Homebase, Brentford

Environmental Statement

Non-Technical Summary Addendum

Prepared on behalf of St Edward Homes Limited

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Prepared by:	NP	NP
Checked by:	LW	LW

Barton Willmore LLP
7 Soho Square
London
W1D 3QB

Tel: 020 7446 6888
Fax: 020 7446 6889

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1.0 INTRODUCTION

1.1 St Edward Homes Limited, a joint venture between M&G Investments and Berkeley Group (the "Applicant") ~~is applying~~ **submitted an application in September 2020** for detailed planning permission for the demolition of the existing Homebase store and the construction of 473 residential units, commercial floorspace including a Tesco foodstore, with additional commercial, business and service space and flexible community space and associated infrastructure, access, car parking, landscaping space and other associated works (the 'Development') on land located on Syon Lane in Brentford, Hounslow (the 'Site'). The Site is situated within the administrative area of London Borough of Hounslow (LBH). The Site extends to approximately 1.4 hectares (ha) and is shown on Figure 1.

1.2 An Environmental Statement (ES) ~~has been~~ **was** prepared to support the planning application. An ES is the report of an Environmental Impact Assessment (EIA) carried out as required by national law known as the "EIA Regulations"[1]. EIA is the process by which development proposals deemed likely to have significant environmental effects are appraised. This document is the non-technical summary of the ES and summarises the content and conclusions of the ES.

1.3 **Since the submission of the planning application and the supporting ES in September 2020, a number of changes have been made to the Development (hereafter referred to as the 'Development As Amended'). Consultation responses to the ES have also been received.**

1.4 **The changes include:**

- **Revision to the eastern façade of the Development (Building B2 and B3);**
- **Enhancement to the façade at the lower levels along Syon Gate Lane by increasing glazing and metal panelling;**
- **Minor amendment to the size of one residential unit (from 3B5P to 3B4P) in Building B2;**
- **Amendments to the refuse collection strategy and the bin store layout/configuration;**
- **Ensuring that a 3m wide shared pedestrian and cycle route is maintained along Syon Gate Way to comply with the aspirations of LBH in creating a new Clean Air Route;**

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

- **Increase in the amount of blue badge retail parking bays from 20 to 24 by reducing the number of parent and child spaces from 16-12, with the overall number of parking spaces remaining the same;**
- **Inclusion of 3.5m width pathway along A4 Great West Road north of Access Self Storage;**
- **Updated energy strategy, including the installation of a site wide heat network supplying heat from high temperature air source heat pumps, supported by backup gas boilers; and**
- **Reduction to the proposed drainage attenuation capacity.**

1.5 **It should be noted that no changes have been made to the description of the Development.**

1.6 **Three additional viewpoints have also been undertaken to supplement the Townscape and Visual Impact Assessment (TVIA) and additional traffic modelling work has been undertaken as part of a revised Transport Assessment (TA) for the Development.**

1.7 **In light of the above, the ES and this Non-Technical Summary have been updated via an ES Addendum.**

Environmental Statement Availability

1.8 Hard copies of the ES will be issued to LBH and can be reviewed in person on request. Comments on the planning application can also be made via the Councils' websites or can be forwarded to the Planning Departments at the addresses below:

Website: http://planning.hounslow.gov.uk/planning_user_accept.aspx

1.9 Please contact LBH planning department with any queries:

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

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

1.10 Paper copies of the full ES (chapters and figures) and the technical appendices can be purchased at a cost of £300 and £350 respectively. Paper copies of the non-technical summary can be obtained for £20. Copies of the full ES can be obtained on CD for £25.

1.11 **The ES Addendum, including the NTS Addendum, can be purchased for a cost of £150.**

1.12 For copies of any of the above please contact the Environmental Planning Team at Barton Willmore:

Environmental Planning Team
Barton Willmore LLP
7 Soho Square
London, W1D 3QB

Tel: 020 7446 6888
Email: **iepenquiries@bartonwillmore.co.uk**

2.0 EIA METHODOLOGY

2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written in to an ES which is submitted with the planning application.

2.2 The ES provides the local planning authority (in this case LBH) with sufficient information about the potential environmental effects of the development before a decision is made about the planning application. Effects may arise during the construction and operational phases of the development.

2.3 The ES predicts what the significance of each environmental effect would be, which is determined by two factors:

- The sensitivity, importance or value of the environment (such as driver delay); and
- The actual magnitude of change taking place to the environment (i.e. the size or severity of change taking place).

2.4 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance.

2.5 The ES also includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the development are assessed.

2.6 Assessments assume the baseline conditions at the time of ES preparation (2019 and 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. Whilst it is widely acknowledged the 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 future so it is considered that assessments based on the pre-COVID-19 baseline is reasonable.

EIA Scope

2.7 An ES should focus on the likely significant effects of the Development **As Amended** on the environment during the demolition, construction and operational phases. The scope of the

EIA was agreed formally with LBH. This was done by submitting an EIA Scoping Report (Appendix 2.1 of the ES) in support of a request for an EIA Scoping Opinion[2] to LBH on 23rd July 2019. LBH issued a draft EIA Scoping Opinion (Appendix 2.2 of the ES) on 13th September. A subsequent scoping note (Appendix 2.3 of the ES) was issued to LBH on 20th September to clarify a number of points raised in the draft EIA Scoping Opinion. LBH subsequently issued their formal EIA Scoping Opinion on 11 October 2019 (Appendix 2.4 of the ES) which set out their view on the scope of topics to be included in the ES and the methodology to be used. The disciplines scoped into the ES comprise:

- Population and Human Health;
- Built Heritage;
- Townscape and Visual Effects;
- Transport & Access;
- Noise and Vibration;
- Air Quality;
- Daylight, Sunlight, Overshadowing and Solar Glare; and
- Wind Microclimate; and
- Cumulative Effects (assessed separately within each technical chapter).

Stakeholder Engagement and Public Consultation

2.8 In addition to consultation with LBH (various departments), consultation has also been undertaken with the following organisations as part of the EIA process:

- Natural England;
- Environment Agency;
- Historic England;
- Greater London Authority (GLA);
- Thames Water;
- Transport for London (TfL);
- Heathrow Airport;
- Network Rail; and
- Community Groups and Local Residents' Associations.

[2] Prior to making a planning application, a developer may ask the local planning authority to state in writing in their opinion as to the information to be provided in an Environmental Statement. The opinion given is called a 'scoping opinion.

Cumulative Effects

2.9 EIA must assess any potentially significant effects of the development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. Government guidance states that 'existing and approved' developments should be considered.

2.10 The schemes which were agreed with LBH and have been assessed cumulatively in the technical chapters of the ES are set out in Table 1 below.

2.11 The proposed Tesco scheme and the Development **As Amended** are the subject of separate planning applications, and both applications are accompanied by separate environmental statements. It is, however, a factual reality that the schemes are interdependent. The new Tesco store opening on the 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 existing Tesco site is proposed to restrict demolition of the existing Tesco store until trading commences at the replacement Tesco store. 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.

2.12 Accordingly, the chapters detailing the assessment of transport, air quality and noise and vibration effects in the ES have focussed on the scenarios where both schemes are delivered. Assessments of the scenario where only the Development **As Amended** is delivered in isolation without the Tesco Osterley scheme also being delivered have been included within this ES to ensure the effects of the Development **As Amended** (which is subject of this application) has been assessed. However, as the results of this scenario assessment for transport, air quality and noise and vibration gives rise to unrealistic results that do not reflect the factual reality of the delivery of the schemes, the results of that scenario are out in the chapter appendices and are not included within the chapters themselves.

Table 1: Cumulative Schemes

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the Site
Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP	Erection of up to six storey building to provide Class B1 (office) and Class B8 (self-storage) uses, with associated car parking and landscaping.	Approved February 2020	Approximately 50m west of the Site.

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the Site
(Ref: 00505/AF/P28)			
New Horizons Court, Ryan Drive, Brentford, TW8 9EP (Refs: 02912/A/PA2, APP/F5540/W/16/3165 799)	Change of use from office (Class B1(a)) to residential (Class C3) to provide 297 residential flats.	Allowed on appeal 4th July 2017	Approximately 50m north of the Site.
891 Great West Road, Isleworth London TW7 5PD (Refs: 00505/891/P4 & 00505/891/P5)	Demolition of existing buildings and erection of a four-storey building to provide 15 self-contained flats, provision of private and shared amenity space, cycle parking, hard and soft landscaping and associated development. Part refurbishment, part demolition of existing buildings and erection of a five-storey (plus basement) mixed-use building for online retail fulfilment and wholesale purposes including storage and distribution (Class B8), offices (Class B1(a)) and ancillary retail, gallery/display and photographic studio uses, provision of car and cycle parking, hard and soft landscaping and associated development.	Approved on appeal 4 April 2019 Approved on appeal 4 November 2019	Approximately 100m west of the Site.
4 and 8 Harlequin Avenue, Brentford, TW8 9EW (Ref: 00558/4-8/P1)	Demolition of existing building and construction of a six-storey building for Class B1b /B1c office use with associated car parking.	Approved on 21st December 2018	Approximately 250m north of the Site.
Sky, Sites 6 & 7, Grant Way, Isleworth TW7 5QD (Ref: 00558/A/P69)	Reserved matters (layout, scale, access, landscaping and appearance for Parcel F) application for the erection of two buildings comprising a single storey pavilion and a ground plus three storey building office and ancillary food and beverage with associated landscaping, servicing, plant and all ancillary enabling works within Parcel F following approval of an outline application ref 00558/A/P64 dated 18/08/2015 for variation of condition 7 (approved plans) to allow for B8 use within Parcel D, reallocation of parking and changes to Parcel D height parameters along with pedestrian and vehicular access and accessible space to planning permission dated 2 April 2015 for Section 73 application seeking a minor material amendment to planning permission 00558/A/P55 which granted approval for a section 73 application seeking minor material amendment (reduce site boundary, reduction of B1 floor space, reallocation of parking, changing position of link road and changes to parameters of plots) to planning permission 00558/A/P51 which granted approval for an Outline application for the demolition of existing buildings and structures and the development for a media broadcasting and production campus of up to 104,670 sq m	Approved on 4th September 2019	Approximately 350m north west of the Site.

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the Site
	(GIA) (now reduced to 95,934 sq m - excluding parking floor space) comprising office (Class B1a), studio production and research and development facilities (Class B1b) and warehouse/storage (Class B8); hard and soft landscaping; reconfigured and new vehicle and pedestrian accesses and works to the public highway; the provision of parking; and all necessary ancillary and enabling works, plant and equipment.		
Bolder Academy, 1 MacFarlane Lane, Isleworth, TW7 5PN (Ref: 01106/W/P9)	Demolition of club house and associated car park and MUGA, construction of a new part 2 - part 4 storey secondary school (Use Class D1) with ancillary car parking, cycle parking, Multi-Use Games Area, hard and soft landscaping and associated works, together with improvements to MacFarlane Lane.	Approved on 4th September 2019	Approximately 500m north west of the Site.
1 Commerce Road, Brentford, London, TW8 8LE (Ref: 00297/H/P13)	Redevelopment of the site involving the retention, restoration and alteration of the existing Art Deco facade, demolition of the remainder of the buildings on the site and redevelopment to provide a five to seven-storey building comprising 76 flats and 138 square metres of square metres flexible industrial, research and development or office floorspace in use classes B1a, B1b, or B1c, with associated parking and landscaping.	Approved on 10th January 2019	Approximately 750m east of the Site.
Tesco Superstore, Syon Lane, Isleworth, TW7 5NZ	Demolition of existing building and car park and erection of buildings to provide residential homes (Class C3), retail space (Classes A1-A4), business space (Classes B1a-c), and community space (Classes D1-D2), and a mobility hub (sui generis) along with associated access, bus turning, car and cycle parking, and landscaping arrangements. The parameters for the development are a maximum of 1,677 units and 5,000sqm of non-residential floorspace.	Planning application to be submitted	Approximately 300m northwest of the Site.

3.0 SITE AND DEVELOPMENT DESCRIPTION

Site Context

3.1 The Site is located to the north east of Syon Lane in Brentford, Hounslow, within the administrative boundary of LBH. To the north, the Site is bordered by the A4 Great West Road, and to the west, by Syon Lane. The eastern Site boundary is shared with a Skoda car dealership. The south of the Site is bound by an access road, beyond which is a railway line.

3.2 The land use in the immediate vicinity of the Site is predominantly residential, commercial and industrial in nature. To the north of the Site, beyond of the A4 Great West Road, and to the east of the Site is a mix of industrial sites, office uses, large scale retail and residential use. Residential use is located to the south and west of the Site, beyond Syon Lane.

3.3 Syon Lane station, located less than 100m to the south of the Site, provides railway services into Central London to Waterloo and Vauxhall station as well as services out to Weybridge.

3.4 The River Thames is located approximately 1.6km to the south-east of the Site. In addition, the Royal Botanic Gardens Kew, designated as a World Heritage Site and Grade I Registered Park and Garden, is located approximately 1.5km southeast of the Site.

3.5 Syon Park, also a Grade I Registered Park and Garden, is located approximately 500m south-east of the Site and includes a number of listed structures including the Grade I listed Syon House. The Site is located approximately 1.1km from the Syon Park, which is designated as a Site of Special Scientific Interest (SSSI). Osterley Park, a Grade II* Registered Park and Garden is located approximately 1.5km to the north west of the Site.

3.6 Although there are no listed buildings located on the Site, there are a number located in the immediate surrounding area. The nearest listed building to the Site is the Grade II listed part of former Coty Factory, located approximately 40m to the east of the Site. There are also a number of listed buildings located to the north of the Site, immediately beyond Great West Road. These include the Grade II listed National Westminster Bank, and the premises of Gillette UK Ltd. No. 891 Great West Road, located approximately 120m to the west of the Site.

3.7 The Isleworth Riverside Conservation Area is also located approximately 450m to the south-east of the Site and the Grand Union Canal and Boston Manor Conservation Area is located approximately 450m to the northeast of the Site. The nearest Local Nature Reserve (LNR) to

the site is Blondin Nature Area LNR, located approximately 1.2km to the north of the Site.

3.8 According to the Gov.UK website the Site is located in Flood Zone 1 (i.e. at a low risk of flooding). The Site is located within the Hounslow Air Quality Management Area (AQMA) for nitrogen dioxide, owing to vehicular sources, declared in 2006. This means that levels of nitrogen dioxide exceed national objective levels for this pollutant. This AQMA encompasses the entirety of the borough of Hounslow.

Site Description

3.9 The Site, 1.4 hectares (ha) in area, is currently occupied by a Homebase superstore that provides 4,180 square metres (sqm) of retail floorspace, 295 surface car parking spaces and an undercroft car park and delivery area. The Homebase building was designed by architect Sir Nicholas Grimshaw in 1987 and consists of a large industrial style shed with metal cladding. The building is approximately 2 storeys high with a tall central pylon to the front.

3.10 The primary vehicle access is from a wide junction off Syon Lane to the west of the Site. It currently provides access to the Homebase store car park and delivery area, as well as to the undercroft car park. Pedestrian access is also available on Syon Lane at the same point as the vehicular access, and to the at the north of the Site from the Great West Road.

3.11 A band of deciduous trees infilled with shrubbery is located in the north of the Site along the Great West Road and to the west of the Site along Syon Lane, however, this is of a low quality and is poorly maintained.

3.12 In terms of topography, the Site slopes from the Great West Road to the north, down towards the Site's southern boundary towards the railway line. There is around a 4m level drop from the north-west corner of the Site to the south of the Site.

Description of Development

3.13 The Development **As Amended**, which is the subject of a detailed planning application comprises the demolition of the existing Homebase store on the Site and the construction of a new residential led mixed-use development comprising 473 residential units, a new Tesco Extra foodstore, flexible commercial, business and service floorspace and flexible community floorspace.

3.14 The formal description of the Development **As Amended** is:

> *"Full planning application for the demolition of existing building and car park and erection of buildings to provide residential units, a replacement retail foodstore, with additional commercial, business and service space, and a flexible community space, and ancillary plant, access, servicing and car parking, landscaping and associated works"*

3.15 The new Tesco Extra foodstore will be located at ground floor level, with the customer car parking split across two parking levels above the store. The proposed residential use will be located above the Tesco Extra foodstore and parking levels in separate building.

Residential

3.16 The Development **As Amended** will provide 473 residential dwellings located within each building (A, B1, B2, B3, C, D and E) of the Development **As Amended**. Dwellings will be provided in a variety of sizes (1-4 bedrooms) and tenures. The Development **As Amended** will provide 38% affordable homes (London affordable rent).

Non-residential

3.17 The non-residential land use for the Development **As Amended** will comprise a new Tesco Extra foodstore, flexible commercial, business and service floorspace, as well as flexible community floorspace.

3.18 The flexible commercial, business and service floorspace will be located at ground floor level within the southwest of the Development **As Amended** while the proposed flexible community use will be located at level 1, within the northwest of the Development **As Amended**.

Building Heights and Massing

3.19 The heights of the proposed residential Buildings will range from 49.900m Above Ordnance Datum (AOD) (7-8 storeys) for Buildings D and E, located within the west of the Development **As Amended**, to 78.550m AOD (17 storeys) for Building B1, located within the northeast of the Development **As Amended**.

Green Infrastructure

3.20 The Development **As Amended** will provide an extensive area of open space, comprising public realm, communal residential amenity space and private residential terraces, with raised planters and boundary hedge planting. Playspace areas will be provided as part of the communal residential amenity space. This will include play space for the <5 years age

category and for ages 5-11 years.

3.21 The landscaping proposals include the following elements for the promotion of biodiversity:

- New tree and shrub planting including native species and/ or species of wildlife value;
- Native hedge planting to private residential garden boundaries;
- Wild flower meadow planting to podium nature garden;
- Species rich amenity grass to podium lawns;
- Bird & bat nesting boxes to buildings; and
- Invertebrate 'Bug Hotels'.

Access

3.22 The main vehicular access to the Development **As Amended**, including for the Tesco Extra foodstore is off Syon Lane, to the west of the Site. A separate vehicle access point to the basement level will be located to the south of the Site, off Syon Gate Way.

3.23 The customer entrance to the Tesco Extra store will be located on the corner of Great West Road and Syon Lane, to the northwest of the Development **As Amended**. Tesco staff will access the store via a dedicated entrance along Syon Gate Way.

3.24 Residential access will be via a communal residents' lobby located on the corner of Syon Lane and Syon Gate Way, within the southwest of the Development **As Amended**. Residents will access via the residents' lobby and go up to podium level where they will access their particular building crossing through the residents' gardens. There will also be secondary access and exit points at street level to each residential building.

3.25 The Development **As Amended** will include a new pedestrian and cycle friendly 'clean air' route between Syon Lane Station and the Great West Road via Syon Gate Way and a new street to the east of the Site, Syon Gate Lane.

Servicing and Deliveries

3.26 Servicing to the Tesco Extra foodstore will be via a servicing yard which will be accessed directly from Syon Gate Way to the south of the Site. Servicing and deliveries to the residential buildings will also be from a loading bay on Syon Gate Way.

Vehicle and Cycle Parking

3.27 Car parking will be provided for the Development **As Amended** across two parking levels located above the Tesco Extra foodstore. Some additional residential car parking will also be provided at basement level of the Development **As Amended**. The Development **As Amended** will include 400 car parking spaces for the retail use and 100 residential car parking spaces. A total of 1,100 cycle parking spaces will be provided as part of the Development **As Amended**.

Energy, Sustainability and Climate Change

3.28 Residential and Commercial Travel Plans have been prepared and submitted as part of the planning application. The Travel Plans set out a long-term strategy for reducing dependence on travel by private car. The objective of the Travel Plans is to reduce private car mileage in favour of more sustainable modes of travel, such as walking, cycling and use of public transport, which reflects current Government policy objectives in respect of transport. Active travel and public transport lead to lower emissions of greenhouse gases that contribute to climate change than trips being made by private car.

3.29 An Energy Strategy has been prepared and describes demand-reduction measures, energy-efficiency measures and renewable energy to demonstrate how the Development **As Amended** meets the objectives of the energy hierarchy: Be Lean, Be Clean, Be Green. These measures will be the subject of separate planning conditions. Through a combination of Be Lean, Be Clean and Be Green measures, the Development **As Amended** will result in a reduction in carbon emissions.

3.30 The proposed drainage strategy for the Development **As Amended** includes an appropriate Sustainable Drainage System (SuDS), to alleviate the risk of flooding in the form of oversized attenuation pipes which will reduce the surface water runoff to greenfield runoff rates. In addition, these SuDS features will allow for up to a 1:100 year plus 40% climate change allowance event.

4.0 ALTERNATIVES AND DESIGN EVOLUTION

4.1 The 2017 EIA Regulations require an ES to outline any alternatives that have been studied by the Developer and explain the choice made with a comparison of environmental effects.

The 'do nothing' Alternative

4.2 The 'do nothing' alternative refers to the option of leaving the Site in its current use. The Development **As Amended** would not be progressed. In this situation, the existing configuration of the Site would not make the most efficient use of the Site, which offers capacity for intensification. The Applicant purchased the Site with a view to redevelopment and therefore the 'do nothing' option was not considered.

Consideration of Alternative Locations and Uses

4.3 The Applicant owns the Site and no alternative locations were considered. In addition, the Site falls within the Great West Corridor Opportunity Area. A Masterplan and Capacity Study has been produced by LBH which aims to reinvigorate the area. Accordingly, no alternative locations or uses for the Site have been considered.

Consideration of Alternative Designs and Uses

4.4 The early design process considered the creation of a residential development with a cluster of local retail spaces including a small local supermarket fronting onto the Great West Road, with associated customer parking in a podium level. An alternative scenario considered the relocation of the Tesco Extra supermarket at Osterley on to the Site, with residential development and retail use fronting onto the Great West Road. By moving a large supermarket to the Site, this would reinforce the Site as a local centre and support the vitality of other local shops and services. In combination with the proposed redevelopment of the Tesco Extra Osterley site for housing, this would deliver a positive change and realise the potential of the area. Key beneficial effects of combining these uses in this location would be to population and human health / socio-economic factors. This scenario was therefore progressed.

4.5 Engagement with the local community has been fundamental to the evolution of the Development **As Amended**. Two public exhibition events open to the general public were held in October 2019 and February 2020 in which the general public could view the emerging proposals and express their views. A third public exhibition was also held virtually in July 2020. Consultation comprising a Walk and Talk format, in which local residents were able to

do a comprehensive walk with the design team around the Site and understand the detail of the proposals, was also undertaken in November 2019. A Statement of Community Involvement (SCI) has been submitted separately in support of the planning application.

4.6 A number of changes have occurred over the course of the design evolution in relation to key environmental constraints and opportunities on and surrounding the Site, as below.

December 2019

4.7 The heights of buildings were amended to minimise the visual, daylight and sunlight impacts of the Development **As Amended**. The following design changes were made to improve environmental effects:

- The heights of Blocks D&E were lowered to reduce daylight and sunlight impacts on neighbouring houses;
- The building articulation on the buildings along the eastern edge of the Site was improved to respond to concerns over key views of the Development **As Amended** along Great West Road;
- The massing strategy was reviewed to carefully consider the visual impact of the Development **As Amended** in key local views, including from open spaces such as Syon Park to the south of the Site.

June and July 2020

4.8 Following the second round of pre-application meetings and public consultations, further design changes were made in June and July 2020, the following of which were made to improve environmental effects:

- The width of Blocks D and E were reduced to increase the distance between facades, adding more shared amenity space at podium level to improve daylight effects; and
- The design of the proposed facades of Blocks D and E was changed to improve the visual impact on Syon Lane.

4.9 The Development **As Amended** was chosen as it was considered that the alternative designs would lead to greater adverse effects on Daylight and Sunlight and Townscape and Views than the Development **As Amended**.

5.0 CONSTRUCTION METHODOLOGY AND PHASING

5.1 Planning for construction is broad at this stage. The assessment of construction phase environmental effects is based on reasonable assumptions and experience.

5.2 Demolition and construction of the Development **As Amended** is anticipated to commence in 2021, subject to gaining planning permission, and span approximately 5 years. After initial enabling works, the existing Homebase store on the Site would be demolished prior to the construction of the Development **As Amended**. The construction of the proposed Tesco building would form the initial phase of the Development **As Amended** and would be completed before the remainder of the construction work begins on the Site. Overall, the demolition and construction process is expected to be completed by 2026.

5.3 Construction will include the following activities:

- Pre-commencement and enabling works;
- Excavation and substructure works;
- Drainage works;
- Construction of Tesco building and then residential dwellings;
- Fit out; and
- Landscaping.

5.4 The primary construction materials to be used will include concrete, brick, steel post and beams and timber. Where possible, materials and resources used during the construction of the Development **As Amended** will be sourced from the local area.

Construction Phase Vehicle Movements

5.5 Construction vehicle movements will be managed to minimise the impact on the local road network. Construction traffic access will be via Syon Lane. Construction vehicles will access the Site using the main arterial roads, most notably the A4 / Great West Road. Should any hazardous materials arise during the course of the works, these materials will be transported to a licensed disposal site using permitted routes as identified in the Outline Construction Logistics Plan (CLP).

5.6 It is anticipated that the construction phase of the Development **As Amended** will generate 72 (144 two-way) Heavy Good Vehicles (HGV) and 28 (56 two-way) cars and light good vehicles trips per day. The HGV movements would be dispersed across the working day, outside of the

AM and PM peak periods. Construction deliveries will be planned to avoid peak hours on the transport network. The arrival and departure of light vehicles would be concentrated during the morning and evening periods but would be less than the predicted levels of traffic during the operational phase of the Development **As Amended**.

5.7 All management of construction traffic and access will be carried out in accordance with the Outline Construction Logistics Plan (CLP) as set out below:

- Planning and managing both vehicle and pedestrian routes;
- The elimination of reversing, where possible;
- Safe driving and working practices;
- Protection to the public;
- Adequate visibility splays and sight lines;
- Provision of signs and barriers; and
- Adequate parking for off-loading storage areas.

Hours of Work

5.8 Working hours on the Site will be agreed with LBH through the Construction Environmental Management Plan (CEMP). However, it is likely that the standard hours of work will be adhered to. These are:

- Monday to Friday, 8am to 6pm;
- Saturday, 8am to 1pm; and
- Sunday and Bank Holidays, no works on-site.

5.9 All work, audible at the site boundary, outside these hours will be subject to prior agreement of, and/or reasonable notice to LBH as appropriate.

5.10 Night-time working will be restricted to exceptional circumstances and work internally with buildings. By arrangement, there may be some out of hours construction deliveries made to the Site.

Environmental Management

5.11 A detailed CEMP will be submitted to LBH (and other statutory authorities) prior to the commencement of the works. The detailed CEMP will provide the methods of managing environmental issues, such as noise and dust during construction.

6.0 POPULATION AND HUMAN HEALTH

6.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of population and human health. A Health Impact Assessment has also been submitted for the Development **As Amended**.

Baseline Conditions

6.2 At the time of the 2011 Census, LBH recorded a population of 253,957, 10% of which lived within the Study Area (totalling 26,585 people). Examination of the 2011 age profile of the Study Area establishes that there is a slightly lower proportion of younger people (0 to 15), as compared with LBH and London generally. It is anticipated that construction of the Development **As Amended** will commence in 2023 and be completed by 2026. By the year 2023, it is estimated that there will be 275,140 living in LBH and that by year 2026, this will have increased to 275,904 people. The Site comprises a Homebase store which has approximately 40 employees. Over the period January 2019 to December 2019, LBH recorded a total of 141,100 residents as economically active. Of these, 135,900 residents were in employment with 7,200 people unemployed.

6.3 There are a total of six GP Practices within a 2km radius of the Site, with capacity for 1,594 additional patients. The health features of LBH are generally better or similar to those recorded for London or England. By 2023/24, it is estimated there will be a deficit of 196 primary places in the Brentford Planning Area. As at 2025/2026, the forecasts predict that capacity in LBH secondary schools will have reduced from its current surplus of 3,380 to 625 places.

Construction Phase Effects

6.4 The construction phase of the Development **As Amended** is expected to generate a significant number of jobs across all construction disciplines from ground workers to construction management. It is anticipated that the Development **As Amended** is likely to produce employment for an average of 491 full time equivalent (FTE) workers per month. Assessments of the effects of the Development **As Amended** on noise and air quality, all of which can have a bearing on health, have been undertaken. Suitable construction mitigation measures will include the implementation of a detailed CEMP, which would be secured by a planning condition. The detailed CEMP would be in place throughout the demolition and construction phase to minimise effects from construction noise and dust on nearby residents and those

living in the first phases of development at the Site. Therefore, the construction phase is expected to have a beneficial effect.

Operational Phase Effects

6.75 The delivery of 473 dwellings, comprising a mix of size, type and tenure, could therefore be expected to generate homes for approximately 1,249 people. On the basis that 473 additional households will be introduced into the Study Area and LBH, there will be an equivalent increase in consumer spending per household on convenience and comparison goods and on leisure and services per household, as residents use on-site and local shops and services to meet their day to day needs. The Development **As Amended** proposes commercial floorspace which will include a Tesco Extra store and flexible commercial uses. The commercial floorspace is expected to support approximately 296 – 300 FTE jobs.

6.76 Through the provision of open space areas on the Site, this will make it an attractive area for new residents and the surrounding local communities to use, and this will positively contribute to the health of the residents within the Development **As Amended** and the surrounding area. The effects on population and housing; local expenditure; and on employment would remain beneficial. The Development **As Amended** could have a permanent minor adverse effect on primary school education at the local level which will require mitigation via a financial contribution. The wider human health effects of the Development **As Amended** are taken into consideration through the Development design and are considered to be minor beneficial effects.

Cumulative Effects

6.77 Consideration has been given to the combined effects of the Development **As Amended** on population and human health effects in relation to other committed schemes within its vicinity. There would be moderate beneficial cumulative effects in terms of construction employment as well as on population and housing, local expenditure and employment during operation. The remaining cumulative effects are considered to be negligible.

7.0 BUILT HERITAGE

7.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of above ground built heritage assets.

Baseline Conditions

7.2 There are more than 40 individual or groups of designated heritage assets including a World Heritage Site, Listed Buildings, Conservation Areas and Registered Parks and Gardens as well as eight Locally Listed Buildings which are 'non-designated heritage assets within the Study Area.

Construction Phase Effects

7.3 It was found that the setting of the identified heritage assets and the character and appearance of nearby Conservation Areas, would be affected to varying degrees during the demolition and construction phase. The works would have the potential temporary impact of reducing the degree to which heritage assets within the study area can be appreciated. However, as with the nature of temporary effects, this character would not be permanently affected. The effects would be short-term and indirect and 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 detailed CEMP would be implemented by the contractor during this phase, which would seek to prevent/minimise adverse effects e.g. dust, noise, visual appearance of the works through appropriate mitigation measures.

7.4 Overall, it considered that the demolition of the existing Site and construction of the Development **As Amended** would result in temporary and indirect Negligible-Neutral to Minor-Adverse effects on the identified heritage assets, and as such would not give rise to significant effects.

Operational Phase Effects

7.5 The existing Homebase store would be replaced with a with a well-designed Development **As Amended** which 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 in terms of built heritage assets. The tallest part of the Development **As Amended** are positioned towards the eastern side of the Site and steps down towards the Gillette Building and the areas that are most

sensitive in heritage terms. This will ensure that the tower of the Gillette Building is retained as a landmark within local views.

7.6 The Development **As Amended** has been carefully designed to incorporate embedded mitigation to prevent any adverse effect on nearby and more widely located heritage assets. As such, residual effects on heritage assets would be Indirect, Permanent and Negligible-Neutral to Moderate-Neutral and not significant.

Cumulative Effects

7.7 The cumulative effect of six of the schemes with the Development **As Amended** would be Indirect, Temporary, and Minor-Adverse. It is not considered that significant cumulative effects would arise on the setting of any heritage asset during the operational phase of the Development **As Amended**. Therefore, the overall cumulative effects would be Negligible-Neutral in significance.

8.0 TOWNSCAPE AND VISUAL EFFECTS

8.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of townscape and visual effects.

8.2 Three additional representative views have also been tested, to address consultation comments from Historic England and the Kew Society. These include These include:

- **View from Old Isleworth Gate (View 27);**
- **View from Thames Path (View 28); and**
- **View from Kew Gardens, Woodland Walk (View 29).**

Baseline Conditions

Construction Phase Effects

8.3 The Site falls within Townscape Character Area (TCA)1: GWR Corridor and the demolition and construction of the Development **As Amended** would result in a minor to moderate adverse effect. Glimpsed views to the Development's cranes and construction hoarding 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. Resulting in a minor adverse effect to TCA4: Brentford and South Ealing residential, TCA5: Osterley, Spring Grove and Isleworth residential, TCA6: Osterley Park and TCA7: Arcadian Thames and historic landscapes and a negligible adverse effect on TCA2: Osterley & Spring Grove non-residential. The construction of the Development **As Amended** will result in a negligible neutral effect on TCA3: Historic Brentford and Isleworth. No mitigation measures are proposed.

8.4 The impact of the demolition and construction on the Site would be limited to the visibility to the associated cranes and scaffolding related to the Development **As Amended**. This would lead to the following effects on the representative views (RV):

- Moderate to Major Adverse (significant) – RV1 Syon Lane Station;
- Moderate Adverse (significant) – RV2 Northumberland Avenue, RV4 GWR Firestone entrance, RV15 Syon Park southern entrance footpath (south), RV25 Syon House, **RV27 Old Isleworth Gate and RV28 Thames Path**;

- Minor to Moderate Adverse – RV3 Grant Way roundabout, RV13 Syon Park (Gate Lodge) and RV14 Syon Park southern entrance footpath (north);
- Minor Adverse – RV5 GWR outside no.772, RV6 GWR central reservation, RV7 Osterley Park (footpath), RV8 Osterley Park (centre), RV11 Boston Manor, RV12 St Paul's Recreation Ground, RV17 Riverside Walk and RV26 GWR outside West Link House; and
- Negligible to Minor Adverse – RV24 GWR and Jersey Road.

8.5 The construction of the Development **As Amended** would not affect the remaining representative views. No mitigation measures are proposed.

Operational Phase Effects

8.6 The Development **As Amended** falls within TCA1: GWR Corridor and at the operational stage would result in a minor to moderate beneficial effect.

8.7 This would lead to the following effects on the representative views:

- Moderate to Major Beneficial (significant) – RV1 Syon Lane Station;
- Moderate Beneficial or Neutral (significant) – RV2 Northumberland Avenue, RV4 GWR Firestone entrance and RV15 Syon Park southern entrance footpath (south);
- Minor to Moderate Neutral – RV14 Syon Park southern entrance footpath (north), **RV27 Old Isleworth Gate and RV28 Thames Path**;
- Minor to Moderate Beneficial – RV3 Grant Way roundabout;
- Minor Neutral – RV7 Osterley Park (footpath), RV8 Osterley Park (centre), RV11 Boston Manor, RV13 Syon Park (Gate Lodge) and RV25 Syon Park House; and
- Minor Beneficial– RV5 GWR outside no.772, RV6 GWR central reservation and RV26 GWR outside West Link House.

8.8 The Development **As Amended** would not affect the remaining representative views. No mitigation measures are proposed.

Cumulative Effects

8.9 Consideration has been given to the combined effects of the Development **As Amended** on townscape and visual effects in relation to other committed schemes within its vicinity. There will be moderate beneficial effects on several viewpoints.

9.0 TRANSPORT AND ACCESS

9.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of transport and access. This Chapter has been prepared with reference to the Guidelines for the Environmental Assessment of Road Traffic (GEART), which are guidelines for the assessment of the environmental impacts of road traffic associated with new developments.

Baseline Conditions

9.2 The assessment has been supported by traffic surveys undertaken in 2019, which have provided traffic flow data for a study agreed with Officers at TfL and LBH. The traffic survey data has been used to establish baseline flows for eleven links on the adjacent highway network.

Construction and Operational Phase Effects

9.3 This assessment has established that the Development **As Amended** would result in an impact of less than 10% on all links in both the 'demolition and construction' and 'operational' phases of development. As such, further assessment of the environmental effects of development-related traffic on severance, ~~driver delay,~~ pedestrian amenity, pedestrian (and cyclist) delay, 'fear and intimidation' and road safety has been screened out.

9.4 For both the 'demolition and construction' and 'operational' scenarios, the Site will, therefore, result in a negligible effect on severance, driver delay, pedestrian amenity, pedestrian (and cyclist) delay, 'fear and intimidation' and road safety.

9.5 The residual effect on driver delay would be minor to moderate adverse for vehicles turning between the A4 East and Syon Lane South for Weekday AM, PM and Saturday peaks. This effect is not significant. Regarding the assessment of bus service delay, TfL are currently proposing to extend service E1 from its existing terminus in Ealing to the nearby existing Tesco Osterley site. The Applicant for the existing Tesco Osterley development 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 being negligible beneficial during the weekday AM peak hour and moderate to major adverse during the weekday PM peak hour and Saturday peak. The effect on a Saturday is considered significant.

9.6 ~~While no mitigation measures are required,~~ **Demolition and Construction** mitigation is proposed in the form of a Detailed Construction and Logistics Plan. ~~and the implementation of~~ **Commercial and residential Travel Plans, and a Delivery and Servicing Plan would be implemented as a means to reduce minor motor traffic to the Development**.

Cumulative Effects

9.7 Local committed development sites have been identified as being 'low car' or 'car free' developments and as such the cumulative effect of the Development **As Amended** and committed development sites is considered to be negligible for both the demolition and construction and operational phases.

10.0 NOISE AND VIBRATION

10.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of noise and vibration.

Baseline Conditions

10.2 The noise climate at the Site is dominated by road traffic noise on the surrounding roads, and regular aircraft overflights associated with nearby Heathrow Airport. There are occasional train movements on the line immediately to the south-east of the Site. The nearest noise sensitive receptors are at Cherry Crescent, located approximately 35m to the south-east of the Site boundary, and at Syon Lane, located approximately 40m to the south-west of the Site boundary. There is a car dealership immediately to the east of the Site. These receptors are currently exposed to relatively high levels of aircraft and road traffic noise. Noise and vibration levels at the Site as existing have been quantified through baseline surveys. A computer model has been created, calibrated against the noise survey data, to assess noise impact affecting the Development **As Amended**.

Construction Phase Effects

10.3 Construction noise and vibration have been assessed. Best Practicable Means of noise and vibration control will be implemented through the contractor's detailed CEMP to be secured by planning condition throughout the construction period which would reduce the predicted noise levels significantly. No significant residual effects due to construction vibration are expected during the construction of the buildings given that it is assumed that vibration caused by construction activities would be controlled through the detailed CEMP. Construction noise residual effects would be temporary moderate adverse.

Operational Phase Effects

10.4 Mitigation will form part of the design of the buildings in the acoustic specification of facades and glazing as well as the ventilation strategy. The acoustic requirements for building facades have been outlined such that the internal ambient noise levels are compliant with the guidance given in BS8233:2014 and the requirements of LBH. Noise emission limits for building services plant have been set in accordance with the requirements of LBH. This ensures a negligible impact arising from building services plant during operation. Noise emissions from operational traffic are considered to be negligible. The residual effects of operational noise and vibration at the nearest noise sensitive receptors are considered to be negligible, assuming

implementation of designed in mitigation.

Cumulative Effects

6.5 Consideration has been given to the combined effects of the Development **As Amended** on noise and vibration effects in relation to other committed schemes within its vicinity. There will be a residual cumulative moderate adverse effect for noise and vibration during the construction phase, however this will be temporary.

11.0 AIR QUALITY

11.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of air quality. The construction assessment has been carried out qualitatively and considers the potential impacts of construction and demolition activities, including dust nuisance and elevated particulate concentrations as a result of construction dust. Construction traffic emissions were assessed quantitively using air quality modelling software. The potential impacts from the operation of the Development **As Amended** will be as a result of vehicle emissions from traffic generated by the Development **As Amended** and emissions from the use of proposed combustion plant serving the Development **As Amended**. The operational impacts have been assessed, using air quality modelling software, at existing and proposed new receptor locations.

Baseline Conditions

11.2 The Site is located adjacent to Great West Road, a major arterial road within London. Local emissions from Great West Road paired with elevated background pollutant concentrations seen across London mean that baseline air quality conditions around the Site are poor. Three nearby roadside air quality monitoring sites exceeded the air quality objective limits.

Construction Phase Effects

11.3 Due to the size of the Development **As Amended** and proximity to local residential units, during the construction phase there is the potential for temporary major adverse impacts. Best practice mitigation measures for controlling dust and emissions during construction have been presented; ensuring these measures are in place throughout construction will lead to a negligible (not significant) residual effect during the construction phase. During the construction phase there will be a minor increase in heavy duty vehicles on the local road network but the overall decrease in traffic will offset any potential air quality impacts from emissions from these vehicles. No significant impacts are predicted at existing receptor locations as a result of the construction traffic.

Operational Phase Effects

11.4 The Development **As Amended** is expected to lead to a net reduction of traffic on the local road network; this is due to the change of use and limited parking provision proposed. In the most realistic operational scenario, traffic flows, and in turn traffic emissions will decrease in proximity to the Site which will lead to a marginal improvement in air quality with the

Development **As Amended** in place. No significant impacts are predicted at existing receptor locations as a result of the operation of the Development **As Amended**.

11.5 The heating and hot water requirements of the Development **As Amended** will be met predominantly by heat pumps, an emission free alternative to combustion plant equipment, with three low emissions boilers proposed as top-up which can be used when required. The emissions from the three boilers are not significant at existing or proposed receptor locations. The potential air quality impacts on future Site users have been assessed in this chapter, pollutant concentrations at the residential unit locations across the Site have been predicted for the opening year and compared against air quality objectives. All residential units meet long and short-term air quality limits in the most realistic operational scenario. Therefore, the residual operation phase is expected to be negligible.

Cumulative Effects

11.6 Consideration has been given to the combined effects of the Development **As Amended** on air quality effects in relation to other committed schemes within its vicinity. Therefore, the cumulative effects have been accounted for and are considered to be negligible.

12.0 DAYLIGHT, SUNLIGHT, OVERSHADOWING AND SOLAR GLARE

12.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of daylight, sunlight, overshadowing and solar glare. The assessment was primarily based upon the Building Research Establishments (BRE) Site Layout Planning for Daylight and Sunlight; A Guide to Good Practice 2011 (the BRE guidelines). The approach was also guided by the policy and guidance set out in the National Planning Policy Framework and London Plan. The assessment was based on a scale three-dimensional model of the existing Site and Development **As Amended**.

Baseline Conditions

12.2 Through undertaking research to the surroundings properties in conjunction with Valuation Office Agency searches, a number of surrounding properties within a close proximity of the Site in residential occupation or that include a residential component have been identified as sensitive receptors.

Construction Phase Effects

12.3 There will be a short-term negligible to beneficial effect whilst the demolition of the existing buildings takes place. During the construction of the Development **As Amended**, the effects would increase as the massing of the Development **As Amended** is constructed. It is therefore considered that the assessments undertaken for the completed Development **As Amended** present the worst-case position and any effect experienced by the existing surrounding sensitive receptors during the construction phase will therefore be no more significant than those experienced against the completed Development **As Amended**.

Operational Phase Effects

12.4 Once completed, the effect upon the daylight, sunlight and overshadowing amenity of a number of Site-facing rooms surrounding the Site is considered to be of negligible to major adverse significance. Whilst a number of windows will experience daylight and/or sunlight reductions beyond the BRE guidelines, the retained levels of daylight and sunlight are considered acceptable and above the levels suggested by LBH. The effect can therefore be considered acceptable.

12.5 The overshadowing to the nearby surrounding gardens, amenity areas and open spaces were considered using the sun on ground assessment and transient overshadowing studies and once the Development **As Amended** is completed, the effects are considered to be of negligible significance. The annual sequence images showed that there was the potential for solar glare to occur to the road users travelling north/north-west along Syon Lane, north-easterly along Northumberland Avenue and turning south-easterly onto Syon Lane from Great West Road, as well as, the train drivers travelling from a south-westerly and a north-easterly direction to the south of the Site. However, further detailed assessments at these locations show that any effect can likely be considered to either be negligible or, at worst, minor adverse which is not considered significant.

Cumulative Effects

12.6 None of the cumulative schemes identified are of a close enough proximity /or are positioned between the Development **As Amended** and the neighbouring properties windows in order to cause any further additional effects upon the daylight, sunlight, overshadowing or solar glare results. A Cumulative assessment has therefore not been undertaken.

13.0 WIND MICROCLIMATE

13.1 This chapter of the ES assesses the likely significant effects of the Development **As Amended** on the environment in respect of wind microclimate.

Baseline Conditions

13.2 During the windiest season, wind conditions on thoroughfares within and around the Site range from suitable for sitting to strolling use. Wind conditions at surrounding entrance locations, bus stops and railway stations have conditions suitable for sitting to standing use. Generally, wind conditions are one category calmer during the summer season and therefore range from suitable for sitting to standing use. There are no instances of strong winds at the existing Site.

Construction Phase Effects

13.3 During the construction phase (with the hoarding in place) conditions would be suitable for a working construction site, however, Off-Site thoroughfares (without hoarding) to the north and south of the Development **As Amended** would be gradually windier than suitable for the intended use and would therefore require wind mitigation measures. The likely effect on-Site is expected to be negligible and no design and/or management measures are considered necessary during the demolition and construction phase of the Development **As Amended**, however, off-Site conditions would represent a minor adverse effect and there would be instances of strong winds. Planting of evergreen trees 5.5m to 6.5m high in addition to the proposed landscaping and solid balustrade, screens and trees situated on the northern edge of the podium will be implemented and therefore the residual construction effect will be negligible to minor adverse at podium level.

Operational Phase Effects

13.4 The wind mitigation measures developed for the Development **As Amended** include proposed landscaping and solid balustrade, screens and trees. The majority of locations around the Site would have negligible or minor beneficial residual effects, with the exception of some locations which would have minor adverse residual effects. Additional wind mitigation measures would be required to improve wind conditions and resolve these exceedances and will be carried out at a later detailed design stage. Wind tunnel testing of the Development **As Amended** to quantitatively assess wind mitigation measures will be secured through an appropriately worded planning condition.

Cumulative Effects

13.5 Consideration has been given to the combined effects of the Development **As Amended** on the wind microclimate in relation to other committed schemes within its vicinity. The assessment has identified that overall, no significant adverse cumulative effects have been predicted. Minor beneficial to negligible effects will occur at thoroughfares, entrances, bus stops and the railway station. Effects at all other locations would be negligible.

14.0 SUMMARY AND RESIDUAL EFFECTS

14.1 The ES has been prepared to support a planning application which seeks detailed planning permission for the demolition of the existing Homebase store and the construction of 473 residential units, commercial floorspace including a Tesco foodstore, with additional flexible commercial, business and service space and flexible community use and associated infrastructure, access, car parking, landscaping space and other associated works on land located on Syon Lane in Brentford, Hounslow. This ES has been prepared for the application in accordance with LBH's EIA Scoping Opinion that confirmed the scope and methodology of technical assessments to be included.

14.2 The Development **As Amended** has been subject to an iterative design process. As this process progressed measures have been incorporated into the Development **As Amended** in order to avoid, reduce or offset significant environmental effects. This includes a reduction in the heights of buildings to minimise the visual, daylight and sunlight impacts of the Development **As Amended**.

14.3 The ES has demonstrated that further to the implementation of mitigation measures, the Development **As Amended** would result is some significant adverse environmental effects during in terms of Townscape character and Views and Noise during construction and in terms of daylight and sunlight to some existing adjacent residential properties during construction and operation. The Development **As Amended** is not anticipated to generate any further significant environmental effects, both during both the construction and operational phases.

Interactive Effects

14.4 The proposed demolition and construction works are considered most likely to give rise to potential interactive effects, given the scale of the Development **As Amended** and its urban context. During the demolition and construction phase it is considered that interactions could potentially occur between temporary noise and vibration effects, adverse townscape and visual effects on nearby residential receptors and adverse built heritage effects on nearby Grade II Listed Buildings located on Great West Road. Individually these effects are expected to range from negligible/neutral to moderate to major adverse at worst. It is therefore considered that the interactive effects during demolition and construction on the surrounding area would also range from negligible/neutral to moderate to major adverse at worst. Any moderate to major adverse effects would be temporary in duration and are likely to be associated only with the peak periods of demolition and construction activity.

14.5 Appropriate mitigation during the demolition and construction phase has been identified in the ES as necessary, such as best practice measures to reduce or eliminate potential adverse environmental effects of demolition and construction as far as possible. Furthermore, the Construction Methodology and Phasing Chapter proposes a programme, which will ensure that the Development **As Amended** would be implemented in the most efficient manner. This would include measures to be set out and secured through the implementation of a detailed CEMP for the Development **As Amended**. Relevant legislative requirements would also need to be adhered to.

14.6 Operational phase effects have been assessed and reported in full within the technical chapters of the ES and the residual effects are summarised in Table 14.1. No significant adverse effects have been predicted, with the exception of moderate to major adverse effects in terms of daylight and sunlight to some existing adjacent residential properties **and some moderate to major adverse effects in terms of bus delay**. There would be no significant adverse interactive effects during the operational phase. The Development **As Amended** will have significant beneficial effects in terms of employment, housing provision and local expenditure during the operational phase, which could interact and lead to significant beneficial effects to the population.

FIGURE 1.1
SITE LOCATION PLAN

The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
-	-	-	-

LEGEND

Site Boundary

N

FIGURE 1.1

Project
Syon Lane,
Brentford

Drawing Title
Site Location plan

Date	Scale	Drawn by	Check by
09.12.2019	1:5,000 @ A3	MN/GS	NP

Project No	Drawing No	Revision
30220	LN-E-01	-

0 50 100 150 200 250m

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\\Bartonwillmore\cfs\London\Files\30000-30999\30200-30299\30220 - Syon Lane, Brentford EIA\A4 - Drawings & Registers\EIA\30220 LN-E-01 Site Location Plan.dwg - A3

FIGURE 2.1
CUMULATIVE SCHEMES PLAN

The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
-	-	-	-

LEGEND

N

- Site Boundary
- A — Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP (Ref: 00505/AF/P28)
- B — New Horizons Court, Ryan Drive, Brentford, TW8 9EP (Ref: 02912/A/PA2, APP/F5540/W/16/3165799)
- C — 891 Great West Road, Isleworth London TW7 5PD (Ref: 00505/891/P4 & 0505/891/P5)
- D — 4 and 8 Harlequin Avenue, Brentford, TW8 9EW (Ref: 00558/4-8/P1)
- E — Sky, Sites 6 & 7, Grant Way, Isleworth TW7 5QD (Ref: 00558/A/P69)
- F — Bolder Academy, 1 MacFarlane Lane, Isleworth, TW7 5PN (Ref: 01106/W/P9)
- G — 1 Commerce Road, Brentford, London TW8 8LE (Ref: 00297/H/P13)
- H — Tesco Superstore, Syon Lane, Isleworth, TW7 5NZ

FIGURE 1.2

Project
Syon Lane,
Brentford

Drawing Title
Cumulative Schemes Plan

Date	Scale	Drawn by	Check by
05.06.2020	1:5,000 @ A3	GS	NP

Project No	Drawing No	Revision
30220	LN-E-02	A

0 50 100 150 200 250m

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