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Non-Technical Summary

This Non Technical Summary (NTS) provides a summary of the Environmental Statement (ES) which is submitted by Carlton Properties in support of the detailed planning application for the Proposed Development at Land on Ealing Road in Brentford, London (formerly known as the Alfa Laval Site and hereafter referred to as “the Site”), for residential, business, hotel, retail/community facilities and open space.

The ES and this NTS have been produced in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (the ‘EIA Regulations’) which require that, in certain cases, development proposals should be examined to measure their likely significant environmental effects upon the environment and to identify what action should be taken to mitigate those effects.

1. **SITE DESCRIPTION**

1.1 The Site covers approximately 1.85 hectares (ha) and is located to the west of London within the London Borough of Hounslow and is located approximately 700m north-west from the centre of Brentford. It is bounded to the north by the A4 and elevated section of the M4 and its underpass (Great West Road), to the east by Ealing Road, to the west by Brook Lane North and to the south by Layton Road.

1.2 The existing tower building on the Site is derelict and is referred to as the ‘Alfa Laval Building’. This building is approximately 49m high, the base of which covers approximately a quarter of the overall Site. The remainder of the Site comprises open derelict brownfield land.

1.3 The Site is currently vacant and was formerly used during the daytime as a car parking facility by the employees of the former GSK office (which has now been demolished).

1.4 Layton Road, a row of two storey terraced housing, built in 1898, lies immediately to the south of the Site, with the rear gardens lying adjacent to the southern Site boundary. Residential and some commercial buildings / warehouses lie to the west of the Site along Brook Lane North.

1.5 The Great West Quarter (GWQ) development is currently underway to the east of the Site on the opposite side of Ealing Road. This comprises the refurbishment of the listed Wallis House and the redevelopment of the remainder of the site for mixed-use purposes including a 25-storey tower.

1.6 The view of the existing Site is shown in Figure 1 below.

![Figure 1: View of Existing Site](image-url)
2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 A series of planning applications for development of the Site have previously been submitted and subsequently rejected by LBH.

2.2 Following several discussion with LBH and a review of alternative strategies for the Site, including retention and removal of the existing Alfa Laval building, the following components of the Proposed Development were agreed:

- Conversion of the existing building to a hotel of up to 180 rooms in total;
- A separate hotel of up to 151 rooms;
- Provision of 206 residential units, up to 9 storeys high, with a mix of tenures, types and ancillary facilities;
- Provision of 4,205m$^2$ of office space;
- Provision of 228m$^2$ community space;
- Parking for residential, hotel and office space;
- Open space including courtyard areas between the residential blocks; and
- Landscaping within and around the perimeter of the Site.

2.3 The components of the Proposed Development are shown in Figure 2 below.

Figure 2: The Proposed Development

2.4 The Proposed Development will be built over a period of approximately 3 years and will be phased to ensure affordable housing units are completed early on in the works.

2.5 In order to manage the potential environmental impacts during the construction works, a Construction Environmental Management Plan (CEMP) will be implemented which will ensure effective control of environmental impacts arising from construction, including provisions for community liaison.
3. **ASSESSMENT APPROACH**

3.1 The proposals for the Site have been developed following the completion of comprehensive technical studies, including a flood risk assessment, transport assessment, landscape and ecological surveys, noise monitoring; and various studies which have been completed to inform preparation of the ES. This NTS outlines the findings of the ES which describes results of the assessment the potential for significant environmental effects (both positive and negative) Development and identifies mitigation and enhancement measures to minimise any likely significant effects.

3.2 A Scoping Report describing the proposed approach and impacts to be assessed was prepared by WSP Environmental, and was submitted to the London Borough of Hounslow (LBH) together with a request for a scoping opinion in March 2009.

3.3 Further consultation was undertaken with statutory and non-statutory consultees throughout the assessment which has informed the ES for the Proposed Development. The purpose of consultation was to obtain information on the baseline conditions of the Site and therefore the likely significant environmental effects that need to be assessed, and to obtain opinions on the Proposed Development which may need to be considered during the design process.

3.4 The following organisations were consulted during the preparation of the ES:

- LBH;
- Greater London Authority;
- Highways Agency;
- Transport for London (TfL);
- Natural England;
- English Heritage;
- Environment Agency;
- Thames Water;
- Metropolitan Police; and
- BAA.

4. **PLANNING CONTEXT**

4.1 The key planning policy documents of relevance to the Proposed Development include the London Plan (2008), the LBH Unitary Development Plan (2003) and the Brentford Area Action Plan (BAAP) (2009). The BAAP allocates the Site for mixed-use development, and therefore the Proposed Development is in line with this broad objective.

4.2 It can be summarised that the application seeks to accord with the relevant national, regional and local planning policy. In terms of the principle of developing the Site, the application proposes the re-use of a vacant site and makes the efficient use of previously developed land. It contributes to the revitalisation of the Great West Road and adheres to the principles and aspirations of LBH regarding the regeneration of Brentford. In this regard, the proposals alleviate undue pressure on protected green land by focusing development within the confines of the urban area.

4.3 In terms of the proposed land uses, the application seeks to comply with the provisions of the site specific policy by proposing a mixed-use development comprising commercial, residential and community uses. The commercial uses are sited along the Great West Road frontage enabling the ‘Golden Mile’ to continue as a source of employment but for a mix of skills to suit local labour as opposed to purely a headquarter destination as it was in the past. The number of residential units proposed is considered to make a very significant contribution to meeting housing targets in the Borough with the affordable proportion and tenure split considered appropriate for the type of development and the Site.
provision of a significant proportion of family housing is considered to be a major benefit to Brentford and to the Borough as a whole.

4.4 Coupled together with the provision of community space, potentially for use as a dentist or similar health requirement, and open and play areas, the Proposed Development is considered to conform to the principles of sustainable living with the end result being a sustainable, integrated community.

5. **TOWNSCAPE AND VISUAL**

5.1 The Site does not lie within or near to a designated townscape or landscape. A local townscape character assessment has been undertaken to ensure that the Proposed Development does not adversely affect the distinctive features that come together to combine the townscape character.

5.2 The design of the Proposed Development has considered the effects on the surrounding townscape and key views. The key impacts on the townscape character and visual amenity of the area as follows:

- Limited impacts on the existing townscape features within the study area;
- Permanent loss of the existing vegetation within the Site which is mitigated through the implementation of a new landscape structure, to benefit the streetscene and improve biodiversity;
- Change to the townscape character areas both during construction and operation, and replacement of the degraded and vacant character of the Site within the Great Western Road character area and quality of the Site permanently;
- The landscape proposals and the built form will have a positive direct and in-direct effect on the townscape character areas within and surrounding the Site;
- The construction of the Proposed Development is likely to be visible from key views; and
- The effects on visual receptors will be limited and the majority of the key views identified have views of the Site and the existing Alfa Laval buildings which will continue with the Proposed Development in place.

5.3 The Proposed Development delivers a new high quality townscape and new landscape structure to the public realm, readdressing the degraded quality of the Site and its immediate setting, as shown in Figure 3 below.

![Figure 3: Landscape Proposals](image-url)
5.4 The townscape and visual effects of the Proposed Development will result in a positive impact on the 
local townscape. It will provide new areas of public and semi private space, improving the access and 
permeability through the local area and the Site in particular.

6. **TRANSPORTATION AND ACCESS**

6.1 The Site has a moderate level of accessibility to public transport and provides good access to a range of 
services and facilities, including shops and schools, by sustainable modes such as walking and cycling.

6.2 The impacts of the Proposed Development have been assessed for each mode of transport. The 
Proposed Development will have a negligible impact on the capacity of the existing high quality 
pedestrian and cycle networks in vicinity of the Site. The pedestrian and cycle environment within the 
Proposed Development will be of high quality with the provisions of attractive open spaces, well-
maintained and legible routes, lighting, signage and the use of quality materials, while cycle parking 
spaces will be provided in accordance with LBH and TfL standards to encourage cycling as a mode of 
sustainable transport.

6.3 In terms of public transport, the Proposed Development is estimated to generate a small number of 
additional public transport trips that could be comfortably accommodated by the existing public transport 
infrastructure in vicinity of the Site. In terms of vehicular trips, the analysis undertaken has demonstrated 
that there is sufficient spare capacity in the local road network to accommodate the additional traffic 
generated by the Proposed Development during the peak hours.

6.4 The residual effects on the local transport network will be an increase in traffic flow, cycling, walking and 
public transport usage above the existing levels. Whilst long-term, all of these are found by this 
assessment to fall within the range of minor positive to minor negative impact.

6.5 In summary, the Proposed Development’s location and design would both minimise the need to travel 
and also facilitate the use of public transport and alternative modes such as walking and cycling to local 
services and facilities. It is therefore considered that the Proposed Development fully accords with the 
relevant national, regional and local policy in relation to transport issues.

![Figure 4: Circulation Plan](image-url)
7. **WIND**

7.1 There are no national codes of practice or legislative policies relating to the assessment of environmental wind flows in the built environment. The impact of environmental wind on pedestrian spaces and the subsequent suitability of these spaces for planned usage are described by and compared against the industry standard, which are recognised by local authorities as a suitable benchmark for wind assessments.

7.2 The existing pedestrian level wind environment in and around the Site is suitable in terms of comfort and safety for pedestrian access to, and passage through, the Site in relation to recreational activities. The existing private gardens along the south of the Site will be suitable for recreational activities including long periods of sitting.

7.3 In the absence of planting and wind mitigation measures the northern entrance to the Block A will be marginally too windy. In general the children’s play area and gardens within the Site are expected to be suitable for recreational activities including short periods of standing or sitting but will be considered too windy for prolonged periods of outdoor seating. The planting and wind mitigation measures developed to alleviate these unsuitable wind conditions includes trees, hedges and solid walls/barriers. Otherwise, in the absence of planting and mitigation, wind conditions are generally expected to be suitable for planned pedestrian activities and will remain suitable for current pedestrian activities around the Site.

7.4 The garden terrace of Block D, the children’s play area, the garden between Blocks D and E, and the private gardens along the south of the Site are expected to be suitable for general recreational activities but will benefit from further development of the planting to create conditions more amenable for long period of sitting. Otherwise with the planting and mitigation measures incorporated, conditions within the Site are expected to be suitable for planned pedestrian activities in relation to recreational activities. Also the Proposed Development is expected to have no significant impact on surrounding thoroughfares or gardens.

8. **DAYLIGHT, SUNLIGHT, OVERSHADOWING AND GLARE**

8.1 Existing residential properties that neighbour the Site or have a view of the existing buildings on the Site, generally benefit from good levels of daylight and sunlight, where applicable. Both daylight and sunlight to residential accommodation on the north side of the A4/M4, is currently significantly reduced by the raised section of motorway. The recently approved residential accommodation within GWQ receives levels of daylight that satisfy Hounslow's UDP.

8.2 The shadow from the existing Alfa Laval building, which is to be retained, has little effect on most of the neighbouring residential properties as they stand to the south. The effect of the Proposed Development on neighbouring residential property would negligible and therefore no mitigation measures are required.

8.3 Similarly the accommodation and public spaces within the Proposed Development have been the subject of continued design development to ensure almost total compliance with good practice and it has not been necessary to recommend any measures in mitigation.

9. **AIR QUALITY**

9.1 The ES has considered the impact of the Proposed Development on local air quality during both the construction and operational phases. It is likely that dust impacts arising from the construction of the Proposed Development would be limited to the immediate vicinity of the activities undertaken even without specific control measures due to the predominantly course nature of dust particles and prevailing wind direction.

9.2 Implementation of the recommended dust prevention and control measures and implementation of the London Councils Best Practice Guidance would ensure that dust emissions are controlled to a level where the potential for dust nuisance would be minimal temporary, short-term and local in effect. The residual effects of the dust generation and deposition during the construction phase of the Proposed Development are considered to be negligible.
9.3 Traffic associated with the construction of the Proposed Development will contribute to existing traffic emissions from the surrounding road network. The increase in traffic emissions will be variable during the construction phase and only likely to impact on areas near the principle means of access to the Site. Any adverse effects resulting from construction traffic emissions are likely to be temporary, short to medium term and of minor negative significance.

9.4 An air quality assessment of the potential impacts during the operational phase showed that the Proposed Development would cause a small increase (≥1%) in concentrations of the traffic pollutants nitrogen dioxide and particulate matter, resulting in a minor negative to negligible impact on air quality. Mechanical ventilation systems should be installed to provide ‘cleaner air’ into the affected areas of the Proposed Development.

10. NOISE AND VIBRATION

10.1 A noise assessment has been undertaken consisting of a visit to the Site to identify potentially sensitive receptors and a comprehensive baseline noise survey undertaken in February 2009. The baseline noise measurements revealed that the existing noise levels in the vicinity of the Site are predominantly influenced by road traffic along the M4 and A4 Great West Road, with some contribution coming from aircraft using Heathrow Airport.

10.2 The most significant noise impacts due to the Proposed Development are likely to be due to construction and demolition, and operational mechanical services plant. With regards to construction and demolition a CEMP will be produced. A combination of environmental noise control techniques will be employed to control noise from mechanical services plant.

10.3 The implementation of the CEMP would assist in the reduction of adverse noise effects generated from demolition and construction activities and the operation of associated plant and equipment. Design of the acoustic performance of the operational plant will ensure the residual effect will remain at a negligible level.

10.4 It is predicted that the worst case noise levels will generally fall within the western façade of Block C, where suitable internal noise levels will be achieved through the provision of appropriate glazing and ventilation. The majority of the Site falls within an area where noise levels do not pose a constraint to development.

10.5 The implementation of the proposed mitigation measures (derived using the relevant British Standards) during both construction and operation, will ensure that the development complies with the relevant planning policies at the national, regional and local level.

![Figure 5: Existing and Proposed View of the Site from Kew Bridge](image)

11. SOCIO-ECONOMIC

11.1 It is apparent that the local area enjoys significant social and economic benefits relatable to its population especially with regard to the level of education, but also in terms of health, income and employment.
However, with regard to more geographical factors anchored to the location, including Barriers to Housing and Services, living environment, and crime, the local area fares less well. The baseline analysis indicates that the local area would benefit from an improved environment, more housing provision and measures to reduce crime.

11.2 The Proposed Development will generate a major positive impact in terms of generating temporary construction employment in the local area at a time when the construction industry has been greatly reduced due to the current economic climate. Moderate positive impacts are considered likely as a result of the Proposed Development bringing forward operational employment opportunities and housing in the local area both of which have been identified as required. Minor positive impacts are likely to be generated as a result of indirect employment opportunities generated by the Proposed Development, reduced crime/fear of crime and supporting social and economic strategies and objectives. A moderate negative impact is considered likely upon primary education provision as a result of demand from the Proposed Development; it is proposed that a section 106 payment is made to mitigate this potential impact. The remaining impacts associated with the Proposed Development upon socio-economic issues are considered to be negligible.

11.3 Following the proposed mitigation measure for primary education provision it is considered that this impact will have a residual negligible effect. All other impacts are either positive or negligible and do not require mitigation measures, therefore, the residual effects are considered to remain the same as the initial assessed impact.

12. WATER RESOURCES

12.1 Based on the historical land uses and the presence on-site above ground storage tanks / chemical storage areas potential sources of contamination may be present on-site. Geological mapping indicates that the eastern section of the Site is underlain by a minor aquifer and the western section by London Clay.

12.2 The following significant effects are considered possible with the Proposed Development:

- Potential impacts to controlled waters from the contaminated run-off and the disturbance of possible contamination during construction;
- Potential flood risk on site users and buildings;
- Potential impact to the wider drainage network from surface water discharges; and
- Potential increases in potable water demand.

12.3 Should elevated concentrations of contaminants be identified during site investigations, mitigation measures will be implemented to protect controlled waters during the construction and operational phases of the Proposed Development. Further discussions with Thames Water will be completed to identify what, if any, upgrades to the drainage network need to be completed to accommodate increased water discharges.

12.4 Whilst the sensitivity of some of the identified receptors are considered to be medium, should the presence of elevated concentrations of contaminants within the soil be confirmed, assuming that the identified mitigation measures are implemented in accordance with current best practice, the residual effects will be minor / negligible. In addition, the design of an appropriate surface water drainage system in accordance with current guidelines and standards will ensure that potential on-site flood risks and potential impacts to the wider surface water drainage network will be adequately mitigated.

13. GROUND CONDITIONS AND CONTAMINATION

13.1 The Site is located in an area of low to moderate environmental sensitivity. This is due to the proximity of residential properties, the underlying minor aquifers and the absence of surface water or groundwater abstractions within 1km of the Site.
13.2 Historically the Site comprised agricultural land until the 1930’s. Industrial developments occupied the Site until the late 1950’s, when the Site was used for both commercial and industrial purposes. The industrial buildings/warehouses were demolished post 1999. The existing 10 storey office building was constructed at the end of the 1950’s.

13.3 The main impacts relating to the potential for soil and groundwater contamination result from historical industrial processes, fuel storage, chemical storage and fly tipped material at the Site.

13.4 The most likely receptors of on-site contamination are:

- Controlled waters (minor aquifers);
- Construction and maintenance workers; and
- Future site users.

13.5 Site investigations will be undertaken and any presence of contamination identified is expected to be localised, which will be removed from the Site. On-site gas monitoring of methane and carbon dioxide will be required (as part of a site investigation) and new buildings may require protection from these gases if they are found to be present.

![Approximate Site Location](image)

14.1 An archaeology desk-based assessment was undertaken which indicated that the area around the Site contains evidence in relation to activity from the prehistoric period through to the present day.

14.2 Evidence in relation to the Roman and Anglo-Saxon periods is to date less well understood, but documentary sources and known infrastructure mean that activity cannot be dismissed. Evidence from the Medieval and Post Medieval periods suggests that the area was open prior to modern development, which more recently will have caused significant localised disturbance within the Site boundary.

14.3 The Proposed Development will result in the disturbance of areas which may contain archaeological deposits of both known and unknown nature, though is unlikely to impact upon known built heritage resources. The assessment has not recovered evidence to lead to the expectation that archaeological
deposits of national importance will be impacted upon through construction activity, and furthermore that the previously identified Brentford Sands deposits are at a depth where they will not be impacted upon by the bulk of construction activity.

14.4 As such, mitigation will aim towards ensuring that archaeological deposits are preserved by record through a two stage investigation involving archaeological monitoring and geotechnical test pits to determine the depth of modern overburden over the parts of the Site which will be subject to disturbance. Preliminary information suggests that archaeological deposits will be subject to minimal impact from construction.

14.5 The residual impact of construction on archaeological and cultural heritage resources will be minor.

15. ECOLOGY AND NATURE CONSERVATION

15.1 A site survey was carried out in February 2009 in order to establish the ecological value of the Site and its potential to support notable and/or legally protected species. Along with a review of readily available ecological information, relevant environmental databases and consultations, an assessment of the sites ecological value and likelihood of supporting protected species was made. The assessment area consists of hardstanding, buildings, scattered scrub, dense scrub, neutral grassland (unimproved) and ephemeral/short perennial habitats. Plant species are typical of brownfield sites and generally of low ecological value.

15.2 Small scale loss of scattered scrub, dense scrub, ephemeral/short perennial and neutral grassland habitat for nesting birds and invertebrates is considered to have a minor negative effect as a result of the Proposed Development; all other effects are considered to be negligible. Mitigation measures proposed include any vegetation clearance work taking place outside the bird-breeding season (March-September), in order to avoid disturbing nesting birds. Positive effects will result from the introduction of bat boxes, bee houses, invertebrate habitat, bird boxes, green/brown roofs, vertical climbers, wildflower and grass seed mixes and native vegetation. This will seek to maximise biodiversity within the assessment site and create wider green corridors to the surrounding areas.

15.3 Following the implementation of the recommended mitigation measures, the residual effects will be negligible and minor positive.

16. SUMMARY

16.1 The key benefits of the Proposed Development are considered to be:

- Provision of 206 new homes in a range of sizes and types to address local needs, including a provision of affordable houses, to contribute to the requirements of the London Plan;
- Long-term contribution towards reducing the number of unemployed people in the District through provision of employment opportunities;
- Provision of a mix of public and private open space and play areas in an area currently deficient in these facilities;
- Redevelopment of an existing derelict site and maximised use of a key brownfield site in accordance with national and strategic planning policy objectives;
- Proposed uses present employment frontage to the Great West Road to ensure continuation of the ‘Golden Mile’;
- Provision of hotel space to contribute to the requirements of the London Plan;
- Opportunities for new business start-ups in the commercial units provided within the Proposed Development;
- Integration and continuation with the existing residential community to the south;
Net increase in biodiversity due to the overall increase in the amount of planting of trees and plants around the buildings at ground and on the roof of the two towers; and

Delivery of a mixed use development in a highly accessible and sustainable location, in proximity to excellent transport links and shops and services.

16.2 Other benefits which are anticipated as a result of the Proposed Development include:

- Improved links for pedestrians and cyclists; and
- Provision of employment opportunities during the construction works.
FURTHER ENQUIRIES

This Non-Technical Summary provides a general description and account of the environmental, social and economic effects of the Proposed Development. The full details of the assessment of likely significant environmental effects are presented in the Environmental Statement (Volume 1 – Text and Figures and Volume 2 – Appendices).

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