

Quod

By email

11 August 2023

Dear Sir / Madam,

Re: Atlip Road site, Alperton

Thank you for your e-mail on the 17th July 2023 requesting the Council's scoping opinion on the Environmental Statement for the redevelopment of the above site, including the Atlip Centre, the land between the centre and the railway line, Atlip Road, and the land between 181 and 183 Ealing Road. To assist, you submitted a detailed EIA Scoping Report. The Council consulted Statutory Consultees as identified in the EIA Regulations 2017 (as amended) on the proposed scope. It also consulted others it considered whose input might assist in identifying a suitable scope for the submitted Environmental Statement. There was a three-week period for all to respond. Consultation responses have been summarised in Appendix A of this opinion. Copies of the full responses are also provided with this opinion. The planning related issues raised should be considered in relation to both the technical reports required in association with the application, and where appropriate the EIA.

Council's Scoping Opinion:

The Council considers that the EIA Scoping Report June 2023 prepared by the applicant for the redevelopment of the Atlip Road site to be a comprehensive document which is consistent with the requirements of the regulations and associated guidance. It considers that the scope of the Environmental Assessment should be as set out in that report taking account of the consultation responses appended for items scoped in. It is agreed that for the purposes of the Assessment that it should focus on the matters scoped in as set out within Table 4.2 of the main report, including matters identified as having a potentially significant impact relating to: Socio-economic, Wind Microclimate, Daylight, Sunlight and Overshadowing, and Townscape, Heritage and Visual Impact. All other matters are to be scoped out, which the Council agrees is acceptable in accordance with the comments submitted to consultees, and the EIA regulations.


The opinion includes a number of proposals that will be taken into account when considering the potential cumulative impacts of the development in association with others. It is considered that the Minavil House development is now complete, so not necessary for inclusion. Depending on the timing of the submission, the site at 245-253 Ealing Road (22/2477) should be considered for inclusion. In addition, there are developments within LB Ealing that are within the radius drawn that might be of relevance, including development within the Hanger Lane gyratory and potentially off Westgate.

A summary of consultee responses can be found in Appendix A of this document. These include comments from Natural England, Transport for London, and Network Rail. These

may contain some comments that although falling outside the remit of the EIA the applicant will need to address in any planning application submitted. The Health and Safety Executive stated that they do not have any issues with the proposed development, and Historic England did not have any comments at this stage.

Please do not hesitate to contact me should you require any additional input.

Yours sincerely

A handwritten signature in black ink that reads "P. Lewin". The signature is written in a cursive style with a large initial "P" and a clear "Lewin" following.

Paul Lewin

Team Leader Planning Policy

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APPENDIX A

Summary of consultee responses:

Natural England –

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to their letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development. This includes advice regarding the below:

- General principles
- Cumulative and in-combination effects
- Environmental data
- Biodiversity and Geodiversity
- Nationally designated sites
- Regionally and Locally Important sites
- Protected Species
- District Level Licensing for Great Crested Newts
- Priority Habitats and Species
- Ancient Woodland, ancient and veteran trees
- Biodiversity net gain
- Landscape and visual impacts
- Heritage Landscapes
- Connecting People with nature
- Soils and Agricultural Land Quality
- Air Quality
- Water Quality
- Climate Change
- Contribution to local environmental initiatives and priorities

Transport for London spatial planning-

The site achieves a Very Good PTAL rating of 5 and has nearby access to the Grand Union TfL Cycleway, however, there still remain a number of transport matters which need to be addressed prior to the submission of a full planning application. A summary of current comments are as follows:

1. The applicant should engage with TfL for further pre-application advice for detailed transport advice.
2. A Healthy Streets Transport Assessment should be submitted.
3. –
4. Cycle parking should be in line with London Plan policy T5 and the London Cycle Design Standards guidance document, including for co-living units.
5. The development will need to provide 3% disabled parking. If this cannot be provided, the applicant will need to demonstrate how someone living with physical disabilities is able to live a car free lifestyle, which would only be possible via access improvements to Alperton Station.
6. A contribution towards sustainable travel enhancements will be sought, including (but not limited to) step-free access at Alperton Station and bus service enhancements, in accordance with London Plan policy T4.
7. An Active Travel Zone (ATZ) Assessment is required, the scope of which should be agreed with the Council and TfL. Given the co-living units may be occupied by lone-women, it is also requested that a night-time ATZ assessment is also conducted.
8. Public realm should be designed to a high quality in line with the Healthy Streets principles. This should include effective way-finding.

9. No significant strategic highways impacts are anticipated.
10. Framework Travel Plans should be produced.
11. A Construction Logistics Plan should be provided, which should be secured via condition in accordance with policy T7.
12. A Delivery and Servicing Plan should be submitted and secured via condition.
13. The Council should seek to secure a permit-free agree and appropriate contribution towards reviewing local parking controls.
14. Mayoral CIL2 will be required.

Network Rail –

The railway lines adjacent are not owned by Network Rail (NR), however, some of the railway arches and associated land is. Therefore, the applicant should consult ArchCo, as well as the NR property services and asset protection teams prior to submitting a full application. This is particularly to ensure that works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The developer is therefore advised that the works must not commence on site (even if planning permission is granted) until agreed with NR.