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4nd March 2026

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 a proposed development of demolition of existing buildings and development of two buildings including a 29 storey building comprising ~22,156sq.m. Purpose Built Student Accommodation (PBSA) floorspace (Sui Generis), and a second 14 storey building comprising ~8,460sq.m. hotel floorspace (Class C1), a flexible commercial (Class E) space, and associated development.

Site: 151-169 Wembley Park Drive, Wembley

I write in connection to your screening request submitted on 13th February 2026. 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 Harry Burchill, on telephone 020 7937 6710 or email paul.lewin@brent.gov.uk.

Yours sincerely,

A handwritten signature in blue ink that reads "P. Lewin".

Paul Lewin
Spatial Planning Manager

EIA SCREENING OPINION STATEMENT OF REASONS
The Town and Country Planning (Environmental Impact Assessment) Regulations
2017

Reference number – 25/0049/PRE

Description of proposed development – The demolition of existing buildings and development of two buildings including a 29 storey building comprising ~22,156sq.m. Purpose Built Student Accommodation (PBSA) floorspace (Sui Generis), and a second 14 storey building comprising ~8,460sq.m. hotel floorspace (Class C1), a flexible commercial (Class E) space, and associated development.

Site – 151-169 Wembley Park Drive, Wembley

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

Waterman, on behalf of Whitbread Group PLC., requested a screening opinion from the London Borough of Brent (the Council) on 13th February 2026. 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 development site is bounded by the Wealdstone Brook to the south (Grade II Site of Importance for Nature Conservation (SINC)), Brook Avenue to the north, Wembley Park Drive to the East, and 10 storey flatted development (Wealdstone Court) to the west. The site covers an area of ~0.4ha and is currently occupied by a 9 storey hotel (Premier Inn) building comprising 6,646sq.m. of floorspace, with level parking to the front and rear which includes a number of mature (TPO'd) trees, including those along the northern bank of the Wealdstone Brook.

The site is located within Wembley Park town centre and Wembley Growth Area, and is within close proximity to Wembley Park station and the Wembley Park Masterplan area surrounding the nearby Wembley Stadium. Given this, the scale of the developments within the immediate area vary widely, with large scale development now predominating in the Wembley Growth Area, including the adjacent to the north 13-22 storey Wembley Park station development (Wembley Park Gardens, 20/0967); the recently granted 31 storey Crescent House development (24/1841) on the other side of Wembley Park Drive to the east, and the recently granted 4-16 storey development at 1-22 Brook Road (23/3440) to the west.

Being within the Wembley Growth Area, some of the surrounding land has been recently developed, with associated increases in density. This site has been designated for redevelopment in the Brent Local Plan under Site Specific Allocation BCSA3, and includes 1-28 Brook Avenue. It has been designated as a result of its high PTAL (proximity to Wembley Park Station), its sub-optimal density and position within the Wembley Growth Area.

The Size and Design of the Proposed Development

The demolition of existing buildings and development of two buildings including a 29 storey building comprising ~22,156sq.m. Purpose Built Student Accommodation (PBSA) floorspace (Sui Generis), and a second 14 storey building comprising ~8,460sq.m. hotel floorspace (Class C1), a flexible commercial (Class E) space, and associated development.

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 environmental 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 of this screening opinion.

Large Scale Development within the Vicinity

Within the vicinity there are currently the following applications for significant developments which have not yet commenced/ been completed to take account of when assessing the impact of the cumulative impact of the proposed development subject of this screening opinion in association with other developments:

22/3965 1-4 and 9 Watkin Road, Wembley, HA9 0NL. Demolition of existing buildings and construction of two new buildings to provide commercial floorspace (Use Class: E) and student accommodation bedspaces (Use Class: Sui Generis), associated access and highways works, amenity space, cycle parking spaces, disabled car parking spaces and refuse/recycling stores. **Granted 23/02/2024. Under construction.**

23/0578 Olympic Way Office, 8 Fulton Road, Wembley, HA9 0NU. Demolition of existing building and erection of building for use as a purpose-built Further Education College Campus with associated plant at roof level, provision of hard and soft landscaping and cycle parking facilities, loading bay and accessible parking bays on Rutherford Road frontage and drop off bay on Fulton Road, subject to Deed of Agreement dated 14th March 2024 under Section 106 of Town and Country Planning Act, 1990 as amended **Granted 15/03/2024. Not started.**

17/3059 All Units, Stadium Retail Park, Wembley Park Drive & 128 Wembley Park Drive (Fountain Studios), HA9. Outline planning permission for demolition of existing buildings on site and provision of up to 85,000 sqm (Gross External Area, GEA) of new land use floorspace (across 1.679 ha) within a series of buildings, ranging from 8 to 25 storeys in height, with the maximum quantum as follows:

- A1 - A4 (Use class) Retail, B1 Office and/or D2 Leisure and Assembly: up to 4,000 sqm; and
- C3 (Use Class) Residential: up to 57,000 sqm gross (approximately 680 units);

And either:

- D1 (Use Class) Non-residential institutions: up to 25,000 sqm; or
- A1 – A4 (Use Class) Retail, B1 Office and /or D2 Leisure and Assembly: up to 3,000 sqm; and C3 residential: up to 22,000 sqm; or
- D1 (Use class) Non-residential institutions: up to 16,000 sqm; and Sui generis (Use class) student accommodation
- up to 9,000 sqm; or C3 (Use class) Residential : up to 22,000 sqm (approximately 315 units)

Notwithstanding the above breakdown, the maximum quantum of floorspace by land use overall will always be 85,000 sqm GEA. No occupied residential or student living accommodation will be at ground level or below. **Granted 19/01/2021. Not started.**

15/5550 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, land opposite London Designer Outlet. Hybrid planning application, accompanied by an Environmental Impact Assessment, for the redevelopment of the site including;-

Full planning permission for erection of a 10-storey car park to the east of the Stadium comprising 1,816 car parking spaces of which 1,642 are for non-residential purposes, up to 82 coach parking spaces and associated infrastructure, landscaping and vehicular access. And Outline application for the demolition of existing buildings on site and the provision of up to 420,000 sqm (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 sqm;
- Commercial (Use Class B1) up to 82,000 sqm;
- Hotel (Use Class C1): up to 25,000 sqm;
- Residential (Use Class C3): up to 350,000 sqm (up to 4,000 homes) plus up to 20,000 sqm of floorspace for internal plant, refuse, cycle stores, residential lobbies, circulation and other residential ancillary space;
- Education, healthcare and community facilities (Use Class D1): up to 15,000 sqm;
- Assembly and leisure (Use Class D2): 23,000 sqm;
- Student accommodation (Sui Generis): Up to 90,000 sqm.

And associated open space (including a new public park) and landscaping; car and coach parking (including up to 55,000 sqm of residential parking and 80,000 sqm non-residential parking) and cycle storage; pedestrian, cycle and vehicular accesses; associated highway works; and associated infrastructure including water attenuation tanks, an energy centre and the diversion of any utilities and services to accommodate the development.

Subject to a Deed of Agreement dated 23 December 2016 under Section 106 of the Town and Country Planning Act 1990, as amended. Planning Permission Granted 23rd December 2016. A number of elements of the outline application are complete and operational whilst others are yet to begin construction. The following Reserved Matters have been approved in relation to the Outline application above, and are either under construction or have not yet started:

*24/1841 - Crescent House, 130-140 Wembley Park Drive - Demolition of the existing building and redevelopment of the site with a residential-led (Use Class C3) building with flexible commercial/community floorspace (Use Class E/F) at ground level; new basement excavation; cycle stores and blue badge parking; refuse stores and plant rooms/equipment; hard and soft landscaping including part-naturalisation of the Wealdstone Brook; new play space; and all associated engineering and ancillary works. Further explanation (not forming part of the formal description of development set out above): The proposed development includes the construction of two linked buildings of 18-storeys and 31-storeys to provide 307 residential dwellings (Use Class C3). The development proposes 179sqm (GIA) of commercial floorspace (Class E) and 216sqm (GIA) of flexible commercial/community floorspace (Classes (E/F2). Basement accommodation is proposed for plant and cycle storage. **Granted 11/12/2024 subject to completion of S106 legal agreement.***

20/0967 – Wembley Park Station Carpark and Train Crew Centre - Comprehensive mixed-use redevelopment of the site comprising the phased demolition of the existing buildings and structures on site and the phased development comprising site preparation works, provision

of five new buildings containing residential uses, replacement train crew accommodation and flexible retail floorspace, basement, private and communal amenity space, associated car parking (including the part re-provision of station car parking), cycle parking, access and servicing arrangements, refuse storage, plant and other associated works and subject to a Deed of Agreement dated 13 October 2021 under Section 106 of the Town and Country Planning Act 1990, as amended. **Granted – 22/02/2022 – three blocks completed, two not yet constructed.**

23/3440 - 1-22 Brooke Avenue Wembley - Demolition of all buildings and structures and comprehensive redevelopment of the site to provide two linked blocks of between 6 and 15 storeys (including mezzanine storey) comprising large scale purpose built shared living (LGPBSL) units (sui generis) and two linked blocks of between 4 and 9 storeys comprising residential units (Use class C3), ground floor commercial/community use units (Use class E/F), ancillary facilities and shared internal and external amenity space, associated highway works, blue badge parking, cycle parking, refuse stores, landscaping and access arrangements. **Granted 16/10/2024 – Not started.**

18/4767 – Access Storage, First Way - Demolition of the existing building and erection of 5 buildings ranging from 10 to 24 storeys comprising 7,307 sqm of self-storage space (Use Class B8), 1,335 sqm of office space (Use Class B1) and 280 sqm of retail space (Use Class A1/A3) at ground, first and second floor levels, 555 residential units (Use Class C3) on the upper levels, new landscaping and public realm, ancillary servicing and plant, car and cycle parking, and associated works. **Granted - 30/03/2023 – Not started.**

21/2130 – Olympic House, 3 and Novotel, 5 Olympic Way - Demolition of existing building at 3 Olympic Way and erection of 3 buildings of basement, ground and 9, 22 and 25 storeys (excluding rooftop plant) to provide 178 residential units (Use Class C3), new hotel accommodation comprising 260 rooms (Use Class C1) and a retail food store (Use Class E). 6-storey extension to existing hotel at 5 Olympic Way to provide 95 additional hotel rooms (Use Class C1) and amenities, extension of ground floor to create new colonnade and public realm improvements to Olympic Way. Other works associated with development include new access from North End Road, disabled car parking, cycle parking, private and communal amenity spaces, public realm works and other associated works – **Granted 23/05/25 – Not started.**

23/1462 – Glynn's Skip Hire, Fifth Way - Demolition of existing buildings and structures and erection of up to seven buildings ranging in height from 5 to 15 storeys to provide purpose built student accommodation (Use Class Sui Generis), light industrial (Use Class E(g)(iii)) and cafe (Use Class E(a)) floorspace, car and cycle parking, amenity space (internal & external), new public realm, landscaping, alterations to vehicular access, highway works and other associated works. **Granted 24/09/25 – Not started.**

23/0578 – Olympic Office Centre, 8 Fulton Road - Demolition of existing building and erection of building for use as a purpose-built Further Education College Campus with associated plant at roof level, provision of hard and soft landscaping and cycle parking facilities, loading bay and accessible parking bays on Rutherford Road frontage and drop off bay on Fulton Road, subject to Deed of Agreement dated 14th March 2024 under Section 106 of Town and Country Planning Act, 1990 as amended – **Granted 15/03/2024 – Not started.**

Assessment of EIA screening requirement

Regulation 5(4)(b) of the EIA Regulations requires the relevant planning authority to take into account the results of any relevant EU environmental assessments.

Development Plan

The Brent Local Plan (2019 – 2041) was adopted at Full Council on the 24th February 2022 and is the key strategic document to guide and manage development in the borough. The development plan also comprises the West London Waste Plan (2015) and the London Plan (2021). Together these documents provide spatial policies, development management policies and site allocations to guide and manage development in the borough.

An Integrated Impact Assessment (IIA) accompanies the 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. 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.

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 not for dwellinghouse development, but is for residential development.

It will not be more than 1 ha in land area (but will be 22,156sqm of PBSA and 8,460sqm hotel floorspace).

The overall area will not exceed 5 hectares.

However, it is considered that at 605 bedspaces, it will be the equivalent of 242 dwellings (/2.5 dwellings).

The development therefore meets the threshold of an urban development project under schedule 10(b), and so consideration must be given as to whether the proposal 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). The site is also located within an Air Quality Focus Area, where air quality is particularly bad. There are a number of sensitive receptors in close proximity to the proposed development site, including residential properties, businesses, and a station.

Documentation Accompanying the Planning Application: It is anticipated that an Air Quality Assessment, as informed by a Transport Assessment will be submitted with the application, as required by the Council's Local Validation checklist.

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.

Operation

Air quality emissions during operation will be from new traffic generation and heating systems. It is expected that in order to secure planning permission, as a major development within a Growth Area, it would be Air Quality Positive and improve air quality locally. In addition, the development given its proximity to Wembley Park LUL station and high Public Transport Accessibility Level (PTAL) of 5, would be car-free with the exception of 2 blue badge spaces. This will represent a reduction of on-site parking compared with current uses, and will therefore result in an improvement to air quality locally with respects to associated

parking impacts. Parking controls may need to be increased in the surrounding area to deal with potential displacement off-site. This, along with measures to support walking, cycling and public transport is likely to reduce private car use. The applicant notes that trips generated are likely to fall below 100 light vehicles or 25 heavy duty vehicles and therefore likely to fall below the general environmental protection threshold criteria for air quality concerns. Taking this into account the level of net traffic generation resulting from this development is likely to be negligible. As such emissions from vehicle movements will be minimal, and therefore effects are not considered to be significant.

Heating and hot water will utilise Air Source Heat Pumps (ASHPs) which do not emit pollutants and therefore emissions for heating and hot water are not anticipated.

Mitigation

The Council is likely to seek an air quality positive development in accordance with policy BSUI2. 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 to 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 a 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 design and access statement will identify the extent of local heritage and cultural assets and how the design of the development has responded to these. A heritage assessment identifying the impacts on heritage significance should also be provided. In addition, a views assessment will identify the extent to which the development impacts on skyline and protected views and measures to reduce potential adverse impacts.

The Site does not lie within or near a Conservation Area or an Archaeological Priority Area. Brent Town Hall, approximately 400m north east of the Site is Grade II listed. Wembley Arena (formerly the Empire Pool) and three K6 telephone kiosks, approximately 600m and 560m to the south 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.

The nearest conservation area is Lawns Court which at its closest is about 230 metres away to the north. Barn Hill is 280 metres to the north and Wembley High Street conservation area is 750 metres to the south west.

The site can be considered to have a generally low archaeological potential for all past periods of human activity, and has not been designated with any significant status as

identified on the Planning Policies map. Past post depositional impacts are considered severe as a result of previous development. On the basis a desk based archaeological study should be sufficient in identifying any potential archaeological concerns.

An assessment of the impact of the significance of identified heritage assets and the development's proposed impact on them should accompany an application and identify ways in which potential adverse impacts, such as height, massing and materials have been mitigated to an acceptable level.

Of particular relevance is the site's proximity to the national Stadium Wembley which is subject to Local Plan policy seeking to protect longer distance views to it and in particular its arch. The building will sit within the protected viewing corridor and setting from the Barn Hill protected view. Demonstration will need to be made through the proposed Townscape and Visual Appraisal of the extent of impact and as to how this impact will be appropriately mitigated.

Construction

The construction works are likely to require large cranes/ equipment, and therefore there is the potential for adverse effects on the setting of heritage assets and stadium views. These impacts are likely to be temporary.

Operation

The height of the proposed development will be up to 29 storeys and therefore a greater scale than that previously on site. The proposal introduces a much taller building than currently identified as appropriate within the Local Plan, being on the edge of the Wembley Tall Building Zone where development is expected to step down. Nevertheless, in terms of wider setting it sits against a backdrop of taller buildings in the vicinity of over 20 storeys, with Wembley Park Station development rising to 22 storeys and the recently granted Crescent House rising to 31. The largest impacts will be to heritage assets to the north and views of the stadium from Barn Hill. Although the proposed development could lead to some adverse effects on the setting of heritage assets and the Wembley stadium views, significant effects to warrant EIA are not considered likely.

Mitigation

Adjusting height, massing and materials to reduce the potential for adverse impact on local heritage.

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 which would warrant EIA in respect of heritage and cultural impacts.

Climatic Factors

Documentation Accompanying the Planning Application: An Energy Report should be submitted with the planning application.

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 as part of the CEMP to reduce any emissions. Consistent with London Plan policies, construction materials will be used that seek to reduce embodied energy and therefore the potential for further greenhouse emissions.

Operation

It is considered that the proposed development will be able to achieve the necessary carbon reduction targets in operation and building fabric materials through actual reductions combined with financial contributions secured through a 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.

A Section 106 obligation will likely be required and 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 contaminated land survey will be provided.*

The site is not within an historically industrial area and has not been used for industrial purposes. It is currently in hotel use. As such, it is not anticipated that significant levels of contamination exist beyond that expected of a roadside development.

Construction

During construction there is considered to be a low likelihood of fuel leakages / spills from construction vehicles. The site is adjacent to the Wealdstone Brook, and therefore containment of various contaminations will be more difficult should they breach the water course. 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.

Mitigation

Standard construction mitigation measures should be secured through the CEMP and through conditions in agreement with the Council's Contaminated Land Officer.

Taking into account the above the contamination issues are not so significant as to warrant and EIA.

Daylight, Sunlight and Overshadowing

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

Documentation Accompanying the Planning Application: A Daylight and Sunlight Report will be submitted with the application.

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 building.

The construction equipment will be temporary and short-term, and therefore not considered to be significant.

The erection of the new building 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 buildings up to 29 storeys onto the site. 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.

Mitigation

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: An ecological survey will be submitted in association with the application.

The site contains no areas of statutory nature conservation and there is no such site within the immediate vicinity of the Site. There are no SPA, SAC or Ramsar designations within 5km 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. 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 immediately adjacent to the Wealdstone Brook which is designated as a Grade II Site of Importance to Nature Conservation (SINC) of Borough importance. Although disturbance is anticipated during construction and operation, it is anticipated that given requirements to enhance on-site greening and biodiversity through the achievements of the London Plan Urban Greening Factor and national Biodiversity Net Gain requirements, that development will not result in a negative impact upon the adjacent SINC.

Construction

Depending on the findings of the ecological survey 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 and controls on lighting.

Operation

There is the potential for the proposed development to beneficially contribute to biodiversity of the local area through the implementation of ecological enhancement measures e.g. inclusion of bat roosting opportunities, bird boxes, green roofs and a wider range of green infrastructure on site that encourages bio-diversity. Whilst this is considered to be beneficial, this is not considered to be significant.

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. This will allow development to comply with the relevant wildlife legislation and ensure the Council carries out its statutory duties in ensuring protected species remain protected.

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 (FRA) will be submitted with the planning application. The Wealdstone Brook runs in a concrete channel to the south west of the site and is a source of flooding. Only a small portion of the site immediately adjacent to the Brook is within flood zone 3a for surface water flooding and fluvial flooding. The canalised river channel is functional floodplain. The risk of flooding from the river is therefore relatively low for the majority of the site by virtue of the sites relatively raised position. However, given proximity to the Brook, and the potential impacts of climate change, the potential for fluvial flooding should still be taken into account.

Construction

Brents level 2 Strategic Flood Risk Assessment (SFRA) for the wider BCSA3 site allocation, further along Brook Avenue to the west, identifies that in a 1 in a 100 year flood event, peak flow velocities reach 2.3m/s, whilst the period of inundation not exceeding 12 hours. Easy access to land outside flood zone 3 on site should allow construction personnel to move to areas away from flood risk. This should be accounted for within the CEMP.

Operation

The FRA will seek to ensure that the proposed development will not increase flood risk to occupants and off-site. This will include ensuring as little of the building footprint is located in Floodzone 3 as possible, putting less vulnerable uses in areas at higher risk and ensuring that the impacts on flood storage/ floodplain capacity are not adversely affected. In addition, it is likely that the site will reduce surface water run-off to greenfield rates through a series of measures such as green roofs/ on site attenuation.

Mitigation

The footprint of development within flood zone 3a should not be greater than existing (unless compensated for) to not increase flood risk elsewhere. Surface water flooding should be addressed through ground levels, building placement and a drainage strategy to reduce ponding, off-site flows and keep buildings away from flood risk. Flood resistance/resilience should be built into building structures below the minimum floor levels that will potentially be exposed to flood waters. Safe egress and access should be provided in times of flood, with evacuation processes and points being to the north of the site to Brook Avenue, or locations within the buildings if routes cannot be delivered to be agreed with the Council's emergency planning team.

Taking account of these matters, the required and proposed mitigation measures, 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

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 and Vibration Assessment is anticipated to be submitted with the application. Background noise levels on the site and in this part of the Borough are principally characterised by road traffic noise and the

underground lines, with moderate levels of noise from the adjacent commercial uses possible. Although somewhat distant, there are likely to be elevated levels of noise and activity likely during major sporting / cultural events.

Construction

Machinery used during demolition/construction on site can generate new sources of noise, as well as construction traffic movements in the vicinity. 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. No significant effects are therefore anticipated.

Operation

The proposal includes only the provision of blue badge car parking spaces, which represents a reduction when compared with the site's existing use. 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 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 primary sources of noise arise from proximity to the railway tracks and the road network. Brook Road is relatively quiet, whilst Wembley Park Drive being relatively busy, including freight traffic. The Noise Assessment will 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 its location and the potential noise implications addressed through planning conditions secured.

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: A socio-economic assessment report will be provided.

Construction

The proposed development would create benefits to local employment though providing temporary employment during construction and full time employment during operation. This is considered to be beneficial, but not significant.

Operation

The existing site comprises a 10 storey hotel which is to be demolished, and therefore existing jobs will be lost temporarily. These will however be reprovided as part of a larger hotel and in association with the PBSA scheme. The development will also increase the sites occupation and association local footfall resulting in increased local spending. 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

There is 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, 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

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 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 views assessment/ townscape analysis will identify the extent to which the development impacts on skyline and protected views. The setting of Lawn Court and Barn Hill conservation areas could be impacted. In addition the National Stadium is subject to local policy for protection of views to it from various locations across the borough, including notably to this site, the view from Barn Hill.

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 height of the proposed development will be up to 29 storeys and therefore a greater scale than that previously on site. The proposal introduces a much taller building than currently identified as appropriate within the Local Plan given the site is located at the edge of the Tall Building Zone where buildings are expected to step down to adjacent sensitive residential receptors. Nevertheless, in terms of wider setting it sits against a backdrop of taller buildings in the vicinity, with the Wembley Park Station development in particular rising to 22 storeys which is currently under construction, and the adjacent granted Crescent House development which rises to 31 storeys. The largest impacts will be to views from Lawn Court and Barn Hill conservation areas and also towards the stadium from Barn Hill, with the development being within its direct line of site. Although the proposed development could lead to some adverse effects on townscape and the Wembley stadium views, significant effects to warrant EIA are not considered likely.

As such 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 including Travel Plans will be submitted with the planning application. The site is located within an area with a public transport accessibility level (PTAL) of 5. As such it has Very Good public transport accessibility (Wembley Park station and numerous local bus services within 500 metres) and is in an area where the Council will seek to limit on site car parking provision. The development is to be car-free, with only 2 blue badge spaces are proposed.

Construction

There will be an increase in the 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

The Transport Assessment will set out how the site would be serviced when operational. Due to the proposal being car-free given its very good PTAL, operational traffic effects of the proposals are likely to be negligible when placed within the context of the site's existing use. Increased numbers of movements related to deliveries could generate additional traffic over current levels. However, given the scale of the development, these effects are not considered to be significant, and will likely be easily absorbed within the existing road network. The limited on-site car parking 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 and could include financial payments secured through a Section 106 Planning Obligation towards enhanced controlled parking zone measures, which will help to mitigate any adverse effects.

Mitigation

A CLP should be secured that includes standard mitigation measures to control transport movements.

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 CEMP will be sought as part of the planning process to deal with demolition and construction waste matters. A Waste Management Strategy or similar type of analysis of within the planning statement of how the development will adequately cater for the storage and collection of domestic and commercial waste during its operation will be sought.

Construction

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. No significant effects are therefore anticipated.

Operation

Separate solutions will be provided for both the commercial and student elements of the development. The inclusion of suitable waste facilities for student 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.

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.

Water Quality (hydromorphological changes, quantity and quality)

Documentation Accompanying the Planning Application: This matter will be addressed in a number of documents including the Flood Risk Assessment and the CEMP that will be required as part of the application/ permission process.

The site is adjacent to a watercourse, the Wealdstone Brook with potential for run-off direct from the site via non-formal pathways, or via the surface water drainage network.

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. 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 for 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. 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 Contaminated Land Report will identify if and where contamination is present and measures required, ensure that any construction activity does not increase risk to water quality, 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 Microclimate Assessment will be submitted with the application.

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 new buildings onto the site that will be up to 29 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 Wind Impact 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.

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 a 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 needs 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 the Wembley masterplan area and other development sites adjacent or within the vicinity, particularly those that might generate transport movements along Brook Avenue and Bridge Road, such as the Wembley Park Station development, and developments located along Fulton Road, and Olympic Way. A number of the applications identified as part of the cumulative assessment were subject to Environmental Impact Assessments. These include the Wembley Area Masterplan outline application (15/5550); Euro House (21/2989); and Wembley Link (18/3111). 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 majority of residual adverse effects after mitigation is taken into account are associated with the construction

phase of development. As this is temporary, and management/mitigation measures in place, these are not considered to be significant. Adverse effects during operation are typically associated with overshadowing and climate change, but these are also not considered to be significant.

The site is located within the Wembley Growth Area where significant and large scale development has taken place. This includes immediately to the north and west, with relatively tall flatted development also to the west. The south includes low scale residential development along Wembley Park Drive, however, these would not be impacted in terms of daylight and overshadowing. The townscape however has been planned to change considerably, which has taken place, and has been subject to numerous strategic and detailed assessments. The proposal will include its own TVIA at detailed planning stage, which will ensure that the proposed cumulative development will not have significant impacts on the townscape, and in particular, the protected view from Barn Hill.

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. The majority of deliverable sites within the immediate area have been, or will be built out, prior to any potential construction works taking place at this site.

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.

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.