



NON-TECHNICAL SUMMARY

This document is the third volume of the Environmental Statement (ES) which accompanies a hybrid planning application for a phased mixed-use scheme known as Royal Brunswick Park in the London Borough of Barnet. Greengage Environmental Ltd. have prepared this ES on behalf of Comer Homes Group (the 'applicant'). This is a non-technical summary of the comprehensive main technical assessment and appendices found in Volumes 1 and 2 of the ES, respectively.

The site benefits from an existing hybrid planning permission (HPP) which was granted in on appeal in February 2020 (Barnet Council reference 15/07932/OUT and PINS reference APP/N5090/W/17/3189843). The HPP was granted on-site for up to 1,350 residential units, a 5 Form Entry secondary school, up to 5,177 sqm of non-residential floor space (Use Classes A1-A4, B1 and D1) and 2.54 hectares of public open space.

WHAT WILL ACCOMPANY THE PLANNING APPLICATION?

In addition to the ES and the necessary forms, plans, and drawings, the planning application is also accompanied by a number of technical study reports including, amongst others, the following:

- Design and Access Statement;
- Design Principles Document;
- Planning Statement;
- Statement of Community Involvement;
- Affordable Housing and Viability Statement;
- Energy Statement including Overheating Assessment;
- Circular Economy Statement;
- Whole Life-Cycle Carbon Assessment;

- Sunlight/ Daylight Assessment;
- Wind and Microclimate Assessment; and
- Utilities Strategy.

WHAT IS AN EIA?

Environmental Impact Assessment (EIA) is a process to ensure that planning decisions are made with full knowledge of a project's likely significant environmental effects, and that any negative effects are prevented, reduced or offset, while positive effects are enhanced. The ES is one of the outcomes of the EIA process.

The ES comprises a series of studies, surveys and consultations that have informed the design of the proposed development to seek to minimise its environmental impacts and to identify measures to ensure that the proposed development is built and 'operated' in a sustainable way. The ES is set out as four volumes: Volume 1: Main Text and Figures, Volume 2: Technical Appendices and Volume 3: The Non-Technical Summary. The Non-Technical Summary is intended to provide members of the public, and any other interested parties without specialist technical knowledge, sufficient information to understand the proposals and the principal findings of the EIA, as presented in Volumes 1, 2 and 3 of the ES.

The proposed development does not automatically require an EIA to be undertaken; this is required for much more complicated developments such as chemical works or power stations. However, as the proposed development includes more than 150 dwellings, it does fall within one of the categories of development within the EIA regulations for which an EIA may be needed depending on whether it is likely to have significant effects on the environment by virtue of its nature, size or location. Furthermore, EIA was previously undertaken for the HPP with an ES produced in 2015 (the 2015 ES) and subsequent addenda in 2016, 2017 and 2018.

THE APPLICATION SITE

The assessment site covers an area of 16.36 hectares (ha).

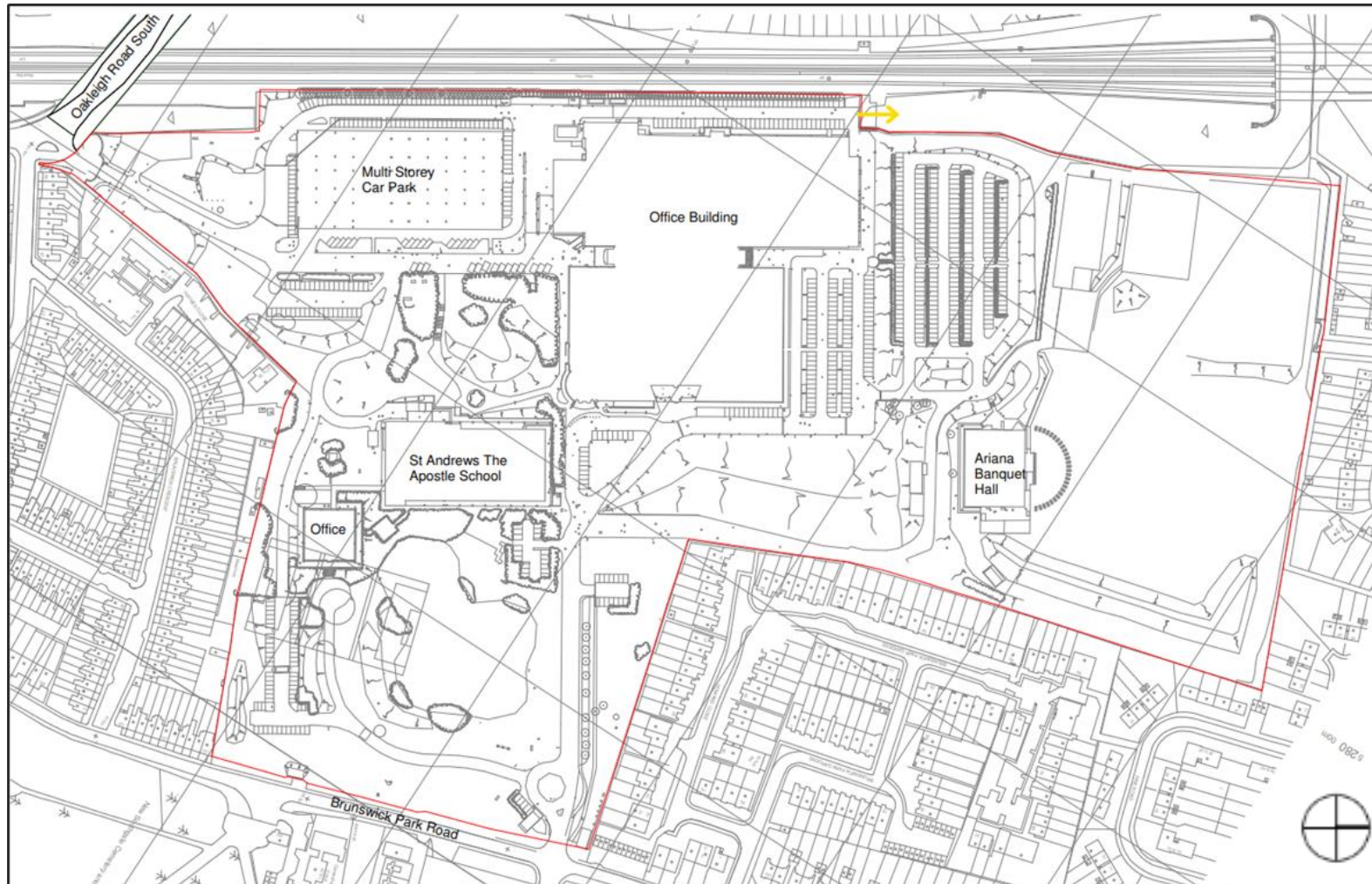
The site is bounded by the East Coast Mainline railway along the entire western boundary, whilst the New Southgate Cemetery is adjacent to the eastern boundary. Properties to the north and south are predominantly residential, typically characterised by two/three storey suburban detached, semi-detached and terraced housing. The site does not contain any listed buildings, nor is it located within a Conservation Area.

Current structures on site include circa 380,000 square foot of office buildings, an above-ground car-parking structure, and an office building currently in use as a secondary school; a Free School opened in the last number of years, Saint Andrew the Apostle Greek Orthodox School. Numerous other small structures occupy the site, including security huts, a banqueting hall and unoccupied office buildings.

A substantial lake occupies the lower section of the site. The lake is a man-made structure and dates from the mid-1980s. It serves as an attenuating pond, with surface water run-off draining to the pond from the lands above. The lake was originally developed in two tiers, with a pumped waterfall, however the pump has not been used in recent times and the upper lake is now dry and overgrown with vegetation.

The existing site is shown at Figure 1.1 below.

Figure 1.1 Existing Site Plan



WHAT IS PLANNED FOR THE SITE?

The proposed development is for:

'Hybrid planning application for the phased comprehensive redevelopment of the North London Business Park to deliver a residential-led mixed use development. The detailed element comprises up to 466 residential units in five blocks reaching 9 storeys, the provision of a 5 form entry secondary school, a gymnasium, a multi-use sports pitch and associated changing facilities and improvements to open space and transport infrastructure, including improvements to the access from Brunswick Park Road and; the outline element comprises up to 1,967 additional residential units in buildings ranging from three to twelve storeys, up to 7,148 sqm of non-residential floor space (use Class E) and 20,250sqm of open space. Associated site preparation/enabling work, transport infrastructure and junction work, landscaping and car parking.'

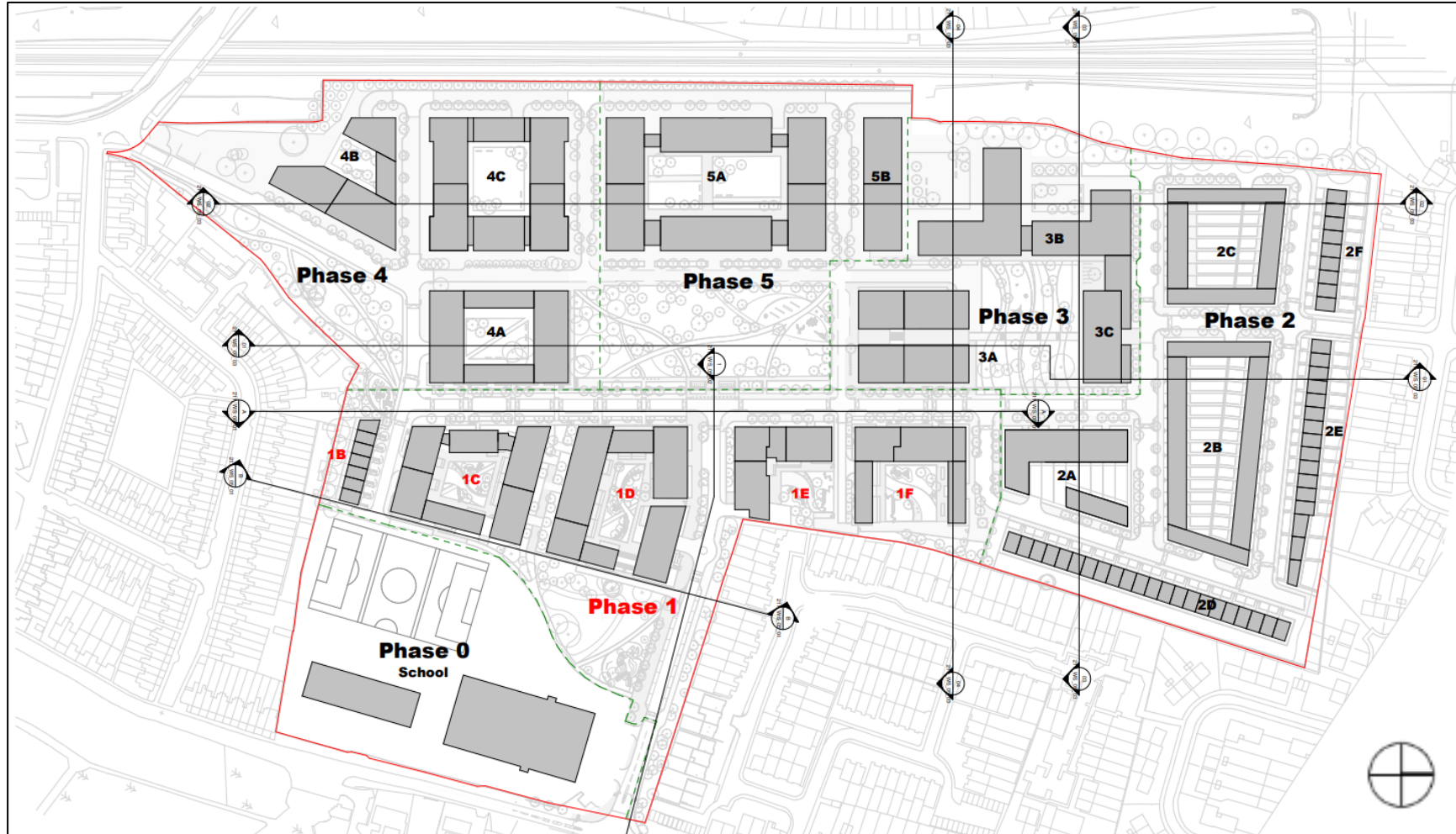
Houses at 2-to-3 storeys are proposed along the low density fringe where the proposed development adjoins existing neighbours. Apartments in the central area of the site, adjacent to the railway line, are taller buildings, rising to a general height of 12 levels. Localised architectural features can be proposed within a maximum of 12 levels.

The non-residential floorspace is proposed to include:

- 960 sqm nursery;
- 2,353 sqm workspace, of which 10% is proposed to be affordable; and
- 3,835 sqm flexible non-residential floorspace, which could be used for community use, medical use, retail, offices, cafes etc.

The proposed site plan is provided at Figure 1.2 below.

Figure 1.2 Proposed Site Plan



The proposed development will be a phased development including the following phases:

- Phase 0 – School;
- Phase 1 – 466 residential units;
- Phase 2 – 155 residential units;
- Phase 3 – 485 residential units;
- Phase 4 – 735 residential units; and
- Phase 5 – 592 residential units.

Construction will commence in 2022 and is anticipated to be completed in 2031.

Landscaping

The Landscape Masterplan (Figure 1.3) layout has been derived from a consideration of principle connections, memorable Public Spaces at the important junctions of these connections, and a careful attention to detail of the quality of proposed new public streets.

Public Parkland is a key feature of the masterplan and all new residential blocks have been designed to have aspect onto green space of differing character. The new public parkland is principally offered to provide general outdoor amenity, sport and play space. It is also an important visual and environmental amenity, acting as a 'green lung' to the new community.

An illustrative landscape masterplan is provided at Figure 1.3.

Figure 1.3 Illustrative Masterplan



WHAT ARE THE ALTERNATIVES TO THE PROPOSED DEVELOPMENT?

In accordance with good practice, alternative scenarios have been considered where feasible as follows:

1. 'Do Nothing' scenario – nothing is brought forward on the site;
2. Alternative locations – other sites are considered as a location; and
3. Alternative designs – the site and consented uses remain but design variations are considered.

The 'Do Nothing' scenario would generally assume that no development is carried out and the current status of the application site remains unaltered. However, given the site history, there is also the potential for the HPP development to come forward in the absence of the proposed development. The effects associated with those alternative proposals are assessed and set out in the 2015 ES and associated Addenda.

The applicant owns the site and therefore alternative locations have not been considered. Furthermore, the site is identified in the Draft Local Plan as a location for the development of 1,000 homes, a school, multi-use sports pitch and employment space (site number 2).

The design team has sought to include Barnet Council in the design process in so far as early consultation through the pre application process. Further to this, stakeholders from the local community have been consulted and their input sought. The public consultation process is detailed in Statement of Community Involvement. These consultations are an important part of the process in that they can reveal site information that needs to be taken into account in the design as well as seeking views of the community that can then influence the design.

Given the considerable amount of time elapsed since the original design of the HPP masterplan was undertaken, in November 2020, the design and planning team took the opportunity to explore the density of the scheme in light of emerging policy and guidance.

Within the area of the detailed planning consent, a review of the approved HPP layouts was undertaken to determine how internal layout efficiency within the blocks could be improved. Efficiency gains were mostly targeted on a reduction of the non-net space, such as cores, circulation, corridors etc.

The outline areas of the masterplan were analysed to determine what target apartment count on site could be possible if the metric analysis of the detail phase areas were applied to the outline phase area. The result of this identified the potential for circa 2,500 units across the full phase development.

All layout alterations from the HPP masterplan are within the envelope of the existing HPP consent. The position of window fenestration and balcony positions is proposed to change, however it is the intention to maintain the provision of high quality and durable façade materials permitted in the extant consent- brick, glazing provided in floor to ceiling proportion, stone and metalwork.

HOW IS CONSTRUCTION DESIGNED TO MINIMISE ENVIRONMENTAL IMPACTS?

A Framework Construction Management Plan (CMP) has been prepared for which sets out how the works would be carried out and the applicant's intentions for managing environmental impacts during demolition and construction.

The detailed CEMP will be secured through planning condition to ensure that construction activities are planned and managed in accordance with the environmental requirements identified within the ES and summarised in the table below.

Table 1.1 Construction Impacts and Mitigation

Potential Impact	Mitigation
Construction traffic	Implementation of detailed travel plan to promote sustainable travel uptake by construction employees.
Noise from vehicles and plant	Best practice measures will be incorporated into a detailed CEMP. These include (but are not limited to): <ul style="list-style-type: none"> • Good maintenance of internal haul routes; • Selection of quiet equipment; • Good equipment maintenance; • Minimising metal-on-metal impacts during construction of steel structures; and • Installing full or partial enclosures around noisy equipment.

Increased windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials	A range of measures to be incorporated into a detailed CEMP. These include (but are not limited to): <ul style="list-style-type: none"> • Dust suppression; • Storage of materials to avoid dust creation; and • Regular inspections.
Dust exhaust emissions from vehicle movement and plant (non-road mobile machinery)	A range of measures to be incorporated into a detailed CEMP. These include (but are not limited to): <ul style="list-style-type: none"> • No idling vehicles; • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable; and • Impose and signpost a maximum speed limit of 15mph on surfaced roads and work areas and 10mph on un-surfaced haul roads and work areas.
Impacts on ecology	Implementation of the measures outline above in addition sensitive clearance of existing habitats and Reptile Mitigation Strategy.
Generation of waste. Increased vehicle movements from waste transport.	Implementation of Site Waste Management Plan to minimise waste. Design to minimise waste by using structural efficiency measures and specifying building elements which adopt standardisation practices.

SCOPE OF THE ENVIRONMENTAL STATEMENT

The EIA Regulations require that where significant environmental impacts are likely to occur, they should be considered through the EIA.

To assist with determining the scope of this EIA, a review was undertaken of the scope of the 2015 ES (and associated Addenda). All topics scoped in to the 2015 ES have been assessed in this ES with the exception of Sustainability. Sustainability was scoped out of the ES as this Chapter did not previously identify any likely significant effects and instead brought together sustainability matters that have been covered in the various specialist technical chapters.

A review was also undertaken of environmental topics introduced in the EIA Regulations 2017 that were not previously assessed.

Several topic areas were excluded from detailed consideration within the ES either because no significant effects were anticipated or impacts were addressed in other application documents or ES Chapters. These topic areas included:

- Wind Microclimate;
- Daylight/Sunlight; and
- Climate Change.

A summary of the impact assessment of the key environmental considerations identified as requiring detailed assessment within the ES can be found subsequently.

ACCESS AND TRANSPORT

An assessment has been undertaken to identify the likely effects of the construction and operational phases of the proposed development in terms of traffic and transport.

The assessment has been based upon the Institute of Environmental Management & Assessment's 'Guidelines for the Environmental Assessment of Road Traffic' (the IEMA Guidelines). The assessment has considered effects on traffic, car parking, pedestrians, cyclists and public transport.

The baseline assessment collected information on the existing highway network, which was informed by a number of site visits undertaken in 2019 and 2021, as well as collision data. The traffic flows have been established based on TfL's transport model.

The site is highly accessible to pedestrian walkways and cycle lanes. The nearest bus stops are located at Brunswick Park Road and the other on the A109 Oakleigh Road North. The site served by 4 bus routes available within a 400m walking distance. The nearest National Rail stations to the site are Oakleigh Park to the north and New Southgate to the south (a 23-minute walk or 8-minute cycle journey from the centre of the site). These stations are on the Great Northern line between Moorgate and Welwyn Garden City. The nearest London Underground station is nearest Arnos Grove on the Piccadilly Line (24-minute walk or 8-minute cycle away).

The site is also well connected to highway infrastructure and main roads serving the site include the A109 Oakleigh Road North.

The proposed development will inevitably cause temporary disruption to road users and pedestrians through movements of construction vehicles (particularly HGVs vehicles entering and leaving the site). This will be minimised through the implementation of a CEMP.

The proposed development will encourage sustainable transport uptake through the Travel Plan. Consequently, the operational phase is considered to have negligible effects on transport, particularly in terms of traffic flow. An improved public realm resulting in enhanced pedestrian and cyclist environment will benefit pedestrian movement, amenity, delay and fear and intimidation.

AIR QUALITY

An assessment has been undertaken into the likely effects of the construction and operational phases of the proposed development in terms of air quality.

The assessment uses Land Use Planning and Development Control Air Quality guidance produced by the Environmental Protection UK and Institute of Air Quality Management (IAQM), along with guidance produced by the IAQM on the assessment of emissions from construction activities.

Background concentrations of pollutants were taken from the Defra background maps. The maps provide an estimate of background concentrations between 2017 and 2030. Traffic data was provided by the project transport consultants and taken from Department for Transport online resources.

26 potentially sensitive human receptors were identified for the assessment which included a number of adjacent residential buildings.

The site of the proposed development is located within an Air Quality Management Area for nitrogen dioxide and particulate matter (PM₁₀).

The construction phase assessment identified that releases of dust and particulate matter are likely to occur during site activities. However, through good site practice and the implementation of suitable mitigation measures incorporated into a CEMP, the effect of dust and particulate matter releases will be effectively mitigated. These measures include (but are not limited to) the following:

- Regular site inspections;
- Use of screens;
- Dust suppression;
- Avoiding the use of diesel or petrol powered generators;
- Avoiding bonfires and burning of waste materials; and
- Monitoring in compliance with Dust Management Plan.

The implementation of a Construction Traffic Management Plan will also effectively mitigate any increase in pollutant concentrations from construction traffic and plant.

Dispersion modelling has been carried out to assess both the impact of the operation of the proposed development on local pollutant concentrations and the suitability of the site for its proposed end use with regards to local air quality. The results indicate that predicted concentrations of relevant pollutants (NO₂, PM₁₀ and PM_{2.5}) concentrations are below the relevant objectives at nearby sensitive receptors.

BIODIVERSITY

An assessment has been made into the likely ecological effects associated with the proposed development during both construction and operational phases. An assessment of the ecological impact of the development was undertaken utilising the 'Guidelines for Ecological Impact Assessment' Chartered Institute of Ecology and Environmental Management (CIEEM). The assessment incorporated the results of various ecological surveys and reports including the following:

- Preliminary Ecological Appraisal;
- Phase 2 ecology surveys; and
- Biodiversity Net Gain Assessment.

A desktop study was undertaken to review the ecological context of the site and surrounding area using information from Defra's Multi-Agency Geographic Information for the Countryside (MAGIC) website and Greenspace Information for Greater London.

The key findings from the ecology surveys are summarised below:

- The site is dominated by existing buildings and also occupied by well-established rough grassland to the north of the site, small hedgerows, native and ornamental tree species and a water body to the southeast of the site;
- The rough grassland on-site is suitable for foraging badger although no setts were identified;
- Bat surveys identified that bat foraging and commuting activity was low;
- Bat surveys identified no bat roosts on site; and
- Common lizard and slow worms were identified on site;
- 152 taxa of invertebrates were recorded including 11 with conservation statuses.

Implementation of a measures to be set out in a CEMP will ensure the development will sufficiently avoid, minimise or mitigate the effects on the ecological receptors on site and in the surrounding area. These measures include:

- The possibility of fuel and other spillages during construction will be minimised through effective and rigorous development management including a contingency plan should an accident occur.
- The waterbody would be reconstructed through proposals, therefore will be completely drained to remove the concrete lining. Whilst de-watering, the fish would be removed and taken away, under Environment Agency approval to appropriate fisheries or similar.
- Clearance/demolition of the vegetation and buildings undertaken outside of bird nesting season or after a suitably qualified ecologist has confirmed absence.
- During construction, all holes, trenches and ditches within the development will be covered at night or where not practicable a means of escape will be installed to allow badgers or other mammals to exit.

- Creation of reptile receptor site in advance of construction works.

The Biodiversity Net Gain assessment demonstrates there is potential for the development to deliver a net gain of 1.10 habitat units. This equates to a 4.06% increase. In addition, the development will result in a net gain of 0.33 hedgerow units. This equates to a 77.70 % increase. Landscaping proposals for the completed development incorporate a suite of ecological enhancements including:

- Newly planted hedgerows and trees;
- Planting of value for wildlife providing nectar and fruit/berries;
- Small areas of species-rich meadow grassland;
- Tussock forming grassland would also be incorporated on the western edge of the development, to provide a receptor area for the existing slow worm and common lizard population;
- Waterbody design and planting to maximise biodiversity planting;
- Bat boxes; and
- Invertebrate features including at roof level.

ARCHAEOLOGY AND CULTURAL HERITAGE

An assessment has been undertaken into the likely effects of the proposed development on archaeology and cultural heritage. The assessment has used guidance from the Historic England Guidance on 'The Setting of Heritage Assets' (2017).

Baseline archaeological data has been reviewed from an area within a 1km radius of the site which, along with a site visit, informed the production of an archaeological desk-based assessment. The assessment has also been supplemented with information from relevant archaeological fieldwork reports, previous baseline reports and the construction for the various development phases.

With regards to below ground archaeology, the desk-based assessment established that the site has low archaeological potential. An archaeological watching brief will be carried out for notable existing heritage assets: The Great Northern Cemetery, the Coal Chute and Air Raid Shelters.

One above ground designated archaeological heritage asset was identified with 1km site which is the Memorial to German First World War Internees, New Southgate Cemetery (Grade II listed building). While the proposed development will have a minor negative impact on this asset, this is not considered to be significant.

DRAINAGE AND WATER

There is no specific quantitative methodology for the Water Resources Flood Risk and Drainage ES Chapter.

The assessment has involved the review of a number of baseline data sources including the Flood Risk Assessment and Phase 1 Geo-environmental Assessment.

There is a Secondary (A) aquifer within superficial deposits beneath the site, as well as two further Secondary (A) aquifers within a 500m radius of the site. The site is located within 'Flood Zone 1 – Low Risk' from fluvial flooding. Potential sources of surface and groundwater contamination associated with the existing usage of the site include oil residues and sediments from vehicles and wastewater.

There is the potential for contamination of surface water runoff from construction activities, which could subsequently enter the underlying groundwater and other surrounding surface water features.

A Construction Environmental Management Plan (CEMP) for the proposed development would contain measures to manage and control all ground works, including management of wastewater and the storage of fuel and chemicals. The CEMP would detail the procedures and methods that are to be followed by the construction workforce in order to minimise the potential effects of construction on the site on groundwater and surface water features. To mitigate potential impacts associated with the dewatering of excavations consideration will be given CIRIA C750: Groundwater Control – Design and Practice.

During operation, any surface water discharges from private and communal car parking areas and high risk areas (i.e. major highway junctions) would incorporate appropriate pollution control measures (i.e. trapped gullies, manholes with catch pits etc.) to minimise the risk of polluted surface water runoff entering the receiving network. The proposed development will utilise SuDS in the form of detention basins and permeable paving. A SuDS management plan will be provided at detailed design stage.

In accordance with regional and local policy, the attenuation features would offer sufficient storage to enable the restriction of flows to the predevelopment greenfield rates throughout the 100 year design life (+40% climate change) of the development.

The proposed development would seek to minimise potable water consumption throughout the development. In accordance with the London Plan, the proposed development would aim for the water consumption target of 105 litres or less per head per day.

GROUND CONDITIONS

The ground conditions baseline for the site was established based on previous studies and reports including the Phase 1 Geo-environmental Assessment and Phase 2 Geoenvironmental and Geotechnical Site Investigation Report for the Phase 1 area. Risks associated with both the existing site conditions and the construction and operation of the proposed development have been identified and assessed.

During construction, potential risks were identified to neighbouring properties and residences, surface water bodies and the deep aquifer. The significance of these impacts will be effectively mitigated through:

- Good practice during construction as detailed within a CEMP;
- Appropriate fuel storage and refueling in designated areas; and
- Preparation of a piling risk assessment to set out most appropriate piling methodologies and procedures.

During operation, potential risks were identified to future site occupants/adjacent occupants, future vegetation and the deep aquifer. The significance of these impacts will be effectively mitigated through:

- Preparation of a detailed remediation method statement setting out appropriate mitigation measures following further intrusive investigation works across the wider site footprint in consultation with Barnet Council Environmental Health Officer; and
- Inclusion of appropriate gas protection measures in proposed properties following completion of works to quantify the ground gas regime.

TOWNSCAPE AND VISUAL

An assessment has been undertaken into the likely effects of the proposed development on townscape and visual receptors. The assessment as a whole is informed by 19 accurate visual representations also known as 'verified views'. The verified views are a tool to inform the assessment of impact to townscape and visual receptors. The location of the viewpoints was informed by architectural and historic accounts of the area, an appraisal of the existing site and surroundings, and relevant policy designations. The viewpoint locations replicate those provided for the 2015 ES which were determined after consultation with the London Borough of Barnet at that time. New photography was taken from each of the viewpoints, in March 2021.

The assessment followed best practice guidelines from the Guidelines for Landscape and Visual Landscape Assessment (GLVIA) Third Edition (2013).

A site survey of the baseline situation was undertaken to understand the immediate setting of the site, the townscape character and appearance, and key viewpoints.

The baseline for the assessment included 6 Townscape Character Areas (TCA).

The site is large and relatively self-contained in character, with its only meaningful street frontage addressing Brunswick Park Road, to the east. It has been consistently developed in a different manner to the areas surrounding it to the north, south, east and west, which were largely developed for suburban housing, particularly in the inter-war years; the buildings on the site today are mostly large in footprint and accommodate office or educational uses, set within landscaped and open grassed areas including many trees, which provides the site with a leafy character. The variation in land levels across the site, particularly a rise in level towards the north and west, is a notable aspect of its character.

The wider area around the site is overwhelmingly suburban and residential in character. Two storey housing is the predominant form of development, most of it from the inter-war period, but there are examples of other building forms, including apartment blocks dating from the post-war and more recent decades. Street trees and relatively generous areas of landscape are common and contribute to the leafy, suburban character.

The proposed development would redevelop the site in a comprehensive manner, in line with an ordered and logical masterplan. It would introduce a legible network of routes and spaces, including a new access point from the north which would enhance permeability, and it would enhance the sense of arrival at the other key entrance points to the site. The site would be significantly better integrated with the local area around it as a result.

The scale of the buildings across the site would respond appropriately to the site's surroundings, by placing lower scale buildings at the northern, eastern and southern edges of the site, where they would be adjacent to existing low scale neighbouring housing, and stepping up the height of buildings towards the centre of the site, and its western edge set against the railway lines.

There would be limited visibility of the proposed development in short to medium range views from the streets of inter-war housing to the north, such as along Ashbourne Avenue and Weirdale Avenue. There would be greater visibility from the streets of largely post-war housing immediately east of the site, such as Howard Close, in which gaps between existing buildings allow direct views towards the site.

Retained and new trees would maintain and, in some cases, enhance the leafy quality of the site in such views.

The proposed development would be visible in some medium to long range views from the east and west, as a result of the raised level of the land in these areas. It would clearly appear as part of a background layer of townscape, and would provide visual interest through the variation in the heights of proposed buildings across the site.

The quality of the site would be substantially improved by the proposed development. In respect of the TCAs around the site, the proposed development would be visible in some views from the residential area immediately east of the site, in which it would appear as a high quality development. The proposed development would improve the definition and appearance of Brunswick Park Road through the presence of the main school building, and there would be enhanced permeability and new areas of public realm within the site, both of which would be of benefit to this TCA.

The proposed development would similarly be of benefit to TCA A (inter-war housing) and would appear as a coherent and high quality development in the background of medium to long range views from this TCA.

The assessment demonstrates the proposals would not give rise to any long-term unacceptable impacts on townscape or visual receptors. On the whole, the proposed development would demonstrably improve the appearance, character and function of the townscape.

NOISE AND VIBRATION

An assessment has been undertaken into the likely effects of the construction and operational phases of the proposed development in terms of noise and vibration. The assessment has been carried out following multiple pieces of guidance including British Standards BS 5228-1:2009+A1:2014, BS 8233:2014 and the Design Manual for Roads and Bridges.

In summary the assessment addressed:

- The potential constraints from existing sources of noise on the internal noise environments within the proposed development and where necessary, the types of measures that might be adopted to overcome these constraints;
- The impact of noise and vibration on existing sensitive receptors during construction; and
- The potential effect of the proposed development on surrounding sensitive receptors during operation.

A baseline noise and vibration survey was undertaken between 13 and 17 May 2021. These surveys focussed on relevant surrounding noise sensitive buildings and the associated occupants (receptors).

During the construction phase, it was determined that the temporary operation of equipment associated with site preparation and construction, as well as construction traffic, has the potential to result in noise impacts at existing noise sensitive receptors in the vicinity. To mitigate impacts to an acceptable level, a Construction Noise and Vibration Management Plan will be prepared for the proposed development. Contractors will be required to ensure that works are carried out in accordance with best practice measures including (but not limited to):

- Switch off vehicles and equipment when not required;

- Selection of quiet equipment;
- Good maintenance of internal haul routes;
- Selection and modification of equipment;
- Minimising metal-on-metal impacts during construction of steel structures; and
- Installing full or partial enclosures around noisy equipment.

Building design measures will ensure that environmental noise and vibration inside residences, external noise levels on public and private amenity areas, fixed plant noise as well as noise from road traffic generated by the proposed development is mitigated to an acceptable level.

WASTE MATTERS

An assessment has been undertaken of the likely significant waste impacts of the proposed development during construction and operation. This assessment has been prepared in accordance with the IEMA 'Guide to Materials and Waste in EIA'.

The assessment involved an assessment of the quantum of waste created during demolition, excavation and construction and the residential occupation and school during operation.

The baseline assessment included a review of relevant waste statistics in Barnet and regional landfill void capacity.

The quantum of waste was estimated based on the existing site plan for demolition, estimates from the structural engineer for excavation, BREEAM guidelines for construction and local authority guidance for operation. A Pre-Demolition audit will be carried out prior to the start of demolition. All waste impacts are predicted to be negligible during construction and operation based on comparison to regional landfill void capacity.

The following waste mitigation will be implemented for the proposed development in accordance with local and regional policy:

- A variety of measures to design out waste and adopt circular economy principles;

- A Site Waste Management Plan;
- Design measures to manage waste and encourage recycling will include the provision of dedicated space to cater for the segregation and storage of operational recyclable waste volumes generated clearly labelled, accessible and of an appropriate capacity; and
- An operational waste management strategy will be prepared at an appropriate detailed design stage including the number of bins, collection times, expected generation and bin store capacity.

SOCIO-ECONOMIC

The assessment included all relevant likely socio-economic effects, as identified in national, regional and local policy. There is no specific quantitative, socio-economic methodology. Consequently, a quantitative analysis of potential social and economic benefits has been undertaken using the 'Additionality Guide', published by the Homes and Communities Agency (2014) which is a standard method.

The proposed development is located in Brunswick Park ward in the London Borough of Barnet. Baseline conditions were established through a desk-based assessment which gathered data from a number of data sources, including the 2011 Census.

In terms of education services, the baseline assessment found 12 nurseries within 2km of the site. There are also 18 primary schools within 2km of the site and 10 secondary schools within 3km. In terms of healthcare services, the assessment identified 4 GP surgeries within 1.2km of the site. Community facilities near the site include 5 community centres, 3 libraries and a variety of parks.

The assessment concluded that the proposed development will provide 681 full-time jobs in the Greater London during construction and 358 full-time jobs in Greater London during operation. This is an increase of 71 full-time jobs compared to the existing site. Local skills and employment opportunities will also be provided to Barnet residents during construction.

The 2,333 new homes will be a range of sizes and include some affordable housing. New residents will increase spending in the Greater London economy by £41.0 million each year. The proposed development will provide permanent facilities for St Andrew's Apostle School, a new nursery and new flexible community space. New open space, play space and public realm improvements are also proposed.

The assessment identified that the new school will have a positive impact on local secondary school provision and that the majority of young children from the proposed development will be accommodated by the reprovision of a larger on-site nursery. There was also sufficient capacity at local primary schools. The proposed development will reduce capacity at local GP surgeries.

However, additional financial contributions will be provided to Barnet Council. These will include Section 106 Contributions for GP surgeries and play space as well as Community Infrastructure Levy (CIL) contributions for education and community facilities.

CUMULATIVE IMPACTS

There are two main types of cumulative impact which are considered within the ES:

- Type 1 - Combined effects of individual residual impacts, for example noise, dust and visual impacts, from one development on a particular receptor; and
- Type 2 - Residual impacts from several developments, which individually might be insignificant, but when considered together, there could be a significant cumulative impact.

No combined effects were identified.

The schemes considered in the Type 2 assessment were the following:

- Former Abbots And Winters Haulage Site (15/04005/FUL);
- Sweets Way (B/04309/14 and 16/4513/RMA);
- Pavilion Study Centre (20/1304/FUL);
- 70-84 And Land R/o Oakleigh Road North (19/1950/FUL);
- Ladderswood Estate (P12-02202PLA);
- Gas Holder, Pinker Way (20/04193/FUL, pending consideration); and

- Barnet House (21/3726/FUL, pending consideration).

All technical assessments completed as a part of the EIA considered the potential cumulative impacts to arise from the proposed development interacting with impacts associated with the above schemes. No significant cumulative impacts were identified except for socio-economic impacts.

CONCLUSION

Where the proposed development has the potential to generate environmental impacts during both the construction and operational phases, a range of mitigation measures have been recommended to address these. Furthermore, the incorporation of high quality architectural and landscape design within the proposals will have benefits for both people and nature, on site and in the surrounding area.

FURTHER INFORMATION

A digital copy of the ES is available through the Barnet Council website (www.barnet.gov.uk). In addition, electronic copies (CD or USB flash drive) of the full ES are available free of charge from:

Greengage Environmental Ltd.

Telephone: 020 3544 4000

Email: info@greengage-env.com

Comments on the planning applications should be forwarded to Barnet Council at the address below:

Barnet Council

1st floor

2 Bristol Avenue

NW9 4EW