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B&Q Cricklewood (Application Ref: 20/3564/OUT) Environmental Consideration of the Proposed Changes to the maximum height of Development Parcel A

Dear Mr. Griffiths

Montreux Cricklewood Developments Ltd (the 'Applicant') has commissioned AECOM Infrastructure and Environment Limited ('AECOM') to review the potential environmental implications of a design change relating to the proposed redevelopment of the former B&Q Cricklewood site, adjacent to Cricklewood railway station ('the Site') located within the London Borough of Barnet (LBB).

In July 2020, the Applicant submitted an outline planning application for a mixed-use development, comprising residential, community, commercial, retail, leisure and associated landscaping / public realm enhancements, known as the 'B&Q Cricklewood' development (Application Ref: 20/3564/OUT) (hereafter referred to as the 'Proposed Development') for which an Environmental Statement (ES) was prepared by AECOM and the project team (referred to as the 'July 2020 ES'). Following consultation with LBB and stakeholders, two design changes are proposed.

- Reduction in the maximum height parameter for Development Parcel A by 12 storeys (36.9m); and
- Reduction of 141 residential units at Development Parcel A.

The height of Development Parcel A in the B&Q Cricklewood development is proposed to be reduced to a maximum height of 104.775m AOD, a reduction of 36.9m. The number of storeys is reduced by 12 storeys from 25 to 13. As a result of the reduction in height and massing, the total number of residential units has decreased from up to 1,100 to up to 1,041 residential units. Combined, these amendments result in what is referred to as the 'proposed changes' and the 'Revised Development'.

The ES assessed the potential for significant effects arising from the Proposed Development in relation to air quality, archaeology, climate change, daylight, sunlight, overshadowing (receptors outside the Proposed Development), ground conditions, noise and vibration, townscape, visual and built heritage, socio-economics, traffic and transport and wind microclimate.

Consideration has been given as to whether the proposed design changes would alter the conclusions of the Environmental Impact Assessment (EIA) undertaken in relation to the Proposed Development as presented in the July 2020 ES.

Technical Topics Unaffected by the Proposed Changes

A qualitative review of the proposed changes has been undertaken to consider the implications on the findings of the July 2020 ES and the potential for any new significant effects to arise as a result of the proposed changes. Due to the scale and nature of the proposed changes, it is considered the following assessments will remain unchanged, and the findings of the July 2020 ES remain valid: air quality, archaeology, climate change, ground conditions and noise and vibration.

For those assessments where it was considered there was potential for new significant environmental effects to arise as a result of the proposed changes, a qualitative review was undertaken by the technical authors of the July 2020 ES, which are described below.

Technical Topics with the potential to be affected by the proposed changes

Daylight, Sunlight and overshadowing

The 12 storey reduction of the tower block within Development Parcel A would result in virtually identical results in terms of daylight, sunlight and overshadowing within the vast majority of neighbouring receptors. For those few receptors in closer proximity to the tower which may experience greater alterations from the results previously presented, the overall impact will be the same, or marginally reduced when compared to the results of the July 2020 ES. Similarly, the overshadowing pattern would remain virtually identical, with only the shadow cast by Development Parcel A's tower becoming moderately shorter. Given the tall height of the building, the shadows cast by the top 12 storeys travel west to east across the urban landscape relatively quickly. Therefore, they are only casting shadows over individual areas for very short periods of time.

Overall, the proposed changes to the height of the tower are not considered likely to materially alter the conclusions of the July 2020 ES. Furthermore, as the detailed massing which will be brought forward at the Reserved Matters Application (RMA) stage is to be comprised within the Maximum Parameters of the Revised Development, the conclusions of the July 2020 ES remain valid representing a worst-case of the likely effects of the Revised Development

Socio-economics

The reduction in residential unit numbers would result in a decrease in the number of residents projected to live in the Revised Development. This decrease in residents will reduce education, health, open and play space requirements resulting in no worsening of any effects reported in the July 2020 ES assessment for socio-economics. There would also be a decrease in the additional local spending generated which would not result in a worsening of the effect reported. Furthermore, the offer of 35% affordable housing mix will not change as a result of the revised development. As these changes would not result in any worsening of effects reported in the assessment of residual significance relating to socio-economic effects, or to the conclusion assessed for the Revised Development as a whole, the July 2020 ES conclusions of the socio-economic effects remain valid.

Townscape, Visual and Built Heritage Impact Assessment

The amendment to the Revised Development will reduce the height of the tallest element on the site, the accent tower on the north east corner of the site (i.e. Development Parcel A). The height of this element of the Revised Development will be reduced from 25 to 13 stories.

The reduction in height to the tallest element of the Proposed Development will reduce the visibility of this element from a number of the viewpoints that were identified in the ES TVBHIA. Following review of the revised proposals, effects on the visual, heritage and townscape receptors are considered below.

The reduction in height of the tallest element will reduce the visibility of the Revised Development from the majority of the visual receptors. In particular it will reduce the visibility of the tallest element from locations from the surrounding residential streets that are of a consistent small scale.

The significance of the effects on the visual receptors will not change as a result of the changes to the Revised Development.

The change to the Revised Development will reduce the visual prominence of the scheme in the setting of heritage receptors. Notably, the visual interaction with the roofline of the Crown Public House will be reduced. Elsewhere the Revised Development will be less visible from within the setting and wider experience of the heritage receptors.

The significance of the effects on heritage receptors will not change as a result of the changes to the Revised Development.

There will be no change to the identified effects on the townscape receptors. The composition of the development parcels across the site will not change materially, nor will the effects resulting from the Revised Development as a whole. Townscape Character Area 1 (TCA 1), the character area within which the site is located, will not change as a result of the Revised Development.

The significance of the effects on townscape receptors will not change as a result of the changes to the Proposed Development.

Therefore, the results and conclusions relating to the Townscape, Visual and Built Heritage Impact Assessment presented within the July 2020 ES remain valid.

Transport

Following the reduction of the total residential units from up to 1,100 to up to 996 the residential parking provision will comparatively reduce from 110 to 100 spaces. Therefore, the reduction in dwelling numbers would result in a minor reduction in travel demand compared to those reported in the July 2020 ES assessment, during the highway peak periods and across the day as a whole. The July 2020 ES assessment concluded that the Proposed Development would result in a net reduction in vehicle trips. The Revised Development would result in a greater reduction of vehicle trips than originally assessed.

The July 2020 ES assessment included a review of the effects of additional passengers on bus and rail services. The Revised Development would therefore result in reduced impacts on those services. Consequently, the results and conclusions relating to traffic and transport presented within the July 2020 ES remain valid.

Wind Microclimate

The reduction in height of 12 storeys of Development Parcel A may result in a reduction in the downdraught effect, leading to decreases in wind speed at the sensitive receptors located at the base of the building. The proposed amendments do not alter the types of land use within the Revised Development, nor their arrangement and location. This means the proposed mitigation within the July 2020 ES to be brought forward at the RMA stage remains effective. Therefore, the results and conclusions relating to wind microclimate presented within the July 2020 ES remain valid.

In conclusion, the proposed changes do not alter the findings of the July 2020 ES, and will not introduce any new or additional environmental effects. The proposed changes are considered to be *de minimis* and no further consideration of these changes is required in relation to EIA matters.

Yours sincerely,



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