



FM CONWAY Ltd

**FORMER POWERGEN SITE
NORTH HYDE GARDENS
BULLS BRIDGE
HAYES
UB3 4QR**

**DESIGN AND
ACCESS
STATEMENT**

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1 INTRODUCTION

This statement has been prepared by Firstplan on behalf of FM Conway Ltd and addresses the issues of design and access in relation to the proposals for the Former Powergen Site, UB3 4QR ('the site').

Reference has been made to the Commission for Architecture and the Built Environment's (CABE) guidance on 'Design and Access Statements: How to write, read and use them' (CABE, 2006).

The statement supports a full planning application for redevelopment of the site to provide an aggregate recycling and processing plant, asphalt plant and storage facility, gully waste recycling plant, aggregate storage facility, and term maintenance depot, with ancillary offices, structures and facilities, car and lorry parking, regrading, and landscaping.

The statement should be read in conjunction with the application drawings, including the following:

- Site Location Plan
- Existing Site Layout Plan
- Proposed Site Layout Plan
- Proposed Site Elevations
- Proposed Aggregate Recycling Plant
- Proposed Washing Plant
- Proposed Gully Waste Plant
- Proposed Asphalt Plant
- Proposed Aggregate Storage Bays
- Proposed Office and Weighbridge Buildings
- Proposed Landscaping Strategy Plan

Section 2 details the site context, considering the site and how it functions with its surroundings;

Section 3 provides information on the site's constraints and opportunities;

Section 4 provides information on the design and how it has evolved, including details of the proposed use, size and scale, layout, landscaping and appearance of the proposals;

Section 5 details the site access arrangements, including vehicular and pedestrian access into and around the site and alterations to pedestrian and cycle routes around the site;

Section 6 provides information on environmental considerations;

Section 7 includes a range of drawings and photographs to demonstrate what the proposal will look like in the surrounding context.

The following consultants have been involved in the preparation of the planning application which this Design and Access Statement supports:

- Environmental Consultants, including noise, air quality, ecology and townscape – Environ;
- Consultant Engineers and Designers – Clark Smith Partnership;
- Transport and Flood Risk Consultants – WSP;
- Arboricultural Consultants – Tim Moya Associates;
- Landscape Consultants – David Huskisson Associates;
- Planning Consultants – Firstplan.



Fig 1 – View of North Hyde Gardens and the Application Site (the main part of the site is to the right)

2 SITE CONTEXT

The site is located at the end of North Hyde Gardens within the Hayes Industrial Estate Preferred Industrial Location, adjacent to the elevated A312 flyover (which is approximately 10m above site level). The site is bounded to the north by the Paddington to Bristol railway line, on an embankment, to the east by the Paddington Branch of the Grand Union Canal and towpaths, and by North Hyde Gardens to the south. A small strip of land is located between North Hyde Gardens and Yeading Brook to the west of the site, some of which is located beneath the elevated flyover, and this also forms part of the application site.

The total area of the site is 3.09ha. The short section of North Hyde Gardens only provides access to the DHL storage and distribution centre to the west of the site and splits the site into two distinct portions. For completeness this part of North Hyde Gardens is included within the red line boundary. The larger, main part of the site measures 2.7ha, whilst the smaller area, to the west of North Hyde Gardens measures 0.3ha. This smaller area provides the proposed location for staff and visitor car parking, together with extensive landscaping.

Historically the site has been used as a creosote works and a power station, although the site has remained vacant for over 10 years. The site provides an excellent opportunity for FM Conway to develop new facilities into the West London area.

The industrial nature of the site and surrounding area is significant. The historic uses of the site are heavy industrial. The surrounding uses comprise manufacturing, storage and distribution facilities, and the most recent planning permission for the site (November 2008) permitted the erection of large scale buildings for use as B1, B2 or B8 facilities.

The site comprises cleared open land, although a bund has been formed around the perimeter of the main part of the site. This is approximately 3

metres in height. The site is the only cleared and vacant site in the Industrial Estate.



Fig 2 – Aerial View of the site from the north (approx. 5 years old)

On the western boundary, beyond North Hyde Gardens, which runs through the western part of the site, is Yeading Brook. This is surrounded by vegetation, although this includes hogweed – an invasive species. Beyond Yeading Brook is the British Airways Component Engineering building and a DHL Storage and Distribution Centre.

To the east, beyond the existing rows of trees, which are located either side of the site boundary (delineated by a chainlink fence) is the Paddington Branch of the Grand Union Canal and towpaths. Ealing Council's administrative area is to the east, and this extends to the middle of the canal. Immediately beyond the canal and towpaths, is the Brent Park Industrial Estate (within Ealing). Leisure moorings are located along part of

this canal, on the western side, These are permitted for leisure, rather than a permanent residential use.

The Grand Union Canal and adjoining land up to the site boundary forms part of the Bulls Bridge Conservation Area.



Fig 3 – View looking west from the application site, towards the DHL Distribution Centre, showing the raised railway to the north and the Tarmac Plant further west

Beyond North Hyde Gardens, to the south, is an area of land owned by the Canal and River Trust (formerly British Waterways). This houses three dilapidated buildings, including an old toll house. Planning permission has recently been granted for the redevelopment of the site, to provide a coach works, including the erection of a large workshop building.

Beyond this, to the south-east is Bulls Bridge, which is a grade II listed structure. The centre of the Grand union canal, which passes east to west beyond Bulls Bridge, forms the administrative boundary between Hillingdon and Hounslow Council. A Volvo Truck and Bus Centre is also located to the South of North Hyde Gardens, adjacent to the Canal and River Trust.

There is therefore a varied mix of uses in the surrounding area, although industrial and commercial uses are prevalent.

North Hyde Gardens provides access to the application site, and this in turn leads to North Hyde Road. There is no direct access from the canal towpaths to the application site or North Hyde Gardens.

3 EVALUATION

The key constraints when considering the proposals are identified as follows:

- **Grand Union Canal (GUC)** – The GUC is an important asset for the LB of Hillingdon, Ealing and Hounslow. It accommodates a number of leisure moorings along the western edge of the Paddington Branch, adjacent to the site.
- **Bulls Bridge Conservation Area** – The Conservation Area includes the Paddington Branch of the GUC. In addition, the Canalside Conservation Area (a LB of Ealing designation) covers largely the same area. Within the Conservation Area there is the grade II listed Bulls Bridge and a row of trees, adjacent to the eastern boundary of the application site. A row of trees is also located inside the application site (outside the

Conservation Area). Both rows of trees provide screening between the application site and the Conservation Area and they are retained and augmented as part of the final proposal.

- **Ecology and Environment** – The adjacent Paddington Branch of the GUC is a designated Site of Metropolitan Importance for Nature Conservation (SMINC), whilst Minet Country Park to the north is a Park Site of Borough Grade I Importance for Nature Conservation (SBINC). The two rows of trees act as a strong natural barrier between the application site and the SMINC and will be protected.
- **Access** – There is only a single access road to the site – North Hyde Gardens. Access to and from the nearby GUC is not possible.
- **Surrounding Uses** – Despite the predominantly industrial nature of the area, leisure moorings are located in close proximity to the eastern boundary.

In addition to the constraints, there are a number of site specific development opportunities:

- **Reuse of a contaminated brownfield site** – The proposals, in line with planning policy, provide an opportunity to bring this large brownfield site back into use.
- **Providing Recycling Facility** – The proposals provide an opportunity to recycle considerable quantities of construction / roadwork material, which otherwise would be transported further afield to landfill sites, or to alternative recycling sites.
- **Improve Ecological Value** – The site currently possesses little ecological or biodiversity value. The site is also contaminated from previous uses. The proposed landscaping and biodiversity measures will ensure there is improved provision of effectively managed ecological enhancements when compared to the existing position.

- **Reduce the Number of Vehicle Movements across Greater London** – The applicant's main facilities are located in east London. This means FM Conway HGVs have to travel significant distances across London. This adds to the HGV vehicles on the strategic road network. The proposals provide an opportunity to ensure vehicle movements are localised around the facility.
- **Additional Employment** – The proposed development will provide up to 79 full-time jobs, including those working on site, company lorry drivers and Term Maintenance employees.

4 DESIGN CONSIDERATIONS

The proposed layout and elevational treatments are derived from a detailed design process, taking into account:

- FM Conway's brief and operational requirements for the site;
- The identified constraints and opportunities;
- Advice from officers at LB of Hillingdon, the GLA, and the Canal and River Trust;
- Planning policy guidance at National, Regional and Local Level.

Design Evolution

The design of the proposal stems from the need to utilise the available space in the most efficient way possible, whilst ensuring surrounding uses and environmental considerations are appropriately respected. Indeed, from original conception the design has evolved to reflect the sensitivities of the surrounding area. This includes, but is not limited to: the adjacent Bulls Bridge Conservation Area and grade II listed Bulls Bridge; the rows of trees either side of the eastern boundary; the leisure moorings (together with other leisure users of the canal and towpaths); and the Minet Country Park to the north of the raised railway.

FM Conway has a number of different elements making up their operation. These include: aggregate recycling (for use in asphalt products or as secondary aggregate / sub-base materials); gully waste recycling (from road gullies and sweepings); and asphalt production, storage and distribution. Their facilities all require a certain amount of space for vehicles to manoeuvre around the site, and for the storage of maintenance equipment and vehicles when not in use.

As FM Conway has two existing facilities on the south eastern side of London (in Erith and Dartford) there is a need to provide a new facility in west London to increase competitiveness and sustainability, and reduce journey times between the main depots and projects. As such, the proposals will replicate and upgrade facilities at both the Erith and Dartford sites. This will enable the new facility to operate independently.

Originally it was proposed to locate the asphalt storage facility above the asphalt production plant, as at FM Conway's Erith facility. This saves space and improves manoeuvrability around the site. It was acknowledged, however, that the height of this proposed structure (approx. 42m) would be significant. The two elements were therefore split - which is unusual for a facility of this nature - and this ensures the asphalt plant overall height is kept to a minimum. The knock-on effect of this is, however, that the two structures utilise a lot more of the available site space, which limits capacity for other enhancements, such as landscaping.

A further evolution of the proposals has related to the set-back required to retain the trees along the eastern boundary. Specialist advice has confirmed that a significant root protection area needs to be retained to ensure the trees remain undamaged. This retained strip of land – almost 250m in length and approx. 5m in width – has resulted in the remainder of the site layout being reduced in size, as have the aggregate storage bays (from 2,000 tonne to 1,200 tonne each). The term maintenance storage area, on the western side of the site, has also been reduced.



Fig 4 – CGI of the proposed development

In order to facilitate additional landscaping and screening in the southern part of the site, particularly along the site boundary, further internal site space has also been lost as significant landscaping strips have been incorporated. Measuring up to 5m in depth, and following the length of the boundary in this part of the site, this has resulted in the loss of internal storage and parking spaces.

There are therefore a number of features which have been adapted, scaled back and altered to ensure the site's constraints, and the adjacent uses, are suitably respected. This has resulted in the final proposal submitted as part of the application.

Accordingly, the application proposals now comprise the following elements:

- Regrading of the site and construction of a retaining wall around the site – up to a maximum height of 1.2m above the existing site level;
- A fully enclosed aggregate recycling, screening and washing plant on the northern part of the site;
- A fully enclosed asphalt plant in the southern part of the site;
- Enclosed aggregate storage bays along the eastern site boundary;
- A low-level gully waste recycling plant in the western part of the site;
- Term equipment and vehicle storage area south of the site entrance, on the western perimeter of the main part of the site;
- Ancillary facilities and buildings, such as HGV parking bays (when not in use), a three storey office building, welfare facilities, a two storey weighbridge office and a vehicle wheelwash;
- Visitor and employee vehicle parking will be provided outside the main site boundary, and predominantly in the separate part of the site, immediately adjacent to the Yeading Brook and beneath the A312 flyover.

The final proposed layout can be viewed on the site layout plan.

Use

The proposals will bring this vacant brownfield site back into active use as an important new facility, which is encouraged in all planning policy guidance at National, Regional and Local levels.

We understand that the site was last used as a power station, although historically the site has also been used as a creosote manufacturing facility.

Since the last use ceased, over 10 years ago, the site has been vacant. The last buildings on site were demolished when the use ceased and material was used to form the bund around the perimeter of the site.

Various permissions have been granted on the site, and the most recent, for B1, B2, B8 buildings, was permitted in November 2008. Whilst not

implemented this demonstrates the accepted use on the site is of a commercial and industrial nature, in line with the application proposals.

Remedial works, including the installation of below ground funnels, and soakaway chambers were permitted and implemented in 1999. These improvement works remain in place today.

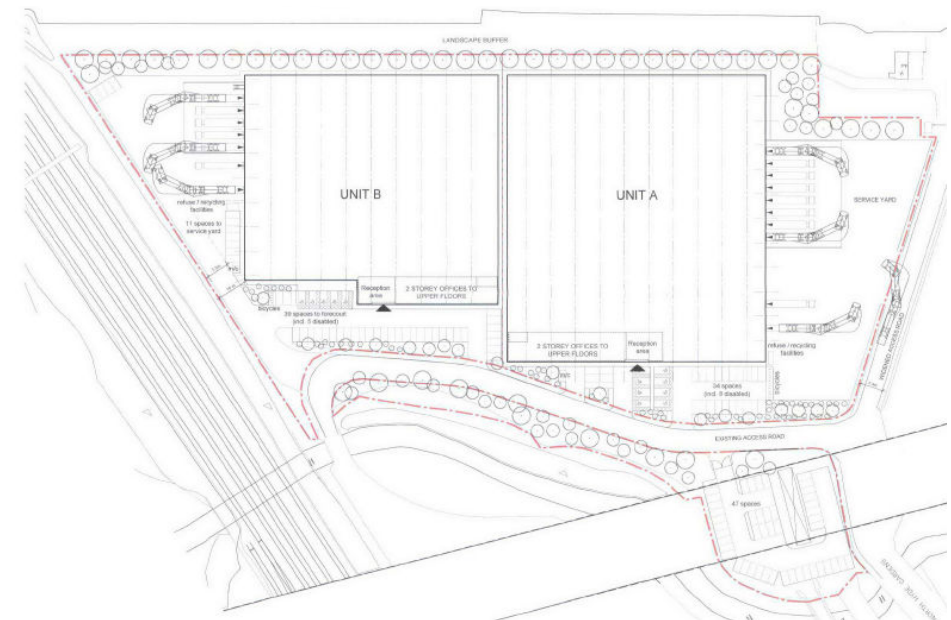


Fig 5 – Previously approved layout (subject of November 2008 permission)

Layout

The proposed site layout has been carefully considered, having regard to FM Conway's operational requirements, the site context and the surrounding sensitivities.

The layout has been specifically designed to minimise impact on the adjacent land uses, and to ensure the most efficient use of the land. Another significant consideration has been the need to maximise the efficiency of vehicle movements, to minimise vehicle circulation, and to prevent reversing within the site. This is particularly important as different vehicles will serve different elements within the site. An overview of the proposed site layout of the various different structures is set out below.

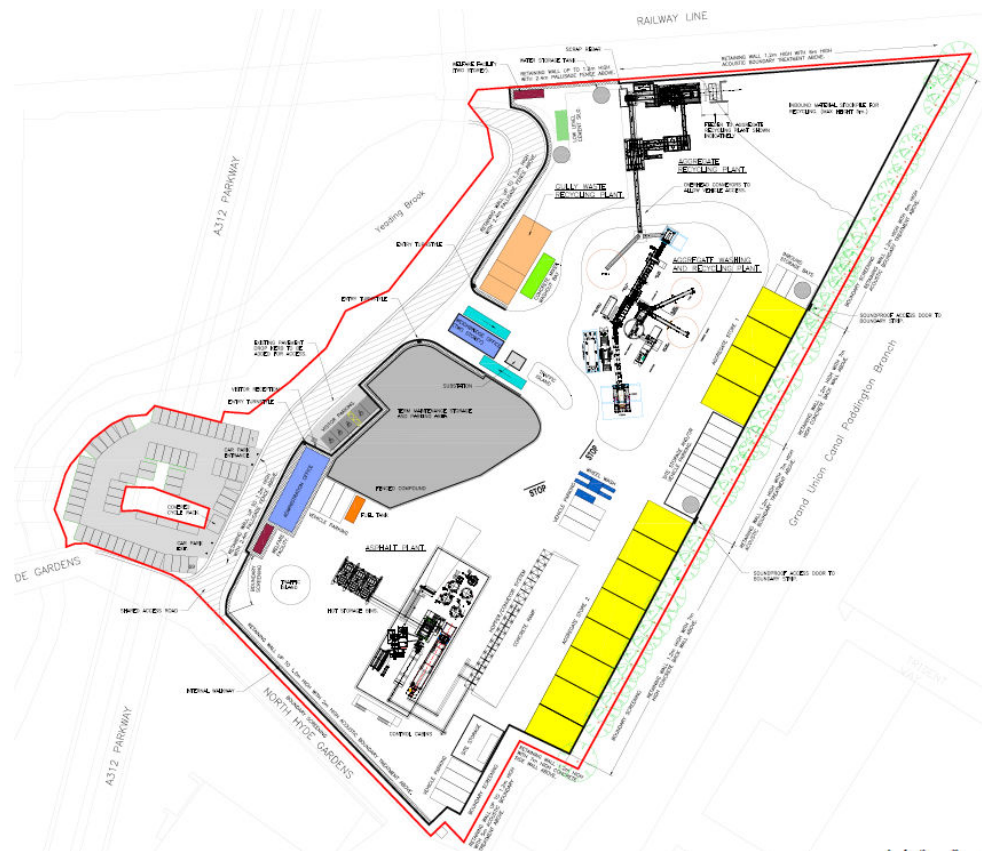


Fig 6 – Proposed Site Layout

The aggregate to be recycled, which will be brought to site by large covered HGVs, and will be stockpiled in the north east corner of the site. HGVs will access this area after passing through the 'in' weighbridge. The pavement/highway material will be unloaded into the inbound storage bays or stockpile and will then be fed into the fully enclosed aggregate recycling plant, located on the northern perimeter, by a hydraulic excavator. The screening and washing plant is located more centrally within the site, directly to the south of the recycling plant. Both plants will be connected by high level enclosed conveyors, allowing HGVs to manoeuvre below.

The screened, cleaned and graded aggregate from the screening plant will be stockpiled within the central part of the site – up to a maximum height of 6m. This will be regularly dampened down as required. This will comprise the recycled aggregate to be used in the production of asphalt, or indeed, for sale as sub-base product or as ballast for use by the applicant's fleet of volumetric concrete mixers.

Recycled aggregates, and water, will also be collected from the gully waste recycling plant, located on the western boundary of the site. Specialist road sweeping and gully collection vehicles will access the plant via the main entrance and will empty the contents of the vehicles onto the de-watering pad so the recyclable material can be collected. The aggregate and water will then be separated and reused on site.

Along the entire length of the eastern boundary will be an acoustic boundary wall. This will form the rear wall of the aggregate storage bays where proposed. This will minimise transmission of airborne sound to the adjoining GUC / Bulls Bridge Conservation Area. The area immediately to the east of this (between the site boundary and the boundary wall) will be landscaped to enhance the existing rows of trees. This is discussed in more detail below and in the landscape strategy submitted with the application.

The aggregate contained within the storage bays will be utilised by the asphalt production and storage plant, located to the west of the bays, in

the central part of the site. Aggregate will be fed into the asphalt plant by a front-end loader via the hopper conveyor system.



Fig 7 – CGI of the proposed development, looking east

HGVs will collect asphalt from the plant via the dedicated collection bays within the asphalt storage facility, to the west of the asphalt plant enclosure. The HGVs will then exit the site via the 'out' weighbridge.

The final principal element is the equipment and vehicle parking area, located on the western perimeter of the main site. This is a large, fenced compound. In addition a three storey site office, and a two storey weighbridge office, is proposed, together with low-level welfare facilities.

Ancillary visitor parking is located outside the main site boundary and staff parking is located to the west of the main site area on the opposite side of North Hyde Gardens.

Further details about the layout, and the relationship between the various uses, is set out in the supporting documents and application drawings.

Amount and Scale

The application site, excluding the access road, amounts to 3.09ha. The proposals have been altered to sit comfortably within this available area.

The aggregate recycling plant, when fully enclosed, will measure 10.4m in height above site level. The washing/screening plant is of a similar height, measuring 9.5m at its highest point.

The largest structure on site is the enclosed asphalt production plant which will be 27.8m high. The associated stack for the plant is 30m high.



Fig 8 – CGI of the proposed development, looking north

The curved roof of the aggregate storage bays is 9.5m high at the front, and the roof reduces in height at the rear. This has been designed to soften the impact and massing of the structures.

In between the aggregate storage bays, where open site storage and vehicle parking is proposed, and to the north of the bays, the acoustic boundary treatment continues. This will measure 7m in height between the bays, and 6m to the north. Acoustic treatments are proposed elsewhere, where required.

The other structures on the site, including the main three storey office and weighbridge building, are all limited in scale (maximum 11.4m high) and are appropriate for the industrial setting of the site.

Appearance

In accordance with planning policy new developments should promote high quality design, respecting local context and character, whilst being practical and able to perform the function for which it is designed.

Indeed, good design is firmly rooted in an understanding and appreciation of the site's social and physical context, as well as its history and heritage.

Whilst there are sensitive uses near to the site, such as the Bulls Bridge Conservation Area, the predominant use, both historically, and as now proposed, are employment and industrial uses. This is demonstrated on the aerial photograph above, which shows the extent of the hard-standing and industrial/ warehousing buildings in the vicinity.

There are two main influencing factors, where views to and from are particularly important. These are from the Minet Country Park, to the north of the site, beyond the railway, and to the south-east of the site from the Bulls Bridge Conservation Area. Accordingly the potential impact of the proposal on these important sites has been considered by the applicant throughout the design process.

Indeed, a full Townscape and Visual Impact Assessment has been completed to demonstrate the overall appearance of the proposal in this setting. Those views of particular relevance are included for reference.



Fig 9 – Proposed view from the southern side of the Grand Union Canal (Tesco car park)



Fig 10 – Proposed view from Bulls Bridge

A traditional range of materials is to be used in the construction of the proposed buildings, allowing them to be functional, i.e. to protect the buildings from the elements, and to provide acoustic screening, but also to remain in keeping with the surrounding area, and to blend in with the range of industrial/ warehousing buildings in the vicinity. The colours for the structures are to be agreed with the Local Authority, although it is anticipated that they will generally comprise 'goose wing grey' and 'Conway green' (similar to those shown on the CGIs included above).

The rear elevation of the storage bays will comprise the most visible part of the proposals, when seen from the GUC, or beyond, and whilst the rear elevation will be constructed from concrete (as it must be sufficiently strong

to act as a retaining wall for the aggregate storage and provide the necessary acoustic attenuation), the root protection area of approx. 5m (providing space for additional low-level landscaping and planting of climbers beneath) will be retained.

The landscape strategy is discussed in more detail in the accompanying reports, and below.

This demonstrates that careful consideration has been given to the appearance, use of materials, nearby structures and the overall relationship of the site with the most sensitive nearby uses.

As both the Minet Country Park and the GUC also possess important ecological and biodiversity value, due consideration has also been given to the environmental impacts of the proposals. Further information on the environmental considerations, which have been considered throughout the design process, can be found below, as well as in the various environmental studies submitted with the application.

Landscaping

Given the site's location, adjacent to the Bulls Bridge Conservation Area, extensive landscaping is proposed along the eastern and southern boundary; along the western boundary adjacent to the Yeading brook; and across other parts of the site, where appropriate.

The strategy has been devised by David Huskisson Associates and the landscaping and biodiversity enhancement proposals comprise the following:

- 1 m wide strip of ivy planting along the northern Site boundary;
- 1m wide strip of ivy planting along the eastern Site boundary, in addition to approximately 4 m of native woodland understorey shrub, ground layer planting and twining plants (on the existing chain link fence);

- Two new semi mature maple trees along the eastern Site boundary to complete the existing row;
- 2 - 5 m wide terrace planting on the south-eastern Site boundary with native thicket planting and specimen trees;
- 2 m wide planting on the southern and south-western Site boundary with native thicket planting and specimen trees;
- native thicket planting in the car parking area, as well as the western boundary along the Yeading Brook with ground cover planting and occasional trees, space permitting;
- living roofs (brown roofs) on the two aggregate storage bay;
- timber cladding to the perimeter acoustic wall where appropriate; and
- bird and bat boxes within the existing woodland.

In total an area of approximately 3,000 m² will be landscaped, whilst up to 1,200 m² will be provided as living (brown) roofs.

5 Access

Vehicles

The proposed access arrangements are fully considered in the accompanying Transport Impact Assessment.

Vehicular access is from North Hyde Gardens (most of which is a private road, serving the Industrial Estate only) and this provides a short link to North Hyde Road and the A312, through an existing Industrial Estate. This provides excellent links to the M4, Uxbridge Road and the wider West London area.

Vehicular access to the site is therefore well established, and the vehicles entering and exiting the site as a result of the development will have the character of vehicles associated with the site's last use, and indeed the existing and proposed surrounding uses (Volvo Truck and Bus Centre, coachworks, DHL, British Airways Engineering, Nestle).

The layout has been designed to ensure vehicle manoeuvring within the site is kept to a minimum, and the in and out weighbridges are located in positions which will prevent vehicles reversing into or waiting on North Hyde Gardens. Ample car parking spaces have been provided and a Green Travel Plan will encourage the use of public transport wherever possible.

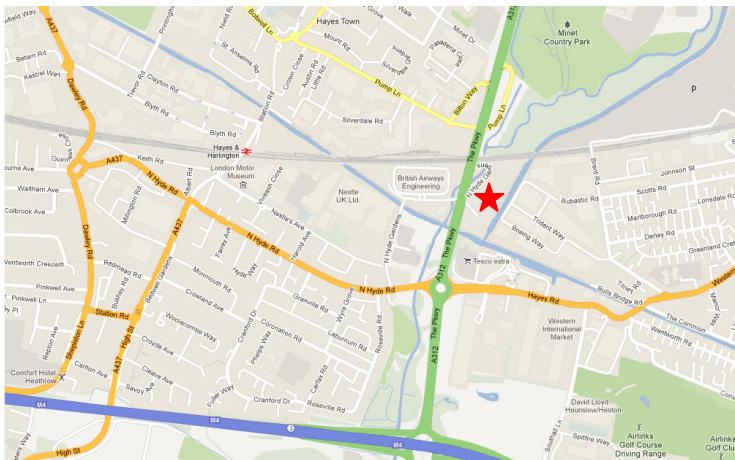


Fig 11 – Site location and access provision

Public Transport

The nearest railway station, Hayes and Harlington, is approximately 1 mile away. There are local buses operating in the area, however, these do not serve North Hyde Gardens and therefore users of public transport would have to walk some distance on foot. Use of car sharing and other means of transport will be encouraged, including by cycling and walking.

Pedestrian and Cycle

For those wishing to walk or cycle to the site, the only access, despite the site's location adjacent to the GUC, is via the North Hyde Gardens. The land on the western side of the canal, immediately abutting the site boundary, is

privately owned by the Canal and River Trust and is not accessible to the public.

Secure cycle storage will be provided within the car parking area beneath the flyover. This is detailed further in the accompanying TIA.

6 Environmental Considerations

Land Use

The principal purpose of the proposals is to provide a sustainable recycling facility for construction / roadwork material which otherwise would end up in landfill sites. The recycled aggregates can be used as sub-base material and / or in the production of asphalt on-site. This is driven by FM Conway's company ethos, which is 'Zero to Landfill'. This is detailed in the company brochure included with the application. This approach, and indeed the specific application proposals, are supported by all levels of Planning Policy.

The quantity of material to be recycled will be driven by the amount of contracts won by FM Conway in west-London. The maximum throughput anticipated is 300,000 tonnes per year.

The plant, comprising the aggregate recycling plant, gully waste recycling plant, and the asphalt production plant, are all class leaders in terms of energy efficiency and sustainability. Indeed, all plant will be bespoke plant made specifically for this site. There is also scope to incorporate an element of renewable energy into the proposals – detailed in the supporting reports – and this will improve the environmental benefits further.

This will ensure that the proposals are highly efficient in terms of their sustainability and recycling ethos.

Attenuation

The proposed attenuation for the individual elements, together with the site-wide measures, will ensure there are no adverse impacts from the proposals.

Specific on-site attenuation measures will include:

- Acoustically cladding all plant within single structures to minimise noise and generation of airborne particles;
- Enclosing transfer conveyors on three sides to minimise spillage, noise and dust generation;
- Enclosing aggregate storage bays on three sides;
- Using various dust suppression techniques around the site, including dampening down stockpiles and sheeting lorries;
- Ensuring all vehicles associated with the aggregate recycling activities pass through an on-site wheelwash before leaving the site, when required;
- Constructing an acoustic boundary treatment around the site perimeter;
- Extensive landscaping;
- Adopting best practice operating procedures;
- Use of the most efficient and modern equipment design & technology.



Fig 12 – Use of attenuation and enclosures at FM Conway existing sites

7 Computer Generated Images of the Proposal



Aerial CGI view looking west



Aerial CGI view looking east