townscape and Visual
Hodkinson	Sustainability Consultant
Ramboll	EIA Project Manager Author of ES Volume 1 Chapters 1-5, 12-13 Author of Non-Technical Summary EIA Technical Specialist: Air Quality EIA Technical Specialist: Noise and Vibration EIA Technical Specialist: Ecology EIA Technical Specialist: Flood Risk