**EIA Quality Mark Case Study**

**Brent Cross Cricklewood: EIA’s Value Post-Submission**

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**Key Issues:**
The Brent Cross Cricklewood (BXC) Regeneration Scheme is a large and complex urban regeneration project going through a lengthy multi-stage consenting process. The scale and nature of the Scheme has resulted in the identification of a wide range of environmental commitments to be implemented throughout its construction and operational stages. These predominately comprise measures identified through the EIA process, a significant proportion of which are captured within planning conditions attached to the outline planning permission.

Waterman has co-ordinated the EIA deliverables and provided wider environmental support in relation to the reserved matters applications and pre-commencement condition discharge for the northern phases of the Scheme (Phase 1A (North) and Phase 1B (North)) on behalf of our client, Hammerson Standard Life (HSL). The continued involvement of the EIA Team (including technical specialists) throughout the post-planning stage has facilitated the transfer of EIA information to key stakeholders such as the Client, the Project Managers and the Contractors. The EIA information has informed the preparation of technical reports associated with the discharge of a number of pre-commencement conditions and has also been used to assist in the procurement process for the Phase 1A (North) and Phase 1B (North) Contractors.

**Purpose of the project:**
BXC is identified as an Opportunity Area within the London Plan. The overall Vision is the creation of a new gateway for London and a vibrant urban area for Barnet. HSL are delivering Phase 1A (North) and Phase 1B (North) of the Scheme, predominantly to the north of the A406. The remaining phases of the Scheme, to the south of the A406, are being delivered by two other Development Partners: BXS LP, and Thameslink - London Borough of Barnet (LBB).

**Description of the project:**
The BXC Scheme comprises a new mixed-use town centre developed on both sides of the A406 North Circular Road along a new high street. The existing Brent Cross shopping centre will be integrated with new uses such as business, hotel and residential linked to a network of new streets and squares. It will deliver 7,500 new homes, new buildings for three local schools, new health facilities, parks and open spaces. More than £400 million will be invested in transport infrastructure, including new roads, increased capacity at key junctions and the creation of a new railway station on the Midland Mainline and Thameslink lines. Phase 1A (North) and Phase 1B (North) comprise significant highway infrastructure improvements, the expansion of the existing shopping centre and associated development including a new riverside park. The first outline application was submitted in 2008 and the Scheme is still going through planning and associated EIA processes, via the submission of reserved matters and other planning applications.
EIA Learning Outcomes

Lessons learnt:

- Since the first outline application was submitted in 2008, the BXC Scheme has been subject to a series of subsequent planning applications including a section 73 application for the entire Scheme and a series of Reserved Matters Applications (RMAs) submitted in relation to a number of sub-phases. Given the scale and nature of the BXC Scheme, this has resulted in the preparation of a comprehensive suite of EIA information incorporating a range of environmental commitments of relevance to both the construction and operational stages of the Scheme.

- Consistency and continuity of the EIA Team (both coordinators and technical specialists) as well as a close collaboration with the wider Project Team has been key to maintaining the EIA documentation in line with the evolution of the Phase 1A and Phase 1B (North) detailed design, and to making best use of the environmental information whilst preparing for the construction stages of the Scheme.

Lessons learnt continued:

- The EIA information, which has been regularly reviewed and updated as required at the key planning milestones (e.g. RMA submissions), has proved to be a valuable tool in informing the preparation of technical reports associated with the discharge of several pre-commencement conditions.

- One of the key tools facilitating the transition between the EIA pre-planning stage into the post-planning stage was the preparation of a schedule of all the mitigation measures committed to in the EIA documentation.

- The EIA Team also led the preparation of framework Construction Environmental Management Plans (CEMPs) which were included as part of the tender documents for the Phase 1A and 1B (North) construction works procurement process. This ensured that prospective bidders were aware of the key environmental issues and commitments from the outset.

- Whilst preparing the framework CEMPs, a conscious effort was made to facilitate the integration of the environmental commitments derived from the planning and EIA process with HSL’s wider sustainability commitments and targets.

- Maintaining the EIA team’s involvement through the post-planning stages of the northern development phases has enabled a smoother transition and transfer of key EIA information to the Contractors, who have a critical role in delivering the environmental commitments associated with the construction stage of Phase 1A and Phase 1B (North) of the Scheme.

Contact details

CASE STUDY NAME: Brent Cross Cricklewood:
EIA’s Value Post-Submission

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