



## **Volume 1: Environmental Statement Further Information Report**

**Brent Cross Cricklewood: Phase 1A (North) Reserved Matters Applications**

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## Volume 1: Environmental Statement Further

### Brent Cross Cricklewood: Phase 1A (North) Reserved Matters Applications

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This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007))

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#### Comments

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#### Comments

#### Our Markets



Property & Buildings



Transport & Infrastructure



Energy & Utilities



Environment



*This report has been produced to support and describe the Phase 1A (North) Reserved Matters Applications. It is not therefore submitted for formal approval and instead provides context to the application submission.*

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## Project Specific Terminology

Term	Explanation
<b>2010 Permission</b>	Approved development proposals for Brent Cross Cricklewood as defined by hybrid planning permission granted in October 2010 by the London Borough of Barnet (Ref C/17559/08)
<b>2014 Permission</b>	Approved development proposals for Brent Cross Cricklewood as defined by planning permission granted in July 2014 by the London Borough of Barnet (Ref F/04687/13), incorporating amendments to the 2010 Permission
<b>2014 Permission Planning Conditions</b>	Reference to the planning conditions associated with the July 2014 planning permission for the section 73 (s.73) Scheme as assessed in the s.73 ES.
<b>2008 ES</b>	Environmental Statement prepared by ERM which accompanied the March 2008 hybrid planning application
<b>Applicant</b>	The Brent Cross Cricklewood Development Partners who comprise Hammerson plc and Standard Life Investments
<b>Brent Cross Cricklewood (BXC)</b>	The area identified for regeneration which encompasses the planning application boundary. This term may be used to refer to the Scheme as a whole and as per the latest permission.
<b>Development</b>	The Phase 1A (North) detailed design features in combination with the outline Masterplan scheme (the 2014 Permission). There the 'Development' seeking approval through these RMAs.
<b>ES Further Information Report (FIR)</b>	Presentation of further environmental information pursuant to the s.73 ES to accompany the reserved matters application submission in order to inform the decision making for the Phase 1A (North) RMA.
<b>Gateway Junctions</b>	Nine junctions within the Development which form the 'gateways' to the Site and already have full planning approval under the 2014 Permission.
<b>Likely Significant Impacts</b>	Reference to the environmental impacts being reported on in the ES Further Information Report.
<b>Phase 1A (North) RMAs</b>	Refers to three separate Reserved Matters Applications which form Phase 1A (North) of the 2014 Permission. These comprise: Infrastructure (including roads, bridges and the river realignment); Open Space; Development Plots (53 and 54).
<b>Potential Impacts</b>	The identification of an impact which could result from the construction or operation of the Development, in the absence of mitigation measures.
<b>Pre-Commencement Planning Conditions</b>	Planning conditions resulting from the 2014 Permission which are required for submission before any
<b>Pre-RMA Planning Conditions</b>	Planning conditions resulting from the 2014 Permission which are required for submission before any RMAs can be lodged with the LPA.
<b>RES 2008</b>	Revised Environmental Statement prepared by ERM in November 2008
<b>RES 2009</b>	Revised Environmental Statement prepared by ERM in March 2009 submitted under Regulation 22 of the EIA Regulations
<b>Residual Impacts</b>	The resulting impact of an identified potential impact with the application of mitigation measures.
<b>s.73 Application</b>	Section 73 planning application

Term	Explanation
<b>s.73 ES</b>	Environmental Statement prepared by ERM which accompanied the October 2013 Section 73 planning application
<b>s.73 TR</b>	Transport Report prepared by URS which accompanied the October 2013 Section 73 planning application
<b>Scheme</b>	The consented scheme as described within the 2014 Permission and as represented in the parameter plans and indicative Masterplan found within the Revised Development Specification Framework (RDSF for the s.73 application)
<b>Site</b>	The land contained within the planning application boundary, comprising 151 hectares
<b>Temporary Bus Station and Bus Stops</b>	The proposed temporary bus station (Plot 114) and bus stops (Plot 113) which will be operational for approximately four years during the Phase 1A (North) construction and completion of the new permanent bus station for Brent Cross Shopping Centre.

## Glossary

<b>Above Ordnance Datum (AOD)</b>	Land levels in the UK are measured relative to the average sea level at Newlyn in Cornwall. This average level is referred to as 'Ordnance Datum'. Benchmarks, spot heights and contours on Ordnance Survey maps of the UK show heights above Ordnance Datum in metres.
<b>Addendum</b>	An addendum is an addition required to be made to a document by its author subsequent to its printing or publication
<b>Air Quality Management Area (AQMA)</b>	Areas where the National Air Quality objectives are likely not to be achieved, the local council will declare an Air Quality Management Area. This area could be just one or two streets, or it could be much bigger.
<b>Area of Special Archaeological Importance (ASAS)</b>	The Ancient Monuments and Archaeological Areas Act 1979 was a law passed by the British government, the latest in a series of Ancient Monument Acts legislating to protect the archaeological heritage of Great Britain.
<b>Baseline</b>	Existing environmental conditions present on, or near a site, against which future changes may be measured or predicted.
<b>Built heritage</b>	Upstanding structure of historic interest.
<b>Conservation Area</b>	An area designated under Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.
<b>Construction Environmental Management Plan</b>	A plan to undertake activities which provide for sound environmental management of a project during construction so that adverse environmental effects are minimised and mitigated.
<b>Cumulative Effects</b>	Effects that result from incremental changes caused by other past, present or reasonably foreseeable actions.
<b>Ecology</b>	The study of living organisms in relation to their surroundings.
<b>EIA Development</b>	Development that falls under the Schedule 1 or 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as requiring an EIA.

<b>Environmental Impact Assessment</b>	A technique for ensuring that the likely effects of new development on the environment are fully understood and taken into account before the development is allowed to go ahead. It provides a focus for public scrutiny of the project and enables the importance of the predicted effects, and the scope for modifying or mitigating them, to be properly evaluated by the decision-making authority.
<b>Listed Building</b>	A building included in a list produced by the Secretary of State for Culture, Media and Sport. It comprises buildings and other structures that are of special architectural or historic interest.
<b>Mitigation (measure)</b>	The measures put forward to prevent, reduce and where possible, offset any adverse effects on the environment.
<b>Particulate matter</b>	Discrete particles in ambient air, sizes ranging between nanometres (nm, billionths of a metre) to tens of micrometres (µm, millionths of a metre).
<b>Phase 1 habitat survey</b>	Broad scale and rapid technique for identifying and mapping habitats according to standard definitions and based on vegetation.
<b>Receptor</b>	Persons, living organisms, ecological systems, controlled water, atmosphere, structures and utilities that could be adversely affected by the contaminant(s).
<b>Remediation</b>	Clean-up or other methods used to remove or contain a toxic spill or hazardous materials.
<b>Reserved Matters Application</b>	A reserved matters application deals with some or all of the outstanding details of the outline application proposal.
<b>Residual effects</b>	Those effects of the development that cannot be mitigated following implementation of mitigation proposals.
<b>Scoping</b>	An initial stage in determining the nature and potential scale of environmental effects arising as a result of a development, and an assessment of what further studies are required to establish their significance.
<b>(Sensitive) Receptor</b>	A component of the natural, created or built environment such as human being, water, air, a building, or a plant that is affected by an effect.
<b>Section 106 Agreement</b>	A Section 106 Agreement is a legal agreement between the Planning Authority and the applicant/developer and any others that may have an interest in the land.
<b>Section 73 Application</b>	Section 73 of the Town and Country Planning Act 1990 allows applications to be made for permission to develop without complying with a condition(s) previously imposed on a planning permission.
<b>Site of Special Scientific Interest (SSSI)</b>	A Site of Special Scientific Interest is a conservation designation denoting a protected area in the UK. SSSIs are the basic building block of site-based nature conservation legislation and most other legal nature/geological conservation designations in Great Britain are based upon them.
<b>Speciated TPH</b>	Speciated TPH provides a "banded" Total Petroleum Hydrocarbon (TPH), initially split into aromatic and aliphatic fractions and then further divided into fraction specific carbon bandings based upon behavioural characteristics.
<b>Statutory Consultees</b>	Groups or bodies that, by law, must be consulted as part of the planning application process for certain types of development.

## Abbreviations

APSH	Analysis of Annual Probable Sunlight Hours
AQMA	Air Quality Management Area
ASAS	Area of Special Archaeological Significance
ATT	Advance Thermal Technologies

AVR	Accurate Visual Representations
BRE	Building Research Establishment
BXC	Brent Cross Cricklewood
BXC DDM	Brent Cross Cricklewood - Detailed Design Model (BXC-DDM) (transport model)
BXC TM	Brent Cross Cricklewood – Transport Model (as used in the ES, RES and Section 73)
CEMP	Construction Environmental Management Plan
CHP	Combined Heat and Power
CoCP	Code of Construction Practice
CSM	Conceptual Site Model
DDR	Design Development Report
DEFRA	Department for the Environmental Rural Affairs
DSF	Design Specification Framework
DSWMP	Demolition and Site Waste Management Plan
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment
GLA	Greater London Authority
GLAAS	Greater London Archaeology Advisory Service
ha	Hectares
HA	Highways Agency
HAWRAT	Highways Agency Water Risk Assessment Tool
ICP	Indicative Construction Programme
IEMA	Institute of Environmental Management and Assessment
LBB	London Borough of Barnet
LVIA	Landscape and Visual Assessment
MRF	Materials Recycling Facility
NO <sub>2</sub>	Nitrogen Dioxide
NTS	Non-Technical Summary
PDP	Primary Delivery Package
PM <sub>10</sub>	Particulate Matter
PPERP	Pollution Prevention and Emergency Response Plans
RDF	Refuse Derived Fuel
RDSF	Revised Development Specification Framework
RMA	Reserved Matters Application
s.106	Section 106 Agreement
s.73	Section 73

SLINC	Sites of Local Importance to Nature Conservation
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
SWMP	Site Waste Management Plan
TA	Transport Assessment
TM	Transport Model (BXC-TM)
TFL	Transport for London
VSC	Vertical Sky Component
WHF	Waste Handling Facility
WSI	Written Scheme of Investigation

## 1. Introduction

### 1.1 Context and Purpose of this Report

- 1.1.1 The Brent Cross Cricklewood regeneration scheme is located in northwest London and comprises 151 hectares (ha) of land within the administrative boundary of the London Borough of Barnet (LBB) (the 'Site'). The scheme applicant is the Brent Cross Cricklewood Development Partners (the 'Applicant'). The redevelopment area is identified within the Mayor's London Plan (2011)i as 'Opportunity Area 5 Cricklewood/Brent Cross' which has "significant potential for wider economic development, new housing and regeneration, capitalising on public transport improvements".
- 1.1.2 The Applicant received planning permission (outline consent) in October 2010 for the comprehensive redevelopment of Brent Cross Cricklewood (the '**2010 Permission**'). Subsequently a Section 73 application ('**s.73 Application**') was submitted in October 2013 (Application Reference: F/04687/13) to capture amendments to the planning conditions of the 2010 Permission and to include additional elements including the Living Bridge. The s.73 Application and proposals were subject to an Environmental Impact Assessment (EIA) process undertaken in line with The Town and Country Planning (Environmental Impact Assessment) Regulations 2011ii (the '**EIA Regulations**') and were reported in a Section 73 Environmental Statement (ES) dated October 2013 ('**s.73 ES**').
- 1.1.3 In July 2014, the LBB granted planning permission for the s.73 Application, hereafter referred to as the '**2014 Permission**'. The proposed Masterplan within the s.73 Application was in outline but with certain gateway junctions submitted in detail. The consented regeneration proposals of the 2014 Permission are hereafter referred to as the '**Scheme**'.
- 1.1.4 The Site includes the existing Brent Cross Shopping Centre to the north, the A41 and Brent Cross London Underground Station to the east, Cricklewood Lane to the south, the A5 to the west and the M1 motorway to the northwest. The location of the Site and extent of the planning application boundary of the 2014 Permission are shown in **Figure 1.1: Site Location** and **Figure 1.2: Planning Application Boundary**, respectively.
- 1.1.5 The Applicant is seeking approval for the first Reserved Matters Applications (RMAs) pursuant to the 2014 Permission. The first RMAs seek consent for details of infrastructure, open space and two residential development plots and are collectively known as the '**Phase 1A (North) RMAs**'. Phase 1A (North) is the first sub-phase of the Scheme and as such consent is now being sought for the elements of the RMAs as illustrated in **Figure 2.1: Phase 1A (North) Development**, which form the basis of this ES Further Information Report. In summary, these elements comprise:
- **Infrastructure:** Roads, bridges including the Living Bridge and Templehof Bridge replacement, the River Brent realignment and the provision of a Temporary Bus Station and Bus Stops;
  - **Open Spaces:** Clitterhouse Playing Fields (Part 1), Claremont Park, Central Riverside Park and Nature Park 5; and
  - **Plots 53 and 54:** 47 residential units on Brent Terrace to be provided as replacement housing for that being lost at Whitefield Estate to accommodate the Living Bridge.
- 1.1.6 Further details on the Phase 1A (North) elements of the RMAs are provided in **Chapter 2**.
- 1.1.7 This ES Further Information Report has been prepared by Waterman and other members of the project team to provide, where necessary, further environmental information pursuant to the s.73 ES as considered necessary to inform the granting of RMAs. Under the EIA Regulations, LBB in determining a RMA or other subsequent application must determine that the environmental information before it is adequate. This

Report therefore considers whether the s.73 ES remains adequate for decision making and in some cases provides further environmental information to ensure all likely significant effects of the Scheme with detailed design of Phase 1A (North) RMAs elements in place are considered at the grant of consent. The 2014 Permission with the detailed design of Phase 1A (North) RMAs elements in place are hereafter referred to as the '**Development**'. An EIA Scoping Report was prepared to identify the need for and the scope of further information pursuant to the s.73 ES in light of the emerging detailed design. Further details of the scope and approach to this Report are provided in **Section 4** and the Scoping Report is provided in **Appendix 4.1: EIA Scoping Report**.

## 1.2 Planning and EIA History

1.2.1 The Scheme already has the benefit of planning permission which now enables the project to progress to detailed design and the approval of RMAs for each Development Phase and Sub-Phase. The first RMAs are those of Phase 1A (North) which are the subject of this ES Further Information Report. The regeneration project has been subject to an EIA process, a summary of which is presented in Table 1.1 below together with a brief explanation of the planning applications to date.

Table 1.1: Summary of Brent Cross Cricklewood Planning and EIA History

Date	Planning History
March 2008	An outline planning application for the redevelopment scheme was first submitted to LBB with an accompanying ES (' <b>2008 ES</b> ').
November 2008	Following review comments of the application and ES by LBB and statutory consultees, it was decided by the Applicant to expand and revise the documents and to amend the ES accordingly. As such a Revised Environmental Statement was issued in November 2008 (' <b>RES 2008</b> ').
March 2009	LBB issued a request for further information under the EIA Regulations to inform the determination of the application (Regulation 22). Subsequently an amended RES (' <b>RES 2009</b> ') was submitted that incorporated the various responses to requests for further information.
October 2010	Outline planning permission (Application Reference: C/17559/08) was granted (' <b>2010 Permission</b> ') subject to planning conditions and Section 106 agreements.
October 2013	A s.73 Application was submitted to LBB under <i>The Town and Country Planning Act 1990</i> which sought amendments to the 2010 Permission to reflect the evolution in the scheme design. The main scheme changes captured in the 2013 s.73 included: <ul style="list-style-type: none"> <li>• A new pedestrian and cycle only bridge over the North Circular Road (the 'Living Bridge') to improve site connectivity and integration between the northern and southern parts of the new town centre. This included reconfiguration of Market Square and the area south of the A406.</li> <li>• Alterations to the layout of development within Brent Cross East Development Zone including the new pedestrian and cycle only bridge, as well as changes to the alignment of the River Brent and the reconfiguration of Brent Cross Main Square.</li> <li>• Alterations to the phasing of the development to bring more of the Brent Cross East Development Zone into the earlier Phase 1, including all the proposed North side retail plot development and the new bus station.</li> </ul>

Date	Planning History
	<ul style="list-style-type: none"> <li>The highways infrastructure required to support the altered phasing of plot development was brought forward into the earlier Phase 1A (North). This included changes to the A406/A5/M1 junction and the A406/A41 junction as well as a new 'Living Bridge'.</li> </ul> <p>The 2013 s.73 Application was accompanied by an ES (the '<b>s.73 ES</b>').</p>
July 2014	The s.73 Application was granted planning permission (Application Reference: F//04687/13) in July 2014 (the '2014 Permission'). The s.73 was an application capturing the Masterplan Scheme amendments in outline, whilst gaining full permission (detailed) for the proposed works to the Gateway Junctions.
Late 2014 / Early 2015	Submission and discharge of pre-RMA planning conditions of the 2014 Permission, including those of relevance to this Report such as the Revised Energy Strategy, the Acoustic Design Report, the A5 Corridor Study, the Reserved Matters Transport Report and the Area Wide Walking and Cycling Strategy.

1.2.2 The 2014 Permission included the following definition of the Scheme as a whole:

*“Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application).”*

1.2.3 The Scheme assessed by the s.73 ES was based on development parameters as defined by parameter plans and descriptions within the Revised Development Specification and Framework (RDSF) from the s.73 Application.

1.2.4 Since the 2014 Permission was granted, the design of the Scheme has further evolved and been refined in relation to Phase 1A (North) elements (see Figure 2.1) such that RMAs approval are now sought. The design development for the Phase 1A (North) RMAs has been largely focussed around the highways infrastructure (roads and bridges) which has been undergoing detailed design for the purpose of Approvals



In Principle (AIPs) and Technical Approvals with the Highways Agency (HA) and Transport for London (TfL).

- 1.2.5 Following the grant of the 2014 Permission, the Applicant has submitted material to discharge a number of planning conditions, both pre-RMA and pre-commencement conditions. Further details of these can be found in Section 4.5.

### **1.3 Need for Further Environmental Information**

- 1.3.1 The EIA process is a systematic means of identifying, predicting, evaluating and mitigating the likely significant environmental effects arising from a development. The process enables developers to respond iteratively to the prevailing environmental conditions and constraints in relation to their proposals. The purpose of the EIA is to inform the decision making process.
- 1.3.2 Where an EIA is required for a proposed development, information on the likely significant effects of the development must be provided by the Applicant in an ES to accompany the planning application. Brent Cross Cricklewood has previously been subject to an EIA process as outlined in Table 1.1. The most recent ES documentation comprises the s.73 ES produced by Environmental Resources Management (ERM) in October 2013. Regulation 3(4) of the EIA Regulations states “The relevant planning authority... shall not grant planning permission or subsequent consent pursuant to an application to which this regulation applies unless they have first taken the environmental information into consideration...”
- 1.3.3 When considering the RMAs for the detailed design of Phase 1A (North) elements of the Scheme it has been necessary to consider how the EIA Regulations<sup>ii</sup> apply to “subsequent applications” which are defined as meaning:
- “an application for approval of a matter where the approval –*
- (a) is required by or under a condition to which a planning permission is subject; and*
- (b) must be obtained before all or part of the development permitted by the planning permission may be begun.”*
- 1.3.4 The EIA Regulations contain a prohibition on a development consent, including subsequent applications, being granted unless there is an assessment of the likely significant effects of the Development. As such, the EIA Regulations seek to ensure the determining authority providing development consent is able to make its decision in the full knowledge of any likely significant environmental effects.
- 1.3.5 Since the Scheme is an EIA development, it follows that any subsequent applications pursuant to the 2014 Permission will be ones that also relate to EIA development and will thus have to be determined by reference to an ES. An application for a ‘screening opinion’ in relation to the RMAs has therefore not been sought as it would only confirm that the Scheme is EIA development.
- 1.3.6 In relation to the 2014 Permission, it is necessary to consider the EIA Regulations on the basis set out in Regulation 8 for ‘subsequent applications’ since this applies where an ES has already been submitted. Regulation 8 states that where the environmental information (in this instance the s.73 ES and any other associated environmental information) already before the authority is considered adequate, the authority should take this into account. However, where the environmental information before the Council is not

considered adequate to assess the environmental effects of the development, a notice must be served under Regulation 22. Alternatively, the Applicant can submit further environmental information voluntarily as provided within this ES Further Information Report. This Report considers whether the s.73 ES and other environmental information is adequate for decision making (i.e. remains valid) and whether the likely significant effects of the Scheme identified at the outline stage remain valid. The Report also provides further environmental information for certain technical topics where assessment work has been undertaken to confirm whether any likely significant environmental effects would arise - which were not fully identified or identifiable at the outline stage - from the Development with the Phase 1A (North) RMAs in place.

1.3.7 As such, this Report has been prepared and coordinated by Waterman to accompany the Phase 1A (North) RMAs, with technical assessments completed by Waterman and additional parties including:

- **Quod** – Socio Economics;
- **URS** (now AECOM but referred to as URS throughout this Report)– Water Resources and Flood Risk, Ground Contamination, and Traffic and Transport;
- **Cityscape** – Actual Visual Representations (AVRs) for the Townscape and Visual Impact Assessment;
- **BMT** – Wind assessment and Daylight, Sunlight and Overshadowing assessment;
- **Allies and Morrison, URS, Chapman Taylor, Haworth Tompkins and Mace** provided details of the Phase 1A (North) RMAs and associated construction activities.

1.3.8 The scope of the ES Further Information Report and general approach is provided in Chapter 4 of this Report.

## 1.4 Structure of the ES Further Information Report

1.4.1 The structure of the ES Further Information Report, is defined below.

### Non-Technical Summary

1.4.2 A Non-Technical Summary (NTS) is provided to give a summarised, accurate and balanced account of the key information provided in the ES Further Information Report. The NTS is provided at the front of the ES Further Information Report (Volume 1) in a format suitable for public dissemination. The NTS clearly sets out where updates have been provided to the s.73 ES and/or where new information in regard to the Phase 1A (North) RMAs is provided.

### ES Further Information Report (Volume 1): Main Text

1.4.3 This document contains the full text of the ES Further Information Report. The chapter headings are set out below in Table 1.2, corresponding to each chapter of the s.73 ES. Alongside each chapter heading is an indication of the approach to this ES Further Information Report.

1.4.4 A 'Statement of Conformity' is provided for those topics where environmental baseline information presented in the s.73 ES remains valid, there has been no new relevant legislation, policy or guidance, the

methodology remains valid and the detailed design has been reviewed and found not to give rise to any new or different significant environmental impacts from those reported in the s.73 ES.

- 1.4.5 Some technical Chapters provide further environmental information and assessment pursuant to the s.73 ES. In most cases this is new baseline information being available or as a result of a review of the detailed design as defined by the Phase 1A (North) RMAs. Where significant environmental impacts are new or where impacts differ from those presented in the s.73 ES they are clearly presented within the Chapter (only those which are new or different are reported) and this is followed through from potential impacts, to mitigation, to residual impacts.
- 1.4.6 For the air quality and noise and vibration chapters, following the undertaking of further monitoring and to ensure the assessments reflect the final highway design of Phase 1A (North) it has been deemed necessary to provide a new ES chapter to replace that within the s.73 ES.

**Table 1.2: Structure and Content of the ES Further Information Report**

<b>Chapter Title</b>	<b>Content of the ES Further Information Report</b>
1. Introduction	Overview on purpose of document, context and content
2. Description of Phase 1A (North) RMAs	Description of the features of Phase 1A (North) RMAs
3. Development of the Scheme and Consideration of Alternatives	Update in light of detailed design for Phase 1A (North) RMAs
4. Approach to the ES Further Information Report	Sets out the approach to scoping and general methodology applied in this Report
5. Land Use	Statement of Conformity
6. Land Use Planning	Summarises any new legislation, policy or guidance since the s.73 ES
7. Traffic and Transport	Statement of Conformity with presentation of additional information on the latest transport studies and model outputs.
8. Socio-Economics	Statement of Conformity
9. Noise and Vibration	Further assessment in light of detailed design for Phase 1A (North) RMAs, and updated baseline monitoring.
10. Townscape and Visual Impact Assessment	Further assessment in light of detailed design for Phase 1A (North) RMAs, updated baseline photography and Accurate Visual Representations (AVRs).
11. Ecology and Nature Conservation	Further assessment in light of detailed design for Phase 1A (North) RMAs and presentation of updated survey results (Phase 1 Habitat Survey and bat survey).
12. Water Resources and Flood Risk	Statement of Conformity
13. Archaeology and Cultural Heritage	Further assessment of detailed design with presentation of updated baseline information and Written Scheme of Investigation.
14. Air Quality and Dust	Further assessment in light of detailed design for Phase 1A (North) RMAs, updated baseline monitoring and details of the Temporary Bus Station and Bus Stops.

Chapter Title	Content of the ES Further Information Report
15. Ground Contamination	Statement of Conformity with summary of 2014 ground investigations and details of Remediation Strategies prepared since the s.73 ES.
16. Waste	Statement of Conformity
17. Microclimate	Further assessment in light of detailed design for Phase 1A (North) RMAs and the outcome of further modelling studies for wind and shading.
A. Wind	
B. Daylight, Sunlight and Overshadowing	
18. TV, Radio and Mobile Phone Reception	Statement of Conformity
19. Carbon Dioxide Emissions	Statement of Conformity
20. Intermediate Years Assessment	Statement of Conformity  Additional assessment summary included for the Temporary Bus Station and Bus Stops during a typical year of operation.
21. Cumulative Effects	Further assessment and commentary for particular topics in light of the latest cumulative scheme list.
22. Summary of Residual Effects and Mitigation	Update in accordance with potential new or different significant effects identified in the ES technical chapters.

### ES Further Information Report (Volume 2): Figures

- 1.4.7 Volume 2 contains the figures relating to the ES Further Information Report. A Table of Contents is provided at the front of Volume 2.

### ES Further Information Report (Volume 3): Appendices

- 1.4.8 Volume 3 contains the appendices relating to the ES Further Information Report. A Table of Contents is provided at the front of Volume.

## References

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- i Mayor of London (2011), The London Plan: Spatial Development Strategy for Greater London, July 2011, Greater London Authority (GLA)
- ii HMSO (2011), The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (S.I. 1824) HMSO, London.