

**Optimisation  
Developments Ltd.**



# **HILLINGDON CIRCUS**

## **Mixed Use Redevelopment**



# **Environmental Statement Non-Technical Summary**

**May 2012**



## Introduction and Purpose of this Non-Technical Summary

1. This summary presents the findings of an Environmental Impact Assessment (EIA) that has been undertaken on behalf of Optimisation Developments Ltd & Bride Hall Developments Ltd to construct a mixed use development of the Hillingdon Circus Site, referred to hereafter as the Site.
2. The main components of the Development comprise a foodstore, 107 residential apartments, an 82 bedroom hotel, a reconfigured commuter car park and car parking associated with each of the principal uses.
3. The Development will comprise two buildings. The main building will be occupied by the foodstore, with up to four floors of apartments above. The second building on the northern part of the Site will be a 6-storey hotel, with a restaurant/ bar at ground and first floor levels. The existing commuter car park will be retained and reconfigured to allow access from the existing roundabout off Freezeland Way and integrated with Development
4. The full EIA report, known as an Environmental Statement (ES) assesses the effects of the proposed Development and has been submitted with a planning application. The application is also accompanied by a detailed Planning Statement and Design and Access Statement which describe the proposals in the context of their surroundings and planning policy, together with other stand-alone reports required for planning purposes.

## *The Site and Surrounding Area*

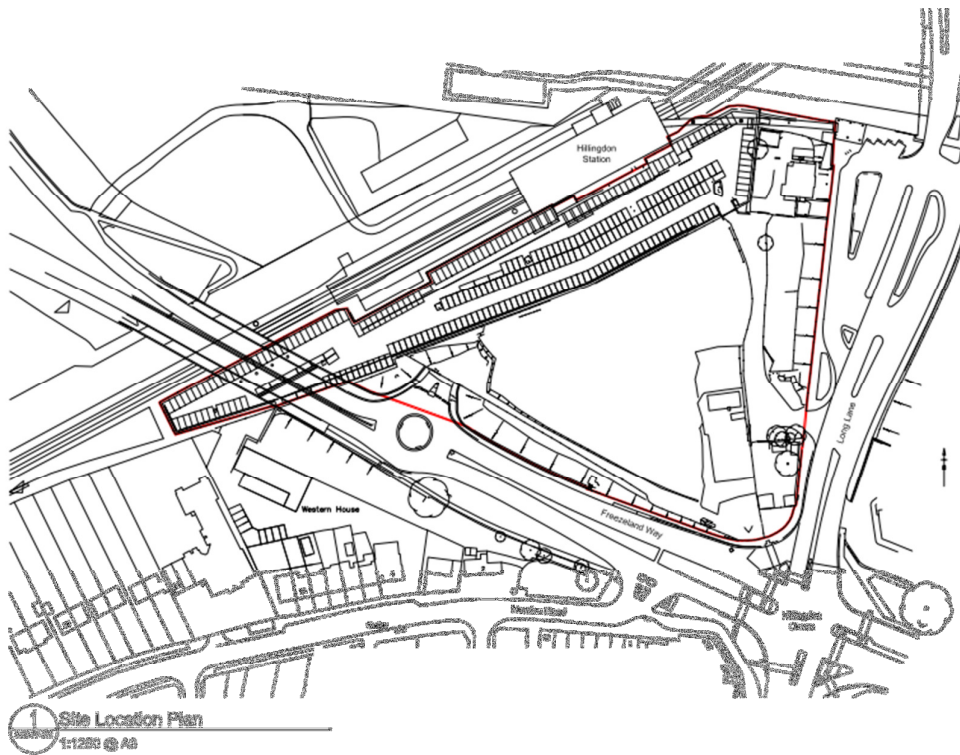
5. The Site is located to the west of Central London and to the east of the M25 within the London Borough of Hillingdon, approximately 2km northeast of Uxbridge town centre. The Site location is shown in Figure 1.





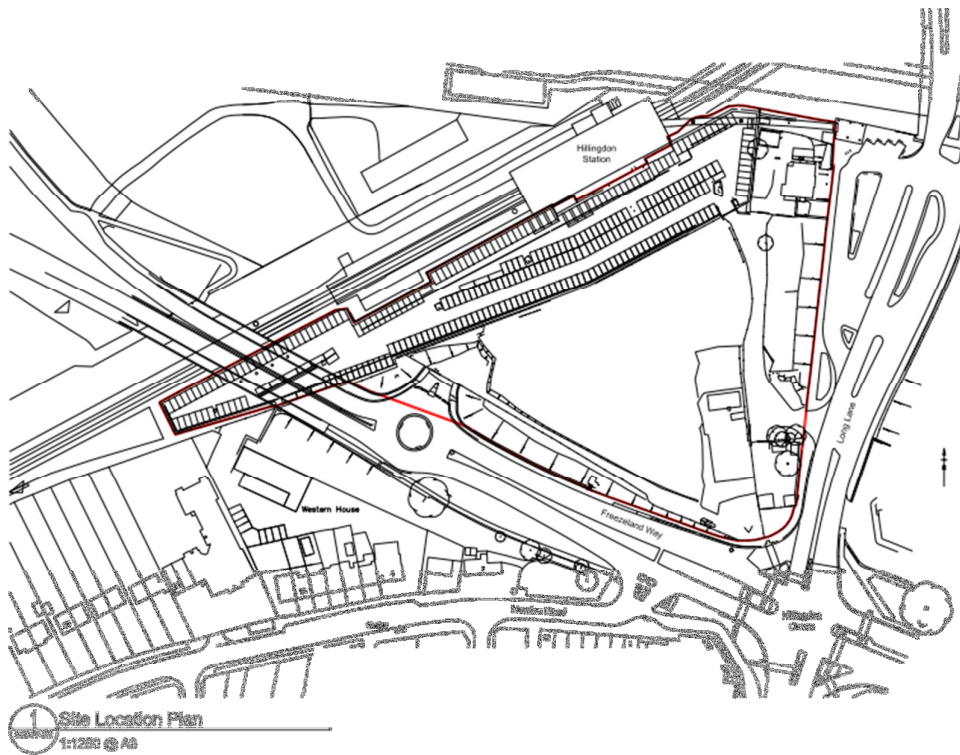
**Figure 1: Site Location**

6. The A40 (Western Avenue) runs along the north of the Site and Long Lane along the eastern edge. The Site is bounded by Hillingdon Underground Station (a locally Listed Building) and the railway line to the west, and Freezeland Way/Hillingdon Circus to the south/southeast.
7. The total Site area within the application boundary is 2.14 hectares (refer to Figure 2). The south eastern part of the Site has been vacant for a number of years, before which it was occupied by the Ruston Bucyrus crane works. The north eastern part of the Site includes the Swallow public house. A park and ride commuter car park operated on behalf of Transport for London (TfL) is located along the western part of the Site.



**Figure 2: Site Boundary**

8. Land uses immediately surrounding the site are commercial in nature establishing an urban character to the locality. Residential properties are located to the north and south of the site. The former Master Brewer Hotel lies opposite the Site, to the east. This adjacent site is currently subject to a planning application for a mixed use redevelopment (ref: 4266/APP/2011/2034 and 4266/APP/2011/035) to include a Tesco foodstore and associated car parking spaces. The undetermined application also proposes 53 residential units associated highways alterations and associated landscaping.
9. The potential cumulative effects of the proposed development with the Master Brewer Development, and a residential-led, mixed-use development known as the RAF Uxbridge scheme (ref: 585/APP/2009/2752), located approximately 1.5 km to the south-west of the Site, have also been assessed.



**Figure 2: Site Application Boundary**

## The Development Proposals

### Overview

10. For the purposes of the Environmental Impact Assessment, the redevelopment has been assessed to include the following elements (all areas are Net Internal Areas, except non-lettable space, such as opening space and landscaping, which is Gross Internal Area):

- A retail foodstore, including warehouse, staff area and plantroom (3,731m<sup>2</sup>);
- 107 residential apartments (6,640 m<sup>2</sup>);
- Hotel (82 room) (1,629m<sup>2</sup>);
- Restaurant/ Pub(678m<sup>2</sup>);
- Open space and landscaping (2,670m<sup>2</sup>
- 677 car parking spaces (including modified commuter car park) ; and
- Highway and transport works; demolitions and engineering operations, together with all associated and ancillary works.

11. The tallest element of the proposed development will be at the fourth floor apartments' parapet at + 61.650 m Above Ordnance Datum (AOD). The hotel building will extend to a maximum height of +59.380m AOD.

#### *Foodstore and Apartments*

12. The proposed food store will be situated in the southern corner of the Site, above which will be four floors of residential apartments, arranged around private gardens and playspace at the podium level (refer to Figure 3 below).
13. Car parking associated with the foodstore will be provided below the main building beneath which will be a further level of parking for the apartments.
14. The existing commuter car park will remain but will be modified to integrate it with the new scheme and allow access from the new roundabout off Freezeland Way.



**Figure 3 – Sketch of Proposed Development, showing the entrance to the proposed foodstore situated at the south-east corner of the site.**

#### *Hotel*

15. The 6-storey hotel, with associated restaurant and pub, will be constructed on the site of the Swallow Inn Public House. Car parking spaces associated with the hotel will be provided beneath the building and will be accessed from the modified commuter car park.

#### *Access*

16. The main vehicle access to the site will be from the roundabout on Freezeland Way situated on the southern edge of the Site.

17. The main pedestrian access to the foodstore will be from the corner of the junction of Long Lane and Freezeland Way. Escalators and lifts will provide access from a separate entrance from the shopper's car park.
18. Pedestrian access to the apartments will be provided directly from Freezeland Way and Long Lane. Pedestrian access to the hotel will also be provided from Long Lane.

#### *Public Realm Improvements/Landscaping*

19. A shared surface area and raised table will be provided at the drop-off / pick-up area to the fronting Hillingdon station, which improves the quality of the pedestrian environment and access to the bus stops.
20. Private amenity space will be provided at podium level (east and west) for the residential apartments. Central to each private amenity space will be a play zone covering a total of 230m<sup>2</sup>, with soft-landscaping on either side.
21. A 2.5m high, timber, vertical slatted screen will be provided along the boundary with Long Lane (north of the service yard entrance). Semi mature street trees will be planted on the southern and eastern edge of the Site (Freezeland Way and Long Lane, either side of the service yard entrance).

#### **Environmental Impact Assessment**

22. The purpose of the Environmental Impact Assessment (EIA) is to identify how people and the environment could be affected by the proposals and to provide measures (often referred to as mitigation or enhancement) that will avoid, minimise or offset any negative effects. To achieve this, an Environmental Statement (ES) has been prepared, following consultation with the London Borough of Hillingdon (LBH), to identify topic-specific assessments to be included within the ES. Details of the development proposals were provided to LBH and other consultees during the consultation process (including a two-day public exhibition), and the comments received have informed the scope and content of the ES, and the design of the Development itself.
23. Experts in a wide range of disciplines completed the following environmental studies as part of the EIA, the findings of which are summarised below:



### *Socio-economics*

24. The foodstore, hotel and retail/catering unit will provide 207 net new permanent jobs. The development overall would provide 41 construction jobs over the anticipated 22 month construction period.
25. The estimated population of the development (residential component) is 180 people.
26. The Proposed Development would require the existing businesses to vacate their premises at the demolition phase, which will result in a **temporary adverse** effect. This effect would be balanced however against the delivery of a **large long term, net increase in employment** on Site.
27. The increase in local population will increase demand for community infrastructure, including primary and secondary education, primary healthcare facilities and open space. Given the provision of open space within the proposed Development, the number of children estimated to live in the new homes (a total of 17) and the existing provision in the local area, the effect of the Proposed Development on community infrastructure is expected to be **negligible**.
28. The Development will also have a number of **beneficial effects**. The increase in local population, employees in the local area and guests visiting the hotel is expected to generate additional income and increase footfall. This will animate the local area and contribute towards its viability and vitality. The supermarket and hotel operators will also seek to maximise employment and training benefits for local people.

### *Landscape and Visual*

29. The landscape and visual assessment has looked at landscape character and any effects on local landscape designations.
30. The Site is surrounded by busy roads including Western Avenue to the south west and Long Lane to the east. The site is located on flat land between the river corridor and floodplain landscapes of the River Pinn to the west and Yeading Brook to the east. The suburbs of Ickenham extend northwards from the Site, separated from the site by the tube line and A40. The built up edge of North Hillingdon extends southwards from the study area, separated from by Western Avenue. Local landscape/townscape designations (Area of Special Character and a Countryside Conservation Area) lie at some distance from the Site.



31. Built Heritage assets in proximity to the Site include Ickenham conservation area and listed buildings and Scheduled Ancient Monuments (Manor Farm Moat and Pynchester Moat). The adjacent Hillingdon Circus Station is also a Locally Listed Building.
32. During construction of the Development, construction activity and associated equipment (e.g. cranes) will have a temporary adverse effect on the character and quality of the northern edge of the Inter War Suburbs-North Hillingdon townscape. The most significantly affected receptors will include users of Hillingdon Station, and a small number of residential properties on Long Lane and also on The Chase, that would have views of the Development from the rear windows.
33. A representative viewpoint from the assessment (a total of 13 viewpoints were considered) is shown in Figure 4 below.



**Figure 4 – View of the Development in the distance (looking north), showing the entrance to the foodstore from Long Lane.**

34. During the operational phase of the Development, a significant adverse long term visual impact would be experienced by a small number of residents on The Chase from their back windows.
35. The buildings and landscape proposals have been carefully designed to integrate the Development into the surrounding townscape. New tree planting, at street and podium level, will mature and help screen and integrate the Development.
36. The completed Development will have a significant, long-term beneficial effect on the townscape character of the Site, and on views experienced by users of Hillingdon

Underground Station and residents on Long Lane.

37. The landscape and visual assessment concludes that there will be no significant short or long term effects on more distant views to the Site, and there will be negligible short/long term effects on landscape/townscape designations and built heritage assets in proximity to the Site.
38. Landscape and visual impacts arising from other major developments in the vicinity, in combination with the Development have also been assessed. The assessment establishes that will be significant adverse long term cumulative effects on the Interwar Suburbs North Hillingdon Townscape Character Area due to the incremental increase in built development and loss of open land, resulting from the Development and the Master Brewer Development. In combination with the Master Brewer Development, there will also be significant adverse long term combined cumulative effects on views experienced by residents on Freezeland Way and experienced by users of the informal footpath, due to the increase in built development in views. Although significant cumulative effects are predicted, this is largely attributed to the Master Brewer Development.

### *Transport and Access*

39. The Transport Assessment provides a comprehensive review and analysis of all the potential transport and movement effects of the Development.
40. The site access and the majority of the key junctions on the local highway network would operate within capacity. In addition, the introduction of a new foodstore within a sub-urban area is considered to result in a reduction in car mileage as people will generally visit their closest store and adjust their travel habits to minimise delay and inconvenience.
41. Some minor adverse effects have been identified that would arise from the construction and operational phases of the Development. Upon implementation of mitigation measures, including a Construction Environmental Management Plan, the residual effects during the construction period would range from **temporary negligible** to **minor adverse**, for pedestrians, cyclists, road and public transport users.
42. Once the Development is completed, the residual effects would range from **minor adverse** to **moderate beneficial**. The minor adverse effects are limited to road users, whilst the moderate beneficial effects are predicted for public transport users, due the increased

sustainability and environmental benefits of the Development, and to pedestrians and cyclists, as a result of improved pedestrian and cycle facilities on Long Lane.

43. During the operational phase mitigation measures include a Travel Plan, Delivery and Servicing Plan and Car Park Management Plan.

#### 1.1.1 Noise and Vibration

44. The assessment considers the Site for residential suitability, identifies any potential mixed-use conflicts, and also considers the potential noise and vibration effects associated with the Development on existing noise sensitive receptors within the vicinity of the Site, which may arise during the construction period and subsequent operation of the completed Development.
45. Existing noise conditions have been monitored and recorded, which has informed the assessment of noise effects during the construction and operational phases of the Development.
46. It is considered that some disturbance to nearby receptors is inevitable during the construction period. However, activities will be of a **temporary and short-term** nature, and with implementation of best practice measures (e.g. the use of temporary barriers around the site, and management of site operational hours , amongst others), impacts are assessed as not significant.
47. Anticipated noise from the Development during the operational phase includes services plant and changes to traffic flows on the immediate road network.
48. The assessment concludes that the increase in noise during the operation of the development at existing sensitive receptors will be **negligible**.
49. The effect of the surrounding noise environment on the Development itself has also been considered. A number of facades of the Development will be subject to high prevailing noise levels, and high performance glazing will be required in these areas. Of particular note are the exposed hotel facades, overlooking the rail line and A40. Glazing and ventilation proposals will therefore be provided to achieve an appropriate level mitigation.

50. The cumulative effects of road traffic emissions from both the Development and the Master Brewer Development in 2014 (the first full year in which both developments could be expected to be fully operational) and 2021 (10 years after opening), when the RAF Uxbridge scheme is also anticipated to be completed, were deemed to be not significant.

### *Air Quality*

51. The assessment evaluates the likely effects of the Development on dust emissions during the construction phase of the scheme and air quality arising from emissions of polluting gases (nitrogen dioxide) and fine particles from the exhausts of road vehicles during the operational phase of the Development. The Development is in an Air Quality Management Area (AQMA) declared by the London Borough of Hillingdon (LBH), and as such, the assessment also evaluates the applicability of the Site for future residential development.
52. The Development Site was defined as 'high risk' for each of the construction related activities and associated dust generation. However, through the implementation of best-practice measures and given the distance between the construction activities and the closest dwellings, and the short-term nature of the works, the effects of construction dust would be no worse than 'slight adverse' and therefore **not significant**.
53. Overall, the air quality effects from road traffic associated with the operation of the Development were deemed to be **not significant**.
54. The cumulative effects of road traffic emissions from both the Development and the Master Brewer Development in 2014 (the first full year in which both developments could be expected to be fully operational) were deemed to be **not significant**.
55. Beyond the original design of the Development scheme which has involved careful planning to ensure any significant effects are avoided, further measures included:
- Mechanical ventilation
  - Foodstore and Framework Residential Travel Plans
56. In air quality terms, the construction and operational effects of the Development have been shown to be not significant. Furthermore, the assessment concludes that the air quality will not be constraint to development of the Site for its proposed residential use.



### *Ground Conditions and Contamination*

57. Since the 1930s, the Site was occupied by land broadly associated with light industrial and railway activities. These historic land uses could be a potential source of contamination including asbestos, oils and metals amongst others. The majority of the Site has been in its current layout from at least the late-1990s.
58. Previous intrusive investigations have been undertaken on part of the Site, which identified some contamination, which was largely removed off-site in the late 1990s.
59. The demolition and construction works would be subject to a range of health and safety controls required by law. This would minimise the risk of accidental spillages and risk of construction workers coming into direct contact with any contamination in the soil. Standard good practice protective measures will be implemented to ensure that contamination risks to underlying soils and groundwater are minimised.
60. Prior to construction of the Development, an intrusive environmental ground investigation would be undertaken to determine more definitively the presence, location and concentration of existing soil and/or groundwater contamination and the precise scope of remediation required.
61. On completion of the Development, the risk posed by contamination to future occupants, soils and groundwater would not be significant. This is largely owing to the predominant covering of the Site with hardstanding, which would act as a physical barrier between any remaining contamination in the soil and future occupants of, and visitors to, the Site.
62. Also, significant excavation works would be undertaken during construction, which would extend across much of the site. As such, significant proportions of the remaining made ground within the Site would be removed as part of the basement excavation.
63. In areas where soft landscaping is proposed, the implementation of a clean top layer would result in a similar protective effect.

### **Other Environmental Issues**

64. There are a number of other environmental issues that have not been the subject of detailed assessment in the Environmental Statement. These were agreed with the London Borough of Hillingdon as 'non-significant' environmental issues for the EIA. These include the following issues.

#### *Archaeology*

65. There is no evidence to suggest that the impacts on the site are likely to be significant.

#### *Water Resources*

66. The environmental sensitivity of the Site is low, as the site is underlain by soils with very limited permeability, and is a considerable distance from the nearest watercourse. The Site is considered low risk in terms of flooding from watercourses.

#### *Ecology*

67. The redevelopment of the Site is unlikely to have significant ecological impact. The individual habitats recorded on site are of low nature conservation value in their own right and there was no evidence of bats in Site.

#### *Aviation*

68. The development will comply with the requirements of National Air Traffic Services, the MoD and all the aerodromes in the vicinity. The proposed development will comply with the limitations set by Defence Estates in order that RAF Northolt is not significantly affected.

#### *Microclimate*

69. The potential height and scale of the proposed development is not expected to result in significant microclimatic impacts (sunlight and daylight/wind) to surrounding areas. The nearest residential properties, are located >200m to the north and south of the site, and are separated from the site by public highways. The land uses immediately surrounding the site are predominantly commercial in nature.

#### *Electromagnetic Radiation*

70. There are no current sources of significant electromagnetic radiation within or in proximity to the Site and the Development would not give rise to any uses which introduce any significant new sources.