



Figure 8.9: Viewpoint 3 Proposed Development plus Cumulative Condition

Magnitude of potential impact - medium. From this location, the consented coachworks development will be hidden from view behind Bulls Bridge and existing vegetation. The scheme will reinforce the urban/industrial development footprint along the canal's edge. The magnitude of impact and significance of residual effect remain unchanged as reported under Figure 8.8 above.



Figure 8.10: Viewpoint 4 Baseline Condition

A wide panorama view from Bulls Bridge looking north across the Paddington Branch of the Grand Union Canal. The scene is of the Bulls Bridge Conservation Area with its immediate curtilage. Features of visual interest and value are limited to the background where the canal, towpath and woodland combine to form a pleasant scene. However this is in contrast with the canal's poorly defined and neglected/derelict edges in the foreground. Poor quality warehouses on right provide a sense of enclosure but are unsympathetically close and lack articulation or animation. To the left the derelict Toll House buildings, maintenance works and views of the Site further detract from the view's overall amenity value. The skyline is formed by high rise apartments and woodland vegetation in the background. Traffic and rail noise are constant in the background. Amenity value: Medium. Sensitivity to Change: High. LCA: Open Space and Canal System. Receptors: Leisure users of the canal, pedestrians and cyclists.



Figure 8.11: Viewpoint 4 Proposed Development Condition

Construction Works: Magnitude of potential impact - medium. In the summer, some construction features are likely to be hidden from view behind woodland and boundary features. The Site will initially be hoarded, where after construction of the perimeter boundary wall will follow. These features will limit visual exposure of on-site construction activities. Nevertheless taller construction features such as cranes are likely to be visible on left. In the winter, slightly more filtered views of construction activities will be possible along the eastern boundary. The residual effect in will be temporary **Minor Adverse**.

Completed Development Impact: Magnitude of potential impact - medium. From this location plant and buildings along the eastern and southern site boundaries of the Proposed Development will be particularly visible including the aggregate storage bays, hopper bays, and asphalt plant. The remainder of the Site will be hidden from view due to the screening afforded by these features, the boundary wall, retained woodland and newly introduced landscaping on the south-eastern corner. Although the aggregate storage bays will introduce a strong linear edge, it will be set back approximately 5 m to avoid the root protection zones of the woodland trees and will be appropriately landscaped at roof and ground levels. The development's general building height will be consistent with the prevailing industrial estates in the immediate surroundings, whilst the height and prominence of the Asphalt Plant will replicate taller features such as Tarmac, the Nestle Factory and the tall apartment blocks in the background of the view. The uniform material and colour palette of the Proposed Development will serve to provide a coherent intervention, whilst the dove grey colour application at height will aim to minimise the perceived scale of the taller feature. The residual effects will be both beneficial (as views of a derelict site will be replaced by an industrial development of high quality) and adverse (as features of urban/industrial development will become more prominent in the view). The Proposed Development has been set back as far as possible to minimise any potential harm to the setting or curtilage of the Conservation Areas and to the key features of the view. It will not result in the total loss or major alteration to key features within the view and in particular the setting of the Conservation Area. In winter more filtered views of the eastern boundary features might be possible, but these will continue to be screened by boundary walls. The overall residual effect will be **Minor to Moderate Neutral**.



Figure 8.12: Viewpoint 4 Proposed Development plus Cumulative Condition

Magnitude of potential impact - medium. The consented Southall Gas Works and Toll House developments will introduce further elements of urban and industrial development to the foreground and background of the view. These elements, in particular the Toll House development's proposed coach parking area which will be located immediately adjacent to the canal (in proximity to the derelict building) will underline the industrial and urban context of the Site and the canal. Taller elements will also become a more common feature and will be visible above the tree line. Visibility will be greater during the winter. The residual cumulative effect will be **Moderate Neutral**.



Figure 8.13: Viewpoint 5 Baseline Condition

A wide panorama view from the houses at North Hyde Gardens looking north-east towards the Site. The view contains no elements of any amenity value. In the foreground is North Hyde Gardens Road, with the North Hyde electrical substation dominating the middleground. The Tarmac facility is visible in the left of the image. Amenity value: Low. LCA: Industrial. Receptors: Occupants of the residential houses, road users and pedestrians.



Figure 8.14: Viewpoint 5 Proposed Development Condition

Construction Works: Magnitude of potential impact - low. In both summer and winter, construction features will not be visible within this view due to intervening built form and distance. Accordingly the residual effect in winter will be **None**.

Completed Development Impact: Magnitude of potential impact - low. In both summer and winter, the Proposed Development will not be visible within this view due to intervening built form and distance. The residual effect will be **None**.



Figure 8.15: Viewpoint 5 Proposed Development plus Cumulative Condition

Consented schemes at the Southall Gas Works site and at the Coachworks will not be visible within this view. The residual effect will remain **None**.



Figure 8.16: Viewpoint 6 Baseline Condition

A wide panorama view along Pump Lane in the Hays Industrial Estate looking south-east towards the Site. The view contains both amenity features (trees) and industrial/warehouse development. The Tarmac facility is clearly visible as one of the taller features in the industrial estate. Although not apparent in the view, Pump Lane is busy road providing access to the A230 Parkway. Amenity value: Low. LCA: Industrial. Receptors: Road users and pedestrians.



Figure 8.17: Viewpoint 6 Proposed Development Condition

Construction Works: Magnitude of potential impact - low. In both summer and winter, construction features will not be visible within this view due to intervening built form and distance. Accordingly the residual effect in winter will be **None**.
Completed Development Impact: Magnitude of potential impact - low. In both summer and winter, the Proposed Development will not be visible within this view due to intervening built form and distance. The residual effect will be **None**.



Figure 8.18: Viewpoint 6 Proposed Development plus Cumulative Condition
Consented schemes at the Southall Gas Works site and at the Coachworks will not be visible within this view. The residual effect will remain **None**.

9 Conclusions

The TVIA considers the potential for the Proposed Development to affect the townscape character and visual amenity of the Site and its immediate surroundings, as well as the capacity of identified sensitive receptors to accommodate the proposed change.

The Site itself comprises vacant, derelict land which in its existing state, offers little that is positive to the local townscape and views within the local area. The only exception to this is the woodland on the eastern Site boundary which provides the only structural, coherent and placemaking element on the Site whilst also creating an attractive landscape and visual screen to sensitive receptors in close proximity.

The surrounding townscape context of the Site comprises a mix of industrial features, vacant land, open space, transport infrastructure and canals, with residential development on the periphery of the study area.

A number of designated heritage, landscape and nature conservation features are located in close proximity to the Site, most notably the listed Bulls Bridge, Bulls Bridge Conservation Area and Canalside Conservation Area. The settings of these features are of an industrial nature, with the majority of industrial estates dated and of poor townscape and architectural quality.

In addition recreational users of Minet Country Park and the canal towpath are likely to be sensitive receptors to changes in townscape character and visual amenity.

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 Production Plant enclosure, 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 sensitive receptors by virtue of its visibility (from some locations), the scheme as a whole represents a high quality intervention and will deliver significant enhancement of the Site. Accordingly, on balance, it is considered that the Proposed Development will have both adverse and beneficial impacts and effects.

During construction of the Proposed Development temporary effects would range from Negligible to Minor Adverse at close quarters, whilst there would be None to Negligible effects at further distant locations and receptors.

Once completed, the Proposed Development's effects will range from Minor to Moderate Neutral at close quarters whilst further afield and beyond the screening afforded by intervening built form and vegetation, the effects will range from None to Negligible.

The consented Southall Gas Works and Toll House developments will introduce further elements of urban and industrial development within close proximity to the Site. These

elements, in particular the Toll House development's proposed coach parking area, which will be located immediately adjacent to the canal, will underline the industrial and urban context of the Site and the canal. Taller elements will also become a more common feature and will be visible above existing vegetation.