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Dear Mr Glover

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

REQUEST FOR AN EIA SCREENING OPINION FOR THE DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A DEVELOPMENT OF UP TO 26-STOREYS COMPRISING COMMERCIAL USES ON THE GROUND FLOOR AND RESIDENTIAL USE ON THE UPPER FLOORS WITH ASSOCIATED CAR PARKING, AMENITY SPACE AND LANDSCAPING AT 10-11 WATKIN ROAD, WEMBLEY, HA9 0NL

On behalf of Barratt London, I write to seek the formal Environmental Impact Assessment (EIA) screening opinion of the London Borough of Brent ('the Council') in respect of a proposed demolition of existing buildings and erection of a development of up to 26-storeys comprising commercial uses on the ground floor and residential uses on the upper floors with associated car parking, amenity space and landscaping at 10-11 Watkin Road, Wembley, HA9 0NL ('the Site').

Under Part 2, Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), a person who is minded to carry out development may request the relevant planning authority to adopt a screening opinion as to whether the proposed development is EIA development.

The Regulations require that a person making a screening opinion request provide:

- a) *a plan sufficient to identify the land;*
- b) *a description of the development, including in particular—*
 - (i) *a description of the physical characteristics of the development and, where relevant, of demolition works;*
 - (ii) *a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;*
- c) *a description of the aspects of the environment likely to be significantly affected by the development;*



- d) *to the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from—*
- (i) the expected residues and emissions and the production of waste, where relevant; and*
 - (ii) the use of natural resources, in particular soil, land, water and biodiversity; and*
- e) *such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

This letter and the enclosed plans comprise a request for the Council to adopt a screening opinion for the proposed development.

Location of the Proposal

The Site comprises car repair garages (use class B2), accompanied by a mix of industrial (use classes B1 and B2), and ancillary office buildings (use class B1). The Site is 0.25ha in size and is bounded by North End Road to the north and Fulton Road to the south, with existing industrial / commercial uses directly to the east and west.

There are several of new developments in the immediate locality. Approximately 50m to the west of the Site is a newly built, part 17, part 19-storey student accommodation development called Felda House on Albion Way (LPA Ref: 13/1494). Directly to the south of Felda House, Apex House, is a newly constructed part 8, part 9 and part 28-storey building, comprising 558 student accommodation units and commercial space (LPA Ref: 15/4708). Further to the north-west (approximately 130m from the Site) is a 21-storey student accommodation building, known as Victoria Hall, located along North End Road.

Further buildings in excess of ten-storeys are located along Olympic Way, 130m to the south-west of the Site.

Directly to the north of the Site, on the north side of North End Road, proposals for redevelopment of the former Amex House comprise one 4-8 storey crescent-shaped building and one 13 storey building comprising 195 residential units (LPA Ref:16/1404). Further significant change is planned for the area, including the wider Wembley Area proposal by Quintain (LPA Ref: 15/5550) of up to 420,000 sqm of new floorspace including retail, finance, commercial, hotel, residential, education and community uses.

Directly to the south is a modern retail park and to the east are industrial units similar to those currently on the Site. This area will also be subject to significant change, following implementation of the wider Wembley Area planning permission.

The Site is not in a Conservation Area and the existing buildings on Site are not listed or locally listed.

Brent Town Hall, approximately 570 m north of the Site is Grade II listed. Wembley Arena (formerly the Empire Pool) and three K6 telephone kiosks, approximately 440 m and 630 m to the south-west of the Site respectively, are Grade II listed buildings. The closest scheduled monument to the Site is a 'Medieval moated site, 454 m south-west of Sudbury Golf Club House', which is 3.2 km to the south west of the Site. Given the height of the Proposal there is potential for intervisibility with these assets.

The Site is not located in or adjacent to a SSSI, SPA, SAC or Ramsar site and is not in or adjacent to a Local Nature Reserve. Brent Reservoir, 1.5 km to the north-east of the Site, is a SSSI and Local Nature Reserve. Last assessed on 23 January 2008, Brent Reservoir was identified as being in favourable condition, having a good breeding bird assemblage on the open water and lowland fen habitats across the site.

The Site is to the south of Wealdstone Brook and lies in partly Flood Zone 2 and partly Flood Zone 3.

The Site is in the Wembley and Tokyngton Air Quality Management Area (AQMA). The Brent Air Quality Action Plan 2017-2022 identifies the designation of four Air Quality Focus Areas (AQFA); Neasden town centre, Church End, the Kilburn Regeneration Area, and Wembley and Tokyngton, and sets out specific projects to manage air pollution in these areas.

The Site is identified in the Wembley Area Action Plan ('the WAAP') for mixed use development under *Policy W26: Watkin Way*. The WAAP was the subject of Strategic Environmental Assessment, as documented in the Sustainability Appraisal, January 2015.

The proposed development

The proposed development comprises the demolition of existing buildings and erection of a development of between 13 and 26-storeys comprising commercial uses on the ground floor and residential uses on the upper floors with associated car parking, amenity space and landscaping at 10-11 Watkin Road, Wembley, HA9 0NL.

The proposed development would be a mixed use scheme comprising:

- demolition of the existing buildings and hardstanding and site preparation works;
- development of up to 300m² of commercial floorspace on the ground floor fronting Watkin Road and North End Road;
- development of up to 280 residential units comprising a mix of sizes and tenures with private and communal amenity space; and
- public realm enhancements including soft and hard landscaping.

This request for an EIA screening opinion is for a proposed building of up to 26-storeys. The maximum height of the building would be 85 metres.

Pedestrian and vehicular access to a surface level car parking and servicing area would be from North End Road, with pedestrian access also provided from Watkin Road.

Conventional methods would be employed for the demolition and clearance of the existing buildings and construction of the building. Required approvals and agreements would be in place to manage environmental controls through the construction process. The completed building would be permanent.

Waste generated during the demolition and construction periods would be managed by competent persons holding necessary waste carrier licences. Waste would be managed in accordance with the waste hierarchy, to include segregation of waste for recycling and recovery.

The current design proposals comprise the delivery of a single T-shaped building with central internal service area and commercial space on the ground floor, with residential units above.

Screening requirements of the EIA Regulations and guidance

The EIA Regulations define 'EIA development' as development which is either 'Schedule 1 development' or 'Schedule 2 development' that is *'likely to have significant effects on the environment by virtue of factors such as its nature, size or location'*.

- Schedule 1 identifies development types requiring EIA; and,
- Schedule 2 identifies development types where, if located in a sensitive area¹, or if the relevant threshold criteria in column 2 are exceeded, consideration against Schedule 3 is required in order to determine whether the proposal is likely to have significant effects on the environment, by virtue of factors such as its nature, size or location.

Regulation 3 of the EIA Regulations prohibits the relevant planning authority, the Secretary of State or an inspector from granting planning permission or subsequent consent for EIA development unless an EIA of that development has been carried out.

The Proposal does not fall within any of the categories within Schedule 1. It is not Schedule 1 development and is not in a sensitive area.

Where not located within a sensitive area, Schedule 2 of the regulations identifies development types where EIA could be required, if certain thresholds are exceeded. For such proposals, subsequent screening against Schedule 3 of the regulations is required to be undertaken.

The proposed development falls within an applicable threshold or criterion in the corresponding part of column two of Schedule 2. By virtue of the number of proposed residential units, the proposed development meets one of the criteria in Section 10 (b) of Schedule 2, which states:

- *10. Infrastructure Projects*
 - (b) *Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas;*
 - ...(ii) *the development includes more than 150 dwellings...*

¹ "sensitive area" means any of the following – land notified under section 28(1) (sites of special scientific interest) of the Wildlife and Countryside Act 1981(a); a National Park within the meaning of the National Parks and Access to the Countryside Act 1949(b); the Broads(c); a property appearing on the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage(d); a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979(e); an area of outstanding natural beauty designated as such by an order made by Natural England under section 82(1) (areas of outstanding natural beauty) of the Countryside and Rights of Way Act 2000(f) as confirmed by the Secretary of State; a European site;

As noted, the Proposal is for a development that includes up to 280 dwellings, above the indicative 150 dwelling threshold.

Schedule 2 development requires an EIA if it is considered likely to have a significant impact upon the environment by virtue of factors such as nature, size and location. The online National Planning Practice Guidance ('the PPG') was accessed on 18 April 2018². Paragraph 018 of the PPG on Environmental Impact Assessment highlights that:

'...Only a very small proportion of Schedule 2 development will require an Environmental Impact Assessment. While it is not possible to formulate criteria or thresholds which will provide a universal test of whether or not an assessment is required, it is possible to offer a broad indication of the type or scale of development which is likely to require an assessment. It is also possible to provide an indication of the sort of development for which an assessment is unlikely to be necessary. To aid local planning authorities to determine whether a project is likely to have significant environmental effects, a set of indicative thresholds and criteria have been produced. See the indicative thresholds and criteria. The table also gives an indication of the types of impact that are most likely to be significant for particular types of development. However, it should not be presumed that developments above the indicative thresholds should always be subject to assessment, or those falling below these thresholds could never give rise to significant effects, especially where the development is in an environmentally sensitive location. Each development will need to be considered on its merits...' Reference ID: 4-018-20170728.

The PPG provides advice on how account mitigation measures should be taken into account at the screening stage. Paragraph 023 of the PPG on Environmental Impact Assessment states:

'Developers are encouraged to identify any features of their proposed development and any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment and to include these with the information required to inform the screening decision (see regulation 6). The extent to which mitigation or other measures may be taken into account in reaching a screening opinion depends on the facts of each case. The local planning authority must have regard to the amount of information available, the precautionary principle and the degree of uncertainty in relation to the environmental impact...' Reference ID: 4-023-20170728.

Paragraph 058 of the PPG on Environmental Impact Assessment provides indicative criteria and threshold information for projects that fall under Schedule 2 of the EIA Regulations. In relation to urban development projects it states:

'The criteria and thresholds in column 2 represent the 'exclusion thresholds' in Schedule 2 of the Regulations, below which Environmental Impact Assessment does not need to be considered (subject to the proposal not being in a sensitive area). The figures in column 3 are indicative only and are intended to help determine whether significant effects are likely. However, when considering the thresholds, it is important to also consider the location of the proposed development...' Reference ID: 4-057-20170720.

In respect of potential cumulative effects with other development, paragraph 024 of the PPG of the PPG on Environmental Impact Assessment advises that:

'Each application (or request for a screening opinion) should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in

² Accessed here: <https://www.gov.uk/government/collections/planning-practice-guidance>

determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development.’ Reference ID 4-024-20170728.

Part 2, Reg. 4 of the EIA Regulations requires the local planning authority (LPA) to take into account the following in making the decision:

- a) *any information provided by the applicant;*
- b) *the results of any relevant EU environmental assessment which are reasonably available to the relevant planning authority or the Secretary of State; and*
- c) *such of the selection criteria set out in Schedule 3 as are relevant to the development’.*

The criteria set out in Schedule 3 relate to (1) the characteristics of development, (2) the location of development and (3) the types and characteristics of the potential impact. An assessment of the Proposal under these headings is provided below.

Possible environmental effects - general

Barratt London has a good understanding of the possible environmental effects of the proposed development, having significant experience in the delivery of similar developments throughout London. The design of the building reflects this experience and, as such, environmental mitigation is inherent in the proposals. This is particularly the case with respect to the control of emissions during construction and the visual effects of the proposed development, which would be managed through good design.

In the absence of inherent and additional mitigation and in advance of any judgments of the significance of individual effects, the possible environmental effects of the proposals are as follows:

- *Air quality* – from emissions and dust generated during the demolition and construction phases and emissions resulting from the occupancy of the building, including vehicular emissions.
- *Noise and vibration* – from the demolition and construction operations and from the use of the building.
- *Landscape and visual effects* – near and far-field views of the building from the road network, public open space, public rights of way, residential properties and effects on the setting of heritage assets.
- *Hydrology, ground conditions and flood risk* – the risk of contamination from the demolition and construction phases and from the operation of the building, including use of areas providing vehicular access. The risk of flooding caused by the development and the management of flood risk both within the Site and beyond its boundaries.
- *Social and environmental effects* – including the creation of new employment through the demolition, construction and operational phases, and the benefit of housing provision at a time of acknowledged national and local need.
- *Transport* – the introduction of additional traffic on the local road network as a result of the demolition, construction and operational phases.

- *Biodiversity and ecology* – the effects on existing biodiversity and ecology from the demolition of the existing buildings and construction and operation of the proposed development.
- *Cultural heritage* – the effects of the proposals on the setting of nearby heritage assets and non-designated heritage assets.
- *Risks to human health* – the risk of accidents or disasters resulting from the demolition, construction and operational phases of the proposed development.

Consideration of the Proposal against Schedule 3 criteria

As noted, Schedule 3 of the EIA Regulations sets out the following selection criteria for screening Schedule 2 development:

Characteristics of development

1. *The characteristics of development must be considered with particular regard to—*

- (a) *the size and design of the whole development;*
- (b) *cumulation with other existing development and/or approved development;*
- (c) *the use of natural resources, in particular land, soil, water and biodiversity;*
- (d) *the production of waste;*
- (e) *pollution and nuisances;*
- (f) *the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;*
- (g) *the risks to human health (for example, due to water contamination or air pollution).*

Location of development

2.(1) *The environmental sensitivity of geographical areas likely to be affected by development must be considered, with particular regard, to—*

- (a) *the existing and approved land use;*
- (b) *the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;*
- (c) *the absorption capacity of the natural environment, paying particular attention to the following areas—*
 - (i) *wetlands, riparian areas, river mouths;*
 - (ii) *coastal zones and the marine environment;*
 - (iii) *mountain and forest areas;*
 - (iv) *nature reserves and parks;*
 - (v) *European sites and other areas classified or protected under national legislation;*
 - (vi) *areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;*
 - (vii) *densely populated areas;*
 - (viii) *landscapes and sites of historical, cultural or archaeological significance.*

Types and characteristics of the potential impact

3. *The likely significant effects of the development on the environment must be considered in relation to criteria set out in paragraphs 1 and 2 above, with regard to the impact of the development on the factors specified in regulation 4(2), taking into account—*

- (a) *the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);*
- (b) *the nature of the impact;*
- (c) *the transboundary nature of the impact;*
- (d) *the intensity and complexity of the impact;*
- (e) *the probability of the impact;*
- (f) *the expected onset, duration, frequency and reversibility of the impact;*
- (g) *the cumulation of the impact with the impact of other existing and/or approved development;*
- (h) *the possibility of effectively reducing the impact.*

These criteria will now be considered in turn.

1. Characteristics of development

a) The size and design of the whole development

The development would include less than 1 ha of urban development, being on a site area that extends to 0.25ha. This is below the applicable thresholds of 1 ha of built development and 5 ha of overall development area specified in Column 2 of 10(b) of Schedule 2.

The proposed development would involve the intensification of land. The characteristics of the development would not have a significant urbanising effect, with the Site being located in a part of the Borough undergoing significant intensification over a much wider area. The development would be of a type and scale consistent with other development in the local area, including Felda House, Apex House, Victoria Hall, various buildings along Olympic Way and in the wider Wembley area to the south of the Site. The size of the proposed development and its design would be viewed within the context of existing tall and landmark buildings.

b) Cumulation with other existing development and/or approved development

As set out above, PPG clarifies that each screening request should be treated on its merits and that there may be occasions where other existing or approved development may be relevant to determining whether significant effects are likely.

Major development schemes permitted or implemented within the vicinity of the Site include:

- Directly north of the Site, on the north side of North End Road: Redevelopment of the former Amex House site and erection of one 4 to 8 storey building and one 13 storey building comprising 195 residential units (LPA Ref:16/1404).
- 8 Fulton Road (Olympic Office Centre): Redevelopment of the Olympic Office Site and erection of a part-21 and part-15 storey building comprising 253 residential units (LPA Ref: 17/5097).

- Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton and land opposite London Design: Full planning permission for erection of a 10-storey car park to the east of the Stadium. Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sq. m (gross external area) of new floorspace within a series of buildings comprising: Retail/financial and professional services/food and drink (Use Class A1 to A4) up to 21,000 sq. m; Commercial (Use Class B1) up to 82,000 sq. m; Hotel (Use Class C1): up to 25,000 sq. m; Residential (Use Class C3): up to 350,000 sq. m (up to 4,000 homes); Education, healthcare and community facilities (Use Class D1): up to 15,000 sq. m; Assembly and leisure (Use Class D2): 23,000 sq. m; Student accommodation (Sui Generis): Up to 90,000 sq. m (LPA Ref 15/5550).

The parameters for the wider Wembley area redevelopment plans by Quintain include a proposed mixed use (B1/D1/C3) building (NE05) directly to the south of the Site, which includes development up to 104.5m above proposed ground levels, and, directly to the west of this, building NE06 is proposed for residential use and will be up to 136m above proposed ground levels. Building NE06 will be the tallest building within the consented scheme, at 31 storeys. The committee report for the proposal acknowledged that *'The proposed arrangement of building heights (within the northern east area) is considered to be acceptable, resulting in the creation of a cluster of taller buildings with a clear hierarchy. The incorporation of lower elements of building where they adjoin the eastern and western sides of the park is supported, providing a human scale fronting the part and reducing over-shadowing'*.

The proposed development would fit within, and complement, the existing and proposed cluster of taller buildings within this part of the wider Wembley Area. The concentration of residential units within a highly accessible location is not anticipated to result in adverse cumulative transport or access effects, with development contributing to the wider sustainable transport strategy of the WAAP.

The transport assessment (TA) submitted with the planning application will consider the cumulative effects of the aforementioned proposals. This modelling will, where necessary, provide the future baseline for noise and air quality assessments.

In summary, the Proposal forms a part of a planned regeneration over a much wider area and is not considered that the proposed development would give rise to significant cumulative effects.

c) *The use of natural resources, in particular land, soil, water and biodiversity*

The effects of the design, construction, and operational management of the proposed development on natural resources has been considered as part of a holistic approach to sustainability. There would be no significant impact on the use of natural resources.

d) *The production of waste*

The proposed development will generate waste during the demolition and construction phases and once occupied. Demolition and construction waste will be managed in accordance with a Construction Environmental Management Plan (CEMP), enforceable by a planning condition. The CEMP will set out requirements for the sustainable management of waste generated from the Site.

Once complete, the proposed development would generate predominantly household / commercial municipal waste, for which the method of treatment is commonplace and which would not necessitate an EIA to evaluate its impact. The residential units would be provided with waste storage facilities to segregate waste in accordance with local policy, minimising the amount of residual waste generated. Commercial waste would be collected by private contractor in accordance with waste carrier requirements and the duty of care.

e) *Pollution and nuisances*

Traffic and transport

The planning application will be accompanied by a Transport Assessment.

During the demolition and construction phase it will be necessary to remove and import materials using HGVs. Vehicle movements can be controlled through a routing agreement with restrictions imposed over the timing of vehicle movements, as appropriate. During the construction phase there could be a temporary effect on local traffic flows. People who live and work in the immediate area will be most likely to be affected.

It is proposed that the existing vehicle access / egress on Watkin Road is extinguished and that a new access / egress point will be created on North End Road. The Site has a Transport for London Public Transport Accessibility Rating of 4, indicating that it has good access to public transport. The Site lies within 500m of Wembley Park London Underground Station on the Metropolitan and Jubilee Lines, which provide a direct link to Baker Street and the West End. Regular bus services run along Fifth Way (within 500m of the Site). The quantum of parking would be limited to disabled bays. This will limit the potential impact on local residents. Any vehicle movements would be spread across the daytime/evening period, and because the Site is in a sustainable location, the pressure for any residents / visitors to use a private car would be reduced.

The magnitude of change is unlikely to be high and it is not considered that significant effects are likely in respect of traffic and transport matters.

Noise

Background noise levels on the Site, and in this part of the Borough, are principally characterised by road traffic noise, with moderate levels of noise from the adjacent light industrial uses possible, and elevated levels of noise and activity likely during major sporting / cultural events. During the evening / night time hours, noise might also be influenced by the evening leisure economy.

There is the potential for elevated noise levels during the site preparation and construction phase, which could affect local residents. However, these noise effects will be temporary in nature and can be limited to day time hours through a CEMP, enforced by planning conditions. Construction noise could also be appropriately mitigated through the use of noise dampening or silencing equipment. Restrictions and management plan requirements can all be secured and contained in a CEMP.

Once the construction phase is complete and the buildings are operational, background noise levels within the vicinity of the Site would not be significantly different. The greatest potential source of noise will be from vehicle use associated with the nearby roads, particularly near the access/egress points to the Site, and the commercial uses on the Site. Such effects are not considered to be significant.

Air Quality

Consideration of the Site's location within an AQMA will be undertaken and management principles would be agreed as part of the planning application process. Dust generation during the demolition and construction phase would be temporary and can be managed to acceptable levels through standard good practice (such as dust suppression techniques) implemented through a CEMP.

The primary concerns relating to environmental health will be the potential impact development traffic will have upon both the AQMA and other local air quality concentration levels. Given the sustainable location of the Site and the limited quantum of car parking proposed on the Site, consideration of potential impact indicates that the development traffic would not be of an order likely to have an adverse effect upon the AQMA. However, due to the sensitivity of the location to air quality matters, it is anticipated that this will be considered through an air quality assessment. An air quality assessment can assess the potential effects of the proposed development to assess whether residual effects, post mitigation, are likely to be significant.

Given the predictable nature of effects, this aspect of environmental consideration is not considered sufficient in magnitude to render the Proposal as EIA development.

Contamination

There is the potential for historic ground contamination from the light industrial use of the Site. Such potential effects can be identified through desktop and site investigation prior to / during site mobilisation works. During construction there is considered to be a low likelihood of fuel leakages / spills from construction vehicles and a CEMP would be implemented to manage potential effects.

A ground conditions / contamination report can accompany the planning application, which will assess the potential effects of the proposed development and assess whether residual effects, post mitigation, are likely to be significant. EIA is not considered necessary for this aspect of environmental consideration to be appropriately considered in the determination of this proposal and then managed during the demolition, construction and operational phases of the development.

Water

Excavation works could have a temporary or permanent effect on groundwater movement at the Site and may affect the water table. Following implementation of a CEMP, containing controls on the management of soils and excavations, these effects are unlikely to be significant.

Groundwater quality may be affected by the site excavation and construction activities, but it is envisaged that the usual pollution prevention measures employed at construction sites, such as silt traps and bunded storage tanks, will prevent potential significant adverse effects. The CEMP, through a Code of Construction Practice, can limit the potential for on-site spillages / accidents that could affect ground water quality. With these measures in place no significant adverse effects are envisaged.

During operation of the proposed development 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.

Given that this is a heavily urbanised area with established foul and surface water drainage networks, no significant effects on the water environment are envisaged during the construction or operational stages of the development.

The Site is located in flood risk zones 2 and 3. A site-specific flood risk assessment (FRA) will be produced to support the planning application, which will provide information on how flood risk would be managed, both in the present time and over the lifetime of the proposed development, taking into account predicted climate change and the vulnerability of its users. The FRA will establish whether the proposed development would increase flood risk elsewhere and whether the proposed measures to deal with these effects and risks are appropriate. No significant adverse flood risk impacts are anticipated.

Visual effects

The Site is not located in a statutory or non-statutory landscape designation and following good design, visual effects of views into the Site from public or private viewpoints can be limited. Whilst visual impact will need to be carefully considered in the preparation of the proposal and through the planning application process, it is considered the effect on landscape and public views, within the context of the wider existing and proposed Wembley Area shall be low.

f) The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge

There is no abnormal risk of major accidents related to demolition, construction or operation of the proposed development, or disasters which could impact upon the environment.

g) The risks to human health (for example, due to water contamination of air pollution)

As considered above, adverse effects to water contamination are unlikely and the control and management of potential air pollution will be considered in an air quality assessment. The risks to human health from, and resultant of, the proposed development are unlikely to result in significant adverse effects.

2. Location of development

a) The existing and approved land uses

The Site comprises light industrial uses and hardstanding within a much larger regeneration area identified in the Wembley Action Area Plan. The land is not environmentally sensitive.

b) The relative abundance, availability, quality and regenerative capacity of natural resources in the area

The proposed development is on previously developed land in an urban area. It is not considered that the reuse of this brownfield site would have an adverse effect on local natural resources.

c) The absorption capacity of the natural environment, paying particular attention to the following areas:

- i. Wetlands, riparian areas, river mouths;*
- ii. Coastal zones and the marine environment;*

- iii. Mountains and forest areas;*
- iv. Nature reserves and parks;*
- v. European sites and other areas classified or protected under national legislation*
- vi. Areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project;*
- vii. Densely populated areas; and*
- viii. Landscapes and sites of historical, cultural or archaeological significance.*

In relation to the aspects listed above:

i. and ii. With a CEMP and a proposed sustainable drainage system, there would be no direct impact on the water environment during the demolition, construction and operation phases of the proposed development.

iii, iv and v. These aspects are not affected by the proposed development. The proposed development is not located within an area of particular environmental sensitivity, as defined in the EIA Regulations.

The site contains no areas of statutory nature conservation and there are no such sites within the immediate vicinity of the Site. There are no SPA, SAC or Ramsar designations within 5 km of the Site. There is a single SSSI within 5km of the Site, namely Brent Reservoir SSSI, 1.5 km north-east of the Site. Masons Field (Fryent Country Park) Local Nature Reserve (LNR) is 1 km to the north of the Site and Brent Reservoir / Welsh Harp LNR is 1.5 km to the north-east of the Site.

Fryent Country Park LNR consists of meadows, ponds, lakes, hedges and woodland. Brent Reservoir / Welsh Harp LNR consists of open water, marshes, trees and grassland and the reservoir includes associated waterfowl.

There are no environmental pathways such as water courses through which the Proposal could adversely affect these protected areas. It is not considered that 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.

The Site is considered to be of low ecological value and does not provide suitable habitat for the majority of protected species. If required, a Phase 1 ecology and bat survey would confirm the potential sensitivity of the Site and identify measures to mitigate any predicted local adverse effects.

vi and vii. The proposal is located in a densely populated area where the health-based objective levels for pollutants including NO₂ and PM₁₀ are not being met. The Site is located in an AQMA. The nature of the proposed development and its use would not adversely affect the commitment to improve air quality, with the opportunity for the proposed development to reduce air pollution, through delivery of sustainable development principles (renewable energy, sustainable transport, etc.) within the Borough. An air quality assessment can consider the residual effects of the proposal, enabling such consideration in the determination of the planning application.

The proposal would add to the attractiveness and vitality of the Wembley Area through the provision of a high quality mixed use development, complementary to nearby developments. The commercial space will play a particularly important role in this respect. The Site's sustainable location would

facilitate movement by foot, cycle and public transport, which will make a positive contribution to the vibrancy of the area during the day and night time periods.

A significant number of employment opportunities would be created during the construction phase and it is anticipated that some of these jobs will be available to local people and companies. Once operational, the commercial uses will generate jobs.

The construction phase is likely to have a negative short-term impact on the experience of people visiting and / or staying in visitor accommodation in the surrounding area. However, this impact would be temporary and managed to within appropriate limits by measures set out in a CEMP.

With inherent and additional mitigation measures implemented, it is not considered that the proposal would give rise to significant adverse air quality, noise and other pollution, or socio-economic, effects.

viii. Built heritage assets in the vicinity of the Site include:

- Brent Town Hall (Grade II listed), approximately 570 m north of the Site;
- Wembley Arena (formerly the Empire Pool) and three K6 telephone kiosks (both Grade II listed), approximately 440 m and 630 m to the south-west of the Site, respectively;
- Medieval moated site, 454 m south-west of Sudbury Golf Club House (scheduled monument) 3.2 km to the south-west of the Site; and,
- Barn Hill Conservation Area, approximately 480 m to the north;

There are no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within 3km of the site.

The proposal would not physically affect heritage assets through its construction, operation or decommissioning. The likely adverse effects on cultural heritage during construction and operation of the proposed development would be limited.

The proposed development will change the character of the Site. However, given the Site's urban context, particularly when viewed against the surrounding development completed and permitted across the wider Wembley Area, it is not envisaged that the effects on townscape character would be significant.

Longer distance views would be available and will be viewed in the context of the existing and future baseline, including the redevelopment of the wider Wembley Area. The height of the building would be commensurate with both existing and future development proposals in the regeneration area. By utilising a design approach that seeks to maintain visual permeability through the Site and through the careful orientation of the taller elements, the reduction in massing and the progressive stepping down of built form, it is not considered that the proposed development would dominate existing or future residential visual receptors. The magnitude of change of views would be lower from more distant locations and the taller element would be seen in the context of other existing and permitted planned built form in accordance with the WAAP.

Master planning and townscape, heritage and visual assessments will be undertaken to develop the principles of the proposed development, seeking to ensure that effects with regards to landscape and

visual effects, particularly for residential receptors and with regards to the setting of heritage assets, are not significant. Such assessment can include consideration of effects on the protected views towards Wembley Stadium and effects on the setting of heritage assets. Taking all these matters into consideration, it is not considered that the proposal would have a significant effect on the setting of the nearby conservation areas or listed buildings.

With post-war industrial buildings currently occupying the site, the potential for the Site to contain archaeology, is considered very low.

3. Types and characteristics of the potential impact

a) *the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)*

Due to the urban nature of the Site and the surroundings and the limited sensitivity of the local environment to such a proposal, the magnitude and spatial extent of the impacts would be confined to the immediate vicinity of the Site. Any effects, whether local or otherwise, can be satisfactorily addressed through the supporting information accompanying the planning application, which can be controlled by condition, such that significant effects are unlikely.

b) *The nature of the impact*

The nature of potential impacts possible from the proposed development are predictable and well understood. Given the characteristics of the proposed development, and the limited sensitivity of the local environment, the magnitude of potential impacts are considered to be low.

c) *The transboundary nature of the impact*

No transboundary impacts are expected.

d) *The intensity and complexity of the impact*

The potential impacts identified are not of high intensity and are not complex in nature.

d) *The probability of the impact*

The potential impacts are predictable, being well understood. Therefore, the probability of impacts have, and can, be appropriately considered

e) *The expected onset, duration, frequency and reversibility of the impact*

Potential impacts would commence from the implementation of the proposed development. The proposed development would be permanent, with a typical design life of in excess of 100 years. Once the proposed development is operational, the residual impacts would be permanent. These are considered appropriate in the context of other land uses in the immediate area and include:

- The visual impact of the development;
- The potential increase in traffic generated by the development.

Conclusion

Consideration of the proposed development against the Environmental Impact Assessment Regulations 2017 and the PPG has determined that the proposed development is unlikely to result in significant effects on the environment and therefore is not 'EIA development' and environmental impact assessment is not required.

In order to provide the Council with detailed information about the proposals, a full planning application will be accompanied by relevant environmental information and appraisals, which is likely to include for example; a transport assessment, a townscape, and visual assessment, an air quality assessment, the scope of which can be agreed in advance with the Council.

The planning application will include an environmental report, or similar, which will summarise the technical information outlined above, provide an interpretation of how the design responds to the environment, and identify inherent and additional mitigation measures included in the proposed development, which can be controlled by planning condition. The above studies will also assist the master planning process, including consideration of cumulative development, and the preparation of the Design and Access statement.

Most of the principal environmental effects of the Proposal would arise during site clearance and construction and would be localised and temporary. A CEMP is proposed to provide appropriate amenity and environmental protection at this stage.

Regulation 6(6) of the EIA Regulations states that the local planning authority shall adopt a screening opinion within three weeks of the date of receipt of a request, or within an longer period not exceeding 90 days if agreed in writing. Regulation 5(5)(a) requires the local planning authority to state the main reasons for its conclusion with reference to the relevant criteria listed in Schedule 3. I therefore look forward to receiving your justified EIA screening opinion in due course.

I hope the above information is sufficient to enable the Council to issue a screening opinion for the proposed development. If you require any further clarification, please do not hesitate to contact me.

Yours sincerely

Adam Neil
Associate, Planning

Encl. Site location plan