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21st October 2020

Dear Sir / Madam,

**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 demolition of the existing building and erection of a building of circa 6 to 19 storeys plus basement comprising commercial / retail uses (up to 1,200 sqm) on the ground floor and residential uses (up to 165 residential units comprising a mix of sizes and tenures) on the upper floors, together with associated car parking, amenity space and landscaping at 363 Edgware Road, London, NW9 6AF.

Site: 363 Edgware Road, London, NW9 6AF.

I write in connection to your screening request submitted on 21st September 2020. 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 demolition of the existing building and erection of a building of circa 6 to 19 storeys plus basement comprising commercial / retail uses (up to 1,200 sqm) on the ground floor and residential uses (up to 165 residential units comprising a mix of sizes and tenures) on the upper floors, together with associated car parking, amenity space and landscaping at 363 Edgware Road, London, NW9 6AF.

Site – 363 Edgware Road, London, NW9 6AF.

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

Pegasus Group requested a screening opinion from London Borough of Brent (the Council) on 21st September 2020. 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 Site comprises a single building accommodating a car show room (*sui generis*) occupied by Kia at ground floor level, together with a 3 storey multi-storey car park above. The Site also extends to include forecourt parking to the front of the building, adjacent to Edgware Road.

The Site is 0.35ha in size and comprises the north-eastern part of Colindale Retail Park, fronting onto Edgware Road. The Site is bound by Edgware Road to the east, Windover Avenue to the south, car parking associated with Colindale Retail Park to the west and Beis Yaakov Primary School to the north. Southon House, an office block towards the south (approximately 6 storeys in height), is located to the south east. Further to the south is a car dealership associated parking / hardstanding, two-storey terraced housing towards the south west beyond Colindale Retail Park, the Oriental City development towards the north west, and a number of retail and housing developments on the opposite side of Edgware Road (in the London Borough of Barnet).

The north eastern edge of the site is located approximately 5m from Brent's border with the London Borough of Barnet, along the middle of Edgware Road. The site is located on the west side of the A5 Edgware Road, and has a PTAL rating of 3. Colindale LUL station is located approximately 650m to the east and approximately 1.4km north east is Burnt Oak LUL station.

The site is not located within an archaeological priority area (APA). The closest APA is the Old Church Lane APA, approximately 2.5km to the south. The closest statutorily listed buildings are 3 and 5 Buck Lane, approximately 400m to the south west. The nearest Site of Archaeological Importance is the Watling Street Site of Archaeological Importance, which is located approximately 200m north west of the site, and then the Grove Park Conservation

Area located approximately 450m south west of the site. The nearest Conservation Area is the Buck Green Conservation Area is approximately 270m to the south west, and then Roe Green Conservation Area is located approximately 600m to the west of the site. There are no scheduled ancient monuments or listed buildings on the site, however, the Beis Yaakov Primary School, located approximately 30m from the site, is a locally listed building. The closest scheduled monument to the Site is 'Manor House moated site, East End Road, Finchley' situated 4.5km to the east of the Site. There is a Grade II listed milestone between the Greenway and Annesley Avenue, located approximately 340m to the north-west of the Site in the London Borough of Barnet. 350m to the south east, within the London Borough of Barnet, is an area of Special Archaeological Significance.

The Site is not located in or adjacent to a Site of Special Scientific Interest (SSSI), Special Area of Conservation, Special Protection Area or Ramsar Site and is not in or adjacent to a Local Nature Reserve (LNR). Brent Reservoir comprises a LNR and SSSI, and is located 1.35km to the south-east of the Site.

Grove Park and Tramway Brook is the closet Site of Importance for Nature Conservation (SINC) to the site, at a distance of approximately 260m. Grove Park Open Space is also located approximately 260m from the site. The Silk Stream is located approximately 300m from the site, within the London Borough of Barnet. It is a SINC of Borough Importance (as defined by the London Borough of Barnet's Core Strategy, 2012).

The Site is located entirely within Flood Zone 1 (fluvial) which indicates a low probability of flooding. Flood maps indicate that the site is not at risk of surface water flooding, although areas of hardsurfacing on Edgware Road (adjacent to the site) are. The site is also located within a critical drainage area according to 2018 flood maps.

The site falls within one of the draft Brent Local Plan (BNSA2 – Colindale Retail Park, Multi-Storey Car Park, and Southon House). The site allocation is for mixed use development to include residential, retail and replacement industrial and office space/affordable workspace. The site allocation notes that the site is within the boundary of the Burnt Oak and Colindale Growth Area, and has some potential for tall buildings, subject to stepping down towards the 2 storey character to the west of the site and 2 to 3 storey character to the south east of the site. The site allocation also notes that due to relatively low PTAL levels, some car parking facilities will need to be provided, although the council will encourage the use of lower parking provision in line with London policy.

The site is also identified in Brent's adopted Policies Map (2016) as falling within the Sarena House / Grove Park / Edgware Road site allocation (B/C2) and within the Burnt Oak / Colindale Growth Area. It is allocated for mixed use development including residential and workspace, a proportion of which to be managed affordable workspace.

The Size and Design of the Proposed Development

The proposal is for the demolition of the existing building and erection of a building of circa 6 to 19 storeys plus basement comprising commercial / retail uses (up to 1,200 sqm) on the ground floor and residential uses (up to 165 residential units comprising a mix of sizes and tenures) on the upper floors, together with associated car parking, amenity space and landscaping at 363 Edgware Road, London, NW9 6AF.

Information Provided in Support of the Request for a Screening Opinion

The request for screening opinion has been submitted with a supporting statement setting out an analysis of the likely environment effects of the proposal. This information has been utilised, as necessary, to inform this EIA Screening Opinion.

Previous History

The site has no recent planning history particularly relevant to the development proposed that is the subject to this screening opinion.

Large Scale Development within the Vicinity

<p>Land behind Sheaveshill Court, The Hyde</p> <p>London Borough of Barnet</p>	<p>16/6222/FUL (Granted 23/10/2017)</p> <p>Started</p>	<p>Demolition of existing garages and stores and the erection of two, three-storey buildings to provide 24no. self-contained flats and 10no. two-storey houses with associated amenity space, refuse and recycling storage and cycle stores. Alterations to hard and soft landscaping. Re-provision of 26 storage sheds. Additional 31 car parking spaces, and 8 disabled car parking spaces</p>
<p>1-8 Capitol Way</p>	<p>17/0837 (Granted 12/11/2018)</p> <p>19/4545 (Resolution to grant, subject to stage 2 referral and S106)</p> <p>Not Started</p>	<p>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.</p> <p>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.</p> <p>Environmental Statement not required</p>

<p>The Northern Quarter</p>	<p>08/2823 (Granted 30/09/2009)</p> <p>Under Construction</p>	<p>Demolition of existing units and erection of replacement 4-storey and 6-storey blocks above two-storey podium decks and a frontage block of 17 above the podium, comprising 460 self-contained flats, 5,360m² of retail (Use Class A1 bulky goods), a 734m² garden centre, 1922m² of floorspace for alternative uses falling within Use Classes A uses (A1, A3) or B1 (a-c), and 649m² for alternative uses falling within Use Classes A uses (A1, A3), Class B1 or Class D1 (community/health centre), 97m² of creche facilities (Use Class D1), 281 residential car-parking spaces, 500 residential cycle-parking spaces, 172 commercial car-parking and 80 commercial cycle-parking spaces, 527m² energy centre, bin stores and associated landscaping, with access from Capitol Way NW9 and Plaza Walk NW9</p> <p>Environmental Statement not required</p>
<p>126 Colindale Avenue</p> <p>(London Borough of Barnet)</p>	<p>18/5153/S73 (Granted 23/08/2019)</p> <p>Status Unknown</p>	<p>Demolition of existing business centre and construction of 2 no. two five storey buildings to provide 35 no. residential flats and 566 m² of commercial floor space (Use Class B1), including basement car park with 44 car spaces and 70 cycle spaces. Provision of associated access, refuse storage, amenity space and landscaping.</p>
<p>Peel Centre, Peel Drive, Colindale</p>	<p>H/04753/14 (Granted 23/12/2015)</p> <p>Under Construction</p>	<p>Hybrid planning application for the phased comprehensive redevelopment of part of the existing Peel Centre site including the demolition of all existing buildings and the provision of residential-led mixed use development comprising up to 2900 new residential units (Use Class C3), with 888 units in full detail and up to 2012 units in outline in buildings ranging from 2-21 storeys; up to 10,000 square metres of non-residential floorspace (Use Classes A1-A4, D1, D2; the provision of a 3 form entry primary school (including nursery provision) and a minimum of 4 hectares of public open space. Associated site preparation / enabling works, transport infrastructure namely a new pedestrian connection to Colindeep Lane and junction works, landscaping and car parking.</p> <p>Environmental Statement Submitted</p>
<p>Colindale Station</p> <p>(London Borough of Barnet)</p>	<p>19/0859/OUT (Granted 10/03/2020)</p> <p>Not Started</p>	<p>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</p>

		provision of ancillary refuse, cycling and disabled parking spaces and associated works.
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Pending Major Planning Applications

Green Point, Edgware Road (London Borough of Barnet)	19/0198/FUL	Conversion of part of ground and creation of a mezzanine at first floor level to provide 10no self-contained residential units. Change of use from A1 retail to A1- A5 and B1. External alterations to front and rear elevations. Alterations to landscaping including new boundary planter
Imperial House (London Borough of Barnet)	19/2897/FUL Approval subject to legal agreement – 06/10/2020	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
Park Parade Mansions	17/2284 (resolution to grant subject to s106)	Demolition of existing buildings and redevelopment of the site to provide a replacement part 4 part 5 and part 18 storey building comprising 563m2 of retail uses (Class A1, A2 A3), and 110 residential units (56 x 1bed, 30 x 2bed and 24 x 3bed) with associated car parking, cycle storage, plant and shared external amenity space at first and fifth floor level with other ancillary works

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.

Current Local Plan

The current Brent Local Plan consists of the Core Strategy (2010), Site Specific Allocations (2011), Wembley Area Action Plan (2015) and Development Management Policies (2016) Local Plans and the West London Waste Plan (2015). Together these documents provide spatial policies, development management policies and site allocations to guide and manage development in the borough.

Sustainability Appraisals (SA) for all these Local Plan documents were undertaken. 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.

Local Plan to 2041

It is noted that the Council submitted its draft Brent Local Plan for examination to the Secretary of State on the 17th March 2020, following Full Council approval on the 19th February 2020. Examination hearings took place between the 29th September 2020 and 16th October 2020. Once adopted, this document will be the key strategic document to guide and manage development in the borough until 2041. An Integrated Impact Assessment (IIA) accompanies the new 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.

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 dwellinghouse development; or
- (ii) the development includes more than 150 dwellings; or
- (iii) the overall area of the development exceeds 5 hectares.

The proposal is for proposed demolition of the existing building and erection of a building of circa 6 to 19 storeys plus basement comprising commercial / retail uses (up to 1,200 sqm) on the ground floor and residential uses (up to 165 residential units comprising a mix of sizes and tenures) on the upper floors, together with associated car parking, amenity space and landscaping, and therefore 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 includes the characteristics of the development, the environmental sensitivity of geographical areas likely to be affected, and the likely

significant effects in relation to these criteria, with regard to the factors specified in regulation 4(2) and taking into account the types and characteristics of the potential impact listed in paragraph 3.

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

The Council has concluded that the proposed development does not require an EIA to be undertaken to accompany a planning application for the proposed development as the proposed development is not likely to generate significant environmental effects – Appendix A (below) sets out the reasoning for this decision.

Appendix A – Consideration of Likely Significant Effects

Air Quality

The site is located within the Brent Air Quality Management Area (AQMA). 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). There are a number of sensitive receptors in close proximity to the proposed development site, including the residential properties, businesses and the Beis Yaakov Primary School.

Documentation Accompanying the Planning Application: *An Air Quality Neutral Assessment, Transport Assessment and Travel Plan will be submitted with the planning application.*

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

Air quality emissions during operation will be from new traffic generation, and potentially heating systems, although details of this have not been submitted with this screening request. Consideration also needs to be given to the potential effects on the new internal receptors given the location for the proposed development adjacent to a relatively heavy trafficked road. If the draft Brent Local Plan is adopted prior to determination of any planning application on this site, the Council is likely to seek technical reports that show how air quality positive development can be achieved (as the proposal is located in a Growth Area).

The site is located within an area of PTAL 3, which is moderate. The screening proposal has not indicated how many parking spaces will be provided as part of the development, but proposes basement parking. However, the supporting statement notes that while the proposed development will give rise to some traffic, noise and air pollution within the vicinity, the impact is unlikely to be significant when taking into account the existing situation, accessibility, and the vehicle movements associated with the current lawful use of the site as a car showroom and multi-storey car park. Taking into account the level of net traffic generation resulting from this development in the context of existing traffic emissions and the reduced amount of car parking spaces proposed, emissions from vehicle movements are not considered to be significant.

It is not clear how the development will be heated. If heated by gas powered boilers, such a system is likely to adequately disperse fumes through a suitably designed flue system and therefore the impact on local air quality will be negligible. Any building services plant / energy centre will be designed to minimise NOx emissions rates as recommended by the Mayor's Sustainable Design and Construction SPG. As such significant effects are not considered to be likely. Given the proximity of commercial to residential it is assumed that occupiers are unlikely to undertake activities that will generate potentially significant impacts on air quality. Such uses would be subject to environmental health legislation.

Consideration also needs to be given to the potential effects on the new internal receptors given the location for the proposed development adjacent to in part to a relatively heavily trafficked road and close to an AQMA.

Mitigation

The Council is likely to seek as a minimum an air quality neutral development, and potentially depending on timing of an application relative to the adoption of the emerging Brent Local Plan this might be air quality positive due to the site being located in a growth area. 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 a planning condition.

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. In addition suitable conditions associated with the Travel Assessment including Travel Plan and measures to reduce reliance on the private car, for example through provision of sufficient cycle parking and potential S106 contributions to implementing a wider controlled parking zone will ensure reductions in impact through vehicle movements.

Local Heritage

Documentation Accompanying the Planning Application: *A Heritage Statement and a Townscape and Visual Impact Assessment will accompany the planning application submission.*

The site is not located within a Conservation Area, nor is it directly adjacent to a Conservation Area. There are no Scheduled Ancient Monuments or Listed Buildings on the site. The site is not located within an Archaeological Priority Area (APA). The closest APA is the Old Church Lane APA, approximately 2.5km to the south. The closest statutorily listed buildings are 3 and 5 Buck Lane, approximately 400m to the south west. The nearest Site of Archaeological Importance is the Watling Street Site of Archaeological Importance, which is located approximately 200m north west of the site, and then the Grove Park Conservation Area located approximately 450m south west of the site. The nearest Conservation Area is the Buck Green Conservation Area is approximately 270m to the south west, and then Roe Green Conservation Area is located approximately 600m to the west of the site.

While there are no scheduled ancient monuments or listed buildings on the site, the Beis Yaakov Primary School, located approximately 30m from the site, is a locally listed building. The closest scheduled monument to the Site is 'Manor House moated site, East End Road, Finchley' is situated 4.5km to the east of the Site. There is a Grade II listed milestone between the Greenway and Annesley Avenue, located approximately 340m to the north-west of the Site in the London Borough of Barnet. 350m to the south east, within the London Borough of Barnet, is an area of Special Archaeological Significance.

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. A Heritage Statement will be submitted as part of the planning application process. A Townscape, Views and Heritage Assessment is proposed to be provided at planning application stage. On the basis of the available information no further archaeological mitigation measures are recommended in this particular instance.

Supporting information notes that in relation to 3 and 5 Buck Lane (Grade II listed) and the Grade II listed milestone between the Greenway and Annesley Avenue, these listed buildings are visually separated by the surrounding built form which limits direct visibility to the buildings or their settings, and views to the milestone are similarly impeded by street furniture and trees, the angle of Edgware Road limiting vantage points, and the distance from the site. In relation to the Beis Yaakov Primary School, which comprises a locally listed building and is located immediately to the north of the site, the supporting information indicates that careful consideration will be given to the design so as not to result in significant adverse impacts to the heritage asset. Additionally, the height of the proposed building would be commensurate with existing development in the area including directly opposite the site.

The impact of the scale and height of the proposed buildings through the design and access statement and Heritage Statement and Town and Visual Impact Assessment will allow sufficient clarity of impact on the setting of features of historic or cultural importance. The separation distance between the site and designated heritage assets means that significant impacts are not anticipated. However, the design and access statement should identify the extent of local heritage and cultural assets and how the design of the development has responded to these. Additionally, the Townscape, Views and Heritage Assessment should identify the extent to which the development impacts on the skyline and heritage assets, including Conservation Areas.

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 EIA is not required in respect of heritage and cultural impacts.

Climatic Factors

Documentation Accompanying the Planning Application: *The following will be submitted alongside a planning application: Energy Statement, Sustainability Assessment and BREEAM Pre-Assessment.*

Construction

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

Operation

Supporting information indicates that the development will provide opportunity to reduce air pollution through delivery of sustainable development such as renewable energy, although further information has not been provided as to what this may comprise. The proposal should be built in line with current sustainability policy and should increase the amount of soft landscaping and biodiversity opportunities.

Supporting information also indicates that given the low sensitivity of the receiving environment, and the nature of the proposals, the site has capacity to accommodate development without significant environmental impacts.

While the site is located in a Critical Drainage Area, as noted under the Flood Risk section, a drainage strategy will be submitted as part of a future planning application and supporting information indicates that sustainable drainage measures will be implemented to mitigate the risk of flooding and protect vulnerable areas within the site. The Surface Water and Foul Water Drainage Assessment / Strategy should also seek to ensure that the proposed development will not increase flood risk to occupants and off-site. As such incidences of flooding or storm surges are therefore unlikely to impact on users or be exacerbated by climate change.

It is considered that the proposed development will be able to achieve the necessary carbon reduction targets, through actual reductions combined with financial contributions secured through a S106 planning obligation. 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: *A Geo-Environmental Phase 1 Desk Top Study will be submitted as part of the planning application process. A contamination report will accompany the planning application in order to identify potential effects of the proposed development and recommend appropriate mitigation measures.*

The site is located on land which previously formed part of the Hyde Industrial Site, and as such there is potential for historic ground contamination.

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. These would be identified in the proposed contamination report.

Mitigation

Standard construction mitigation measures should be secured through the CEMP and through conditions in agreement with the Council's Contaminated Land Officer. If necessary this may require removal of contaminants from the site, or appropriate measures to ensure a suitable barrier between contaminants and the proposed uses during the occupation of the development. As noted in the supporting information, the proposed contamination report will recommend appropriate mitigation measures.

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: *A Daylight and Sunlight Assessment, and Lighting Assessment will be submitted as part of the planning application process*

There are a number of sensitive receptors in close proximity to the proposed development site, including residential properties, students and businesses.

Construction

During construction, there will 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 operation of the proposed development will introduce a building of up to 19 storeys. Supporting information indicates that the proposed height of the building will vary, with the design centring around a “horse-shoe” perimeter block design which will result in a defined frontage to Edgware Road. Due to the proximity of nearby sensitive receptors and the height there is the potential for the proposed development to affect surrounding receptors. Some properties may be adversely affected by the proposed development, however given the number of receptors and the site’s urban location, the effects are not considered to be significant.

With respect to onsite receptors the building will sit within a context where tall buildings are prevalent in close proximity which could impact on sunlight and daylight available to the development. Whilst this might impact on some receptors significant effects are not considered to be likely.

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. It is important to note, that whilst the effects are not considered to be significant in relation to the EIA Regulations, this does not preclude the Council from taking into account the adverse effects (and their acceptability) when determining the planning application.

Mitigation

No discipline specific mitigation has been relied upon for the EIA Screening Opinion. Any future planning applications will be subject to an assessment of daylight, sunlight and overshadowing impacts. 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 tree survey will be submitted with the planning application.*

Supporting information states that the site is a brownfield site and that the effects of the design, construction and operational management on natural resources (including impact on biodiversity) is addressed within the wider consideration of the sustainable approach to development. It also indicates that there are no natural habitats on site and that it does not provide a suitable habitat for protected species. There is limited tree coverage on the site, limited to the north eastern edge of the site.

The closest SAC is Richmond Park, approximately 15km south of the site. The closest National Nature Reserve is Ruislip Woods which is located approximately 11k west of the site. The nearest Area of Outstanding Natural Beauty (AONB) is the Chilterns AONB, located approximately 18km north-west of the site. The closest Ramsar site and SPA is Lee

Valley Regional Park, approximately 15km north-east of the site. The Site is not located in or adjacent to a SSSI, SAC, SPA or Ramsar Site and is not in or adjacent to a LNR. As such the site is not within a “sensitive area” as defined by the EIA regulations.

Brent Reservoir is the nearest nature conservation designated site, and comprises a LNR and SSSI, and is located 1.35km to the south-east of the Site. It is designated due to its interest primarily for wintering and breeding wetland birds associated with the open water habitat and in particular for significant numbers of nesting great crested grebe. Masons Field and Fryent Country Park LNRs are both situated 1.4km to the south-east of the Site.

Although the site lies within the SSSI Impact Risk Zone, supporting information states that the proposals at the site will have negligible impacts on Brent Reservoir SSSI and LNR and Masons Field and Fryent Country Park LNRs. This is due to the fact that there are no habitats present on the existing site which could accommodate wintering and breeding wetland birds and no environmental pathways (such as waterways) to which the proposed development could adversely affect any of these protected areas. Additionally, it is stated that recreational footfall on the designated sites is unlikely to elevate disturbance above current levels as the site lies within a wider area offering a number of recreational activities.

Grove Park and Tramway Brook is the closest SINC to the site, at a distance of approximately 260m. Grove Park Open Space is also located approximately 260m from the site. The Silk Stream is located approximately 300m from the site, within the London Borough of Barnet. The Silk Stream is a SINC of Borough Importance (as defined by the London Borough of Barnet’s Core Strategy, 2012).

Brent’s 2014 SINC review notes that Tramway Brook and Grove Park could potentially support reptiles, amphibians, birds, invertebrates and foraging bats, and although limited in extent, these areas will have high relative value to invertebrates. However, there are no habitats of principal importance within Grove Park or Tramway Brook and the sites are not linked to other designated sites.

Construction

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 (if applicable) and controls on lighting.

There are no environmental pathways such as water courses through which the proposal could adversely affect these protected areas. Silk Stream (within the London Borough of Barnet) is located approximately 300m to the east of the site, and Tramway Brook and Grove Park are less than 300m from the site. While there do not appear to be any hydrological connections between this site and these protected areas, there is a potential risk of water contamination from run off during demolition and construction. The potential for contamination risk would be dealt with through the implementation of appropriate mitigation in the demolition and construction phase (to be secured by standard planning condition).

Operation

As the existing land comprises a commercial / multi-storey carpark building and hard surfacing, there is the potential for the proposed development to beneficially contribute to biodiversity of the local area through the implementation of soft landscaping and biodiversity opportunities, e.g. bird boxes, bat roosting opportunities, and a wider range of green infrastructure on site that encourages biodiversity. Whilst this is considered to be beneficial, this is not considered to be significant.

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.

There are no international, national or local protected ecological areas either in or around the site which are likely to be affected by the proposed development. There are no other areas on or in proximity of the site which are important or sensitive for reasons of their ecology that would be impacted by the proposed development due to the nature of works carried out and the lack of ecological connectivity to statutory and non-statutory sites.

Mitigation

Suitable conditions should be in place to ensure potential adverse impacts on any existing protected species are minimised 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.

Any vegetation clearance or demolition of buildings should occur outside of the core nesting period to avoid the disturbance and destruction of active nests. If vegetation removal is required during the period March to August, it should be preceded by a nesting bird check undertaken by a suitably qualified ecologist to confirm the absence of active bird nests.

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: *A Flood Risk Assessment, a Drainage Strategy, and Foul Sewage and Utilities Assessment will be undertaken as part of the planning application process.*

The site is located entirely within Flood Zone 1 (fluvial and tidal). It is therefore considered that the site is at low risk of flooding. Areas adjacent to the site boundary are at risk of surface water flooding. The site is located within a critical drainage area and the main flood risk relates to surface water ponding on Stag Lane and Roe Green.

Construction

Given that the site is wholly located in Flood Zone 1 (fluvial and surface water), in the construction process there is considered to be limited risk to property and people.

Operation

A flood risk assessment and drainage strategy will be submitted as part of a future planning application and supporting information indicates that sustainable drainage measures will be implemented to mitigate the risk of flooding and protect vulnerable areas within the site. The Surface Water and Foul Water Drainage Assessment / Strategy should also seek to ensure that the proposed development will not increase flood risk to occupants and off-site.

Mitigation

The development should be located and designed so not to increase risk of flooding. Any potential significant effects can be mitigated through mitigations such as planning conditions or a S106 obligation. Implementation and management of surface water run-off should be secured through a planning condition.

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

Human Health

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

Land (land take)

The construction and operation of the proposed development will utilise brownfield land to provide commercial space and residential dwellings. 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

Documentation Accompanying the Planning Application: *None specific to Major Accidents and / or Disasters.*

The supporting information states that there would be no undue risk of major accidents or disasters relevant to the development concerned which could impact on the environment. 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 Assessment will be submitted as part of the planning application process*

The existing site is currently in use as a car showroom and multi-storey carpark, with associated vehicle movements. It is also located on a very busy road.

Construction

Supporting information indicates that during construction, there would be potential for increased noise levels and nuisance associated with construction works. However these

would be temporary and management and mitigation measures will be used to control and limit these, which can be secured through planning condition.

Machinery used during demolition/construction on site can generate new sources of noise, as well as construction traffic movements in the vicinity. The site falls within an urban environment, in close proximity to main arterial roads. The nearby receptors combined with the new noise emissions, means that there is the potential for adverse effects as a result of construction activities.

Given the scale of the development, standard impact avoidance measures can be implemented to reduce emissions from construction activities, which will be secured through the CEMP. In the context of traffic movements around the site, the level of construction vehicle movements will not be exceptional. The impact on noise will be taken into consideration and mitigated against as required. No significant effects are therefore anticipated.

Operation

Supporting information notes that road traffic comprises the dominant source of background noise. Supporting information also suggests that the proposed uses are not considered to be detrimental to the residential amenities of the local population. The greatest potential source of noise from the proposed development, once operational, will arise from vehicle use. However such noise emissions are not expected to result in adverse effects, particularly in light of the existing lawful use as referred to above. The proposed Noise Assessment should not only take into account the potential impact of the residential amenities of the local population, but on the impact of other sensitive receptors, such as the adjacent school.

There are likely to be deliveries to residents and commercial properties as well as waste removal, but in an urban context the impacts will be limited. As such, there is not considered to be any significant effects from traffic noise.

The proposed commercial and residential use is not considered to be inherently noisy. Some noise may be generated from the operation of mechanical plant and building services, but plant noise emissions will be required to meet local policy requirements and British Standards. Adherence to these values will ensure that new and existing receptors are not adversely affected, and will ensure that there will be no significant effects.

There is the potential for new residents to be affected by adverse noise due to the site's location. The Noise Assessment (to be submitted as part of the planning application process) should consider how new residents can be protected through the appropriate design of the proposed development. The proposed development can therefore be designed with consideration to the location of the development and the potential noise implications – secured through planning conditions.

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 emissions. Plant noise 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 to ensure that new internal receptors are adequately protected. This might be

through specifications on glazing, acoustic trickle vents, air bricks or mechanical ventilators, in order to reduce noise ingress but provide adequate ventilation to the standards.

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: *The Planning Statement might give an indication as to the current number of jobs within the site and compare this with what is proposed.*

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. This is considered to be beneficial, but not significant.

Operation

The existing site is in use as a Kia car showroom with a 3-storey carpark above, and forecourt parking to the front of the building. Floorspace of the existing building has not been provided with the submitted information but with regards to the Kia showroom, appears to be approximately 2100sqm. Supporting information indicates that the proposal will contain up to 1200sqm of commercial / retail floorspace, which appears to be less than the existing situation. The number and type of jobs in the new commercial floorspace compared to the existing is unknown. Impacts could be beneficial, or negative, but either way are not likely to be significant.

The supporting information states that the proposed commercial use is similar in nature to the commercial nature of the use already existing on site, and is therefore unlikely to result in any markedly different impacts. Supporting information also indicates that the proposed use is not considered to be on a significantly greater scale when considering the existing levels of commercial use already in operation on site.

Approximately 1 in 12 people work from home, so the development (due to containing up to 165 residential units) will provide space for occupants to do this. This is considered beneficial but not significant.

The development will increase demand for local social infrastructure. Community Infrastructure Levy (CIL) payments will be sought to offset the effects of the development. These financial contributions will mitigate adverse effects, so that significant effects are unlikely.

Mitigation

Financial contributions through CIL will be sought to mitigate the effects of increased population/ users.

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

Supporting information states that the proposed redevelopment of the site will not result in significant use of natural resource such as soil.

During construction there will be some solid waste associated with the excavation of the basement. There is therefore 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, and on the basis that no significant effects were identified for the previously approved application (which also included basement development), effects are not considered to be significant.

Operation

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

Mitigation

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

Telecommunications

Documentation Accompanying Planning Application: *A TV / Radio Reception Assessment will be submitted as part of the planning application process.*

The height of the taller buildings may impact on the quality of television reception in the near locality, but on the basis of information provided with other sites in the vicinity the impact is not likely to be significant. 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 the planning application.*

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 site is located approximately 270m from Roe Green Village Conservation Area. According to the supported information submitted, there are a number of tall buildings in excess of ten storeys along Edgware Road. This includes Zenith House (16 storeys) on the opposite side of Edgware Road to the Site; Utility Warehouse (13 storeys) at 508 Edgware

Road, 290m north of the Site; and The Northern Quarter London (19 storeys) at 50 Capitol Way, 470m to the north of the Site.

Brent Council have also resolved to grant planning permission (ref. 17/2284) subject to S106 agreement for redevelopment of Park Parade Mansions and 381-397 Edgware Road for part 4 part 5 and part 18 storey building comprising retail uses and 110 residential units. This site is located on the corner of Edgware Road and Grove Park, immediately to the north of Beis Yaakov Primary School, 85m to the north of the Site. The proposal is of a greater scale than that what is currently on site. The site is located within a Tall Building Zone within the draft Brent Local Plan.

Of the schemes noted above, only Zenith House (reference H/02786/10 – London Borough of Barnet) and The Northern Quarter (08/2823) have been subject to EIA Screening Opinions. Both were found to not require an Environmental Statement.

As such, the Council considers that although the proposed development could lead to some adverse effects on townscape and views, given the scale of the development and the urban nature of its location, significant effects are not considered likely.

It is important to note that whilst the effects are not considered to be significant in relation to the EIA Regulations, this does not preclude the Council from taking into account the adverse effects (and their acceptability) when determining the planning application.

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 Assessment and a Travel Plan will be submitted with the planning application.*

The site is located on the west side of the A5 Edgware Road, and has a PTAL rating of 3. Colindale LUL station is located approximately 650m to the east and approximately 1.4km north east is Burnt Oak LUL station. The site is not within a Controlled Parking Zone.

Construction

There will be a 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. It is considered that any adverse effects can be mitigated through a construction logistics plan (CLP) (potentially included as part of the CEMP) to control transport movements.

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

Operation

As noted previously, the existing site consists of a Kia vehicle showroom and a three-storey carpark, in addition to forecourt parking associated with the vehicle showroom. The proposal will include basement parking. Information has not been provided as to the number of proposed parking spaces within the basement and how this might be split between the proposed residential uses and proposed commercial uses. The supporting information states that while the proposed development will give rise to some traffic within the vicinity, the impact is unlikely to be significant when taking account of the existing situation, accessibility and vehicle movements associated with the current lawful use of the site as a car showroom and multi-storey carpark.

The Council considers development will give rise to some traffic within the vicinity, but the impact of this is unlikely to be significant when taking into account the existing situation.

The Transport Assessment will outline the highway and local transport network considerations of relevance, addressing any highway network implications as a result of the proposal. Junction capacity analysis should be undertaken on key junctions as part of the Transport Assessment. The potential lack of on-site car parking and lack of residents' controlled parking zone in the area will mean that suitable controls on residents' potential to own/ park cars on site and in the vicinity will be expected, this is likely to include restrictions within property leases as well as financial payments towards a local parking permit scheme, which will help to mitigate any adverse effects. Advice will be required from TfL on the impact on bus and underground network capacity. In the context of existing users, the development's effects are likely to be insignificant, although some contributions to bus and underground infrastructure may be required.

Movements related to deliveries could generate additional traffic. However, given the scale of the development, these effects are not considered to be significant.

A Refuse Management Plan should be submitted to set out how the site would be serviced when operational, which is consistent with an approach agreed with the local highway authority.

Mitigation

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

Controls on occupants and financial payments should 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 submitted as part of the planning application process.*

Construction

Supporting information states that the development will produce waste through its demolition and construction phase. Opportunities will be identified to seek to maximise the reduction, reuse, recycling and recovery of waste. Waste generated in this phase will be managed in accordance with a Construction Management Plan, which will detail the measures for

sustainable management of waste generated and can be secured by way of planning condition.

The site will generate waste, principally building materials during the demolition and construction stages. The management of construction waste is covered by the Waste Duty of Care Legislation (2016), issued under section 34 of the Environmental Protection Act 1990. The implementation of standard impact avoidance measures will reduce waste from construction activities, which can be secured through the CEMP. A Waste Management Plan should be produced to ensure the appropriate disposal of waste during construction phase. No significant effects are therefore anticipated.

Operation

Supporting information states that refuse storage facilities will be provided on site for waste generated by the proposed residential and commercial uses, that the anticipated volumes to be generated are not significant, and that the treatment of municipal waste would be fairly standard. It also states that once operational the site would not generate significant volumes of waste, but would be typical for a building of this size and scale. Additionally, the operational waste is not anticipated to be hazardous in nature. It is also stated that once operational, opportunities will be identified to seek to maximise the reduction, reuse, recycling and recovery of waste.

The inclusion of suitable waste facilities for residents is covered under part H6 of the Building Regulations, and to ensure this, inclusion of separate facilities for general waste, recycling and organic materials is normally assessed for capacity and suitability as part of the normal planning process with reference to the 2015 Brent Council guidance. Commercial waste is covered under the same legislation as construction waste, above. If the application is approved, the decision notice should include suitable conditions to ensure that waste facilities for residents and businesses are provided prior to occupation. 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 sufficient space and practises to ensure adequate measures for waste management are in place prior to and during occupation. The Waste Management Plan should be made to ensure appropriate disposal of waste during construction phase.

Water Quality (hydromorphological changes, quantity and quality)

Documentation Accompanying the Planning Application: *A Foul Sewage and Utilities Assessment will be submitted as part of the planning application process.*

The site has historic industrial use with potential for various compounds that could adversely affect water quality within the ground if disturbed. The site however, is not located within or close to a groundwater Source Protection Zone. Supporting information states that there are no environmental pathways (such as waterways) which could adversely affect any of the near protected areas (Brent Reservoir SSSI and LNR, Masons Field and Fryent Country Park LNR). Grove Park and Tramway Brook is the closet SINC, at a distance of approximately 260m. Silk Stream is located approximately 300m to the north east of the site, however there does not appear to be any hydrological connection from the site to this waterbody.

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. While it is not expected that there will be any hazardous, toxic or noxious substances generated by the proposed development once operational, 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 Contamination Report which will accompany the planning application will identify potential effects of the proposed development and recommend appropriate mitigation measures. These measures should ensure that any construction activity does not increase risk to water quality, and 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: *A Wind Micro-Climate Assessment will be submitted as part of the planning application process.*

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 operation of the proposed development will introduce a new building onto the site that will be up to 19 storeys in height. Therefore, there may be adverse effects on the existing wind conditions. This can be assessed throughout the normal planning process taking account of the proposed Wind Micro-Climate Assessment. Mitigation measures should be incorporated into the development to reduce the impacts on those within and adjacent to the development to acceptable levels.

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

Mitigation

The Wind and Microclimate Report which will be submitted as part of the planning application process will advise on mitigation measures that can be designed into the scheme to ensure that there is no significant adverse impact arising.

As such it is not anticipated that the environmental effects will 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 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 consisting of other development sites adjacent or within the vicinity that might generate transport movements along Edgware Road, including those located within the London Borough of Barnet.

Of the applications identified, one has been subject to an Environmental Impact Assessment (H/04753/14 – London Borough of Barnet – Peel Centre, Aerodrome Road) which proposes approximately 2900 dwellings. The Council has considered the information contained within this assessment related to the individual impacts, and also the associated cumulative impacts of the proposals.

The Environmental Statement for the Peel Centre outlines a number of residual effects once proposed mitigations are taken into account. The significance of the majority of these are negligible / minor. Adverse effects throughout demolition and construction are limited to traffic and transportation (medium-term, minor adverse) specifically the effect on vehicles and pedestrians at Aerodrome Road in Barnet; noise and vibration (adverse, temporary); and air quality (dust emissions – temporary, negligible to minor adverse, and emissions from construction vehicles – temporary, negligible to minor adverse). Of those residual impacts

that are moderate, these relate housing (beneficial, long term); play space (beneficial, long term); travel by foot (beneficial, permanent); wind impact (beneficial, permanent); townscape and visual impact (beneficial, both direct and indirect). Of those residual impacts which are considered to be major in significance, these relate to primary education (beneficial, long term); open space (beneficial, long term); townscape and visual (beneficial).

Two applications (currently either under construction or not started) have been subject to Environmental Screening but not subject to an EIA. These are: 08/2823 (The Northern Quarter) and 17/0837 / 19/4545 – (1-8 Capitol Way).

Demolition/Construction

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

It is also assumed that the enabling works, 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

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. As previously noted, supporting information states that while the proposed development will give rise to some traffic within the vicinity, the impact is unlikely to be significant when taking account of the existing situation, accessibility and vehicle movements associated with the current lawful use of the site as a car showroom and multi-storey carpark.

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.