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08/03/2024

Dear Sir,

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

Proposal: Request for Screening Opinion as to whether an Environmental Impact Assessment is required for the proposed development at 1-8 Capitol Way NW9 0EQ comprising demolition of existing warehouse building, and redevelopment to provide a 2 storey building of ~14,000sq.m. flexible B2/B8 industrial floorspace, plus additional ancillary Class E commercial and café floorspace combining to a total of 18,000sq.m. floorspace, with associated yard area, service ramp to first floor, and car and cycle parking.

Site: 1-8 Capitol Way NW9 0EQ

I write in connection to your screening request submitted on 23rd February 2024 by Rolfe Judd Planning on behalf of Neat Development and The Royal London Mutual Insurance Society Limited. Reference has been made to Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations') "Requests for screening opinions of the relevant planning authority".

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.

If you require any further assistance, please do not hesitate to contact Paul Lewin, on telephone 020 7937 6710 or email paul.lewin@brent.gov.uk.

Yours sincerely,

Paul Lewin
Team Leader Planning Policy

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 Environmental Impact Assessment is required for the proposed development at 1-8 Capitol Way NW9 0EQ comprising demolition of existing warehouse building, and redevelopment to provide a 2 storey building of ~14,000sq.m. flexible B2/B8 industrial floorspace, plus additional ancillary Class E commercial and café floorspace combining to a total of 18,000sq.m. floorspace, with associated yard area, service ramp to first floor, and car and cycle parking.

Site: 1-8 Capitol Way NW9 0EQ

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

Rolfe Judd Planning request a screening opinion on behalf of Neat Development and The Royal London Mutual Insurance Society Limited from the London Borough of Brent (the Council) on 23rd February 2024. Associated with this request, details of the site boundary, proposed development and an initial assessment of the potential impacts of the proposed development were submitted.

The Existing Site and Surrounding Area

The existing site includes a single storey long vacant warehouse building of ~9,000sq.m.. The existing building is wrapped to the east and south with hardstanding for parking and servicing, whilst land immediately to the west is occupied by amenity grassland. The site in total is 1.562ha.

The site is bordered by smaller industrial units to the north positioned along Carlisle Road, similar units in the east, Capitol Way to the south, and Stag Lane, which is a residential road, to the west.

The site occupies part of Capitol Way Locally Significant Industrial Site (LSIS), as well as the Burnt Oak/ Colindale Opportunity Area, Growth Area, and Tall Building Zone, plus site allocation BNSA1 (Capitol Way Valley). The area is identified for significant growth, although the vast majority of the Opportunity Area is located in the neighbouring borough of Barnet. BNSA1 is identified for mixed use development, including new residential, but also intensified industrial uses.

The site is not located within a conservation area and there are no listed buildings within the site's curtilage. Roe Green Conservation Area is ~225m to the south. The closest statutory listed building is 1 Burnt Oak Broadway (~300m) which has permission for extensive development. Other listed buildings within 500m of the site are locally listed, including Symal House which is also progressing through planning for redevelopment, and the Beis Yaakov Primary School.

The character is predominantly industrial, particularly to the north, east and south. Sensitive residential receptors are however immediately adjacent to the west along Stag Lane. Land to the south east, known as The Northern Quarter (TNQ) has been more recently redeveloped to provide a mixed-use development as part of the regeneration of the wider Growth Area identified in the Local Plan.

The Size and Design of the Proposed Development

The development site is 1.562ha. The proposal is for a 2 storey industrial warehouse type building around 19 metres in height comprising 18,000sq.m. of floorspace, with the first floor being accessible via a vehicular ramp. 14,000sq.m. of the floorspace will be flexible B2 (general industrial) and B8 (storage and distribution), with the remainder being ancillary commercial and café uses within Class E. The unit will be serviced via 62 parking spaces including loading bays located along Capitol Way in a similar arrangement to existing. The servicing yard will also be two storeys. Development will also include associated cycle parking and public realm improvements adjacent to the site.

Information Provided in Support of the Request for a Screening Opinion

The request for screening opinion has been submitted with a supporting statement, EIA screening checklist and Location plan setting out an analysis of the likely environmental effects of the proposal.

Previous History

The site and nearby sites have significant planning history, including a number of non-material amendments and approval of details to application 20/1828. The following are relevant to this screening exercise.

Development	Council reference	Date granted
Demolition of the existing buildings and the redevelopment of the site to provide six buildings ranging between four to twelve storeys comprising residential units and commercial floorspace, and the erection of a part two part three storey commercial building with associated basement car parking, cycle storage, plant and shared external amenity space and landscaped courtyards at ground floor level, and other ancillary works and subject to a Deed of Agreement dated 14 June 2021 under Section 106 of the Town and Country Planning Act 1990, as amended.	19/4545	18/06/2021
Demolition of the existing buildings and the redevelopment of the site to provide six buildings ranging between four to nine storeys and eight three storey mews houses, and the erection of a two storey commercial building, providing a total 4,051m of flexible commercial floorspace (B1(a),(b) and (c), B8, D2 and A3) across the site and 414 residential units including a mix of studio, 1, 2 and 3 bedroom units with associated basement car parking, cycle storage, plant and shared external amenity space and landscaped courtyards at ground floor level, and other ancillary works, subject to Deed of Agreement dated 12 November 2018 under Section 106 of Town and Country Planning Act 1990, as amended	17/0837	12/11/2018

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:

Granted:

Development	Council reference	Status
363 Edgware Road - Demolition of showroom and multi-storey carpark building and erection of a ground plus up to 19 storey building to provide residential units (Use Class C3) with commercial use (Use Class E) at ground floors, together with associated parking at basement and landscaping	21/1124	Awaiting S106
421 and 423 (Symal House) Edgware Road - Demolition of No. 421 and 423 (Symal House) Edgware Road and erection of a building of up to 20 storeys (plus basement) to provide residential dwellings, with convenience foodstore and flexible commercial units at ground floor, together with associated car / cycle parking (basement and ground floor); vehicular access (Carlisle Road / Holmstall Avenue) and highways works (including provision of delivery bay to Carlisle Road / Holmstall Avenue); private amenity space; public realm and landscaping, subject to Deed of Agreement dated xx, under Section 106 of Town and Country Planning Act 1990, as amended.	22/1065	Awaiting S106
381A-D INC, 381-397 INC Edgware Road and 13-20 Park Parade Mansion - Demolition of existing buildings and erection of a new mixed use building comprising commercial uses and residential units, with associated car parking, cycle storage, plant and shared external amenity space at first and fifth floor level with other ancillary works. Subject to a legal agreement dated the 2nd of July 2021.	17/2284	Granted
1 Burnt Oak Broadway - Partial demolition, restoration and extension of former bingo hall to create a part-7, part-8 storey building to provide co-working space and purpose-built shared living units, café with ancillary facilities and associated shared amenity space, landscaping, cycle and disabled parking, subject to Deed of Agreement dated 16th June 2022 under Section 106 of Town and Country Planning Act 1990, as amended.	20/1163	Granted

The site is located within close proximity to the LB Barnet, and is within the Burnt Oak/ Colindale Opportunity Area, the majority of which is located within the LB Barnet. As such, planning applications granted within the LB Barnet have the potential to incur cumulative impacts. The below are therefore included within this assessment.

Development	Council reference	Status
Colindale Station And 167 - 173 Colindale Avenue And Flats 1- 6 Agar House - Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works. (SUBJECT TO LEGAL AGREEMENT DATED 6 MARCH 2020)	19/0859/ou	Granted
Imperial House The Hyde London NW9 5AL – Redevelopment of the Site, comprising the demolition of existing buildings and the erection of buildings ranging from 3 to 16 storeys to provide 102 residential units (Use Class C3) and 499sqm of replacement commercial floorspace (Use Class A3/B1a/D1/D2), along with associated soft and hard landscaping, ancillary refuse and recycling storage, car parking, wheelchair parking, cycle parking and servicing arrangements	19/2897/f	Granted
Registry Office 182 Burnt Oak Broadway Edgware HA8 0A - Demolition of former Barnet Register Office (Class D1) and garages and the erection of a four-storey building containing 30no affordable homes (Class C3). Associated landscaping and car parking	17/6051/f	Granted
Stag House 94 Burnt Oak Broadway Edgware HA8 0FT - Demolition of the existing building. Erection of a four, five and six-storey building to facilitate 51 no (assisted living C2 use) self-contained units with associated communal facilities, landscaping, parking, buggy/cycle storage and refuse and recycling storage	17/8140/f	Granted

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) was adopted at Full Council on the 24th February 2022 and 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'. The development does, however, fall within the description of a Schedule 2 development, classified under item 10 (b) as 'urban development projects'.

'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 item 10(b) is as follows:

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

The proposed development includes more than 1 hectare of urban development which is not dwellinghouse development. With a proposed site area of 1.562ha, the proposed development therefore constitutes 'Schedule 2 development'.

Consideration must therefore be given to whether the proposed development may give rise to significant environmental effects, such that an EIA may be required.

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 include 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 not within, but is located within close proximity to the Brent Air Quality Management Area (AQMA) running along and adjacent to the Edgware 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). The site itself is set back from the main road, being located along Capitol Way and Stag Lane.

There are a number of sensitive receptors in close proximity to the proposed development site, including businesses within the Capitol Way Valley, and residential receptors along Stag Lane and at the adjacent TNQ development.

Documentation Accompanying the Planning Application: *Supporting information states that a standalone air quality assessment will be produced to accompany the planning application which will fully assess all potential air quality impacts associated with the Proposed Development (including cumulative impacts with committed developments where relevant) and outline any recommended mitigation measures.*

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 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. Taking account of these practices the effect of dust soiling and PM₁₀ is likely to be reduced to negligible with the implementation of appropriate mitigation measures. These may include: No idling vehicles; Erect solid screens or barriers around dusty activities or the Site's boundary; Loads entering and exiting the Site are covered; Where practicable use mains or battery powered generators over fuel burning; Other dust suppression measures e.g. damping down with water; and all constructions vehicles and equipment to comply with relevant EU stage ratings. 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 and impacts are considered to be temporary.

Operation

The proposal will include 65 parking spaces including loading bays, and 2 yard areas at both ground and first floors, accessible via a ramp. The existing site includes a significant

expanse of hard surfacing primarily given over to parking and loading. It is therefore not anticipated that redevelopment will result in a significant increase in trips generated. The site also achieves a Public Transport Accessibility Level (PTAL of 2/3), being within close proximity to the Edgware Road and associated bus services. Therefore it is expected that a large portion of employees will take public transport to work, or other sustainable methods from surrounding residential, including cycling for which cycle parking will be provided.

It should also be noted that as the proposal is within a Growth Area, Local Plan policy requires the development to be air quality positive. The Council is likely to seek technical reports that show how an air quality positive development can be achieved in line with Air Quality Positive London Plan Guidance.

It is therefore not anticipated that the operation of the proposed development will result in significant impacts on local air quality.

Mitigation

As the proposal is within a Growth Area, policy requires the development to be air quality positive.

During the construction phase a CEMP should be implemented which implements suitable measures to reduce the impact of dust and emissions. This can be secured via planning conditions.

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 determine the origin of a particular dust nuisance.

For the operational phase, suitable mitigation to be secured through a planning condition to ensure that new internal receptors are adequately protected.

Suitable conditions associated with the Transport Statement and Travel Plan and measures to reduce reliance on the private car, for example through provision of sufficient cycle parking will ensure reductions in impact through vehicle movements.

Local Heritage

Documentation Accompanying the Planning Application: *The screening request has not been accompanied with any specific reports in relation to local heritage given limited proximity to assets.*

The Site does not lie within or near a Conservation Area or an Archaeological Priority Area and as noted above the nearest heritage features are distant from the site. It is considered that views are likely to have limited impact and are not likely to push the proposal into EIA development.

The site has already been subject to significant urban development and can be considered to have a generally low archaeological potential for all past periods of human activity. Past post depositional impacts are considered severe as a result of previous development. On the basis of the available information no further archaeological mitigation measures are recommended in this particular instance.

The Council considers that given the scale of the development and the urban nature of its location the proposed development would not lead to significant adverse environmental effects on heritage assets, as such an EIA is not required in respect of heritage and cultural impacts.

Mitigation

During construction, ensure the erection and maintenance of hoarding.

Climatic Factors

Documentation Accompanying the Planning Application: *The screening request has not been accompanied with any specific reports in relation to climatic factors. The supporting document does however note that the proposal seeks to meet London Plan targets regarding energy usage, including taking the Be Lean, Clean, Green and Seen approach. An Energy Statement and Sustainability Statement should be submitted as part of the planning application process.*

Construction

Emissions from construction traffic and plant can contribute towards the region's greenhouse gas emissions. The materials used also include a large quantity of embodied carbon. 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. This should include achievement of net zero carbon in accordance with policy SI2 of the London Plan.

Operation

The Energy and Sustainability Statement(s) submitted as part of a planning application will need to demonstrate how the proposed development meets existing building regulations and planning policy standards. This should be through actual reductions in carbon emissions, combined with financial contributions where necessary. The provision of the above mentioned achievement of net zero carbon development in accordance with London Plan policy will go some way in achieving these outcomes. The effects of which are beneficial, but are not considered 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.

The s106 will need to be worded to ensure that any required carbon reduction off-set payments are secured.

Taking account of the above the Council does not consider that the environmental impacts related to climate change are significant enough to warrant EIA.

Contaminated Land

Documentation Accompanying the Planning Application: *No discipline specific material has been provided with the screening application.*

Although supporting information states that the nature of works would not result in the release of pollutants or present a risk to contamination of land or water and that the site is not on any contaminated land register, the site is located within an historically industrial area. Based on the site's historical use, there is the potential for sources of contamination related to its and the surrounding land uses. To ascertain the likely level of contamination, a Preliminary Land Contamination Risk Assessment would be required to be submitted with a planning application.

Construction

During construction there is considered to be a low likelihood of fuel leakages / spills from construction vehicles. A CEMP would be implemented to manage potential effects. In addition there is the risk of exposure to contaminated materials and opening up pathways to underlying substrata. Standard mitigation measures will be required during the construction of the proposed development, to ensure that the works are undertaken in an appropriate manner. These should be secured through conditions in agreement with the Council's Contaminated Land Officer. With the implementation of these mitigation measures, no significant effects are considered likely.

Operation

With the implementation of any required impact avoidance measures as part of the construction phase, no significant effects are anticipated at operation.

Mitigation

Standard construction mitigation measures should be secured through the CEMP and through conditions in agreement with the Council's Contaminated Land Officer.

Taking into account the above the contamination issues are not so significant as to warrant and EIA.

Daylight, Sunlight and Overshadowing

Documentation Accompanying the Planning Application: *No discipline specific material has been provided, however, it is noted that a Daylight, Sunlight and overshadowing assessment will be provided with any application.*

There are sensitive residential receptors immediately to the west of the site.

Construction

During construction, there may be a change in the provision of daylight/sunlight due to the construction equipment (i.e. cranes) and the erection of the new buildings. The construction equipment will be temporary and short-term, and therefore not considered to be significant.

The erection of the new buildings will generate some adverse effects as it is built out. The construction effects will however be no greater than the completed, operational development, which are not considered to be significant.

Operation

The current building is one storey of industrial floorspace, although is equivalent in height to the neighbouring 2.5 storey residential (~7.5m). The proposal is for a 2 storey development up to ~19m in height. Although this is a significant increase beyond existing, the site is set

within a Tall Building Zone which in effect allows for development over 30m in height. Therefore 19m in this context and the emerging context is not significant.

The building proposed might have the potential to affect sunlight to sensitive neighbouring uses at certain times of the year due to its proximity to sensitive receptors. Given the distance from receptors and the site's urban location and existing/emerging context, the effects are not considered to be significant.

With respect to onsite receptors the building will sit within a context where tall buildings are not currently prevalent or in close proximity which could impact on sunlight and daylight available to the development. Whilst the site is within a tall building zone, any proposal for a tall building will need to be supported by a Daylight and Sunlight Assessment to fully assess the impact on its surroundings, stepping down to more sensitive edges. As such, significant effects are not considered to be likely.

Mitigation

Taking account of the above it is considered that the environmental impacts in relation to daylight, sunlight and overshadowing would not be so significant to warrant EIA.

Biodiversity (including flora and fauna)

Documentation Accompanying the Planning Application: *A Preliminary Ecological Appraisal (PEA will be submitted as part of the planning application process.*

The site has no specific nature conservation designations, including only limited incidental vegetation within its curtilage. Neither is it adjacent to any significant tracts of green infrastructure. It has however been vacant for a considerable time and therefore may provide nesting for bats, nesting birds or other fauna. Any application will need to ensure it meets national requirements for biodiversity net gain which will ensure that resulting development achieves a betterment upon existing biodiversity value.

Construction

Depending on the findings of the Preliminary Ecological Assessment / Biodiversity Report, a range of standard mitigation measures may be required to reduce potential adverse impacts on biodiversity, such as timing of demolition/ construction activities, relocation of bats and controls on lighting.

There is a potential risk of water contamination from run off during demolition and construction. The potential for contamination risk should be dealt with through the implementation of appropriate mitigation in the demolition and construction phase (to be secured by standard planning condition). It is not considered that the construction of the proposed development will have a significant effect on the integrity of statutory or non-statutory nature conservation designations or protected species and the potential for conservation requirements and objectives would not be diminished.

Operation

New development provides the opportunity to incorporate ecological features through biodiversity net gain and provision of new habitats that would encourage species to the site, which could be included within EMP documents and secured through planning condition.

Supporting measures should be integrated into the new development including wildlife friendly landscaping, biodiverse roofs and invertebrate features, as informed by the PEA. This would

ensure that any potential impacts will be minimised, mitigated and or compensated for during the operational phase.

There is therefore the potential for the proposed development to contribute to biodiversity of the local area through the implementation of ecological enhancement measures. Whilst this is considered to be beneficial, this is not considered to be significant.

Mitigation

Suitable conditions should be in place to ensure potential adverse impacts on any existing protected species are minimised during prior to and during works on site, as well as incorporation of suitable features to encourage bio-diversity resources as part of the development. The potential for contamination risk should be dealt with through the implementation of appropriate mitigation in the demolition and construction phase (to be secured by standard planning condition). Mitigation measures and compliance with regulatory waste disposal controls and hazardous material management would be set out in a CEMP.

Key standard mitigation, compensation and enhancement actions are described within the Preliminary Ecological Appraisal to enable legislative and policy compliance and ensure that potential impacts are fully mitigated or minimised. These measures include recommendations of timing of works, wildlife friendly landscaping, biodiverse roofs and invertebrate features.

Taking account of the above no significant environmental effects should arise which would require the need for an EIA.

Flood Risk

Documentation Accompanying the Planning Application: *In line with government guidance, a Flood Risk Assessment will be required to be submitted to support any future planning application as the development is more than 1ha.*

The site is within Flood Zone 1 for fluvial and surface water, and therefore at low risk of flooding.

Construction

Given the scale of the development and the site's location within Flood Zone 1 the construction of the proposed development is not considered to be at significant flood risk, nor likely to increase flood risk off site.

Operation

The proposed development site is located in an area at low risk of flooding (Flood Zone 1). The existing site is largely hard standing. Supporting information states that due to the nature of the proposals and due to the fact that the site is previously developed and identified for industrial use, no significant alterations to volume and run-off are envisaged. Nevertheless, surface water outfall will, consistent with the Local Plan, need to be at greenfield run off rates utilising appropriate sustainable drainage systems (SuDS), which will likely be betterment compared to existing and reducing the potential for fluvial flood risk off site.

The above potential flooding impacts are likely to be appropriately dealt with by the proposed development and are not considered to be of such significance that they warrant EIA.

Mitigation

The implementation and management of on-site water attenuation and any potential flooding mitigation should be secured through appropriate placement and design of buildings, surface water drainage and sewerage, accompanied with where necessary an associated planning conditions.

Human Health

It is considered that human health (both of existing and new receptors) has been appropriately addressed 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 construction and operation of the proposed development will utilise previously-developed brownfield land in its entirety, bringing an under-utilised site into productive use.

This is not considered to generate any significant effects. No discipline specific mitigation has been relied upon for the EIA Screening Opinion.

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 (e.g. climate change, flood risk) and as such reference should be made to these sections as required.

Noise and Vibration

Documentation Accompanying the Planning Application: *A Noise Impact Assessment, including Vibration Assessment, should be submitted with the planning application for the proposal.*

The site is located within a long established industrial estate where elevated noise levels are to some degree already established. The site has however, been vacant for a considerable period, and the proposed building is of a significant scale, providing HGV access and associated servicing at upper floor levels above existing buildings. This, associated with potential 24 hour operation, may increase the potential for noise impacts on sensitive residential receptors immediately to the west and to the south east.

Construction

Machinery and the processes used during demolition/construction on site can generate new sources of noise and vibration as well as construction traffic movements in the vicinity. The nearby receptors combined with the new noise emissions and vibrations, 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. In the context of traffic movements around the site, the level of construction vehicle movements will not be exceptional. No significant effects are therefore anticipated.

Operation

65 parking spaces, including loading bays are proposed. The first floor will be accessed via a ramp and service yard which will expose sound generated by vehicles/ servicing activities allowing their greater permeation through the surrounding area. Appropriate mitigation through physical screening methods to reduce vehicle/ servicing noise, together with potential operational measures such turning off vehicle reversing warnings at anti-social hours are likely to reduce noise to acceptable levels. Therefore noise associated with vehicle movements and servicing of the development is not anticipated to be significant in EIA terms.

Other sounds and vibrations could arise from industrial activity within the buildings, although due to modern insulation requirements and construction methods, noise pollution and vibration is unlikely to breach the building fabric to any significant level. Measures such as management of the building, including ensuring service doors are closed when not in use can reduce the potential for adverse impact.

No significant effects are therefore anticipated.

Mitigation

Adherence to the CEMP should be secured through a planning condition, the CEMP will include standard mitigation measures to reduce noise and vibration emissions. Plant noise (if applicable) should be controlled to local and national guidelines using a planning condition.

Suitable mitigation will be required to be included within the design of the proposed development and in control of on-site activities to ensure that external and new internal receptors are adequately protected.

Taking account of these matters it is considered that the development will not have significant effects that warrant the need for EIA.

Socio-Economic (including population)

Documentation Accompanying the Planning Application: *No discipline specific documentation of consideration has been given toward socio-economic impacts.*

Construction

The proposed development would create benefits to local employment though providing temporary employment during construction, with an associated increase in spending in the local and regional area. The scale of the development means that the Council is likely to require construction worker training/ apprenticeships as part of a planning obligation to assist local people to learn new skills/ be employed in the building trade. Construction is anticipated to generate approximately 130 temporary jobs. This is considered to be beneficial, but not significant.

Operation

The existing building is vacant due to it not meeting modern operation requirements for industrial occupiers. It therefore does not contribute towards the local economy through providing full time jobs. The proposal is estimated to provide ~325 jobs on site. This is considered to be beneficial, but not significant.

S106 planning obligations will be sought to offset the effects of the development, if appropriate. These financial contributions will mitigate adverse effects, so that significant effects are unlikely.

Mitigation

Financial contributions through S106 planning obligations will be sought to mitigate the effects of increased population/ users, if appropriate. Taking account of these matters it is considered that the development will not have significant effects that warrant the need for EIA.

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 unusually 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

Documentation Accompanying Planning Application: *None*.

On the basis of the information submitted, it is considered that there is no known significant likelihood at this stage, of detrimental effects from or on telecommunications that would warrant the submission of an EIA.

Townscape and Visual Impact

Documentation Accompanying the Planning Application: *A townscape and visual impact assessment will accompany any forthcoming application.*

The site does not lie within a London View Management Framework strategic view, nor within Brent's protected viewing corridors of the National Stadium Wembley, or within the protected viewing corridors of neighbouring boroughs.

Construction

The construction works are likely to require large cranes/ equipment, and therefore there is the potential for adverse effects on views and townscape. That said, given the relatively short term, temporary nature of the construction works and the scale of the development, effects are not considered likely to be significant. Supplementary mitigation can be implemented through the use of hoarding, to provide a physical/visual barrier to the works.

Operation

The proposed building will be ~19m high, which although taller than the existing (~7.5m), is not significant given the local context and built form. Given the scale of the development and the nature of its location within an industrial area, significant effects are not considered likely in EIA terms.

Mitigation

During construction, ensure the erection and maintenance of hoarding. Design, height and massing to reduce potential for adverse impact.

Taking account of these matters it is considered that the development will not have significant environmental effects that warrant the need for EIA.

Traffic and Transport

Documentation Accompanying the Planning Application: *A Transport Statement including Travel Plan will be required to be submitted with any proposed planning application.*

The site is not located immediately off of the strategic road network, with the North Circular Road and M1 being accessible ~3km to the south at Staples Corner. Any associated heavy vehicle movement will therefore have to take place along the Edgware 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. Supporting information states that construction works will be controlled via a CE/TMP. It is considered that any adverse effects can be mitigated through this.

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

Operation

The submitted supporting information identifies that there may be some increase in traffic movement compared with existing, but that this is unlikely to be significant, and will be likely to be below that generated by the granted residential development.

A large portion of trips generated will be from the ~325 employees expected to occupy the site. Workers can travel to the site using public transport given the site's relatively good PTAL of 2/3, or other sustainable means such as cycle for which cycle parking is to be provided.

Other associated impacts will be via the movement of goods vehicles given the more intensive industrial use of the site. Whilst this may be an increase beyond existing, this is unlikely to be significant in EIA terms, and will be mitigated at full application stage.

Mitigation

A CLP should be secured that includes standard mitigation measures to control transport movements (potentially as part of the CEMP).

A travel plan is likely to be necessary to ensure employees are encouraged to access the site by more sustainable methods than the private car. This may need to be aligned with controls on occupants through limiting opportunities for private vehicle parking off-site and if necessary financial payments such as supporting additional bus services can be sought to offset operational effects.

As such no significant environment effects are anticipated to require EIA.

Waste

Documentation Accompanying the Planning Application: A Servicing and Refuse Management Plan will be required to be submitted as part of the planning application process. This should provide an analysis of how the development will adequately cater for the storage and collection of commercial waste during its operation. A CEMP will be sought as part of the planning process to deal with demolition and construction waste matters. A Waste Management Plan should be submitted to ensure appropriate disposal of waste during construction phase.

Construction

Supporting information states that waste will be generated in the construction phase, but that it is unlikely to be significant other than that normally associated with such an urban development. The supporting information states that the depositing of the waste could be recycled where appropriate and disposed of at a licensed site.

The implementation of standard impact avoidance measures will reduce waste from construction activities, which can be secured through the CEMP. No significant effects are therefore anticipated.

Operation

As above, the supporting information states that there will be the production of waste when the development is operational, but that it is unlikely to be significant other than that normally associated with such an urban development.

The decision notice should include suitable conditions to ensure that there is sufficient capacity for the scale of development. A Site Waste Management Plan (SWMP) should also be secured through a planning condition. With the implementation of these mitigation measures, no significant effects are anticipated.

Mitigation

Adherence to the CEMP which will include standard mitigation measures should be secured through a planning condition for construction phase, as well as one that seeks to ensure appropriate disposal of waste during construction phase. The SWMP will ensure adequate measures for waste management are in place prior to and during occupation

Water Quality (hydromorphological changes, quantity and quality)

Documentation Accompanying the Planning Application: *This matter will be addressed in a number of areas, Flood Risk Assessment, Land Contamination Assessment, and the CEMP that will be required as part of the application/ permission process.*

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. In addition the potential of contamination on site could result in pathways either above or below ground being created that lead to watercourses, for example through piled foundations. This will require measures to avoid such potential. 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

There is the potential the operation of the proposed development to affect the foul and surface water capacity/ quantity due to an increased demand. Whilst there may be an increase in demand, given the scale of the development, it is not considered to lead to significant effects. There is the potential for pollutants originating from motor vehicles to enter the surface water and ground water systems. Such risk can be mitigated through the inclusion of pollution control measures in surface water drainage systems, which can be secured by condition. It is not considered, given the scale of the development and the implementation of SuDS (refer to Flood Risk section above) 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 Preliminary Land Contaminated Risk 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.

Wind

Documentation Accompanying the Planning Application: *No information provided in the supporting information as to whether a Wind Microclimate Assessment will be provided. However, local validation requirements only require such an assessment on applications that include tall buildings of 30m or more in height or any other proposal where the development is likely to have an adverse effect upon the wind microclimate.*

Construction

It is recognised that throughout the demolition and construction phase of the project, the cranes and the erection of the new structure may affect the local wind microclimate, however these effects are considered to be temporary and not anticipated to be significant.

Operation

The proposed development has a height of ~19m. Although the massing of the building will be significant, its scale is considered unlikely to result in environmental effects (in terms of wind microclimate) that would be of such significance to warrant EIA.

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 need to be considered when determining if the effects would be so significant as to warrant EIA.

The Council has considered a wide area relative to the proposed scale of the development, consisting primarily of developments set within the Burnt Oak and Colindale Opportunity Area given the preponderance of developments within this area, although have considered other developments outside of this area where they are of significant scale and within close proximity to the proposal. None of the large scale developments within the vicinity have been subject to an Environmental Statement. The Colindale Hospital site in Barnet under H/00342/09 which is now complete was subject to an Environmental Statement, although given this is now complete, it is no longer of particular relevance. Indeed many of the larger plots set within the Burnt Oak/ Colindale Opportunity Area have already been built out. Those which remain are typically smaller and more fragmented, having a smaller potential to result in issues cumulatively, although the scale of development is increasing.

Demolition/Construction

Waste generated at the site is likely to be insignificant. Above ground the building is a steel frame with an external shell primarily comprising corrugated materials, and a smaller amount of brick with few internal partitions. The extensive reinforced floor comprises concrete and steel. Although its age may limit the potential for reuse, nearly all is recyclable. Waste will be limited given the requirement under the London Plan to provide a Circular Economy Statement and maximise the reuse of existing materials on-site in the redevelopment. The movement of waste will likely be along the Edgware Road which again will not be significant.

It is also assumed that the enabling works, demolition 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 construction workers at the construction 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

Whilst the proposal is anticipated to increase vehicle movements beyond that of the existing use given its increase in intensive use, it is anticipated to generate fewer trips than the previously consented residential scheme, which did not require EIA. The proposal as noted will not result in likely significant increases in traffic movement beyond existing, and will therefore not result in significant cumulative effects when considering the currently limited development coming forward within the immediate vicinity.

Whilst there will be an increase in CO2 emissions in the short term, all buildings will be built in accordance with the building regulations prevalent at the time of construction, and will require the achievement of London Plan net zero requirements.

It is considered that the proposed development would not give rise to any significant environmental effects that cannot be mitigated through the relevant pre-commencement conditions, or through the implementation of appropriate mitigation measures attached to the permission.

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 are operational.

It is anticipated that CIL and S106 and other funding streams from Government and service providers will address capacity issues that might exist in relation to on and off-site infrastructure.