

# B&Q Cricklewood ES Volume I

Chapter 19: Residual Effects and Conclusions

Montreaux Cricklewood Developments Ltd

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## 19. Residual Effects and Conclusions

### 19.1 Introduction

- 19.1.1 This chapter of the ES summarises the residual effects and the conclusions of the EIA of the Proposed Development. Residual effects are defined as those effects that remain following the implementation of the identified mitigation measures. Mitigation measures relate to each of the three key phases (mitigation by design, demolition and construction and once complete and operational) of the Proposed Development and are discussed in full in the relevant technical chapters of this ES (*Chapters 8 – 16*) and *ES Volume II: Built Heritage, Townscape and Visual Impact Assessment (BHTVIA)* and summarised in *Chapter 18: Summary of Mitigation*.
- 19.1.2 Each technical chapter contains detailed consideration of both the beneficial and adverse residual effects identified as likely to arise from the Proposed Development. The criteria applied to define the significance of residual effects are outlined within *Chapter 7: EIA Methodology* of this ES. Further details on the discipline specific methodologies are provided within each technical chapter (*Chapters 8 – 16* and *ES Volume II: BHTVIA*).
- 19.1.3 The residual effects listed within the technical chapters of this ES (*Chapters 8 – 16*) and *ES Volume II: BHTVIA* are described with reference to:
- The scale of effect (i.e. negligible, minor, moderate or major) and whether this is significant or not;
  - The geographic scale (i.e. global, national, regional, district, Borough, local or the Zone of Visual Influence); and
  - The nature of the effect (i.e. adverse, negligible or beneficial).
- 19.1.4 Where it has been anticipated that there will be no effect/no change in relation to specific effects, this has been stated.

### 19.2 Summary of Residual Effects

- 19.2.1 Table 19-1 provides a summary of the identified demolition and construction residual effects for each topic area from the technical chapters of this ES and *ES Volume II: BHTVIA*. Table 19-2 provide a summary of the identified effects resulting from the complete and occupied Proposed Development from each of the technical chapters of this ES and *ES Volume II: BHTVIA*. Significant residual effects are highlighted within the tables.

**Table 19-1 Summary of Demolition and Construction Effects**

Chapter	Description of Effect	Geographic Scale	Residual Effect	Significance of Effect
8. Air Quality	Increase in dust emissions, impacting on amenity and human health	Local	N/A	Not Significant
9. Archaeology	Effect of piling on previously unrecorded medieval remains	Local	Negligible	Not Significant
	Effect of intrusive works (including ground remediation, construction of piling mat, construction of piles, ground beams and pile caps, and excavations for utilities trenches, flood defences, and landscaping) on previously unrecorded post-medieval and modern remains	Local	Minor Adverse	Not Significant
10. Climate Change	Greenhouse Gas Emissions (GHG) from the Proposed Development	Global	Minor Adverse	Not Significant
11. Daylight, Sunlight and Overshadowing	Effects on daylight and sunlight amenity on neighbouring properties leading up to the completed Proposed Development	Local	Effects will not exceed that of the completed Proposed development, which are detailed in Table 19.2	
12. Ground Conditions	Impact to human health through mobilisation of contaminants within the made ground.	Local	Negligible	Not Significant
	Risk of disturbance of Unexploded Ordnance (UXO)	Local	Negligible	Not Significant
	Disturbance of contaminated made ground and increased water use during construction works increasing leaching potential to controlled waters	Local	Negligible	Not Significant
	Effects from construction excavation during construction on land stability and proposed structures / surrounding properties	Local	Negligible	Not Significant
	Disturbance of contaminated made ground and increased water use during demolition and construction works increasing leaching potential to existing and proposed new utilities and infrastructure	Local	Negligible	Not Significant
13. Noise and Vibration	<b>Construction noise affecting receptors at Cricklewood Lane (R2)</b>	<b>Local</b>	<b>Negligible to Moderate Adverse</b>	<b>Significant</b>

Chapter	Description of Effect	Geographic Scale	Residual Effect	Significance of Effect
	Construction noise affecting receptors at Dairyman Close (R1) and Kara Way (R3), and future occupants of the Proposed Development	Local	Negligible to Minor Adverse	Not Significant
	Construction noise affecting receptors at Travelodge (R2)	Local	Negligible	Not Significant
	Construction vibration affecting identified receptors R1 to R4 and future occupants of the Proposed Development	Local	Negligible to Minor Adverse	Not Significant
	Vibration effects and the risk of cosmetic damage to structures	Local	Negligible	Not Significant
	Demolition and construction traffic noise along the local road network	Local	Negligible	Not Significant
14. Socio-economics	Employment generation during the construction phase	Regional	Minor Beneficial	Not Significant
15. Traffic and Transport	Effect of fear and intimidation of vulnerable road users from construction traffic	Local	Negligible	Not Significant
16. Wind Microclimate	Effect on pedestrian comfort levels at thoroughfares	Local	Minor Beneficial to Negligible	Not Significant
	Effect on pedestrian comfort levels at Cricklewood Station railway platform	Local	Negligible	Not Significant
ES Volume II: TVBHIA*	Effect on all identified townscape character areas	Zone of Visual Influence	None to Minor Adverse	Not Significant
	Effect on all identified heritage assets	Zone of Visual Influence	Negligible to Minor Adverse	Not Significant
	Effect on visual amenity	Zone of Visual Influence	Negligible Adverse	Not Significant

\* Refer to ES Volume II: TVBHIA for the locations of townscape character areas, viewpoints and heritage assets

Table 19-2 Summary of Complete and Operational Effects

Chapter	Description of Effect	Geographic Scale	Residual Effect	Significance of Effect
8. Air Quality	Increased concentrations of NO <sub>2</sub> and PM <sub>10</sub> from road traffic, impacting on existing receptors	Local	N/A	Not Significant
	Introduction of new exposure receptors to local air quality	Local	N/A	Not Significant
9. Archaeology	All impacts on the archaeological resource will occur during demolition and construction of the Proposed Development. Therefore, there will be no effects arising from Proposed Development, once it is complete and operational			
10. Climate Change	GHG Emissions from the Proposed Development	Global	Minor Adverse	Not significant
11. Daylight, Sunlight and Overshadowing	<b>Effect of Proposed Development on daylight amenity of sensitive receptors - 42- 48 Cricklewood Lane</b>	<b>Local</b>	<b>Moderate Adverse</b>	<b>Significant</b>
	<b>Effect of Proposed Development on daylight amenity of sensitive receptors – Dairyman Close</b>	<b>Local</b>	<b>Moderate Adverse</b>	<b>Significant</b>
	<b>Effect of Proposed Development on sunlight amenity of sensitive receptors – Dairyman Close</b>	<b>Local</b>	<b>Moderate Adverse</b>	<b>Significant</b>
	Effect of Proposed Development on daylight and sunlight amenity of all other sensitive receptors	Local	Negligible to Minor Adverse	Not Significant
	Effect of Proposed Development on overshadowing of amenity areas	Local	Negligible	Not Significant
12. Ground Conditions	Exposure to ground contamination	Local	Negligible	Not Significant
13. Noise and Vibration	Fixed plant and building services noise	Local	Negligible	Not Significant
	Ambient noise and vibration within the Proposed Development	Local	To be finalised as part of acoustic design strategy	N/A
14. Socio-economics	Employment generation once complete and occupied	Regional	Minor Adverse	Not Significant

Chapter	Description of Effect	Geographic Scale	Residual Effect	Significance of Effect
	Operational employment	Local	Minor Adverse	Not Significant
	Additional local spend by residents	Regional	Minor Beneficial	Not Significant
	<b>Provision of housing</b>	<b>Borough</b>	<b>Moderate Beneficial</b>	<b>Significant</b>
	Provision of affordable housing	Borough	Minor Beneficial	Not Significant
	Demand for primary education places	Local	Negligible	Not Significant
	Demand for secondary education places	Local	Negligible	Not Significant
	Demand for primary healthcare	Local	Negligible	Not Significant
	Provision of publicly accessible open space	Borough	Minor Beneficial	Not Significant
	Provision of publicly accessible play space	Local	Minor Beneficial	Not Significant
	Retail, office and leisure facilities	Local	Negligible	Not Significant
15. Traffic and Transport	<b>Severance</b>	<b>Local</b>	<b>Moderate Beneficial</b>	<b>Significant</b>
	Public transport delay	Local	Negligible	Not Significant
	<b>Amenity, fear and intimidation</b>	<b>Local</b>	<b>Major Beneficial</b>	<b>Significant</b>
16. Wind Microclimate	Effect on pedestrian comfort at thoroughfares	Local	Negligible to Moderate Beneficial	Not Significant
	Effect on pedestrian comfort at roof terrace amenity areas	Local	Negligible	Not Significant
	Effect on pedestrian comfort at podium amenity areas	Local	Negligible	Not Significant

Chapter	Description of Effect	Geographic Scale	Residual Effect	Significance of Effect
	Effect on pedestrian comfort levels at Cricklewood Station railway platform	Local	Negligible	Not Significant
ES Volume II: TVBHIA*	Effect on heritage areas	Zone of Visual Influence	Negligible to Minor Adverse	Not Significant
	<b>Effect on townscape character areas</b>	<b>Zone of Visual Influence</b>	<b>Negligible to Major Beneficial</b>	<b>Significant</b>
	<b>Effect on visual amenity</b>	<b>Zone of Visual Influence</b>	<b>Moderate Adverse to Moderate Beneficial</b>	<b>Significant</b>

## 19.3 Likely Significant Environmental Effects

- 19.3.1 Table 19-1 provides a summary of the identified construction residual effects, whilst Table 19-2 outlines the residual effects once the Proposed Development is complete and occupied.
- 19.3.2 The residual effects (that remain following the implementation of mitigation measures) which are considered to be 'likely significant environmental effects' are summarised below.

### Demolition and Construction

- 19.3.3 Throughout the demolition and construction phase of the Proposed Development, several adverse environmental effects have been identified. The majority of the residual effects identified during this phase are classified as either negligible or minor adverse, which are not considered to be significant.
- 19.3.4 Residual effects of construction noise are predicted to be up to moderate adverse (which is significant) at receptors along Cricklewood Lane during demolition, site clearance, earthworks and substructure activities. The remaining assessed receptors, which includes future occupants of the Proposed Development, residual effects from construction noise and vibration during all phases of demolition and construction works are predicted to be negligible to minor adverse, which is not significant.
- 19.3.5 Although adverse effects are identified throughout the demolition and construction phase, these effects will mostly be temporary. This is due to the transient nature of the demolition and construction process that generates these residual impacts. A number of environmental management and mitigation measures will be included in a Construction Environmental Management Plan (CEMP), secured by an appropriately worded planning condition. This will include commitments and mitigation measures proposed throughout the ES across all topic areas (refer to *Chapters 8-17* and *ES Volume II: TVBHIA*).
- 19.3.6 In line with IEMA's guidance<sup>1</sup>, greenhouse gas emissions from the construction period of the Proposed Development have the potential to be significant as all greenhouse gas emissions can be considered to be significant within the context of climate change. *Chapter 10: Climate Change* identifies mitigation embedded within the Design Guidelines of the Proposed Development to minimise greenhouse gas emissions from construction (specifically embodied carbon).
- 19.3.7 Permanent minor adverse effects during the demolition and construction phase have also been identified, however these are only associated with the removal and/or damage of potentially present archaeological remains on Site, although these are not expected to be sufficiently important to affect the proposed layout or design. Given the limited heritage value of previously unrecorded archaeological remains that could be present within the Site, no further mitigation has been proposed.
- 19.3.8 Beneficial effects from the demolition and construction phase occur in relation to construction employment, where it is estimated that 369 net additional employment opportunities for construction workers will be created over the 6 year demolition and construction phase period per annum.

### Complete and Operational

- 19.3.9 Upon completion of the Proposed Development, beneficial effects have been identified in relation to numerous aspects of the local socio-economic environment, including to the provision housing for the local population. The provision of up to 1,100 new high quality residential units within the Southall Area is expected to lead to a significant beneficial impact, as it equates to 4.7% of LBB's ten year target outlined in the 2016 London Plan. As such, the Proposed Development contributes a significant portion of the target housing stock into the area.
- 19.3.10 Due to the abundance of new residents, in combination with the additional retail and commercial opportunities into the area, there will be an increased footfall across the Site. As such, additional local spending is expected to significantly increase across the area. It is estimated that the additional net expenditure as a result of the Proposed Development totals £18,200,000 per annum, leading to a minor beneficial effect.
- 19.3.11 The Proposed Development is also expected to provide 1.65ha of new public realm across the Site through the introduction of new public parks and amenity spaces, with an additional 0.89ha privately

<sup>1</sup> IEMA (2017) Environmental Impact Assessment Guide to: Assessing Greenhouse Gas Emissions and Evaluating their Significance.



- accessible open space and 2,590m<sup>2</sup> of publicly available playspace and 848m<sup>2</sup> of privately accessible playspace.
- 19.3.12 Despite the numerous beneficial socio-economic impacts that the Proposed Development introduces, there will be an overall reduction in operational jobs produced by the flexible commercial floorspace when compared to the baseline Site, which consists of a B&Q, Tile Depot and Pound Stretcher stores, thus leading to an adverse impact upon local employment levels.
- 19.3.13 Once complete and operational the Proposed Development will deliver permanent major local beneficial effects on amenity, fear and intimidation, and permanent local moderate beneficial effects on severance. Whereas the absolute reduction in vehicle numbers would be substantial, the reduction as a percentage of baseline traffic flow would be less than 30% on any road link. The effect on Severance, purely in terms of vehicle movements would therefore be negligible. However, the Proposed Development will provide a new traffic-free pedestrian and cycle route between Depot Approach and Cricklewood Lane. This will serve not only the Proposed Development, but will provide a more direct link between Cricklewood Station and land to the north-west of the Site. This will reduce walking distances for any future development on that land and could also serve as a traffic-free link for the Railway Terraces. The new public realm will also provide a route to Kara Way playground for those living to the north and east of the Site. In regards to amenity, fear and intimidation, the reduction in traffic flow and new pedestrian connections along with the overall public realm enhancements creates a substantially more permeable and attractive place to travel to, from and through.
- 19.3.14 With regards to daylight, sunlight and overshadowing provision, the Proposed Development is likely to result in residual effects for a number of surrounding sensitive receptors. The majority of residual effects are considered to be not significant and range between negligible to minor adverse. However, properties 42-48 Cricklewood Lane will experience a significant reduction in daylight amenity, and Dairyman close a significant reductions in both daylight and sunlight amenity provision. The Site is located within the Cricklewood/Brent Cross Opportunity Area and Regeneration Area, which has been designated in the London Plan as a major source of brownfield land which has a significant capacity for residential or commercial housing. The existing Site is largely undeveloped and is low rise in nature, consisting of predominantly a car park and buildings up to a maximum of two stories. Therefore, the existing levels of daylight sunlight cannot be expected to be maintained. The significant effects are not beyond what would be expected within a Regeneration Area. It is also noted that any substantial new development proposed on the Site would likely result in significant effects. Given the outline nature of the planning application, the effects of the Proposed Development at the future RMA stage could potentially be reduced in magnitude and significance, or at worst, in line with those residual effects report in this ES.
- 19.3.15 As with greenhouse gas emissions from the construction of the Proposed Development, emissions once the Proposed Development is complete and operational have the potential to be significant as all greenhouse gas emissions can be considered to be significant within the context of climate change. *Chapter 10: Climate Change* identifies mitigation embedded within the Design Guidelines of the Proposed Development to minimise greenhouse gas emissions once it is complete and operational (specifically from energy use).
- 19.3.16 Regarding the townscape and visual receptors, the residual significant effects of the Proposed Development are identified as a mixture of both adverse and beneficial owing to the redevelopment of the Site, which is currently a detracting and underutilised feature in the streetscene, with new buildings of high quality design that deliver new commercial uses at ground floor level and significant new landscaping. Whilst some significant adverse effects are identified in ES terms, these are judged to be adverse owing to the lack of detailed design available at the outline stage. The scale of change and effect on the characteristics of the receptors leads to that particular judgement as the mitigation is not yet in place. Following future RMAs and adherence to the Design Guidelines, the overall impacts are judged to be beneficial owing to the redevelopment of the Site which is currently a detracting and underutilised feature in the streetscene with new buildings that deliver new commercial uses at ground floor level and significant new landscaping.
- 19.3.17 The proposals will enhance the quality of the public realm, the permeability and access through the Site and legibility to ensure the streetscene is activated as well as inviting users to move through into the public spaces and utilise the new connections through the Site. The proposed landscaping will enhance the connectivity through the Site and provide well planned useable public and private realm for residents and public users of the spaces. Furthermore, the Design Guidelines will ensure that the new architecture

will not compete with the appearance and identifiable historic brickwork of the nearby Cricklewood Railway Terraces, which are locally listed.

## 19.4 Conclusion

- 19.4.1 The overall conclusion of this ES is that the Proposed Development will have an overriding beneficial effect and will regenerate and enhance the Site, contribute to the setting of the wider areas and secure the comprehensive redevelopment and ongoing management of both the Site and surrounding area.
- 19.4.2 Whilst it is acknowledged that some adverse effects will be experienced during the construction phase, these impacts will be temporary in nature and controlled by onsite best practice in line with a CEMP, secured via planning condition. Once the Proposed Development is complete and operational, the benefits of bringing the Proposed Development forward are considered to outweigh the identified adverse effects, which would be unavoidable in relation to daylight, sunlight and changed views of the Site.
- 19.4.3 The design of the Proposed Development has evolved through continuous consultation with planning officers at the LBB and consultation with other key consultees including the Greater London Authority (GLA). Considerable care has been given to ensuring an appropriate design outcome through extensive EIA testing and consultation.
- 19.4.4 Overall, the Proposed Development accords with the objectives of planning policies at national, regional and local levels, in particular the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework, and is considered to be in accordance with the Government's objectives for sustainable development.