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Trium

**By email**

08 August 2023

Dear Sir / Madam,

**Re: Phase 2 Wembley High Road, land north of 390-408 High Road, Wembley, EIA Scoping Opinion.**

Thank you for your e-mail on the 14th July 2023 requesting the Council's scoping opinion on the Environmental Statement for the redevelopment of the second phase of the Wembley High road scheme. To assist, you submitted a detailed EIA Scoping Report. The Council consulted Statutory Consultees as identified in the EIA Regulations 2017 (as amended) on the proposed scope. It also consulted others it considered whose input might assist in identifying a suitable scope for the submitted Environmental Statement. There was a three-week period for all to respond. Consultation responses have been summarised in Appendix A of this opinion. Copies of the full responses are also provided with this opinion. The planning related issues raised should be considered in relation to both the technical reports required in association with the application, and where appropriate the EIA.

**Council's Scoping Opinion:**

The Council considers that the EIA Scoping Report June 2023 prepared by the applicant for second phase of the Wembley High Road development to be a comprehensive document which is consistent with the requirements of the regulations and associated guidance. It considers that the scope of the Environmental Assessment should be as set out in that report taking account of the consultation responses appended for items scoped in. It is agreed that for the purposes of the Assessment that it should focus on the matters laid out in paragraphs 55 and 56 of the main report, including matters identified as having a potentially significant impact relating to: Daylight, Sunlight and Overshadowing, and Noise and Vibration. All other matters are to be scoped out, which the Council agrees is acceptable in accordance with the comments submitted to consultees, and the EIA regulations.

A summary of consultee responses can be found in Appendix A of this document. These include comments from Natural England and Network Rail. These may contain some comments that although falling outside the remit of the EIA the applicant will need to address in any planning application submitted. The Health and Safety Executive stated that they do not have any issues with the proposed development, and Historic England did not have any comments at this stage.

Please do not hesitate to contact me should you require any additional input.

Yours sincerely

P. Lewin

Paul Lewin

Team Leader Planning Policy

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## **APPENDIX A**

### **Summary of consultee responses:**

#### ***Natural England –***

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to their letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development. This includes advice regarding the below:

- General principles
- Cumulative and in-combination effects
- Environmental data
- Biodiversity and Geodiversity
- Nationally designated sites
- Regionally and Locally Important sites
- Protected Species
- District Level Licensing for Great Crested Newts
- Priority Habitats and Species
- Ancient Woodland, ancient and veteran trees
- Biodiversity net gain
- Landscape and visual impacts
- Heritage Landscapes
- Connecting People with nature
- Soils and Agricultural Land Quality
- Air Quality
- Water Quality
- Climate Change
- Contribution to local environmental initiatives and priorities

#### ***Network Rail –***

This proposal will require an interface with NR which should be prior to the submission of a planning application. Contact should be made with both the NR Property Services and asset protection teams to ensure that the layout, design, construction and permanent arrangement of the site does not impact NR's ability to access the railway, does not increase their liability & does not introduce any issues with regards to the safe operation of the railway.

NR will need to agree:

- All excavation & earthworks incl. basement/foundation works
- Piling & Vibro-impact works
- Drainage both foul/surface water (which must drain in the direction away from the railway) No soakaways to be within 30m of the railway boundary
- Scaffolding
- Tower crane working
- Machine & plant
- Boundary treatments including landscaping and protection of the railway via trespass proof fencing which must be included to ensure there is no unauthorised access to the railway
- NR requires easements to the railway boundary to allow for access/maintenance works to our land & infrastructure
- The developer must ensure that they take into consideration noise/vibration/dust mitigation measures from the existing operational railway

- No part of the proposal / proposal works is to encroach onto or oversail the railway boundary
- Balconies must not face or over-sail the railway boundary
- Windows must not over-sail the railway boundary
- NR's access rights must remain open & unblocked 24/7, 365 as a permanent arrangement. Access to railway land for project works/maintenance or emergencies can occur at anytime of the day or night, at weekends, bank holidays & can include plant/heavy machinery/emergency vehicles
- NR will need to assess the proposal for possible glint & glare which could impact a train drivers ability to perceive railway signalling
- NR will need to assess if the structures impact any railway communications
- NR will need to review if the proposal impacts any proposed schemes for the railway line
- The developer and council are to assess the impacts of the proposal to Wembley Stadium & Wembley Central stations and to seek comments from the train operating company. Funding for mitigation of increased footfall to be reviewed.