



Environmental Statement Further Information Report Non-Technical Summary

**Brent Cross Cricklewood: Phase 1B (North) Reserved Matters
Application**

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Non-Technical Summary

Introduction

The Brent Cross Cricklewood regeneration scheme is in northwest London and comprises 151 hectares (ha) of land within the London Borough of Barnet (LBB) (the 'Site'). In July 2014, LBB granted planning permission for the regeneration scheme Masterplan, hereafter referred to as the '**2014 Permission**'. The consented proposals, applied for by the Brent Cross Cricklewood Development Partners, comprising Hammerson UK Properties plc and Standard Life Investments (the '**Applicant**'), are referred to as the '**Scheme**'.

The Site includes the existing Brent Cross Shopping Centre to the north, the A41 and Brent Cross London Underground Station to the east, Cricklewood Lane to the south, the A5 to the west and the M1 motorway to the northwest. The location of the Site and extent of the 2014 Permission planning application boundary are shown in **Figure 1** and **Figure 2**.

The Scheme already has the benefit of outline planning permission, with full details also approved for alterations to road junctions within the Site, known as the '**Gateway Junctions**' and for Phase 1A (North). The Applicant is now seeking planning approval for details of the sub-phase pursuant to the 2014 Permission referred to as '**Phase 1B (North)**'. A Reserved Matters Application (RMA) has therefore been prepared to submit to the London Borough of Barnet (LBB) which seek approval for elements that will come forward as part of Phase 1B (North). An RMA can be defined as an application for further details in respect of an outline planning permission which has already been granted. Full details have already been approved for Phase 1A (North) RMAs.

This document provides a Non-Technical Summary of the ES Further Information Report (the 'Phase 1B (North) FIR') prepared by Waterman and other members of the project team, to inform the planning decision making

process of the Phase 1B (North) RMA with reference to the likely significant environmental effects. The report is titled '*Brent Cross Cricklewood: Phase 1B (North) Reserved Matters Application*' and provides further environmental information (where necessary) to inform decision making to that which forms the basis of the 2014 Permission.

Background

Brent Cross Cricklewood is one of London's major regeneration schemes and development of the area is supported by both regional and local planning policy. The Applicant first received outline planning permission in October 2010 for the redevelopment of Brent Cross Cricklewood. An application was then submitted in October 2013 to amend the 2010 Permission and to include additional design elements. The October 2013 planning application was submitted under Section 73 of *The Town and Country Planning Act 1990* and is therefore referred to as the '**S73 Application**'.

Due to the scale of the regeneration project, the proposals were subject to an Environmental Impact Assessment (EIA) process undertaken in line with relevant UK legislation (*The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015)*). EIA is a process required under UK law for certain development projects which identifies the likely significant impacts that the project has on the environment. The purpose of the EIA process is to ensure that decision makers are fully aware of the environmental impacts of a project before deciding on whether to grant planning permission. Where an EIA is required, information on the likely significant impacts must be provided by the Applicant in an Environmental Statement ('**ES**') to accompany the planning application.

The findings of the EIA for the s73 Application were reported in a *Section 73 ES* dated October 2013 (referred to subsequently as the '**s73 ES**') and summarised in a Non-Technical Summary. The s73 Application, s73 ES, Non-Technical

Summary and accompanying drawings and appendices are available for download at www.brentcrosscricklewood.com. This Non-Technical Summary does not summarise the findings of the s73 ES and therefore should be read in conjunction with the s73 ES and its Non-Technical Summary.

The EIA Regulations also apply to the stages of consent after outline planning permission is granted, including RMAs. Under the EIA Regulations (as amended 2015) LBB, in determining a RMA or other subsequent application, must determine that the environmental information before it is 'adequate'. The 2014 Permission comprised the s73 ES for the outline BXC Scheme and a number of subsequent ES documents, which together comprise the relevant environmental information for the purposes of the Scheme. The Phase 1B (North FIR) considers whether the s73 ES, as supplemented by the further environmental information submitted subsequently (hereafter referred to as the 's73 ES and other EIA Documentation') remains valid and therefore adequate for decision making. In some instances, further environmental information is provided to ensure all likely significant effects of the Scheme, with the detailed design of the Phase 1B (North) RMA elements in place, are considered at the grant of approval. The 2014 Permission with the Phase 1A (North) RMAs and Phase 1B (North) RMA elements in place is hereafter referred to as the 'Development'.

Phase 1B (North) RMA

The 2014 Permission

The Applicant is seeking reserved matters approval for the Phase 1B (North) sub-phase pursuant to the 2014 Permission. The Phase 1B (North) proposals within this RMA are broadly in line with the parameters and principles of the 2014 Permission except as follows:

Approval has been sought for a minor increase to the overall provision of retail space of 4,192m²

together with minor changes to height and width of some buildings within Phase 1B (North).

The overall vision for the area as outlined in the Revised Development Specification & Framework (RDSF) is centred on creating a new gateway for London and a vibrant urban area for Barnet. The Scheme would be at the centre of a new mixed-use town centre developed on both sides of the A406 North Circular Road, along a new high street, known as High Street North.

Overview of Phase 1B (North) RMA

The Scheme as per the 2014 Permission is divided into Development Zones which relate to the character of each area. (as shown on **Figure 3**). Phase 1B (North) falls entirely within the area shown as Brent Cross East (BXE).

The extent of the Phase 1B (North) sub-phase is shown on **Figure 4**. The elements included within the Phase 1B (North) RMA are set out below:

- **Infrastructure:** Replacement Brent Cross Bus Station - The replacement Brent Cross Bus Station is depicted as 'K20' on **Figure 4**. This will replace the existing Brent Cross Bus Station.
- **Open Spaces / Public Realm / Threshold Spaces:** The focus of development in BXE is around the creation of a covered pedestrianised High Street North which contributes to the conversion of Brent Cross from an inward-looking shopping centre to part of an outward looking town centre. The western end of the High Street is to be anchored by a new multi-layered urban square known as Brent Cross Main Square (approximately 0.35ha). Further new areas of Public Realm and Open Space to be provided as part of Phase 1B (North) include:
 - Key threshold Spaces of Fenwick Place (approximately 0.16ha), Tempelhof Circus (approximately 0.05ha), and Layfield Place (approximately 0.1ha) (these areas are identified as K48 on **Figure 4**);

- The Eastern Brent Riverside Park and Western Brent Riverside Park are new parks to be provided adjacent to the realigned River Brent (locations K33 and K41 on **Figure 4**);
 - River Brent Nature Park (NP4) (approximately 0.27 ha) is to be provided alongside the River Brent (location 'K32' on **Figure 4**); and
 - Sturgess Park is located to the north west of the Shopping Centre (location 'K36' on **Figure 4**). The existing Sturgess Park is to be retained and enhanced including new formal play facilities, seating areas, gardens, informal sports provision and nature areas. The park will be provided within an area of 0.7ha.
- **Phase 1B (North) Development Plots:** The Phase 1B (North) Development Plots comprise a series of development plots to the south, west and east of the existing Brent Cross Shopping Centre, around High Street North, Brent Cross Main Square and The Park (labelled individually by plot number on Figure 4). The plots will contain a mix of uses including retail, leisure, food and beverage, hotel, and community floorspace, in addition to an energy centre. Residential development will be located on plot 113. The Development will be supported by multi-storey car parks and the enhanced replacement bus station, in addition to a riverside walkway adjacent to the realigned River Brent. Refurbishment works are also proposed within the existing Brent Cross Shopping Centre, such as reconfiguring existing retail units, removal of the existing mall roof lights and replacement with new features, renewal and replacement of mall floor finishes, increasing the height of existing shopfronts and external alterations to the exterior of the shopping centre where it meets the new plots.

Demolition and Construction

The areas identified for demolition in Phase 1B (North) remain as identified in the s73 Application. Only limited demolition will occur within Phase 1B (North), comprising the removal of service yards (and their adjacent structures), the existing bus station and works to the existing shopping centre to facilitate the integration of the existing centre with the new buildings. This includes demolition works to the existing John Lewis Partnership (JLP) store, Malls 1 and 3 and West Court.

The construction phase of the Scheme is defined by the Indicative Construction Programme (ICP). The commencement of works is now programmed for 2018 rather than 2016 as originally envisaged, however the overall completion date (2031) has not changed. There have been some minor changes to the sequencing of specific elements within Phase 1(North) which are reflected within the most recent version of the ICP.

Development of the Scheme and Alternatives

The Scheme already has planning permission and as such, the main alternatives set out in the s73 ES and other EIA Documentation have not been re-examined or re-presented as they remain valid. Commentary is only provided on significant design alternatives which were considered during design evolution for the Phase 1B (North) RMA.

Infrastructure

The initial design for the replacement bus station proposed to place the passenger areas and bus stops towards the back of the bus station. However, the design was reconsidered to move the passenger areas and a passenger island was subsequently considered, located to the outside of the station with layover spaces for buses to the inside. To ensure passenger safety and better access, a passenger peninsular arrangement was developed.

Open Space and Public Realm Areas

Initially, the first-floor level of High Street North was considered as mezzanine retail space. However, due to structural limitations and the logistics of building across the existing shopping centre, the design has evolved to a four-storey high retail street. At lower ground level, due to a requirement for 24-hour route through the centre, the High Street North design has evolved to allow this.

Following consultation with LBB, Brent Cross Main Square has been designed to accommodate events and performances and has been designed to allow customer movements to continue freely into the Southern Department Store at all levels. Routes from Tempelhof Circus, Living Bridge Approach North, Fenwick Place and Layfield Place all converge on the Main Square.

The design for Fenwick Place Threshold Space has changed to provide more seating than was originally proposed, the addition of a small informal play space, the removal of canopies to allow clearer views of the retail units, the removal of a proposed water feature and to accommodate the Fenwick walkway and to provide a seating area to the east of Fenwick.

Layfield Place Threshold Space design changes include making it more enclosed with the use of planters, and the addition of an incidental play area and more seating.

Design changes for Tempelhof Circus Threshold Space include reducing the length of graded route and extending the level areas outside the fire escapes, providing screening for the seating area on the terrace from the road, providing a stair link from the level outside M&S to the upper riverside walkway beneath Tempelhof Bridge, creation of a seating / viewing area at the southern end of the space to the west of M&S, and the addition of a lift between the upper and lower riverside walkways.

The proposals for the Eastern and Western Riverside Parks were developed to coordinate with the proposals approved under the Phase 1A (North) RMA for the Central Riverside Park. During the design process, the low flow water channel flow rates for the realigned River Brent have been reviewed and as a result, there have been associated changes to the planting proposals along the length of the river.

Initial proposals for Sturgess Park provided for a relocated 1-5 years' play space, a central seating area, an activity space for 5-12 year olds and flexible space for a variety of activities. A new link from the southwest corner was also proposed to better connect the park to the south.

Following public consultation, a number of further additions were made. Table tennis and outdoor gym equipment have been included, the hard standing for the activity area for older children has been reduced in area to allow more green space to be used for picnics, and informal goal posts has been provided. In addition, seating provision throughout the park has been increased and an additional fencing has been to make the park more secure relative to the adjacent property.

Development Plots

The Neighbourhood Police Unit location and size has been developed based on discussions held with the Met Police. The unit has been designed as a separate small unit and is located centrally within Phase 1B (North), linking to the basement and lower ground floor and therefore ensuring good accessibility.

A number of options were considered for Plot 101, including residential, although this was not considered feasible or viable due to access restrictions and limited parking opportunities. An Energy Centre, incorporating a bicycle café and showroom was considered appropriate for the plot and which would activate the Tempelhof Crescent frontage. Following public consultation and consultation with LBB, cycle stands were

added and cycle parking was relocated from the undercroft area to the terrace in front and outside the building.

Plot 103 was considered a good location for multi-storey car parking, as the location (in combination with the north, west and east car parks) would give an even distribution of parking around the Shopping Centre. Community use was located at the western end of Plot 103, which has the benefit of direct access from the Living Bridge and good access to the Bus Station.

Initial development plans for Plot 104 included a hotel with associated retail as well as a spiral ramp providing connection to the South Building (Bus Station) on Plot 103. However, for commercial reasons, the hotel option was removed from the development plans and this plot now comprises retail and leisure use and the spiral ramp.

For the East Multi Storey Car Park, a range of options for the car park layout were considered. The most appropriate option for accessibility and safety reasons, was multi storey car parking.

Large retail stores were considered appropriate for Plot 106. Initially a restaurant street and cinema at first floor level of the proposed building were considered. However, the structural limitations of the existing building and the need to provide lifts and escalators from the proposed retail use meant that further options were explored.

Following a decision by John Lewis to remain in their existing building, the alignment of the shopping street on which the western retail building is located was changed. The concept for a leisure and entertainment district developed, and included the incorporation of a restaurant level in lieu of a retail mezzanine within Plot 107/108.

In consultation with LBB, several options were considered for recladding of the John Lewis (Plot 110) building elevations. The finalised option for

the façade of the John Lewis building includes a grid of large square cladding panels with feature lighting.

The initial option to use Plot 111 for a retail store was rejected, as it was considered a poor location for retail. Alternatively, it was decided to develop an efficient car park with good access and circulation.

Within Plot 113, five alternative site layouts and variations have been considered and discussed with LBB for the residential units. In order to increase the amount of actively useable space, several alternatives were considered, including removing part of the proposed berm, removing all the berm and placing the access road on the east side with back to back gardens to Layfield Close.

It was decided to progress with the layout retaining the berm and the majority of trees, as this provided the optimum balance of amenity for existing and new residential properties.

Approach to the Phase 1B North FIR

The main aims of the Phase 1B (North) FIR are to review the s73 ES and other EIA Documentation in light of the detailed design of the Phase 1B (North) RMA and the current baseline conditions; assess whether the s73 ES and other EIA Documentation remain valid for the purposes of decision making, and / or provide 'further environmental information' to ensure that the environmental information for decision making is adequate and takes into account all the likely significant environmental effects of the Development and provides any other requisite information (i.e. the overall scheme with the Phase 1A (North) and Phase 1B (North) in place). The Report presents any changes to the likely significant effects and other requisite information reported in the s73 ES and other EIA Documentation as a result of the detailed RMA designs or the availability of other new information.

A 'Statement of Conformity' is provided for those topics where environmental baseline information

presented in the s73 ES and other EIA Documentation remains valid; the methodology remains valid and the detailed design has been reviewed and found not to result in any new or different likely significant environmental effects from those reported in the s73 ES and other EIA Documentation or the need for any other requisite information.

For some environmental topics, further information and assessment has been provided over and above that presented in the s73 ES and other EIA Documentation. This is to ensure the assessments reflect the detailed designs now available which were not available in the s73 Application (as they were submitted in 'outline'). Where there are new or different likely significant environmental effects from those presented in the s73 ES and other EIA Documentation these are reported along with measures to avoid or reduce effects ('mitigation measures').

An EIA Scoping Report was submitted to LBB in January 2017 which set out the proposed approach and content of the Phase 1B (North) FIR. LBB provided an EIA Scoping Opinion in March 2017 which comments on the proposed scope and content of the Phase 1B (North) FIR.

The approach and methodology used in the s73 ES and other EIA Documentation has been applied wherever possible. The structure and content of Phase 1B (North) FIR is provided in **Table 2**.

Land Use and Land Use Planning

The existing land uses within and surrounding the Site were reported in the s.73 ES and other EIA Documentation. These have been reviewed and are deemed to remain valid as there has been no significant change in the land use from that reported in the s.73 ES.

The s73 ES included a full review of relevant planning policy and considered the s73 Application against this. Since the s73 ES and EIA Documentation were prepared, a number of notable planning policy and planning guidance documents have been published, which have

been taken into account for the Phase 1B (North) FIR.

Table 2: Structure and Content of the Phase 1B (North) FIR

Chapter Title	Content of the Phase 1B (North) FIR
1. Introduction	Overview on purpose of document, context and content
2. Application Proposals	Description of Phase 1B (North) FIR features and deviations from 2014 Permission
3. Development of the Scheme and Consideration of Alternatives	Update in light of detailed design for Phase 1B (North)
4. Approach to the Phase 1B (North) FIR	Approach to Phase 1B (North) FIR from previous EIA Documentation
5. Land Use	Statement of Conformity
6. Land Use Planning	Update to reflect new legislation, policy or guidance
7. Traffic and Transport	Statement of Conformity
8. Socio-Economics	Statement of Conformity
9. Noise and Vibration	Statement of Conformity with update to reflect detailed design for Phase 1B (North)
10. Townscape and Visual Impact Assessment	Further assessment in light of detailed design for Phase 1B (North) and updated baseline photography of additional viewpoints
11. Ecology and Nature Conservation	Statement of Conformity with presentation of updated baseline survey results for Phase 1B (North)
12. Water Resources and Flood Risk	Statement of Conformity
13. Archaeology and Cultural Heritage	Statement of Conformity
14. Air Quality and Dust	Further assessment in light of detailed design for Phase 1B (North) and most recent baseline monitoring results.
15. Ground Contamination	Statement of Conformity with presentation of updated baseline data from available site investigations.
16. Waste	Statement of Conformity with presentation of updated data available.
17. Microclimate	Further assessment in light of detailed design for Phase 1B (North).
A. Wind	
B. Daylight, Sunlight and Overshadowing	

Chapter Title	Content of the Phase 1B (North) FIR
18. TV, Radio and Mobile Phone Reception	Statement of Conformity
19. Carbon Dioxide Emissions	Statement of Conformity
20. Intermediate Years Assessment	Statement of Conformity
21. Cumulative Effects	Statement of Conformity
22. Summary of Residual Effects and Mitigation	Update in accordance with potential new or different significant effects identified in the 1B (North) FIR technical chapters.

Overall, there have been no significant changes to policy, legislation or guidance since the s73 ES and other EIA Documentation were prepared which have a material effect on the approach to or findings of the technical assessments as undertaken for the Phase 1B (North) RMA.

The assessment methodologies and significance criteria presented in the s73 ES and other EIA Documentation broadly remain valid. The significance criteria presented in the townscape and visual assessment of the s73 ES and other EIA Documentation has been reviewed and updated in line with best practice guidance. The assessment criteria used for the archaeology and cultural heritage assessment has been subject to some adjustments in terminology from those presented in the Phase 1A (North) FIR, in the interests of consistency.

Traffic and Transport

There has been no further update to the baseline data since the s73 ES and other EIA Documentation and it is considered to remain valid for the purpose of the assessment.

A Reserved Matters Transport Report has been prepared to accompany the Phase 1B (North) RMA which provides a comprehensive review of the existing transport and access conditions in the areas affected by Phase 1B (North). In terms of construction traffic, the s73 ES and the Construction Impact Assessment Addendum (as amended by the CIA Addendum Technical Note) formed the basis of the assessment of construction traffic impacts. The RMTR provides further detail on the transport impacts for Phase 1B (North).

The likely construction access routes, road closures have not changed as a result of the updates to the CIA Addendum and ICP. However, the predicted construction traffic flows have been revised in light of the changed date of commencement (from 2016 to 2018) and changes to the construction sequencing within

the Phase 1 works programme. The predicted increase in construction traffic is not anticipated to give rise to significant impacts in terms of traffic and therefore the conclusions reached within the s73 ES and other EIA Documentation remain valid and applicable. As such, construction traffic impacts presented in the s73 ES and other EIA Documentation are considered to remain valid.

The Applicant is considering location options for a Construction Consolidation Centre (CCC) which is a distribution facility through which material deliveries are channeled to construction sites to improve overall resource efficiency. With a CCC there would be a reduction in road and freight traffic during the construction period. The location is yet to be finalised.

Further construction design and planning will be undertaken prior to the start of construction works for Phase 1B (North) which will provide further information on construction, notably within the Site-Wide Construction Transport Management Plan (CTMP) and Construction Worker Travel Plan.

The Transport Assessment for the BXC Scheme is based on a transport model, which was produced to inform detailed highways design. Further modelling has been undertaken for the purposes of informing the detailed design stages of the Scheme.

The Phase 1B (North) RMA includes a number of public transport improvements including a new bus station. Extensive facilities have been designed into Phase 1B (North) to provide safe and convenient routes for pedestrian and cyclists as well as cycle storage.

The traffic and transport demands of the Development will be accommodated on the highway, public transport, pedestrian and cycle networks through the provision of appropriate new junction and access arrangements. There will be an increase in operational traffic, which includes potential minor congestion on the highway network. However, the mitigation

measures for Phase 1B (North) will deliver significant improvements to facilities for public transport users, pedestrians and cyclists, including dedicated links, safe crossing locations and increased accessibility to public transport services / facilities, thereby helping to encourage people to travel using more sustainable travel modes.

Socio-Economics

Following a review of the baseline conditions sections of the s73 ES and the other EIA Documentation it is deemed that this remains valid for the purposes of decision making (particularly given the small scale of the changes proposed as part of Phase 1B (North) to the overall Scheme), having been updated in 2013 with 2011 Census and other relevant data.

Considering changes to the CIA and ICP, and following a review of the Phase 1B (North) detailed design, construction associated impacts presented within the existing EIA Documentation remain valid. There would be a positive effect at district level in terms of construction employment generation and a temporary effect Development and Commercial due to the displacement of existing businesses as a result of the proposed development.

The assessment of potential operational impacts previously presented in the s73 ES and the other EIA Documentation remains valid. There would be beneficial impacts with respect to employment generation, retail impacts, wider economic impacts, demographic and housing impacts, open space provision and social impacts of the Scheme.

There would be a demand on educational facilities and other community facilities educational impacts; other facilities as a result of the Phase 1B (North). The mitigation measures identified in the s73 ES and other EIA Documentation remains valid. These measures included the provision of replacement and expanded schools to ensure that the educational needs of the new resident population could be

met and also the provision of a new health centre and new community facilities.

No new or different potential impacts, mitigation or residual impacts arising from the Development have been identified in respect of Socio-Economics, and all of these remain as identified in the existing s73 ES and other EIA Documentation.

Noise and Vibration

Following a review of the s73 ES and other EIA Documentation, it was deemed that the baseline noise and vibration information remains valid for the purposes of the Phase 1B (North) RMA. No further monitoring was carried out to inform the Phase 1B (North) RMA however consideration was made to additional noise monitoring conducted in 2016 by Hilson Moran to inform the acoustic design of a number of development plots within Phase 1B (North).

Although there have been some adjustments to the timings and sequencing of some construction activities as detailed in the updated ICP, as the types and locations of the activities have not changed the significance of construction noise and vibration impacts detailed within the s73 ES and other EIA Documentation remain valid. As identified in the s73 ES and other EIA Documentation, there would be some temporary adverse impacts on some surrounding houses due to the proximity of the construction works.

The BXC-DDM operational traffic data predominantly remains unchanged for the purposes of the Phase 1B (North) RMA, with the exception of a slight forecast increase in car trips due to the proposed uplift in retail and associated uses floorspace. However, the overall increase would not significantly alter the results of the previous road traffic noise assessment, as presented in the s73 and other EIA Documentation. The noise impacts as a result of operational traffic remain insignificant.

Due to its location, it is likely that there would be noise impacts on the residential units located on Plot 113, mainly as a result of traffic noise. Design solutions such as appropriate glazing will be provided to ensure that suitable noise levels are achieved.

In terms of operational noise impacts from fixed plant, building services and CHP, provided that noise emissions associated with Phase 1B (North) satisfy the relevant conditions attached to the 2014 Permission, there would be a negligible noise impact, as detailed of the s73 ES and other EIA Documentation.

No further mitigation is therefore proposed from measures identified within the s73 ES and other EIA Documentation.

Impacts from fixed plant and building services remains unchanged to that reported in the s73 ES and other Documentation. All plant will be required to meet certain design standards for noise, as per existing planning conditions.

Provided that the CHP Energy Centre located within Plot 101 of Phase 1B (North) satisfies the noise criteria of LBB, the potential noise impact of the s73 ES and other Documentation would also remain valid.

Townscape and Visual Impact Assessment

The baseline conditions have not materially changed since previously reported in the s73 ES and other EIA Documentation and therefore remains valid.

In order to assess whether any significant impacts will arise from Phase 1B (North) not already reported in the s73 ES and other EIA Documentation, additional photographic viewpoints were taken in 2016 to capture the detailed proposals in the context of the Scheme. A total of 11 representative views were selected for assessing the townscape and visual amenity of Phase 1B (North). A 3D model of the Development has been used to prepare accurate

visual representations of the Phase 1B (North) proposals.

There will be some temporary, short-term townscape and visual impacts on the landscape character and views during the construction period. The impacts for Phase 1B (North) elements will be highly localised. The impacts have been assessed in relation to various character areas surrounding the Site. Only three of the 20 townscape character areas may be impacted by the Phase 1B (North) Development, of these there would be a beneficial impact to the character areas known as North Circular Corridor and Brent Cross Shopping Centre and River Brent and a negligible impact on Brent Park Road and Sturgess Avenue .

Of the 11 viewpoints assessed, there would be beneficial impacts on six of the viewpoints with Phase 1B (North) in place and adverse impacts on two viewpoints, namely VP 25 (from Brent Park Road, with most of Plot 113 residential blocks in view) and VP27 (from Haley Road, with East Cark Park prominent within the view). No additional mitigation has been identified over and above that set out in the s73 ES and other EIA Documentation.

Ecology and Nature Conservation

The baseline information presented in the s73 ES and other EIA Documentation has been reviewed and it is considered in the most part to be valid. To update the survey work presented in the s73 ES and other EIA Documentation, Waterman undertook an updated habitat survey and updated tree inspections for Phase 1B (North) and an updated ecological data search in 2015. All trees within Phase 1B (North) were assessed during the updated habitat survey for their potential to support roosting bat species. Further updated surveys were undertaken for a number of trees within the Phase 1A (North) and Phase 1B (North) areas in 2016.

The updated habitat survey confirmed there had been no significant change since the s73 ES and other EIA Documentation had been prepared. Based on the tree inspections undertaken in 2015 and 2016, two groups of trees and three separate trees were assessed as having bat roost potential. All other protected species surveys presented in the s73 ES and other EIA Documentation were considered to remain valid.

There would be no significant construction effects on ecology and nature conservation, including in relation to designated sites, protected species, habitat loss, invertebrates and invasive species taking into account the detailed design of the Phase 1B (North) RMA. The assessment of construction impacts on ecology and nature conservation presented in the s73 ES and other EIA Documentation is considered to remain valid.

Mitigation measures for construction identified in the s73 ES and other EIA Documentation are considered to remain valid, including the preparation of a Code of Construction Practice (CoCP) and a Construction Environmental Management Plan (CEMP)s, protection of trees and invasive species eradication and method statements.

As a result of further landscaping information and arboricultural surveys which have been carried out for the Phase 1B (North) RMA, along with information provided in the updated ICP, a

number of mitigation measures will now be implemented. These would include measures to mitigate for the temporary loss of habitats and for the protection of trees.

Impacts of the Development on the Brent Reservoir (Welsh Harp) Site of Special Scientific Interest (0.1 km west of the Site) remain not significant (as reported in the s73 ES and other EIA Documentation) as the proposal alterations to the River Brent have not changed significantly from those reported in the s73 ES and other EIA Documentation.

Based on the detailed landscaping design for Phase 1B (North), there will be a net gain of habitat for Phase 1B (North). The habitat to be provided will be far more diverse and beneficial to biodiversity than the existing habitats. There would be a loss of a number of trees as a result of the Phase 1B (North) development, however this will be offset by replacement native tree planting throughout the proposed Development.

Detailed design of the landscaping provides information on ecological enhancements to be incorporated into the Development within the Phase 1B (North) area, including bird and bat boxes and native species planting.. As such the minor negative impacts identified in the s73 ES improve to minor beneficial in relation to 'Habitat Damage, Loss and Creation for Habitats outside the River Corridor'.

Following a review of the detailed design and landscaping plans for Phase 1B (North), and in light of the updated baseline, adequate mitigation would be provided to replace bat roost/s if trees proposed for removal are confirmed to support these protected species during further survey work. This mitigation is additional to that provided in the s73 ES and other EIA Documentation.

Water Resources and Flood Risk

The baseline conditions have been reviewed by AECOM and Waterman to determine whether there have been any significant changes since the s73 ES and other EIA Documentation was prepared. This review included baseline information available since the s73 ES and other EIA Documentation was prepared.

Updated water quality monitoring results (April 2015 to January 2016) are now available and are generally in keeping with the previous monitoring as provided for the Phase 1A (North) FIR. Further groundwater monitoring has been carried out in 2016 with slightly elevated levels of contaminants reported. This contamination has been reported in previous monitoring results and therefore, there is no change in the groundwater quality or sensitivity identified within the s73 ES and other EIA Documentation.

Notwithstanding changes to the ICP, construction impacts presented within the s73 ES and other EIA Documentation remain valid for decision making. This is because there is no change to the actual works themselves, and the assessment of water resources and flood risk is not unduly influenced by programming. There would be some minor adverse construction impacts at worst in relation to surface and groundwater pollution, soil compaction and water resource use and insignificant impacts in terms of flood risk.

Hydraulic modelling has been carried out to assess flood risk, incorporating the detailed design for Phase 1A (North) and Phase 1B (North). The results confirm the findings of the s73 Flood Risk Assessment (it should be noted further modelling is ongoing).

A detailed surface water drainage strategy has been undertaken for Phase 1B (North). Various measures will be included in the design of Phase 1B (North), including attenuation measures and SUDS, including blue roofs, green roofs, filter drains, permeable paving and, within Sturgess Park, underground gravel storage trenches and

swales to ensure that the drainage strategy for the Development is compliant.

No new or different operational impacts arising from the Development have been identified in respect of Water Resources and Flood Risk as a result of the detailed design of the Phase 1B (North) RMA, and the impacts identified within the s73 ES and other EIA Documentation therefore remain valid. There would be beneficial operational impacts in relation to flood risk with some minimal adverse potential impacts identified in relation to surface and groundwater pollution, culvert and bridge maintenance and groundwater flood risk to basements or low floor levels. No further mitigation has been identified beyond that identified in the s73 ES and other EIA Documentation which will be addressed by existing planning conditions attached to the 2014 Permission. The s73 ES and other EIA Documentation therefore remains valid.

Archaeology and Cultural Heritage

Since the s73 ES was prepared and in accordance with the 2014 Permission, proposals for further archaeological investigation have been provided to and agreed with the Greater London Archaeology Advisory Service (GLAAS).

The Phase 1B (North) Scheme of Archaeological Investigation has been prepared in accordance with the principles outlined in the approved Site-wide Scheme of Archaeological Investigation.

When the s73 ES was prepared the significance of impacts from the Development on heritage assets was limited by the level of information available at the outline stage. The assessment of the updated baseline presented in the existing EIA Documentation as well as information pertaining to the Phase 1B (North) RMA detailed design, has allowed a quantified assessment of the impacts on the heritage resource within the Site to be undertaken. Further to consultation with GLAAS, mitigation measures have also been refined. As a result, the residual impacts have been updated from those presented in the s73 ES and other EIA Documentation.

The likelihood of the presence of paleo-environmental deposits to be present in discrete area within the north of the Site has been confirmed by a number of geotechnical investigations. A number of ground intrusive works associated with Phase 1B (North) will be carried out which would have an adverse impact on paleo-environmental remains within the north of the Site. There would also be an impact on pre-historic deposits, should these be found to exist. These effects remain the same as that reported previously.

In terms of paleo-environmental deposits, the mitigation proposed for this asset consists of paleo-environmental sampling ahead of any ground-intrusive works. For pre-historic remains, mitigation would consist of carrying out a watching brief over the ground intrusive works to reduce impacts.

There would be no potential impacts during the operational phase of the Development, as previously reported in the s73 ES and other EIA Documentation.

Air Quality and Dust

Waterman has undertaken baseline air quality monitoring (nitrogen dioxide) on the Site and along the affected road network at 14 locations from the end of August 2014 to date to supplement the data reported in the s73 ES and other EIA Documentation. Overall, based on the survey, estimated average exceedance of the annual objective level was observed at the majority of the locations (8 out of 14 in 2015 and 12 out of 17 in 2016). These results are generally consistent with those presented in the s73 ES and other EIA Documentation (exceedance at 9 out of 14 locations).

Whilst the interim ICP Update reprogrammes some of the elements of the construction works, the overall demolition and construction activities remain the same as those considered with the s73 ES and other EIA Documentation. The impact from dust emissions generated by the

demolition and construction works as reported in the s73 ES and other EIA Documentation (insignificant) remains valid.

The Interim ICP update shows that there is an increase in the construction traffic figures previously reported in the s73 ES for all phases of the Development. Despite this increase, with the implementation of appropriate mitigation measures, including the implementation of a CoCP, CEMP, CTMP, as well as dust monitoring and a Dust Management Plan, any adverse impacts in relation to dust, vehicle and plant emissions should be reduced to a minimum. Therefore, the construction air quality impacts, reported as insignificant, remain valid as per the s73 ES and other EIA Documentation.

The operational air quality impacts in the assessment from the Development are consistent with those previously reported in the s73 ES and other EIA Documentation. The modelling results showed that there will be an adverse impact on nitrogen dioxide at the junction of the A5 Cricklewood Broadway and Cricklewood Lane and at the junction of Claremont Road/Somerton Road, as well as adverse impacts locally along stretches of Cricklewood Lane and Claremont Road and at a number of residences along the main A-Roads and a number of minor roads. The majority of sensitive receptors will however experience insignificant impacts, whilst beneficial impacts are also predicted at a number of receptors.

A number of mitigation measures would be inherent in the design of the Phase 1B (North) which would have a benefit to Air Quality and would reduce any adverse impacts. These include the provision of new public realm and open space and pedestrian and bicycle strategy to promote the use of sustainable modes of travel. The replacement Brent Cross Bus Station would also consider improvements to air quality within its design.

Additional mitigation measures would also be included during the operational phase of Phase 1BA (North). These measures are the same as those detailed in the s73 ES and other EIA Documentation. These additional mitigation measures would include the implementation of a Servicing and Delivery Strategy and also a Framework Travel Plan (FTP) to encourage non-car travel. The main objectives of the FTP will be to reduce reliance on the private car and encourage people to travel in a more sustainable manner. Any reduction in traffic flows through the implementation of the FTP will further reduce predicted impacts on air quality.

Ground Contamination

The baseline information presented in the s73 ES and other EIA Documentation has been reviewed, taking into account the results of 2016/17 ground investigations that were carried out within Phase 1B (North) and detailed design information for the Phase 1B (North) RMA. The 2016/17 ground investigation indicates that there are potential sources of contamination present in the Made Ground within the areas where the site investigation was carried out within Phase 1B (North). The ground investigation identified hotspots of contamination within shallow groundwater while asbestos was also detected in low amounts. Although more specific and detailed information on the locations and extent of the contamination with Phase 1B (North) has been provided, the findings of the 2016/17 Site Investigation are broadly in keeping with those of the previous Site Investigation reported in the s73 and other EIA Documentation in that area.

In respect of ground contamination, the impacts identified in the s73 ES and other EIA Documentation therefore remain valid.

All relevant mitigation measures from the s73 ES and other EIA Documentation will be incorporated into a series of Site Specific Remediation Strategies for Phase 1B (North) of the Site. These Site Specific Remediation Strategies will set out how contamination will be dealt with, based on

the additional information gained from the 2016/17 ground investigation and the refinement of the detailed design proposals.

Measures to deal with contamination and ground conditions are an integral part of the Development and assuming they are well implemented, the negligible impacts identified in the s73 ES and other EIA Documentation from construction and operation will remain valid.

Waste

Since the submission of the s73 ES and other EIA Documentation, updated data on waste arisings have become available and the baseline has been updated with this information. From the most recently available 2015/16 data, there has been an increase in the volume of Local Authority Collected waste in London, across the North London Waste Authority and in Barnet North London. There has been a slight decrease in the volume of household waste produced in LBB in 2015/16 (the most recent year for which information is available) to that reported in the s73 ES and other EIA Documentation.

There has also been a decrease in the waste arisings, due to waste reduction measures, as well as an increase in recycling rates for Brent Cross Shopping Centre (from the most recent 2016 data) in comparison to the data provided in the s73 ES and other EIA Documentation.

Waste material would be generated throughout all stages of the construction process of Phase 1B (North), from structural and foundation works to the fit-out of the commercial, leisure and community elements of the new residential Plot 113. The mitigation measures as identified in the s73 ES and other EIA Documentation remain valid and appropriate for the purpose of the Phase 1B (North) RMA. A CEMP and Site Waste Management Plan (SWMP) will be produced to satisfy Pre-Commencement Conditions of the 2014 Permission which will be specific to the detailed design of Phase 1B (North).

Construction works will also be subject to the Site-Wide CoCP.

The predicted construction and excavation waste arisings for Phase 1B (North) have been calculated per year of the proposed construction period. The estimated total volumes do not exceed those detailed within the s73 ES. Estimates for operational waste arisings from 1B (North) for both residential and non-residential use have been calculated. These waste estimates are broadly similar to the s73 ES Site-wide operational waste calculations in consideration of the operation arisings from Phase 1B (North).

Waste provision will be adequately provided within the design of the Phase 1B (North) development. Private refuse and recycling bin storage areas for residential use, which have been sized by the design team in accordance with LBB guidance and to meet the requirements of the Development Specification and Framework (DFS), will be located at ground floor level of Plot 113.

The majority of the service yards in the existing Brent Cross Shopping Centre are to remain. A new basement service yard is to be provided as part of the Development. Non-residential waste will be compacted in a waste and recycling facility located in the new basement service yard of Phase 1B (North), before collection. The new basement service yard will be accessed directly off Prince Charles Drive. No new or different potential impacts, mitigation or residual impacts arising from the Phase 1B (North) development have been identified in respect of Waste, and thus the s73 ES and other EIA Documentation remains valid.

Microclimate (Wind)

The wind baseline information presented in the s73 ES and confirmed as remaining unchanged in the subsequent EIA Documentation has been reviewed and its validity is confirmed.

An accurate scale model of the Phase 1B (North) development has been subject to testing in a wind tunnel facility to predict the likely wind conditions that will arise. The model was based on the detailed design of Phase 1B (North) RMA (with the approved Phase 1A (North) elements in place), together with the maximum height parameters for the rest of the Scheme.

For Phase 1B (North), the wind conditions in terms of safety and comfort are generally acceptable.

A number of mitigation measures have been incorporated into the design for Phase 1B (North), including providing balustrades at appropriate locations and heights and strategic planting.

With the introduction of the mitigation measures, the Phase 1B (North) elements, in terms of safety and comfort, are considered suitable for their intended purpose. Overall, the findings of the s73 ES and other EIA Documentation remain valid.

Microclimate (Daylight, Sunlight and Overshadowing)

The daylight, sunlight and overshadowing baseline information presented in the s73 ES and other EIA Documentation has been reviewed. Sunlight and daylight availability was assessed at 49 existing façade locations in the s73 ES for potential residential receptors surrounding the Site. Results indicated that the recommended level of daylight and sunlight was received at all receptor locations for baseline conditions. For the Phase 1B (North) FIR, the baseline was tested at 11 receptor locations surrounding Phase 1B (North) and the results were in line with the previous assessment. The validity of the baseline information is confirmed as there have been no significant variations to the baseline conditions surrounding the Site.

A study of the bridges that will cross the River Brent was previously undertaken to identify any overshadowing impacts they would have on the river. Results indicate that the areas of the River

Brent which will experience lengthy periods of overshadowing are those located directly beneath the bridge structures. This is to be expected and has been accounted for within the Riverside Park detailed design planting strategies. It was not required to update the shading study for the phase 1B (North) FIR.

The assessment showed potential for increased impacts on the residential residences closest to the New Town Centre within Phase 1B (North) in terms of daylight availability, however the level of impact remains acceptable. Sunlight availability to gardens of these residences will be within acceptable industry guideline levels.

All amenity areas within Phase 1B (North) and those amenity areas within phase 1A (North) that are close to Phase 1B (North), e.g. the upper riverside walkway and Nature Park 5, would have sufficient sunlight availability once Phase 1B (North) is in place. However, two amenity areas would have less than 50% sunlight availability when assessed with the surrounding buildings within the BXC development are in place.

All internal pedestrianised areas, including The Park, High Street North and Brent Cross Main Square will have adequate daylight.

TV, Radio and Mobile Phone Reception

The assessment baseline information presented in the s73 ES and other EIA Documentation has been reviewed and it is deemed to remain valid and as such, no further baseline study has been undertaken. As reported in the Phase 1A (North) FIR, digital switchover occurred in 2012, therefore potential effects upon analogue TV reception are no longer of relevance to the assessment.

The Phase 1B (North) RMA includes buildings ranging from between approximately 57.9m and 81.36m in height. It is not therefore considered that there are any new or different impacts or mitigation measures that will arise in respect of TV, Radio and Mobile Reception, from those

presented in the s73 ES and other EIA Documentation.

Carbon Dioxide Emissions

The s73 ES assessed whether the change in CO₂ emissions as a result of the transport or energy use resulting from the Scheme were in accordance with the relevant policy requirements. It concluded that due to the scale of the Scheme there will be a negative impact.

The construction activities as assessed within the s73 ES and other EIA Documentation are not anticipated to change with the ICP update and therefore remain applicable to the CO₂ assessment. CO₂ emissions were calculated from the traffic flow volumes following the transport modelling. In light of the ICP update, the overall flow volumes from the transport modelling have been compared and are considered to have a high level of agreement. It is therefore considered that there has been no significant change to the CO₂ emissions previously estimated in the s73 ES and the results remain valid.

The Phase 1B (North) proposals include an increase floorspace and therefore amount of building work. However, this is a small increase in floorspace in the context of the 2014 Permission and the overall Scheme, and it is therefore considered that there would be no significant change to the CO₂ emissions previously estimated.

No new or different construction related measures beyond those identified in the s73 ES and other EIA Documentation have been identified as being necessary as a result of the detailed design development for Phase 1B (North). The implementation of a CoCP and CEMP will help to reduce construction emissions by measures such as switching off engines whilst on site (i.e. no idling) and selection of low emission vehicles.

An energy centre provided within Phase 1B (North) will provide energy for Phase 1 (North). This is identified in the Revised Energy Strategy

for the Scheme. Phase 1B (North) proposals will achieve the energy targets as set out in the Revised Energy Strategy, meeting the commitments as set out in the 2014 Permission for residential elements to achieve a 40% reduction in regulated CO₂ emissions compared to a Building Regulations Part L 2010 compliant scheme and for non-domestic elements to achieve a 25% CO₂ reduction compared to a Part L 2010 compliant scheme.

In terms of transport emissions, whilst the overall volume of traffic likely to be generated by the Development would remain as reported in the s73 ES, the CO₂ calculations have been updated using the latest traffic modelling. The updated CO₂ figures from transport emissions are less than predicted in the s73 ES.

Despite this update to the CO₂ figures, the overall CO₂ emission impacts reported in the s73 ES remain unchanged. The reduction in the transport CO₂ emissions do not meet the overall target of the Climate Change Act 2008 and the Carbon Budgets of the Committee on Climate Change (CCC) and therefore this would be a negative impact. The operation impacts set out in the s73 ES and other EIA Documentation therefore remain valid.

No new or different mitigation measures have therefore been identified in respect of CO₂ emissions which remain as identified in the s73 ES and EIA Documentation. As set out in the s73 ES, the Applicants are committed to a wide range of provision and measures, inherent in the design of the wider Scheme, that will limit the growth in transport emissions.

Intermediate Years Assessment

An intermediate years assessment was provided in the s73 ES and other EIA Documentation which set out likely significant impacts of the Scheme based on a construction period from 2016 to completion in 2031. The s73 ES considered three snapshot years (2000, 2023 and 2029) within the intermediate years assessment. Considering the revised and updated ICP and CIA Addendum for changes to

Phase 1 (North), a description of the scheme is provided at three snapshots of time over the course of the Interim ICP Update (2020, 2023 and 2029) and describes which elements of the Scheme are under construction or have been completed during the three intermediate years.

The Chapter sets out where the previous assessment remains valid and where the ICP update allows the significance of environmental impacts already identified to be refined.

The likely impacts of the intermediate years remain valid as reported within the s73 ES and other EIA Documentation and it is still considered that certain impacts will arise from construction activity or through the partial completion of the Development. There are some minor changes to the impacts reported in the second snapshot year (2023) for a small number of topics. As a result of the reprogramming of construction activities, some adverse impacts have been identified in relation to water resources and flood risk (river diversion and restoration works) for 2023. There would also be some adverse impacts in relation to Archaeology and cultural heritage as a result of the construction reprogramming for the Eastern and Western River Brent realignment works.

However, impacts during the construction period will be mitigated through the maturing of landscaping and the delivery of the programme through other mechanisms set out in planning conditions attached to the 2014 Permission.

Cumulative Impacts

The cumulative schemes considered in the s73 ES and other EIA Documentation have been reviewed to consider development schemes which have received planning permission or which have been built out since the original cumulative impact assessment was undertaken. The updated list of cumulative schemes is included in **Figure 5**. A total of 14 cumulative schemes have been identified in consultation with LBB which have the potential to give rise to

cumulative impacts in combination with the construction and operation of the Scheme.

The full list of cumulative schemes considered is provided below with those previously considered in the s73 ES and other EIA Documentation presented in bold:

- Imperial House, The Hyde (16/1713/FUL) (Granted);
- 112-132 Cricklewood Lane (16/0601/FUL) (Granted subject to Legal Agreement);
- **West Hendon Regeneration (H/01054/13) (under construction);**
- **Plot 61, Edgware Road, Former Parcel Force Depot (F/01932/11) (Granted);**
- **Beaufort Park, Former RAF East Camp, Aerodrome Road (W00198AA/04) (under construction);**
- **Grahame Park Estate Regeneration, Grahame Park Way (W01731JS/04-H/0448/10)(under construction);**
- **Former Colindale Hospital in Colindale (H/00093/13) (Granted);**
- **British Library Newspapers, 130 Colindale Avenue (H/05856/13) (Granted);**
- **Former Wickes, Mercedes Benz site, Colindale, Brent (08/2823) (under construction);**
- **Homebase / Hydro House (H/05828/14) (Granted);**
- **Granville Road Estate: (F/04474/14) (Granted);**
- **Peel Centre (Ref: H/04753/14) (Granted);**
- **The Crest Boy's Academy, Crest Road (Ref: 14/0326) (under construction);**
- **Sarena House and Allied Manufacture, Grove Park (Ref: 14/2930) (Granted);**

A detailed review has been carried out of the further detailed design information of the Phase 1B (North) RMA which could influence the outcome of the s73 ES cumulative impact

assessment and other EIA Documentation. The cumulative impacts reported in the s73 ES and other EIA Documentation is deemed to remain valid with the addition of some new minor adverse impacts identified for West Hendon Estate in relation to Townscape and Visual Cumulative impacts due to its proximity to the Development.