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By email: Niamh.mcdevitt@aecom.com

Dear AECOM,

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

Proposal: Request for Screening Opinion as to whether an EIA is required in respect of construction and use of a pedestrian and cycle bridge across the Grand Union Canal (GUC) including earthworks, landscaping, and other associated development

Site: New Alperton Foot and Cycle Bridge, Alperton, HA0 1SY

This Screening Opinion has been prepared in relation to Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations').

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

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

Yours sincerely,

Paul Lewin
Spatial and Transportation Planning Manager

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

Description of proposed development – Request for Screening Opinion as to whether an EIA is required for the construction and use of a pedestrian and cycle bridge across the Grand Union Canal (GUC) including earthworks, landscaping, and other associated development

Site – New Alperton Foot and Cycle Bridge, Alperton, HA0 1SY

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

Introduction

The applicant has requested a screening opinion from the London Borough of Brent and the London Borough of Ealing on the 9th March 2026. The applicant has stated that because of the proposal falls within Schedule 2 10 (f) development, the proposal is required to be subject to a Screening Assessment. Associated with this request, details of the site boundary, proposed development and an initial assessment of the potential impacts of the proposed development, taking account of associated technical studies, has been submitted.

The Existing Site and Surrounding Area

The 0.47ha site spans the union Canal between the London Boroughs of Brent and Ealing, immediately adjacent to North Circular. To its north is the Northfields development, formerly industrial land, now being redeveloped to provide over 3,000 new homes and to the south is the Park Royal industrial estate, which under the planning jurisdiction of the Old Oak and Park Royal Development Corporation (OPDC), is the largest industrial site in the London, and the location at which HS2 and the Elizabeth Line are set to meet. Part of the site is allocated in the Local Plan for mixed use redevelopment (BSWSA7) and is in a Strategic Industrial Location. The Grand Union Canal forms part of the London Canals Site of Metropolitan Importance for Natural Conservation (SBINC). The woodland either side of the canal is located within the River Brent West of Stonebridge Borough Grade II SINC.

The site itself comprises of the Grand Union Canal, woodland vegetation on the banks of the water course, and concrete paths running along either side of the Canal.

The site has a Public Transport Accessibility Level (PTAL) of 2. This reflects the site's distance to Stonebridge Park station, providing access to the Bakerloo line and Lioness line to Watford and central London, and adjacent bus stops servicing the station, and those which run along the North Circular and Harrow Roads.

The site is not within a Conservation Area or Site of Archaeological interest, and neither does it include any listed buildings.

The closest listed buildings and structures include the Grade II Listed Brent Viaduct ~500m to the Northeast, there are three Grade II Listing by Twyford Abbey ~400m to the Southwest.

The majority of the site is located within Flood Zone 2, with very small areas at the periphery in Flood Zone 3.

The site is also within an Air Quality Management Area, and an Air Quality Focus Area due to its proximity to the strategic road network.

The Size and Design of the Proposed Development

The proposed development is to deliver a pedestrian and cycle bridge across the Grand Union Canal from east to west with spiral ramps on either side of the canal. The site covers an area of 0.47 hectares in size. As part of the development of the site, new woodland areas are proposed either side of the canal, where the ramps are to land.

Information Provided in Support of the Request for a Screening Opinion

The applicant has provided a supporting statement to assist in the determination of the Screening Opinion. This is alongside reference to existing reports provided as part of recent pre-application 25/0206/PRE. There is also an undetermined application 26/0660.

Previous History

There is no previous planning history of the site.

Large Scale Development within the Vicinity

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

18/0321 (St George Developments plc) - Former Northfield Industrial Estate & units 2-18 Beresford Avenue & Abbey Works Estate, Wycombe Road, Wembley, HA0 & Ace Corner & Capital House, North Circular Road, London, NW10 Hybrid planning application for the redevelopment of Northfield industrial estate: Outline planning permission for the demolition of existing buildings and structures on the site, all site preparation works and redevelopment to provide new buildings ranging from 35.75m AOD to 111.95m AOD in height, with a total floorspace (GEA) of up to 309,400 sq. m (excluding basement up to 42,000 sq. m GEA) to accommodate 2,900 homes (Use Class C3), business and storage and distribution (Use Classes B1a, B1c and B8), commercial (Use Classes A1, A2, A3, A4 and A5), community and leisure (Use Classes D1 and D2) including community centre and nursery, new basement level including energy centre, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure. Full planning permission for demolition of existing buildings and structures on the site, all site preparation works and the development of Phase 1 (Buildings A, B, C and D ranging from 1 to 14 storeys in height) to comprise 402 homes (Use Class C3); 910 sq. m (GEA) of business floorspace Use Class B1a); 1,290 sq. m (GEA) of commercial floorspace (Use Classes A1, A2, A3, A4 and A5); and 1,610 sq. m (GEA) of community and leisure floorspace (Use Classes D1 and D2), including a community centre and nursery; together with new basement level including energy centre, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure. (Granted 28/09/2018).
Started.

22/2341/FUL (LB Ealing) – Twyford Abbey Nursing Home, Twyford Abbey Road, Park Royal - 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. (Granted 09/02/2023). **Not started.**

22/0784 – Wembley Point, 1 Harrow Road – Planning application for the 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. (Granted 31/07/2024). **Not started.**

Other Environmental Assessments

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

Development Plan

The Brent Local Plan (2019 – 2041) is the key strategic document to guide and manage development in the borough. The development plan also comprises the West London Waste Plan (2015) and the London Plan (2021). Together these documents provide spatial policies, development management policies and site allocations to guide and manage development in the borough.

An Integrated Impact Assessment (IIA) accompanies the Local Plan, which incorporates the SA and SEA – that consider the potential for significant economic, social and environmental effects. This document has been considered when generating the EIA Screening Opinion. The SAs satisfied the requirements of the EC Directive 2001/42/EC and Strategic Environmental Assessment (SEA) Regulations on the assessment of the effects of certain plans and programmes on the environment.

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

Legislation

The proposed development does not fall within any of the descriptions of development listed in Schedule 1 of the EIA Regulations, and is therefore not a 'Schedule 1 development'.

Whilst the applicant has stated that the development most closely aligns with the description of a Schedule 2 development, classified under item 10 (f) as 'Infrastructure projects – Construction of Roads' the Council considers that a foot and cycle is not the same as a road.

The development does, however, fall under Schedule 2 Category 10 (b)

“Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;” by virtue of being an urban development project.

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

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

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

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

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

And for the avoidance of doubt, the threshold for category 10 (f) is as follows:

- (i) The area of the works exceeds 1 hectare.

The proposed development is for a foot and cycle bridge occupying a footprint of ~0.47ha and does not meet any of the threshold criteria. Nevertheless, in accordance with Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, a screening opinion follows.

Likely Significant Effects

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

The Council has taken into account the selection criteria set out in Schedule 3, where relevant to the proposed development. This includes the characteristics of the development, the environmental sensitivity of geographical areas likely to be affected, and the likely significant effects in relation to these criteria, with regard to the factors specified in regulation 4(2) and taking into account the types and characteristics of the potential impact listed in paragraph 3.

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

The Council has concluded that the proposed development does not require an EIA to be undertaken to accompany a planning application for the proposed development, as the

proposed development is not likely to generate significant environmental effects – Appendix A (below) sets out the reasoning for this decision.

Appendix A – Consideration of Likely Significant Effects

Air Quality

The site is located within the Brent Air Quality Management Area (AQMA), and Brent Air Quality Focus Area (AQFA) for the North Circular Road. The majority of Brent has been designated as an AQMA, and therefore even small increases in emissions can lead to adverse effects. The AQMA has been declared for exceedance of the annual mean national objective for nitrogen dioxide (NO₂) and the 24 hour mean national objective for particulate matter (PM₁₀). Brent has a total of 21 AQFA's, incorporating the 11 identified by the London Mayor in addition to 10 further sites identified by the Council. These are designated in locations that not only exceed the EU annual mean limit value for nitrogen dioxide (NO₂), but are also locations with high human exposure, such as this stretch of the North Circular Road which includes a significant number of sensitive residential receptors.

There are a number of sensitive receptors in close proximity to the proposed development site, primarily including existing and granted residential properties to the North and west.

Documentation Accompanying the Planning Application: The applicant makes reference that an air quality assessment will be submitted under the planning application. It is anticipated that an Air Quality Assessment, and Air Quality Positive Statement will be provided for any forthcoming application. As the site is within an AQFA, this will need to demonstrate the achievement of Air Quality Neutral Development, in accordance with Local Plan policy BSUI2.

Construction

Machinery used during construction can generate new sources of emissions, as well as traffic movements to/from the site and the works themselves.

When assessing the effect of dust emissions generated during construction works, receptors are defined as the nearest potentially sensitive receptor to the boundary of the site in each direction. These receptors have the potential to experience effects of greater magnitude due to emissions of particulate matter generated by the works, when compared with more distant receptors.

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

Whilst there is the potential for adverse effects, with the implementation of standard best practice measures, it is not anticipated that the effects would be significant. The effect of dust soiling and PM₁₀ can be reduced to negligible with the implementation of appropriate mitigation measures. These standard mitigation measures can be implemented through a construction environmental management plan (CEMP), which can be secured through a standard planning condition.

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

Operation

There will be no operational traffic vehicle movements associated with the completed development as it is a pedestrian and cycle bridge, nor will there be any generators or other emissions to air. Therefore, no significant effects are considered likely.

Mitigation

A CEMP should be secured that includes standard mitigation measures to reduce emissions.

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

Archaeology

The site is not located within an area of Archaeological Interest and it is ~500m to the southeast of Alperton Archaeological Priority Area.

No archaeology assessment has been submitted.

Construction

The site has been previously developed/highly disturbed by adjacent development, and therefore archaeological resources are likely to have been previously disturbed.

As a result, it is not considered that there is the potential for significant effects. If required, standard mitigation measures can be secured through condition e.g. a watching brief.

Operation

The operation of the completed development is not anticipated to affect archaeological receptors.

Mitigation

Archaeological conditions should be attached to the decisions notice, if identified as a requirement by GLAAS.

Townscape, Heritage and Visual Impacts

The site is not within a Conservation Area or Site of Archaeological interest, and neither does it include any listed buildings. The closest listed buildings and structures include the Grade II Listed Brent Viaduct ~500m to the Northeast, there are three Grade II Listing by Twyford Abbey ~400m to the Southwest.

Construction

There will be no direct construction effects on built heritage, as there are no heritage assets located on the site.

Operation

The planned pedestrian bridge will introduce a distinct visual feature to the local landscape. It will be clearly visible at close range, especially to pedestrians, cyclists, and road users in the surrounding area.

Given the emerging context, with nearby changes due to the Northfields development and the absence of listed assets within the immediate vicinity of the site, impacts are not considered to be significant.

Mitigation

During construction, ensure the erection and maintenance of hoarding.

Climatic Factors

No specific documentation has been provided.

Construction

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

The development will include the use of physical resources which include embodied carbon. The application seeks to maximise the use of locally sourced and low carbon materials, where possible in line with the requirements of a CEMP.

The immediate impact of the embodied carbon is not considered to be significant.

Operation

The proposal is for a pedestrian and cycle bridge. Its delivery will encourage more people to walk and cycle within the local area. This will result in a reduction in the use of the private vehicle for local trips, which will reduce association vehicle emissions. Whilst a reduction in climate heating pollutants is considered positive, this is unlikely to be significant.

Mitigation

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

Contaminated Land

The Site is expected to contain Alluvium and Taplow Gravel Member deposits, with London Clay Formation as bedrock.

During WWII, a warehouse at 271 Abbeydale Road near the Site served as an Army depot, and a pillbox was built on-site, which will be preserved in the Proposed Development.

Construction

During the construction process there is the potential to affect water quality through accidental pollution events, such as fuel spills and increased sediment within surface water passing through to adjacent watercourses. The implementation of standard impact avoidance measures should be secured through the CEMP.

The Proposed Development involves no excavation or major groundworks, so underlying soils and contamination sources will not be disturbed. No historic land contamination or contaminative uses have been found on-site. Without ground disturbance, there is no risk of mobilising contamination, and no significant effects are expected for human health or the environment.

Operation

When finished and functioning as intended, the risk of contamination or disruption to the soils below will be eliminated. As a result, significant impacts are not expected.

Mitigation

A CEMP should be secured that includes measures to protect against and deal with accidental pollution events. The Ground Investigation Report including a soil assessment will identify if and where contamination is present, and measures required to ensure that any construction activity does not increase risk to water quality will be secured through planning condition. The implementation and management of SuDS and associated pollution control mechanisms for surface drainage should be secured through a planning condition.

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

Daylight, Sunlight and Overshadowing

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 Daylight, Sunlight and Overshadowing, the Proposed Development is unlikely to give rise to significant environmental effects in relation to this environmental factor.

Biodiversity (including flora and fauna)

A Preliminary Ecological Appraisal (PEA), Biodiversity Net Gain (BNG) Assessment and Ecological mitigation feasibility assessment has been undertaken and will be submitted alongside the planning application.

The site is partly within two SINCs: London Canals SMINC and Land West of Stonebridge SBINC (Borough Grade II). It contains broadleaved woodland, the Grand Union Canal, mixed scrub, modified grassland, and hardstanding areas.

The accompanying documentation notes that the site does comprise Habitats of Principle Importance (HPI): The River Brent, a Section 41 Habitat of Principal Importance under the Natural Environment and Rural Communities (NERC) Act 2006.

Habitats for Protected and Priority Fauna: The Site provides suitable habitat for breeding species which 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 PEA confirmed the presence of 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.

Construction

It is noted that a Construction Environment Management Plan (CEMP). This will ensure pollution, spread of invasive species and harm to protected species are mitigated, and that the landscape is protected. As such, no significant effects are considered to be likely.

Operation

The operation of the bridge could have the potential ecological implication of habitat fragmentation and disturbance of wildlife though this is not considered to be significant. The potential for the proposed development to beneficially contribute to biodiversity of the local area through the implementation of ecological enhancement measures e.g. by including bird/ bat boxes and achieving a biodiversity net gain. Whilst this is considered to be beneficial, this is not considered to be significant.

Mitigation

The CEMP will ensure any impacts associated with the proposed development are minimised. Therefore, no significant impacts are anticipated.

Flood Risk

A Flood Risk and Drainage Strategy has been submitted alongside the planning application.

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 with very small areas at the periphery in Flood Zone 3.

Construction

Given the limited footprint of the construction and implementation of a CEMP during the construction 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.

Mitigation

The implementation and management through the Flood Risk and Drainage Strategy should be secured through a planning condition to mitigate against any water flooding.

Human Health

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

Land (land take)

The development would take place on a small area of land. Therefore, no significant impacts are anticipated.

Material Assets

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

Major accidents and/or disasters

It is considered that the risk from major accidents and/or disasters (both of existing and new receptors) has been appropriately considered within the relevant topic sections and as such reference should be made to these sections as required.

Noise and Vibration

No noise or vibration specific documentation has been provided.

The site is adjacent to the North Circular Road, which is a significant emitter of noise pollution.

Construction

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

Given the scale of the development, standard impact avoidance measures can be implemented to reduce emissions from construction activities, which will be secured through the CEMP. The works will be required to adhere to the Council's Code of Construction Practise (CoCP) (e.g. restricting the time at which works can be undertaken) which ensures that adverse effects are appropriately controlled and minimised. No significant effects are therefore anticipated.

Operation

The Proposed Development will not be used by motor vehicles. 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.

Mitigation

Adherence to the Council's CoCP should be secured through a planning condition, as well as a CEMP that includes standard mitigation measures to reduce noise emissions. Plant noise should be controlled to local and national guidelines using a planning condition.

Socio-Economic (including population)

No discipline specific documentation has been provided.

Construction

The proposed development would create benefits to local employment through providing temporary employment during construction.

Operation

The proposed development does not result in the provision of housing; therefore it would not create any additional demand for community infrastructure and would therefore 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.

Soil (organic matter, erosion, compaction, sealing)

Construction

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

Operation

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

Mitigation

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

Telecommunications

No discipline specific documentation has been provided to support the applicant's screening assessment.

Given the scale of the proposed development, interference is not expected and no mitigation measures are likely to be required.

Traffic and Transport

The proposal is accompanied by a Transport Statement.

The site is not well connected by public transport, achieving a Public Transport Accessibility Level (PTAL) of 1b. This reflects the site's distance to Stonebridge Park LUL station, providing access to the Bakerloo line, and the London Overground from Watford to central London. There are also a number of bus routes along the North Circular Road and Harrow Road.

Construction

There will be an increase in the number of vehicles accessing the site during the construction phase, however, given the scale of the development the anticipated numbers are not considered to be substantial. The site is also well placed in relation to the strategic

road network, enabling larger vehicles to access the site with greater ease and for the most part avoid smaller residential roads.

It is considered that any adverse effects can be mitigated through a construction logistics plan (CLP) or a Construction Traffic Management Plan (CTMP) (potentially included as part of the CEMP) to control transport movements.

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

Operation

As the proposed development is to be used by pedestrians and cyclists only, there is will be no vehicle movement associated when the development is in operation. The proposed development will improve connectivity to the wider area for pedestrians and cyclist. This would be a beneficial effect associated with improvements to amenity and connectivity, it is not considered to be significant.

Mitigation

A CLP or a CTMP should be secured that includes standard mitigation measures to control transport movements.

Waste

Documentation Accompanying the Screening Request: No specific documentation has been provided.

Some waste will arise as a result of the development.

Construction

The report notes that the contractor would 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.

In addition, the implementation of standard impact avoidance measures will reduce waste from construction activities further, which can be secured through the CEMP. The works will also be required to adhere to the CoCP which ensures that adverse effects are appropriately controlled and minimised. No significant effects are therefore anticipated.

Operation

Due to the nature of the proposed development, it is not anticipated to generate any operational waste. Therefore, no significant effects are considered likely.

Mitigation

Adherence to the Council's CoCP should be secured through a planning condition, as well as a CEMP that includes standard mitigation measures.

Water Quality (hydromorphological changes, quantity and quality)

The proposal is accompanied by a Flood risk and drainage strategy.

Construction

During the construction process there is the potential to affect water quality through accidental pollution events, such as fuel spills and increased sediment, as well as the contaminated material identified on site within surface water passing through to adjacent watercourses. The implementation of standard impact avoidance measures should be secured through the CEMP. With the implementation of standard impact avoidance measures to ensure that the site is adequately protected, no significant effects are anticipated. It is not considered, given the scale of the development and works proposed that there will be any significant effects on either water quantity or hydromorphology during construction.

Operation

It is not considered, given the scale of the development and the implementation of SuDS that there will be any significant effects on either water quality or hydromorphology once operational.

Mitigation

A CEMP should be secured that includes measures to protect against and deal with accidental pollution events. The implementation and management of SuDS should be secured through a planning condition.

Wind

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 Wind, the Proposed Development is unlikely to give rise to significant environmental effects in relation to this environmental factor.

Cumulative Effects

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

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

There are a number of major developments in the surrounding area that are likely to be built, as detailed in 'Large Scale Development within the Vicinity'. The proposal in association with these wider developments may have the potential for cumulative impacts. The impacts of this needs to be considered when determining if the effects would be so significant as to warrant EIA.

No specific documentation has been provided.

Although this has a visual impact in addition to the Northfields scheme, the cumulative impacts are not considerably greater, with the size of this proposal being relatively small. It is therefore considered that in terms of EIA, that the proposal will be relatively subservient to existing and proposed tall buildings nearby.

Demolition/Construction

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

It is also assumed that the enabling works, and construction phases associated with the other development schemes would adhere to legislative requirements, industry guidance and best practice as will be the case within the application sites. However, there remains the potential for cumulative effects to arise, particularly with respect to dust and noise. The site works are however very isolated to the small high density development, are accessed via roads which go immediately onto the strategic road network, and is set back some way from residential receptors.

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

Operation

With regards to the matters considered in this opinion it is not considered that there will be significant adverse cumulative operational effects when the cumulative developments and the proposed development is operational.

It is anticipated that CIL and S106 requirements will address capacity issues that might exist in relation to on and off-site infrastructure. In the vicinity this is likely to mean capacity improvements to the Stonebridge Park LUL station and associated improvements to the public realm. In relation to healthcare provision, the Northfields EIA identifies moderate adverse cumulative effect is anticipated in relation to the demand on primary healthcare facilities. Taking into account the high numbers of residential units proposed arising from the proposed development and the committed developments, current provision will potentially be inadequate to meet additional demand. The committed developments provide for additional healthcare provision at the Northfields development site. If ultimately this is not delivered there may be a need to mitigate any shortfall through S106 agreements and CIL contributions.