NATIONAL INSTITUTE FOR MEDICAL RESEARCH REDEVELOPMENT
THE RIDGEWAY, MILL HILL

Document name: Environmental Statement, Non-Technical Summary
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National Institute for Medical Research Redevelopment
Environmental Statement
Non-Technical Summary

For Barratt London Limited
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1 Introduction

What is this document?

1.1 This is a 'non-technical summary' of the Environmental Impact Assessment (EIA) prepared as part of the comprehensive redevelopment of the National Institute for Medical Research (NIMR) to provide a residential-led development on The Ridgeway, Mill Hill, in London ('the Site').

1.2 The EIA has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) ('the EIA Regulations') and best practice guidance.

1.3 The non-technical summary (NTS) is a standalone document, and is required under the EIA Regulations.

1.4 The NTS is designed to be read on its own. It explains the environmental implications of a proposed development to the public, informing them, and allowing them to decide whether they would like more detail on the proposals.

1.5 More information and greater technical detail is available in the Environmental Statement (ES). The ES is a separate document which has been submitted as part of the planning application. Please see Section 13, Availability of Environmental Statement, for details on how and where to view the ES.

What is being proposed?

1.6 Barratt London Limited (the 'Applicant') is applying for planning permission for demolition of the existing NIMR buildings and the construction of a residential-led development at the Site as described below (the 'Proposed Development').

1.7 The Proposed Development would comprise residential and commercial uses, including office, café and gym facilities. Works to facilitate public realm provision, landscaping, car parking and highways upgrades are also proposed.

1.8 The full Description of Development is:

“Demolition of existing buildings and redevelopment to create a residential-led development and new publically accessible open space comprising of residential units (Use Class C3); commercial floorspace including office, café and gym facilities (Use Class B1 / A3 / D2); public and private open space; formation of new accesses and alterations to existing accesses; new road and pedestrian routes; energy centre; substations; associated car and cycle parking and associated works.”

1.9 A planning application has been submitted to the London Borough of Barnet (LBB) to seek approval for the Proposed Development.
Where is this happening?

1.10 The Site is located approximately 12 km to the north of central London in the Borough of Barnet.

1.11 The Site is located on The Ridgeway, in Mill Hill, which forms the southern boundary to the Site. Burtonhole Lane and residential uses lie to the east of the Site, residential and equestrian uses characterise the land to the west and a cricket club and open green space lie to the north of the Site.

1.12 The entirety of the Site is located within the Green Belt and the surrounding land is mainly agricultural. There are no Listed Buildings on Site; however, the southern part of the Site is located within the Mill Hill Conservation Area.

What is located on the site at the moment?

1.13 The Site is approximately 19 hectares in area and comprises the National Institute for Medical Research (NIMR) and MRC Technology (MRCT) buildings within the southern part of the Site and associated fields and informal sports pitches located towards the northern extents of the Site. The term ‘Site’ refers to both the NIMR and MRCT developed areas and the adjacent northern fields.

1.14 The Medical Research Council (MRC) owns and occupies the NIMR and the Site is used by the MRC for research and development and incorporates some ancillary residential and office uses. The MRC has occupied the Site since the 1950s.

1.15 The southern part of the Site along The Ridgeway comprises of a number of buildings used by the MRC. The buildings are spread around this part of the Site and there is also considerable hard standing and associated car parking. The northern part of the Site is green open space. This is used for recreational purposes by the employees of the MRC. There is also a public footpath through this part of the Site.

1.16 The buildings on the Site range from 1 to 9 storeys and are dominated by the Main Building (the Cruciform Building) which was built in 1937 and has a distinctive copper-clad pitched roof. Other buildings on the Site have been built over the last 60 years in response to the changing requirements of the MRC.

1.17 The Site provides approximately 42,000 m² of accommodation for the MRC, comprising a range of laboratory/research facilities, offices, residential accommodation (for employees and visitors) and social facilities.

1.18 There are approximately 400-415 car parking spaces on the Site which are provided as a mixture of formally laid out surface car parks and ad hoc parking on areas of hardstanding within the southern part of the Site.

1.19 Figure 1 overleaf shows the Site context.
Why is this development being brought forward?

1.20 The Site currently comprises laboratories, offices and residential facilities associated with the National Institute for Medical Research (NIMR) and is due to be vacated in 2016, when the NIMR relocates to the new Francis Crick Institute at St Pancras.

1.21 A Planning Brief\(^1\), prepared by LBB and informed by public consultation, has been developed by LBB for the Site which provides the necessary framework to enable the Site to be brought forward for development. The Planning Brief was subject to a period of public consultation in January and February 2016, and was formally adopted by LBB in March 2016. The Brief establishes the principle of delivering a high quality residential-led mixed use development on the Site, and establishes key parameters and objectives to consider in determining the future of the Site. It also sets out the approach to key planning policies relevant to the Site’s redevelopment, including Green Belt and employment policy.

1.22 There is a significant opportunity to transform the Site into a residential-led, mixed use development that is sensitive to and enhances its surroundings and is planning policy compliant.

1.23 The Site has the potential to make an important contribution to the Borough, to provide essential new housing for the area and through complementary economic and employment benefits.

Who has been consulted?

1.24 The Proposed Development has been formulated following extensive consultation with a wide range of stakeholders, including the local public, the London Borough of Barnet (LBB), the Greater London Authority (GLA), Historic England, the Mill Hill Neighbourhood Forum, Mill Hill Residents Association, the Mill Hill Preservation Society (MHPS) and the London Wildlife Trust.

1.25 The evolution of the scheme has been influenced by the findings of public consultations held in April and May 2016. Further information on this process and the feedback gained is available in the Statement of Community Involvement (SCI) submitted in support of the planning application.

\(^1\) National Institute of Medical Research, Mill Hill - Planning Brief. March 2016. [www.barnet.gov.uk](http://www.barnet.gov.uk)
2 The Proposed Development

What will the redevelopment process involve?

2.1 The Proposed Development will involve demolition of all existing buildings on site and construction of 462 new residential units and approximately 2,000 m² of commercial floorspace. The Main Building will be demolished then rebuilt (excluding the lower wings) to replicate the existing building and will be constructed in the final phase of the project.

2.2 Broadly, the ‘Proposed Development’ will involve:

- Demolition of existing buildings;
- Site clearance and enabling works;
- Earthworks, levelling and ground compaction;
- Excavation of basements;
- Laying foundations;
- Building of the new structures;
- External works and hard and soft landscaping; and
- Internal fit out of the main structures.

2.3 Machinery used during redevelopment will consist of standard demolition and construction plant, and will include plant items such as: excavators, concrete crushing plant, mobile cranes, compacting and vibrating mechanical plant, wheel washing and road sweeping equipment.

2.4 The Site will be secured and surrounded with hoardings to ensure public safety and mitigate adverse environmental effects during construction.

How long will it take?

2.5 The demolition and construction programme is anticipated to span a 5 year period. The exact sequence will be determined at a later date and will be subject to agreement with contractors as the time of their appointment. A Construction Environmental Management Plan (CEMP) will be prepared for the demolition and construction phases of development, and will be submitted to LBB for approval prior to works commencing.

2.6 Table 1 below overleaf the main phases, and when they are expected to occur.
Table 1: Indicative Phasing Programme

<table>
<thead>
<tr>
<th>Activity</th>
<th>Approximate Timescales</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enabling Works</td>
<td>June 2017 – March 2018</td>
</tr>
<tr>
<td>Demolition Phase</td>
<td>July 2017 – May 2018</td>
</tr>
<tr>
<td>Construction Phase 1 – 103 units</td>
<td>September 2017 – May 2019</td>
</tr>
<tr>
<td>Construction Phase 1A – 101 units</td>
<td>April 2018 - December 2019</td>
</tr>
<tr>
<td>Construction Phase 2 – 61 units</td>
<td>January 2019 - June 2020</td>
</tr>
<tr>
<td>Construction Phase 3 – 60 units</td>
<td>June 2019 - May 2021</td>
</tr>
<tr>
<td>Construction Phase 4 – 84 units</td>
<td>March 2020 - Dec 2021</td>
</tr>
<tr>
<td>Construction Phase 5 – 53 units</td>
<td>November 20 to June 22</td>
</tr>
<tr>
<td>First Completions</td>
<td>November 2018</td>
</tr>
<tr>
<td>Development Complete</td>
<td>June 2022</td>
</tr>
</tbody>
</table>

2.7 Construction of the Proposed Development will be phased, meaning that aspects of the development will be able to be used whilst construction works are ongoing.

2.8 The first phase of homes is likely to be available during late 2018 and it is anticipated that the Proposed Development will open fully in 2022.

When will the development activity take place?

2.9 The proposed working hours are:

- Monday to Friday, 8am to 6pm;
- Saturday, 8am to 1pm; and
- No working on Sundays, during Bank Holidays or Public Holidays.

2.10 Occasional activities, abnormal deliveries or inspection of equipment could take place outside of these hours, for example, during the night. If this type of activity is required, permission would be sought from the Local Authority.

What will it look like afterwards?

2.11 The Proposed Development will involve the demolition of existing buildings on-site and the construction of new buildings for residential flats and houses and complementary commercial uses, broadly within the footprint of the existing development extents.

2.12 The masterplan is shown on Figure 2 overleaf and comprises 462 residential units (including apartments and houses), a concierge facility, residents’ fitness suite, offices, café, new road network, secure basement and street level car parking, and an energy centre.
Figure 2 – The Proposed Development
2.13 The Main Building, Block A, will be 9 storeys in height, which is the same as the existing Cruciform building. The existing Cruciform Building will be demolished, and the Main Building will be constructed as a replica of the existing building. In this context, there will be no increase in the maximum building heights at the Site.

2.14 The Proposed Development includes a wide range of unit types (1-5 bedrooms) intended to cater for a range of future occupants, and the Site will be comprehensively landscaped with a considerable amount of open space (c. 15 hectares) provided within the Site.

2.15 The houses (H blocks) are three storey and split-level designs to reflect the steep site gradients.

2.16 The new apartment buildings (Blocks B, C, D, E, F, G, H, J, and K) vary between three and six storeys and all have brick facades and flat roofs.

2.17 Car parking will be provided for residents within basements and supplemented by surface level parking.

2.18 The energy centre will be located in the basement of Block E.

2.19 New access points will be provided into the Site from The Ridgeway, with emergency access only from Burtonhole Lane.

2.20 A number of existing trees will be removed to facilitate the new buildings and internal road layouts. Significant new planting and landscaping will be provided, enhancing biodiversity benefits at the Site with the creation of varying habitat types, the introduction of more flowering plant species, and increased tree diversity.

2.21 Increased pedestrian and cycle access will be facilitated and promoted throughout the development; incorporating a Trim Trail with a strategic network of inter-linking play spaces.

2.22 The Proposed Development is in accordance with adopted Planning Brief for the Site which was prepared by LBB and established the principle of delivering residential-led mixed use development on the Site.
3 Alternative Options

3.1 The EIA Regulations require the ES to identify the main alternatives that were considered during the design process.

3.2 The Proposed Development has been influenced by a variety of stakeholders, including planning officers at LBB, the GLA, statutory consultees and the public, as part of an iterative design process which has led to the final design. Detailed consultation with the public has been undertaken, alongside pre-application discussions with LBB, which have influenced the evolution of the Proposed Development.

3.3 The wider project team has also played an important part in influencing the design of the Proposed Development to ensure that likely significant environmental effects are avoided or mitigated. The resulting scheme, the Proposed Development, is described in further detail in Section 2, ‘The Proposed Development’.

3.4 A Planning Brief has been prepared for the Site which provides the necessary framework to enable the Site to be brought forward for development and sets out the key parameters to consider in determining the future of the Site reflecting existing policies, the Green Belt and Conservation Area, and its existing role as a major source of employment. It also considers the opportunities that the Site provides for the delivery of housing and new employment space that supports the needs of modern businesses.

3.5 Re-use and redevelopment of the Site presents a means to deliver these opportunities and the objectives of the Planning Brief.

3.6 The Site currently comprises laboratories, offices and residential facilities associated with the National Institute for Medical Research (NIMR) and is due to be vacated in 2016, when the NIMR relocates to the new Francis Crick Institute at St Pancras, Central London.

3.7 The Planning Brief identifies that there is a significant opportunity to transform the Site into a residential-led, mixed use development that is sensitive to and enhances its surroundings and is planning policy compliant.

3.8 The Site has the potential to make an important contribution to the Borough, to provide essential new housing for the area and through complementary economic and employment benefits.

3.9 A number of alternatives have been considered in relation to the Site and Proposed Development. These include no action (the ‘Do Nothing’ scenario), alternative sites, alternative uses, and alternative layouts and designs.

3.10 The ‘Do Nothing’ scenario has been discounted as the Site will become vacant due to the relocation of the NIMR, thus providing an opportunity for the Site to make an important contribution to the Borough, through the provision of essential new housing for the area and complementary economic and employment benefits.

3.11 It is not considered appropriate to consider alternative sites for the Proposed Development, as the NIMR site is due to be vacated in 2016 when the NIMR relocates to the new Francis Crick Institute at St Pancras. Therefore, there has been no consideration of alternative sites for the Proposed Development.

3.12 The proposed uses for the Site have been influenced by the adopted Planning Brief which established the principle of a residential-led mixed use development on the Site. As such, the main uses for the Site have been driven by those outlined within the Planning Brief and, in this instance; the consideration of alternative uses was not considered to be appropriate.

3.13 Alternative layouts and designs have been considered throughout the design process and have been informed by consultation with stakeholders and the public, and by the Project Team. In summary, the main alternative designs and layouts considered relate to:

- Commercial uses and occupiers;
- Redevelopment options for the Main Building;
- Access arrangements;
- Massing and layout of the structures; and
- Presence of ‘Category A’ trees.

3.14 Considerations around alternative layouts and designs reflected upon a number of options; however the Proposed Development is considered to represent the most appropriate design in respect of the various considerations influencing the design.

3.15 The design, layout and mix of uses for the Proposed Development have been influenced by a number of factors, including the following:

**Existing environmental constraints:**

- The Site is located within the Green Belt and is, therefore, protected from development which leads to a greater impact on openness of the Green Belt compared to the existing situation;
- The southern part of the Site is located within the Mill Hill Conservation Area; therefore the development has been designed to enhance the Conservation Area and adjoining residential amenity;
- The steep topography of the Site has presented opportunities and challenges. It has led to the creation of a terraced effect to the design, enabling buildings to nestle within the existing and enhanced landscaping, but has also presented challenges in achieving modern highway standards for the internal road layout, whilst keeping earthworks and impact on trees to a minimum; and
- Existing Category A trees on site have been retained where possible, and where not possible, replacement and enhanced landscaping have been designed to mitigate for any adverse impacts on the existing tree stock.

**LBB’s Planning Brief:**

- The design has responded to requirements of the Brief, namely the provision of new open space and sport and recreation facilities, improved accessibility into and through the Site, ensuring the development nestles within the existing and enhanced landscaping to reduce the impact on the openness of the Green Belt, and locating the non-residential uses in the higher density heart of the development within the lower levels of the buildings to create active frontages;
- The layout of the development has been influenced by the Brief in terms of the requirement to improve, retain, re-use or rebuild the main Cruciform (Main) Building, and to concentrate the development within previously developed land within the southern part of the Site, as not to cause a greater impact on the openness of the Green Belt; and
- The main uses for the Site have been driven by those outlined within the Planning Brief, which are employment (B1a Offices or B1b Research and Development), Residential (C3) and small scale retail (A1 shops or A3 restaurant and café).

3.16 In summary, the Proposed Development masterplan has been influenced by and is in accordance with the objectives, opportunities and criteria within LBB’s Planning Brief. The Proposed Development has responded directly to the relevant planning policy context and, on this basis, receives strategic support.
4 Environmental Impact Assessment

What is an EIA?

4.1 The Environmental Impact Assessment (EIA) process is the mechanism by which development proposals are appraised in terms of environmental criteria, in addition to socio-economic, engineering and technical considerations.

4.2 The purpose of the EIA is to establish the nature of development proposals, and the environment in which they are likely to take place, in order to identify likely significant effects on the environment that may arise.

4.3 Both the short-term and long-term effects of development, including temporary and permanent impacts, are considered. This is done by comparing the existing situation at the start of the work (baseline) with the projected situation during and after the Proposed Development.

4.4 EIA is required pursuant to the EIA Regulations, because the Site area (19 ha) and Proposed Development exceeds the 1 ha area and 150 residential unit screening thresholds outlined in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended in 2015). The EIA has been carried out in accordance with the requirements of the EIA Regulations, and in line with best practice guidance.

4.5 This non-technical summary forms an important part of the EIA process. Please refer to Section 1 ‘Introduction’ for more detail on the non-technical summary.

What environmental effects does the EIA consider?

4.6 An EIA should consider all likely significant environmental effects resulting from the Proposed Development. These are identified through ‘scoping’ of the effects, the purpose of which is to narrow the focus of the EIA to what is considered to be significant.

4.7 An EIA scoping exercise was undertaken by the project team to identify the likely significant effects on the environment, and therefore the scope of the assessment. In addition, a formal request for a Scoping Opinion was issued to LBB in February 2016 to seek their opinion and approval of the proposed scope of the EIA.

4.8 At the time of submission, in June 2016, the council’s formal Scoping Opinion had not been received. However, a number of queries and clarifications were issued by LBB to the project team in response to the Scoping Request which have been considered and responded to in the ES.

4.9 The scope of the EIA has therefore been developed through formal and informal consultation with statutory and non-statutory consultees. Chapter 2 of the ES, EIA Methodology, discusses the scoping exercise in more detail.

4.10 Table 2 overleaf illustrates the organisations which should be consulted as part of the formal scoping process.
Table 2: List of Statutory Consultees

<table>
<thead>
<tr>
<th>Consultees</th>
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</thead>
<tbody>
<tr>
<td>London Borough of Barnet</td>
</tr>
<tr>
<td>Historic England</td>
</tr>
<tr>
<td>Natural England</td>
</tr>
<tr>
<td>Transport for London</td>
</tr>
<tr>
<td>Environment Agency</td>
</tr>
<tr>
<td>Thames Water</td>
</tr>
</tbody>
</table>

4.11 The following topics were identified as being likely to experience likely significant effects:

- Socio-economics;
- Traffic and Transportation;
- Air Quality;
- Noise and Vibration;
- Ecology and Nature Conservation;
- Water Resources, Flood Risk and Drainage;
- Arboriculture;

4.12 The following topics were agreed to not be included in the assessment, as they were identified as not likely to have significant environmental effects and have therefore been ‘scoped out’ of the EIA:

- Archaeology;
- Wind Microclimate;
- Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare;
- Odour;
- Ground Conditions and Contamination;
- Agriculture; and
- Electronic Interference – TV, Radio and Telecommunications.

4.13 In addition to the effects resulting from the Proposed Development, other developments within the wider area have been considered. This is to account for any cumulation between effects resulting from the demolition and from these surrounding developments. The Applicant has sought to agree nearby schemes for the cumulative assessment with LBB via the scoping process, although no formal scoping response has been received from LBB to date. The following scheme has been considered:

- Millbrook Park (redevelopment of the former Inglis Barracks)
How will environmental effects be managed?

4.14 Environmental controls (or mitigation measures) will be introduced to eliminate, reduce or offset likely significant adverse environmental effects resulting from the Proposed Development. Mitigation measures are described in greater detail in the individual technical ES chapters (6 to 12), and summarised in Chapter 13 of the ES, Mitigation Measures.

4.15 The environmental controls proposed include:

- Preparation of a Construction Environmental Management Plan (CEMP) which clearly sets out the methods of managing environmental issues for all involved with the Proposed Development, including supply chain management.
- Requirement to comply with the CEMP included as part of the contract conditions for each element of the work. All contractors tendering for work will be required to demonstrate that their proposals can comply with the content of the CEMP and any conditions or obligations secured through the planning permission;
- Establishing a dedicated point of contact and assigning responsibility to deal with demolition and construction related issues if they arise. This would be a named representative from the construction team; and
- Production of a regular newsletter to be circulated to the surrounding neighbours and authorities; and
- Regular dialogue and engagement with the Council and the local community to reduce construction impacts.

4.16 It is anticipated that these controls would be secured by appropriate planning conditions or obligations.

Who has been involved in the EIA process?

4.17 The EIA process has involved communication and collaboration between the Applicant, Deloitte Real Estate, LBB, the project team (shown in Table 3), statutory consultees (shown in Table 2) and the public.

4.18 Table 3 shows the project team and their roles.

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Expertise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barratt London Ltd</td>
<td>The Applicant</td>
</tr>
<tr>
<td>Hawkins Brown</td>
<td>Architects for masterplan and Blocks D, E, F, H (houses), J &amp; K</td>
</tr>
<tr>
<td>De Metz Forbes Knight</td>
<td>Architects for Blocks A, B &amp; C</td>
</tr>
<tr>
<td>Liz Lake Associates</td>
<td>Landscape Architects</td>
</tr>
<tr>
<td>Deloitte Real Estate</td>
<td>Town Planning, EIA Co-ordination, Socio-economics</td>
</tr>
<tr>
<td>Westbourne Communications</td>
<td>Public Relations and Communications Consultants</td>
</tr>
<tr>
<td>Brand Consulting</td>
<td>Structural and Civil Engineering</td>
</tr>
<tr>
<td>MLM Consulting</td>
<td>Mechanical and Electrical Engineers</td>
</tr>
</tbody>
</table>
What were the results of the EIA?

4.19 The following sections summarise the methodology used in determining the likely significant effects of the Proposed Development and summarise the outcomes of the EIA.

4.20 This section is organised into technical subjects. Greater detail can be found in the relevant chapters of the Environmental Statement (6 to 12) and their technical appendices.

4.21 The technical topics are those elements of the environment considered likely to experience significant effects and therefore assessed in the EIA.

4.22 With regard to the assessment for each topic, the subsequent sections discuss:

- Methodology and scope;
- Baseline conditions;
- Likely significant effects of the Proposed Development;
- Mitigation;
- Cumulative effects with other developments;
- Likely ‘residual’ effects following mitigation.

4.23 A summary of proposed mitigation measures is also included in Chapter 13 of the ES.

Significance of Effects

4.24 The likely effects of the Proposed Development have been classified according to their significance.

4.25 Significance is determined as a function of both the scale (magnitude) of change from the existing (baseline) environment and the sensitivity of environmental receptors, such as population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the
inter-relationship between these factors. Chapter 2 of the ES, EIA Methodology, describes this process in greater detail.

4.26 This serves as a useful guide for specialists to assess effect significance. Where discipline-specific methodology has been applied that differs from these generic criteria, this has been clearly explained within the relevant ES chapters (6 to 12).

4.27 Table 4 illustrates how most significance ratings were determined.

Table 4: Significance of Effect Ratings

<table>
<thead>
<tr>
<th>Magnitude</th>
<th>Sensitivity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>High</td>
</tr>
<tr>
<td>Major</td>
<td>Major Adverse / Beneficial</td>
</tr>
<tr>
<td>Moderate</td>
<td>Major - Moderate Adverse / Beneficial</td>
</tr>
<tr>
<td>Minor</td>
<td>Moderate - Minor Adverse / Beneficial</td>
</tr>
<tr>
<td>Negligible</td>
<td>Negligible</td>
</tr>
</tbody>
</table>
5 Socio-Economic Effects

5.1 A socio-economic assessment has been conducted on the likely significant effects of the Proposed Development with respect to the following issues:

- Population (during the operational phase);
- Housing (during the operational phase);
- Employment (during construction and operational phases);
- Local Expenditure (during construction and operational phases);
- Healthcare Facilities (during the operational phase);
- Education (during the operational phase); and
- Open Space, Recreation and Amenity (during the operational phase).

5.2 The assessment considered the impacts of the Proposed Development during the demolition and construction and the operational phases to ascertain any requirement or opportunities for incorporating mitigation measures.

5.3 A construction phase assessment for population, housing, healthcare, education, and open space, recreation and amenity was scoped out as workers are not likely to be housed either on-site or nearby during this stage of the Proposed Development, and therefore will not result in a permanent addition to the local population. Crime has been scoped out of the assessment because baseline data indicates that crime is relatively low within the area and it is considered that the Proposed Development is not likely to give rise to significant effects, either positive or negative, on crime.

5.4 Published statistics and information in the public domain have been collected to establish the baseline conditions. The assessment has been carried out using a combination of quantitative methods, published formulae and qualitative approaches based on industry best practice, guidance, professional judgement and experience of other major mixed use development projects.

5.5 Where appropriate, the assessments have considered the ‘worst case scenario’ to ensure a robust assessment of the Proposed Development.

5.6 During the construction phase, approximately 435 full time equivalent (FTE) jobs would be created on site, resulting in a temporary, major beneficial effect on the local employment market, and would represent a 5% increase in employment in the Mill Hill ward. Total job creation would amount to more than this figure, when taking indirect job creation into account from increased demand within the supply chain.

5.7 Local expenditure would also increase during the construction phase, due to the presence of construction workers making use of local facilities during lunchbreaks for example. This would result in temporary, moderate beneficial effects on the economy in the immediate vicinity of the Site.

5.8 On completion of the Proposed Development, once the 462 residential units are occupied and in use, there would be a permanent increase in population of approximately 1,201 people at the Site. The additional population will increase expenditure in the local area and rejuvenate a prominent Site which will soon be
vacant due to a relocation of the current uses to Central London. The effects on population are expected to be permanent and minor beneficial.

5.9 The provision of 462 residential units at the Site will bolster local housing provision and will deliver a high quality of design and a range of housing sizes and types, providing a large number of new, high-quality residential units. It would also make a significant contribution to local housing targets. The effect of the Proposed Development on housing is considered to be a permanent, moderate beneficial to both Mill Hill and Barnet.

5.10 The provision of new café, office, and leisure uses would result in job creation as a direct result of the Proposed Development. It is anticipated that the operational Proposed Development would generate approximately 93 direct FTE jobs at the Site, with the additional indirect jobs in the supply chain amounting to approximately 27 FTE jobs in addition to this. This is considered to result in a permanent, moderate beneficial effect on the local economy.

5.11 Local retail expenditure is anticipated to increase due to spending by future residents and employees of the Proposed Development, both on-site within the café and leisure facilities and also in local shops, cafes and restaurants nearby. Effects on local expenditure are considered to be of major beneficial significance to the local economy and permanent in nature.

5.12 The effect of the Proposed Development on the capacity of primary healthcare facilities in the vicinity of the Site is likely to be moderate adverse. There are 20 GP surgeries and five dental surgeries located within the 2 miles of the Site who are accepting new NHS patients. Although capacity date is not available for these facilities, it is estimated that each GP surgery would need to take 60 new patients, and each dentist 240 new patients, in order to absorb the additional population of 1,201 people residing at the Site. The Applicant intends to provide financial contributions to the Local Authority in order to mitigate these adverse effects of the Proposed Development on healthcare facilities.

5.13 It is estimated that 295 children might be expected to reside within the Proposed Development, of which 225 would be aged 0-9 and 70 aged 10-18. The baseline data indicates that surplus capacity currently exists within local educational institutions of approximately 528 spaces available at primary level, and 1,246 spaces at secondary level. The Proposed Development is considered to have a negligible effect on local education provision.

5.14 The Proposed Development will provide a range of open space and recreational space which will improve the amenity of the Site and introduce publically accessible amenity areas for both future residents of the Site and local residents within the wider area. With regard to the open space requirements set out in the Barnet Planning Obligations SPD (2013), the play space requirements will be exceeded through the proposed provision. The effects of the Proposed Development on open space at the local scale are therefore considered to be of moderate beneficial significance and permanent in nature.
6 Traffic and Transportation

6.1 The Traffic and Transportation chapter of the ES assesses the potential transport related environmental effects associated with the demolition, construction and operational phases of the Proposed Development with respect to established criteria, as required by published guidance.

6.2 In order to establish the baseline situation, traffic data has been gathered for the agreed study area comprising: the existing site access junctions with The Ridgeway and Burtonhole Lane; the junctions of Burtonhole Lane/The Ridgeway; the Milespit Hill/The Ridgeway junction; and the Partingdale Lane/The Ridgeway junction. This included: weekday 12-hour (07:00-19:00) classified turning counts at the site accesses and Burtonhole Lane junctions undertaken in July 2015; weekday 12-hour classified turning counts at the Milespit Hill and Partingdale Lane junctions in February 2016; and automatic traffic counts (ATCs) installed on Mill Hill for a 3-week period in February 2016 which collected flow and speed data for each hour, 24 hours per day. All surveys were undertaken within school term time.

6.3 The non-car access to the Site was considered and determined that there are existing opportunities for travel on foot, by cycle and using public transport within close proximity to the Site and linking the Site to key facilities, whilst an assessment of road safety was also undertaken, for a study area that was agreed with LBB, the data indicates that there is no significant existing safety concern locally.

6.4 Extensive consultation on the Proposed Development has taken place with LBB to determine the extent of study area for the assessment and to establish the parameters of the study. This involved preparing a comprehensive Transport Scoping Note that has been used to prepare the Transport Assessment, and has been agreed with LBB. In addition, a number of consultation events have taken place with local groups and organisations, including the Mill Hill Preservation Society, Mill Hill Residents Association, Burtonhole Lane Residents’ Association, school and with local residents and other key stakeholders during a public consultation event held in the vicinity of the site in April 2016.

6.5 A future assessment year of 2023 has been considered, which represents 7 years from the submission of the planning application and also a period when the Proposed Development is expected to be built out and fully occupied. This future assessment year, methodology for determining traffic generation of the proposals and the methodology for determining future background traffic, has been agreed with LBB following pre-application discussions. The increase in traffic at junctions in the vicinity was reviewed to determine whether a significant increase would arise and associated junction capacity modelling undertaken; the results of the modelling indicate a negligible effect as a result of the Proposed Development. These results were used to determine the effect of the Proposed Development in terms of the following:

- Severance;
- Driver Stress and Delay;
- Pedestrian/Cyclist Amenity and Delay;
- Fear and Intimidation; and
- Accidents and Highway Safety.

6.6 The Proposed Development is expected to have a temporary minor adverse effect during the construction phase, with proposed mitigation measures (including mitigation measures integrated into the design and the
provision of a Construction Transport Management Plan) expected to result in a residual temporary negligible effect.

6.7 At the operational phase of the Proposed Development, changes in traffic movements are anticipated to result in a permanent negligible effect on accidents and safety on links within the vicinity of the Site. This is anticipated to result in a minor beneficial effect following implementation of the proposed mitigation measures, including pedestrian infrastructure improvements and implementation of Site Travel Plans.

6.8 At the operational phase of the Proposed Development, changes in traffic movements are anticipated to result in a permanent negligible effect on the pedestrian and cyclist amenity, as well as on fear and intimidation. These are anticipated to improve following the implementation of mitigation measures incorporated into the design of the scheme and result in a minor beneficial effect.

6.9 Lastly, the changes in traffic movements as a result of the operational phase of the Proposed Development are anticipated to result in permanent negligible effect on severance; driver stress and delay, pedestrian and cyclist delay, pedestrian amenity as well as cyclist amenity, fear and intimidation and accidents and safety across the remaining links within the area. These are anticipated to improve following the implementation of mitigation measures incorporated into the design of the scheme and result in a minor beneficial effect.
7 Air Quality

7.1 An assessment of potential impacts on air quality has been undertaken for the Proposed Development. The likely significant effects resulting from the demolition of existing buildings and construction and operation of the Proposed Development have been assessed in accordance with the relevant guidance.

7.2 The likely significant effects of the demolition of the existing buildings and the construction and operation of the Proposed Development on the environment with respect to air quality have been predicted. The key issues considered are as follows:

- the potential impact of traffic and energy centre emissions due to the Proposed Development at existing and proposed receptors located adjacent to the modelled road network;
- the introduction of new exposure adjacent to the B552 Ridgeway; and
- the potential impact on local air quality from construction activities at the Site.
7.3 The Proposed Development is located within an Air Quality Management Area (AQMA). However, background concentrations in the vicinity of the Proposed Development are well below the relevant air quality objectives.

7.4 A qualitative assessment of the potential effects from construction activities has been undertaken using the latest guidance issued by the Greater London Authority in July 2014. Some degree of dust impact may occur at neighbouring receptors during construction. However, with mitigation, including best practice measures to manage construction machinery and activities on site, the significance of effects from demolition, earthworks, construction and track out activities is considered minor-negligible (not significant).

7.5 The air quality assessment has considered changes in traffic levels along the local road network as a result of the Proposed Development. Nitrogen oxides (NOX) and particulate matter (PM10) have been modelled for the assessment using the most recent version of ADMS-Roads. Predicted concentrations have been compared against local monitoring data in order to verify the model output. Changes in air quality impacts at existing receptors as a result of the proposed Energy Centre and changes to traffic flows have been assigned impact descriptors based on the most recent Environmental Protection UK and the Institute of Air Quality Management (IAQM) air quality planning guidance.

7.6 The change in predicted PM10 and Nitrogen Dioxide (NO2) concentrations at existing receptors in 2023 following completion of the Proposed Development is considered negligible (not significant) in terms of effect. As such, no mitigation is considered necessary.

7.7 The assessment has also considered the cumulative impacts from the proposed and committed developments in the area. The change in predicted PM10 and NO2 concentrations at existing receptors in 2023 following completion of the proposed and committed developments is considered negligible (not significant) in terms of effect. As such, no mitigation is considered necessary.

7.8 The assessment has also modelled the effect of the proposed energy centre. The effects are not considered significant and no mitigation is considered necessary. The predicted PM10 and NO2 concentrations at the proposed receptors are below the relevant objectives.
8 Noise and Vibration

8.1 An assessment of the likely significant effects of the Proposed Development on the Site and surrounding area in respect of noise and vibration has been undertaken.

8.2 The noise and vibration assessment has considered the potential effects associated with the Proposed Development, specifically in relation to demolition and construction activities as well as the operation of the completed development.

8.3 In order to establish baseline conditions, a noise and vibration monitoring survey was designed, and verified by the Local Authority.

8.4 The monitoring survey comprised extended noise surveys in four locations across the Site, shortened measurements at three locations, and a single location for vibration monitoring.

8.5 The locations used during the monitoring survey are shown in Figure 3 below.

Figure 3: Locations covered by noise and vibration monitoring survey
8.6 Based on the findings of the surveys and using the guidance of relevant local and regional policy, and British and international standards, significance criteria were established to assess the effects of different elements of the Proposed Development.

8.7 Based on predicted levels of impact and the feasibility in each case, mitigation measures have been proposed for the Proposed Development including the following:

- Adoption of a Construction Environmental Management Plan (CEMP) to minimise the effect of construction noise;
- Restricting HGV access to a point on The Ridgeway to minimise the effect of construction traffic noise;
- Careful design of plant installations and gymnasium to limit breakout of noise to noise sensitive receptors; and
- Design of site layout and development facades to limit break in of noise from existing noise sources.

8.8 With mitigation measures as proposed above, the residual effects of the construction and operation phases of the Proposed Development are expected to be negligible to moderate adverse during demolition and construction activities in terms of construction noise, and negligible to minor adverse in terms of vibration effects and construction traffic. During operation, residual effects are predicted to be negligible for commercial elements, plant installations and road traffic flows.
9 The Water Environment

9.1 An assessment has been made of the likely significant effects of the Proposed Development on the Site and surrounding area in respect of the drainage, flood risk and the wider water environment. A Flood Risk Assessment (FRA) has also been undertaken which assesses the risk of flooding from fluvial, tidal, groundwater, artificial, rainfall, and surface water sources.

9.2 The assessment has considered the baseline conditions, potential impact of the Proposed Development, mitigation and residual impacts for the water environment, covering river, groundwater and surface water flood risk and water quality.

9.3 A review of the current hydrological conditions found within the Site boundary and immediate environs has been carried out to determine pertinent flood risk issues and constraints posed at the Site. This includes both desk top and field studies in addition to consultation with the Local Authority, Drainage Authority and Environment Agency (EA).

9.4 The assessment of the water environment has been undertaken by identifying potential surface water and groundwater receptors within 1km of the Site. These receptors include surface water run of regime, surface water quality, water supply, riverine flows, geomorphology, groundwater flows and groundwater quality, which are, pertinent in the context of flood risk and drainage.

9.5 The receptors scoped for assessment are:

- The Folly Brook watercourse;
- Shallow and deep groundwater;
- Upstream water supplies;
- Thames Water Utilities Ltd. Sewage Infrastructure; and
- Downstream Sewage Treatment Works.

9.6 The Site falls within the Dollis Brook and Upper Brent sub-catchment of the Thames River District which is characterised by good water quality. There are a number of ditches located within and in close vicinity of the Site. The Folly Brook falls within the northern site boundary and becomes a main river approximately 2km to the east of the Site.

9.7 Water supply to the Site is provided by Affinity Water via a main within The Ridgeway. Thames Water are responsible for the existing site drainage infrastructure, which comprises foul and surface water sewers within The Ridgeway, Burtonhole Lane and the Site itself.

9.8 The Site is within Environment Agency (EA) Flood Zone 1; meaning that the Site is at very low risk of flooding from fluvial sources (less than 1 in 1000-year). However, due to the steep gradients on-site, areas at lower elevation to the northeast, north and northwest are shown to be at risk of surface water flooding in the EA Surface water Flood Map. No evidence of historic flooding has been identified at the Site.

9.9 Using established benchmarks and best practice guidance, the assessment has used bespoke receptor sensitivity principles and criteria used to assess magnitude of change, which has enabled a significance of
effect to be determined for both construction and operational phases. Potential effects include any changes (temporary or permanent) to flows, quality and quantity of identified surface and groundwater receptors, with the significance of effect determined by the sensitivity of the baseline receptor.

9.10 The assessment has identified the following potential effects on the water environment during the construction phase:

- Moderate to minor adverse effects on the Folly Brook and sewerage infrastructure from suspended sediment and concrete and cement products;
- Major adverse effects on the Folly Brook and sewerage infrastructure from oils and hydrocarbons;
- Minor adverse effects on shallow and deep groundwater;
- Minor adverse effects on water infrastructure and upstream water supplies from increased water supply and demand; and
- Moderate to minor adverse effects on the Folly Brook, sewerage infrastructure and downstream sewage treatment works from wastewater.

9.11 The assessment has identified the following potential effects on the water environment during the operational phase:

- Moderate to minor adverse effects on the Folly Brook and sewerage infrastructure from pollution from site users;
- Moderate to minor beneficial effects on the Folly Brook, sewerage infrastructure and shallow groundwater from flood risk and surface water run-off;
- Moderate to minor adverse effects on water infrastructure and upstream water supplies from increased water supply and demand;
- Moderate to minor adverse effects on sewerage infrastructure and downstream sewage treatment works from wastewater; and
- Moderate to minor adverse effects on shallow and deep groundwater from contamination from in-situ materials.

9.12 A pre and post mitigation assessment of construction and operational effects relating to the water environment has been undertaken. Construction and operational effects comprise any changes to the baseline condition of the identified surface and groundwater receptors in terms of flows, quality and quantity. Mitigation measures are detailed accordingly and reference is made to the FRA for the site and proposed drainage strategy.

9.13 Many of the short-term impacts arising from the construction phase can be effectively mitigated by the utilisation of good construction techniques and practices implemented by a project Construction Environmental Management Plan (CEMP) and the use of appropriate measures outlined in the EA’s Pollution Prevention Guidance to prevent spillage of potentially polluting substances. These measures would be secured by planning condition.

9.14 The Proposed Development has been designed to mitigate the risk of flooding by attenuating surface water on Site using Sustainable Urban Drainage (SuDS) techniques and discharging surface water at greenfield rates to the on-site watercourse. Flood risk will not be increased as a result of the Proposed Development.

9.15 The surface water drainage strategy incorporates surface water treatment features including trapped gullies in the highway; filtration through permeable paving; filtration through brown roofs; and attenuation/conveyance through swales and a settlement pond.
9.16 Demand for clean water will be mitigated by the incorporation of water efficient and water saving fixtures and fittings and water meters to all properties within the Proposed Development, as part of its detailed design.

9.17 Building foundations and basements will be designed with suitable waterproofing strategy to protect them from water within the ground and contamination from in-situ materials. Methods of water-resisting construction include tanked protection; structurally integral protection; and drained protection.

9.18 It is considered that the Proposed Development does not pose a significant environmental risk to the local water environment and implementation of the mitigation measures discussed ensure any residual effects are kept as low as practicable (negligible to minor adverse during construction and minor adverse to minor beneficial during operation).
10 Ecology and Nature Conservation

10.1 The Site’s ecological interest has been investigated by Phase 1 surveys undertaken in 2013 by Thomson Ecology and 2015 and 2016 by Tyler Grange. In addition, an ecological data trawl has been undertaken with Greenspace Information for Greater London (GIGL). Detailed surveys were then undertaken for bats (tree assessment for bats, tree climbing on trees with bat roost potential, dawn surveys to track significant movement of bats back to a roost, bat activity transect surveys, static automated bat detectors) and presence/absence survey for reptiles.

10.2 The Site is not covered by any nature conservation designations. The Folly Brook and Darland’s Lake Nature Reserve Site of Importance for Nature Conservation (SINC) lies on the northern boundary of the Site. All nature conservation sites are sufficiently far from the Proposed Development so as to be unaffected.

10.3 In terms of habitats, the Site supports buildings and hardstanding, ephemeral short perennial, grassland (amenity, coarse and poor semi-improved), introduced shrub, woodland and trees, scrub and standing water. Value of the habitats ranges from negligible to local value.

10.4 No bat roosts have been identified in any of the buildings or trees (that will be affected by the Proposed Development). Activity surveys recorded a range of species, though activity levels are low across the Site and particularly around the existing built development.

10.5 No reptiles were recorded in the grassland, though anecdotal evidence has been received that grass snake are present just off-site.

10.6 The Proposed Development will mostly lie within the existing building extents and will draw back the northern edge of the current development. However, there will be a loss of some areas of habitat, with trees, scrub and grassland affected in some areas. The Proposed Development will create new areas of tree, shrub and grassland planting, along with green/brown roofs and wetland habitat around a new attenuation pond.

10.7 For the construction phase, impacts are mainly through direct loss of habitat and lighting impacts. For the operational phase of the Proposed Development, recreational impacts are the main concern and their effects on habitats and species. Impacts are assessed as between negligible and significant at a site level.

10.8 No cumulative impacts have been identified with other development in the area.

10.9 A construction environmental management plan (CEMP) is proposed to control impacts during the construction stage. A landscape and ecological management plan (LEMP) is proposed for managing the impacts of the completed development. These mitigation measures will be secured by planning conditions attached to the consented scheme.

10.10 Following new habitat creation and enhancement of existing habitats, commitments in the CEMP and LEMP, residual impacts on habitats and species are neutral to significant beneficial.
11 Arboriculture

11.1 A comprehensive assessment of the effects of the Proposed Development upon the tree stock within the Site has been carried out in accordance with the relevant best practice guidelines. This has reviewed the existing arboricultural baseline in accordance with industry standard procedures and assessed the effects on arboricultural quality and amenity.

11.2 The Proposed Development has been designed to avoid and/or limit significant impacts upon the tree stock where possible and the best trees on-site (Category A specimens) have been safeguarded during the emerging scheme design process. The Site boundary stock (besides the removal of a Category B mature Oak, G3a, and selected thinning of self-seeded understorey stock in relation to the south eastern Site boundary) have been retained. The arrangement of field boundary tree belts across the northern reaches of the Site will be retained as linear buffers.

11.3 Internal tree losses relate to the extent of required demolition works and proposed development density where internal road alignments, the placement of proposed units and associated level changes will result in tree removals. Where such tree loss is unavoidable, mitigation proposals have been developed to ensure that new planting is implemented and appropriate management regimes instigated to replace removed tree stock and to improve the long term condition of trees. Without the development the Site would likely be left unmanaged with the northern fields (G40) left to naturalise. Whilst the trees on-site are capable of self-perpetuation, it is unlikely that the condition of the existing trees would substantially improve without some active management.

11.4 The most significant effects of the Proposed Development upon the tree stock are the change in amenity in the short term during and immediately following the construction phase. This will alter the setting of built form on site and the visual context. A residual major effect is considered to be significant in EIA terms; however, whilst adverse effects do arise, they are not considered significant given the capacity for mitigation.

11.5 Tree management and protection measures will be implemented prior and during demolition or construction works on-site, in accordance with BS 5837:2012. Such measures would include on-going arboricultural site monitoring during the construction phase of the development and production of an Arboricultural Method Statement (AMS) to include the specification and alignment of robust tree protection fencing around tree Root Protection Areas (RPAs). These mitigation measures will be secured by planning conditions attached to the consented scheme.

11.6 The retention of many of the trees across the northern reaches of the Site and the associated buffer to development (with the developed footprint being limited to the southern existing developed areas of the Site) coupled with the extensive replacement planting as part of the Proposed Development will improve the amenity of the scheme in the long term. The creation of a strong landscape framework will reflect the current levels of tree cover experienced on site and the amenity effects of the Proposed Development upon the wider landscape are considered negligible once internal proposed tree cover has established.
12 Heritage, Townscape/Landscape and Visual Impact Assessment

12.1 A full assessment has been made of the likely effects of the Proposed Development on townscape and landscape character, built heritage assets, and local views. Structured, informed and reasoned professional judgement was used to take account of quantitative and qualitative factors. This is widely accepted as best practice and has been based on analysis of desk research and field assessment. It is recognised that the character of London is one of contrasts, of historic and modern buildings, and that modern buildings of high design-quality do not necessarily harm the character or settings of historic assets.

12.2 The townscape and visual impact assessment methodology is based on the Landscape Institute’s Guidelines for Landscape and Visual Impact Assessment, Third Edition (GLVIA3). The built heritage assessment methodology follows the guidelines set out in Historic England’s, The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning: 3. The assessment considers how the Proposed Development would affect the distinctive townscape character of the site and its context within the Mill Hill Conservation Area; this is considered within the Built Heritage Assessment. The assessment of visual impacts considers the composition and character of 27 representative local views agreed with LBB officers, using verified views prepared by visualisation firm AVR London. The Proposed Development has been designed through a process of pre-application consultation with stakeholders to respond positively, in scale and mass and architectural treatment, to the existing townscape of the Mill Hill Conservation Area, the landscape context of the Site, the settings of listed and locally listed buildings, and local views towards the Site. Potential negative effects have been considered throughout the design process, such that all have been mitigated by design though an iterative design evolution process.

12.3 The landscape assessment methodology was based on the GLVIA3 and the Landscape Institute Advice Note 01/11 (Photography and photomontage in landscape and visual assessment). The Visual Impact Assessment addresses the visual impact of the Proposed Development as perceived from public footpaths within the landscape to the north of the Site using seven landscape views. Photomontages are provided at a range of years to illustrate the life cycle of the Proposed Development, in line with current best practice.

Heritage Impact Assessment

12.4 Neither the demolition of the existing buildings within the conservation area, nor the demolition of and rebuilding of the Main Building and other buildings are considered to constitute harm. The Proposed Development, by replacing buildings which are negative features of the conservation area, and by providing a distinctive, high quality, contextually led scheme, would enhance the character and appearance of the Mill Hill Conservation Area. No harm has been identified to the settings of listed buildings considered within the assessment. Overall, the significance of the effect on the Mill Hill Conservation Area is major, beneficial.

Townscape Views Assessment

12.5 The Proposed Development would be embedded within the existing urban context of the Site and would preserve the Mill Hill skyline. Visual impacts would be greater where the view is close to the new buildings on the Site, where there is less landscape cover, and where longer views are possible. The new buildings would be of high quality design and materials conceived to relate to their specific contexts and would enhance
these views. The significance of the effect on views assessed ranges from minor to major and is beneficial or neutral and therefore no further mitigation measures would be required.

**Landscape Views Assessment**

12.6 The landscape views assessment notes changes to the visual arrangement and context of the Site, but recognises that the Proposed Development is consistent with the existing scale, pattern and urban grain. Mitigation, in the form of dense planting and defined development restrictions, has been incorporated into the design. The residual effect on views assessed is negligible.
13.1 The ES is available for public viewing online via LBL’s Planning Portal and during normal office hours at the following address:

Barnet Council
North London Business Park (NLBP)
Oakleigh Road South
London
N11 1NP

13.2 The ES may be purchased in volumes, the costs for which are set out below:

- Non-Technical Summary (NTS) - £15
- Volume 1: ES Main Text & Figures - £150
- Volume 2: ES Appendices - £150
- Volume 4: Transport Assessment - £150
- Full copy (Volumes 1, 2, 3 and 4 with NTS) of the ES on CD - £15

13.3 For copies of any of the above please contact the Environmental Advisory Team at Deloitte Real Estate:

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