

# B&Q Cricklewood ES Volume I

Chapter 3: Existing Site and Surroundings

Montreaux Cricklewood Developments Ltd

July 2020

## 3. Existing Site and Surroundings

### 3.1 Introduction

- 3.1.1 This chapter describes the existing conditions on the Site, as well as the environmental and socio-economic context surrounding the Site. This forms the existing baseline which surrounds the Site and is used throughout the ES and within specific technical chapters of this ES (*Chapters 8-16*) and *ES Volume II: Townscape, Visual Impact, Built Heritage Assessment (TVBHIA)*.

### 3.2 The Application Site

- 3.2.1 The Site is located within the administrative jurisdiction of the London Borough of Barnet (LBB), adjacent to Cricklewood railway station (postcode NW2 1ES, National Grid Reference TQ 23857 85892). The Site is currently occupied by a range of retail outlets, including a large B&Q DIY Store, Pound Stretcher and Tile Depot (Figure 3-1). These large warehouse buildings are situated in the south-west of the Site. The northern and eastern parts of the Site mainly consist of car parking associated with the previously identified retail outlets, as well as soft landscaping adjacent to the railway lines, and the southern entrance to the Site. The Site comprises approximately 2.88ha.
- 3.2.2 The northern border consists of a building material supplier, Jewson Cricklewood, whilst the eastern boundary of the Site runs parallel to the Network Rail line, with Cricklewood Railway station being located at the south-eastern tip of the boundary. Towards the south-west, the Site is bordered by predominantly retail uses, including a Co-op supermarket, as well as numerous local business such as pharmacies, food take-aways, international supermarkets, barbers and other general stores. Along the western border of the Site is a Travelodge, Beacon Bingo and Cricklewood Timber & Building Supplies. To the north-west, the Site is bordered by a Travelodge, as well as the Cricklewood Railway Terraces Conservation Area, signifying it is an '*area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*<sup>1</sup>'.
- 3.2.3 Residential properties are situated further east, on the opposite boundary of the Network Rail lines along Claremont Road, adjacent to the southern boundary along Cricklewood Lane, beside the western boundary of Cricklewood Broadway and to the north of the Travelodge, all within approximately 150m of the Site boundary. Cricklewood Green borders the Site to the south-east.

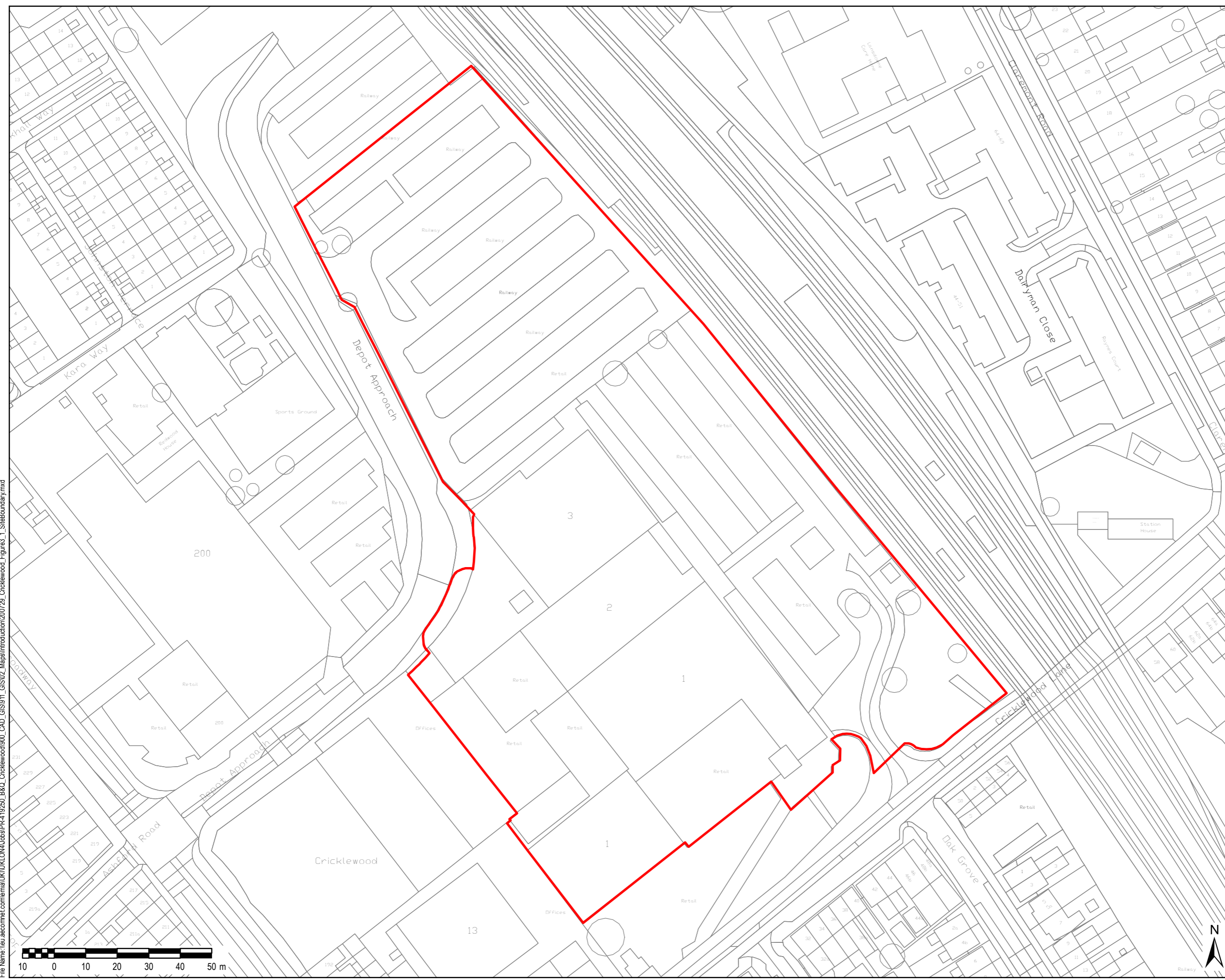
---

<sup>1</sup> Section 69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT

**LEGEND**

 Application Boundary



File Name: \\eu.aecomnet.com\external\UK\London\Jobs\PR4\19250\_B&Q\_Cricklewood\900\_CAD\_GIS\01\_GIS\02\_Maps\Introduction\200729\_Cricklewood\_Figure3\_1\_SiteBoundary.mxd

Copyright  
© UKMap Copyright. The GeoInformation Group 2018  
Licence No. LANDMLDN100003121118

Client  
**MONTREAU CRICKLEWOOD DEVELOPMENTS LTD**

Project Title  
**B&Q CRICKLEWOOD**

Drawing Title  
**SITE BOUNDARY**

Drawn LL	Checked AD	Approved CS	Date 29/07/2020
AECOM Internal Project No. <b>60608627</b>		Scale @ A3 <b>1:1,100</b>	

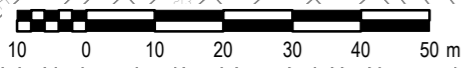
THIS DOCUMENT HAS BEEN PREPARED PURSUANT TO AND SUBJECT TO THE TERMS OF AECOM'S APPOINTMENT BY ITS CLIENT. AECOM ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS ORIGINAL CLIENT OR FOLLOWING AECOM'S EXPRESS AGREEMENT TO SUCH USE, AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED.

AECOM  
Aldgate Tower  
2 Leman Street  
London, E1 8FA  
United Kingdom  
T +44-0207-645-2000  
aecom.com



Drawing Number  
**FIGURE 3-1**

Rev  
**FINAL**



### 3.3 Emerging Context

3.3.1 The Site is located within the southern aspect of the Cricklewood, Brent Cross and West Hendon Regeneration Area<sup>2</sup> (hereafter referred to as the 'Regeneration Area'), as well as being partially situated within the southern aspect of the Brent Cross – Cricklewood Opportunity Area<sup>3</sup> (hereafter referred to as the 'Opportunity Area'), as outlined within the London Plan<sup>4</sup>. The Opportunity Area is identified as land which comprises 324ha with a minimum target of 20,000 jobs and 10,000 new homes delivered between 2011 and 2031. As such, the Site's surrounding context has been a major focus for the creation of new jobs and homes, building upon the area's strategic location and its key rail facilities.

3.3.2 The Site is situated immediately west of two emerging developments; the "Co-op Site" (Planning Reference: 18/6353/FUL) and "194 – 196 Cricklewood Broadway" (Planning Reference 17/0233/FUL) (i.e. cumulative schemes, see *Chapter 7: EIA Methodology*). The Co-op Site is a development which was submitted to LBB, seeking permission for a residential-led redevelopment of the existing Co-op site to include three residential blocks up to a height of 15 storeys and 187 residential units. The application was refused permission, however an amended development for three residential blocks ranging from 6 to 9 storeys for 145 residential units was submitted for in October 2018 and is now approved. The 194-196 Cricklewood Broadway is a consented development which will provide a 6 storey building comprising 96 residential units.

3.3.3 Furthermore, there are a number of plots of land which have been identified within the Opportunity Area where developments have been consented by LBB. In 2020, there are numerous schemes which are under construction or have been consented within the Opportunity Area within a 1km radius of the Site. These include the following developments, all of which are situated within the 'Railway Lands' aspect of the Regeneration Area (see *Chapter 7: EIA Methodology*):

- A Rail Freight Facility: A consented scheme for the use of railway land for the transportation of aggregates and non-putrescible waste (construction) by rail;
- A Waste Transfer Station: A consented scheme, the purpose of which is for reception, bulking and onward transportation of municipal waste, food waste, dry mixed recycling, bulky waste, street sweeping and street cleansing wastes;
- Compound for Railway Staff: A consented scheme which is formed of a two storey office and welfare blocks with associated yards for use by railway staff and train drivers;
- Train Stabling Facility: A consented scheme involving the installation of railway tracks, vehicle barriers and bollards; and
- Highways Infrastructure: A consented scheme involving highway infrastructure and associated public realm.

3.3.4 Additional detail on these schemes and their locations can be found within *Chapter 7: EIA Methodology*.

### 3.4 Environmental and Socio-economic Context

3.4.1 A summary of key features of the environmental and socio-economic context specific to the Site and the surrounding area is provided below. Further information on the environmental and socio-economic baseline of the Site and the surrounding area is provided in the technical chapters of this ES (*Chapters 8-16*) and *ES Volume II: TVBHIA*. Figure 3-2 illustrates the environmental and socio-economic context of the Site.

<sup>2</sup> LBB, 2005; Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework Supplementary Planning Guidance

<sup>3</sup> GLA, 2014; Brent Cross – Cricklewood Opportunity Area Framework

<sup>4</sup> GLA, (2016); The London Plan Spatial Development Strategy for Greater London

## Air Quality

- 3.4.2 The LBB has declared the entire borough as Air Quality Management Area (AQMA) due to exceedances of the UK National Air Quality Strategy (AQS) objectives for both particulate matter (PM<sub>10</sub> - 24-Hour Mean) and nitrogen dioxide (NO<sub>2</sub> – Annual Mean).

## Archaeology

- 3.4.3 There are two Archaeological Priority Areas (APA) situated within 1km. The closest APA is the Cricklewood APA designated by the LBB as being of archaeological and historic significance based on the presence of possible remains associated with the medieval settlement of Cricklewood. This APA is located adjacent the Site's western boundary.
- 3.4.4 The second APA is that of Watling Street, where minor roadside settlements and other land uses such as cemeteries or quarry pits may have developed along the road. The Roman Watling Street APA does not extend to the borough of Barnet, being 280m south-east of the Site. However, the continuation of the line of Watling Street follows that of Cricklewood Broadway, which runs past the Site.

## Daylight, Sunlight and Overshadowing

- 3.4.5 The Site currently comprises low-rise retail warehouses to the south-west, whilst the remaining areas consist of carparking, landscaped areas with trees and hardstanding. The Site is located adjacent to Midland Main line to the east, residential properties to the south, west and north, as well as buildings of commercial use including a hotel to the west.
- 3.4.6 The surrounding area is identified in the London Plan as a designated Opportunity Area (i.e. Brent Cross Cricklewood Opportunity Area), and as such is undergoing significant regeneration, with a number of large-scale residential and mixed-use developments either being consented or currently seeking consent (refer to the cumulative schemes identified within *Chapter 7: EIA Methodology*). Further emerging large scale residential and mixed-use developments are planned for the area, subject to obtaining the necessary permissions. This will increase the urban density of the area and contribute to potential overshadowing of surrounding developments and public amenity space.

## Ecology and Biodiversity

- 3.4.7 The dense urban and industrial nature of the surrounding area offers minimal opportunities for habitats suitable for protected species. The Site is separated from a principal Network Rail line by a wire mesh fence and a hedgerow with trees running the length of the Site's eastern boundary. Immediately surrounding the Site is the densely-populated commercial and residential properties of Cricklewood.
- 3.4.8 The Site itself predominantly comprises buildings and hardstanding surfaces (approximately 87% of Site area). A Phase 1 Habitat Survey was undertaken to inform a Preliminary Ecological Appraisal<sup>5</sup>. Vegetation present at the Site includes an area of amenity grassland with scattered parkland trees, several introduced shrub and ephemeral/short perennial areas and a hedgerow with trees in the eastern boundary. Suitable habitat for common nesting birds was present within the Site and the Poundstretcher and Tile Depot was assessed as having low suitability for roosting bats. The Site was unsuitable for all other notable and protected species. A dusk bat emergence survey was undertaken to confirm there are no bats roosting within the Site.
- 3.4.9 There are no sites of international statutory nature conservation designation within 5km of the Site. Two sites of national statutory nature conservation designation have been identified within 2km of the Site, the closest of which is Westbere Copse Local Nature Reserve located 800m south of the Site.
- 3.4.10 As a result of the data search undertaken by Greenspace Information for Greater London (GiGL), a total of eight sites with non-statutory designations for nature conservation are situated within 1km of the Site. The closest identified non-statutory designated site is the Dell Doorstep Green (0.6km to the south of the Site), which is designated as a Site of Local Importance to Nature Conservation (SLINC).

---

<sup>5</sup> AECOM, 2019; B&Q Cricklewood: Preliminary Ecological Appraisal



## Ground Conditions

- 3.4.11 While the existing retail uses on the Site are unlikely to provide a major source of land contamination, the specific retail uses includes the sale and storage of chemicals, paints and potentially contaminative materials. Furthermore, there is a potential for ground contamination due to the historic uses of the Site, Historical maps<sup>6</sup> show the Site was previously occupied prior to the Second World War by a junction of railway tracks. In the 1970s these were removed and a warehouse was subsequently situated in the eastern sector of the Site until the 1990s, after which time the site took its present day layout. Off-site industrial buildings such as motor works, aeroplane works and clock works are within a 1km of the Site.
- 3.4.12 A previous ground investigation<sup>7</sup> of the Site found that the underlying geology on-site mostly consists of made ground, with a London Clay Formation bedrock. The made ground consisted of a ballast material (cobbly sandy gravel) overlying other material. The London Clay Formation bedrock encountered beneath the made ground typically as a locally soft to firm brown silty clay, with a subsequent layer consisting of a stiff grey clay. Elevated concentrations of Asbestos Containing Materials (ACM), heavy metals (Chromium VI) and hydrocarbons have been recorded within the soils of the Site.
- 3.4.13 The BGS records<sup>8</sup> no superficial geology on-site. The nearest superficial geology recorded by BGS is the Dolls Hill Gravel Member, over 1km to the north-west of the Site. BGS borehole TQ28NW1 c.250m south-west of the Site, shows the Woolwich and Reading Beds underlying the London Clay Formation at a depth of 66m below ground level (bgl) followed by chalk at a depth of 84m bgl. There are no recorded groundwater abstractions within 1km and the site is not situated within a groundwater source protection zone<sup>9</sup>.

## Noise and Vibration

- 3.4.14 The dominant sources of noise and vibration across the Site are road traffic on the surrounding road network, in particular Cricklewood Broadway (A5) to the west and Cricklewood Lane (A407) to the south, and train movements on the Network Rail lines along the eastern boundary. Cricklewood railway station is adjacent to the Site; noise from public address (PA) system at the station as well as trains braking/accelerating will also contribute to the baseline noise environment. Train movements may also result in perceptible levels of ambient vibration within the Site.

## Social Infrastructure

- 3.4.15 A number of schools are located within 1 kilometre (km) of the Site. The closest schools situated within 500m of the Site are St Agnes Roman Catholic (RC) Primary School, Childs Hill School and Anson Primary School, located approximately 270m, 300m and 630m east and south-west of the Site respectively. The only secondary school within 500m is Hampstead Secondary School, located approximately 500m south of the Site.
- 3.4.16 Several healthcare facilities are also within a 500m radius of the Site, including Cricklewood GP Health Centre, adjacent to the western boundary. The Sheldon Practice, Chichele Road Surgery and Willesden Green Surgery are also located 250m, 280m and 475m south-west respectively of the Site.
- 3.4.17 The closest open spaces to the Site Hampstead Cemetery, Clitterhouse Playing Fields and Gladstone Park, being located around 600m, 1km and 1.3km respectively away from the Site.

## Telecommunications

- 3.4.18 With respect to sensitive receptors (in this case TV viewers and other wireless / telecommunications networks), it is expected that there will be several different technologies in use around the Site. The majority of television users will be located in residential areas; mainly to the immediate south, west and north-west. Wireless communication technologies and radio-based safety systems are likely to be employed at Cricklewood station, to the east of the Site.

<sup>6</sup> National Library of Scotland (NLS) (<https://maps.nls.uk/view/103313201>)

<sup>7</sup> Capita, 2018; B&Q Cricklewood: Geo-environmental Investigation and Assessment

<sup>8</sup> British Geological Society (BGS) Borehole Geoindex and Geology Map Viewer (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>)

<sup>9</sup> Google Maps and Google Earth Pro Ordnance Survey Maps (<https://osmaps.ordnancesurvey.co.uk/>)

## Townscape, Visual Impact, Built Heritage

- 3.4.19 The existing townscape surrounding the Site comprises mixed townscape typical of a busy town centre location, with the majority of buildings in commercial, retail or residential use and reflecting the locality's historic industrial and residential character. Substantially built up from the mid-20th Century, the area's main thoroughfares, Cricklewood Lane, Cricklewood Broadway and Chichele Road, comprise late-Victorian buildings interspersed with early-20th Century and post-war developments. These routes, along with the railway lines and station form a key feature of the area, and define movement through Cricklewood. Other important townscape features include green spaces, such as Cricklewood Green adjacent to the Site and Cricklewood Millennium Green, located to the north beyond the railway line.
- 3.4.20 The Site does not contain any statutory designated heritage assets, such as Scheduled Monuments, Listed Buildings, Conservation Areas or Registered Battlefields, Parks and Gardens. There are several present within the surrounding context. The Proposed Development has the potential to impact the setting of these receptors. There are three Grade II listed structures within a 500m radius of the Site, including Milestone Sited Outside Numbers 3 and 4 Gratton Terrace, Three Lamp Standards in front of the Crown Public House and the Crown Public House, all of which are along the eastern boundary of the Site. Cricklewood Railway Terraces, which is designated as a Conservation Area is located immediately north-west of the Site. At a 1km radius, the number of listed structures increases to 18, including Hampstead Cemetery, which is designated as a Grade II Registered Park and Garden. Other structures of note include a number of tombs and monuments within Hampstead Cemetery, such as the Grade II\* listed Tomb of Marthe Goscombe John and Sir William Goscombe John.

## Traffic and Transport

- 3.4.21 The Site currently has a Public Transport Accessibility Level (PTAL) of 5 in the southern section, with the northern section of the Site being designated as 4. Both of these ratings are towards the higher end of the PTAL scale, which is a nine-point system ranging from 0 to 6b. This means that the Site is well connected to a variety of modes of public transport. Cricklewood railway station is located approximately 50m west of the Site, thus providing access to the Thameslink rail services on the Midland Main Line to London St. Pancras. There are also a number of bus services located within 500m of the Site, including (but not limited to) routes 16, 32, 189, 226, 245, 260, 266, 316, 332 and 460, ranging from five to nine vehicles per hour. Willesden Green London Underground station is located just over 1km south of the Site.

## Water Environment

- 3.4.22 There are no natural watercourses within the Site or within close proximity to the Site. The closest open water body is the Brent Reservoir situated approximately 2.15km to the north-west of the Site, which is connected to the Brent River at approximately 1.75km north of the Site. Furthermore, the Site falls within Flood Zone 1, meaning that there is a less than 1 in 1,000 annual probability of river or sea flooding that could affect the Proposed Development. The majority of the site experiences very low risk from surface water flooding. A narrow band of area along the eastern and northern aspects of the current B&Q store experience medium risk from surface water flooding.

## Wind Microclimate

- 3.4.23 Prevailing winds at the Site are from the south-west, both in terms of frequency and magnitude throughout the year, but particularly in the winter season. There is a secondary peak in winds from the north-east particularly during spring, and these predominantly consist of cold winds. During the summer, winds are typically lighter.



THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT

**LEGEND**

- Application Boundary
- Planning Application Boundary
- Buffer - 1km
- Borough Boundary
- Grade II\* Listed Building
- Grade II Listed Building
- ⇌ Train Station
- London Underground Station
- Jubilee Line
- Metropolitan Line
- Registered Park and Garden
- Local Nature Reserve
- AQMA
- Brent Council Local Designations**
- Conservation Area
- Green Corridor
- Site of Importance for Nature Conversation (SINC)
- Metropolitan Open Land
- Camden Council Local Designations**
- Local Green Space
- Site of Importance for Nature Conversation (SINC)
- Barnet Council Local Designations**
- Archaeological Priority Area
- Metropolitan Open Land

Copyright  
 Contains Ordnance Survey Data © Crown Copyright and database right 2019. © UKMap Copyright. The Geoinformation Group 2018  
 Licence No. LANDMLDN100003121118  
 Contains Ordnance Survey Data © Crown Copyright and database right 2019. © Natural England material is reproduced with the permission of Natural England 2019. © Historic England 2019. Contains Ordnance Survey data © Crown copyright and database right 2019. The Historic England GIS Data contained in this material was obtained on 31/01/2019.

Client  
**MONTREAUX CRICKLEWOOD DEVELOPMENTS LTD**

Project Title  
**B&Q CRICKLEWOOD**

Drawing Title  
**SITE CONSTRAINTS**

Drawn LL	Checked AD	Approved AR	Date 30/07/2020
AECOM Internal Project No. 60608627		Scale @ A3 1:8,500	

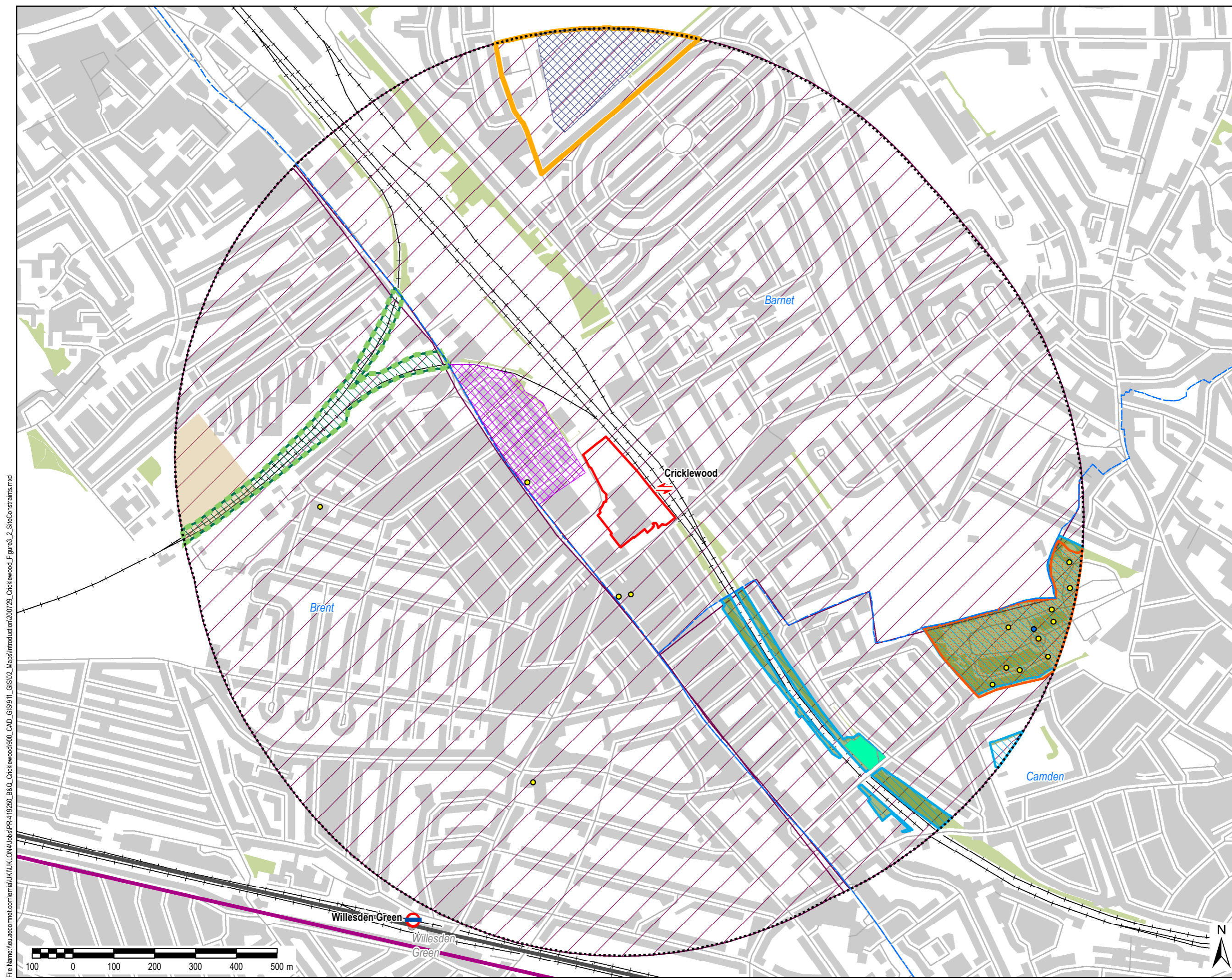
THIS DOCUMENT HAS BEEN PREPARED PURSUANT TO AND SUBJECT TO THE TERMS OF AECOM'S APPOINTMENT BY ITS CLIENT. AECOM ACCEPTS NO LIABILITY FOR ANY USE OF THIS DOCUMENT OTHER THAN BY ITS ORIGINAL CLIENT OR FOLLOWING AECOM'S EXPRESS AGREEMENT TO SUCH USE, AND ONLY FOR THE PURPOSES FOR WHICH IT WAS PREPARED AND PROVIDED.

AECOM  
 Adgate Tower  
 2 Leman Street  
 London, E1 8FA  
 United Kingdom  
 T +44-207-645-2000  
 aecom.com



Drawing Number  
**FIGURE 3-2**

Rev  
**FINAL**



File Name: \\eu.aecomnet.com\emial\UK\K\ON\4\jobs\PR-4\19250\_B&Q\_Cricklewood\900\_CAD\_GIS\911\_GIS\02\_Maps\Introduction\200729\_Cricklewood\_Figure3\_2\_SiteConstraints.mxd



## 3.5 Summary

- 3.5.1 The Site is located within the LBB, and is currently occupied by a range of retail outlets, including a large B&Q DIY Store, Pound Stretcher and Tile Depot. The Site is located in the Cricklewood, Brent Cross and West Hendon Regeneration Area and partially within the Brent – Cross Cricklewood Opportunity Area, which has been a major focus for the creation of new jobs and homes, building upon the area's strategic location and its key rail facilities. The surrounding area is already undergoing significant regeneration under the Regeneration and Opportunity Area, which is outlined within the London Plan.
- 3.5.2 The existing Site and surroundings pose a number of environmental and socio-economic constraints and opportunities which have been taken into account during design development (refer to *Chapter 4: Alternatives and Design Evolution*, *Chapter 5: Proposed Development* and *Chapter 6: Demolition and Construction*).