



David Chalmers
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Via e-mail: David.Chalmers@fairview.co.uk

Dear David,

**Request for a Screening Opinion under Town & Country Planning
(Environmental Impact Assessment) Regulations 2017**

Residential Development, Chailey Industrial Estate, Hayes

Thank you for referring the screening request for the above development.

1.1 EIA Regulations

The site covers an area of approximately 1.8 hectares. The development falls within Schedule 2 (10) 'Urban Infrastructure Projects'. The site will accommodate more than 150 residential units and therefore meets the necessary thresholds to be screened for EIA.

1.2 Approaches to Screening

The aim of the EIA screening stage for Schedule 2 development is determine if there are likely to be significant environmental effects or not. The criteria for determining likely significant effects are set out in Schedule 3 of the EIA Regulations. These are to be applied on a case by case basis.

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1.3 Sensitivity of the Site

The development site is not considered to be sensitive in the context of EIA as set out in Regulation 2 [Interpretation].

The only designated environmental matter that would determine the site as sensitive relates to an air quality management area. This is due to excessive NO₂ predominately from vehicular movements and industrial processes.

1.4 Likely Significant Effects

1.4.1 Air Quality Pollution

The site is within an air quality management area. The site also falls within a Greater London Authority (GLA) focus area for air quality. The focus area is identified due to modelled breaches of minimum standards for air quality from the local road networks. Hayes is a significant metropolitan area in west London and attracts a volume of vehicular traffic that contributes negatively to air quality to significant levels.

The criteria in Schedule 3[2] states that:

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

(c) the absorption capacity of the natural environment, paying particular attention to the following areas—

(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;

It is considered that there are existing air quality failures on the transport network serving the site as set out in the Ambient Air Quality Directive. The site is therefore considered to be environmentally sensitive.

Potential Impact - Air Quality

The Council does not agree with the conclusions in the Screening Request report (the Report) that the only impacts on air quality relate to construction matters. Similarly, the Council does not share the opinion that the effects from traffic will be minimal due to the current loads already on the road.

In terms of air quality, the Council is concerned about the effect, i.e. the levels of air quality pollution during and after construction. The Council is less concerned about the magnitude of change particularly since the receiving environment is already over capacity for more impacts i.e. the existing air quality pollution is already too high, therefore any increase, regardless of the magnitude cannot be considered negligible.

The above commentary presents the true basis from which the Council considers the impacts of the proposal. Although the site is sensitive, the level of traffic generation from the proposed development less that of the existing retail units would not constitute a likely significant effect in the context of EIA. There would invariably be a change in traffic movements resulting in adverse impacts; however, these are not likely to be considered exceptional enough to trigger EIA.

A subsequent planning application will be tested heavily with regards to air quality and full transport studies and mitigation strategies will most likely be required. These will need to demonstrate air quality neutrality (i.e. no worsening of impacts) in accordance with London Plan Policies.

1.4.2 Traffic

The site is served by an extremely busy road network. Peak hour traffic sees large parts of the network heavily congested. The existing retail usage would most likely be outside those periods, where as the proposed residential development would see more standard peak hour traffic.

The impact from the development could therefore have an adverse effect on a network of regional importance. The additional traffic would be a relatively small increase but given the capacity in the receiving network, it would most likely result have an adverse effect. Whilst the receptor is of a regional scale importance, the impact would be low to medium. The effect, i.e. consideration of the impact on the receptor, is unlikely to be significant in the context of EIA but will most likely be adverse and important at a local level.

A full traffic assessment would be expected with any subsequent permission including methods to reduce traffic generation and support sustainable transportation.

1.4.3 Land Contamination

The Report claims that studies have shown the site to be of limited potential for contamination. These studies have not accompanied the Report and consequently the Council cannot reach an informed agreement of the conclusions.

Land contamination cannot be ruled out at this stage by the Council. However, the site has not been recorded as significantly contaminated and there are no highly sensitive environmental receptors i.e. public water supplies in the vicinity. The recent end uses are not likely to have resulted in contamination beyond levels of local significance.

1.4.4 Other Topics

The Council accepts the findings of the Scoping Request with regards to heritage, flood risk, noise, waste generation, landscape and ecology. There are no receptors of more than local importance and the impacts would be of a low degree.

Planning policies relating to these topics, and others, will need to be complied with.

1.5 Summary

EIA is triggered where the effects of the development are likely to be significant. The Council has determined that this development will **not** give rise to likely significant effects.

The development falls within the thresholds of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 Using the selection criteria outlined in Schedule 3 of the Regulations the London Borough of Hillingdon **does not** consider that the proposals require EIA.

The above conclusion is based on the need for EIA and likely significant effects in that context. The Council has the right to refuse the application based on its subsequent determination of the significance of effects through the application of standard planning policies. In this regard, the use of 'significance' differs in context.

If you wish to discuss any of the above further, or have any questions, please do not hesitate to contact Ian Thynne using the details at the foot of the first page.

Your sincerely,

A handwritten signature in black ink that reads "James Rodger". The signature is written in a cursive style with a large, looping initial 'J'.

Head of Planning Services

Date: 10 July 2018