

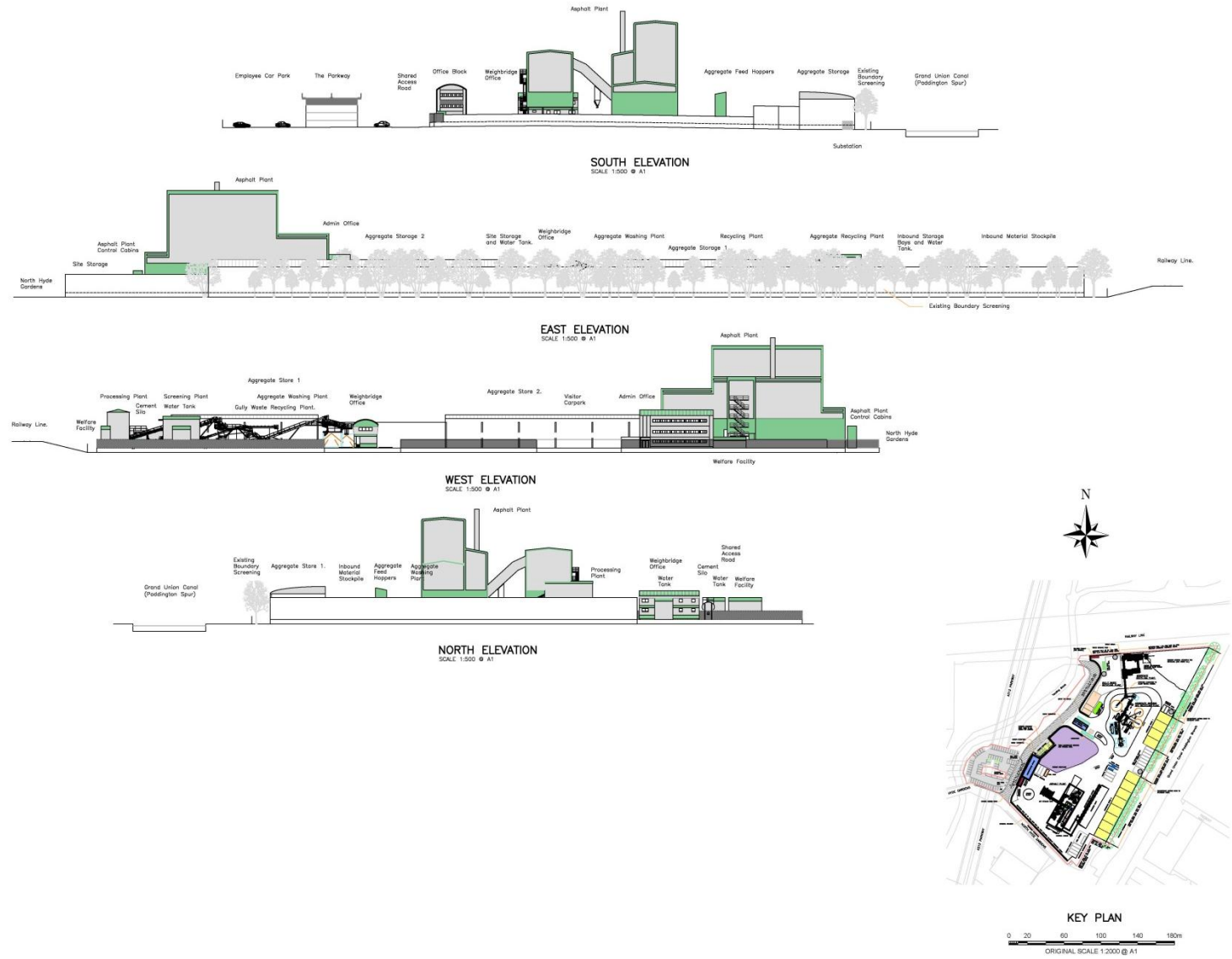


Figure 5.2: Proposed Development Elevations

Table 5.1: Proposed Development Built Heights

Plant Component	Height above Finished Site Level
Aggregate Recycling Plant	9.5 and 10.4 m
Asphalt Plant	27.8 m
Asphalt Stack	30.0 m
Asphalt Storage Facility	20.0m
Aggregate Storage Bays	9.5 m
Office Buildings	Weighbridge Office 7.55m Admin Office 11.4m
Cement Silo	6 m
Welfare Facilities	Single storey 3m, stacked two storey 6 m
Water Storage Tanks	Up to 6 m and 4 m diameter
Acoustic Boundary Treatment	Up to 7 m

5.4.2 Materials and Finishes

Buildings will be steel frame constructed with holorib decking and concrete structural floors. Exterior finishes will be similar to that adopted at the Applicant's Erith and Dartford Facilities and therefore will comprise:

- proprietary metal composite roof panels with an approximate 5 degree duo pitch;
- non-combustible metal profiled panel system cladding, finished with a coloured PVC coating; and
- ventilation louvres at various external locations, which will be finished with a coloured polyester powder coating or standard paint finish.

The colour coding of the building elevations will comprise goose wing grey and Conway green. The same coding would be applied to welfare facilities and storage containers.

Process Plant will be fully enclosed and will comply with the noise limits prescribed in the Proposed Development's Noise and Vibration Impact Assessment.

5.4.3 Landscaping and Biodiversity Enhancements

Landscaping and biodiversity enhancement proposals as shown in Figure 5.3, will comprise the following:

- a 1 m wide strip of ivy planting along the northern Site boundary;
- a 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.

Trees proposed on the south-eastern corner will be planted as soon as possible following planning consent to ensure that at completion of the entire development (2016), their effective heights will be in the order of 5-6 m (as is shown in Figure 8.11).

For information purposes, a three dimensional artist's impression of the Proposed Development within its existing context, from a bird's eye view, is provided in Figure 5.4.

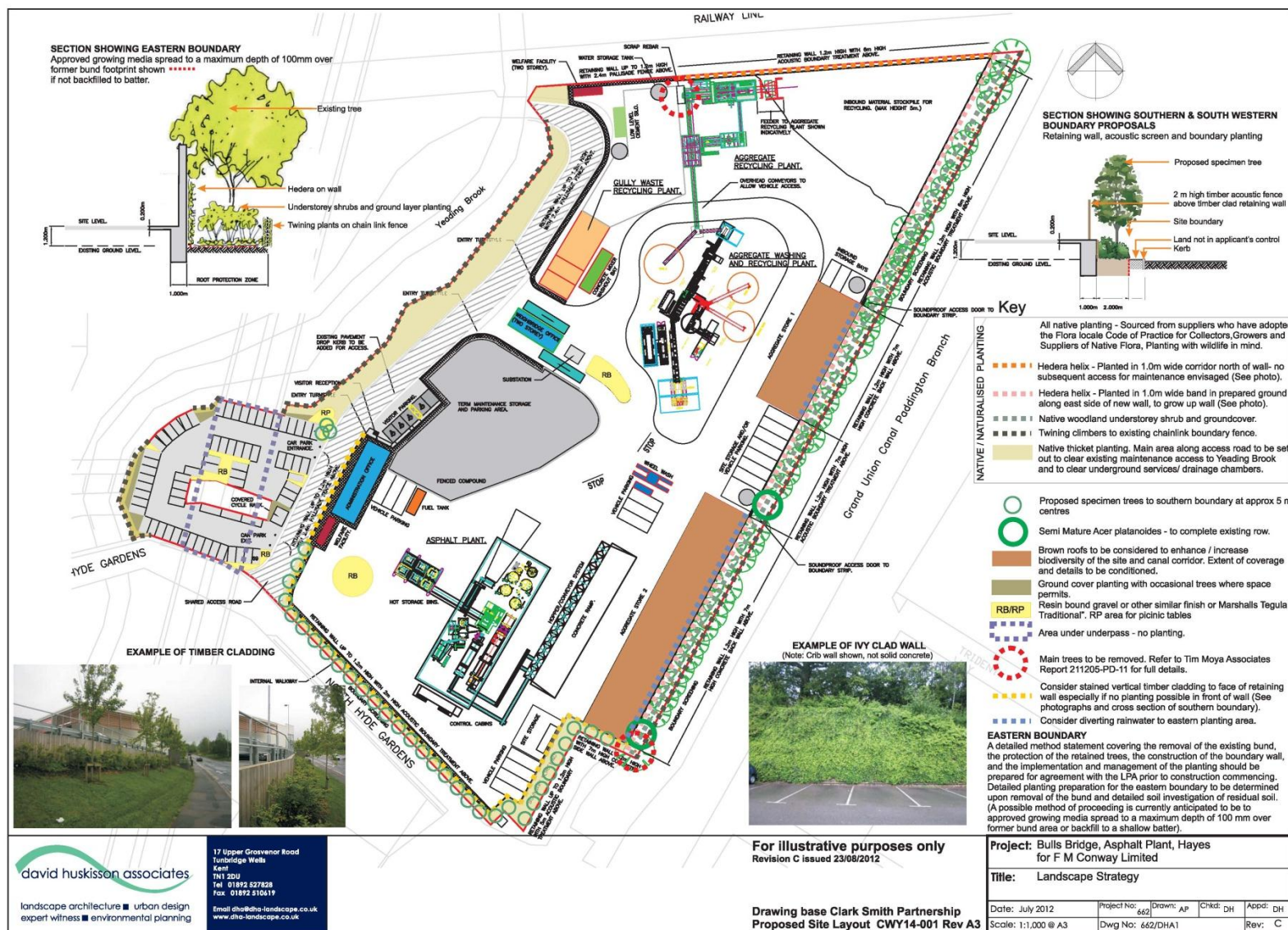


Figure 5.3: Proposed Development Landscape Proposals



Figure 5.4: Artist's Impression and Bird's Eye View of Proposed Development

6 Potential Impacts

6.1 Potential Construction Impacts

The Proposed Development's construction activities will result in alterations to the existing land coverage and topography, construction of new buildings, infrastructure and plant, as well as the temporary presence of associated construction vehicles, equipment and machinery such as cranes, lifts, piling rigs, concrete pumps, scaffolding, building formwork, steel reinforcement columns, hoardings, stockpiles, lighting and batching plant, etc.

6.2 Potential Completed Development Impacts

Once completed, the Proposed Development will have changed the development pattern of the Site, how it 'fits' within the receiving environment, how it is experienced and used by people and how it is viewed. It will introduce new elements to the receiving environment such as buildings, plant, roads, landscaping and walls. These elements will not only collectively change the Site's earlier character but will also change people's views and perception of the Site and of the surroundings.

7 Mitigation Measures

7.1.1 Mitigation By Design

In recognition of the competing requirements of the Site's immediate context, the development's operational requirements and prevailing policy requirements, the following mitigation has been designed into the scheme:

- The woodland along the Site's eastern boundary and immediately adjacent within the Bulls Bridge Conservation Area is safeguarded with the Site boundary line set back by at least 5 m outside the root protection areas of the trees. This strip of land will be landscaped to strengthen the visual amenity of the communal boundary and enhance biodiversity);
- Key industrial processes and plant are located furthest away from the view of sensitive receptors within the Bulls Bridge Conservation Area and from future residential receptors at the Southall Gas Works site;
- Building and plant heights are generally in keeping with the prevailing built height of the surrounding industrial estate;
- Buildings, plant enclosures, storage and staff welfare facilities are treated uniformly in terms of material and colour palette;
- Plant are arranged to consolidate building footprints and ensure operating ability; and
- Boundaries are set back and landscaping introduced to soften edges, improve visual amenity and enhance biodiversity at key locations. In addition, living roofs are provided on the aggregate storage bays.

Furthermore, the following design refinements have been made to ensure the Proposed Development's best possible environmental performance:

- alterations to internal asphalt plant arrangements to minimise the overall height and massing of structures;
- provision of enclosures around potentially dusty and noisy activities;
- provision of peripheral water sprays;
- provision of appropriate noise attenuation features along the Site boundary up to 7 m high in places; and
- installation of filter systems to minimise the potential for visible smoke to ensure compliance with anticipated permitting requirements.

7.1.2 Mitigation During Construction

Management and control measures to be adopted at the Site during the implementation of the Proposed Development to avoid, offset or mitigate potentially adverse environmental impacts will be formalised in a Construction Environmental Management Plan (CEMP).

The CEMP will include measures to reduce impacts on visual amenity through good site housekeeping. A 'clean site' policy will be in operation, as well as controls on dust generation, noise and lighting to avoid adverse effects on local visual amenity.

During construction, the Site will be secured with solid, 2.4 m timber hoardings. Perimeter areas will be kept clean and tidy. As construction activities progress, the timber hoarding will be replaced by more permanent boundary walls and palisade fencing, with steel framed buildings and enclosed plant introduced. Scaffolding will be netted or sheeted.

The CEMP will be secured by means of an appropriately worded planning condition.

7.1.3 Mitigation During Operation

As is standard for FM Conway Sites, a Site Management Strategy will be prepared to establish the essential management and operating systems and the required performance standards (noise, air quality, etc.) for day-to-day maintenance at the Proposed Development.

Plant in operation at the Site, will be subject to a number of regulatory controls to ensure Best Available Techniques are implemented at the Site, in particular to control the following:

- noise;
- emissions to air; and
- odour.

These will include waste management licenses and local pollution prevention control licenses.

8 Residual Effects Assessment

8.1 Construction Effects

Construction activity is inextricably linked with the redevelopment of any site.

To assist in understanding the potential impacts during the construction phase, commentary on the assessment views in Figures 8.1 - 8.18, describes the features likely to be introduced to the Site, their visibility and the overall change to the character and visual amenity of each view.

The temporary construction impacts and effects on townscape character and visual amenity will be mitigated through 2.4 m high site hoardings, through good site management and through keeping local residents informed of development on-site, through implementation of a proposed communication and liaison strategy which will cease once the Proposed Development's construction works are completed.

Control and management of the construction works will be achieved by the preparation and implementation of an overall CEMP, which will include management controls and actions to ensure that temporary adverse impacts are mitigated appropriately. The CEMP, when prepared, will be submitted for review and approval by LBB prior to commencement of the works.

As the build-out of the scheme progresses, the temporary nature of construction features will make way for the final built form. Scaffolding, cranes and hoarding will be replaced by completed buildings, plant, internal circulation routes and landscaping.

8.1.1 Townscape Character Effects

Direct Effects

There will be no direct effects on any of the sensitive receptors discussed within the Baseline Section during the construction works, with the exception of the Site itself, its topographic, land cover, key landscape features and character.

The scope of construction works will result in the spreading of the bund material across the Site with a resultant maximum land raise, following capping, of 1.2 m. In addition, as reported by the Aboricultural Impact Assessment, 19 poor quality trees will be removed. Woodland trees along the eastern boundary will be safeguarded with the set back of the eastern site boundary line outside of the trees' root protection areas and the use of flight auger piling techniques to minimise the risk of any impact to the trees. Some selective pruning may be required. On balance the magnitude of impact to the:

- topography and land cover of the Site will be high, with a residual temporary **Negligible to Minor Adverse** effect;
- woodland will be low, with a **Negligible** residual effect; and
- character of the Site will be high, with a residual temporary **Negligible to Minor Adverse** effect.

Indirect Effects

Heritage Designations

The greatest potential for impacts on the settings of Conservation Areas and Listed Buildings will be confined to those heritage features located in close proximity to the Site, i.e. Bulls Bridge, Bulls Bridge Conservation Area and the Canalside Conservation Area. As discussed in Figures 8.5, close distance visibility of construction activities and features will initially be limited

by the perimeter bund, followed by the erection of site hoarding which will in turn be progressively replaced by an acoustic attenuation wall along the northern, southern and eastern boundaries. Visual screening will in addition be afforded by the woodland trees on the eastern site boundary.

Views from slightly further afield, i.e. along the Paddington branch further north will be screened by existing vegetation, intervening built form (i.e. raised railway line and bridge) and the spatial configuration of the canal space.

These existing features and proposed mitigation measures, together with the implementation of good housekeeping controls to be set out in a CEMP, will ensure that only the tallest construction features, such as cranes and piling rigs are likely to affect the setting of these heritage features. As such, the magnitude of impact on the setting of:

- the Bulls Bridge CA is likely to be low with a temporary **Negligible Adverse** residual effect;
- the Canalside CA is likely to be low with a temporary **Negligible Adverse** effect; and
- Bulls Bridge is likely to be low to medium with a temporary **Negligible to Minor Adverse** effect.

Intervening built form and limited direct visual connectivity between heritage features further afield (the Nestles Conservation Area, Benlow Works, the Brentford Drinking Fountain and Nesltes Works) and the Site will limit the residual effect on the setting of these heritage features to **None**.

Landscape Designations

Given the protection and screening afforded by the deep woodland to the north of the Site and the raised railway embankment, the Proposed Development's construction impacts on Minet Country Park are likely to be low, with **None to Negligible** residual effects anticipated on the setting of these features. The same will apply to sections of the Yeading Brook and the River Crane, which are in addition also spatially and visually isolated from the Site by virtue of intervening transport infrastructure.

Nature Conservation Areas

The setting of Sites of Nature Conservation Importance in close proximity of the Site, i.e. London Canals SMINC and Yeading Brook Minet Country Park and Hitherbrook SBINC will be afforded protection by existing woodland screening and on-site measures that will be adopted to mitigate potential impacts from construction works as described above. Accordingly, the magnitude of the Proposed Development's construction impacts is likely to be low to medium at close quarters and low with increasing distance. The residual effect will correspondingly be temporary **Negligible - Minor Adverse** on the setting of the London Canals SMINC and **Negligible** on the setting of the Yeading Brook, Minet Country Park and Hitherbrook SBINC.

Local Character Areas

It is anticipated that the LCAs immediately surrounding the Site will primarily be affected by the Proposed Development's construction works. Here, the magnitude of the impacts is likely to be low to medium. Taking into consideration the LCAs' value and sensitivity to change as reported in Table 4.3, the residual effects are likely to be:

- **None to Negligible** at low value and sensitive Industrial Warehouse, Commercial/Retail Warehouse, Transport Corridor LCAs; and

- temporary **Negligible to Minor Adverse** at the medium value and sensitive Open Space and Canal LCAs.

At all other LCAs the magnitude of potential construction impacts are likely to be low given the screening afforded by intervening built form and decreasing visibility with distance. At these LCAs the residual effects will range from **None to Negligible**.

8.1.2 Visual Amenity Effects

Figures 8.2, 8.5, 8.8, 8.11, 8.14 and 8.17 consider the potential changes to the six baseline assessment views as a result of the Proposed Development's construction works.

The views and visual amenity of off-site receptors such as residents, pedestrians, cyclists, motorists and office workers will be affected by on-site construction works, as well as temporary visual features such as cranes and plant.

Due to the very nature of construction activity on a site, visual impacts and exposure will change over time. In addition, visual impacts will progressively change as the Proposed Development nears completion and landscaping is implemented.

Construction works will result in the gradual change of the Site's visual character and amenity. Construction features will be prominent at close distance.

Taking into consideration the mitigation measures that will be implemented at the Site, it is considered that the magnitude of these impacts is likely to be low - medium in close distance views of the Site and low in medium distance views. There will be no impacts on long-distance views because of limited perceptibility at distant locations and because of the influence of intervening built form. Accordingly, the residual effects on receptors are likely to be as follow:

- **Residents:** It is considered unlikely that the proposed development at the Southall Gas Works site will be progressed in the short term and that residential units closest to the Site will be constructed and occupied by the time construction works commence at the Site. Even should this be the case, the screening afforded by the raised railway line and eastern boundary woodland will ensure no significant impacts to these receptors. Accordingly these residential receptors have not been considered further in this assessment.

Remaining residential receptors within the study area are limited to those existing at North Hyde Gardens and to the west at Southall. Because of their distant location and intervening built form, it is considered unlikely that they will be directly affected by construction works at the Site. However, residents of North Hyde Gardens will experience a temporary increase in construction traffic movements which may affect their amenity. Movements will be minimised in light of the Applicant's proposals to spread the existing bund material across the Site and avoid unnecessary off-site removal. In light of these measures, the magnitude of impacts to residents of North Hyde Gardens are likely to be low-medium, with the residual effect, temporary **Minor to Moderate Adverse**.

- **Recreational Users:** As can be seen from Figure 8.2, construction activities will not be visible or perceptible from Minet Country Park on account of the screening afforded by existing woodland. The residual effect on users of the Park will therefore be **None to Negligible**.

Commentary on Figures 8.5 and 8.8 describe the potential visual changes that may be experienced by recreational and towpath users of the canal as a result of construction activities. Although screening will be afforded by the woodland on the Site's eastern boundary, it is likely that seasonal changes may provide more filtered views of the Site. In

addition, tall construction plant may be visible above the treeline. The magnitude of the impact is therefore likely to range from low to medium (where visible), with the residual effect temporary **Minor to Moderate Adverse**.

- **Other Receptors** (e.g. workers at the surrounding industrial units and motorists): The effect on all other receptors will be **None to Negligible Adverse** primarily because their sensitivity is assumed to be low and because the Site's unique spatial and visual containment.
- **Designated Views**: There are no designated views within the Study Area that may be affected by the Proposed Development's construction works.
- **Assessment Views**: Commentary is provided together with the AVRs in Figures 8.2, 8.5, 8.8, 8.11, 8.14 and 8.17 on the likely influence of construction works on the visual amenity of the six assessment views. As indicated above, construction works and plant will have a medium impact on views at close distance, where visible, diminishing with distance.

8.2 Completed Development

8.2.1 Townscape Character Effects

Direct Effects

There will be no direct effects on any of the sensitive receptors discussed within the Baseline Section upon completion of the Proposed Development, with the exception of the Site itself.

The Proposed Development will have a direct **Minor Beneficial** effect on the character of the Site (high magnitude impact on an area of low sensitivity). The benefit reflects the replacement of what is currently vacant, unattractive wasteland with a high quality industrial development.

Indirect Effects

Heritage Designations

The greatest potential for completed development impacts on the setting of heritage features will be confined to Bulls Bridge, the Bulls Bridge CA and the Canalside CA. It is noted that as described in Section 4 of this TVIA, the value of and the sensitivity of these receptors' settings are already adversely affected by existing poor aesthetic quality warehouse and industrial buildings.

The Proposed Development will introduce a range of plant and buildings generally consistent with the height of prevailing industrial development and arranged on-site to maximise separation and set back distances from sensitive receptors. The only exception to this will be the height of the Asphalt Plant enclosure (27.8 m), which is dictated by internal plant requirements. Through design review, the height of this element of the Proposed Development has been reduced to the minimum possible.

The new built footprint of the Development will replace the current derelict site condition with industrial and urban features. It will safeguard the existing woodland and enhance open space and landscape provisioning on the communal boundary. The quality and appropriate fit of the development will be further augmented by the adoption of a consistent material and colour palette, landscaping and biodiversity enhancement.

Whilst it is acknowledged that the height of the Asphalt Plant, will have an impact on the settings of these heritage features by virtue of its visibility (from some locations) above the existing vegetation and woodland tree line, the scheme as a whole represents a high quality intervention and will deliver significant enhancement of the Site and safeguarding of the

woodland to the east of the Site. Accordingly, on balance, it is considered that the Proposed Development will have both adverse and beneficial impacts and effects, which can be described as follows:

- a low-medium impact on the setting of the Bulls Bridge which will translate to a **Minor Neutral** effect;
- a low-medium (when visible during the winter season) impact on the setting of the Bulls Bridge CA which will translate to a **Minor Neutral** effect; and
- a low impact on the setting of the Canalside CA across its entire length within the Study Area, which will translate to a **Negligible** effect.

Landscape Designations

Given the protection and screening afforded by the deep woodland to the north of the Site, the completed development's impacts on Minet Country Park will be low. The same will apply to sections of the Yeading Brook and the River Crane, which are spatially and visually isolated from the Site by virtue of intervening transport infrastructure. Accordingly, the Proposed Development will not "*injure the visual amenities of the green belt by reason of siting, materials or design...*"¹¹. **No** residual effects are anticipated on the setting of the Green Belt.

Nature Conservation Areas

The magnitude of the Proposed Development is likely to be low to medium at close quarters and low with increasing distance. The residual effect will correspondingly be **Negligible - Minor Neutral** on the setting of the London Canals SMINC and **Negligible** on the setting of the Yeading Brook, Minet Country Park and Hitherbrook SBINC.

Local Character Areas

Due to the spatial and visual confinement of the Site, the settings of LCAs immediately surrounding the Site will primarily be affected by the Proposed Development once completed. Here, the magnitude of the impacts is likely to be low to medium. Taking into consideration the LCAs value and sensitivity to change, the residual effects are likely to be:

- **None to Negligible** for the low value and less sensitive Industrial Warehouse, Commercial/Retail Warehouse, Transport Corridor LCAs; and
- **Negligible to Minor Neutral** for the medium value and more sensitive Open Space and Canal LCAs.

At all other LCAs the magnitude of potential impacts are likely to be low given the screening afforded by intervening built form and decreasing visibility with distance. At these LCAs the residual effects will range from **None to Negligible**.

8.2.2 Effects on Visual Amenity

Accurate visual representations (AVRs) have been prepared to locate the Proposed Development in its future physical and spatial context and illustrate the changes (in scope, scale and character) that will take place through comparison of the existing and future baseline and predicted views of the Site. These AVRs are shown in Figures 8.1 - 8.18 and are accompanied by commentary on the baseline visual amenity value; likely receptors; the magnitude of change to the view with construction works and with the completed development; and the residual effects on visual amenity.

¹¹ UDP saved policy OL5

The images distinguish between the Proposed Development (in block render or red wireline) and cumulative developments (in green wireline).

In evaluating the Proposed Development's likely effects, potentially beneficial effects are considered to result where:

- the low visual amenity of the Site detracts from existing views and the settings of LCAs and heritage features;
- safeguard valuable features; or
- the development may contribute to or compliment the prevailing townscape and landscape character.

Potentially adverse effects are considered to result where:

- views towards or of features of medium or high value (e.g. historic or landscape designated areas) may be interrupted;
- open views which currently contribute to the amenity or character of an area may become enclosed and 'more urban';
- the development may compete with – rather than complement - existing landmarks.

Where beneficial and adverse influences are finely balanced, the effects are considered to be Neutral.



Figure 8.1: Viewpoint 1 Baseline Condition
A wide panorama view from the Children's Playground at Minet Country Park looking south towards the Site. It is a largely open view with picnic benches visible in the foreground; rough grassland areas in the middleground and areas of older more natural meadow with deep woodland in the background. Man-made mounding introduces some relief in an otherwise flat landscape with little visual interest. The skyline is formed by the woodland on the left and by the tall industrial features of Tarmac and Nestle on the right. The Site is located in the centre of the view and is hidden from view behind the woodland and elevated railway line. Amenity value: Medium. Sensitivity to Change: Medium. LCA: Open Space. Receptors: Users of the Park.



Figure 8.2: Viewpoint 1 Proposed Development Condition
Construction Works: Magnitude of potential impact - low. Low level construction activities will not be visible due to the screening afforded by the dense and deep woodland and elevated railway line, even in a winter scene. In the event that a crane is used, it will be barely noticeable above the tree line at distance. The amenity value of the view will not be affected. The residual effect will be **None** in summer and **Negligible** in winter.
Completed Development: Magnitude of potential impact - low. In summer and winter, the Proposed Development will not be visible due to the screening afforded by the dense and deep woodland and elevated railway line. In the unlikely event that filtered views of the taller elements (Asphalt Plant and stack) are noticeable during winter, the dove grey colour scheme will serve to limit perceptibility. In addition, the potential for visible smoke from the stack will be minimised by the application of control measures anticipated in environmental permits. The residual effect will be **None** in summer and **Negligible** in winter.



Figure 8.3: Viewpoint 1 Proposed Development plus Cumulative Condition
Magnitude of potential impact - medium. The consented Southall Gas Works development will introduce substantial urban development to the background of the view and change the skyline. Taller elements will become a more common feature and will be visible above the tree line. Visibility will be similar during the winter due to the depth of screening afforded by the woodland. The residual cumulative effect will be **Minor Adverse**.



Figure 8.4: Viewpoint 2 Baseline Condition

A wide panorama view from the towpath at the northern edge of the Bulls Bridge Conservation Area looking south-west towards the Site. The tranquil water of the canal and woodland dominate the view with the leisure moorings adding interest. The view is framed on left by a mix of poorly maintained chain link and concrete palisade fencing, walls and warehouse buildings and some vegetation, whilst on the right, the earth bund on the Site is barely noticeable behind the Site's chain link fence and introduced domestic features (sheds, glasshouses, garden furniture, etc.) which are out of keeping/incongruent with the Conservation Area. The latter features are visually intrusive and incongruent with an area recognised for its recreational, leisure and conservation value. They, together with passing trains overhead, detract from the experience. The Site occupies the entire length of the opposite canal edge. Amenity value: Medium - High. Sensitivity to Change: High. LCA: Open Space and Canal System. Receptors: Users of the towpath.

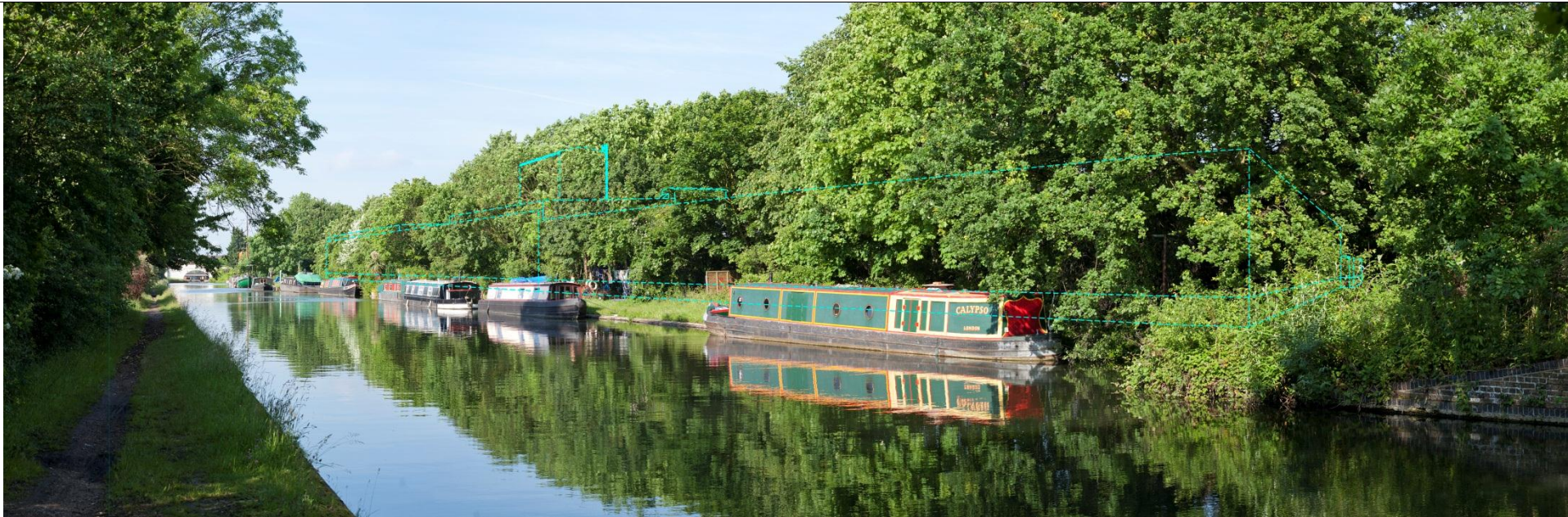


Figure 8.5: Viewpoint 2 Proposed Development Condition

Construction Works: Magnitude of potential impact - low to medium. In summer construction features will be well screened by the retained woodland and initially by the existing perimeter bund. The earth bund will be replaced by site hoardings and progressively by the permanent eastern boundary wall, which will also serve to attenuate noise emissions. Taller construction features such as cranes might be visible above the tree line; however these will be peripheral with the still water, moorings and trees remaining the key focus of the view. The residual effect will be **Negligible**. In the winter, more filtered views of the Site boundary and construction features will be possible, with the magnitude of impact increasing to medium where visible. Accordingly the residual effect in winter will be temporary **Minor Adverse**.

Completed Development Impact: Magnitude of potential impact - low to medium. The Proposed Development will occupy the full extent of the canal's western embankment on the right-hand side of the view, creating a strong sense of enclosure and edge definition by virtue of the newly introduced boundary wall and sedum covered curved roofs of the aggregate storage bays. This wall will be set back by at least 5 m to ensure the root protection zone of trees are safeguarded and will enable landscaping of the edge. The wall will not be uncharacteristic given the existing treatment of the industrial estate on the opposite embankment, although in contrast the newly introduced wall will be landscaped. In summer the retained woodland will provide an effective screen to these new features and therefore will be barely noticeable. The key amenity features will remain unaffected. The residual effect will be **Negligible**. In winter more filtered views of the new elements will be visible and the edge definition more pronounced. The change will be both beneficial (as it will replace views of the derelict Site, introduce new areas of landscaping along the set-back boundary wall and brown roofs on the aggregate storage bays) and adverse (as it will reinforce the urban/industrial context of the site). On balance, given that there has always been a presumption in favour of the Site's development for industrial use, the residual effect in winter will be **Minor to Moderate Neutral**. Key amenity features within the view will not be harmed or affected.

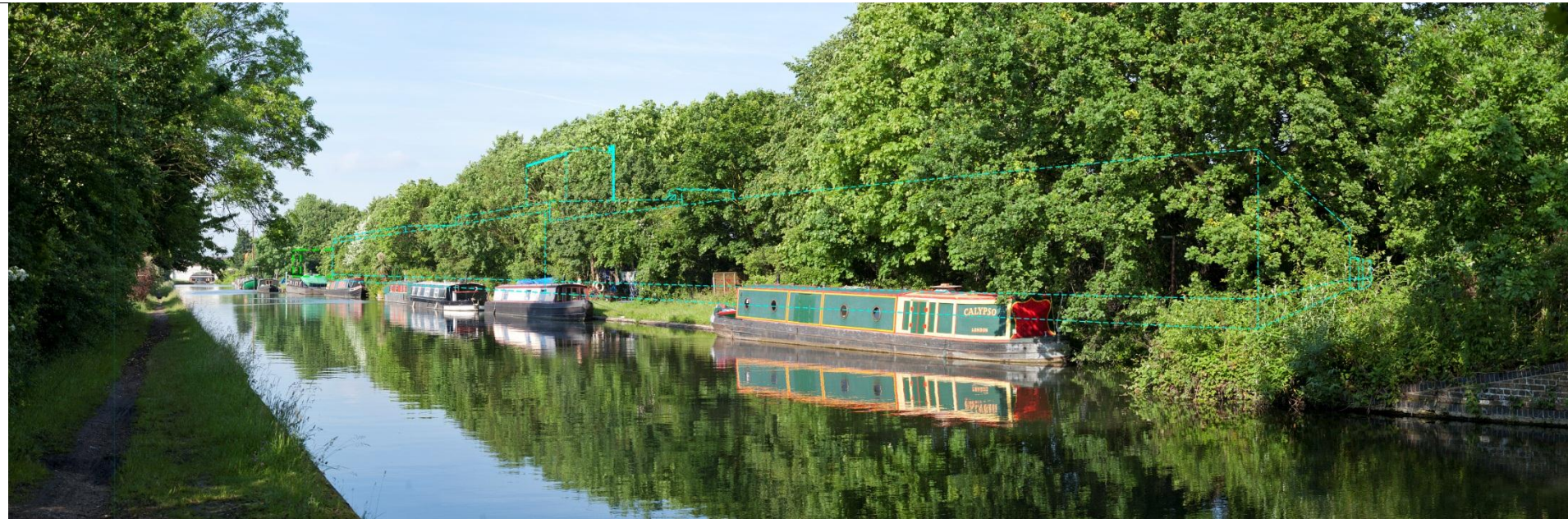


Figure 8.6: Viewpoint 2 Proposed Development plus Cumulative Condition

Magnitude of potential impact - medium. From this location, the consented coachworks development will be visible at the southernmost tip of the Proposed Development. It will be afforded the same level of screening by the woodland, although coaches parked on the canal edge will be a particularly intrusive feature. The scheme will cumulatively add to the introduction of urban/industrial elements along the canal's western edge, although it will not alter the magnitude of impact or significance of residual effects as reported under Figure 8.5 above.



Figure 8.7: Viewpoint 3 Baseline Condition

A wide panorama view from the Bulls Bridge Visitor Moorings and southern point of the Bulls Bridge CA along the Tesco embankment of the Grand Union Canal looking north-west towards the Site. The view illustrates the mixed setting of the Grade II listed Bulls Bridge and the CA, which comprises both amenity features and unattractive industrial/ warehouse features. Moorings and the canal waters define the foreground, with Bulls Bridge competing in the middleground for attention amongst warehouse buildings to the right, graffiti covered walls, more recent warehouse development and the A312 Parkway to the left. In the gap between the vegetation, the derelict tollhouse and Tarmac plant are visible in the background. Vegetation provides some visual relief but no spatial definition whilst the linear water provides the only coherency to the otherwise disparate elements in the view. Traffic noise in the Tesco car park and from the A312 further detracts from the experience of the view. The Site is off-centre in the background. Amenity value: Medium. Sensitivity to Change: Medium to High. LCA: Open Space and Canal System. Receptors: Leisure users of the canal.



Figure 8.8: Viewpoint 3 Proposed Development Condition

Construction Works: Magnitude of potential impact - low to medium. In the summer, construction features are likely to be hidden from view behind the warehouse on right and behind site hoarding. Some additional screening will be afforded by the shrub in the middleground. Taller construction features such as cranes might be visible above the shrub; however will not be uncharacteristic within the receiving setting. The residual effect will be temporary **Negligible to Minor Adverse**. In winter, more filtered views of construction activities might be possible, although site hoarding will continue to provide sufficient screening. Where visible, with the magnitude of impact will be medium. Accordingly the residual effect in winter will be temporary **Minor Adverse**.

Completed Development Impact: Magnitude of potential impact - medium. In summer the majority of the Proposed Development will be hidden from view behind the warehouse on right, the Site boundary wall and newly introduced landscaping, with only the asphalt plant visible. The plant will be prominent, but not uncharacteristic within the industrial setting of the Site and with the Tarmac plant in the background. Whilst it could be argued that the height of the asphalt plant is incongruent with other buildings in the immediate surroundings and detracts from the setting of the listed bridge, it could also be argued that the development will replace views of the derelict Site, will consolidate the industrial footprint of the estate and will add interest to an otherwise lack lustre skyline. The Proposed Development will present a high quality industrial development of uniform appearance and will not result in the total loss or major alteration to key features within the view or harm the already industrial setting of the listed bridge. In winter more filtered views of the asphalt plant will be had, but will be seen as an extension to the warehouse development in the fore- and middleground. The residual effect will be **Minor to Moderate Neutral**.