10 Townscape and Visual Impact Assessment

10.1 Introduction

10.1.1 This Chapter, which has been prepared by Waterman, provides an update to the Landscape and Visual chapter presented within the s.73 ES. The impact assessment has been updated specifically to assess the potential construction and operational impacts arising from the Scheme with the detailed design of Phase 1A (North) elements in place (hereafter referred to as ‘the Development’) on existing and future sensitive receptors. Being an urban area the assessment has been retitled as a Townscape and Visual Impact Assessment (TVIA) which is more appropriate to the character and nature of the Site and its surroundings.

10.1.2 A review of the s.73 and preceding ESs has been undertaken to determine the validity of existing environmental information and to identify any new or different likely significant impacts arising from the Phase 1A (North) detailed design. The outcome of this review is reflected in the content of this Chapter and where relevant it is indicated where information relies on data from the s.73 ES or where it has been updated. All information relevant to determining the impact assessment, even where taken from the s.73 ES, is presented within this Chapter or Appendices to provide an assessment of the Development with the Phase 1A (North) RMAs elements in place.

10.1.3 The assessment considers potential townscape and visual amenity impacts of the Development (2014 Permission with the Phase 1A (North) RMAs detail) and the relevant mitigation measures required for both the construction and operational phases. Residual impacts are then provided for each receptor / viewpoint identified.

10.1.4 Mitigation measures are provided where applicable and 2014 Permission Planning Conditions are referenced as necessary. Mitigation is provided where deemed appropriate to prevent, reduce or offset any significant impacts.

10.1.5 This Chapter is supported by the following appendices:

- **Appendix 10.1:** Phase 1A (North) RMAs Views and Photomontages;
- **Appendix 10.2:** Brent Cross Cricklewood: Visual Impact Study September 2013 (s.73);
- **Appendix 10.3:** Residential Properties Table from s.73 ES.

10.2 Policy, Legislation and Guidance

**National Planning Guidance**

National Planning Policy Framework, 2012

10.2.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

10.2.2 Section 7 of the NPPF identifies ‘good design’ and ‘good planning’ as key aspects of sustainable development which ‘should contribute positively to making places better for people’. The guidance sets out six objectives / principles that Local Planning Authorities should ensure that proposed developments:
Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including the incorporation of green and other public space as part of the developments) and support local facilities and transport networks;

Respond to local character history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

Create safe and accessible environments where crime disorder, and fear of crime, do not undermine quality of life or community cohesion; and

Are visually attractive as a result of good architecture and appropriate landscaping.

Regional Planning Policy

The London Plan, July 2011

10.2.3 The London Plan is the overall strategic plan for London, and sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London. London boroughs’ local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

10.2.4 Chapter 7 of the Plan sets out policies for ‘London’s Living Places and Spaces’ which relate to the built environment.

10.2.5 Policy 7.4 is specific to local character and states that ‘development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area’s visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area’.

10.2.6 Buildings, streets and open spaces should provide high quality design that:

- has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass;
- contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area;
- is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings;
- allows existing buildings and structures that make a positive contribution to the character of the place to influence the future character of the area; and
- is informed by the surrounding historic environment.

10.2.7 Policy 7.5 relates to public realm and requires new areas of public realm within developments to be: accessible; inclusive; connected; easy to understand and maintain; relate to local context; and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

10.2.8 Policy 7.6 requires architectural design to make ‘a positive contribution to a coherent public realm, streetscape and wider cityscape’. Buildings and structures should be of the highest quality and ‘be
of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm’. Buildings should ‘comprise details and materials that compliment, not necessarily replicate the local architectural character’. Buildings and structures should ‘not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings in relation to overshadowing, wind and microclimate’.

10.2.9 Policy 7.7 relates to the location and design of tall and large buildings, and states that they should be part of a ‘plan-led approach to changing or developing an area’. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of the strategy that will meet the following criteria and should:

- Generally be limited to sites in the Central Activities Zone (CAZ), opportunity areas, areas of intensification or town centres that have good access to public realm;
- Only be considered in areas whose character would not be adversely affected by the scale, mass or bulk of a tall or large building;
- Relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain, and public realm;
- Individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London;
- Incorporate the highest standards of architecture and materials, including sustainable design and construction practices;
- Have ground floor activities that provide a positive relationship to the surrounding streets;
- Contribute to improving the permeability of the site and wider area, where possible; and
- Make a significant contribution to local regeneration.

10.2.10 Tall buildings should not adversely affect local or strategic views. This assessment does not consider the implications and impacts of tall buildings associated with the Development as none form part of Phase 1A (North).

10.2.11 Policy 7.11 relates to the list of strategic views that have been designated by The Mayor. These views include: ‘London Panoramas’, ‘Linear Views’, ‘River Prospects’ and; ‘Townscape Views’ and are listed within the policy. As well as the strategic view itself this policy also identifies the ‘Landmark Viewing Corridor’ and ‘Wider Setting Consultation Area’. No part of the Site or its immediate surroundings falls within a Strategic Viewing Corridor or its Wider Consultation Area.

10.2.12 Policy 7.30 relates to London’s Canals and Other Rivers and Waterspaces and sets out to ensure that ‘development proposals respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible’.

Revised Early Minor Alterations to the London Plan, 2013

10.2.13 On 11 October 2013, the Mayor published the Revised Early Minor Alterations to the London Plan (REMA). From this date, the REMA are operative as formal alterations to the London Plan (the Mayor’s spatial development strategy) and form part of the development plan for Greater London.

10.2.14 There are however no revisions to the policies within Chapter 7 (which sets out policies for ‘London’s Living Places and Spaces’) which have been identified within this report as relevant to townscape and visual amenity.
10.2.15 In January 2014, the Mayor published Draft Further Alterations to the London Plan (FALP) for public consultation. The FALP does not change Chapter 7 of the London Plan (which sets out policies for ‘London’s Living Places and Spaces’ which relate to the built environment).

Local Planning Policy

London Borough of Barnet Adopted Local Plan Core Strategy, September 2012

10.2.16 The Core Strategy sets out the council’s vision for the borough and sets out core strategy policies. The core objectives relevant to townscape and visual issues are:

- To protect and enhance the suburbs
- To ensure efficient use of land and natural resources; and
- To enhance and protect green and natural open

10.2.17 Brent Cross is identified as a major opportunity area which will be a major focus for the creation of new jobs and homes. The following core strategy policies are relevant to townscape and visual issues.

10.2.18 Policy CS1 – Place Shaping – requires the highest standards of urban design in order to generate development proposals of landmark quality and to create a ‘safe and attractive environment for people who live in, work in, or visit’.

10.2.19 Policy CS2 – Brent Cross/Cricklewood – seeks comprehensive redevelopment in accordance with the London Plan, the saved UDP policies and adopted Development Framework.

10.2.20 Policy CS4 – Providing Quality Homes – seeks to ensure that all new homes are built to ‘Lifetime Homes’ standards, so that neighbourhoods are ‘welcoming, accessible and inviting’.

10.2.21 Policy CS5 – Protecting and Enhancing Barnet’s Character to Create High Quality Places. In order to protect and enhance Barnet’s distinctive character this policy requires new design to ‘adhere to’ the Development Management Policies DPD. The policy seeks to ensure that development respects local context and distinctive character and should:

- Be safe, attractive and fully accessible;
- Provide vibrant, attractive and accessible public spaces;
- Respect and enhance the distinctive natural landscapes of Barnet;
- Protect and enhance the gardens of residential properties;
- Protect important local views from places within Barnet;
- Enhance the borough’s high quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable.

10.2.22 LBB identify four specific views which are considered to be ‘attractive’ views of skyline ridges and/or significant buildings which contribute to the quality of the townscape and landscape. The council will seek to ensure that development proposals are compatible with the character, scale and setting of views and will refuse permission for development which will adversely affect these landmarks and the views to them. The view ‘from Golders Hill Park towards Harrow-on-the-Hill’ (View B within the Core Strategy) is one of the four ‘attractive’ views and extends across the southern part of the Site area (just to the south of Clitterhouse Playing Fields).
10.2.23 Policy CS5 also seeks to protect and enhance high quality suburbs (as identified within ‘The Barnet Characterisation Study’) which are not protected by Conservation Area designations.

10.2.24 The acceptable location of ‘tall buildings’ is set out within Policy CS5. Tall buildings (defined as 8 stories/26m or more). Brent Cross is identified as an area which may be appropriate. Proposals will be considered in accordance with tall buildings policies contained within the London Plan and the EH/CABE ‘Guidance on Tall Buildings 2007’.

10.2.25 Policy CS6 – Providing Barnet’s Town Centres – notes that Brent Cross is being promoted as a new metropolitan town centre through mixed use development.

10.2.26 Policy CS7 – Enhancing and Protecting Barnet’s Open Spaces. This policy seeks to ‘maximise the benefits that open spaces can deliver and create a greener Barnet’ by:

- Protecting open spaces;
- Enhancing open spaces;
- Ensuring that the character of green spaces of historic significance is protected; and
- Meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision.

10.2.27 A number of ‘saved’ UDP policies are applicable to the townscape and visual amenity of Brent Cross/Cricklewood.

10.2.28 Policy GCrick – Cricklewood, Brent Cross West Hendon Regeneration Area – all new development needs to be built to the highest design and environmental standards.

10.2.29 Policy C1 – Comprehensive Development. Development proposals will be supported where they are consistent with policies in the Core Strategy and the detail of the adopted Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework and delivery strategy.

10.2.30 Policy C3 – Urban Design, Amenity. The amenities of existing and new residents should be protected and where possible improved within development proposals.

10.2.31 Policy C4 – Sustainable Design. Development needs to:

- Create an integrated network of open spaces and pedestrian and cycle routes to meet leisure, access, urban design and ecological needs and enhance connections to the surrounding area;
- Ensure the restoration and enhancement of the River Brent and its corridor in order to provide both amenity and nature conservation to the area; development which would be directly or indirectly detrimental to the nature conservation value of the Brent Reservoir Site of Special Scientific Interest will not be permitted.

10.2.32 Policy C6 – Brent Cross New Town Centre. Within this policy (where the council will support additional retail development at Brent Cross as part of a new town centre extending north and south of the North Circular) the following are relevant to townscape and landscape issues:

- The provision of enhanced pedestrian and cycling links to the surrounding areas;
- Significant improvements to the setting and environment of the town centre.

Guidance

10.2.33 The available guidance for assessing the townscape, heritage and visual effects of a development is as follows:

- Guidelines for Landscape and Visual Impact Assessment 3rd Edition, April 2013 produced jointly by the Institute of Environmental Assessment (now IEMA) and the Landscape Institute;
London View Management Framework Supplementary Planning Guidance (LVMF SPG), March 2012, which refers to and occasionally differs from the IEMA guidelines;

Characterisation Study of London Borough of Barnet, May 2010; and


10.3 Relevant Phase 1A (North) RMA Details

10.3.1 All elements of Phase 1A (North) are of relevance for the TVIA as all buildings (Plots 53 and 54), bridges, roads and open spaces can potentially affect the setting and visual impacts of an area. The temporary bus station and bus stops at Plots 114 and 113 have also been included in this assessment. Further details of the Phase 1A (North) RMAs are provided in Chapter 2. Commentary is also provided under Operational Potential Impacts.

10.4 Assessment Methodology

10.4.1 The townscape and visual assessment consists of two separate, but inter-linked issues, as follows:

Townscape Impacts: The impacts of the Development on the physical characteristics of the Site and its surroundings and on the townscape character of the study area; and

Visual Impacts: The impacts of the Development on views from visual receptors and on the amenity value of these views. The assessment methodology used is primarily based on the following guidance:

- ‘Guidelines for Landscape and Visual Impact Assessment’ (GLVIA), Landscape Institute (LI) and Institute of Environmental Management and Assessment (IEMA) 2013

- ‘Landscape Character Assessment’, The Countryside Agency and Scottish Natural Heritage (SNH) 2002.

10.4.2 The GLVIA guidance is aimed primarily at landscape and visual impact assessment but the principles are equally relevant to townscape and have been adapted and tailored where required to take account of an urban setting.

10.4.3 The assessment has been informed by the scope of the s.73 ES which was accepted by LBB. The assessment methodology adopted comprises a combination of desktop and field studies, including the following:

- An overview of statutory plans and other data regarding relevant designations and planning polices for the area;

- Geographical Information Systems (GIS) analyses using Ordnance Survey profile data to create a Zone of Theoretical Visibility (ZTV) which is subsequently ‘tested’ in the field to allow for intervening built form and vegetation;

- An assessment of the townscape character of the Site, together with the sensitivity of the townscape to change to the specific Phase 1A (North) proposals in the context of the Development as a whole. This includes the classification of the townscape into units of distinct and recognisable character, and reviews a number of factors such as: Built Form (scale, mass, skylines, landmarks), Public Realm and Open Space;

- Identification of visual receptors and classifications of sensitivity to change to the detailed design of the Phase 1A (North) RMA components;

- Selection of representative viewpoints of relevance to the Phase 1A (North) RMA components;
- Identification and assessment of the potential townscape and visual impacts of the Development, in terms of their magnitude and sensitivity; and
- The preparation of mitigation proposals (if required) with the aim, where possible, of avoiding or reducing significant adverse landscape or visual impacts, determined during the course of the assessment.

10.4.4 The impacts of the Development on the fabric or setting of Scheduled Monuments, Listed Buildings / Structures, Conservation Areas or other historical designations are not considered within the TVIA, although designations (if present) do inform the assessment. These elements are considered within Chapter 13: Archaeology and Cultural Heritage.

10.4.5 Field visits were carried out during October 2014 in relatively clear visibility. The visual analysis is based on views from external spaces within the public domain and not from inside buildings or private spaces. Further field visits were undertaken in December 2014 to identify suitable viewpoints from which to assess the Temporary Bus Station and Bus Stops (Plots 114 and 113 respectively).

10.4.6 A total of 25 representative views (described within Table 10.7) have been selected for assessment which were agreed with LBB. Eleven viewpoints were taken for the s.73 ES which were reviewed and an additional fourteen viewpoints selected for this Report to provide a more detailed assessment of the Phase 1A (North) elements specifically. Three of these new viewpoints were selected in December 2014 in order to assess the potential impacts of the Temporary Bus Station and Bus Stops (Plots 114 and 113 respectively). In combination these viewpoints provide a thorough representation of existing and potential views across the Site which could potentially be affected by the Phase 1A (North) elements. To show the likely impacts of the Phase 1A (North) RMA proposals a number of photomontages (either fully rendered or wire line) have been produced for a selection of the new views undertaken in October 2014 and January 2015 (presented in Appendix 10.1) Photomontages from the s.73 ES can be found in Appendix 10.2.

10.4.7 The tables below (Tables 10.1 – 10.5) set out the criteria used in assessing impacts on townscape and visual amenity affected by the proposals. The level of impact upon the townscape and visual amenity has been determined by assessing the magnitude of change resulting from the Development against the sensitivity of the townscape or visual receptor.

**Townscape Sensitivity**

10.4.8 Sensitivity of townscape is based on the ability of the particular townscape to accommodate change and has regard for a number of factors which include:
- Condition of townscape, strength or intactness of character, or the ability to restore or reinforce character; and
- Value placed on townscape (which can be through designation, planning policy, cultural association).

10.4.9 Magnitude of change relating to townscape character or features considers the degree to which change will result as a consequence of the Development either in the form of new characteristics, features or elements or the removal / alteration of existing characteristics, features or elements.

10.4.10 Magnitude of change relating to visual amenity and views considers the degree to which a view will change as a consequence of elements or features of the Development being seen within a view.
### Table 10.1: Townscape Sensitivity to Change Criteria

<table>
<thead>
<tr>
<th>Sensitivity of Character to Change</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very High:</td>
<td>Internationally designated/recognised townscape (e.g. Unesco World Heritage site) of exceptional quality and distinctive intact character with a large number of features and strong sense of place. Extremely susceptible to minor levels of change which would permanently alter the key characteristics of the townscape.</td>
</tr>
<tr>
<td>High:</td>
<td>Nationally or regionally designated/recognised townscape of high quality and distinctive character (e.g. Conservation Area). Susceptible to change which would permanently alter key characteristics and elements of the townscape.</td>
</tr>
<tr>
<td>Medium:</td>
<td>Locally designated/recognised townscape with some distinctive characteristics and features in reasonable condition. Capable of tolerating low levels of change without affecting the key characteristics and elements.</td>
</tr>
<tr>
<td>Low:</td>
<td>Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which may be in a poor state of repair. Townscape capable of moderate levels of change/improvement/enhancement.</td>
</tr>
<tr>
<td>Very Low:</td>
<td>Undesignated townscape of very low quality and condition. Townscape potentially capable of accommodating high levels of change/improvements/enhancement.</td>
</tr>
</tbody>
</table>

### Table 10.2: Magnitude of Change – Townscape Character

<table>
<thead>
<tr>
<th>Magnitude of Change</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very High:</td>
<td>Permanent change to townscape character. All/most key characteristics/features/elements of the townscape would be affected.</td>
</tr>
<tr>
<td>High:</td>
<td>Permanent change to townscape character. Numerous key characteristics/features/elements area would be affected. The proposal would introduce prominent features/elements which would affect large areas of the townscape.</td>
</tr>
<tr>
<td>Medium:</td>
<td>Permanent change to townscape character. Some key characteristics/features/elements would be affected. The proposal would introduce some elements which affect a limited area of the townscape.</td>
</tr>
<tr>
<td>Low:</td>
<td>Long term or temporary change of townscape character. The proposal would introduce a few elements which would affect a very limited number of key characteristics/features/elements within a highly localised area of the townscape.</td>
</tr>
<tr>
<td>Very Low</td>
<td>The key elements of the proposals would lead to a barely perceptible change to the key characteristics of the townscape character.</td>
</tr>
</tbody>
</table>
Visual Sensitivity

10.4.11 Sensitivity to change criteria is based on the GLVIA3 and is formed through a combination of the susceptibility of the visual receptor to specific change and the value attached to a particular view. The sensitivity of each receptor will vary according to:

- The distance of the viewer
- The number of viewers likely to be affected
- The importance of the view
- The duration of the view/sequence of views
- Nature of the existing view

Table 10.3: Visual Sensitivity

<table>
<thead>
<tr>
<th>Sensitivity of Views to Change</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>High:</td>
<td><strong>Value of view</strong>: Views within internationally or nationally designated townscapes, recognised/strategic/valued view. Also includes viewers looking at recognised/valued views of internationally or nationally designated townscapes/landmarks/features. E.g. World Heritage Sites, Grade I and Grade II* Listed Buildings, Strategic Viewing Corridors in London.</td>
</tr>
<tr>
<td></td>
<td><strong>Visual receptors</strong>: Residents at home, visitors to heritage assets or other attractions (where views of the surroundings are an important element of the experience). People walking important routes/footpaths.</td>
</tr>
<tr>
<td>Medium:</td>
<td><strong>Value of view</strong>: Views within regionally designated or valued townscapes. E.g. Grade II Listed Buildings, Conservation Areas.</td>
</tr>
<tr>
<td></td>
<td><strong>Visual receptors</strong>: People within parks, squares or piazzas.</td>
</tr>
<tr>
<td>Low:</td>
<td><strong>Value of view</strong>: Views with undesignated townscapes which may have some local value.</td>
</tr>
<tr>
<td></td>
<td><strong>Visual receptors</strong>: People within cars on local streets and within trains and office workers and shoppers.</td>
</tr>
<tr>
<td>Very Low:</td>
<td><strong>Value of view</strong>: Viewers within undesignated townscapes not recognised to have any local value.</td>
</tr>
<tr>
<td></td>
<td><strong>Visual receptors</strong>: People within vehicles travelling on major highways or workers within industrial buildings.</td>
</tr>
</tbody>
</table>

10.4.12 The magnitude of change experienced by visual receptors will be influenced by:

- Scale of change in the view with respect to the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the Development;
- Degree of contrast or integration of any new features or changes in the townscape with the existing or remaining townscape elements and characteristics in terms of form, scale, mass, line, height, colour and texture; and
- Nature of the view of the Development, in terms of the relative amount of time over which it will be experienced and whether views will be in full, partial or glimpses.

Geographical Extent

- The angle of view in relation to the main activity of the receptor;
- The distance of the viewpoint from the Development; and
- The extent of the area over which the changes would be visible.

Duration and Reversibility of Visual Impacts
- Short Term 0-2 years;
- Medium Term 2-10 years; and
- Long Term 10 years plus.

Table 10.4: Visual Receptors - Magnitude of Change Criteria

<table>
<thead>
<tr>
<th>Magnitude of Change</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very High:</td>
<td>The Development would form the dominant feature/focus of the view and/or would significantly detract from other important townscape features. The view would be fundamentally changed as a result.</td>
</tr>
<tr>
<td>High:</td>
<td>The Development would form a prominent feature/focus within the view and would compete with other townscape features and elements.</td>
</tr>
<tr>
<td>Medium:</td>
<td>The Development would form a readily noticeable feature within the view.</td>
</tr>
<tr>
<td>Low:</td>
<td>The Development would be seen within the view but the features and elements of the scheme would not be readily noticeable and there would be little obvious change to the view.</td>
</tr>
<tr>
<td>Very Low</td>
<td>The Development would barely be perceptible within views, making it difficult to identify any change to the view.</td>
</tr>
</tbody>
</table>

Table 10.5: Townscape and Visual Impact matrix

<table>
<thead>
<tr>
<th>Sensitivity/value of a Receptor</th>
<th>Very High</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
<th>Very Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very High</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Moderate</td>
<td>Moderate</td>
</tr>
<tr>
<td>High</td>
<td>Substantial</td>
<td>Substantial</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Minor</td>
</tr>
<tr>
<td>Medium</td>
<td>Substantial</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Minor</td>
<td>Negligible</td>
</tr>
<tr>
<td>Low</td>
<td>Moderate</td>
<td>Moderate</td>
<td>Minor</td>
<td>Negligible</td>
<td>Negligible</td>
</tr>
<tr>
<td>Very Low</td>
<td>Moderate</td>
<td>Minor</td>
<td>Negligible</td>
<td>Negligible</td>
<td>Negligible</td>
</tr>
</tbody>
</table>

10.4.13 For the purposes of this Chapter, predicted impacts of Moderate significance or higher (shaded) are considered to be significant impacts in accordance with the EIA regulations. The nature of impacts can be adverse, neutral or beneficial. Beneficial impacts are highly likely where well designed development is located within areas of degraded or derelict townscape.

10.4.14 Good practice guidelines stipulate that the significance of any townscape or visual related impact should be evaluated both during the construction phase and following completion of the Development (operational phase). In terms of the operational phase, the townscape and visual assessment is based on the potential impacts of the Development at Year 15 following commencement of construction which according to the Indicative Construction Programme is 2021 (completion of Phase 1) approximately 2 years following completion of the majority of Phase 1A (North) elements, thus allowing for some maturation of associated planting proposals. It is acknowledged that were the Development to be assessed on completion then the planting would not be sufficiently established to give a reasonable indication of its effectiveness either as a means of filtering views of the Development or as a way of assimilating the Development into the
landscape. It is also acknowledged that were the scheme to be assessed at Year 15 or 20, then the planting would potentially have reached a height that would have a significant screening impact when the Development is viewed from some locations and would not therefore be representative of the early years of the scheme.

10.4.15 The significance of townscape and visual impacts are determined by assessing:

- The sensitivity of the affected townscape;
- The sensitivity of the visual receptor; and
- The magnitude of the potential change that would occur.

10.4.16 The significance of townscape and visual impact is a function of the sensitivity of the affected townscape and visual receptors, together with the magnitude of change that they would experience. The sensitivity of the viewpoint will be affected by, among other things, the value placed on the location of the view and the likely activity of the viewer at that location. The magnitude of change will vary depending upon the amount of a view affected and the nature and duration of change.

10.4.17 The assessment process aims to be objective and quantify impacts as far as possible. However, it is recognised that subjective judgement is appropriate, if it is based upon training and experience and can be supported by clear evidence, reasoned argument and informed opinion. Whilst changes to a view can be factually defined, the evaluation of townscape character and visual impact does require qualitative judgments to be made. The conclusions of this assessment therefore combine objective measurement with informed professional interpretation.

10.4.18 The assessment of the nature of the impact will depend on the degree to which the Development:

- Compliments, respects or fits into the existing scale, built form and pattern of the townscape context;
- Enables enhancement, restoration or retention of the townscape character and visual amenity; and
- Affects strategic and important views in addition to the visual context of receptors.

10.4.19 In order to assess the full range of likely impacts of the Development, a number of separate images have been prepared from each viewpoint location.

10.4.20 A methodology for the photomontages or Accurate Visual Representations (AVRs) is set out within Appendix 10.1.

10.4.21 The assessment has been based on the Phase 1A North RMAs information making reference to the 2014 Permission Scheme (outline Masterplan) which formed the basis of the s.73 ES and the details of which are provided in the RDSF and Parameter Plans for development plots, highways infrastructure and open spaces.

10.4.22 The AVRs presented within Appendix 10.1 include the following scenarios:

- Illustrative Scheme (outline) plus the Phase 1A (North) elements (detail);
- Maximum Parameters (height only) (outline) plus the Phase 1A (North) elements (detail); and
- Cumulative Schemes alongside the Development as a whole (report on this against maximum parameters rather than illustrative).

Limitations or Constraints

10.4.23 No significant limitations or constraints to this assessment have been identified.
10.5 Consultation

10.5.1 The location of viewpoints to be considered in the TVIA were amended and agreed through discussions with LBB during the scoping study. No specific comments were raised on the scope of, or proposed approach to the assessment in the informal Scoping Responses from LBB and Capita.

10.5.2 Following submission of the EIA Scoping Report a further 3 viewpoints were identified for assessment of the Temporary Bus Station and Bus Stops, the locations of which were indicated within a supplementary scoping note to LBB in December 2014. Comments received from Capita in the EIA Scoping Opinion stated they expected inclusion of townscape and visual impacts for Plots 53 and 54 and the temporary works within the Report. Plots 53 and 54 are considered in this Chapter and two new viewpoints on Brent Terrace have been included and agreed with LBB for this purpose. As stated above, three new viewpoints on Brent Park Road were also included to capture the Temporary Bus Station at Plot 114 and Bus Stops at Plot 113.

10.6 Baseline Conditions

10.6.1 The existing baseline conditions of the Site and its wider setting have been reviewed using a combination of desk top assessment and field survey and set out in the following headings:

- Topography and Drainage;
- Land-use, infrastructure and Existing Development;
- Public Realm, Parks and Open Space;
- Trees and Vegetation;
- Townscape Character; and
- Visual Amenity.

10.6.2 The baseline conditions included in the s.73 ES have not been re-presented here in full as the RMA development proposals are highly localised and are not likely to affect or change all of the Site. This section is not intended to be a compete update of the baseline, but presents baseline information considered relevant to putting the Phase 1A (North) RMAs in context.

Topography and Drainage

10.6.3 The Site is located within the broad River Brent valley surrounded by a number of areas of high ground, the highest being Hampstead Heath where the ground rises to 134m AOD to the south east of the Site. Hendon Centre is located on another area of high ground (just to the north of the Site) where the land rises to 80m AOD. The area of Dollis Hill forms an area of high ground to the south west of Edgware Road where the land rises to approximately 77m AOD. The topography of the local area is shown on Figure 10.1.

10.6.4 The River Brent forms the lowest part of the Site at around 37 m AOD where it flows along the north side of the North Circular (A406) with the remainder of the land around the Brent Cross Shopping Centre rising gently from around 40m AOD in the south to a maximum of approximately 55m AOD at its northern boundary.

10.6.5 To the east smaller stream valleys have cut into the main river valley sides to form a series of small spurs which in turn create a series of secondary ridgelines across the valley. Claremont Road (between Cricklewood Station and Clitterhouse Playing Fields) follows one of these ridgelines where the land reaches a maximum of 59m AOD (the highest part of the Site) where Claremont Road passes the former football ground.
10.6.6 This natural ridge is further raised and modified by the engineered levels of the railway sidings which run parallel to Brent Terrace. The sidings form an elongated plateau which fall gently from 55 m AOD down to 50 m AOD.

10.6.7 The main development areas are divided between the elevated plateau of the railway land and the lower lying areas of the Clarefield Industrial Estate through to the retail area adjacent to Hendon Way and the land surrounding the River Brent.

10.6.8 Clitterhouse Playing Fields (the principal open space within the Site and wider local area) slope gently from a high point of around 59m AOD (in the south west adjoining the former football ground) to below 50m AOD around the Clitterhouse stream on the eastern side of the playing fields.

10.6.9 This stream flows in an open channel through the eastern edge of the park and is then culverted as it passes through the residential area and emerges again in an open channel through Whitefield School, before being culverted again before it connects to the River Brent which itself is canalised but largely open for most of its route alongside the North Circular.

10.6.10 The river flows in a westerly direction under the M1 and A5 and into Brent Reservoir. There are a number of small ponds within Clarefield Park and Millennium Green. There are no other surface water features within the study area.

Land Use Infrastructure and Existing Development

10.6.11 The principal categories of land use and development areas found on and around the Site comprise:

- Major highways including the M1 and North Circular (A406);
- Commercial and industrial areas, including a hotel, retail and shopping parks, superstores and waste transfer station;
- Open derelict land;
- Residential areas;
- Parks, public open space areas and playing fields;
- Schools and associated all weather sports pitches; and
- Railway and London Underground stations.

10.6.12 The extensive road and rail infrastructure within the area creates a strong pattern which defines areas and influences the land use pattern of other uses. The road and rail infrastructure also creates physical barriers which restricts free and easy movement across the Site and to the wider townscape.

10.6.13 The railway terraces off Cricklewood Broadway are designated as a Conservation Area. The five rows of terraces and communal garden areas form an attractive setting which is noted as an element of inherent interest within the existing townscape.

10.6.14 The Whitefield Estate comprising three high rise blocks of flats at the northern end of Claremont Road are prominent in many local views. Another tall building the Holiday Inn hotel is located in close proximity to the flats and forms a local landmark.

Public Realm and Parks and Open Space

10.6.15 Within the study area most public realm is restricted to footways adjoining roads, there are a few exceptions where areas of incidental space have been incorporated into residential developments or where there are spaces created around or underneath major road junctions. The area is well
served by parks and larger areas of open space. Within the wider townscape (outside the application area) are the following parks:

- Welsh Harp Open Space/Brent Reservoir/Woodfield Park;
- Gladstone Park;
- Basing Hill Park;
- Childs Park;
- Hendon Park; and
- Sturgess Park.

10.6.16 There are also several parks areas of open space currently within the Site as illustrated within BXC03 the Design and Access Statement of the 2014 Permission (see Figure 10.2):

- **Clarefield Park** - A relatively recent formal park laid out with sheltered garden and sitting areas, a play area and separate multi-sports areas, open grass areas and a pond.

- **Claremont Way Open Space** - including areas between Clitterhouse Crescent, Brent Terrace and Claremont Way - A series of linked spaces between Clitterhouse Crescent and the Claremont Way Industrial Estate and Brent Terrace. These are in the form of linear grass areas enclosed by hedges and scrub along the residential boundaries and a tree line along the edge of the industrial estate. In addition a few individual trees break up the larger spaces. Tarmac paths connect Brent Terrace to Claremont Way and Claremont Road.

- **Clittterhouse Playing Fields** - The playing fields form the largest open space within the local area. The fields are bounded by Claremont Road, the Pennine Drive estate and Prayle Grove, along with an area of allotments. The allotments separate the area from the Hendon Way dual carriageway. The fields include four football pitch areas and a small playground.

**Trees and Vegetation**

10.6.17 Within the urban area of the study area there is a pattern of dispersed tree cover and open land. At the large scale the northern scarp face of Hampstead Heath presents a woodland horizon to the Brent River valley. It is notable that many of the elevated open space areas are in fact heavily treed or even wooded. There are also a number of hill side or hill top church grounds and cemeteries which are also enclosed by trees. With the rolling topography the impact is that the areas of tree cover help break up and add interest to the overall urban area.

10.6.18 The principal areas and pattern of significant vegetation within the wider area comprise:

- Large areas and tracts of connected woodland associated with Hampstead Heath and West Heath;
- Isolated remnant woodlands such as Big and Little Woods within the north east of the study area;
- Linear tracts of trees following the River Brent and more occasionally some principal road and rail corridors; and
- Mature trees and vegetation along the boundaries and within parks and areas of open space, including Brent Reservoir to the west and Hendon Park to the north east.

10.6.19 As noted within the updated Ecological Appraisal (Appendix 11.1), Japanese Knotweed and Himalayan Balsam are found within the Site.
Protected Trees

10.6.20 The local authorities have confirmed the location of all existing trees within the area protected by Tree Preservation Order (TPO) status and the TPO record has been reviewed. A TPO area designation dating from 1994 was identified across the whole Brent Cross Shopping Centre Site (see Figure 10.3). No other TPO trees are found within the Site.

Trees and Vegetation within the Site

10.6.21 Within the s.73 ES a vegetation appraisal was produced which identified the key tree groups within the application area. **Table 10.6** (previously referred to as MS2-1) is still relevant as set out below:

**Table 10.6: Principle Tree Groups within the Site**

<table>
<thead>
<tr>
<th>Ref</th>
<th>Vegetation Type</th>
<th>Comment</th>
<th>Local Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tree and scrub growth on highway frontage of superstore site (Eastern Lands section of the application area) shields retail development and encloses site road/slip road area next to Hendon way/North circular</td>
<td>Group set down in overall townscape, significant to setting of lower level of circulations roads</td>
<td>Moderate significance</td>
</tr>
<tr>
<td>2</td>
<td>Embankment tree and scrub cover. Adjacent to Junction 1. Mature stand of trees, and individual trees and group specimens between carriageway and retail site. Mature Poplars along river channel and native planting around highway areas.</td>
<td>Planting helps soften impact of major structures and roadways. Trees only just visible from external viewpoints.</td>
<td>Low significance</td>
</tr>
<tr>
<td>3</td>
<td>Landscape planting to rear of Brent Park Road. Mix of structure planting of native trees and ornamental shrubs</td>
<td>Planting helps to screen sections of parking, and highway infrastructure from houses. Not highly visible from elsewhere</td>
<td>Low significance</td>
</tr>
<tr>
<td>4</td>
<td>Tree line along river Brent. Poplars and other cover.</td>
<td>Trees form a foil to Brent Cross shopping centre. Set low in the valley the trees form only a local landmark. Trees could be seen to identify the location of the river in the townscape. Visible from North Circular. Trees within Retail site protected by area TPO.</td>
<td>Moderate significance</td>
</tr>
<tr>
<td>5</td>
<td>Tree line behind Clitterhouse Crescent. Trees within open space area and line along boundary with Industrial estate. Generally Poplar with occasional groups of other native species.</td>
<td>Trees form a foil to industrial estate and help define character of open space area. Trees are also visible from a few exteriors viewpoints as a townscape feature.</td>
<td>High significance</td>
</tr>
<tr>
<td>6</td>
<td>Specimen trees around Whitefield flats. Mix of oak, sycamore, lime, plane and cherry.</td>
<td>Trees help provide a setting to tower blocks and break up views of buildings from street level, trees visible in occasional external views.</td>
<td>Low significance</td>
</tr>
<tr>
<td>7</td>
<td>Scrub and tree cover on sidings behind Brent Terrace. Bank of well-established birch, alder, blackthorn and hawthorn.</td>
<td>Bank of vegetation forms a screen to Waste Transfer station or view across sidings. Group provides enclosure to North end of Terrace (approx. 4-50 properties) and an attractive feature in its own right. Group not significant in wider</td>
<td>Moderate significance</td>
</tr>
<tr>
<td>Ref</td>
<td>Vegetation Type</td>
<td>Comment</td>
<td>Local Significance</td>
</tr>
<tr>
<td>-----</td>
<td>----------------</td>
<td>---------</td>
<td>-------------------</td>
</tr>
<tr>
<td>8</td>
<td>Hedgeline to East of Brent Terrace road. Native hedge of hawthorn/blackthorn.</td>
<td>Hedge forms a buffer between housing and enclosure to open space areas. Hedge quite scrappy and gapped in places.</td>
<td>Low significance</td>
</tr>
<tr>
<td>9</td>
<td>Trees around the Clitterhouse playing fields. Lines of Lombardy Poplars and parkland trees on edge of playing fields</td>
<td>Trees provide some visual interest to boundaries to the playing fields. Poplars visible to a number of external views.</td>
<td>Moderate significance</td>
</tr>
<tr>
<td>10</td>
<td>TPO groups adjacent to Railway Terraces Cricklewood Conservation area. London plane protected as a series of 3 groups.</td>
<td>Trees form a significant feature on Edgware Road. Groups screen Terrace and form a buffer to main road: important to character of designated Conservation Area.</td>
<td>High significance</td>
</tr>
<tr>
<td>11</td>
<td>Scrub and tree cover on railway embankments and cuttings adjacent to Cricklewood Curve Junction. Mainly sycamore.</td>
<td>Trees provide a limited buffer to properties at north end of Conservation Area to railway. Vegetation not highly visible from anywhere else.</td>
<td>Low significance</td>
</tr>
<tr>
<td>12</td>
<td>Trees associated with Clitterhouse Stream within the grounds of Whitefield School. Mix of trees including some mature oaks.</td>
<td></td>
<td>Moderate significance</td>
</tr>
</tbody>
</table>

### Landscape and Townscape Character

10.6.22 The following Character Areas (relevant to the Site and its immediate setting) have been identified through desk top study and field assessment, as found in Figure 10.4.

**Existing Landscape and Townscape Character Assessments**

10.6.23 The landscape character of the region is described within National Character Area 111: Northern Thames Basin. However this is a high level assessment and covers areas outside the urban areas and so is not really relevant to urban areas.

10.6.24 The draft All London Green Grid – Brent Valley and Barnet Plateau Area Framework includes some useful and informative descriptions and analysis of the area in which the Site is located (all be it from a green infrastructure perspective). The following being relevant to the Site and surrounding areas:

> Through Wembley and Brent Cross, and south through Willesden and Acton, housing areas and local centres are bounded and divided by railway lines, or major arterial roads. There are large industrial zones here, beside the canal and rail junctions. With the current proposals for HS2, Park Royal becomes an even more significant development and transport hub. It was the water supply needs of the Regents Canal in the 1830’s that also created the Brent Reservoir, or Welsh Harp as it is known locally, a long time popular leisure resource. From the A40 to the Thames, more suburban patterns return. The Brent flows on a gravel bed through parks, sports fields and golf courses, occasionally flanked by pollarded willows.

> The roaring North Circular ring road, the new Wembley Stadium, visible city-wide, the contrasting shopping draw of Brent Cross or IKEA, and the exclusive Harrow School on its hill, all form part of the public face of this area.

> In the north, the greenbelt provides unbroken rural views, and has huge potential as a productive, recreational and environmental resource. The Regents Canal towpath provides a link to the greenbelt from Paddington Basin. Way-marked long distance walks - the London Loop & Capital...
Ring, and local riverside routes - The Dollis Trail from Brent Cross to the greenbelt, or the Brent River Walk between the A40 and the Thames provide connections between large open spaces of real distinctiveness and biodiversity. Hilltop country parks offer diverse habitats and extensive views; the Brent Reservoir by the Junction of the North Circular, A5 and M1 is a SSSI, has a naturalised shoreline, accessible paths, and facilities for bird watching and sailing.

However, large parts of the Barnet Plateau notably at its urban edge are deficient in access to nature and open space. Transport infrastructure affects the continuity of walking routes, and reduces air quality. Surrounding housing hides many public parks in suburban areas. Open spaces could offer more biodiversity, watercourses are hidden in fenced off channels, and many areas remain, and are increasingly, susceptible to flooding.

The green infrastructure of the Brent Valley & Barnet Plateau is exceptional, but hidden and isolated within a largely car bound urban fabric. Investment in creating a well connected and celebrated network of green spaces and river corridors can begin to challenge the reliance on cars, and promote a more sustainable enjoyable and healthy life in the suburbs’.

10.6.25 Within the ‘Strategic Context’ section the strategy notes that:

‘The Brent Valley and Barnet Plateau will change dramatically in coming decades with the building of a number of large mixed use developments, bringing taller buildings and high densities. Over 32,000 new homes are planned, alongside retail and business space, and will increase the number of residents and workers significantly’.

‘Developments in this part of the London to Luton Growth Corridor offer significant opportunities to address environmental challenges from the local to the global through planning guidance. Most of the growth is planned where green infrastructure is fragmented, deficient or functioning poorly. Wembley, Brent Cross/Cricklewood and Harrow’s Intensification Areas are at points where there is deficiency in access to green space, and discontinuity in strategic walking routes. Colindale, Mill Hill, and Edgware, along channelized tributaries to the Brent, can overcome deficiency in access to larger green spaces only by improving links to spaces beyond growth area boundaries. Growth could be key to unlocking easy car free access to large areas of high quality open space for both new and existing communities’.

10.6.26 In 2010 Barnet published ‘Characterisation Study of London Borough of Barnet Final Report’ this provides a ‘detailed understanding of the Borough’s urban character’ and aims to identify areas within the borough that require greater protection in addition to areas which have the capacity to accommodate new development. The report notes that Barnet is predominantly suburban in character and is mainly made up of detached, semi-detached and terraced housing.

10.6.27 Sixteen character areas have been identified, the Site falls within two different areas:

- No 10 Golders Green & Hampstead Garden Suburbs – Clitterhouse Playing Fields are within the far south west of this area; and
- Brent Cross/Cricklewood – the majority of the Site is within this area. The study notes that the area largely comprises industrial/commercial uses, the Brent Cross Shopping Centre and open space (Brent Reservoir/Welsh Harp) and is made up of ‘big box’ typology.

Townscape Character Areas within the Context of the Site

10.6.28 From the field assessment work the following character areas have been identified, described and evaluated. This assessment confirms the character areas as set out in the s.73 ES remain appropriate.
10.6.29 Specific assessment work undertaken as part of this TVIA (as well as drawing on previous assessment work) has identified the following Townscape Character Areas (TCAs) within the locality of the Site. The location of these TCAs are shown in Figure 10.4. Twenty character areas have been identified within the local area, of these, four have the potential to be affected by the Phase 1A (North) RMAs elements. Character areas which have the potential to be affected by the RMAs proposals are described in more detail with a further level analysis.

TCA1: The North Circular Corridor

10.6.30 This character area is defined primarily by the road corridors formed by the intersections of the M1, North Circular and A41. In addition to the main carriageways the associated infrastructure includes four main junctions and one main overbridge, which are:

- the interchange with Edgware Road;
- the M1Junction;
- the North Circular fly over;
- the access into Brent Cross Centre;
- Templehof over bridge; and
- Hendon Way (A41) interchange.

10.6.31 Directly to the north adjoining the North Circular are the southern car parks and access roads of Brent Cross which are included within this TCA as the extensive areas of hardstanding appear to widen the road corridor. The River Brent corridor with its prominent tree line forms the northern boundary of the TCA.

10.6.32 The North Circular road carriageways are wide, the volume of traffic high and the overall road system is complex creating an intensely hard and urban section of townscape. The scale of the North Circular is accentuated by the presence of parallel side roads, Tilling Road and Theridge Road and the car park areas noted above.

10.6.33 Some limited areas of planting around sections of the junctions help to soften parts of the road infrastructure and in some cases reduce the scale of some of the structures. However, with sections of roadway passing underneath other structures and localised sections of substantial retaining walls the areas are dominated by the functional engineering arrangements.

10.6.34 The provision of pedestrian walkways, ramps and bridges adds to the visual complexity of the junctions. With these also passing under elevated roadways the impression is of generally cluttered, uninviting or even quite hostile conditions for both pedestrians and motorists. The concentration of road infrastructure (including bridges, ramps, gantries, signs) creates physical barriers and visual barriers.

10.6.35 Although there are some pedestrian and cycle crossing points the roads create a permanent physical barrier restricting free and easy movement – particularly in a north-south direction. Public realm is restricted to pavements immediately adjoining roads.

10.6.36 The hard urban character of this area is further reinforced by a number of commercial developments fronting onto the roadways in this location. The Holiday Inn Hotel is a prominent building which acts as a local landmark. On the northern side of the North Circular corridor the existing vegetation around the M1 junction and along the River Brent corridor makes a positive contribution to the area as a whole. Aside from these points the overall condition of the roadscape makes no positive contribution to the local townscape.
Key Features and Characteristics:

- Hard wide urban heavily trafficked spaces which allow free movement of cars but prevent free and easy movement by pedestrians and cyclists
- Hostile, noisy and bleak particularly for non-car users
- High level of visual clutter
- Limited areas of vegetation

Principal Typology: Road Corridor/Transport Network

Secondary Typology: Car parking serving Brent Cross Shopping Centre

Scale, Mass and Height: Wide, open, large scale features, but generally low lying with the exception of the over bridges, raised decks, flyovers, gantries and lighting columns.

Urban Grain: Coarse, although not of a traditional built form, the road corridor is essentially a long structure with no breaks/separation and a small handful of crossing points.

Landmarks: The Holiday Inn is the principal landmark within the southern periphery of the TCA, it is a tall building and can be seen from many vantage points in the wider townscape surrounding this TCA. Although much lower in height the flyovers and bridges can also be considered to be local landmarks. None of these landmarks are considered to contribute positively to the character of the area.

Skyline: Low and varied, height is provided by the raised road sections, bridges and intersections as well as the tree line which follows the River Brent.

Legibility, Access and Circulation: Good for car users, very poor for pedestrians, cyclists and other non-road users. The road corridor creates a physical barrier between townscape areas to its north and south. Crossing points are low in number and infrequent, signage is also poor.

Public Realm and Open Space: Devoid of any meaningful/usable open space, public realm is mainly restricted to footpaths adjoining carriageways.

Vegetation: Generally limited to narrow linear groups on the periphery of the TCA, principally the tree line which follows the route of the River Brent or small groups of trees around the major intersections.

Condition: Poor. The road is generally well maintained but surrounding areas including pavements are run down and not as well kept/maintained as surrounding areas.

Change: There has been little significant change in recent years to the road corridor or southern car parks within Brent Cross Shopping Centre. The single most significant recent change within the TCA has been the development of the Holiday Inn Hotel,

Designations/Value: No designations within the TCA, low value townscape

10.6.37 Townscape Sensitivity: This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as Very Low.

TCA2: Claremont Way Industrial Estate

10.6.38 Claremont Way Industrial Estate is located between the North Circular (to the north), railway sidings (to the west) and the higher land of the Clitterhouse Crescent to the south. The bulk of the estate is
located behind the frontage on to the North Circular (Tilling Road). Part of the estate includes a section of the Brent Terrace road (there are no residential properties on this section). The estate is comprised of a mix of different scale and types of commercial and light industrial activities. The largest operations include a sand or gravel depot and the existing waste transfer station. The main waste transfer station is located up on the railway sidings area. This is a hard urban area, with little existing vegetation.

10.6.39 This TCA is undesignated, of very low quality and poor condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as Very Low.

TCA3: Brent Cross Shopping Centre and River Brent

10.6.40 This character area encompasses the bulk of the shopping centre (including the shopping mall itself) to the north of the River Brent. The area comprises the large scale building mass and adjoining areas of car parking (with the exception of the car parks south of the River Brent), overflow car parks and transport interchange including access roads and roundabouts and a bus station.

10.6.41 The centre is primarily accessed by car and as such the general provision for pedestrian access is limited. Although the buildings are of a large scale and mass they are architecturally poor and do not have the ‘presence’ of landmark buildings (which could be expected from a major retail centre) and together with the surrounding car parks forms a poor relationship with adjoining townscape areas.

10.6.42 The River Brent crosses the southern part of this area creating some separation of the extensive car parks. Relatively mature vegetation follows the line of the river and helps to soften (to some degree) the surrounding townscape. The river itself is canalised in a concrete channel and does not provide a focus for the development or any meaningful amenity function, and in addition to the road network provides another level of physical barrier to non-car users.

**Key Features and Characteristics:**

- Hard urban space, primarily aimed at accommodating parking for shoppers
- High level of built form, with strong contrast between openness of peripheral car parks and the large scale and mass of the shopping centre core
- High level of visual clutter
- Limited areas of vegetation

**Principal Typology:** Retail/Shopping Mall

**Secondary Typology:** Access roads and car parks

**Scale, Mass and Height:** Contrast between open car parks and large mass of large building core of the shopping centre.

**Urban Grain:** Broad/coarse

**Landmarks:** No significant landmarks, the fairly non-descript and low key (compared to today’s shopping malls) shopping centre buildings could be considered to be local landmarks as a result of their mass and scale and visibility – particularly from the North Circular.

**Legibility, Access and Circulation:** Good for vehicles, very poor for pedestrians and other non-road users.
Public Realm and Open Space: Limited to footways adjoining roads, river corridor is not publicly accessible except where there are road crossing points. There is access and connectivity from the TCA to the adjoining Sturgess Park.

Vegetation: Significant vegetation mainly limited to boundaries – where there are mature tree lines. Also some individual trees incorporated into the car parks.

Condition: The grounds and buildings of the shopping centre are generally well kept and tidy but the age of some of the elements makes some areas appear tired.

Change: No significant change to this TCA in recent years

Designations/Value: No relevant designations, low value townscape

10.6.43 Townscape Sensitivity: This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as Very Low.

TCA4: Brent Terrace

10.6.44 Brent Terrace is an isolated and detached residential cul-de-sac comprising a long single row of terraced properties. Originally built, as railway cottages Brent Terrace runs parallel with the adjacent railway sidings. The terrace consists of some 100 houses in groups of set out on the western side of the road. The whole terrace is laid out in one straight line with all the houses fronting onto a footpath and facing the railway forming a linear feature. The houses are typical Victorian terrace properties with single or two storey back additions and small yard gardens. The road access is to the rear of the houses with on street parking. Across the road a relatively strong but occasionally gappy hedgeline forms the boundary with Claremont open space, this hedgeline reduces the connectivity that the properties could have with the open space and limits natural surveillance.

10.6.45 Brent Terrace is accessed by car from its southern end via Claremont Road to the south. There is greater pedestrian access via a number of footpath and cycleway links including: from the north (Claremont Way); and from the south via Clitterhouse Road. The terrace is set below the level of the railway sidings and the adjacent area of the Clitterhouse Crescent estate. Scrub cover on the railway embankment and the hedgeline reinforce the enclosure of the terrace as a quiet enclave. The character of the terrace is therefore notably different from the surrounding areas of the study area. However, the poor condition of some of the properties, garden areas, pavements, and adjacent open areas still links the area with the run down nature of much of the study area. The condition of the individual properties within the terrace varies considerably, some have been improved and are well maintained. Despite the existing condition of the terrace, overall the area has obvious potential to form a more attractive section of the local townscape.

Key Features and characteristics:
- Quiet residential enclave with strong linear development pattern
- Strategic cycle route

Principal Typology: Residential

Scale, Mass and Height: Long and narrow scale of low height

Urban Grain: Medium, long terrace block with occasional breaks allowing permeability

Landmarks: None
Legibility, Access and Circulation: Single point of access for cars, multiple points of access for pedestrians. Paths/pavements on either side of terrace allow good level of circulation and movement.

Vegetation: Limited to gardens within the TCA, more significant vegetation on boundaries, such as the long hedge along the boundary with Claremont Way Open Space and the vegetation along the railway sidings to the west.

Condition: Poor/Average

Change: No significant change or development within recent years

Designations/Value:
No relevant designations, low townscape value

10.6.46 Townscape Sensitivity: Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which are in a poor state of repair. The townscape is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as Low.

TCA5: The Railway Sidings

10.6.47 The area of the railway sidings is operational land in the form of an elevated plateau with no public access. A tall metal palisade security fence is located at the edge of the disused siding area above Brent Terrace. The main rail line forms a barrier to the western side of the siding area. The area is predominantly derelict with a cover of rough grass and tall herbs. A number of derelict structures sit within the area. Views out from the sidings take in the extensive areas of commercial industrial developments across the line along Edgware Road. These are generally seen as rear elevations with the fencing and other structures of the railway in the foreground. Despite the open nature and elevation of the plateau the area is not heavily overlooked. There are glimpsed views from some first floor windows on Brent Terrace. However, the majority of surrounding residential areas are not orientated to look over the area or views are intercepted by other development. As a consequence the area is isolated from other parts of the surrounding study area.

10.6.48 Overall, the railway land is a physical barrier to connections between the main Site and the areas to the west. In this sense the railway sidings and main line represent a line of severance through the local townscape dividing and isolating the areas of the main Site from the wider townscape.

10.6.49 Townscape Sensitivity: This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as Very Low.

TCA6: Edgware Road (South)

10.6.50 Between Cricklewood and the North Circular the Edgware Road is a heavily trafficked main arterial road. The route passes under and over two converging railway lines. The triangle of land between the railways divides the road into two sections. To the south of the railways the road forms the Cricklewood High Street. The high street is a hard urban area currently in a run-down condition. The buildings are mainly three or four storey with small shop units at ground level and offices and flats above. The street and pavement areas are narrow to the scale of the buildings above. The roadway is heavily trafficked and often congested. Large retail sites exist between the high street and railway. These include DIY stores, timber yard and builders merchants.
10.6.51 **Townscape Sensitivity:** Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which are in a poor state of repair. The townscape is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low.**

TCA7: Clitterhouse Playing Fields

10.6.52 Clitterhouse Playing Fields are a large and extensive expanse of open space, bounded primarily by residential developments to the south, west and north east and by a brook to the south east. The former football ground (now demolished) is located to the south west. The playing fields are simple in form and layout and as such offer a different form of facility than other open space areas in the study area. Essentially one large expanse of close mown grass located on a ‘crown’ of land, the playing fields are informal in shape, topography, layout and character. With occasional bench, the paths and the play area are incidental to the expanse of close mown grassland. There are very few trees within the fields (however there is strong mature vegetation and trees on some of the boundaries) or other features (with the exception of the children’s play area and access points/entrances from the surrounding areas are limited. The character of the area is defined by the functional layout of the sports pitch areas, the setting created by the surrounding housing and the former football ground.

10.6.53 The elevation and openness of the playing fields are an unusual combination of characteristics in the local area (where built form generally restricts wide or long views) which allow long views across and out to surrounding townscape areas particularly to the north and east.

10.6.54 The area is valuable as a space for sports and for informal recreation, and appears well used by dog walkers. However in landscape terms the interest or quality of the area is low. It is likely to be valued simply as an open space within the built up area.

**Key Features and Characteristics:**
- Large expanse of openness offering long views into adjoin townscape areas
- Offers a limited range of recreational activities
- Low key layout and informal design, lacks visual interest
- Poor path layout, access and circulation
- Void of significant vegetation
- Current management regime has created a uniform and somewhat utilitarian park

**Scale, Mass and Height:** Large scale park void of any large scale features

**Landmarks:** None

**Legibility:** Easy to navigate due to the openness of the park

**Public Realm and Open Space:** The whole character area is a park, which is low key and functional

**Access and Circulation:** Limited number of access points for such a large space, just a single surfaced path.

**Vegetation:**

Significant vegetation is restricted to boundaries, most of the park comprises close mown amenity grass

**Condition:** Average - reasonably well maintained
Designations/Value: No relevant designations, but park is valued for its recreational value and as a large area of open space

10.6.55 Townscape Sensitivity: This is an undesignated townscape of local value but low quality. Few distinctive characteristics, features or elements. The character of the park is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low**.

TCA8: Brent Park Road and Sturgess Avenue

10.6.56 Areas of post war, predominantly semi-detached housing within an enclosed streetscape with traditional street pattern. As small estate roads enclosed by the presence of Brent Cross and the M1 / North Circular these areas have a degree of isolation/separation and seclusion, with movement into adjoining areas being restricted. The areas are generally well presented areas of residential streetscape.

10.6.57 Townscape Sensitivity: This is an undesignated townscape of local value but low quality. Few distinctive characteristics, features or elements. The character of the area is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low**.

10.6.58 TCA9, 10 and 11 comprise residential estates (of differing ages, styles and form) which have developed along or adjoining Claremont Road. Claremont Road is an exceptionally long road running from Tilling Road in the north to the A407 Cricklewood Lane in the south. The route of the road follows a local ridgeline in the valley before dropping down towards the river Brent and the North Circular.

TCA9: Whitefield Avenue

10.6.59 This area comprises three residential tower blocks and six separate rows of terraced housing set within grass verges with mature trees. The tower blocks can be seen as skyline features from surrounding townscape areas and reach 11 storeys high. With the exception of the Holiday Inn Hotel are the tallest buildings within the local area. The terraced blocks are two storey and relatively non-descript. The area also includes a short row of three storey terraces comprising local shops with residential above set out on the eastern side of Claremont Way. At the end of this cul-de-sac is he Rosa Freedman Centre (care home) – a distinctive brick building with some limited architectural interest. Claremont Way looks onto and provides access to the eastern side of the Claremont Way Open Space area.

10.6.60 Townscape Sensitivity: This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as **Very Low**.

TCA10: Claremont Road/Clitterhouse Road/Clitterhouse Crescent

10.6.61 The Clitthhouse Crescent estate is made up a mix of semi-detached and terraced housing set out in four main areas accessed by car off Claremont Road, additional foot access is obtained via footpaths from Claremont Way Open Space. Apart from the footpath links the residential properties do not much connection with the open space with all properties backing onto it. The southern area of this TCA is located on relatively high ground and as a result there are views over surrounding townscape areas. The housing layout is traditional with two storey properties with small gardens. There are no street trees and few significant garden trees within the estate to help break up the mass of the housing. A number of small simple grass ‘greens’ are located within the layout. The roadways are narrow and the houses have no designated parking areas. Some properties have
removed garden hedges to provide off street parking. Elsewhere verges have had to be filled in where cars have been parked and the grass eroded away.

**Key Features and Characteristics:**
- Traditional residential development
- Some small ‘green’ areas but poorly laid out and of low quality
- Area lacks significant tree planting or other vegetation
- Views out over surrounding townscape areas
- Poor relationship with adjoining Claremont Open Space

**Scale, Mass and Height:** Small domestic scale and mass, low height

**Landmarks:** None

**Legibility:** Easy to navigate simple road layout

**Public Realm and Open Space:** Three small low quality greens, footpath connections to Claremont Open Space and footways adjoin roads.

**Access and Circulation:** Good level of access and circulation by car and foot

**Vegetation:** Very little significant vegetation, where it does exist it is within rear gardens

**Condition:** Poor/Average

**Designations/Value:** No relevant designations

10.6.62 **Townscape Sensitivity:** This is an undesignated townscape of local value but low quality. Few distinctive characteristics, features or elements. The character of the park is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low.**

**TCA 11: Prayle Grove/Wallcote Avenue**

10.6.63 Small ‘contained’ residential development set out on five roads on the eastern side of Clitterhouse Playing Fields. The area is further sub-divided into two areas, the largest being the area comprising post-war two storey semi-detached ‘prefab’ properties (finished in white, red or green) laid out on Prayle Grove and Walcote Avenue. This area is relatively homogenous and by todays eyes rather non-descript, however in the publication ‘London North - The Buildings of England’\(^X\), Pevsner described them as being ‘two storey prefabricated houses, whose shallow pitched roofs and painted ribbed cladding provide a touch of crisp 1950’s modernism’. Whilst most streets are a small handful of street trees, otherwise tree planting within the development is restricted to rear gardens. The western and southern boundaries (which adjoin the park) are well planted and contain thick bands of mature trees, this in addition to the fact that the properties rear gardens back on to the park result in the development having a poor relationship with it. Likewise the eastern boundary which adjoins the allotments.

10.6.64 The second sub area to the north east is much smaller and more recent, comprising 3 and 4 storey brick built terraced apartment blocks set out on a number of short roads, with on street parking in the form of parking courts. The eastern side adjoins the A41 and the northern side the leisure centre and superstore. The area is hard and generally lacking of vegetation.

10.6.65 This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as **Very Low.**
TCA12: Pennine Drive

10.6.66 Large residential development of post war properties set out in a series of formal geometrically laid out roads radiating from a central circular green. Two storey semi-detached properties of medium scale. The roads are generally tree lined and there are a number of small integrated greens with mature trees. This area adjoins Clitterhouse Playing Fields to the north although properties are set well back with long rear gardens and a mature belt of trees forming the interface.

10.6.67 Townscape Sensitivity: This is an undesignated townscape of local value but low quality. Few distinctive characteristics, features or elements. The character of the area is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as Low.

TCA13: Claremont Way Public Open Spaces

10.6.68 A series of separate but linked open space areas adjoining Brent Terrace, Clitterhouse Crescent, and Whitefield Avenue. The areas around the Clitterhouse Crescent Estate are small-scale spaces forming a linear buffer space between the housing and industrial areas. The areas have developed a low-key naturalistic character with informal path routes and native hedges, trees and scrub. The spaces are all enclosed by trees and adjacent buildings. Views out are limited to only glimpsed views out over the Clarefield Industrial Estate. The areas are maintained to a basic level. The condition of the adjacent housing, garden boundaries, the adjacent industrial areas and other elements of dilapidation bring the quality of the open areas down. While these areas can be described as poor quality landscape they are at the same time likely to be of significant value to local residents as open space and as a buffer to the industrial estate.

10.6.69 The more recently completed Clarefield Park provides a more significant and functional open space area than the buffer areas described above. The park itself is a more open, larger scale space than the areas between the houses. The layout gives some interest as a series of spaces and design impacts. The range of design areas and facilities are evidently designed to meet the needs of all age groups.

10.6.70 As the planting within the park will take some time to mature the area is open to views out and overlooked by surrounding residences and the Holiday Inn Hotel. The adjoining industrial area, Hotel and traffic of the North Circular have an influence on the character of the park. As designed the park will require a good level of maintenance to properly establish. If such input can be ensured the park has the potential to develop as an attractive area within the context of the local study area.

10.6.71 The park is only accessed from the Claremont Way cul-de-sac, which may mean its use is restricted to mainly local residents. This may help prevent vandalism and misuse of the Site, but conversely this may also mean it is not used as a regular thoroughfare by residents or especially used by adults. The way in which the area is used or misused by local people will have a significant influence on the character of the area as either a vibrant community focus or as a no-go haunt for teenagers.

10.6.72 Millennium Green Park is an additional small local park designed to include wildlife habitat areas. The park design is low key with mainly native deciduous planting. With areas of derelict sidings and existing scrub adjoining the park the area may not stand out as a major change in the character from the previous cover of scrub. As an open area off the Claremont

10.6.73 Road the park may become a retreat from the surroundings. The condition and value of this area in the future will depend on the establishment and management of the habitat areas to ensure the area is seen as an asset.

Key features and characteristics:
- Range of interlinked multifunctional spaces providing a good recreational resource
The area to the north west of Clitterhouse Crescent is more low key and informal in design

**Principal Typology:** Public Open space/Recreational resource

**Scale, Mass and Height:** Narrow low and linear

**Landmarks:** None

**Legibility, Access and Circulation:** Limited number of access points, defined surfaced path network

**Vegetation:** Strong boundary vegetation and large number of mature trees within open space – particularly Claremont Park

**Condition:** Average with minimal maintenance regime

**Change:** The parks are reasonably new and will continue to change and mature

**Designations / Value:** No relevant designations. The location of the parks to residential properties makes them of local value, however their value can be significantly improved (particularly Claremont Way) by improving the quality and amenities.

10.6.74 **Townscape Sensitivity:** This is an undesignated townscape of local value but low quality. Few distinctive characteristics, features or elements. The character of the park is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low**.

**TCA14: Claremont Road – Southern Area**

10.6.75 Predominantly residential area which also includes Claremont Primary School which marks the character area’s northern boundary. The area is centred on Claremont Road which is a busy and occasionally tree lined road which follows a straight alignment. The road provides access to adjoining residential areas, including: Penning Drive, The Vale as well as the southern access to Brent Terrace.

10.6.76 **Townscape Sensitivity:** Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which are in a poor state of repair. The townscape is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low**.

**TCA15: Railway Terraces Cricklewood (Conservation Area)**

10.6.77 To the north of the high street three terraces of railway cottages are located between the road and railway. This area is designated as a Conservation Area. The cottages are set back from the road and partially enclosed by a line of mature street trees. Other tree and scrub cover is located on the embankments and cuttings of the railway. The collection of historic terraces form a tight set of small back streets and attractive communal gardens. The narrow roadways and closely positioned terraces add to the enclosure and peaceful inward looking nature of the area. The character of this area, in particular the sense of tranquillity and isolation from other post war development, is recognised as an important sensitivity. The Conservation Area and roadside trees to the south of the railway over bridge are noted as of local value.

10.6.78 **Townscape Sensitivity:** Locally recognised townscape with some distinctive characteristics and features in reasonable condition. Capable of tolerating low levels of change without affecting the key characteristics and elements. The sensitivity to change has been assessed as **Medium**.

**TCA16: Edgware Road (North)**

10.6.79 To the north of the railway a mix of residential and large-scale commercial developments front on to the road. The road follows the base of the Dollis Hill slope; the scale of developments on the opposite side of the road again creates an enclosed roadscape with little opportunity for views out
to surrounding areas. The roadway widens to a dual carriageway on the approach to the North Circular underpass. The roadway and development frontages have minimal landscape provision.

10.6.80 **Townscape Sensitivity:** This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as **Very Low.**

**TCA17: Welsh Harp Reservoir**

10.6.81 Extensive ‘country park’ centred around Brent Reservoir, this is an important recreational facility offering a range of activities for formal and informal recreation. The area contains large expanses of water and mature trees and there are extensive views out over surrounding townscape areas.

10.6.82 **Townscape Sensitivity:** Locally recognised townscape with some distinctive characteristics and features in reasonable condition. Capable of tolerating low levels of change without affecting the key characteristics and elements. The sensitivity to change has been assessed as **Medium.**

**TCA18: Hendon Park and Cheyne Walk (Residential development east of the A41 and north of the North Circular)**

10.6.83 Predominantly residential development (including Hendon Park and Hendon School).

10.6.84 Townscape Sensitivity: Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which are in a poor state of repair. The townscape is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low.**

**TCA19: Highfield and Hamilton Road Area (Residential development east of the A41 and south of the North Circular)**

10.6.85 Predominantly residential area centred around Golders Green Road, also including Brent Cross Tube and a number of small parks.

10.6.86 Townscape Sensitivity: Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which are in a poor state of repair. The townscape is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low.**

**TCA20: Dollis Hill**

10.6.87 Large area of predominantly residential development also including Gladstone Park.

10.6.88 Townscape Sensitivity: Undesignated townscape of local value and low quality. Few distinctive characteristics, features or elements many of which are in a poor state of repair. The townscape is capable of moderate levels of change/improvement/enhancement. The sensitivity to change has been assessed as **Low.**

**TCA21: Hendon Way Retail and Leisure**

10.6.89 A number of large scale retail park developments are located along the southern side of the North Circular. These have expansive car parks and mix of architecture styles and minimal landscape planting. The areas do not contribute much to the townscape character but are a further example of the fragmented mix of townscape character areas within the Site.

10.6.90 **Townscape Sensitivity:** This TCA is undesignated, of very low quality and condition, with few distinctive features/elements and a weak and fragmented character. The TCA is capable of
accommodating high levels of change/improvements/enhancement. The sensitivity to change has been assessed as **Very Low**.

**Townscape Character Summary**

10.6.91 The area is currently occupied by a mix of developments and land uses, which give rise to a somewhat disjointed townscape. Run down areas of commercial and light industrial development and areas of derelict land sit alongside residential areas and public open space.

10.6.92 The area is also fragmented by several major road and rail routes, which cut across and encircle the study area. The existing pattern of transport infrastructure has a major bearing on the overall character of the location in terms of both the visual and audible influences and in the isolation and lack of pedestrian access across the main routes into and out of the Site.

10.6.93 Twenty different character areas within the study area have been identified, described and assessed.

10.6.94 With the exception of TCA 15: Railway Terraces Cricklewood (Conservation Area) the majority of character areas are unremarkable, of local value at best and of low or very low sensitivity with the ability to accommodate large amounts of change.

10.6.95 The poor quality and condition of much of the townscape within the Site and surrounding areas is reinforced by the fact that the Site is within a major regeneration area. This identified that the area is in need of significant improvement/redevelopment.

10.6.96 With the exception of the TPO’s none of the application area contains any areas, features or elements which are designated or protected other than for archaeology and Brent Underground Station and parade of shops which are Grade II listed.

10.6.97 In summary, the townscape of the Site and the wider study area can be considered to be generally of low value and sensitivity with very few notable features or characteristics.

**Visibility & Visual Amenity**

**Visibility**

10.6.98 A Zone of Theoretical Visual Influence (ZTV) of the existing baseline was prepared using GIS analysis of the local topography.

10.6.99 The ZTV studies does not take account of built form, other man-made structures or any existing vegetation, however when used in combination with the topographical analysis study (Figure 10.1) it provides a good starting point for visual analysis. It should be taken into account that the ZTV shows a worst case scenario and is to be used in combination with field analysis work. The ZTV is illustrated in Figure 10.1 and was used as a guide when selecting representative viewpoints in the field. Extensive fieldwork has been undertaken over several Site visits to help identify potential visual receptor groups and in turn representative and specific viewpoints.

10.6.100 While ain private views have been discussed, the identification of views has been carried out from external spaces within the public domain and not from inside buildings or private spaces.

**Visual Amenity**

10.6.101 The study area is generally low lying being within the River Brent valley, surrounded by higher ground, most notably Hampstead Heath to the east, Hendon to the north and Dollis Hill to the west.
As a result of the topography in combination with the existing built form and vegetation pattern most views tend to be of a short range and channelled nature, being typical of a high density townscape.

10.6.102 There are a few notable exceptions to this where some wider and longer range views ‘open up’ over larger parts of the study area, these tend to be where there are large gaps in the built fabric, either from permanent situations such as large road corridors, waterways and river corridors or from temporary situations such as vacant building plots.

10.6.103 There are some higher level longer distance views from the more elevated land around Claremont Road adjacent to the former Hendon football ground, and wide panoramic views from within Clitterhouse Playing Fields from the same elevated land. Longer distance (but channelled views) are also available along and across the principal road corridors – most notably the North Circular as well as across the extensive areas of car parks which serve the various retail outlets (most notably Brent Cross Shopping centre).

10.6.104 The Site does not feature within any of the London Strategic Viewing Corridors or within the backdrop to any of the Strategic Views. However the Site is crossed by a view line described by LBB as one of the ‘attractive’ views in the borough of skyline ridges and/or significant buildings which contribute to the quality of the townscape and landscape. The ‘attractive view’ is identified as that between Golders Hill Park to Harrow on the Hill which extends across the southern part of the Outline Application area (just to the south of Clitterhouse Playing Fields).

10.6.105 There are a number of landmarks visible from within the Borough. The two main ones are St Mary’s Church and Wembley Stadium. Others include the Cadbury Schweppes Building in Dollis Hill Lane, Poplar trees on Barn Hill Country Park, and the Welsh Harp (Brent) Reservoir.

10.6.106 Within locality of the Site the existing landmark buildings are limited to the occasional church spire, the refurbished flats of the Whitefield Estate and the Holiday Inn Hotel. There are also occasional tower blocks scattered in various directions out from the site. In the overall scale of local development and gently rolling topography of the area none of these buildings stand as particularly prominent elements of the urban area.

10.6.107 On a clear day more distant Metropolitan landmarks such as the Post Office Tower and the London Eye can be seen from particular elevated view points in the area. The existing townscape within the study area is a relatively bland expanse of urban or massed residential development unrelieved by major landmarks or townscape patterns. Many of the localised features seen can be described as visual detractors, negative features which degrade the amenity of views as well as the general townscape character. Visual detractors within the Site include:

- Major road corridors – particularly raised junctions, bridges and ancillary features such as light columns and signage;
- Industrial/retail units surrounding the Site; and
- Extensive car park areas associated with Brent Cross Shopping Centre.

10.6.108 The visual analysis has identified a number of principal receptor groups which may be sensitive to visual change within the Site.

10.6.109 Within the local area the following sensitive receptor groups (with the potential to be affected by the Development as a whole) have been identified:
Residential Receptors

- Properties in and around Whitefield Avenue and Clitterhouse Crescent have views over the open space areas around the buildings or the area of Clarefield Park. Some also take in views of the industrial estate, hotel and North Circular flyover.

- Properties within Prayle Grove, Marble Drive and Topaz Walk have various views of the Site. Some face into the school grounds, others the rear elevation of the superstore, while those on the southern and western sides of the estates look out over the Clitterhouse Playing Fields. In addition, many of the properties are likely to have views over towards the Whitefield tower blocks to the north west.

- Properties in Brent Terrace front onto the railway land. The majority of the terrace have views from 1st floor level. At ground floor level and garden areas most have a view to the railway boundary. A number of properties at the southern end of Brent Terrace.

- Claremont Road have glimpsed views over the railway sidings. Many of these take in derelict site areas, the railway and the urban developments beyond the railway. In addition the available views are at oblique angles or from only part of a property.

- A number of properties on Edgware Road have views towards the development areas. The views from the Railway Terraces (Conservation Area) properties are generally restricted by the adjacent railway embankment and tree cover. Properties on the Edgware Road facing the site look across the road directly at large-scale elevations of commercial development.

- To the north of the M1 fly-over properties in Brent Park Road have first floor views across the existing shopping centre car park, the North Circular towards the Holiday Inn Hotel. These properties are also close to the M1 junction and may be affected by highway works. Most of the ground floors and gardens are enclosed by landscape planting on the boundary. A few properties to the north of Brent Park Road also have glimpsed views over other properties to the Holiday Inn Hotel and the fly over. An existing belt of trees and vegetation will screen properties on Brent Park Road from the Temporary Bus Station (Plot 114) located immediately to the south and east of the housing estate.

10.6.110 A comprehensive schedule of individual properties was included within the previous application as per Appendix MS 4a, this information and analysis is still valid and is included as Appendix 10.3 of this TVIA.

Public Rights of Way (PRoW)

10.6.111 The majority of Public Rights of Way within the study area are set out along pavements adjoining roads, there are no significant segregated PRoW’s (which are considered to be significant) which are likely to be affected by the elements of the Phase 1A (North) RMAs (see Figure 7.2).

Public Open Space

10.6.112 The area is well served with parks and public open spaces and the following are considered to be sensitive receptors that may be affected by the Phase 1A (North) RMAs:

- Users of Clitterhouse Playing Fields; and

- Users of Claremont Way Open Space.

10.6.113 Of these groups the following have the potential to be affected by the elements of the Phase 1A (North) RMAs:

- Residents within Clitterhouse Road, Claremont Road and Clitterhouse Avenue;
- Residents within Brent Terrace;
- Residents within properties which adjoin Clitterhouse Playing Fields – Cotswold Gardens to the south, Prayle Grove to the north east, Claremont Road to the west;
- Users of Claremont Way Open Space;
- Users of Clitterhouse Playing Fields;
- Users of the North Circular;
- Users of local paths and cycleways adjoining the road corridors; and
- Visitors to Brent Cross Shopping Centre.

**Viewpoint Locations**

10.6.114 Viewpoint locations used within the 2008 and s.73 LVIA chapters (and agreed with LBB) have been used as a basis for the description of the visual baseline (see Figure 10.5). The majority of these viewpoints would not take in views of the Phase 1A (North) RMA components. In a few cases some viewpoints are no longer relevant to the Phase 1A (North) RMAs (such as View 2) and so have been removed from this assessment or replaced with alternative viewpoint locations. In order to robustly assess the visual impact of the Development with over Phase 1A (North) RMAs in place, a series of new additional viewpoint locations have been used within this assessment, these have been identified specifically for their relevance to the RMA proposals.

10.6.115 The original s.73 viewpoints are numbered 1 - 13 on Figure 10.5 and are presented within Appendix 10.2 and in Table 10.7 and for clarity this assessment uses the same numbering system as the previous LVIA’s. In many cases views from the original s.73 viewpoint locations will not feature any of the Phase 1A (North) RMA components – where this is the case it has been noted below and the impact of changes within the viewpoint have not been assessed further herein.

10.6.116 Table 10.7 presents details of the viewpoint location, sensitivity and description of each viewpoint. Where viewpoints considered in the s.73 ES are not considered further, explanation is provided in Table 10.7.

10.6.117 Only impacts which are likely to arise from the Phase 1A (North) RMAs are assessed (in the context of the parameters of the 2014 Permission and wider masterplan).
<table>
<thead>
<tr>
<th>View Number</th>
<th>View Location</th>
<th>Visual Receptors/Receptor Groups Represented</th>
<th>Sensitivity of Visual Receptors</th>
<th>Description of View</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Footbridge beside Brent Cross Flyover</td>
<td>Pedestrians and cyclists crossing the Brent Cross Flyover</td>
<td>Low</td>
<td>View from the footway on the south western side of the North Circular/A41 looking west along the North Circular road corridor. This footway is one of a number of routes which cross under or above the road junction and provide connectivity to the west and east. Views west along the North Circular open up as the footway extends beyond the junction (no views of the Site are available on the other side of the junction). The view looks onto the eastern end of Tilling Road and onto and along the North Circular to the west and towards Brent Cross Shopping Centre to the north west. The view is dominated by roads and their associated infrastructure (such as lighting columns and signage). Templehof Bridge is seen in the mid distance and the Wembley Arch is seen in the far distance. The large-scale buildings of Brent Cross Shopping Centre are seen in the near distance on the northern side of the north Circular. Vegetation which follows the line of the River Brent is prominent within the view.</td>
</tr>
<tr>
<td>2 (Refer to View 14)</td>
<td>Prince Charles Drive: Opposite Footbridge</td>
<td>Users/visitors to Brent Cross Shopping Centre</td>
<td>Low</td>
<td>Refer to View 14</td>
</tr>
<tr>
<td>This viewpoint will no longer exist when the Site developed – an alternative viewpoint on Templehof Bridge (View 14) has therefore replaced this viewpoint location for assessment purposes.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Layfield Close: Central gardens</td>
<td>Residents within Layfield Close</td>
<td>High</td>
<td>View from the small ‘garden’ area at the centre of Layfield Close looking in a south eastern direction.</td>
</tr>
<tr>
<td>View Number</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Description of View</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------</td>
<td>--------------------------------------------</td>
<td>---------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>This is one of a small handful of views from the residential area to the north of the Site where there are potential views out towards the Site. However even though the ‘garden’ area allows some wider views, these are all but contained by the houses along the south eastern corner of Brent Park Road. The only element of townscape seen beyond the rooftops of these houses is the mid/upper stories of the Holiday Inn Hotel.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Clitterhouse Playing Fields</td>
<td>Users of the playing fields</td>
<td>Medium</td>
<td>The openness and elevational context of the playing fields is an unusual characteristic of the local townscape, and results in a number of longer distance open views being available into the surrounding townscape – particularly to the north and east. This view from the north of the playing fields looks in a north western direction across the northern end of the park and onto (and between) the high rise flats located around Whitefield Avenue and the Holiday Inn Hotel tower on the North Circular. The distant horizon line around Hendon can be seen between the high rise buildings. Brent Cross Shopping Centre is largely screened by the tower blocks.</td>
</tr>
<tr>
<td>5</td>
<td>Brent Terrace</td>
<td>Residents within Brent Terrace</td>
<td>High</td>
<td>View along the path which serves the terraced properties of Brent Terrace looking in a north-westerly direction along the front of these properties and onto the edge of the adjoining railway corridor. A highly channelled, narrow and directional view, which is centred upon the path. Overgrown vegetation along the eastern side of the railway sidings and the terraced housing of Brent Terrace restrict and contain visibility. None of the Phase 1A (North) RMA elements would be seen within this view.</td>
</tr>
<tr>
<td>6</td>
<td>Clitterhouse Playing Fields: Central</td>
<td>Users of the playing fields</td>
<td>Medium</td>
<td>Refer to View 22</td>
</tr>
<tr>
<td>The view was considered to be in too closer proximity to view 4, the viewpoint location at View 22 is considered to provide a view which takes in a greater extent of the RMA works within Clitterhouse Playing Fields and is a suitable distance away from view 4.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>View Number</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Description of View</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------------------------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>7</td>
<td>Oxgate Gardens</td>
<td>Residents within Oxgate Gardens</td>
<td>High</td>
<td>View from the end of Oxgate Gardens in an easterly direction towards the A5 Edgware Road and railway sidings. Short range channelled view along the eastern end of Oxgate Gardens extending above the roofline of industrial/retail buildings and the railway sidings (which are screened from view) towards properties on Clitterhouse Road. A tall transmitter/relay station forms a prominent feature in the view.</td>
</tr>
<tr>
<td>8</td>
<td>Johnston Terrace: Junction with Needham Terrace</td>
<td>Residents</td>
<td>High</td>
<td>View from the northern end of Johnston Terrace looking directly onto the south western edge of the railway sidings (gabion retaining wall and grass bank) – which are elevated well above the level of the viewpoint. Short range view. The tops of two roofs of buildings within the railway sidings are the only buildings/structures seen within the view. The rails of the rail line and a signal just to the east of Midland Arches can also be seen within the view.</td>
</tr>
<tr>
<td>9</td>
<td>Highfield Avenue: Close to junction with Hamilton Road</td>
<td>Residents</td>
<td>High</td>
<td>View from the western end of Highfield Avenue looking in a westerly direction towards the A41. The channelled view looks onto a small section of the A41. In winter the view extends beyond the road towards two of the high rise flats adjoining Whitfield Avenue.</td>
</tr>
<tr>
<td>10</td>
<td>Jade Close</td>
<td>Residents</td>
<td>High</td>
<td>View from Jade close looking in a north-westerly direction. This is a short range view which looks along Jade close and onto part of the southern elevation of the adjoining Tesco store which blocks views of the wider townscape.</td>
</tr>
<tr>
<td>View Number</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Description of View</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------------</td>
<td>--------------------------------------------</td>
<td>--------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>11</td>
<td>Prayle Grove</td>
<td>Residents</td>
<td>High</td>
<td>View from Prayle Grove looking in a north-westerly direction. This is a channelled view which looks onto one of the high rise residential tower blocks on Whitfield Avenue. In winter the view extends further northwards towards the tops of the Brent Cross Shopping Centre buildings (south eastern side). The North Circular road corridor is hidden from view.</td>
</tr>
<tr>
<td>12</td>
<td>Claremont Road: Junction with Tilling Road</td>
<td>Travellers along Bow Road</td>
<td>Travellers on Bow Road – Low</td>
<td>View from Tilling Road where it adjoins the North Circular. There are views west and east along the North Circular corridor as well as north across the North Circular towards Brent Cross Shopping Centre. The view is dominated by the busy North Circular Road and its associated infrastructure, including signage gantries and advertising hoardings. The built form of the shopping centre and Holiday Inn Hotel are prominent features within the view. Templehof Bridge is less prominent but can be seen in the mid-distance. It is a busy view with a large amount of movement as a result of fast moving cars on the North Circular. It is a hard urban view only slightly softened by the tree line which follows the River Brent.</td>
</tr>
<tr>
<td>13</td>
<td>Welsh Harp/Brent Reservoir</td>
<td>Users of the open space</td>
<td>Medium</td>
<td>View from Woodfield Park Sports Ground looking over the top of Brent Reservoir in the direction of Brent Cross. In summer the view is highly contained by the trees surrounding the reservoir, however winter views are more extensive, with the ridgeline around Parliament Hill forming the distant horizon. The Holiday Inn Hotel and the very tops of three of the high rise tower blocks on Whitfield Avenue can be seen in the mid distance, no other Site features or elements can be seen from this viewpoint. None of the Phase 1A (North) RMA elements would be seen within this view.</td>
</tr>
<tr>
<td>14</td>
<td>Templehof Bridge</td>
<td>Pedestrians and road users</td>
<td>Low</td>
<td>Templehof Bridge provides one of the few open elevated views over the surrounding townscape in the area of the North Circular. It is also one of the few crossing points</td>
</tr>
<tr>
<td>View Number</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Description of View</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------</td>
<td>--------------------------------------------</td>
<td>--------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>15</td>
<td>Western entrance to Brent Cross (Stadium Way)</td>
<td>Pedestrians and road users</td>
<td>Low</td>
<td>View from Stadium Way (within the south-western fringes of the Shopping Centre) as it crosses over the River Brent. The view looks in a south-easterly direction over the southern car parks of the Shopping Centre and over the North Circular corridor. Templehof Bridge can be clearly seen. The Holiday Inn Hotel is the only prominent building seen within the view.</td>
</tr>
</tbody>
</table>

There are views in all directions but primarily along the road corridor to the east and west, where as well as the carriageways the southern expanse of Brent Cross Shopping Centre can be seen.

To the west the view primarily looks onto the elevated bridged section of the road where it rises to cross over the M1 interchange, but also extends in a north west direction over the southern fringes of Brent Cross Shopping Centre and the residential areas of Hendon and West Hendon, which appear quite ‘leafy’ in contrast to the hard urbanity of the North Circular.

To the east the view looks along the North Circular corridor towards the Brent Cross Flyover and beyond. The large south eastern car park and buildings within Brent Cross Shopping Centre are prominent within the view, as is the road and road infrastructure including overhead gantries. The tower blocks around Whitfield Avenue are also prominent on the southern side of the road and rise out of the trees. There is a concentration of trees on the southern side of the road which contrasts strongly with the baron and urban character of the road corridor and much of Brent Cross Shopping Centre.

Templehof Bridge is to be modified by the Phase 1A (North) RMA proposals, however the viewpoint location will be retained much as existing.
<table>
<thead>
<tr>
<th>View Number</th>
<th>View Location</th>
<th>Visual Receptors/Receptor Groups Represented</th>
<th>Sensitivity of Visual Receptors</th>
<th>Description of View</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Footpath underneath the junction of the M1 and North Circular</td>
<td>Pedestrians</td>
<td>Low</td>
<td>View from the footpath on the M1 interchange looking in an easterly direction along the North Circular Corridor. The view looks onto the underneath of the bridged section of the North Circular which rises over the M1 in this location. Templehof bridge is clearly seen in the mid distance of the view which extends eastwards towards the ridgeline of Golders Green and Hampstead Garden Suburb (where a number of church spires can be seen). Brent Cross Shopping Centre is partially screened by the existing trees – although in winter the car park areas and buildings would be more prominent.</td>
</tr>
<tr>
<td>17</td>
<td>Claremont Way Open Space</td>
<td>Users of the open space</td>
<td>Medium</td>
<td>View from the western side of Claremont Way open space looking in a south westerly direction into the open space beyond which lies between properties on Clitterhouse Crescent and Brent Terrace. This is a short range view which is soft in character, with the open space and trees forming the main focus of the view.</td>
</tr>
<tr>
<td>18</td>
<td>Brent Terrace – North</td>
<td>Residents</td>
<td>High</td>
<td>View from Brent Terrace (at the rear of number 92 looking towards Claremont Way Open Space (Plot 53) which is largely screened from view (in summer views) by the hedge and bank which runs the whole length of Brent Terrace. Filtered views extend towards the rear of properties on Clitterhouse Terrace. The hedge is sparse and patchy in places with occasional breaks such as in this view where the surfaced path which runs through Claremont Way open space joins Brent Terrace.</td>
</tr>
<tr>
<td>19</td>
<td>Brent Terrace - Central</td>
<td>Residents</td>
<td>High</td>
<td>The view from outside numbers 60/61 (further to the south of Brent Terrace) looks towards Plot 54 and is very similar in character to the view seen from viewpoint 19.</td>
</tr>
<tr>
<td>View Number</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Description of View</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------</td>
<td>---------------------------------------------</td>
<td>-------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>20</td>
<td>Junction of Clitterhouse Crescent and Clitterhouse Road (northern end)</td>
<td>Residents</td>
<td>High</td>
<td>The view from Clitterhouse Road looks in a south-westerly direction up the northern end of Clitterhouse Crescent in the general direction of Plot 53, however the Site of Plot 53 is completely screened from view by the intervening residential development. The view primarily looks onto the short row of two storey terraced properties which front onto the small green. It is a short range view with only two mature conifer trees (within rear gardens) being the only elements seen beyond the residential properties.</td>
</tr>
<tr>
<td>21</td>
<td>Junction of Clitterhouse Crescent and Clitterhouse Road (southern end)</td>
<td>Residents</td>
<td>High</td>
<td>The view from Clitterhouse Road looks onto properties on the south western end of Clitterhouse Crescent and the south western side of Clitterhouse Road. The view is in the general direction of Plot 54, however the Site area of Plot 54 is completely hidden from view by the intervening residential development. There are small gaps between the residential blocks which allow some narrow glimpses through to the rear gardens.</td>
</tr>
<tr>
<td>22</td>
<td>Southern entrance to Clitterhouse Playing Fields – southern entrance from Purbeck Drive</td>
<td>Users of the open space</td>
<td>Medium</td>
<td>As with Viewpoint 4, the openness and elevational context of the playing fields is an unusual characteristic of the local townscape, and results in a number of longer distance open views being available into the surrounding townscape – particularly to the north and east. The view seen from this viewpoint is wider and more panoramic than the view seen within Viewpoint 4 (further to the north) and takes in most of the playing fields. The view to the west looks over the Site of the former (and now demolished and cleared) football ground towards the two storey residential development on Claremont Road (the highest point in the local area), the roofs of the properties form the skyline in the west. The blue hoarding around the former football ground is a distinctive but temporary feature. To the north the view looks onto the high rise buildings (Holiday Inn Hotel and residential flats on Whitfield Avenue), the tallest buildings within the local area (from this view reading as a similar height). Views extend between the high rise buildings towards</td>
</tr>
<tr>
<td>View Number</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Description of View</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------------</td>
<td>---------------------------------------------</td>
<td>--------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>23</td>
<td>46 Brent Park Road</td>
<td>Residents</td>
<td>Medium</td>
<td>The view south from 46 Brent Park Road looks between residential houses towards the Temporary Bus Station at Plot 114. The view is in the general direction of Plot 114, however the proposed structures of the Temporary Bus Station at Plot 114 are completely hidden from view by the intervening residential development. Future development plots of the Masterplan are visible in the distance to the north and south of the A406.</td>
</tr>
<tr>
<td>24</td>
<td>90 Brent Park Road</td>
<td>Residents</td>
<td>Medium</td>
<td>The view southeast from 90 Brent Park Road looks between residential houses towards the Temporary Bus Station at Plot 114. The view is in the general direction of Plot 114, however the proposed structures of the Temporary Bus Station at Plot 114 are completely hidden from view by the intervening residential development. Future development plots of the Masterplan are visible in the distance to the north and south of the A406.</td>
</tr>
<tr>
<td>25</td>
<td>95 Brent Park Road</td>
<td>Residents</td>
<td>Medium</td>
<td>The view east from 95 Brent Park Road looks along the existing pedestrian walkway between residential houses on Brent Park Road and Layfield Close which allows access to the Brent Cross Shopping Centre. The view is in the general direction of the Temporary Bus Stops at Plot 113 (to the west of the Shopping Centre), however the residential areas in Hendon which form the horizon line. The North Circular corridor and Brent Cross Shopping Centres are hidden/screened from view by intervening development and as a consequence of topography.</td>
</tr>
</tbody>
</table>

To the north-east and east views look over the playing fields and out over the surrounding townscape of Golders Green and Hampstead which form the distant horizon.
<table>
<thead>
<tr>
<th>View Number</th>
<th>View Location</th>
<th>Visual Receptors/Receptor Groups Represented</th>
<th>Sensitivity of Visual Receptors</th>
<th>Description of View</th>
</tr>
</thead>
</table>

proposed structures of the Temporary Bus Stops are predominantly hidden from view by the residential development, earth mound and existing vegetation along the western boundary of the Plot, however residents accessing the Shopping Centre via this route will be able to view the bus stops once they enter the car park area beyond the screening of the vegetation.
Visual Summary

10.6.118 Views into and across the Site and wider townscape are influenced and moulded by a combination of topography, vegetation and built form. There are very few areas within or around the Site where there are vantage points offering views over large areas. Most views are of a short range and channelled nature, with only occasional medium to long range views, these being achieved principally where areas of open space coincide with higher lying topography, or where major road crossings or other transport infrastructure cuts through the townscape.

10.6.119 Considering the size and scale of the Site and the concentration of residential development within the area, views to or across the Site from residential receptors is extremely limited, with only properties on the periphery of the Site, or directly adjoining its boundaries having the potential for views.

10.7 Assessment and Mitigation

Construction

Potential Impacts

10.7.1 The indicative construction programme (ICP) and the Construction Impact Assessment (CIA) set out in the s.73 remain valid (taking into account the Sub-Phase change submitted under Planning Condition 4.2 of the 2014 Permission). Therefore the construction activities provided within the s.73 ES Chapter remain applicable to the determination of Phase 1A (North) RMAs, with the exception of the Temporary Bus Station and Bus Stops which have been assessed within this Chapter.

10.7.2 The s.73 ES assesses the potential impacts of construction under the following sub-headings:

- Topography and Drainage;
- Land Use and Built Environment;
- Vegetation;
- Open Space Areas;
- Landscape Context and Character;
- Visual Impact; and
- Special Interests, Values and Policy Context

10.7.3 The commentary with regard to the above key issues has been reviewed and is considered to remain valid taking into account the detailed design of Phase 1A (North).

Temporary Bus Station and Bus Stops

10.7.4 The Temporary Bus Station (Plot 114) and Bus Stops (Plot 113) to be located in the existing Shopping Centre car parks within Development Zone BX West and BX East respectively, will be established and operational during the construction phase from approximately early 2017 to late 2021 (approximately four year operation). As the areas are currently car parks the magnitude of change to the townscape will be low. They are located within Townscape Character Area 3 (TCA 3) - Brent Cross Shopping Centre and River Brent and lie adjacent to TCA 8 – Brent Park Road and Layfield Close. TCA 3 is considered to be an area of very low quality and condition and TCA 8 is of low quality with few distinct characteristics, features or elements. Therefore the introduction of the
Temporary Bus Station and Bus Stops into the areas with a low sensitivity to change will have a negligible impact.

10.7.5 The key visual receptors are on Brent Park Road (north of the Temporary Bus Station) and Layfield Close (west of the Temporary Bus Stops). The residential receptors in this area are considered to be of medium sensitivity as they are already located adjacent to the existing car parks with existing traffic movements occurring throughout the day. There is also an existing buffer of mature trees and vegetation along the western boundary of Plot 113 that helps screen the car park areas from the residential properties at Layfield Close and Brent Park Road; these will be retained. An acoustic screen is also proposed to be located to the west of the Temporary Bus Stops between the car park and existing mature trees. This screen will be approximately 2.5 metres in height and will therefore also afford visual screening benefits for the local residents. The magnitude of change will be very low as the Temporary Bus Station and Bus Stops will not be visible as illustrated in the photomontage views taken from Viewpoints 23; 24; and 25 (see Appendix 10.1: Phase 1A (North) RMAs Views & Photomontages). Where glimpsed views might be possible from upstairs back rooms, the changes will be seen in the context of the existing car parks. Therefore the significance of impact on the visual amenity of the residents will be negligible.

10.7.6 With regard to vegetation, further information is available on the retention and loss of trees within the areas directly affected by the Phase 1A (North) RMAs (refer to Appendix 2.3).

10.7.7 The tree loss directly attributable to the Phase 1A (North) RMAs would largely be consistent with the s.73 ES Figure 10.14 (including total loss of the Brent Cross TPO trees). There are however a small number of localised differences which relate specifically to Claremont Way Open Space / Park and Plots 53 and 54 where a greater number of trees / extent of vegetation would be removed as a result of detailed design and arboricultural advice on their health/condition. Replacement planting will however be provided however will take time to mature and re-establish its original value. Tree loss at the Temporary Bus Stops (Plot 113) remains as per the s.73 tree retention and removal plan. The potential impacts from tree loss in Phase 1A (North) is overall minor to moderate adverse however as mentioned with replacement planting proposals this would be reduced to minor adverse or negligible during construction due to the proposed temporary landscaping.

10.7.8 With regards to Claremont Way Open Space (to be improved and renamed Claremont Park) it had been hoped to retain more of the trees along the northern boundary, however following advice from the arboricultural assessment a number of these trees will need to be removed due to tree health or safety concerns. The removal is not as a consequence of the detailed design. Vegetation along the southern boundary will be removed to accommodate level changes within the new park. The best quality trees within the open space would be retained and supplemented with new trees which are included within the park design. No additional mitigation in the form of tree planting or other vegetation would be required to compensate for the loss.

10.7.9 With regards to Plots 53 and 54 no trees or hedges were identified for removal with the s.73 ES. The detailed design of these plots would require three trees to be removed to accommodate the development as well as two sections of the existing hedge. One further tree would be removed on arboricultural advice (and not as a consequence of the development). New tree planting and hedge planting along the boundary with Brent Terrace is proposed to replace the vegetation which would be removed. The scheme design for Plots 53 and 54 includes replacement hedges and tree planting and so no additional mitigation in the form of trees or vegetation is required to compensate for those proposed for removal.

10.7.10 There would be no change to the assessment conclusions relating to vegetation removal (as a consequence of the additional areas of vegetation which would be removed) as set out within the s.73 ES.
Mitigation

10.7.11 A series of mitigation measures were proposed to mitigate visual impacts temporary construction impacts in the s.73 ES, some of which have already been progressed to detailed measures in line with Planning Conditions attached to the 2014 Permission:

- Good housekeeping of construction sites (storage of materials/machinery, separation of working areas and open space, location of temporary buildings) - measures to be defined in CoCP/CEMPs to be submitted for approval as a Planning Condition to the 2014 Permission;
- Protection of trees and vegetation to be removed – detailed measures for tree protection already submitted to LBB for approval as Pre-RMA Planning Conditions 27.1 and 27.2 to the 2014 Permission;
- Temporary lighting – measures to be defined in CoCP/CEMP;
- Temporary / permanent reinstatement of landscape – details to be subject of Temporary Works RMA to be submitted in 2015.

10.7.12 In addition, temporary landscaping is proposed in certain areas the details of which would be subject of details to be submitted to LBB for approval in 2015 in relation to the Phase 1A (North) RMAs.

10.7.13 No further mitigation measures are therefore considered necessary in respect of Phase 1A (North) RMAs.

Residual Impacts

10.7.14 Table 22.2 of the s.73 ES identified temporary short term adverse impacts on the landscape character and views during the construction period in the area of moderate adverse significance with mitigation in place (including tree and vegetation removal). These impacts are considered to remain valid in respect of the Phase 1A (North) RMAs.

Operational

Potential Impacts

10.7.15 For the purpose of assessing the potential townscape and visual impacts/impacts each major component of the Phase 1A (North) RMAs has been assessed individually in the context of the 2014 Permission (i.e. detailed approval for the Gateway Junctions and parameter plans defined by the outline permission for the development zones) and set out in the following order:

- Plots 53 & 54;
- Parks and Open Spaces; and
- Highways and Infrastructure.

10.7.16 To understand the potential impacts it is necessary to describe each element of the Phase 1A (North) RMAs in terms of identifying the individual elements which have the potential to give rise to townscape impacts, the sensitive receptor which may be affected, the magnitude of change which would result and finally the degree of impact predicted, using the methodology and criteria set out at the beginning of this Chapter. A full description of each of the RMA components is provided in Chapter 2. The predicted impacts on each TCA affected by the Phase 1A (North) RMAs has been set out within Table 10.8. The predicted impacts on the individual viewpoints have been set out within Table 10.9. AVRs used to inform the assessment are presented in Appendix 10.1.
Plots 53 and 54

10.7.17 Plots 53 and 54 comprise two adjoining residential developments within the two triangular shaped pieces of land which form the extreme southern end of Claremont Way Open Space within TCA13 and directly adjoining TCA4 to the west and TCA10 to the east. Plot 53 development comprises two main blocks (arranged around a vehicular access/circulation space), one of which is much larger than the other. Both blocks are orientated towards Brent Terrace with their rear gardens adjoining properties on Clitterhouse Crescent. Two vehicular access points and two pedestrian connections from Brent Terrace are proposed.

10.7.18 The design of the two residential blocks is similar in terms of design, height and materials, being essentially three storey with pitched roofs (with a maximum height below 12m), brick faced with artificial slate roofs and dormer windows. Plot 54 comprises one main block and one smaller block, similar in plan and elevation to Plot 53. The built form is also orientated towards Brent Terrace and would be on the same alignment and set back distance from the road so to produce a continuous and homogenous building line which mirrors the linear nature of the adjoining terraced properties. Three vehicular access points from Brent Terrace to the southern end of Clitterhouse Road are proposed. The route of the existing PRoW which provides a cut through from Brent Terrace to Clitterhouse Road would be retained within the development.

10.7.19 A small number of low quality trees within the Plots would need to be removed to accommodate the development, an equally small number are to be removed on arboricultural grounds. A section of the existing hedge (which stretches along the eastern side of Brent Terrace) would need to be removed (approximately 50%).

10.7.20 Full details of the hard and soft landscape for Plots 53 and 54 have been prepared and will be submitted with the Phase 1A (North) RMA application. These plans include proposals for new tree and shrub planting as well as details of a new hedge to compensate for the loss of the existing hedge sections.

10.7.21 The key principles of the landscape strategy are as follows:

- Reinforce and manage the existing hedge to create a distinctive frontage to the residential development, and to promote biodiversity;
- Create clear and distinctive gateways into the residential plots, which provide a sense of permeability;
- Provide activity and play areas within the residential courtyards – doorstep play;
- Provide native hedge planting to the eastern boundary adjacent to existing residential properties to create a buffer between the proposed development and the existing properties;
- Create a number of different wildlife habitat areas to enhance biodiversity within perimeter spaces at either end of the development;
- Provide a clear boundary to help reinforce a sense of ownership within the development; and
- Provide for storm water attenuation in the lowest parts of the courtyards.

10.7.22 Potential impacts (and receptors affected) of the development of Plots 53 and 54 include:

- Direct impact on the elements, features and characteristics of TCA13 Claremont Way Open Space;
- Impacts on residents within Brent Terrace;
- Impacts on residents within Clitterhouse Crescent;
- Impacts on residents within Claremont Road;
National Ordinance

10.7.23 There would be a complete loss of the two triangular areas of open space which form the southern extreme of the open space. The far south triangle (which Plot 54 would be built on) is completely cut off from the rest of the open space by the rear gardens of properties within Clitterhouse Crescent. Both areas are considered to be in poor condition, of low quality and of low value, providing little recreational or amenity value. They do not form critical parts of the wider Claremont Way Open Space.

10.7.24 The most significant element within the TCA is the hedge which runs along the boundary with Brent Terrace. Two sections of hedge would be removed to accommodate the development and a further section would be removed (to the north) on arboricultural advice.

10.7.25 Within the arboricultural assessment report the hedge is described as:

‘A077 Hawthorn, Elderberry, Bramble, Goat Willow, Ash, Horse Chestnut, Wild Cherry, Hazel, Dogwood, Sycamore, Blackthorn, Elm, Cherry Plum, Holly, Privet. 5m high’.

‘Dilapidated mixed native hedgerow marking the eastern edge of a public highway. The overall density and quality of the specimens within the hedgerow varies from area to area, but the trees can only be regarded as poor. This feature offers a significant benefit in terms of a wildlife habitat corridor and screening feature. However, it is likely to continue to deteriorate without intervention which could most appropriately be done by establishing a rotational coppice regime whereby selected sections are coppiced on a 15 yearly rotation thereby allowing the regeneration of healthy young shoots. The overall value and British standard categorisation of this feature is based upon this current situation and does not reflect the possibility of improvement by maintenance work so it is important not to disregard the importance of this landscape feature to both its immediate vicinity and the areas which it connects’.

10.7.26 New native hedge planting will largely replace/mitigate for the lengths of hedge to be removed (a shorter length reflects the need to accommodate the vehicular access points), and will be managed as part of the overall management regime for the development and would ensure that the new hedge not only establishes successfully but is also managed appropriately in the long term.

10.7.27 A small number of trees would be removed as follows:

**Plot 53**
- T215 Category C to be removed to accommodate the development;
- T214 Category C/U to be removed on arboricultural grounds;
- T211 Category C/U to be removed on arboricultural grounds; and
- T210 Category C/U to be removed on arboricultural grounds.

**Plot 54**
- T368 Category C to be removed to accommodate the development.

10.7.28 The development would introduce built form (in the guise of residential scale and appearance) into an area which are currently open and undeveloped. However, this is not an area void of development and similar character development already exists to the east and west. The route of the PRoW at the southern end of Plot 54 would be retained within the development so retaining the cut through from Brent Terrace to Clitterhouse Road. There would be the loss of open land, however
this is of low quality and in poor condition. There would also be the loss of a small number of trees and two sections of existing hedge.

10.7.29 There would be impacts on views from residents within some properties within Brent Terrace and some properties within Clitterhouse Crescent and Clitterhouse Road, all of which ‘back onto’ Plots 53 and 54.

Parks and Open Spaces

10.7.30 As part of the Phase 1A (North) RMAs a number of key strategic open space detailed proposals have been prepared. Two of the proposals cover remodelling/ improvements/enhancements to existing parks and open spaces and two proposals refer to new parks or open spaces. The ‘Revised Public Realm and Open Space Strategy Revision H September 2013’ sets out the strategy for all of the open space within the Site.

Claremont Park/Claremont Way Open Space

10.7.31 With the proposed residential development within Plots 53 and 54 (as well as the remodelling of Claremont Road at the north eastern end of this open space), Claremont Park would become a more regular somewhat rectangular shape and would provide strong connections between Claremont Road and Brent Terrace and the new development within the Market Quarter Zone to the north.

10.7.32 The principal objective of this open space is to mitigate / compensate for the loss of the existing Clarefield Park by improving the quality and range of recreational activities of this space (currently referred to as Claremont Way Open Space) and transform it from a non-descript area of open space into a vibrant and valued neighbourhood park.

10.7.33 The Design Development Report that accompanies the Open Space RMA application states that:

‘The Landscape Proposals for the Park seek to ensure that the new park provides an attractive backdrop to a range of both formal and informal activities. The proposals provide for a range of play and activity spaces in accordance with the Planning Requirements, set against a variety of habitats, and seasonally attractive planting. Extensive provision is to be made for seating, and a clear hierarchy of routes to ensure ease of access for all’.

10.7.34 The key principles of the Strategy are as follows:

- Reinforce the existing belt of trees through the site to create a distinctive backdrop to different activity areas, and pathways, and to maintain the existing wooded character of the site;
- Create very clear and distinctive gateways into the site, at the eastern and western ends of the park, connecting existing routes beyond the site, with ornamental planting to provide seasonal planting and to emphasise the principle gateways;
- Provide a series of secondary gateways into the park to make direct connections to future residential areas and links;
- Create a clear hierarchy of direct routes through, and into the park, to promote passive surveillance and a sense of safety throughout;
- Provide activity and play areas at within the most level areas of the park, in locations which will have optimum surveillance from adjacent roads and pathways;
- Provide a woodland edge planting to the southern boundary adjacent to existing residential properties to create a buffer between the park and the existing boundary;
- Create a number of different wildlife habitat areas to enhance biodiversity within the park;
• Provide a clear secure boundary, with appropriate park railings and gateways to ensure effective maintenance of high quality park;

• Utilise the existing topography of the site to create a series of interconnecting, but distinctive spaces throughout the park; and

• Provide for storm water attenuation in the lowest parts of the Site.

10.7.35 The detailed landscape proposals for Claremont Park are shown on Figure 2.15 comprise:

• A primary pedestrian and access route through the park from Brent Terrace in the west to Claremont Road in the east, and a secondary pedestrian route from north to south adjacent to the Brent Terrace entrance for access from Brent Terrace and Clitterhouse Crescent (south) to Claremont Park Road (north);

• Cycle parking provision is provided throughout the park concentrated at the east and west park entrances and along the primary pedestrian and cycle routes;

• Minor park ground level changes are proposed to enable inclusive access arrangements with gradients ranging from 1 in 21 ramps up to 1 in 60 gradient or shallower which is predominant throughout the park. Areas of ramps and lower gradients (1 in 20 and 1 in 30) are provided around the western entrances, the play space and parts of the primary route;

• Tree retention and removal within Claremont Park can be found in Appendix 2.3. Many of the existing trees and vegetation within the central area of the park will be removed to enable necessary ground preparation works, the construction of paths and the planting of new landscaping proposals, however majority of mature trees on Site (including oak, willow and sycamore) will be retained and the necessary root protection zone respected during construction.

• Buffer planting of native woodland trees and hedgerow along the southern boundary to screen existing residents of Clitterhouse Crescent (minimum 5m width planting of hedge and woodland edge). Planting of ornamental woodland trees along the northern boundary with Claremont Industrial Park and along the main pathways. Wildflower areas to the south under the native trees and mixed with ornamental woodland understorey throughout the park with amenity grassland to the northeast and around the play areas (see Figure 2.15);

• Network of pathways through the park to link entrances and facilities predominantly northeast to southwest directional (minimum 3m wide) (see Figure 2.15);

• Play provision for a neighbourhood play area for mixed age groups (0-5 years and 5-11 years) (minimum of 2,000m²) and a picnic area at the southwest end of the park (minimum of 200m²);

• Informal recreation facilities in open grass and wildflower areas with ornamental woodland understorey planting and new trees (minimum 1,000m²) and seating; and

• Cycle banks will be provided near the park entrances.

10.7.36 Potential impacts of the Phase 1A (North) RMAs:

• Impact on residents within Clitterhouse Crescent;

• Impact on the character of the playing fields;

• Impact on users of the local footpaths; and

• Impact on the users of Claremont Way Open Space.

10.7.37 The park design will deliver a number of clear benefits which in the long term when the planting has matured will improve the character of the TCA, including improved access points and circulation.
(as well as better links to Clitterhouse Playing Fields) higher quality well designed spaces, improved interfaces with adjoining areas and more diverse range of potential activities and uses.

10.7.38 Some existing features such as a number of trees would be removed, but the best trees on site would be retained and incorporated into the design and new trees would mitigate for the loss of other trees.

**Existing Trees**

10.7.39 Although there are substantial lines of trees within this space which perform a buffering/screening role (as well as providing habitat) between the adjoining residential properties and the industrial estate. The industrial estate will be removed and replaced by new development within the Market Square in future phases of the development and this screening function will no longer be required. The trees are generally not in a good condition.

10.7.40 The existing tree stock has been assessed and it has been concluded that:

‘there is significant scope to improve tree cover across the site and to improve the range of species. The existing Claremont Way Open Space is characterised by a line of mixed species trees, populated predominantly by over mature specimens of Grey Poplar, which extend east west along its northern boundary’.

10.7.41 The Design Development Report for Claremont Park that accompanies the RMA states that:

‘It can be seen that there are few trees of significant amenity value within the area, with a number of trees requiring surgery and/or removal. There are few ‘heritage’ trees with the majority being native small trees, such as hawthorn, and hazel. There is potential to significantly improve the quality of tree cover within the area through selective tree removal and surgery and replanting with a wider range of species, in particular a selection of heritage trees’.

10.7.42 A large number of existing trees would be removed primarily on arboricultural grounds but also to accommodate elements of the park proposals. However, the detailed design proposals include for new tree planting appropriate to the location and overall design which will be subject to long term management.

10.7.43 In summary the character of the open space would change significantly, with the loss of many of the existing trees and laying out of the new ‘park’. The new park would greatly enhance the character of this area with the creation of a new landscape structure and new facilities. Some residents within Clitterhouse Road and Clitterhouse Crescent would be affected by the proposals, mainly as a result of the removal of existing vegetation.

**Clitterhouse Playing Fields**

10.7.44 The playing fields (which are centrally located with the development and will form the principal open space for existing and new residents) will be completely overhauled and revamped under the Phase 1A (North) RMAs, the proposals will diversify and increase the range of sports and activities that the park offers as well as creating a new landscape structure/framework. The playing fields will be reconfigured in two stages, the first being part of this RMA.

10.7.45 The Design Development Report that accompanies the RMA application states that:

‘The park is to provide recreation and play facilities to serve both the existing and new residential areas proposed as part of the wider regeneration of the area. The park will provide replacement facilities for Clarefield Park which will be lost to development in the first phase of the development, and it will continue to provide neighbourhood park facilities as part of the wider provision of recreation facilities throughout the development in the long term’.
'Clitterhouse Playing Fields are intended to be the focal point of the proposed open space provision at Brent Cross Cricklewood. They will provide a significant community resource for outdoor recreation and activity, which serves both new and existing communities. Proposals at Clitterhouse Fields include:

- Rationalisation of park and introduction of clear spatial hierarchy and structure through the development of a simple network of generous paths marked by avenue planting. This will improve access and circulation through the park as well as clearly defining different areas of use.
- Improved community facilities, including provision of café, changing rooms, secure cycle parking and car parking.
- Provision of extensive play facilities, for a wide range of age groups, in a safe and accessible location.
- Shared sports facility provision for school and community.
- Re-configuration and improvement of playing fields, including remodelling levels and improving drainage, to provide for a range of field sports and age groups.
- Provision of all-weather sports pitches, senior football and junior football pitches, to replace Whitefield School pitches, supplement existing grass pitches.
- Provision of a ‘Dog Park’ area to enable dog owners to exercise their dogs off the lead whilst preventing fouling to sports pitches and other areas likely to be used by young families.
- Provision for informal recreational opportunities, including trim trail, boules courts, picnic areas and open grassland.
- Provision will be made for seating and rubbish bin across the Park.
- Series of communal gardens along main avenues, with seating areas and feature planting.
- Provision of a plaza area between Clitterhouse Playing Fields and Whitefields School to act as a gathering space and gateway to the park beyond.
- Development of a Nature Park alongside Clitterhouse Stream, along the eastern boundary of the site.
- Provision of structure planting around the boundaries, to minimise the impact of the proposed changes to the park on adjacent residents.

10.7.46 Potential impacts of the development include:

- Impact on residents within adjoining properties;
- Impacts on the character of the playing fields;
- Impact on users of the local footpaths; and
- Impact on the users of the playing fields.

10.7.47 The park design will deliver a number of clear benefits which will improve the character of the TCA. These include:

- Creation of new entrances;
- Setting out of formal path system (for pedestrians and cyclists);
- Creation of strong landscape framework, including avenues and new boundary planting which will help integrate the new facilities and form an appropriate and attractive setting;
- Setting out of new sports and recreational facilities which are set out in well-defined areas;
- Incorporation of pavilion including changing facilities, toilets and café;
- Setting out of public gardens;
- Establishment of green corridors and variation of management regimes to allow wildflower meadows to establish;
- Enhanced setting (in landscape terms) of Clitterhouse Farmhouse.

10.7.48 The playing fields are devoid of trees within the main open areas so it would be possible to deliver the proposals without the need to remove any significant or valued trees.

10.7.49 There would need to be some considerable earthworks in order to produce a series of plateaux to accommodate the formal playing pitches, which would affect the existing topography.

10.7.50 Access and circulation within the Playing Fields will be improved by the provision of a central north to south path alongside the play provision and sports pitches linking to the central pavilion. Cycle routes will also be provided along this path and linking to the Clitterhouse Farm Buildings, with cycle parking provided throughout. Other pedestrian routes will be provided around the perimeter of the Playing Fields. Lighting will be provided only for the primary cycle routes and paths.

10.7.51 The planting strategy within Clitterhouse Playing Fields has been developed to provide diversity of habitats to support wildlife and provide distinctive backdrops to the range of facilities provided. Woodland edge planting with appropriate understorey such as wildflower meadow is proposed to the eastern and southern boundaries to complement the existing boundary planting and enhance the biodiversity of the park. Larger native tree species will be planted to create a strong frame to the park, with native shrub beneath and shade tolerant wildflower edges along boundaries especially the western boundary. Larger feature trees will be used at focal points such as the park Pavilion and the northern entrance, whilst smaller trees will be used around the play and activity areas. Ornamental planting will seek to reflect the previous use of the farm through grasses and meadow herbaceous perennials. Additionally, large areas of the park will be allocated as wildflower meadows.

10.7.52 The openness of the playing fields would be affected by the proposals, with the south western area becoming more enclosed (as a result of the proposed tree planting and equipment/facilities).

10.7.53 In summary the RMA development within Clitterhouse Playing fields would deliver a huge range of benefits to both the character of the playing fields and the visual amenity of users of the playing fields and to other visual receptors. Primarily the Development would create a high quality park, with increased access, improved circulation, greater range of uses and functions.

Central Bent Riverside Park (incorporating the realigned/re-routed River Brent and associated bridge crossings)

10.7.54 The Phase 1A (North) RMAs include detailed proposals for a section of the River Brent to be diverted along a new route further to the south in closer proximity to the North Circular corridor. The new river corridor which has been designed as a naturalised channel incorporating ecological and amenity features, will form the central focus of a new linear park.

10.7.55 Within the RMA there are detailed proposals for the Central Brent Riverside Park and Nature Park 5 components of the wider Brent Riverside Park.

10.7.56 The Design Development Report that accompanies the RMA application for the Central Brent Riverside park states that:

'The landscape proposals for Central Brent Riverside Park aim to reconnect the river to the local and wider area. A re naturalised channel aims to boost biodiversity and increase habitat value. A
new east west link adjacent to the river with links to the shopping centre. Occasional seating and artwork will increase the amenity value of the park and re-link the community to the river’.

10.7.57 As well as creating a new recreational feature that will be linked to other adjoining facilities, the park will also create a new setting for the re-routed River Brent as well as providing part of the southern setting for the new shopping centre and will act as a buffer between the North Circular and shopping centre.

10.7.58 The Park is essentially narrow and linear set on a series of levels (required for different flood events) below adjoining areas. Four vehicular bridges will provide vehicular access over the river. The design incorporates a sinuous cycleway/footway, seating areas, the river, grass areas as well as swales and wetlands.

10.7.59 Tree planting within the Riverside Park will compensate for the loss of existing trees which line the current route of the River Brent. These trees form an important screening/filtering role between the North Circular corridor and the Brent Cross Shopping Centre.

Potential impacts of the Phase 1A (North) RMAs include:

- Impact on users of the North Circular;
- Impact on non-road users; and
- Impact on the character of the road corridor.

10.7.60 The park design will deliver a number of clear benefits which will improve the character and visual amenity of the TCA. These include:

- The establishment of a ‘Green Corridor’ incorporating meadows, trees and aquatic planting;
- Improved pedestrian and cycle access and circulation along the northern side of the North Circular within a safe and attractive route;
- Attractive amenity space for informal recreation;
- Access to water and nature; and
- Creation of a green buffer between the North Circular and new shopping centre development which will provide some screening/filtering of views and help soften the proposed built form to the north.

10.7.61 In summary the new park would enhance the character of the North Circular corridor, creating a green frontage and tree line on its northern side. The park will deliver a range of benefits including improved accessibility and recreational opportunities within the character area. No sensitive visual receptors would be affected by the proposals, however users of the North Circular and users of the adjoining footways would see beneficial changes in visual amenity of the area.

Highways and Infrastructure

10.7.62 The following highways and infrastructure components are considered to have the potential to give rise to townscape and visual impacts which would affect sensitive receptors.

- The Living Bridge;
- Templehof Bridge; and
- Staple’s Corner B6 Replacement pedestrian/cycle bridge.
The Living Bridge

10.7.63 One of the key issues with the local townscape is the spatial fragmentation caused by the rivers, roads and railway lines running throughout the area. A major regeneration benefit that the Scheme as a whole will deliver is improved physical connectivity.

10.7.64 The Living Bridge will be a non-vehicular bridge allowing for free and safe movement of people across the North Circular. The bridge design incorporates a non-standard bespoke bridge design with well-designed architectural detailing, including an outer façade finished in faceted corten steel with the bridge deck being designed to accommodate significant planting, ornamental paving and other public realm features. A key aim of the design is to provide a multifunctional public space for events, activities, relaxing and occasional markets. Openings are proposed in the parapets to allow views out to the River Brent corridor and surrounding development.

‘The landscape proposals for the Living Bridge and the Southern Approach aim to create a strong connection with the wider surroundings and to create a ‘city garden’ connecting the north and south areas of the site, with flexibility for occasional markets, kiosks and future adjacent development’.

10.7.65 Potential impacts of the development include:

- Impact on the character of TCA1 North Circular corridor; and
- Impact the visual amenity of receptor groups within the North Circular Corridor.

10.7.66 The Living Bridge would introduce another bridge crossing into the North Circular corridor, this is a character area which is dominated by the road and its associated features including a number of existing bridges. When viewed from the North Circular the bridge would appear as an extension of the green infrastructure from the Riverside Park to the Market Square. The bridge would form a unique landmark feature within the local and wider townscape. A lighting strategy will also ensure that the bridge also forms a landmark in the night-time environment.

10.7.67 The bridge would create a distinctive local landmark within the road corridor as well as delivering a new non-vehicular road crossing which would improve circulation and accessibility across the area, leading to beneficial impacts within this character area. No sensitive visual receptors would be affected by the bridge, other less sensitive receptors (such as road users) within the vicinity of the bridge would experience change.

A406 Templehof Bridge

10.7.68 The existing Templehof Bridge will be replaced with a new structure, southern and northern approaches. The new replacement Templehof Bridge (B1) over the A406 will consist of three main parts: the main bridge structure, a southern approach and a northern approach linking to a new western roundabout immediately southwest of the Shopping Centre. The bridge will consist of a wide, long span bridge of concrete deck and standard aluminium vehicle resistant railings. The bridge will be supported on large curved beams made of ‘Corten’ weathering steel which links with the materials to be used on the Living Bridge. The replacement bridge will be located immediately to the east of the existing bridge.

10.7.69 The existing bridge is of simple, functional and utilitarian design and although seen from a limited area of the North Circular corridor is an unattractive and low key element within the townscape. The new bridge design is more complex and elegant but is still of a relatively low key nature. The replacement bridge although different to the existing would not be a particularly noticeable feature in the wider townscape, particularly in the context of the living bridge and other future development.

10.7.70 Potential impacts of the development include:
- Impact on the character of TCA1 North Circular corridor; and
- Impact the visual amenity of receptor groups within the North Circular Corridor.

10.7.71 The bridge would replace an existing structure of similar scale, form and appearance. The bridge would have a negligible impact on the character area. No sensitive visual receptors would be affected by the bridge, other less sensitive receptors (such as road users) within the vicinity of the new bridge would experience negligible level of change.

*M1 Junction Pedestrian and Cycle Bridge*

10.7.72 The existing pedestrian bridge/connection which facilitates the crossing of the North Circular to the west of the M1 junction at Staples Corner at the interchange between the A5 and A406 will be replaced with a new structure in a revised alignment.

10.7.73 Potential impacts of the development include:
- Impact on the character of TCA1 North Circular corridor; and
- Impact the visual amenity of receptor groups within the North Circular Corridor.

10.7.74 The new bridge will differ from the existing primarily in terms of the circular ramped accesses to be provided at each end of the bridge. This will enable the bridge to be used by cyclists, pushchairs and wheelchairs as well as other users unable to negotiate steps.

10.7.75 The circular ramps would extend the visual presence of the bridge structure on either side, however the impact of this would be of a highly localised nature and would be contained within extents of the road corridor.

10.7.76 The character of North Circular corridor would remain largely unaffected by the new bridge connection, as it replaces an existing bridge. The new bridge would improve accessibility over the North Circular which would be a beneficial impact. No sensitive visual receptors would be affected by the Development, other less sensitive receptors (such as road users) within the vicinity of the road junction would experience a very low level of change.

*Mitigation*

10.7.77 No further mitigation measures beyond those which are already inherent in the Scheme design are considered necessary in respect of the Phase 1A (North) RMAs.

*Residual Impacts*

10.7.78 Residual impacts associated with Phase 1A (North) RMAs in the context of the Development as a whole, taking into account the inherent mitigation, are presented in Tables 10.8 and 10.9 for the townscape and visual impacts respectively.

10.7.79 The Phase 1A (North) RMAs are largely within the parameters set out within the 2014 Permission and therefore as assessed by the s.73 ES (with the exception of the minor deviations listed in Chapter 4. The Phase 1A (North) RMAs would give rise to highly localised impacts, only affecting receptors within the immediate vicinity of each of the components.

10.7.80 Of the 20 character areas identified, four would be impacted by the detailed components of Phase 1A (North) RMAs. There would be beneficial impacts within three of the townscape character areas. The Brent Terrace character area would be experience a minor adverse impact as a consequence of the development of Plots 53 and 54. However, this impact would be reduced to negligible once the hedge is fully established and has reached 4m in height.
Of the viewpoints assessed, only 10 of them would be affected by the Phase 1A (North) RMAs. Within seven of these views the impacts would be of a beneficial nature. Within the two views from Brent Terrace (which were not presented as viewpoints within the s.73 Application) the impacts would be moderate adverse once the new hedge sections are established. This new hedge, once fully established, would form a partial screen/filter for the new development, softening the built form.
<table>
<thead>
<tr>
<th>Character Area/ Relevant Aspects of Phase 1A (North) RMAs</th>
<th>Description of Change</th>
<th>Sensitivity</th>
<th>Magnitude of Change</th>
<th>Level of Effect</th>
<th>Mitigation</th>
<th>Residual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TCA1: North Circular Corridor</strong></td>
<td>The function and characteristics of these Phase 1A (North) components relate, and are consistent with, the characteristics and functions of the TCA. The Living Bridge would create a new local landmark. A series of new crossing points and the Riverside Park would be positive additions to the area.</td>
<td>Very Low</td>
<td>High</td>
<td>Minor (Beneficial)</td>
<td>None required</td>
<td>Minor (Beneficial)</td>
</tr>
<tr>
<td>Scale/Mass/Height</td>
<td>Mainly unchanged by the Phase 1A (North) RMAs elements. There would be a slight perceived narrowing of the road corridor as a consequence of the green infrastructure associated with the river being brought further south at this location and reducing the extent of openness.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Grain</td>
<td>Reduction in urban grain as a consequence of increased connections across the road corridor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landmarks</td>
<td>The Living Bridge would create a new local landmark which will raise the quality of the North Circular streetscape.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skyline</td>
<td>No Change as a result of the Phase 1A (North) RMAs.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legibility, Access &amp; Circulation</td>
<td>Greatly improved for non-road users with the addition of new road crossings over the North Circular and a key new east/west route along the realigned River Brent.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Realm and Open Space</td>
<td>Greatly improved with the addition of the new Riverside Park.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Character Area/ Relevant Aspects of Phase 1A (North) RMAs</td>
<td>Description of Change</td>
<td>Sensitivity</td>
<td>Magnitude of Change</td>
<td>Level of Effect</td>
<td>Mitigation</td>
<td>Residual Impact</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>------------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>----------------</td>
<td>------------</td>
<td>----------------</td>
</tr>
<tr>
<td>TCA4: Brent Terrace</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Although within the adjoining Claremont Way TCA the development of Plots 53 and 54 would affect this character area with the inclusion of built form on the eastern side of the road and the removal sections of the existing hedge.</td>
<td>The Phase 1A (North) RMAs include residential development of Plots 53 and 54, and although it would introduce new built form into a previously undeveloped area the type of development would be of a residential nature, although of differing form and scale to the terrace opposite. The development of Plots 53 and 54 would create a new active frontage to the eastern side of the terrace. Replacement planting would be undertaken along the line of the existing hedge to be removed.</td>
<td>Low</td>
<td>Medium</td>
<td>Minor (Adverse)</td>
<td>Replacement hedge sections</td>
<td>Negligible once the hedge is fully established and has reached 4m in height.</td>
</tr>
<tr>
<td>Scale/Mass/Height</td>
<td>The scale, mass and height of the buildings on Plots 53 and 54 would be slightly greater and higher than the Brent Terrace properties, but would still be of an urban domestic scale.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Grain</td>
<td>Unchanged</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landmarks</td>
<td>Unchanged</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skyline</td>
<td>The skyline as seen from Brent Terrace would be modified with the introduction of built form, this would bring the rofescape formed by properties in Clitterhouse Crescent further west towards Brent Terrace.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legibility/Access and Circulation</td>
<td>The existing path access from Brent Cross through Plot 53 would be removed. The PRoW through the southern end of Plot 54 however would be retained.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Character Area/ Relevant Aspects of Phase 1A (North) RMAs</td>
<td>Description of Change</td>
<td>Sensitivity</td>
<td>Magnitude of Change</td>
<td>Level of Effect</td>
<td>Mitigation</td>
<td>Residual Impact</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Two sections of the hedge that forms the boundary between the Brent Terrace TCA and</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>the Claremont Way TCA in which Plots 53 and 54 are located will be removed.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Realm and Open Space</td>
<td>No change to public realm or open space within Brent Terrace TCA.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TCA7: Clitterhouse Playing Fields**

The Clitterhouse Playing Fields Improvement Part 1 works which form part of the Phase 1A (North) RMAs will be located entirely within this character area.

The details defined by the Phase 1A (North) RMA – Open Space will change the character of the TCA by improving the landscape structure, the circulation, the access, the range of uses and activities and provision of new facilities. The topography of the TCA would also be modified, particularly within the south east within the areas of the new pitches, where a series of plateaux would be formed to accommodate them. Likewise to the south west where the artificial pitches will be located.

<table>
<thead>
<tr>
<th>Description of Change</th>
<th>Sensitivity</th>
<th>Mitigation</th>
<th>Residual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Clitterhouse Playing Fields Improvement Part 1 works which form part of the Phase 1A (North) RMAs will be located entirely within this character area.</td>
<td>Very High</td>
<td>No further mitigation required. The detailed design already incorporates facilities to mitigate for the loss of Clarefield Park which would be developed as part of the Masterplan development.</td>
<td>Substantial (Beneficial)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scale/Mass/Height</th>
<th>Description of Change</th>
<th>Sensitivity</th>
<th>Mitigation</th>
<th>Residual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small scale elements would be added to the TCA, there would be a reduction in openness of the park. The majority of the</td>
<td>Medium</td>
<td>Substantial (Beneficial)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Brent Cross Cricklewood: Phase 1A (North) RMAs  
Volume 1: Environmental Statement Further Information Report  
Chapter 10: Townscape & Visual Impact  
Page 58
<table>
<thead>
<tr>
<th>Character Area/ Relevant Aspects of Phase 1A (North) RMAs</th>
<th>Description of Change</th>
<th>Sensitivity</th>
<th>Magnitude of Change</th>
<th>Level of Effect</th>
<th>Mitigation</th>
<th>Residual Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Grain</td>
<td>Not applicable as there is no real urban grain within this TCA.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landmarks</td>
<td>There are no landmarks within the existing park. The Clitterhouse Farm Buildings within the south western area is a local feature and its landscape setting would be significantly improved through its retention and re-use. The new pavilion would create a new local feature within the centre of the park.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skyline</td>
<td>The current skyline of the park is created by the boundary trees, further afield to the north and east there is a distant skyline formed by the various townscape elements and ridgelines. To the west and south the ridgelines of adjoining residential developments forms a local skyline. Masterplan development within the north and west will significantly change the skyline and backdrop to the TCA. New tree planting and green infrastructure within the park (when mature) will form new highly localised skyline features.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legibility/Access and Circulation</td>
<td>Significant improvements with the addition of a number of new access points and entrances, so creating better links/interfaces with the surrounding townscape. New path systems (for a variety of users) with appropriate signage will significantly improve the access and circulation within the TCA.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vegetation</td>
<td>The majority of the trees within the playing fields (which are located on the boundaries) would be retained. There would be significant amounts of new trees planting and other planting created as part of the new landscape framework.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Realm and Open Space</td>
<td>The TCA would be retained as an area of open space which will continue to serve as a neighbourhood park. The proposed works would result in significant improvements in the quality of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Character Area/ Relevant Aspects of Phase 1A (North) RMAs</td>
<td>Description of Change</td>
<td>Sensitivity</td>
<td>Magnitude of Change</td>
<td>Level of Effect</td>
<td>Mitigation</td>
<td>Residual Impact</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>------------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>------------</td>
<td>----------------</td>
</tr>
<tr>
<td>the park and the facilities and uses it offers. The playing fields would be transformed into a fully functioning and attractive park.</td>
<td><strong>TCA 13: Claremont Way Public Open Spaces</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Plots 53 and 54 would lead to a loss of two triangular areas of Claremont Way Open Space and changes to the elements, features and characteristics within the TCA.</td>
<td><strong>Very High</strong></td>
<td><strong>Moderate (Beneficial)</strong></td>
<td><strong>Low</strong></td>
<td><strong>Moderate (Beneficial)</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The elements of the Phase 1A (North) RMAs that would affect this TCA comprises: the Claremont Park works; and the development of Plots 53 &amp; 54.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The removal of large areas of vegetation within the remaining areas of the park would initially create a more open character that will in time be reduced when the new planting has matured.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Within Plots 53 &amp; 54 there would be the introduction of residential development. The scale and mass of which are slightly larger than surrounding residential areas, but still of a domestic scale. The height of the buildings would be 2/3 storey (less than 12m) in keeping with surrounding properties.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Character Area/ Relevant Aspects of Phase 1A (North) RMAs</td>
<td>Description of Change</td>
<td>Sensitivity</td>
<td>Magnitude of Change</td>
<td>Level of Effect</td>
<td>Mitigation</td>
<td>Residual Impact</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Urban Grain</td>
<td>Within Plots 53&amp;54 the urban grain created would be and fine.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landmarks</td>
<td>There are no landmarks within the TCA and no landmarks would be introduced by the Phase 1A (North) RMAs development proposals.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skyline</td>
<td>The skyline of the TCA is principally formed by the various tree lines – particularly those on the boundary with the industrial estate. These trees would be removed and so there would be a temporary change to the skyline. Once the new trees have matured a new tree line would be created.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legibility/Access and Circulation</td>
<td>The exiting park entrances would be enhanced. New entrance gateways would be created. A new path system (set out on different levels) would be created. Improved interfaces with surrounding townscape – particularly Brent Terrace and the area to the north (currently the industrial estate).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vegetation</td>
<td>There would be significant loss of existing trees within the TCA. However these trees are in poor health/form and are to be removed on arboricultural advice and not as a requirement to accommodate development. New tree structure is Incorporated into the park design</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Realm and Open Space</td>
<td>There would be a reduction in the extent and area of open space, with the loss of the two triangular areas. However these spaces are of low value, poor condition and poor quality. Likewise the rest of the area is currently of low quality.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The remaining areas of the open space would be transformed into a well-designed park, with strong circulation and landscape structure incorporating a range of facilities.

Table 10:9: Viewpoints - Predicted Effects / Impacts (with relevance to the Phase 1A (North) RMAs

<table>
<thead>
<tr>
<th>View N.o.</th>
<th>View Location</th>
<th>Visual Receptors/Receptor Groups Represented</th>
<th>Sensitivity of Visual Receptors</th>
<th>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</th>
<th>Effect/Impact</th>
<th>Description of Effect/Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Footbridge beside Brent Cross Flyover</td>
<td>Pedestrians and cyclists crossing the Brent Cross Flyover</td>
<td>Low</td>
<td>Individually: Living Bridge Medium</td>
<td>Minor (Beneficial)</td>
<td>The Living Bridge and Central Brent Riverside Park are the key components of the Phase 1A (North) RMAs which would be seen within this view. The replacement Templehof Bridge may be seen but is likely to be almost entirely screened from view by the Living Bridge.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Templehof Bridge Very Low Central Brent Riverside Park Medium</td>
<td>Negligible</td>
<td>The central part of the Living Bridge would be seen within the mid distance of the view within the North Circular Corridor, dwarfed by the consented development zones of the 2014 Permission on either side of the road. The bridge would not form a prominent or dominant feature of the view but as a result of its unique design incorporating trees and other planting (as well as its orange/brown colour from the Corten steel) would be a readily noticeable feature.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Combined:</td>
<td>Negligible/Minor (Beneficial)</td>
<td>The new Templehof Bridge would be almost entirely screened in this view by the Living Bridge, only its substructure/supports are likely to be seen, however it is likely to be a barely perceptible within the view.</td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>----------</td>
<td>---------------</td>
<td>---------------------------------------------</td>
<td>-------------------------------</td>
<td>---------------------------------------------------------------</td>
<td>--------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>2</td>
<td>Prince Charles Drive: Opposite Footbridge</td>
<td>Users/visitors to Brent Cross Shopping Centre</td>
<td>Low</td>
<td>n/a</td>
<td>n/a</td>
<td>This viewpoint will no longer exist when the Site is developed – an alternative viewpoint on Templehof Bridge has therefore replaced this viewpoint location (Viewpoint 14).</td>
</tr>
<tr>
<td>3</td>
<td>Layfield Close: Central gardens</td>
<td>Residents within Layfield Close</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>4</td>
<td>Clitterhouse Playing Fields</td>
<td>Users of the playing fields</td>
<td>Medium</td>
<td><strong>Clitterhouse Playing Fields</strong>&lt;br&gt;High</td>
<td>Moderate&lt;br&gt;(Beneficial) &lt;br&gt;&lt;br&gt;&lt;br&gt;&lt;br&gt;<strong>Claremont Park</strong>&lt;br&gt;Very Low</td>
<td>Negligible&lt;br&gt;(Beneficial)</td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>----------</td>
<td>----------------</td>
<td>---------------------------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>---------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>5</td>
<td>Brent Terrace: Residents within Brent Terrace</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>6</td>
<td>Clitterhouse Playing Fields: Central Users of the playing fields</td>
<td>Medium</td>
<td>Clitterhouse Playing Fields Very High</td>
<td>Substantial (Beneficial)</td>
<td>The only component of the Phase 1A (North) RMAs seen within this view would be the redevelopment/remodelling works associated with the playing fields, which would be seen as dominant feature/focus within the view. The view would look northwards along the central avenue and would take in the remodelled sports pitches to the east as well as the various new elements and features within the park. The character of the view would change from being open to being more enclosed as a consequence of tree planting and other structures.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Oxgate Gardens Residents within Oxgate Gardens</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>8</td>
<td>Johnston Terrace: Junction with Needham Terrace Residents</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
</tbody>
</table>

Increase the sense of openness of the park, and create further contrast between built and unbuilt parts of the townscape.

The landscape elements of the detailed design of the Playing Field scheme would be prominent within the view, trees which would form part of this scheme are likely to largely screen any views of the Claremont Park development beyond.

None of the Phase 1A (North) RMAs components would be seen within this view.

The only component of the Phase 1A (North) RMAs seen within this view would be the redevelopment/remodelling works associated with the playing fields, which would be seen as dominant feature/focus within the view. The view would look northwards along the central avenue and would take in the remodelled sports pitches to the east as well as the various new elements and features within the park. The character of the view would change from being open to being more enclosed as a consequence of tree planting and other structures.
<table>
<thead>
<tr>
<th>View N.o.</th>
<th>View Location</th>
<th>Visual Receptors/Receptor Groups Represented</th>
<th>Sensitivity of Visual Receptors</th>
<th>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</th>
<th>Effect/Impact</th>
<th>Description of Effect/Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Highfield Avenue: Close to junction with Hamilton Road</td>
<td>Residents</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>10</td>
<td>Jade Close</td>
<td>Residents</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>11</td>
<td>Prayle Grove</td>
<td>Residents</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>12</td>
<td>Claremont Road: Junction with Tilling Road</td>
<td>Road users on Claremont Road/Tilling Road</td>
<td>Low</td>
<td><strong>Living Bridge</strong> High</td>
<td>Moderate (Beneficial)</td>
<td>The Living Bridge, the eastern side of the Central Brent Riverside Park and Templehof Bridge would be the Phase 1A (North) RMAs components seen within this view. The Living Bridge would form a prominent feature/focus of the view (to the west). Its unique design, planting and Corten finish would make the bridge structure stand out and be the key feature/landmark within the view, even with the consented tall buildings of the Masterplan which would feature beyond.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Templehof Bridge</strong> Low</td>
<td>Negligible</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Central Brent Riverside Park</strong> Medium</td>
<td>Minor (Beneficial)</td>
<td>The Templehof Bridge would be seen beyond the Living Bridge, but would not be prominent with its substructure and deck not being readily noticeable beyond the Living Bridge.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Combined:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>---------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>13</td>
<td>Welsh Harp/Brent Reservoir</td>
<td>Users of the open space</td>
<td>Medium</td>
<td>None</td>
<td>None</td>
<td>None of the Phase 1A (North) RMAs components would be seen within this view.</td>
</tr>
<tr>
<td>14</td>
<td>Templehof Bridge</td>
<td>Pedestrians and road users</td>
<td>Low</td>
<td>Living Bridge High</td>
<td>Moderate</td>
<td>The Living Bridge and Central Brent Riverside Park (as well as elements such as the parapet sides of the new Templehof Bridge) would be the Phase 1A (North) RMAs elements seen within this view.</td>
</tr>
<tr>
<td></td>
<td>Templehof Bridge</td>
<td></td>
<td>High</td>
<td></td>
<td>Moderate</td>
<td>The Living Bridge would form a prominent feature/focus of the view to the east. The unique design would allow the bridge to stand out from the surrounding consented high rise development (part of the 2014 Permission). Trees within the Central Brent Riverside Park on the northern side of the North Circular would also be seen providing a green buffer against the proposed high rise development beyond. The Park would form a readily noticeable feature within the view.</td>
</tr>
<tr>
<td></td>
<td>Central Brent Riverside</td>
<td></td>
<td>Low</td>
<td></td>
<td>Negligible</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Combined:</td>
<td></td>
<td></td>
<td></td>
<td>Minor</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(Beneficial)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(Beneficial)</td>
<td></td>
</tr>
</tbody>
</table>

Trees and other vegetation within the Central Brent Riverside Park would form a green buffer on the northern side of the North Circular Corridor, and would screen/filter the lower parts of the proposed built form beyond. The park would form a readily noticeable feature within the view.
<table>
<thead>
<tr>
<th>View N.o.</th>
<th>View Location</th>
<th>Visual Receptors/Receptor Groups Represented</th>
<th>Sensitivity of Visual Receptors</th>
<th>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</th>
<th>Effect/Impact</th>
<th>Description of Effect/Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>Western entrance to Brent Cross (Stadium Way)</td>
<td>Pedestrians and road users</td>
<td>Low</td>
<td>Central Brent Riverside Park</td>
<td>Moderate</td>
<td>The reconfigured roundabout and a small part of the Central Brent Riverside Park are the only components of the Phase 1A (North) RMAs which would be seen within this view.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>High</td>
<td>(Beneficial)</td>
<td>High rise development which forms part of the consented Masterplan (2014 Permission) would be seen beyond and to the east forming the skyline as well as foreshortening views.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The Brent Riverside Park and realigned River Brent would feature prominently, although most of the area would be set well below the level of the roundabout. Tree planting within the Riverside Park is likely to be a key feature of the view and would create a partial visual filter.</td>
</tr>
<tr>
<td>16</td>
<td>Footpath underneath the junction of the M1 and North Circular</td>
<td>Pedestrians</td>
<td>Low</td>
<td>Living Bridge</td>
<td>Negligible</td>
<td>The Central Brent Riverside Park, Templehof Bridge and Living Bridge are the components of the Phase 1A (North) RMAs development which would be seen within this view.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Very Low</td>
<td></td>
<td>However as a result of the 2014 Permission Masterplan development only small sections/parts/elements of each would be evident.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Negligible</td>
<td>The replacement Templehof Bridge would be partially seen in the mid-distance and would screen much of the Living Bridge. Some trees within the Riverside Park would be potentially seen (also in the mid distance).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>None of these components would be readily noticeable within the view and changes to the view would be difficult to identify.</td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>17</td>
<td>Claremont Way Open Space</td>
<td>Users of the open space</td>
<td>Medium</td>
<td>Claremont Park landscape Medium</td>
<td>Moderate (Beneficial)</td>
<td>The redevelopment of Claremont Park will be the primary Phase 1A (North) RMAs component seen within this view. The northern end of Plot 53 may also be seen, although likely to be completely screened from view. The view will look across the southern part of the redesigned Park, the view location would be within the play area looking towards the new park entrance adjoining Brent Terrace.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Plot 53 Very Low</td>
<td>Negligible</td>
<td>Development within Plot 54 would be completely screened from view by existing built form. It is possible that the northern end of Plot 53 could be seen in winter views, however it would be heavily filtered by intervening vegetation. New planting within Claremont Park is likely to further remove any potential views.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Combined: Moderate (Beneficial)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Brent Terrace – North</td>
<td>Residents</td>
<td>High</td>
<td>Plots 53/54 Very High</td>
<td>Substantial (Adverse)</td>
<td>Plots 53 and 54 are the only components of the Phase 1A (North) RMAs which would be seen within this view. This view would look directly onto Plot 53 which from this close proximity (which represents the worse-case scenario) would form a dominant feature/focus of the view. Views further to the north and south on Brent Terrace would see the development from oblique angles and in the context of the existing hedge in these cases the impacts would be much lower.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>When the new hedge sections are established the residual impact would be reduced to:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------</td>
<td>----------------------------------------------</td>
<td>--------------------------------</td>
<td>---------------------------------------------------------------</td>
<td>----------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>19</td>
<td>Brent Terrace - Central</td>
<td>Residents</td>
<td>High</td>
<td>Plots 53/54 Very High</td>
<td>Substantial (Adverse)</td>
<td>The existing hedge (which would have provided a degree of screening and softening) would be removed to accommodate the development of these Plots. A new hedge will be planted which in time, when fully established, would form a partial screen/filter for the new development, softening the built form and reducing the magnitude of change to medium/high. Plots 53 and 54 are the only components of the Phase 1A (North) RMAs which would be seen within this view. When the new hedge sections are established the residual impact would be reduced to: Moderate (Adverse) This view would look directly onto Plot 54 which from this close proximity (which represents the worse-case scenario) would form a dominant feature/focus of the view. Views further to the north and south on Brent Terrace would see the development from oblique angles and in the context of the existing hedge in these cases the impacts would be much lower. The existing hedge which would have provided some degree of screening needs to be removed to accommodate the development. A new hedge would in time when fully established form a partial screen/filter for the new development and reduce the magnitude of change to medium/high.</td>
</tr>
<tr>
<td>20</td>
<td>Junction of Clitterhouse Crescent and Clitterhouse Road</td>
<td>Residents</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>The elements of the Phase 1A (North) RMAs would be completely screened from view from this location as a result of the local topography and existing built form.</td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>----------</td>
<td>-------------------------------------------------------------------------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------</td>
<td>---------------------------------------------------------------</td>
<td>--------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>(northern end)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Junction of Clitterhouse Crescent and Clitterhouse Road (southern end)</td>
<td>Residents</td>
<td>High</td>
<td>None</td>
<td>None</td>
<td>The elements of the Phase 1A (North) RMAs would be completely screened from view from this location as a result of the local topography and existing built form.</td>
</tr>
<tr>
<td>22</td>
<td>Southern entrance to Clitterhouse Playing Fields – southern entrance from Purbeck Drive</td>
<td>Users of the open space</td>
<td>Medium</td>
<td>Clitterhouse Playing Fields Very High</td>
<td>Substantial (Beneficial)</td>
<td>The only component of the Phase 1A (North) RMAs seen within this view would be the redevelopment/remodelling works associated with the playing fields, which would be seen as dominant feature/focus within the view. The view would look up the proposed central avenue and would take in the remodelled sports pitches to the east as well as the various new elements and features within the park. The character of the view would change from being open to being more enclosed as a consequence of tree planting and other structures.</td>
</tr>
<tr>
<td>23</td>
<td>46 Brent Park Road</td>
<td>Residents</td>
<td>Medium</td>
<td>Very low</td>
<td>Negligible</td>
<td>The view from Brent Park Road does not offer direct views onto the Temporary Bus Station (Plot 114) or Bus Stops (Plot 113). It is possible that structures may be visible from the upper windows at the rear of properties however this is not assessed within the significance of impact criteria for EIA. Views from the public footpath and road will remain unchanged with the temporary structures hidden from view by the existing residential development and mature vegetation.</td>
</tr>
<tr>
<td>24</td>
<td>90 Brent Park Road</td>
<td>Residents</td>
<td>Medium</td>
<td>Very low</td>
<td>Negligible</td>
<td>The view from Brent Park Road does not offer direct views onto the Temporary Bus Station (Plot 114) or Bus Stops (Plot 113). It is possible that structures may be visible from the upper windows at the rear of</td>
</tr>
<tr>
<td>View N.o.</td>
<td>View Location</td>
<td>Visual Receptors/Receptor Groups Represented</td>
<td>Sensitivity of Visual Receptors</td>
<td>Magnitude of Change (with relevance to Phase 1A (North) RMAs)</td>
<td>Effect/Impact</td>
<td>Description of Effect/Impact</td>
</tr>
<tr>
<td>----------</td>
<td>------------------------</td>
<td>---------------------------------------------</td>
<td>---------------------------------</td>
<td>-------------------------------------------------------------</td>
<td>---------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>25</td>
<td>95 Brent Park Road</td>
<td>Residents</td>
<td>Medium</td>
<td>Very low</td>
<td>Negligible</td>
<td>The view from Brent Park Road may provide glimpses of the Temporary Bus Stops (Plot 113) however the car park is currently screened by the residential development on Layfield Close and mature vegetation and an earth mound along the car park boundary. An acoustic screen is also proposed, 2.5m in height which will block any remaining potential views from Brent Park Road and Layfield Close. It is possible that structures may be visible from the upper windows at the rear of properties however this is not assessed within the significance of impact criteria for EIA. Views from the public footpath and road will remain unchanged with the temporary structures hidden from view by the existing residential development and mature vegetation.</td>
</tr>
</tbody>
</table>
References

i Department for Communities and Local Government (2012), National Planning Policy Framework

ii Greater London Authority (2011), The London Plan

iii Greater London Authority (2013), Revised Early Minor Alterations to the London Plan

iv Greater London Authority (2013), The Draft Further Alterations to the London Plan

v London Borough of Barnet (2012), Adopted Local Plan Core Strategy DPD, September 2012

vi The Landscape Institute and Institute of Environmental Management & Assessment (2013), Guidelines for Landscape and Visual Impact Assessment

vii The Countryside Agency & Scottish Natural Heritage (2002) Landscape Character Assessment

viii Natural England (2013), NCA Profile:111 Northern Thames Basin

ix Mayor of London (2011), Draft All London Green Grid – Brent Valley and Barnet Plateau Area Framework