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Wembley  
HA9 0F

9 March 2026

**Our Reference**  
60741927

**New Alperton Foot and Cycle Bridge, Alperton, HA0 1SY. Application Number: 25/0206/PRE**  
**Request for EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)**

To Gary,

We write on behalf of the London Borough of Brent (the 'Applicant') to formally request an EIA Screening Opinion under Regulation 6(6) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') in relation to a proposed pedestrian and cycle bridge over the Grand Union Canal (the 'Proposed Development'). The location of the Proposed Development (the 'Site') spans land within both the London Borough of Brent and the London Borough of Ealing, and covers an area of 0.47 hectares (ha), as shown in Appendix A.

## 1. The EIA Screening Process

### 1.1 Determining the Need for an EIA

Developments are termed 'EIA Developments' if they trigger the requirement for an EIA under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017<sup>1</sup> as amended (the 'EIA Regulations'). The screening of developments to identify whether an EIA is necessary is based on the likelihood of significant effects arising from the Proposed Development. 'EIA Developments' are divided into Schedule 1 and Schedule 2 applications under the EIA Regulations.

Schedule 1 developments, for which EIA is mandatory, constitute major developments that are likely to have significant effects, such as major chemical or petrochemical projects and construction of ground or air transport infrastructure over a certain size threshold. For all other developments, which fall under Schedule 2, the need for an EIA is determined on the basis of set criteria, these are outlined below:

- The development falls within one of the classes of development stated in Schedule 2; AND
- EITHER Exceeds the size threshold for that class of development specified within Schedule 2; OR is in a sensitive area as defined by the EIA Regulations; AND
- It is likely to have significant effects on the environment by virtue of factors, such as its nature, size or location.

Hence, the selection criteria are not just simply related to the scale or characteristics of development but also consider the sensitivity of the receiving environment that will be affected by a development and the types and

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<sup>1</sup> HMSO (2017.) *The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)*.

characteristics of the potential impact. Schedule 3 of the EIA Regulations provides criteria which are to be taken into account when determining whether a proposed scheme is EIA Development. A summary of the EIA screening process, as detailed in Planning Practice Guidance<sup>2</sup>, is provided in Appendix B.

The Proposed Development has been assessed against the above criteria to establish whether it constitutes EIA Development, the results of which are presented below.

## 1.2 Review of the Proposed Development Against the EIA Regulations

The Proposed Development does not fall under the description of Schedule 1 developments as defined by the EIA Regulations and hence does not automatically require an EIA.

The Proposed Development falls under Schedule 2, and most closely aligns with Part 10(f) of the EIA Regulations, "Infrastructure projects – Construction of Roads" but is below the stipulated 1ha threshold.

The Site is not located within a sensitive area as defined by the EIA Regulations. The Site is located within both the London Canals (of Metropolitan Importance) and Land West of Stonebridge (Borough Grade II Importance) for ecological importance.

## 1.3 Information Required for EIA Screening

Regulation (6(2)) of the EIA Regulations requires that the following information be provided:

- (a) A plan sufficient to identify the land;
- (b) A description of the development, including in particular –
  - i. A description of the physical characteristics of the development and, where relevant of demolition works;
  - ii. A description of the location of the development with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- (c) A description of the aspects of the environment likely to be significantly affected by the development;
- (d) To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from –
  - i. The expected residues and emissions and the production of waste, where relevant; and
  - ii. The use of natural resources, in particular soil, land and water and biodiversity
- (e) Such as information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significantly adverse on the environment.

This document includes all the above information.

## 1.4 Site Location – Identifying the Land

The Site is located at Grid Reference TQ 19219 83608, and consists of the Grand Union Canal, woodland vegetation on the banks of the water course, and paved paths along either side of the Grand Union Canal respectively. The woodland is located within the Land West of Stonebridge Borough Grade II Site of Borough Importance for Nature Conservation (Borough Grade II Importance) (SBINC), it has been designated for its riverside habitats supporting a variety of species in an urban area. The Grand Union Canal also forms part of the London Canals Site of Metropolitan Importance for Natural Conservation (SBINC).

The surrounding area consists of commercial, industrial and residential properties, with the A406 North Circular Road adjacent to the south-eastern edge of the Site. The A406 has a vegetated strip on either side of the carriageway which connects to larger green spaces such as Twyford Abbey and Park Royal to the south. The Grand Union Canal runs above the River Brent on an aqueduct and connects to a wide network of canals across London.

<sup>2</sup> Ministry of Housing, Communities and Local Government (2014). *Planning Practice Guidance: Environmental Impact Assessment*. Available at <https://www.gov.uk/guidance/environmental-impact-assessment>

In the vicinity of the Site both the Grand Union Canal and River Brent have concrete walls and beds with little substrate. Directly north of the Site is an active construction site (referred to as Grand Union Development which is being undertaken by St George located at Beresford Avenue, Alperton, London HA0 1NW).

The Site location plan is provided as Figure 1 in Appendix A and Figures 2 and 3 in Appendix A illustrate the environmental constraints in the surrounding area.

## 1.5 The Proposed Development

It is proposed to construct a new pedestrian and cycle bridge consisting of a single bridge span across the Grand Union Canal from east to west with spiral ramps on either side of the Grand Union Canal (hereinafter referred to as the 'Proposed Development'). The proposed ramps are located in areas of woodland on either side of the Grand Union Canal. The new crossing will provide access from the emerging Grand Union Development to the north, to land south of the Grand Union Canal.

The bridge will span 21m, and the ramps either side are approximately 60m long. Based on the water level recorded in the AECOM Topographical Survey, December 2021 the proposed minimum headroom above the canal water level is 3.1m. This is greater than or equal to the headroom of existing adjacent bridges over the canal and therefore does not decrease canal clearances beyond the existing arrangement. The current Canal and River Trust specified minimum headroom above the canal for the location (Paddington Arm - Grand Union Canal - Bulls Bridge to Little Venice) is 2.67m.

The superstructure of the bridge consists of weathering steel, while the substructure or bridge abutments either side of the superstructure are of reinforced concrete.

## 2. Consideration of Likely Significant Effects

The characteristics of the Proposed Development and the Site have been considered when assessing the environmental aspects likely to be affected and the potential for likely significant environmental effects to result from the Proposed Development.

For the purposes of this EIA screening request the Proposed Development has been appraised against the following topics:

- Socio-Economics and Health;
- Traffic and Transport;
- Air Quality;
- Noise and Vibration;
- Ground Conditions and Land Contamination;
- Water Environment;
- Ecology and Biodiversity;
- Townscape, Heritage and Visual Impacts;
- Waste and Materials; and
- Major Accidents and Disasters.

The following sections provide commentary on these topics, including current baseline conditions, potential impacts of the Proposed Development (during the construction and operational phases) and potential mitigation measures where adverse environmental effects have been identified.

The Proposed Development is unlikely to give rise to significant environmental effects in relation to other environmental aspects such as wind microclimate; daylight, sunlight and overshadowing; electronic interference; human health, climate change and greenhouse gas emissions; and wind microclimate. This is due to the lack of tall/ large buildings or solid structures associated with the works that would typically be the cause of impacts relating to these topics.

## **Socio-Economics and Health**

### *Enabling and Construction*

The construction of the Proposed Development would result in some temporary local employment opportunities. However, the anticipated number of temporary jobs created would not result in a significant effect on the local economy.

In addition, a Construction Environmental Management Plan (CEMP) to be secured via planning condition will include environmental mitigation measures that are expected to be employed as standard to minimise impacts to both human health and controlled waters during the proposed works. As such, no significant effects on socio-economics and health are expected during construction of the Proposed Development.

### *Operation*

Since the Proposed Development does not involve the provision of housing, it would not create additional demand for community infrastructure and therefore would not result in any significant adverse effects on education, health, play space and open space. Furthermore, it does not include any employment generating floorspace, and therefore would not generate any jobs, or additional spending in the local economy. Therefore, no significant effects are considered likely.

## **Traffic and Transport**

The Site has a Public Transport Accessibility Level (PTAL) index of 1b (derived using the TfL Web-based Connectivity Assessment Toolkit, WebCAT), representing poor access to public transport. However, the Site is adjacent to areas of PTAL Index 2 (poor) and 3 (moderate).

### *Enabling and Construction*

During construction of the Proposed Development, vehicle movements associated with deliveries, construction plant, and workforce travel will result in a temporary slight increase in traffic on the local highway network near the Site, particularly along the North Circular Road.

A Construction Traffic Management Plan (CTMP) will be implemented which will set out measures to minimise traffic disruption, including traffic routing, timing restrictions for HGV movements, and Site access controls during the construction phase. As such, following mitigation no significant adverse effects on transport are expected during construction of the Proposed Development.

### *Operation*

Once complete and operational, the Proposed Development will provide access for pedestrian and cyclists only. No operational vehicle movements will be associated with the completed Proposed Development. The Proposed Development would improve pedestrian and cyclist amenity and connectivity to the wider area, including to the emerging Grand Union development. Whilst there could be a beneficial effect associated with improvements to amenity and connectivity; this would not be considered significant.

## **Air Quality**

The Site is located within both the Ealing Air Quality Management Area (AQMA) and Brent AQMA. These AQMAs are borough-wide and have been declared due to exceedances of the national air quality objectives relating to annual mean concentrations of particulate matter (PM<sub>10</sub>) and nitrogen dioxide (NO<sub>2</sub>). The Proposed Development also sits within the Hanger Lane Twyford Abbey Road Air Quality Focus Area (AQFA).

An Air Quality Assessment will be prepared and submitted alongside the planning application.

### *Enabling and Construction*

Construction activities associated with the Proposed Development have the potential to generate emissions of dust and fine particles which can impact on local air quality. Emissions from construction traffic and plant, including NO<sub>2</sub> and oxides of nitrogen (NO<sub>x</sub>), nitrogen deposition and particulate matter (both PM<sub>10</sub> and fine particulate matter, PM<sub>2.5</sub>) can also impact local air quality.

Impacts during the construction phase will be short-term and will last for the duration of the construction works only.

The level of construction activity and traffic consistent with a development proposal of this size and scale are not considered likely to result in significant emissions to air due to the scale of the works and the temporary nature of these emissions. A CEMP will include best practice mitigation measures which will be implemented by the contractor during the construction works to minimise dust emissions and reduce disturbance from construction traffic movements. Therefore, no significant effects are considered likely.

### *Operation*

There will be no operational traffic vehicle movements associated with the completed Proposed Development, nor will there be any requirement for generators or other emissions to air. Therefore, no significant effects are considered likely.

### **Noise and Vibration**

The Site is located in a predominately industrial area, with future residential uses coming forward to the north of the Site. The main source of noise and vibration is road traffic from the North Circular Road (A406) immediately to the south of the Site.

### *Enabling and Construction*

Noise and vibration during construction will be managed through the implementation of best practicable means (as defined by Section 72 of the Control of Pollution Act 1974) in line with British Standard (BS) 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - Noise, with appropriate measures for the mitigation of construction noise and vibration to be set out in a future CEMP. Therefore, no significant effects are considered likely.

### *Operation*

As noted above, within the Air Quality and Transport sections, the Proposed Development will be used by cyclists and pedestrians only. Therefore, no noise emissions associated with vehicles would be associated with the Proposed Development, nor would there be any building services plant requirements. Therefore, no significant effects are considered likely.

### **Ground Conditions and Land Contamination**

The Site is anticipated to be underlain by superficial deposits consisting of Alluvium and the Taplow Gravel Member. The bedrock geology comprises the London Clay Formation.

During WWII, an industrial warehouse and yard at 271 Abbeydale Road, adjacent to the Site was used as an Army stores depot. During WWII, 1No. Pillbox was established on Site, it remains extant and will be retained as part of the Proposed Development.

### *Enabling and Construction*

The construction of the Proposed Development does not involve excavation or significant groundworks. As such, there will be no disturbance of underlying soils or potential contamination sources. A review of existing information has not identified any records of historic land contamination or potentially contaminative land uses within the site. In the absence of excavation or ground disturbance, there is no pathway for contamination to be mobilised or to pose risks to human health or the environment. Therefore, no significant effects are considered likely.

### *Operation*

Once complete and operational, there would be no pathways for contamination risk or disturbance to underlying soils. Therefore, no significant effects are considered likely.

### **Water Environment**

The Grand Union Canal is located within the Site, and the River Brent is located immediately to the north. The Site is located within Flood Zones 2 (medium risk of flooding, having a 0.1% to 1% annual probability of river flooding).

A Flood Risk and Drainage Assessment will be submitted alongside the planning application.

## *Enabling and Construction*

Given the limited footprint of the construction activities within the vicinity of the canal and implementation of a CEMP during the construction phase it is not expected to give rise to any significant effects on flood risk or drainage.

## *Operation*

The Proposed Development does not introduce receptors that would be sensitive to flooding (such as residential or commercial uses) and therefore presents a minimal vulnerability to flood risk. Therefore, no significant effects are considered likely.

## **Ecology and Biodiversity**

A Preliminary Ecological Appraisal (PEA) has been undertaken and will be submitted alongside the planning application. It was informed by a desk-based study and a site walkover survey undertaken on 25<sup>th</sup> March 2025. The walkover survey identified that the Site predominantly comprises two habitat types: other broadleaved woodland and The Grand Union Canal. Other habitats recorded on site include areas of mixed scrub, modified grassland, and hardstanding.

As indicated previously the Site lies partly within two Sites of Importance for Nature Conservation (SINCs): London Canals SMINC and Land West of Stonebridge SBINC (Borough Grade II Importance).

Approximately 42% of the Site area overlaps with these SINCs, underscoring its ecological value.

A Biodiversity Net Gain (BNG) Assessment will be submitted alongside the planning application to demonstrate measurable ecological enhancement in accordance with national planning policy and statutory requirements.

Key ecological features identified within the Site are as follows:

- **Habitats of Principal Importance:**  
The River Brent, a Section 41 Habitat of Principal Importance under the Natural Environment and Rural Communities (NERC) Act 2006, flows adjacent to the Site. Without appropriate controls, construction activities could adversely affect this habitat through increased air, noise, and light pollution.
- **Habitats for Protected and Priority Fauna:**  
The Site provides suitable habitat for breeding birds, reptiles, stag beetle (*Lucanus cervus*), hedgehog (*Erinaceus europaeus*), and red fox (*Vulpes vulpes*). These species are protected under various of legislation and/or listed as priority species in the London BAP or national BAPs.
- **Invasive Non-Native Species (INNS):**  
The walkover survey confirmed the presence of giant hogweed (*Heracleum mantegazzianum*), a Schedule 9 invasive species under the Wildlife and Countryside Act (1981, as amended). It is an offence to plant or cause its spread in the wild. In addition, three species listed on the London Invasive Species Initiative (LISI) "Species of Concern" list were also recorded within the Site.

An Invasive Non-Native Species (INNS) Management Plan is recommended and would be secured via a planning condition, setting out measures for the control, mitigation, removal, and safe disposal of invasive plants during construction and operation.

## *Enabling and Construction*

During the construction phase, potential ecological impacts include:

- **Habitat Loss/Disturbance:** Temporary loss or degradation of habitats, particularly woodland and scrub, from site clearance and enabling works.
- **Pollution Risks:** Potential for dust, noise, vibration, and artificial lighting to adversely affect the River Brent and associated wildlife, including bats and fish.
- **Species Disturbance:** Risk of disturbance or harm to nesting birds, reptiles, and mammals if vegetation clearance is carried out during March – September and without mitigation.
- **Spread of INNS:** Ground disturbance could facilitate the spread of giant hogweed and other invasive plants across the Site and beyond.

The following mitigation measures will be secured through a CEMP:

- Vegetation clearance to be undertaken outside the bird breeding season (March – September).
- Pre-construction checks and ecological watching briefs for protected species.
- Installation of protective fencing and exclusion zones around retained habitats and black poplar trees.
- Robust protocols for the removal and disposal of INNS.

With mitigation in place, construction-phase ecological impacts are assessed as adverse but not significant.

### *Operation*

Once operational, the pedestrian and cyclist bridge will be a permanent new feature within the Site, with the following potential ecological implications:

- Habitat Fragmentation: Slight permanent land-take, but minimal relative to the overall ecological resource.
- Disturbance: Ongoing human activity and lighting could marginally increase disturbance to nocturnal wildlife, particularly bats.
- Opportunities for Biodiversity Enhancement: Through sensitive design and landscaping, operational impacts can be balanced by enhancements, including:
  - Creation of a native planting scheme within the Site, along the approach routes.
  - Installation of bat and bird boxes within retained trees and bridge structures.
  - Ecological improvements identified through the BNG Assessment, ensuring a net positive outcome for biodiversity.

A Lighting Strategy will be prepared and submitted alongside the planning application, which includes consideration and adoption of mitigation measures that are sensitive to ecological receptors. Residual operational effects are considered not significant, particularly when BNG and ecological enhancement measures are secured.

### **Townscape, Heritage and Visual Impacts**

The Site is not situated within an Archaeological Priority Area (APA); however, it lies approximately 500m to the south-east of the designated Alperton APA, which indicates a heightened archaeological sensitivity in the wider area. Within a 1km radius of the Site, there are four statutory listed buildings, all designated at Grade II:

- Garden Wall to the North of Twyford Abbey;
- Twyford Abbey;
- Church of St Mary; and
- Brent Viaduct.

These assets represent important heritage features that contribute to the historic character of the area. While the Site does not fall within a Conservation Area, the nearest Conservation Area, Hanger Hill, Haymills Estate, is located approximately 1.2km to the south-west.

The surrounding townscape is characterised by a combination of historic industrial land uses and areas undergoing regeneration, particularly through the Grand Union Development, which is gradually reshaping the local townscape character into a more mixed-use and contemporary setting.

### *Construction*

During the enabling and construction stages, the works will introduce temporary visual change, primarily through the presence of plant, machinery, scaffolding, and construction activities. While these could create a degree of visual intrusion, the impact is expected to be short-term and reversible.

Construction of the Proposed Development will not require major excavation or ground disturbance. Installation will avoid intrusive works which could impact potential buried heritage assets.

To mitigate potential adverse effects a CEMP will be implemented. This will include measures such as solid hoardings which will be erected around the perimeter of the Site to screen construction activity from nearby receptors, reducing visual clutter and providing some noise attenuation.

With these measures in place, the construction-related effects on townscape, heritage, and visual amenity are anticipated to be temporary and not significant.

## *Operation*

Once completed, the proposed pedestrian bridge will represent a new visual element within the local environment. It will be perceptible in close-range views, particularly for pedestrians, cyclists, and road users in the immediate vicinity.

However, the structure is designed to integrate with its setting and will contribute positively by:

- Enhancing connectivity and accessibility within the area.
- Providing a modern piece of infrastructure that complements the evolving townscape shaped by ongoing regeneration, most notably the nearby Grand Union development which is under construction.
- Respecting the setting of nearby heritage assets, given the separation distance and the absence of direct visual intrusion on listed buildings or Conservation Areas.

While the introduction of the bridge will inevitably alter the existing view, this change is considered neutral to slightly beneficial, as it will reinforce place-making within a context already undergoing transformation. The Proposed Development is not expected to result in a significant effect on either townscape character, built heritage assets, or visual amenity.

## **Waste and Materials**

### *Enabling and Construction*

The Proposed Development will generate waste during construction and require resource use for construction materials. During construction, the contractor would be required to minimise construction waste in line with the waste hierarchy and maximise the use of locally sourced and low carbon materials, where possible in line with the requirements of a CEMP. Therefore, no significant effects are considered likely.

### *Operation*

Due to the nature of the Proposed Development, it is not anticipated to generate any operational waste. However, it may be subject to maintenance works which would be managed by Brent Council, with any associated waste to be removed by contractors. Therefore, no significant effects are considered likely.

## **Major Accidents and Disasters**

With reference to Schedule 3 of the EIA Regulations, consideration has been given to the risk of major accidents and/or disasters relevant to the Proposed Development, including those caused by climate change. The EIA Regulations require consideration of *“the expected significant effects arising from the vulnerability of the Proposed Development to major accidents or disasters that are relevant...”* (Regulation 4(4) and Schedule 4(8)). Available guidance (the Institute of Environmental Management and Assessment, IEMA<sup>3</sup>, Major Accident and Disasters in EIA: A Primer (IEMA and Arup, 2020) defines major accidents and disasters as follows:

- Disaster: *“May be a natural hazard (e.g. earthquake) or a man-made/external hazard (e.g. act of terrorism) with the potential to cause an event or situation that meets the definition of a major accident”.*
- Major accident: *“Events that threaten immediate or delayed serious environmental effects to human health, welfare and/or the environment and require the use of resources beyond those of the client or its appointed representatives to manage. Whilst malicious intent is not accidental, the outcome (e.g. train derailment) may be the same and therefore many mitigation measures will apply to both deliberate and accidental events.”*
- In line with the above guidance the major accidents or disasters that could be considered ‘likely’ and of relevance to the Proposed Development include:
  - Extreme weather events: The bridge design presents a resilient structure and will be designed in accordance with the relevant guidance and standards; and

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<sup>3</sup> IEMA are now known as the Institute for Sustainability and Environmental Professionals (ISEP).

- Risk of pollution to the Grand Union Canal and the River Brent: With the implementation of a CEMP the risk associated with accidental pollution is considered low.

As set out above, with appropriate design, the Proposed Development is not considered to be affected by major accidents and disasters, and therefore significant effects are not considered likely.

### 3. Cumulative Effects

The EIA Regulations require that the potential for cumulative effects of a development project is considered in determining whether a development is 'EIA development'

Other development projects that meet the following criteria have been reviewed to allow for the consideration of whether significant cumulative effects with the Proposed Development are likely:

- Schemes located within 1km of the planning application boundary of the Site; and
- Schemes which produce an uplift in gross floor area of 10,000m<sup>2</sup> or schemes providing 150 residential units or more.

It is noted that the EIA Regulations only refer to "*cumulation with other existing development and/ or approved development*". As such, only consented schemes need to be assessed cumulatively under the EIA Regulations. Best practice dictates that cumulative schemes that are the subject of planning applications that have been submitted but not yet determined should also be considered. The list of cumulative schemes that has been considered in Appendix C.

It is considered unlikely that the Proposed Development and other schemes nearby will contribute to a cumulative significant effect.

## 4. Conclusion

This EIA Screening Request provides a description of the Proposed Development and a review of the likely significant effects on the environment in line with the requirements of Regulation 6(2) and Schedule 3 of the EIA Regulations. The Proposed Development is not located within, partly within or immediately adjacent to a sensitive area as defined by the EIA Regulations and does not meet the criteria for Schedule 2 development in the EIA Regulations.

A review of the potential effects of the Proposed Development has concluded that the Proposed Development is not likely to result in significant adverse effects on the environment by virtue of factors such as its nature, size or location, with appropriate mitigation in place. As such, it is considered that the **Proposed Development does not constitute EIA development**.

Various documents will be submitted in support of the planning application, which will confirm the measures to be embedded within the design of the Proposed Development to avoid significant environmental effects on existing receptors within the Site and surrounding the Site, and future receptors near the Site.

The following list is to be confirmed in discussion with Brent and Ealing Councils during pre-application discussions:

- Design and Access Statement;
- Flood Risk Assessment;
- Transport Statement;
- Arboricultural Impact Assessment;
- Biodiversity Net Gain Assessment; and
- Preliminary Ecological Appraisal.

We trust that this letter supplies sufficient information, and we would be grateful to receive your formal EIA Screening Opinion in line with Regulation 6(6) of the EIA Regulations within the requisite three week timescale.

Yours sincerely,

AECOM Limited

### List of Appendices:

#### Appendix A Figures

#### Appendix B EIA Screening Process (taken from the Planning Practice Guidance web-based resource)

#### Appendix C List of Cumulative Schemes

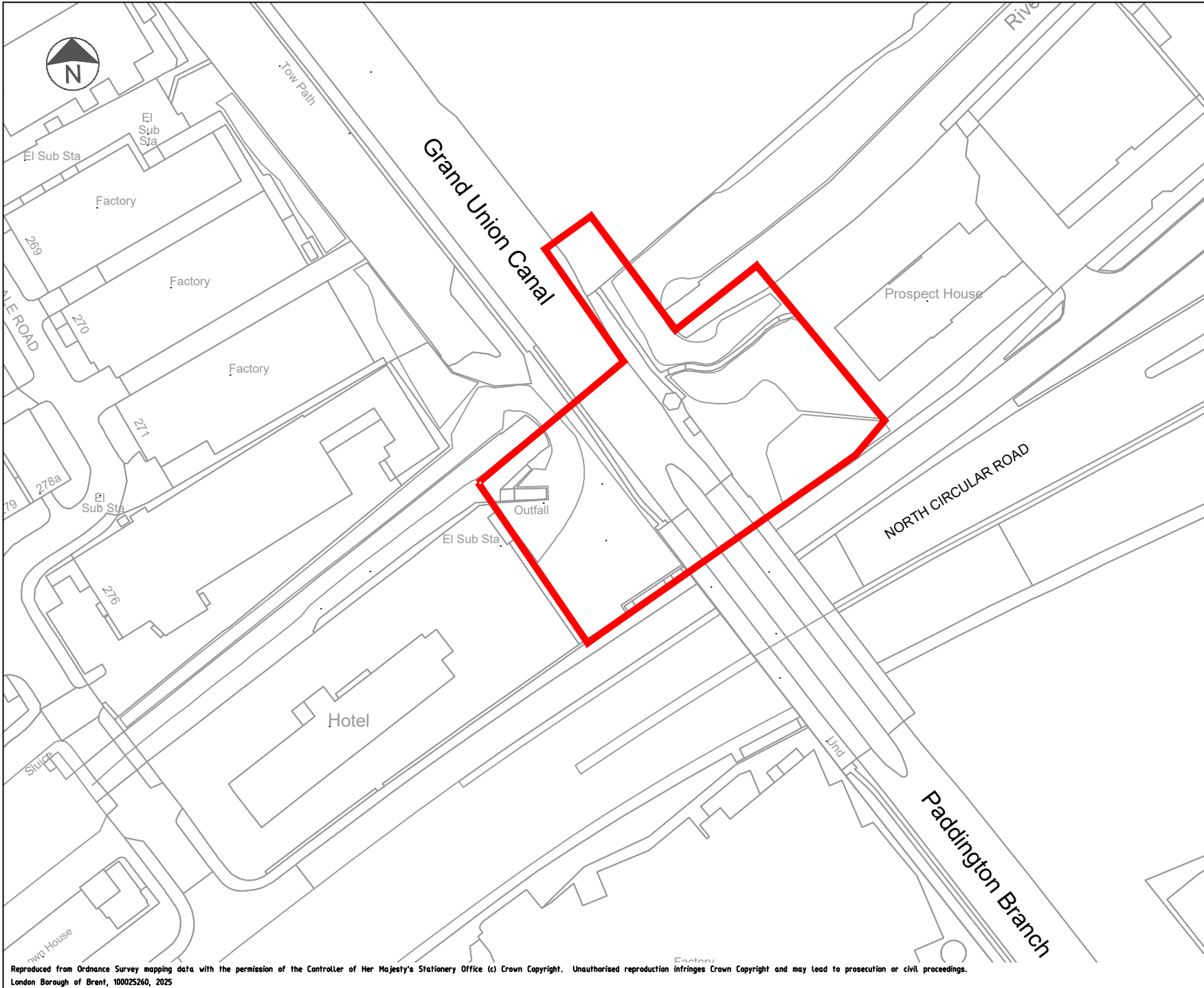
## Appendix A Figures


Figure 1 Site Location Plan

Figure 2 Environmental Constraints Plan (1:1,000 scale)

Figure 3 Environmental Constraints Plan (1:10,000 scale)

Figure 4 Cumulative Schemes Map



KEY	
	Site Boundary

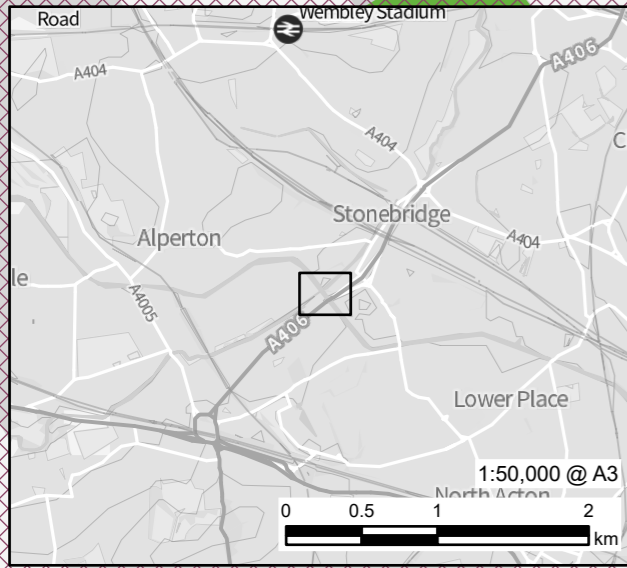
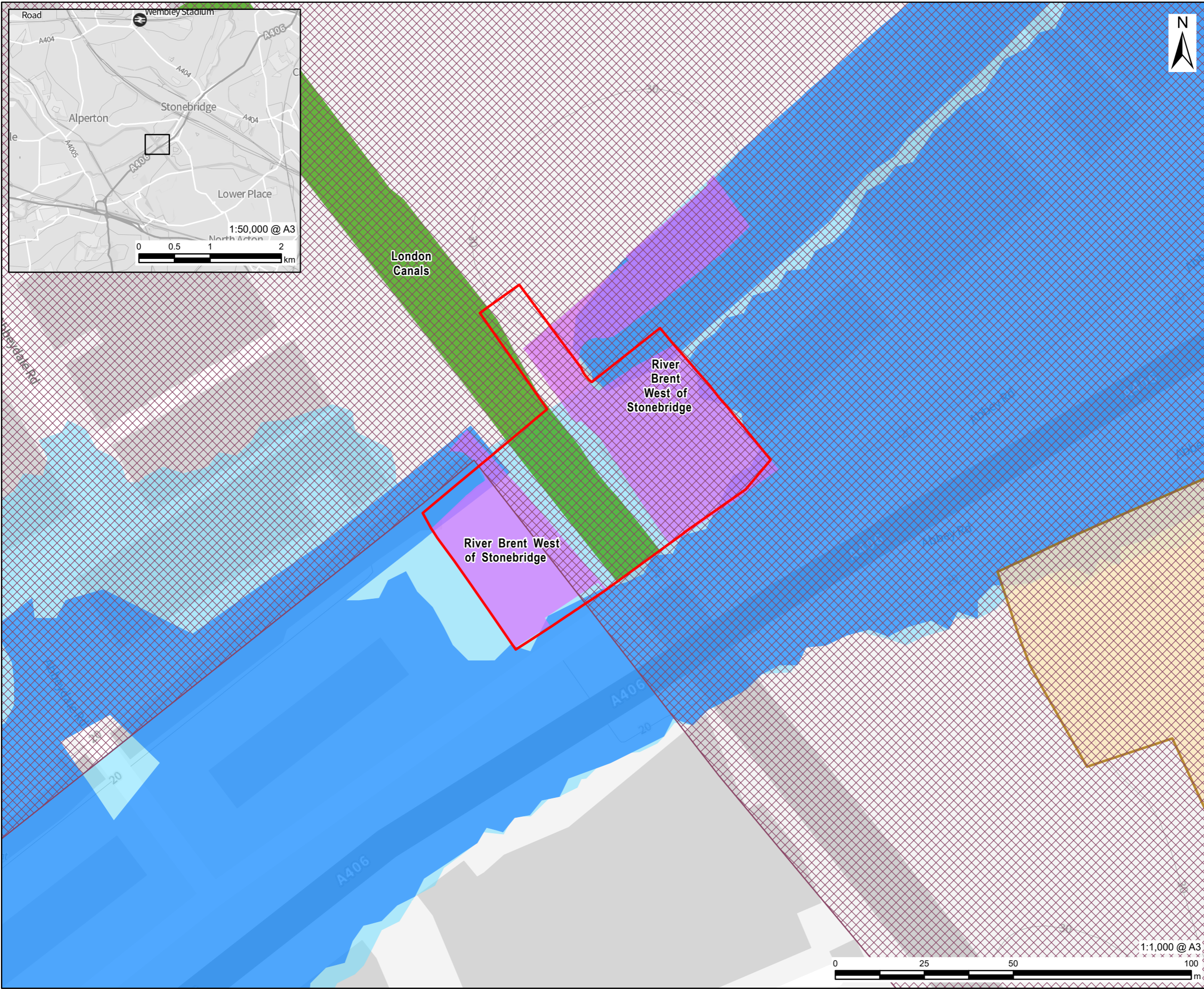
London Borough of Brent  
 Regeneration  
 Brent Civic Centre, Engineers Way,  
 Wembley, Middlesex, HA9 0FJ

Project Title  
 PROPOSED PEDESTRIAN AND CYCLE  
 BRIDGE OVER GRAND UNION CANAL  
 ALPERTON

Drawing Title  
 SITE BOUNDARY  
 -  
 -

Scale 1:1250	Designed - Drawn - MS
Date created JUNE 2025	Checked - Approved -
Drawing No. - 01	Rev.
CAD Ref.	

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 London Borough of Brent, 100025260, 2025



**AECOM**

**PROJECT**  
New Alperton Foot and  
Cycle Bridge

**CLIENT**  
Brent Council

**CONSULTANT**  
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Aldgate Tower  
2, Leman Street  
London, E1 8FA  
United Kingdom

- LEGEND**
- Site Boundary
  - Conservation Areas
  - Historic Landfill
  - Flood Zone 2
  - Flood Zone 3
  - Site of Importance for Nature Conservation
  - London Canals
  - River Brent West of Stonebridge

**NOTES**

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**ISSUE PURPOSE**

FINAL

**PROJECT NUMBER**

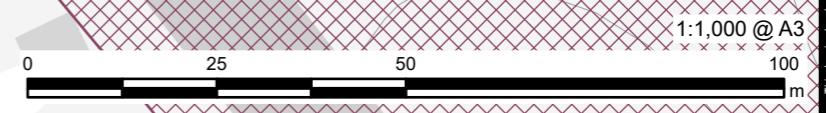
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**FIGURE TITLE**

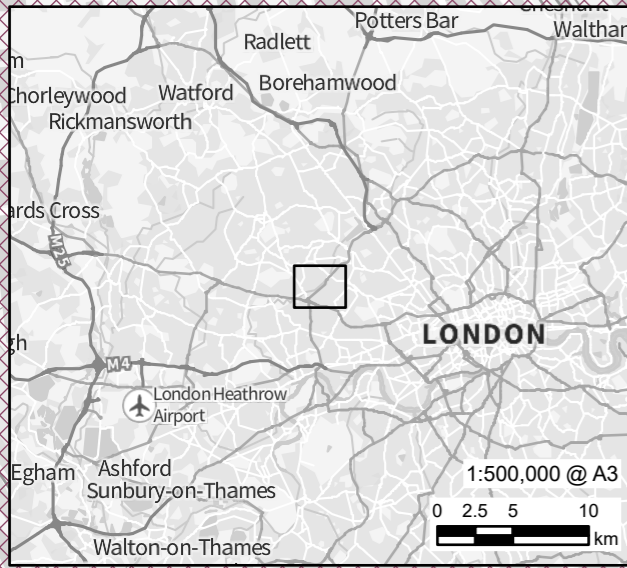
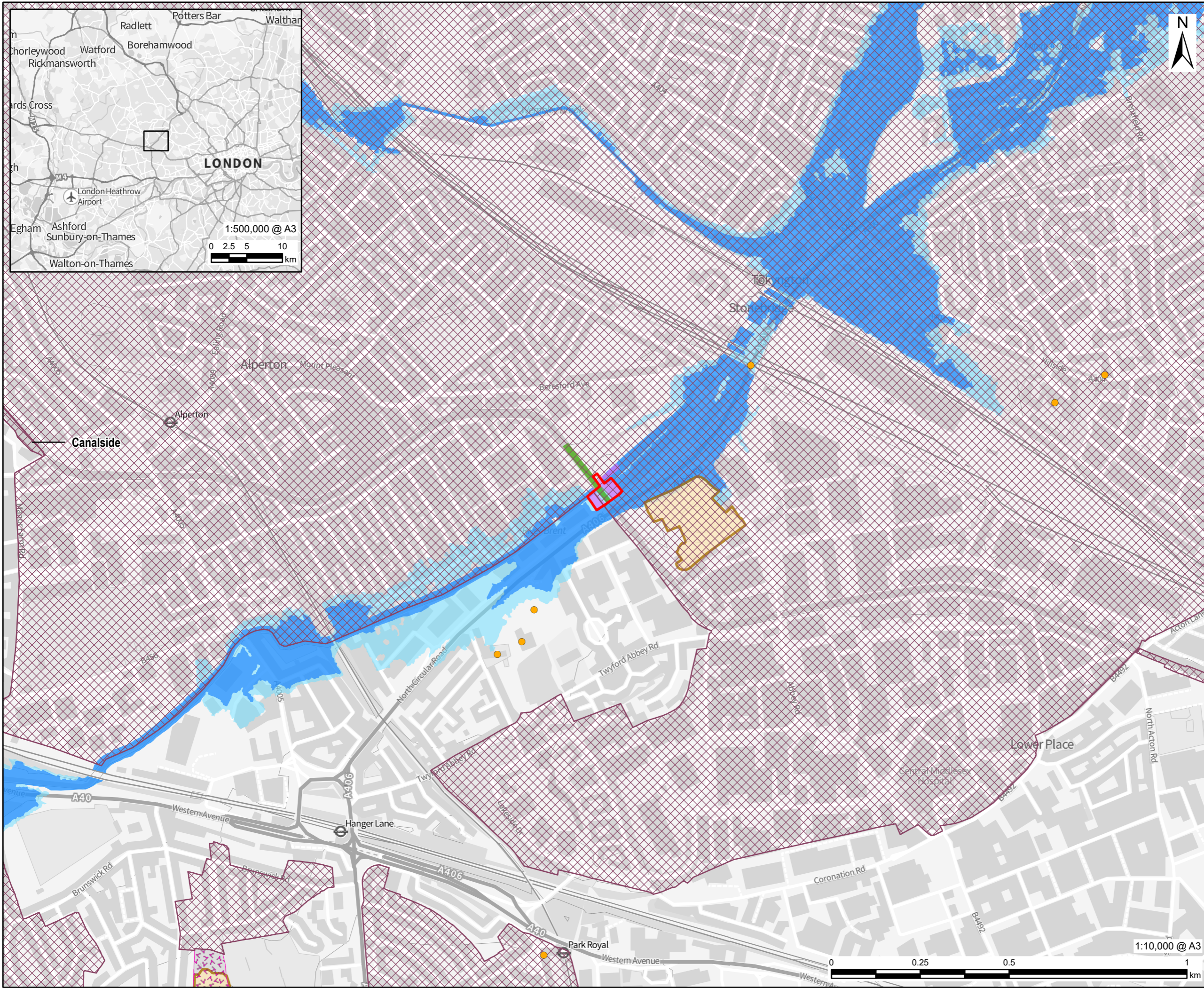
Environmental Constraints Plan

**FIGURE NUMBER**

Figure 2



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# AECOM

**PROJECT**  
New Alperton Foot and Cycle Bridge

**CLIENT**  
Brent Council

**CONSULTANT**  
AECOM  
Aldgate Tower  
2, Leman Street  
London, E1 8FA  
United Kingdom

- LEGEND**
- Site Boundary
  - Conservation Areas
  - Local Nature Reserve (LNR)
  - Historic Landfill
  - Flood Zone 2
  - Flood Zone 3
  - Listed Building**
  - Grade II
  - Site of Importance for Nature Conservation**
  - London Canals
  - River Brent West of Stonebridge

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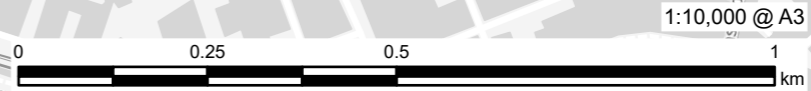
**ISSUE PURPOSE**  
FINAL

**PROJECT NUMBER**  
60741927

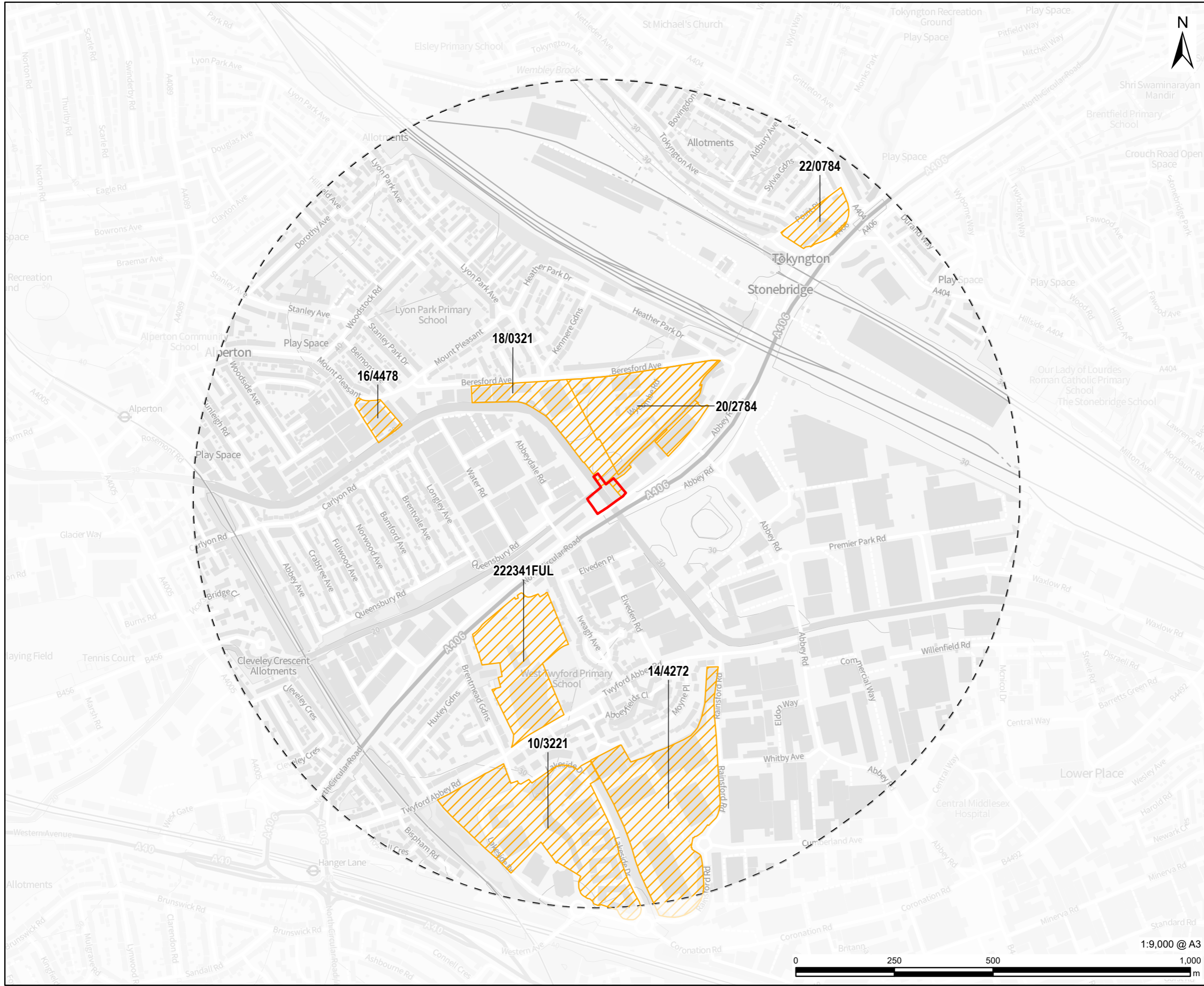
**FIGURE TITLE**  
Environmental Constraints Plan

**FIGURE NUMBER**  
Figure 3

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1:10,000 @ A3



# AECOM

**PROJECT**  
New Alperton Foot and Cycle Bridge

**CLIENT**  
Brent Council

**CONSULTANT**  
AECOM  
Aldgate Tower  
2, Leman Street  
London, E1 8FA  
United Kingdom

**LEGEND**

- Site Boundary
- Site Boundary - 1km Buffer
- Cumulative Scheme

**NOTES**

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- Contains data from OS Zoomstack© Crown copyright and database rights 2025.
- Ordnance Survey AC0000808122.

**ISSUE PURPOSE**

FINAL

**PROJECT NUMBER**

60741927

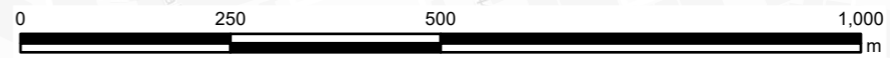
**FIGURE TITLE**

Cumulative Schemes

**FIGURE NUMBER**

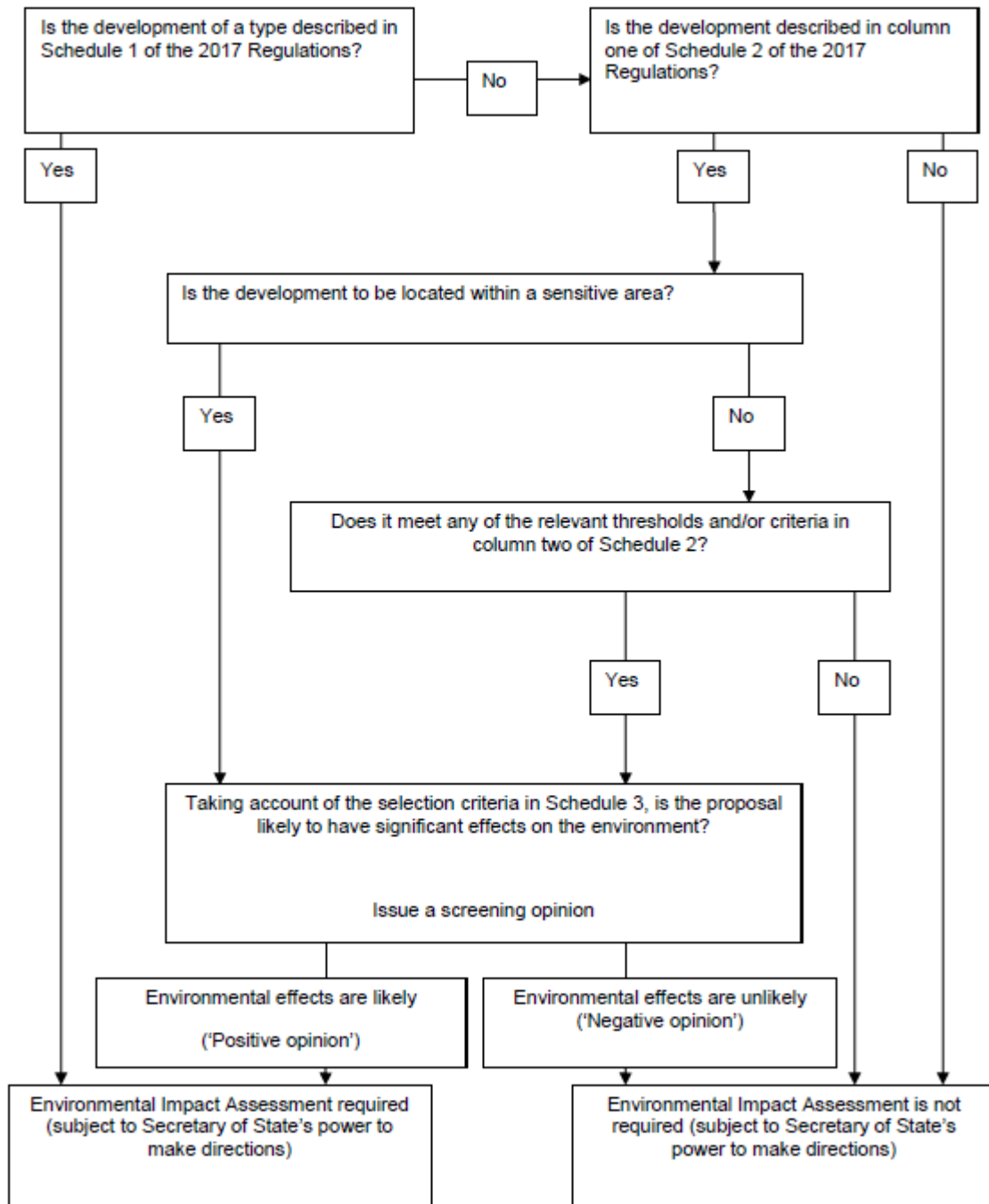
Figure 4

1:9,000 @ A3



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**Appendix B EIA Screening Process (taken from the Planning Practice Guidance web-based resource)**



## Appendix C List of Cumulative Schemes (as of August 2025)

Application No.	Application reference and link	Description	Status As Shown on the Planning Portal	Notes / Further Details
<b>Wembley Point, Wem Tower, 1 Harrow Road and 5-15 Harrow Road, Wembley, HA9</b>				
1	Ref: 22/0784, available here: <a href="#">22/0784   Redevelopment of site including the erection of 3no. buildings, comprising residential dwellings (Use Class C3), flexible commercial floor space (Use Class E), indoor sports facility (Use Class E) and associated parking, landscaping and enabling works, subject to Deed of Agreement dated 25 July 2024 under Section 106 of Town and Country Planning Act, 1990, as amended   Wembley Point, Wem Tower, 1 Harrow Road and 5-15 Harrow Road, Wembley, HA9</a>		Permission 31/07/2024	Granted
<b>Twyford Abbey Nursing Home Twyford Abbey Road Park Royal London NW10 7DP</b>				
2	Ref: 222341FUL, available here: <a href="#">222341FUL   Development to provide a total of 326 self-contained residential units comprising: phased construction of seven blocks of flats (ranging from two to six-storeys); two two-storey detached dwellinghouses (following demolition of existing gatehouse); and a terrace of two-storey dwellinghouses in the grounds of Twyford Abbey (all Use Class C3); conversion of Twyford Abbey (Grade II Listed) into flats (Use Class C3) and provision of residents lounge; demolition of workshop attached to the Grade II listed walled garden and replacement with a single storey dwellinghouse (Use Class C3); facilitated by repair; refurbishment; infill and rooftop extensions; demolition of post-war extensions and other pre-war structures within grounds, excluding the cottage; retention and repair of the Grade II listed walled garden and attached cottage to provide ancillary facilities management accommodation and residents facilities; comprehensive landscaping works including removal and works to trees and groups of trees protected by a Tree Preservation Order; provision of permissive publicly accessible open space and grow gardens; provision of gated cycle and pedestrian access onto North Circular (A406) and new access onto Twyford Abbey Road; provision of hardstanding parking areas; ecological enhancement works; and other associated constructions works including installation of boundary treatment   Twyford Abbey Nursing Home Twyford Abbey Road Park Royal London NW10 7DP</a>		Permission 09/02/2022	Granted
<b>Land Former Northfields, Beresford Avenue, Wembley, HA0 1NW (Known as Grand Union)</b>				
3	Ref: 20/2784, available here: <a href="#">20/2784   Hybrid planning application comprising:- Outline planning permission for the demolition of existing buildings and structures on the site, all site preparation works and redevelopment to provide new buildings to accommodate new homes (Use Class C3), flexible commercial uses, new basement level, associated cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure with all matters reserved - appearance, access, landscaping, layout and scale. Detailed planning permission for Phase 3 (Buildings G, H and J) for the demolition of existing buildings and structures, all site preparation and infrastructure works and the development of new homes (Use Class C3) and flexible commercial floorspace; together with new basement level, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works. Permission subject to a Deed of Agreement dated 11 June 2021 under Section 106 of the Town and Country Planning Act 1990, as amended APPLICATION SUBJECT TO AN ENVIRONMENTAL STATEMENT   Land Former Northfields, Beresford Avenue, Wembley, HA0 1NW (Known as Grand Union)</a>		Permission 15/06/2021	granted EIA Development
<b>Former Northfield Industrial Estate &amp; units 2-18 Beresford Avenue &amp; Abbey Works Estate, Wycombe Road, Wembley, HA0 &amp; Ace Corner &amp; Capital House, North Circular Road, London, NW10</b>				
4	Ref: 18/0321, available here: <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?keyVal=DCAPR_138266&amp;activeTab=summary">https://pa.brent.gov.uk/online-applications/applicationDetails.do?keyVal=DCAPR_138266&amp;activeTab=summary</a>	Hybrid planning application for the redevelopment of Northfield industrial estate: Outline planning permission for the demolition of existing buildings and structures on the site, all site preparation	Permission 28/09/2018	granted EIA Development

Application No.	Application reference and link	Description	Status As Shown on the Planning Portal	Notes / Details	Further
<p>works and redevelopment to provide new buildings ranging from 35.75m AOD to 111.95m AOD in height, with a total floorspace (GEA) of up to 309,400 sq m (excluding basement up to 42,000 sq m GEA) to accommodate 2,900 homes (Use Class C3), business and storage and distribution (Use Classes B1a, B1c and B8), commercial (Use Classes A1, A2, A3, A4 and A5), community and leisure (Use Classes D1 and D2) including community centre and nursery, new basement level including energy centre, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure. Full planning permission for demolition of existing buildings and structures on the site, all site preparation works and the development of Phase 1 (Buildings A, B, C and D ranging from 1 to 14 storeys in height) to comprise 400 homes (Use Class C3); 910 sq m (GEA) of business floorspace Use Class B1a); 1,290 sq m (GEA) of commercial floorspace (Use Classes A1, A2, A3, A4 and A5); and 1,610 sq m (GEA) of community and leisure floorspace (Use Classes D1 and D2), including a community centre and nursery; together with new basement level including energy centre, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure.</p>					
<p><b>All Units at Abbey Wharf &amp; Delta Centre and All of 152, Mount Pleasant, Wembley, HA0</b></p>					
5	<p>Ref: 16/4478, available here: <a href="#">16/4478   Demolition of existing buildings at Abbey Wharf, Delta Centre and all of 152 Mount Pleasant and redevelopment to provide a residential-led, mixed-use development of up to 6 storeys comprising 135 residential units (34 x 1bed, 79 x 2bed and 22 x 3bed) and 247sqm of commercial space (A1, A2, A3, B1, D1 and D2), landscaped amenity space, car and cycle parking and associated works.   All Units at Abbey Wharf &amp; Delta Centre and All of 152, Mount Pleasant, Wembley, HA0</a></p>		Permission 18/12/2017	Granted	
<p><b>Ex Guinness Site, Cumberland Avenue, London</b></p>					
6	<p>Ref: 14/4272, available here: <a href="#">14/4272   Approval of reserved matters for Phase 2b of outline permission 12/2862, dated 15th September 2013 for Hybrid planning application comprising: Full planning application for Plot 1 for the erection of 3 buildings providing a total of 14,704 sq.m. (GEA) of B1c, B2 and B8 floorspace, including a new access onto Cumberland Avenue and associated car parking, landscaping and ancillary works. Outline application for Plot 2 for the development of up to 28,111 sq.m. (GEA) of B1c, B2 and B8 floorspace with all matters reserved except the first phase of landscaping.   Ex Guinness Site, Cumberland Avenue, London</a></p>		Permission 02/02/2015	Granted	
<p><b>First Central, Lakeside Drive, London</b></p>					

Application No.	Application reference and link	Description	Status As Shown on the Planning Portal	Notes / Details	Further
7	<a href="#">Ref: 10/3221, available here: 10/3221   Outline planning application for: The construction of up to 60,000 sqm of office accommodation (Class B1) in 3 buildings up to a maximum of 10 storeys in height, up to 1,700 sqm of retail, restaurant, hot-food take-away floor space (Class A1 to A4), up to 2500 sqm of health and fitness floor space (Class D2) with associated pedestrian areas, landscaping, access/servicing, car and cycle parking; and the construction of 4 residential blocks up to a maximum of 9 storeys in height to provide a maximum of 545 residential units, consisting of a mix of 1, 2 and 3 bedroom apartments for private, rented and shared ownership, with associated landscaping, access/servicing, car and cycle parking; and the provision of 2 play areas and a Multi Use Games Area, and modifications to existing footpaths in West Twyford Park (Bodiam Fields), and modifications to existing surface treatment in Lakeside Drive; and the provision of an energy centre on land east of Lakeside Drive. subject to a Deed of Agreement dated 28 March 2012 under Section 106 of the Town and Country Planning Act 1990, as amended Matters to be approved: access, layout and scale with appearance and landscaping reserved.   First Central, Lakeside Drive, London</a>		Permission 28/03/2012	Granted	