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## By E-Mail

7<sup>th</sup> August 2017

Dear Mr Jaulim

Re: Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Request for EIA Screening Opinion for Cannon Industrial Estate, First Way, Wembley, HA9 0JD

Thank you for the e-mail 26<sup>th</sup> July 2017, which requested that the planning authority adopt a screening opinion of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, in respect of a forthcoming planning application for the proposed redevelopment of the aforementioned site.

The proposal is for the redevelopment of the site currently occupied by the Cannon Industrial Estate on First Way, covering an area of approximately 0.69 ha. The existing structures on site comprise of two of double storey brick and metal clad industrial warehouses (arranged as 5 units) of approximately 3,960 sq.m, plus formal parking for 35 vehicles and informal parking for a further 30 more.

It is proposed that this will be replaced with a development brought forward by the University College of Football Business, a Higher Education institution offering undergraduate and post graduate courses in football, business, sports and leisure. The proposed development comprises a higher educational campus within four linked blocks for the following:

- a) Teaching and academic space including an auditorium/lecture theatre, seminar rooms, learning resource centre;
- b) Office space to house finance, marketing, student services, welfare, etc.
- c) Office space for start-up units/incubator space associated with the emerging knowledge base from UCFB Wembley;
- d) Student accommodation for unit to 678 units in a mixture of studios to three bedroom;
- e) Ancillary spaces which are likely to include a student learning centre, gym, laundries, outdoor amenity space and coffee bar.

It is currently proposed that the commercial and college floorspace combined will total 4,800 sq.m.. Three external public courtyards will also be provided as part of the development in the centre and to the

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south of the site. The scheme is proposed to be no more than 11 storeys (36 metres) in height. The western block is proposed to be the highest with the further linked blocks running east stepping down in height to 6 storeys. Primary vehicular and pedestrian access would remain from First Way. The scheme is proposed to be car free with the exception of 5 car parking spaces for visitor/disabled parking associated with all proposed land uses.

Having considered the proposals as detailed in your letter, Brent Council is of the opinion that the application does not fall within Schedule 1 Development of the Environmental Impact Assessment Regulations 2011. In terms of Schedule 2 Development, Part 10, Infrastructure Projects (b) – Urban development projects the proposal is under 1 hectare in size, but proposes 678 student ‘dwellings’ which could be viewed as taking it above the 150 dwelling threshold. As such on a precautionary basis a screening opinion is considered appropriate. Brent Council has also given consideration to the characteristics of the development, its location and potential impact as set out in Schedule 3 of the Environmental Impact Assessment Regulations 2017 and Planning Practice Guidance. Planning Practice Guidance indicates the types of case in which, an EIA is more likely to be required. It states:

*‘Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.’*

EIA is more likely to be required where:

*‘(i) the area of the scheme is more than 5 ha; or  
(ii) it would provide a total of more than 10,000m<sup>2</sup> of new commercial floorspace; or  
(iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).’*

*‘Account is also to be taken of the physical scale of such developments, potential increase in traffic, emissions and noise.’*

(Reference: National Planning Practice Guidance, Environmental Impact Assessments, Annex: Indicative Screening Threshold Paragraph 57)

### **Ecology and Nature Conservation**

Planning Practice Guidance states, in general, the more environmentally sensitive the location, the lower the threshold will be at which significant effects are likely. Environmentally sensitive locations are considered to comprise:-

- a) Sites of Special Scientific Interest, any consultation areas around them (where these have been notified to the local planning authority under article 10 (u)(ii) of the GPDO), land to which Nature Conservation Orders apply and international conservation sites; and
- b) National Parks, the Broads, Areas of Outstanding Natural Beauty, World Heritage Sites and scheduled monuments.

The site is not within a sensitive area as defined by Regulation 2 of the EIA Regulations. The Brent Welsh Harp SSSI and LNR is located approx. 1.65 km to the north east of the site. The Fryent Country Park SINC and LNR and Masons Field LNR are located approximately 2km to the north. A wildlife corridor and grade I Site of Importance for Nature Conservation (SINC) is located along the Chiltern railway line within 400 metres south of the site. There is also a SINC Grade 1 along the Wealdstone Brook/Brent River Park within 500 metres to the east. The development is separated from these features by significant areas of built form and in terms of environmental impact is likely to be insignificant in the context of existing and proposed developments on them. The site has extremely limited ecological features associated with existing planting. I am of the view that the proposed development would not cause any significant adverse impacts in this regard to warrant an EIA.

### **Traffic related impacts-Movement and Safety**

The council does not consider that the development will result in significant impacts on highway capacity or the transportation network to warrant an EIA related to this issue. The limited parking on site means that the majority of movements to and from it will be pedestrian/cyclist or public transport orientated. The council accepts that the development will lead to some traffic and air pollution within the vicinity of the development during its construction. During the occupation of the site the level of car parking will be significantly below that currently provided and in all likelihood lead to less vehicles seeking to access the premises compared to the existing situation. These impacts however, are not significant when taking into account the existing situation and the mitigation proposed in relation to this site, the wider Wembley masterplan area and the management of movement to and from the area generally and the stadium/its environs on event days. A transport assessment submitted with the application will identify impacts and proposed solutions to limit these.

### **Contamination**

It is considered that there is a small risk of contamination at the site, due to its historic industrial use. To date invasive ground surveys do not indicate gross contamination. A Preliminary Environment Risk Assessment undertaken by a suitably qualified person will be required alongside the planning application. This is to include information on past and current uses and a Conceptual Site Model of potential pollutants, pathways and receptors. However, on the basis of experience with other application sites this is not considered to be large enough, complex or unusual enough to require an EIA related to this issue.

### **Archaeology and Architectural Context**

The site is not located within an Archaeological Priority Area or Site of Archaeological Importance (as defined on the policies map). An initial assessment indicates that the key archaeological potential of the site to contain truncated remains of the India Pavilion constructed for the Empire Exhibition of 1924, of low significance. The impact of the scheme on any remains would be direct, adverse and permanent associated with site preparation and foundation construction. It would reduce their heritage significance in the areas affected to negligible or zero. The potential effects however are not of such a magnitude to warrant EIA. Impacts on below ground heritage will be successfully mitigated by preservation by record in accordance with a written scheme of investigation, secured via a standard condition of any planning consent.

It is not located within a conservation area, the nearest is Wembley High Street Conservation Area to the west. There are no listed buildings in close proximity, the Grade II listed Wembley Arena is located approximately 500m to the north-west. Views from the site to the arena will be obscured by new development emerging from the ground adjacent. The site is adjacent to Wembley National Stadium which is subject to policies that seek to protect the views to it and in particular its arch. The development should be in accordance with these policies to protect the views of the stadium.

Overall, the building is unlikely to have significant impacts on the setting of features of historic or cultural importance to warrant an EIA in respect of this issue. An Archaeological desk based assessment, plus the design and access statement and Townscape Assessment will greater analyse existing assets and how the development is consistent with the desire to suitably address archaeology and protect the setting and views of the stadium.

### **Air Quality and Noise**

The site does fall within Brent's Air Quality Management Area. The development is not likely to release significant pollutants or hazardous, toxic or noxious substances into the air, either during its construction or occupation stages. There may be some potential for the development to require mechanical ventilation to address nitrogen oxide levels. The proposed use is not predicted to have a significant effect upon air quality or traffic generation in the area which would require an EIA related to this issue.

It is anticipated the proposal will result in an increase in noise levels during construction. There will be some noise associated with the occupation of the development related to minor levels of transport movement and plant. There are some potential noise generators in the surrounding road network and rail lines. Noise generated from stadium events might impact on residents, which will need to be addressed through suitable solutions to the building's fabric. The noise levels however, are not considered to be significant enough to warrant an EIA in respect of this issue. A noise and vibration technical assessment and air quality assessment will identify development impacts and how these can be best addressed to minimise impacts.

### **Other impacts**

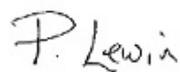
The council has assessed other possible impacts (as set out in the attached screening checklist) and effects of the development, and considers that there are none that are significant enough to warrant an EIA.

In conclusion, having assessed the proposals in light of the criteria set out in Annex 'Indicative Screening Threshold' of National Planning Practice Guidance described above and the likely impacts of the proposals, the Local Planning Authority does not consider that the proposal for the educational use with associated living accommodation requires an Environmental Impact Assessment (EIA).

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Date of Decision: 7<sup>th</sup> August 2017

On behalf of the Council of the London Borough of Brent



Paul Lewin  
Planning Policy & Projects Manager  
Planning and Regeneration  
Brent Council

# SCREENING CHECKLIST

(taken from Guidance on EIA: Screening, European Commission, June 2001)

## Summary of features of project and of its location indicating the need for EIA

| Questions to be Considered For further guidance on factors to be considered see the more detailed questions listed in the Scoping Guidance  | Yes / No / ?<br>Briefly describe   | Is this likely to result in a significant effect?<br>Yes/No/? – Why?  |
|---|--|---|
| 1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc)?  | Yes – the site is in an urban area currently characterised by lower density industrial uses. The proposed development ranges 6 to 11 storeys in height.  | No - The form of development is a variant from that which currently exists on the site, however, it is reflective of the scale of emerging development to the north and west of the site. (which in fact in places is significantly higher). It is not of a scale that physical changes are likely to have significant effects to warrant an EIA. Impacts on micro-climate, day lighting, wind, overshadowing, townscape and views will be assessed through the planning application. |
| 2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?   | Yes – only those typical of construction activities within an urban area, but limited amounts of non-renewables such as oil based fuels. During the operational phase natural resources such as energy and water will be consumed. | No – the construction of this proposed development in this location is not predicted to have a complex or unusual effect and therefore would not have a significant effect on natural resources.  |
| 3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health? | No - the proposed development will not involve the use, storage, transport or production of substances or materials which could be harmful to people or the environment.   | No – the development is likely to use construction materials typical of residential and commercial developments.  |
| 4. Will the Project produce solid wastes during construction or operation or decommissioning?   | Yes –There will be waste produced from demolition of existing buildings, in construction of the new building and potentially its decommissioning in the future if redeveloped.   | No – the waste material produced during demolition, construction and potential decommissioning will be typical of those of buildings being predominantly recyclable materials of metals and aggregates. A construction management plan will detail how such material will be dealt with.  |

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| 5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?  | No –There are no elements of the proposed development that are likely to result in the generation or release of noxious, hazardous or toxic substances to air.  | No – It is likely the developers will use a Construction Environmental Management plan to reduce the potential for short term impacts of dust in demolition and construction and other air borne material, typically through suppression techniques, consequently there will not be any environmental nuisance in respect to significant release of pollutants or contaminants. |
| 6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?  | Yes, noise and some vibration may be generated by construction and demolition, but this can be managed by conditions. Occupants of the building may be subject to noise/vibration associated with stadium events. There will be some noise associated with the occupation of the development related to transport movement and plant. There are some potential noise generators in the surrounding road network and rail lines. Post completion there may be light spill associated with the residential development. | No – The effects are not predicted to be significant or unusual. Noise, and light will be generated but these effects are not predicted to be significant in this context and can be reduced by appropriate conditions/mitigation measures. A noise and vibration technical assessment will support the application.  |
| 7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea? | Yes – the site is within an industrial, site and therefore there is a risk the development will activate and spread contamination. To date however the intrusive ground investigation undertaken on site has identified no evidence of gross contamination. The site has been identified as potentially suffering from surface water flooding to a lesser extent. It is in fluvial Flood Zone 1.  | No – mitigation to be agreed prior to works. No ground water was identified on site. There will be limited areas of hardstanding in the development with potential for pollution generation, e.g. oils/contaminants from vehicles. A drainage strategy will deal with mitigating impacts of water run-off from the site.  |
| 8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?                                      | No – the construction and operation of the site do not involve the use of high risk substances or the use of high risk technologies.  | No – It is considered that there would be no significant risk of accidents as a result of the end use of the development.   |
| 9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?   | Yes – The proposal will increase introduce residential development into an area which is currently  | No – The proposed increase in residential population is in the context of wider plans to provide a further 11,500   |

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|  | <p>predominantly industrial in nature, this will give rise to the need for social infrastructure.</p>   | <p>homes in Wembley Growth Area, with associated infrastructure. This is set out in the Wembley Area Action Plan which has been subject to SEA. The rise in local population from this development is not predicted to be large in relation to the context, and therefore not significant. The employment provision is overall likely to be comparable with that which currently exists on site, if not greater, with overall a likely higher skill level of employment provided, when occupied. The construction phase will also provide employment opportunities. The proposed student accommodation will potentially result in an exceedance of the 20% of the population cap set in the WAAP. The impact of this will have to be assessed against the other material considerations of the application.</p> |
| <p>10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?</p> | <p>Yes – the site is part of the Wembley Growth Area and Opportunity Area. There have been two significant outline planning permissions that deal with Quintain’s landownership, plus others related to smaller sites within the area, including on the adjacent site to the north, Kelaty House.</p> | <p>No – the approach for Wembley Growth Area is set out in the Core Strategy and Wembley Area Action Plan, both of which have been subject to SEA. Therefore cumulative impacts have been considered at a strategic level. The recent outline permissions considered cumulative impacts and found no significant environmental impacts would result from the developments. The scale of this development is not so significant that it would alter such outcomes.</p>   |
| <p>11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?</p>              | <p>The site is not within a sensitive area as defined by Regulation 2 of the EIA Regulations. The Brent Welsh Harp SSSI and LNR is located approx. 1.65 km to the north east of the site. The Fryent Country Park SINC and LNR and Masons Field LNR are located</p>                                   | <p>No – the development is separated from these features by significant areas of built form and in terms of environmental impact is likely to be insignificant in the context of existing and proposed developments on them.</p>  |

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|  | approximately 2km to the north. A wildlife corridor and grade I Site of Importance for Nature Conservation (SINC) is located along the Chiltern railway line within 400 metres south of the site. There is also a SINC Grade 1 along the Wealdstone Brook/Brent River Park within 500 metres to the east. The site has very limited ecology, with some planting of isolated semi-mature trees, shrubs and mown grass principally along First Way. |   |
| 12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project? | As set out in 11 above, the Brent Welsh Harp SSSI and LNR and Wealdstone Brook SINC are waterbodies recognised for their ecological value.  | No – the Welsh Harp is upstream and the Brook will not be directly adversely impacted by the proposal. A drainage strategy will deal with water run-off from the development to limit volume and not undermine water quality.   |
| 13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?                   | No  | No  |
| 14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?  | No  | No  |
| 15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?  | Yes – there are protected views to Wembley Stadium.   | A townscape and visual assessment has been undertaken, including visualisations from a number of locations identified within the WAAP. These demonstrate that the proposal will be well below the level of the arch/stadium roof and will not adversely impact upon its presence within the wider townscape. Impact on views is not significant enough to warrant an EIA in relation to this issue. |
| 16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?  | Yes – First Way is an important route to the National Stadium on event days, both for vehicles and pedestrians.   | No – the proposal will not directly impact on First Way in terms of reducing its capacity for movement.   |
| 17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which  | Yes – First Way experiences congestion, particularly on events days as does the   | No - In the short term construction traffic and its movement/management may   |

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| could be affected by the project?  | North Circular.  | have an impact on the local highway network. The transport assessment and construction management plan will need to consider how this will be addressed, particularly around events days. The removal of 60 plus parking spaces will reduce the potential impact of the development on road movements in particular, to the likely marginal benefit of impacts on congestion within the area.   |
| 18. Is the project in a location where it is likely to be highly visible to many people?   | Yes – the site is visible from the busy First Way road and will be adjacent to the National Stadium’s coach park and potentially visible from the pedestrian concourse, used by tens of thousands on event days.   | No – New development will not be out of scale in light of other planned developments in the locality and should be more positive aesthetically than the existing utilitarian industrial building.   |
| 19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project? | Yes – the site is not located within a conservation area, the nearest is Wembley High Street Conservation Area to the west. It is also not within an Archaeological Priority Area or Site of Archaeological Importance. An initial assessment indicates that the key archaeological potential of the site to contain truncated remains of the India Pavilion constructed for the Empire Exhibition of 1924, of low significance. There are no listed buildings in close proximity, the Grade II listed Wembley Arena is located approximately 500m to the north-west. Views from the site to the arena are obscured by Wembley Stadium. The site is adjacent to the Stadium, an iconic venue which has policies to protect its setting and visibility of its arch in particular. | No, the potential effects are not of such a magnitude to warrant EIA. The impact of the scheme on any archaeological remains would be direct, adverse and permanent associated with site preparation and foundation construction. It would reduce their heritage significance in the areas affected to negligible or zero. Impacts on below ground heritage will be successfully mitigated by preservation by record in accordance with a written scheme of investigation, secured via a standard condition of any planning consent. Impacts on the conservation area or listed buildings are not considered significant enough to warrant an EIA due to the distance. Any development should be in accordance with policies that seek to protect the setting of the stadium and longer distance views of its arch. A townscape/views study will allow a full assessment of impacts |
| 20. Is the project located in a previously undeveloped area where there will be loss of  | No   | No  |

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| greenfield land?   |  |  |
| 21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project? | Yes – there are homes and community uses to the north-east. The site is located within an area which is currently industrial in character. | No - the proposal will complement these uses, and the wider regeneration of Wembley. It will need to be demonstrated the development provides a suitable boundary to industrial uses to the east, and will not impact on their continued operation.  |
| 22. Are there any plans for future land uses on or around the location which could be affected by the project?   | Yes - The site forms part of Wembley Growth Area and is part of the wider regeneration plans for Wembley.                                  | No – the proposal will complement regeneration in the area.  |
| 23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?   | Yes, Wembley Growth Area will be populated with predominantly higher density housing and some commercial uses.                             | No – the proposed development is likely to be consistent with policies development plan policies for the area, related to uses, forma and scale. Further potential pressure on physical and social infrastructure will be limited through mechanisms that seek to limit its use, vehicle trip generation or CIL and S106 obligation contributions to overcome impact. These will be assessed through the planning application.           |
| 24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?  | No – the immediate context is currently dominated by industrial uses and Wembley Stadium to the west.                                      | No   |
| 25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?                                   | No   | No   |
| 26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?   | Yes – the site is within an Air Quality Management Area.   | No - The impacts are unlikely to be significant. The impact of the construction phase will be temporary and dealt with via a construction management plan or conditions related to a transport assessment so as not to increase congestion. Impacts on residents of air quality will also be assessed, it is anticipated that additional ventilation will be required at the proposed development to mechanically vent Nitrogen Oxides.. |
| 27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion,   | No, the site is within fluvial flood zone 1. In terms of   | No, there will be amendments to the site's   |

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| flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems? | surface water flooding, some 'lesser' risk has been identified. | levels which address the surface water lesser flooding risk. |
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The **Screening Checklist** provides a list of questions to help identify where there is the potential for interactions between a project and its environment.

These questions have been considered for each "Yes" answer in the **Screening Checklist** and the conclusion and the reasons for it noted in the checklist. The questions are designed so that a "Yes" answer will generally point towards the need for EIA and a "No" answer to EIA not being required.

### Questions to be Considered

1. Will there be a large change in environmental conditions?
2. Will new features be out-of-scale with the existing environment?
3. Will the effect be unusual in the area or particularly complex?
4. Will the effect extend over a large area?
5. Will there be any potential for transfrontier impact?
6. Will many people be affected?
7. Will many receptors of other types (fauna and flora, businesses, facilities) be affected?
8. Will valuable or scarce features or resources be affected?
9. Is there a risk that environmental standards will be breached?
10. Is there a risk that protected sites, areas, features will be affected?
11. Is there a high probability of the effect occurring?
12. Will the effect continue for a long time?
13. Will the effect be permanent rather than temporary?
14. Will the impact be continuous rather than intermittent?
15. If it is intermittent will it be frequent rather than rare?
16. Will the impact be irreversible?
17. Will it be difficult to avoid, or reduce or repair or compensate for the effect?