

# B&Q Cricklewood ES Volume I

Chapter 7: EIA Methodology

Montreaux Cricklewood Developments Ltd

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## 7. EIA Methodology

### 7.1 Introduction

- 7.1.1 This chapter of the ES sets out the overall approach and methodology for assessing the environmental effects of the Proposed Development. In particular, it details the process of identifying the environmental topics to be included in the ES, the method of assessing the effects that are likely to arise from the Proposed Development and the significance of these effects. Details of the Proposed Development are presented in *Chapter 5: The Proposed Development* and *Chapter 6: Demolition and Construction* of this ES.
- 7.1.2 Further detail on how the assessment methodology is applied to each technical discipline is presented within the respective technical chapters of this ES (*Chapters 8 - 16*) and *ES Volume II Townscape, Visual Impact and Built Heritage Assessment (TVBHIA)*, along with a description of baseline, the likely effects of the Proposed Development and any mitigation requirements.

### 7.2 The Requirement for an EIA

- 7.2.1 Planning applications for development that require an EIA under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (As Amended)<sup>1</sup> (hereinafter referred to as the 'EIA Regulations') are termed 'EIA Applications'. Development that requires an EIA under the EIA Regulations is defined as 'EIA Development'.
- 7.2.2 The requirement for an EIA is based on the likelihood of significant environmental effects arising from a proposed development; and is either mandatory or conditional depending on the classification of the proposed development. EIA Developments are divided into Schedule 1 and Schedule 2 developments under the EIA Regulations.
- 7.2.3 Schedule 1 developments constitute those developments that are deemed to have likely significant effects on the environment and therefore, for which undertaking an EIA is mandatory. Schedule 1 developments include major chemical or petrochemical projects, industrial plants and major infrastructure projects, such as new power stations, transport, water and wastewater infrastructure, over a certain threshold. For developments which fall under Schedule 2, the need for an EIA is determined on the basis of a set criteria, which is outlined below:
- The development is within one of the classes of development stated in Schedule 2; AND
  - EITHER it meets or exceeds the applicable threshold criteria for that class of development in Schedule 2; OR the development is to be carried out partly or wholly within a sensitive area (as defined in Part 1 of the EIA Regulations); AND
  - It is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.
- 7.2.4 Hence, the selection criteria are not just simply related to the scale or characteristics of development, but also consider the sensitivity of the receiving environment that will be affected by a development.
- 7.2.5 The Proposed Development falls within the development description of Column 1, Paragraph 10(b) of Schedule 2 of the EIA Regulations:
- "b) Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas".*
- 7.2.6 For development falling within paragraph 10(b), the EIA Regulations set the following criteria to assist in determining whether an EIA is required:
- "(i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or*

<sup>1</sup> Her Majesty's Stationary Office (HMSO) (2017); 'The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. (as Amended)

- (ii) *The development includes more than 150 dwellings; or*  
 (iii) *The overall area of the development exceeds 5 hectares.”*

7.2.7 Given that the Proposed Development exceeds thresholds (i), (ii) and is below threshold (iii) as defined above, and taking into account the location of the Site and the potential for significant effects to arise, the Proposed Development constitutes an ‘EIA Development’ under the EIA Regulations. Therefore, an EIA has been undertaken and the results are reported in this ES.

## 7.3 Legislation and Guidance for EIA and Preparation of Environmental Statements

7.3.1 This ES has been prepared in accordance with the requirements of the ‘EIA Regulations’ and current guidance together with applicable best practice guidance and case law relating to the EIA process, including:

- Department for Communities and Local Government (DCLG) Planning Practice Guidance (Environmental Impact Assessment) (2017)<sup>2</sup>;
- Office of the Deputy Prime Minister (ODPM) Environmental Impact Assessment – A Guide to Procedures (2006)<sup>3</sup>;
- Institute of Environmental Management and Assessment’s (IEMA) Guidelines for Environmental Impact Assessment, 2004 (amended 2006)<sup>4</sup>;
- European Commission’s Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (1999)<sup>5</sup>;
- IEMA Environmental Impact Assessment Guide to: Delivering Quality Development, July 2016<sup>6</sup>; and
- IEMA ES Review Criteria (where applicable)<sup>7</sup>.

## 7.4 Consultation

7.4.1 The process of consultation is critical to the preparation of a comprehensive and balanced ES. The views of key statutory and non-statutory consultees serve to focus the environmental assessments and help identify specific matters which require further investigation. Early consultation also enables mitigation measures to be incorporated into the project design, thereby avoiding or limiting adverse effects and enhancing benefits.

7.4.2 Consultees involved in the evolution of the design and/or preliminary assessment of environmental effects either during the EIA Scoping stage or via separate consultation have included (but not are limited to):

- London Borough of Barnet (LBB);
- Greater London Authority (GLA);
- Environment Agency (EA);
- Transport for London (TfL);
- Historic England (HE);
- Natural England (NE);
- Network Rail (NR);

<sup>2</sup>Department for Communities and Local Government (DCLG), (2017); Planning Practice Guidance

<sup>3</sup>Office of the Deputy Prime Minister (ODPM) (2006); Environmental Impact Assessment – A Guide to Procedures (2006)

<sup>4</sup>Institute for Environmental Assessment (IEMA), (2006); Guidelines for Environmental Impact Assessment (as amended 2006)

<sup>5</sup>European Commission, (1999); Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions

<sup>6</sup>IEMA (2016); Environmental Impact Assessment Guide to: Delivering Quality Development, July 2016

<sup>7</sup>IEMA (2016); Environmental Statement Review Criteria: EIA Quality Mark Applicant Guide.

[https://www.iema.net/assets/newbuild/documents/EIA%20Quality%20Mark\\_Applicant%20Guide%20June%202016%20V6.pdf](https://www.iema.net/assets/newbuild/documents/EIA%20Quality%20Mark_Applicant%20Guide%20June%202016%20V6.pdf) [Accessed 20th December 2019]

- National Grid (NG);
- Thames Water Utilities Limited (TWUL) and other service providers; and
- Local residents, community organisations, local businesses and local community and workspace operators.

7.4.3 Changes made to the Proposed Development as a result of consultation are discussed in *Chapter 4: Alternatives and Design Evolution* and the final design is outlined within *Chapter: 5 Proposed Development*. Furthermore, feedback from consultation relevant to the technical assessments is discussed in the relevant technical chapters of the ES (*Chapters 8-16* and *ES Volume II: TVBHIA*).

## 7.5 EIA Scoping

7.5.1 EIA Scoping forms one of the first stages of the EIA process and it is through scoping that the Local Planning Authority (LPA) and key statutory and non-statutory consultees are consulted on those environmental aspects that have the potential to be significantly affected by the Proposed Development and as such, should be included in the scope of the EIA. The main purpose of the scoping process is to:

- Consider the potential for likely significant effects from the Proposed Development;
- Identify which environmental areas are not likely to experience significant effects and therefore can be scoped out of the EIA;
- Identify which environmental areas may be subject to significant effects or for which sufficient information is not available, and therefore, would need to be scoped into the EIA for further assessment;

7.5.2 For topics scoped into the EIA, the EIA Scoping Report:

- Identifies data and appropriate surveys to be undertaken to establish the existing baseline; and
- Outlines the scope and assessment methodology for determining likely significant effects.

7.5.3 Regulation 15 of the EIA Regulations provides that the Applicant may ask the LPA to state in writing its opinion as to the scope and level of detail of the information to be provided in the ES. An EIA Scoping Report was formally submitted to LBB on 3<sup>rd</sup> December 2019 and the LBB's EIA Scoping Opinion was received on 20<sup>th</sup> February 2020. A copy of the EIA Scoping Report and LBB's Scoping Opinion are provided in *ES Volume III: Appendix 7-A: EIA Scoping Report and Scoping Opinion* of this ES, including the statutory consultation responses to the request for the EIA Scoping Opinion.

7.5.4 Each technical chapter (*Chapters 8 – 15*) contains a table within the 'Consultation' section, which provides a summary of the key points raised in the LBB's EIA Scoping Opinion with regards to their specific topic.

7.5.5 No comments were raised in relation to the overarching assessment methodology.

## Topics Scoped Into the EIA

7.5.6 As a result of the EIA Scoping process and subsequent consideration of potential effects, the following technical topics have been included within the EIA:

- Air Quality (*Chapter 8: Air Quality* of this ES, supported by an Air Quality Neutral Assessment in addition to *ES Volume III Appendices 8-A to 8-D*);
- Archaeology (*Chapter 9: Archaeology* of this ES, supported by an Archaeological Desk Based Assessment in *ES Volume III Appendix 9-A*);
- Climate Change (*Chapter 10: Climate Change* of this ES, supported by an Greenhouse Gas Emissions Inventory in *ES Volume III: Appendix 10-A*);
- Daylight, Sunlight and Overshadowing (*Chapter 11: Daylight, Sunlight and Overshadowing* of this ES, supported by the Daylight, Sunlight and Overshadowing Technical Results in *ES Volume III Appendices 11-A to 11-D*);
- Ground Conditions and Contamination (*Chapter 12: Ground Conditions and Contamination* of this ES, supported by the Envirocheck Report, relevant ground conditions data and Site walkover information provided in *ES Volume III Appendix 12-A and 12-B*);
- Noise and Vibration (*Chapter 13: Noise and Vibration* of this ES, supported by relevant noise and vibration technical data provided in *ES Volume III Appendix 13-A*);
- Socio-economics (*Chapter 14: Socio-economics* of this ES);
- Traffic and Transport (*Chapter 15: Traffic and Transport* of this ES, supported by the Transport Assessment (Includes the Framework Travel Plan) provided in *ES Volume III Appendix 16-A*);
- Wind Microclimate (*Chapter 16: Wind Microclimate* of this ES, supported by the Wind Microclimate Technical Report provided in *ES Volume III Appendix 16-A*); and
- Townscape, Visual and Built Heritage Impact Assessment (TVBHIA) (*ES Volume II*).

7.5.7 Where certain aspects of the technical assessments listed above have been scoped out of the EIA, this is explained within the technical chapters of this ES. In addition, the technical chapters of the ES define the spatial scope of the assessments undertaken.

## Topics Scoped Out of the EIA

7.5.8 The EIA scoping process has also identified a number of technical topics that can be 'scoped out' of the EIA, as it is considered that the likely effects to arise from the Proposed Development related to these technical topics are 'not significant', and therefore do not require further assessment within the EIA. These topics include:

- Ecology and Biodiversity;
- Major Accidents and Hazards;
- Telecommunications;
- Waste and Resources; and
- Water Environment.

## Ecology and Biodiversity

- 7.5.9 A Preliminary Ecological Appraisal<sup>8</sup> (PEA) was undertaken in 2019 in order to identify any ecological features within the Site and the study area. The report concluded that the Site is not situated within any statutory designated sites for ecological value, such as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Areas of Conservation (SAC) or Ramsar Sites, nor are there any located within a 1km radius of the Site. The closest identified non-statutory designated site is the Dell Doorstop Green (0.6km to the south of the Site), which is designated as a Site of Local Importance or Nature Conservation (SLINC). Furthermore, there were no protected or notable habitats or species within the Site, as the majority of the Site is comprised of buildings and hardstanding. However, a Preliminary Roost Appraisal<sup>9</sup> (PRA) was undertaken in order to assess potential roost features which were identified during the Phase 1 Habitat Survey conducted for the PEA. The results of the PRA indicated that roosting bats were unlikely to be present in the buildings on-site. The EIA Scoping Report concluded that it would be unlikely for potentially significant ecological effects as a result of the Proposed Development, and an Ecological Appraisal would be completed and submitted in support of the outline planning application. Therefore, further assessment of ecology and biodiversity has been scoped out of the EIA.

## Major Accidents and Hazards

- 7.5.10 The Proposed Development is not located in an area which is anticipated to be at risk of foreseeable major disasters or accidents. Potential accidents and/or disasters caused by climate change are considered in *Chapter 10: Climate Change*. In addition, the vulnerability of the Proposed Development to major accidents or disasters is likely to be related to flood risk and the potential impact climate change may have on this. This risk will be assessed within the Flood Risk Assessment (FRA) and Sustainable Urban Drainage Strategy (SuDS) for the Proposed Development which has been submitted in support of the outline planning application (also refer to *ES Volume III Appendix 5-A*). Therefore, further assessment of major accidents and hazards has been scoped out of the EIA.

## Telecommunications (Electronic Interference)

- 7.5.11 As indicated within the EIA Scoping Report, it is considered that the Proposed Development is unlikely to have any impacts or effects on radio, television or wireless network operation in the vicinity of the Site. If there were to be any likely potential impacts, these would likely be limited to Digital Terrestrial Television (DTT) and satellite TV reception. Additionally, a separate report is to be submitted with the outline planning application which will set out the potential impacts upon local telecommunication networks, including critical infrastructure and radio networks owned by TfL and Network Rail. Therefore, further assessment of telecommunications has been scoped out of the EIA.

## Waste and Resources

- 7.5.12 It is considered that there are no likely significant effects from the Proposed Development on the local waste infrastructure, as there is sufficient capacity within the existing infrastructure to accommodate waste from the construction and operational phases of the Proposed Development, as demonstrated in the EIA Scoping Report (*ES Volume III Appendix 7-A*). In addition, it is proposed that Construction Resource Management Plans (equivalent to a Site Waste Management Plan) and an Operational Waste and Recycling Management Strategy will be provided for the Proposed Development under subsequent Reserved Matters Applications (RMA). Therefore, further assessment of waste and resources has been scoped out of the EIA.

## Water Environment

- 7.5.13 As explained in the EIA Scoping Report, it is considered that there are no likely significant effects on the risk of flooding as a result of the Proposed Development, with appropriate mitigation incorporated within design, as specified within the Flood Risk Assessment and Sustainable Urban Drainage Strategy (see *ES Volume III Appendix 5-A*) and summarised within *Chapter 5: Proposed Development*. Risk of

<sup>8</sup> AECOM, 2019; Preliminary Ecological Appraisal – B&Q Cricklewood

<sup>9</sup> AECOM, 2019; Preliminary Roost Appraisal – B&Q Cricklewood

contamination of any surface water and groundwater bodies as a result of the Proposed Development has been considered in *Chapter 12: Ground Conditions and Contamination*.

- 7.5.14 The scale of the Proposed Development would not alter the type of and effectiveness of any water quality mitigation that may be required during the either the construction or operational phases. A number of measures will be implemented through the construction phase of the Proposed Development to mitigate any effects on water resources including:
- Implementation of a Construction Environmental Management Plan (CEMP);
  - Discharge operations in accordance with the Water Industry Act 1991<sup>10</sup>;
  - Adherence to Control of Substances Hazardous to Health Regulations 2002<sup>11</sup> and the Control of Pollution (Oil Storage) (England) Regulations 2001<sup>12</sup>; and
  - Good practice as described in relevant British Standards, Construction Industry Research and Information Association (CIRIA) publications (e.g. C753, C650, C648, C532), Environmental Agency Guidance of Pollution Prevention and any un-updated Pollution Prevention Guidance documents.
- 7.5.15 The Proposed Development includes an improvement to the existing surface water drainage system with the use of SuDS throughout the Site (where practicable). Surface water attenuation and treatment will be provided in the form of swales or attenuation tanks and permeable paving with type 3 sub-base to receive the run-off from the Site. Full details can be found in the Drainage Strategy within *ES Volume III: Appendix 5-A*.
- 7.5.16 The foul water network is proposed to discharge by gravity into the existing Thames Water foul water sewers located within Bridge Road and Merrick Road. The proposed drainage would be designed in accordance with Building Regulations Approved Document H Drainage and Waste Disposal and BS EN 752 – Drain and Sewer Systems Outside Buildings. New connections to the public sewer system, if required, would be made through a Section 106 Agreement with TWUL under the Water Industry Act 1991.
- 7.5.17 Therefore, further assessment of potential effects on the water environment has been scoped out of the EIA.

## 7.6 General Assessment Methodology

### Overview

- 7.6.1 This section outlines the general EIA methodology used throughout the ES for a consistent identification of likely significant effects. Details relating to the specific assessment methodologies of individual technical topics are provided in the technical chapters of this ES (*Chapters 8-16 and ES Volume II: TVBHIA*). In summary, each technical chapter of the ES follows a five stage approach, as set out below.

### Stage 1: Determining the value/ sensitivity of the receptor or environmental resource

- 7.6.2 The technical chapters define the baseline conditions against which the likely significant environmental effects of the Proposed Development are determined, and identify receptors and environmental resources which may be impacted by the Proposed Development. Each receptor and/ or environmental resource is assigned a value on the basis of its importance or sensitivity to potential impacts, according to the methodology set out in the relevant technical chapter.

<sup>10</sup> Water Industry Act 1991

<sup>11</sup> Control of Substances Hazardous to Health Regulations 2002

<sup>12</sup> Control of Pollution (Oil Storage) (England) Regulations 2001

## Stage 2: Determining the magnitude and attributes of impacts

- 7.6.3 The technical chapters identify the potential impacts of the Proposed Development from the demolition and construction phase, and upon completion and operation. The magnitude of the impact or scale of change in comparison to baseline conditions is determined in line with the topic specific methodology, while taking into account any mitigation that forms an inherent part of the Proposed Development (defined as ‘primary mitigation’ by IEMA<sup>13</sup>, outlined in the ‘Environmental Design and Management’ section of each technical chapter) or is considered as standard practice or a legislative requirement for managing commonly occurring environmental effects (defined as ‘tertiary mitigation’ by IEMA, outlined in the ‘Additional Mitigation and Monitoring’ section of each technical chapter). Where it has not been possible to quantify impacts, qualitative assessments have been carried out, based on expert opinion (see *ES Volume III: Appendix 1-A*) and professional judgement. Where uncertainty exists, this is noted in the relevant ES chapter.

## Stage 3: Classification of the effect

- 7.6.4 The technical chapters classify the effect of the Proposed Development by combining the sensitivity/value of the receptor or environmental resource and the magnitude of impact. Each technical topic has its own method for classifying effects, based on industry standards, accepted criteria and legislation where available. An example of how this might be undertaken is given in Table 7-1 below.

**Table 7-1 Classification of effects**

Magnitude of Potential Change/Impact	Importance of the Resource/Sensitivity of Receptor			
	High	Medium	Low	Very Low
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very Low	Minor	Negligible	Negligible	Negligible

- 7.6.5 The classification of effects may consider the following descriptors, as applicable:
- Sensitivity of the receptor;
  - Extent and magnitude of the impact;
  - Effect duration (whether short, medium or long-term);
  - Effect nature (whether direct, indirect, reversible or irreversible);
  - Whether the effect occurs in isolation, is cumulative or interactive;
  - Performance against any relevant environmental quality standards; and
  - Compatibility with environmental policies.
- 7.6.6 For consistency, the following terminology has been used throughout the ES to characterise effects:
- *No Effect* – No positive and/or negative influence from the Proposed Development;
  - *Adverse* – Detrimental or negative effects to an environmental resource / receptor; or
  - *Negligible* – Imperceptible effects to an environmental resource / receptor; or

<sup>13</sup> IEMA (2016); Environmental Impact Assessment: Guide to Delivering Quality Development. <https://www.iema.net/assets/newbuild/documents/Delivering%20Quality%20Development.pdf> [Accessed 20st December 2019]



- *Beneficial* – Advantageous or positive effect to an environmental resource / receptor.
- 7.6.7 Where adverse or beneficial effects are identified, these have been assessed against the following scale:
- *Minor* – Slight, very short or highly localised effect of no significant consequence; or
  - *Moderate* – Limited effect (by extent, duration or magnitude), which may be considered significant; or
  - *Major* – Considerable effect (by extent, duration or magnitude) that may be in breach of recognised acceptability, legislation, policy or standards.
- 7.6.8 When addressing the duration of an effect, the following terminology has been used:
- *Temporary* – Short, medium or long-term (e.g. a short-term temporary effect relates to an activity with a duration from several weeks to a few months, a medium-term temporary effect estimated to be several months to a year and long-term estimated to be several years); and
  - *Permanent* - effects that are non-reversible, generally associated with the complete and operational Proposed Development.
- 7.6.9 The scale of the effect has been referenced as follows, where applicable:
- *Local level* – effects affecting the Site and/ or the neighbourhood;
  - *Regional level* – effects influencing Greater London;
  - *National level* – effects impacting different parts of the country or the UK.

#### Stage 4: Identifying additional mitigation measures, as necessary

- 7.6.10 Where possible, mitigation has been incorporated into the Proposed Development as part of the iterative design process (i.e. primary and tertiary mitigation, as defined by IEMA). Where major or moderate adverse effects are predicted after this mitigation has been taken into account, additional measures are identified to avoid, further mitigate or remedy those effects. As defined by IEMA, these measures are classed as 'secondary mitigation' and may be imposed as part of a planning condition or through inclusion in the ES. All mitigation measures, whether primary, tertiary or secondary, are described within the technical chapters and summarised within *Chapter 18: Summary of Mitigation*.

#### Stage 5: Identifying residual effects

- 7.6.11 Following the identification of any additional mitigation measures, if required, the residual effects of the Proposed Development are determined. In general, residual effects found to be '**moderate**' or '**major**' are deemed to be '**significant**'. Effects found to be '**minor**' are considered to be '**not significant**', although they may be a matter of local concern. '**Negligible**' effects are considered to be '**not significant**' and not a matter of local concern. In relation to the assessment of climate change, as set out in *Chapter 10: Climate Change* there is a deviation from this approach, as any effect can be considered significant. The residual effects for each technical discipline are described within each of the technical chapters and are summarised within *Chapter 19: Residual Effects and Conclusions* of this ES.

## 7.7 Assessment Scenarios

- 7.7.1 On the basis of the proposed construction period and year of completion set out in *Chapter 5: Proposed Development* and *Chapter 6: Demolition and Construction*, the temporal scope of the EIA has been defined as follows:
- Description of Baseline Conditions:
    - The baseline (i.e. the existing Site) as it is today (2020). Survey data has been gathered across 2019 and 2020. The age of baseline data is set out in each technical chapter. Where cumulative schemes are expected to be completed before construction of the

Proposed Development commences, these developments have been considered as part of the future baseline scenario in the technical assessments, as appropriate. Cumulative schemes considered as part of the future baseline are summarised in Table 7-3.

- Demolition and Construction Assessment (2021 – 2026):
  - The demolition and construction phase assessment assesses the demolition and construction period.
  - Impacts during the construction phase on any future on-site occupants or users of parts of the Site while construction is still on-going have been qualitatively considered as part of the construction phase assessment for the technical topics. However, any quantitative modelling will only be undertaken for the peak year of construction that is considered to represent the ‘worst case scenario’. The level of assessment is for each technical discipline to determine, but it must be justified, robust and defensible.
  - The assumptions made on the status of cumulative schemes during the construction period of the Proposed Development are summarised in Table 7-3 for determining any likely cumulative effects during the construction period.
- Completed and Operational Assessment:
  - The Proposed Development is assumed to be fully completed and operational by Q3 of 2026.
  - The completed and operational Proposed Development in 2026 is also assessed together with cumulative schemes listed in Table 7-3, in order to determine any likely cumulative effects.

7.7.2 For each of the technical disciplines, the approach to assessment scenarios relevant to that topic are described further in the relevant technical chapter (*Chapters 8 – 16 and ES Volume II: TVBHIA*).

## 7.8 Approach to Effect Interactions and Cumulative Effects Assessment

7.8.1 In accordance with the EIA Regulations, the EIA needs to consider ‘cumulative effects’. By definition, these are effects that result from incremental changes caused by other past, present or reasonably foreseeable actions together (i.e. cumulatively) with the Proposed Development.

7.8.2 For the cumulative assessment, two types of effect have been considered:

- Type 1 - The combined effect of individual effects, for example noise, airborne dust or traffic on a single receptor (defined as ‘effect interactions’); and
- Type 2 - The combined effects of nearby consented or under construction development schemes which may, on an individual basis not be significant but, cumulatively, have a likely significant effect (defined as ‘cumulative effects’).

### Effect Interactions (Type 1 Effects)

7.8.3 There is no established EIA methodology for assessing and quantifying effect interactions that lead to combined effects on sensitive receptors, however the European Commission (EC) has produced guidelines for assessing effect interactions “*which are not intended to be formal or prescriptive, but are designed to assist EIA practitioners in developing an approach which is appropriate to a project...*”<sup>14</sup>. AECOM has reviewed these guidelines and has developed an approach which uses the defined residual effects of the Proposed Development to determine the potential for effect interactions that lead to combined effects.

7.8.4 The EIA has predicted a number of beneficial and adverse effects during construction and on completion and operational of the Proposed Development, which are classified as minor, moderate or major. Several

<sup>14</sup>European Commission (EC) (1999); Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions. <http://ec.europa.eu/environment/archives/eia/eia-studies-and-reports/pdf/guidel.pdf>

effects on one receptor or receptor group could interact or combine to produce a combined significant overall effect.

- 7.8.5 An exercise which tabulates the effects on receptors or receptor groups has been undertaken to determine the potential for effect interactions and so combined effects and is presented within *Chapter 18: Effect Interactions*. Only adverse or beneficial residual effects classified as minor, moderate or major have been considered in relation to potential effect interactions. Residual effects, which are classified as negligible have been excluded from the assessment of the effect interactions as, by virtue of their definition, they are considered to be imperceptible effects to an environmental / socio-economic resource or receptor.
- 7.8.6 For the purposes of the assessment of effect interactions, the receptors or resources which may experience effects identified across a number of technical ES chapters are identified in Table 7-2 below. Where there is considered to be no potential for effect interactions that lead to combined effects, this is stated. For other environmental topics, it is apparent that effect interactions could occur and the Proposed Development could impact upon individual resources / receptors in different ways, such that combined effects may occur.
- 7.8.7 The identified residual effects have been reviewed against the receptors they affect. Where more than one effect on a particular receptor/ resource has been identified, the potential for combined effects has been assessed in *Chapter 18: Effect Interactions*. Consideration has been given to the construction stage, and once the Proposed Development is complete and occupied.

**Table 7-2 List of Sensitive Receptors**

Category	Description of Receptor/ Resource	ES Chapter Reference	Potential for Effect Interactions?
Demolition and Construction Workers	Workers employed for the demolition and construction phases of the Proposed Development.	<i>Chapter 8: Air Quality</i> <i>Chapter 12: Ground Conditions and Contamination</i> <i>Chapter 13: Noise and Vibration</i> <i>Chapter 14: Socio-economics</i>	Y
Future on-site Users	Future residents and employees of the Proposed Development who occupy the Site when the development or parts of the development have been completed; also maintenance workers and general public who may access the Site. Includes the buildings, building entrances, thoroughfares and amenity space which will be used by future occupiers.	<i>Chapter 8: Air Quality</i> <i>Chapter 10: Climate Change</i> <i>Chapter 11: Daylight, Sunlight and Overshadowing</i> <i>Chapter 12: Ground Conditions and Contamination</i> <i>Chapter 13: Noise and Vibration</i> <i>Chapter 14: Socio-economics</i> <i>Chapter 15: Traffic and Transport</i> <i>Chapter 16: Wind Microclimate</i>	Y
Neighbouring Residential Properties	Existing Neighbouring residential properties within the immediate vicinity of the Proposed Development	<i>Chapter 8: Air Quality</i> <i>Chapter 11: Daylight, Sunlight and Overshadowing</i> <i>Chapter 12: Ground Conditions and Contamination</i> <i>Chapter 13: Noise and Vibration</i> <i>Chapter 14: Socio-economics</i> <i>Chapter 15: Traffic and Transport</i> <i>Chapter 16: Wind Microclimate</i>	Y
Neighbouring and Local Commercial Properties and Businesses	Existing commercial properties and businesses within the immediate	<i>Chapter 8: Air Quality</i> <i>Chapter 11: Daylight, Sunlight and Overshadowing</i>	Y

Category	Description of Receptor/ Resource	ES Chapter Reference	Potential for Effect Interactions?
	vicinity of the Site, and the local economy overall.	<i>Chapter 12: Ground Conditions and Contamination</i> <i>Chapter 13: Noise and Vibration</i> <i>Chapter 14: Socio-economics</i> <i>Chapter 15: Traffic and Transport</i> <i>Chapter 16: Wind Microclimate</i>	
Neighbouring / Local Amenity / Open Space	Neighbouring / local open spaces and areas of public realm and their users	<i>Chapter 8: Air Quality</i> <i>Chapter 11: Daylight, Sunlight and Overshadowing</i> <i>Chapter 12: Ground Conditions and Contamination</i> <i>Chapter 13: Noise and Vibration</i> <i>Chapter 15: Traffic and Transport</i> <i>Chapter 16: Wind Microclimate</i>	Y
Pedestrian and Cycle Network	Pedestrians and cyclists on the Site and in the surrounding area.	<i>Chapter 15: Traffic and Transport</i>	N
Local Highway Network	Road users surrounding the Site.	<i>Chapter 15: Traffic and Transport</i>	N
Public Transport Network	Users of local public transport network (i.e. buses, rail).	<i>Chapter 15: Traffic and Transport</i>	N
Controlled Waters	Principal and Secondary Aquifers and adjacent surface water bodies (e.g. Grand Union Canal)	<i>Chapter 12: Ground Conditions and Contamination</i>	N
Subsurface and Surface Utilities	Existing and future structures and utilities below ground	<i>Chapter 12: Ground Conditions and Contamination</i>	N
Built Heritage Assets	Heritage assets, such as conservation areas, listed buildings and locally listed buildings.	<i>ES Volume II: Townscape, Visual Impact and Built Heritage Assessment</i>	N
Townscape Character	Geographical areas which have readily identifiable characteristics	<i>ES Volume II: Townscape, Visual Impact and Built Heritage Assessment</i>	N
Local and Long Distance Views	Key short, medium and long distance views to the Site.	<i>ES Volume II: Townscape, Visual Impact and Built Heritage Assessment</i>	N
Buried Archaeological Assets	Sub-surface Heritage Assets - previously unknown archaeological remains which may be present within the Site	<i>Chapter 9: Archaeology</i>	N
Climate	Global climate and the UK Carbon Budget	<i>Chapter 10: Climate Change</i>	N

## Cumulative Effects (Type 2 Effects)

- 7.8.8 The approach to cumulative effects assessment with reasonably foreseeable cumulative schemes adopted within this ES has been based on the guidance presented in the Planning Inspectorate 2015 Advice Note 17<sup>15</sup>.
- 7.8.9 In summary, the Zone of Influence (ZOI) of the Proposed Development within which any potential effects of the Proposed Development may combine with the effects arising from other developments has been determined on the basis of the maximum study areas of the technical assessments considered within the EIA. For the majority of technical assessments this has not exceeded 1km, with the exception of the TVBHIA, for which the study area has been determined on the basis of a 'visual study area' of the Proposed Development. This considers the anticipated extent of visibility from a height of approximately 1.5m (eye level) above the ground.
- 7.8.10 A long list of schemes within the visual study area has been identified and filtered on the basis of project specific criteria to short list 'cumulative schemes' for the assessment of cumulative effects together with the Proposed Development.
- 7.8.11 The project specific criteria for 'cumulative schemes' to be included in the cumulative effects assessment comprises those developments:
- Which are located within an approximate 1km radius of the Site; and
  - Result in an increase of more than 10,000m<sup>2</sup> gross external area (GEA) in floor area (or over 150 residential units); and
  - Which have a planning application submitted, have planning permission or a resolution to grant consent, or are under construction; or
  - Which are key regional infrastructure projects; or
  - Which are identified in the adopted Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework and the LBB Development Plan Document (DPD) (where sufficient information exists within the public domain).
- 7.8.12 The short list of cumulative developments within the ZOI and a map indicating their locations are included in Table 7-3 and Figure 7-1. Each technical chapter of the ES has considered which of these schemes may result in cumulative effects together with the Proposed Development from the perspective of the relevant technical assessment.
- 7.8.13 It should be noted that some of the cumulative schemes that meet the above criteria are due to be occupied prior to the start of construction of the Proposed Development or before the Proposed Development is expected to be completed. As a result, these schemes may be considered as 'built' within the EIA assessment scenarios and included as part of the future baseline (particularly for studies that involve modelling of built development massing, such as wind microclimate and daylight, sunlight and overshadowing assessments). Where applicable, this has been stated in Table 7-3 below and within the relevant technical chapters.
- 7.8.14 For the majority of technical topics, the assessment of cumulative effects has been qualitative and has been reported as a collective assessment of the identified cumulative schemes rather than an assessment of each of the individual schemes. For the TVBHIA, wind microclimate and daylight, sunlight and overshadowing assessments, the cumulative schemes have been built into the 3D models used for the assessments.

<sup>15</sup> Planning Inspectorate, PINS (2015); 'Advice Note 17: Cumulative Effects Assessment', Available at: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/Advice-note-17V4.pdf> [Date Accessed: 20/12/2019].

Table 7-3 Schemes Considered in the Cumulative Effects Assessment

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of May 2020
1	"Co-op Site" 1 - 13 Cricklewood Lane London NW2 1ET	18/6353/FUL	Residential-led redevelopment of the site to include demolition of existing buildings and erection of three blocks ranging from 6 to 9 storeys with flexible retail (Class A1-A4 & D1) at ground and basement level and 145 residential units (Class C3) on upper floors, with associated parking, servicing arrangements, amenity space, public realm improvements and all necessary ancillary and enabling works (AMENDED DESCRIPTION - AMENDMENTS COMPRISE REDUCTION IN HEIGHT FROM 15 TO 9 STOREYS AND REDUCTION IN UNITS FROM 187 TO 145).	Validated: 07.11.18. Pending consideration (resolution to grant at October 2019 Planning Committee).
2	Brent Cross Cricklewood Regeneration Area	C/17559/08	Comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area comprising residential (Use Class C2, C3 and student / special needs / sheltered housing), a full range of town centre uses including Use Classes A1-A5, offices, industrial and other business uses within Use Classes B1-B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, electricity generation stations, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to combined heat and power plant, infrastructure and associated facilities together with any required temporary works or structures and associated utilities / services required by the development (OUTLINE APPLICATION).	Consented: 28.10.2010.

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of May 2020
3	Brent Cross Cricklewood Regeneration Area – Amended Scheme	F/04687/13	Section 73 Planning application to develop land without complying with the conditions attached to Planning Permission Ref C/17559/08, granted on 28 October 2010 ('the 2010 Permission'), for development as described below: Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application). The application is accompanied by an Environmental Statement.   Brent Cross Cricklewood Regeneration Area.	Consented: 23.07.14
4	Brent Cross Cricklewood Regeneration Area – Revised Environmental Statement Further Information Report (FIR): Phase 1A (North)	15/00732/BXE  (covers: 15/00720/RMA, 15/00769/RMA, 15/03312/RMA and 15/03315/RMA)	15/00732/BXE   Environmental Statement - Further Information Report and Addendums for Phase 1A (North) of Brent Cross Cricklewood Regeneration Pertaining to application F04687/13	Consented: 23.07.2014
5	Brent Cross Cricklewood Regeneration Area – Environmental Statement Addendum: A406 Westbound Off-Slip and Highfield Avenue Highway Works	15/07836/EIA	Application for highway works and associated development works at A406 Westbound off-slip and adjacent land, and 111 Highfield Avenue NW11 associated with the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. This Application is accompanied by an Environmental Statement.   A406 Westbound Off Slip And Land Formally Known As 17 And 35 (odd) Brentmead Place And Land Associated With 111 Highfield Avenue, London NW11	Consented: 26.05.2016
6	Brent Cross Cricklewood	17/2963/RMA	Reserved Matters Application for Phase 1B (North) of the Brent Cross Cricklewood Regeneration scheme relating to Layout, Scale, Appearance, Access and Landscaping submitted pursuant to	Consented:



Figure Ref.	Name/Address	Planning Application Number	Description	Status as of May 2020
	Regeneration Area – Revised Environmental Statement Further Information Report: Phase 1B (North)		Conditions 1.2.2.A and 2.1 and for the part discharge of Condition 13.1 attached to Planning Permission ref no. F/04687/13 for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. The proposal comprises retail led mixed use development which includes a replacement Brent Cross Bus Station, 52 residential units, new hotel, new energy centre, Eastern and Western Brent Riverside Park (including a Nature Park) and improvements to Sturgess Park. Application is accompanied by an Environmental Statement Further Information Report.	31.10.2017
7	Brent Cross Cricklewood Regeneration Area – Rail Freight Facility Environmental Statement	17/5761/EIA	Use of railway land for the transportation of aggregates and non-putrescible waste (construction) by rail including dismantling and removal of lighting tower; levelling of site and provision of landscape bund; 2no. open stockpile areas each containing 10 storage bins and 2no. partially enclosed stockpile areas each containing 10 storage bins; acoustic and perimeter fencing; CCTV, security hut, welfare hut, a weighbridge, 2 no. wheel wash facilities, dust suppression system, drainage, parking for HGVs and cars, traverser road, replacement rail track sidings, continued use of existing building for staff and welfare facilities; and other infrastructure and ancillary works including alterations to the existing access to Edgware Road and provision of new landscaping. (Part Retrospective) ADDITIONAL INFORMATION RE-CONSULTATION   400 Cricklewood Railway Yard, Land At Rear Of 400 Edgware Road Edgware Road Cricklewood NW2 6ND London NW2 6ND	Consented: 06.07.2018
8	Brent Cross Cricklewood Regeneration Area – Waste Transfer Station	17/6714/EIA	Demolition of the existing building and erection of a new building for use as a waste transfer station for reception, bulking and onward transportation of municipal waste, food waste, dry mixed recycling, bulky waste, street sweeping and street cleansing wastes. Provision of waste reception, storage bays, loading facilities, fencing and temporary acoustic fencing, CCTV, office and welfare facilities, weighbridges, dust and odour suppression systems, exhaust stack, drainage, plant room, parking for staff and visitors, and temporary retaining wall. Application includes works to the A5 Edgware Road/ Geron Way junction including signalisation, and other associated infrastructure and ancillary works. AMENDED DESCRIPTION	Consented: 30.10.2018
9	Brent Cross Cricklewood Regeneration Area – Supplementary Environmental Statement for Construction Compound for Railway Staff	18/5244/EIA	The construction of a compound for use by railway staff and train drivers, including the erection of a two storey office and welfare block with associated yards, site levelling, external lighting, fencing, gates, fuel tank firewall, and landscaping; construction of new service and access road with bollards and footways; vehicular parking; storage facilities; installation of underground attenuation tanks; the relocation of railway related plant and equipment including fuel tanks, sand silos, retention of plant associated with a carriage washing facility, waste bins, and compactor; and the temporary use of land for construction compounds, comprising site offices, material storage, and car parking. This application is accompanied by an Environmental Statement.   Cricklewood Sidings Land Rear Of Brent Terrace (South) Brent Terrace Cricklewood London NW2 1BX	Consented: 14.12.2018



Figure Ref.	Name/Address	Planning Application Number	Description	Status as of May 2020
10	Brent Cross Cricklewood Regeneration Area – Supplementary Environmental Statement for Construction of a Train Stabling Facility	18/5647/EIA	The construction of a train stabling facility involving the installation of railway tracks, vehicle barriers and bollards and a buffer stop; construction of pedestrian and drivers walkways; erection of pedestrian access gates, vehicle restraint barriers, overhead line equipment, noise barriers, and lighting columns; provision of single storey modular buildings, parking spaces, and construction compounds; and the realignment of existing Midland Main Line railway tracks to serve the new Train Station. This application is accompanied by an Environmental Statement.   Land Rear Of Brent Terrace (South) Cricklewood London NW2 1BX	Consented: 14.12.2018
11	Brent Cross Cricklewood Regeneration Area -	18/6447/NMA	S96a application for non-material amendments to S73 planning permission F/04687/13 dated 23 July 2014 for the redevelopment of the Brent Cross Cricklewood Regeneration Scheme to facilitate changes to the distribution of floor area and land use between Station Quarter and the Market Quarter Development Zones and between Market Quarter 1 and Market Quarter 2 Building Zones. The following changes are proposed. Variations to the wording of condition 36.1 (Zonal Floorspace Schedule). The insertion of new glossary term for: Floorspace Thresholds for Building Zones Schedule and the amendment to the glossary term Zonal Floorspace Threshold.	Consented: 22.02.2019
12	Brent Cross Cricklewood Regeneration Area -	18/6645/FUL	Construction of highways infrastructure and associated public realm comprising High Street South (East Works), Claremont Park Road (Part 1), Claremont Avenue (south of High Street South (East Works) and Claremont Road Junction North, required in association with Phase 1 (South) of the consented redevelopment of the Brent Cross Cricklewood regeneration area (Ref: F/04687/13). Proposal includes including enabling works and other works incidental to the highways and public realm development	Consented: 18.03.2019
13	Brent Cross Cricklewood Regeneration Area – Plot 13 Phase 1C	18/6337/RMA	Reserved Matters Application in respect of Plot 13 of Phase 1C pursuant to Condition 1.3(i), 2.1 and 1.7 of planning permission F/04687/13 (dated 23rd July 2014) for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for the residential led mixed use development of Plot 13, comprising 348 residential units, flexible retail (Use Classes A1/A3), cinema (Use Class D2) and a community facility (Use Class D1), basement car parking, cycle parking, refuse storage and plant to be provided within two buildings (six blocks) with heights ranging from 7+1 to 16 storeys arranged around a private courtyard, together with a north-south publicly accessible tertiary street for the provision of access. Application is accompanied by an Environmental Statement of Compliance.	Consented: 28.03.2019

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of May 2020
14	Brent Cross Cricklewood Regeneration Area - RM Phase 1C	18/6409/RMA	Reserved Matters Application in respect of Plot 11 of Phase 1C pursuant to Conditions 1.3(i), 2.1 and 1.7 of planning permission F/04687/13 (dated 23rd July 2014) for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for a residential-led mixed use development of Plot 11, comprising 352 residential units, flexible retail (Use Classes A1/A3), provision for a ground floor Neighbourhood Police Unit (Sui Generis), basement and undercroft car parking, cycle parking, refuse storage and plant to be provided within two buildings with heights ranging from 8 to 13 storeys arranged around a private courtyard, together with an east-west publicly accessible route between the two buildings. Application is accompanied by an Environmental Statement of Compliance.	Consented: 11.04.19
15	King's College London Hampstead Residence, Kidderpore Avenue, NW3 7SU	2015/3936/P	Development of the site to provide 156 residential units involving demolition of Queen Mothers Hall, Lord Cameron and Rosalind Franklin buildings and replacement with flats in three 4 and 5 storey buildings, seven houses to the northern boundary, a single townhouse to the north western boundary and three houses between The Chapel and Queen Mothers Hall; relocation and refurbishment of the Summerhouse; alterations and extensions to retained buildings, including listed buildings; excavation of 2-storey basement to the western part of the site and a 1-storey basement to the replacement buildings for Lord Cameron and Rosalind Franklin, lower the level of lower ground floor of Bay House; provision of 97 car parking spaces, associated cycle parking, refuse/recycling facilities, plant equipment and landscaping works including tree removal across the site.	Consented (Subject to a S106 Legal Agreement): 06.04.2016
16	194 - 196 Cricklewood Broadway London	17/0233/FUL	Redevelopment of site to provide a 6 storey building comprising 3,457sqm of Class A1 use (foodstore) at ground floor level and 96no. self-contained flats (Class C3) at first to fifth floor levels including basement car parking, cycle parking, refuse stores and a single storey car parking deck	Consented: 24.01.2018

Figure Ref.	Name/Address	Planning Application Number	Description	Status as of May 2020
17	112-132 Cricklewood Lane London NW2 2DP	16/0601/FUL	The erection of a part 3, part 6, part 8 storey building comprising 122 no. residential units and 279 sqm (GIA) of commercial floorspace, including the provision of private and communal amenity space, landscaping, car parking, cycle parking, refuse storage areas and other associated development.	Consented: 30.08.2016.

## 7.9 Structure of the Technical Chapters

- 7.9.1 The technical chapters of this ES (*Chapters 8 – 16 and ES Volume II: TVBHIA*) detail the legislative and planning policy context, assessment methodology and significance criteria; baseline conditions; likely significant effects and proposed mitigation measures (where required). In addition, an assessment of potential cumulative effects of the Proposed Development in combination with cumulative schemes is provided.
- 7.9.2 For consistency and ease of reading, a standard structure has been used for each technical chapter, as outlined below.

**Table 7-4 Structure of Technical ES Chapters**

Section	Content
Introduction	The introduction details the authorship of the technical study, provides a brief summary of what is considered in the chapter and provides any relevant background information.
Legislative and Planning Policy Context	This section includes a short summary of applicable legislation and policy plans (whether formalised or draft) at the local, regional and national level.
Assessment Methodology	The methods used in undertaking the topic-specific technical study are outlined in this section, with references to published standards, guidelines, guidance and relevant significance criteria.  The significance of residual effects has been determined by reference to topic-specific effect significance criteria. These criteria apply the established terminology described in Section 7.6 of this chapter. Topic-specific effect significance criteria and standards/guidance from which they are derived are explained and definitions of minor, moderate and major (adverse or beneficial) and negligible effects are given.
Baseline Conditions	This section describes the 'baseline conditions' within the Site and the surrounding area with reference to the results of desk-based studies, site visits and surveys, modelling, consultation and a review of relevant planning policy (or a combination of these, as appropriate). Consideration is also given to the future baseline i.e. the environmental conditions at the Site in the future.
Environmental Design and Management	If applicable, the way that potential environmental effects have been or will be avoided, prevented, reduced or offset through the scheme design and / or management are described in this section. Proposed environmental enhancements are also described, if applicable. These include primary and tertiary mitigation measures, as defined by IEMA.  Examples include: <ul style="list-style-type: none"> <li>• Design measures fixed on parameter plans and referenced within the Design Code;</li> <li>• Application of standard construction management controls through a Construction Environmental Management Plan (CEMP) or similar, including monitoring measures during construction which will be outlined within the CEMP;</li> <li>• Consideration of appropriate building massing and design;</li> <li>• Incorporation of landscape features within the design;</li> <li>• Incorporation of sustainable drainage features within the design; and</li> <li>• Management and monitoring requirements set out within any plans submitted with the planning application.</li> </ul>
Assessment of Effects	This section identifies the environmental effects resulting from the Proposed Development, both during construction and once the Proposed Development is complete and occupied. The effects of the Proposed Development are assessed against the existing baseline. This section describes each identified effect with reference to the sensitivity of receptors and the magnitude of change. Quantitative descriptors are included as appropriate.
Additional Mitigation Measures	Where potentially significant adverse effects are identified (despite environmental design and management measures having been adopted), additional mitigation measures are identified to avoid or reduce the adverse impact. This section describes the mitigation measures that the Applicant will implement to avoid or reduce adverse effects and enhance the beneficial effects associated with the Proposed Development. These measures can relate to any of the key phases of the Proposed Development: design, construction, and completion / operation. The additional mitigation measures are defined as secondary mitigation by IEMA.

Section	Content
Residual Effects and Conclusions	Effects arising as a result of the Proposed Development and which remain following the implementation of all mitigation measures committed to are known as 'residual effects'. These are discussed for each of the identified effects in this section, and effects which are likely to be significant (i.e. major or moderate) are identified. A brief comparison of the residual effects of the Proposed Development with those of the Previous Planning Application for the Site is included.
Cumulative Effects	This section presents an assessment of the cumulative effects of the Proposed Development with cumulative schemes (as set out in Section 7.8 of this chapter).

## 7.10 Assumptions and Limitations

7.10.1 A number of assumptions have been made within the EIA, which are set out below. Assumptions specific to certain environmental aspects are discussed in the relevant technical chapters of this ES. General assumptions include:

- The baseline is considered to be the existing Site as it stands at the time of writing of this ES, with the buildings on Site still in place;
- It is assumed that the cumulative schemes will take place as per the planning descriptions provided in Table 7-3.
- The principal land uses adjacent to the Site remain as they are at the time of the ES submission;
- Information provided by third parties, including publicly available information and databases is correct at the time of publication;
- The year in which it is anticipated that the Proposed Development will be fully operational is 2026 (refer to *Chapter 6: Demolition and Construction* of this ES for an indicative programme of construction works); and
- The Site or adjacent properties will not be the subject of any unforeseen events of a severe nature.

7.10.2 The EIA is subject to the following limitations:

- Baseline conditions (in relation to the existing Site) are accurate at the time of the physical surveys but, due to the dynamic nature of the environment, conditions may change during the construction and operational phases;
- Further intrusive on-site work may be required in respect of ground conditions, geotechnical conditions and sub-surface archaeological remains so as to fully evaluate and assess matters including localised contamination and archaeological potential, and to enable the substructure construction methods to be finalised; and
- The assessment of cumulative effects is reliant on the information relating to the identified developments considered in the cumulative effects assessment which is available in the public domain. Only schemes that were submitted for planning before 1st December 2019 have been included in the Cumulative Effects Assessment.

## 7.11 IEMA Quality Mark

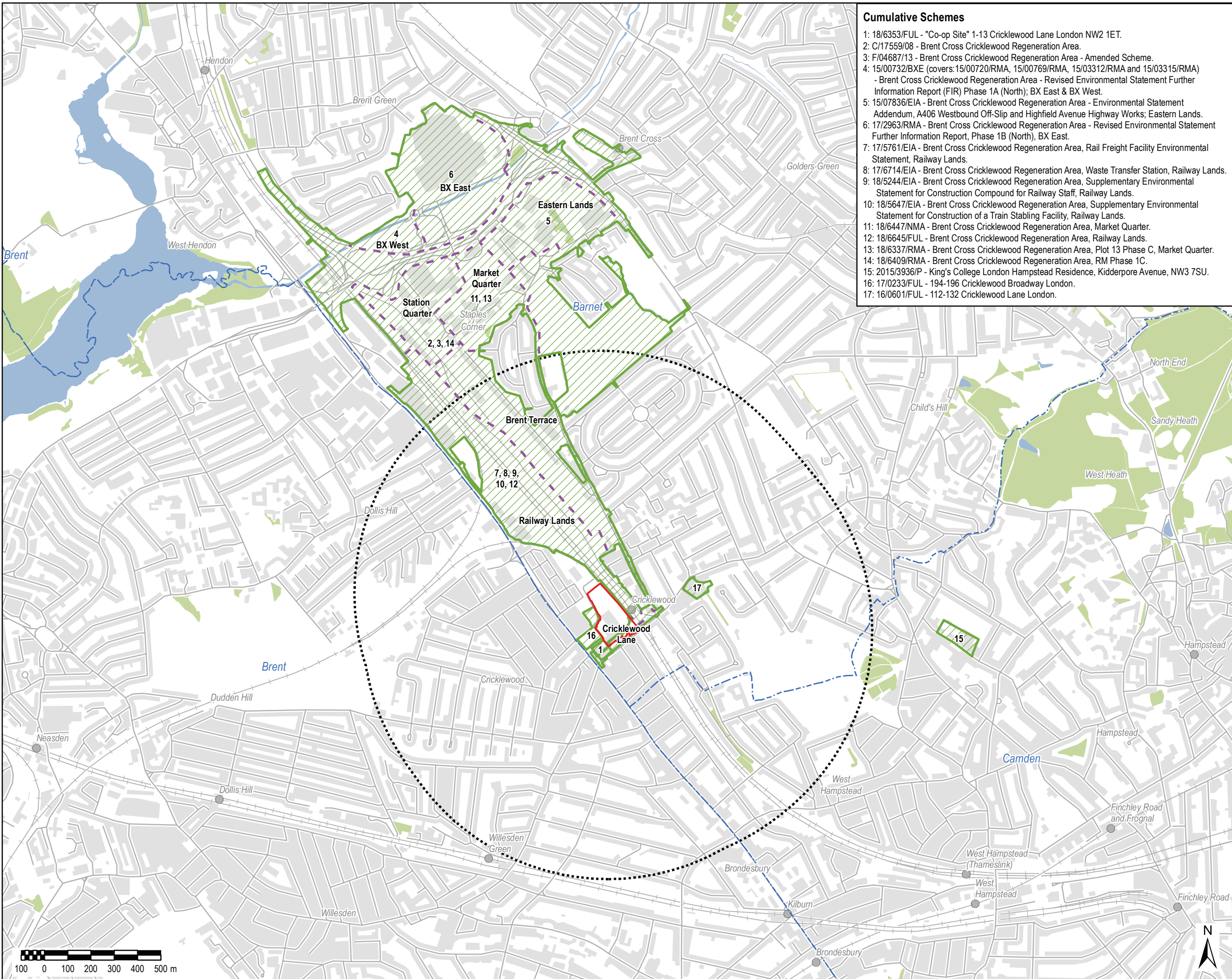
7.11.1 AECOM holds the IEMA EIA Quality Mark as recognition of the quality of our EIA product and continuous training of our environmental consultants.

- 7.11.2 The IEMA Quality Mark 'checklists' for undertaking EIA and preparation of ESs have been referred to throughout preparation of this ES to ensure that this ES meets the stringent IEMA Quality Mark standards. The 'checklists' cover the following aspects: EIA Regulatory Compliance, EIA Context and Influence, EIA Content and EIA Presentation.





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**Cumulative Schemes**

- 1: 18/6353/FUL - "Co-op Site" 1-13 Cricklewood Lane London NW2 1ET.
- 2: C/17559/08 - Brent Cross Cricklewood Regeneration Area.
- 3: F/04687/13 - Brent Cross Cricklewood Regeneration Area - Amended Scheme.
- 4: 15/00732/BXE (covers: 15/00720/RMA, 15/00769/RMA, 15/03312/RMA and 15/03315/RMA) - Brent Cross Cricklewood Regeneration Area - Revised Environmental Statement Further Information Report (FIR) Phase 1A (North); BX East & BX West.
- 5: 15/07836/EIA - Brent Cross Cricklewood Regeneration Area - Environmental Statement Addendum, A406 Westbound Off-Slip and Highfield Avenue Highway Works; Eastern Lands.
- 6: 17/2963/RMA - Brent Cross Cricklewood Regeneration Area - Revised Environmental Statement Further Information Report, Phase 1B (North), BX East.
- 7: 17/5761/EIA - Brent Cross Cricklewood Regeneration Area, Rail Freight Facility Environmental Statement, Railway Lands.
- 8: 17/6714/EIA - Brent Cross Cricklewood Regeneration Area, Waste Transfer Station, Railway Lands.
- 9: 18/5244/EIA - Brent Cross Cricklewood Regeneration Area, Supplementary Environmental Statement for Construction Compound for Railway Staff, Railway Lands.
- 10: 18/5647/EIA - Brent Cross Cricklewood Regeneration Area, Supplementary Environmental Statement for Construction of a Train Stabling Facility, Railway Lands.
- 11: 18/6447/NMA - Brent Cross Cricklewood Regeneration Area, Market Quarter.
- 12: 18/6645/FUL - Brent Cross Cricklewood Regeneration Area, Railway Lands.
- 13: 18/6337/RMA - Brent Cross Cricklewood Regeneration Area, Plot 13 Phase C, Market Quarter.
- 14: 18/6409/RMA - Brent Cross Cricklewood Regeneration Area, RM Phase 1C.
- 15: 2015/3936/P - King's College London Hampstead Residence, Kidderpore Avenue, NW3 7SU.
- 16: 17/0233/FUL - 194-196 Cricklewood Broadway London.
- 17: 16/0601/FUL - 112-132 Cricklewood Lane London.

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
- 1km Buffer
- Borough Boundary
- Cumulative Schemes Status**
- Brent Cross Phase
- Consented

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Purpose of Issue **DRAFT**

Client **MONTREAU CRICKLEWOOD DEVELOPMENTS LTD**

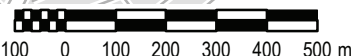
Project Title **B&Q CRICKLEWOOD**

Drawing Title **CUMULATIVE SCHEMES**

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



Drawing Number **FIGURE 7-1** Rev **FINAL**