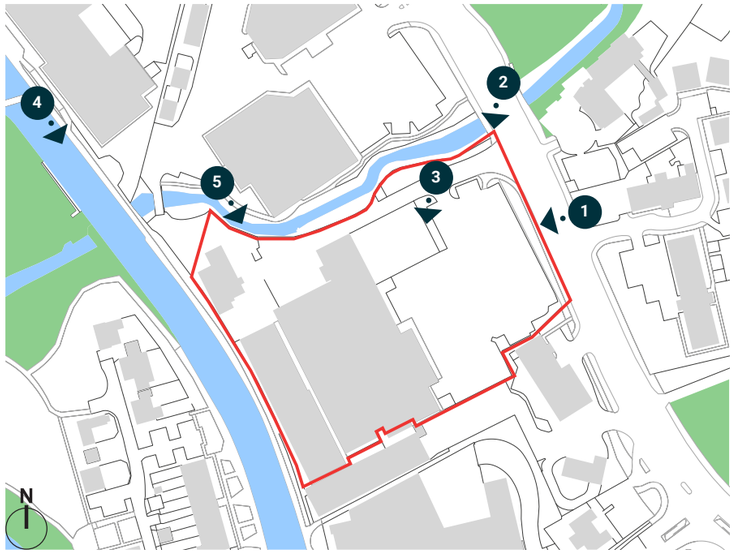
2.5 Existing site photography





1. View looking West towards the site from the corner of High Street and Philpot's Close



2. View from the A408 towards the site and the Tesco Superstore beyond



3. View looking south west onto site, towards existing B&M storage yard

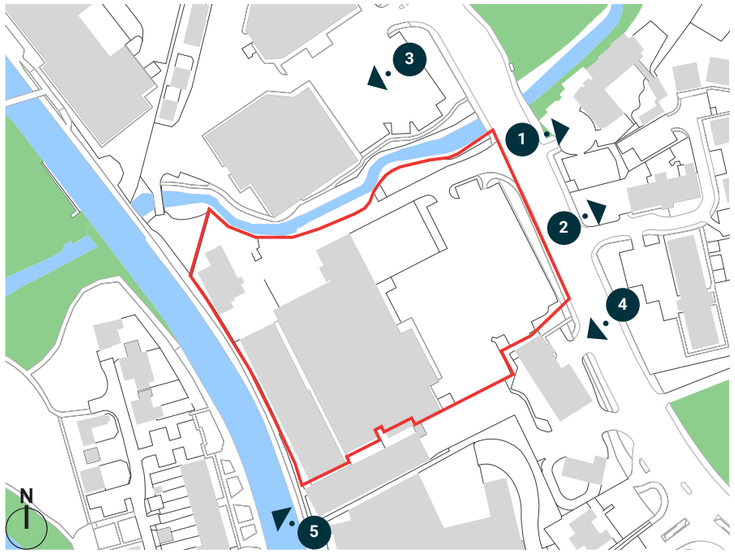


4. View looking south east down Grand Union Canal where the site backs onto the canal with no direct connection



5. View looking to the north of the site at River Pinn from the neighbouring Pets at Home store

2.6 Local context





1. View from High Street looking north east onto Hillingdon Manor Grange



2. View from High Street looking north east onto Philpot's Close and a listed mock Tudor building



3. View looking west onto large retail units north of the site



4 . View from High Street looking west onto the Shell garage adjacent to the site



5. Residential Taylor Wimpey development opposite the site - constructed circa 5 years ago (former Honeywell site)

2.7 Urban grain analysis

The site lies on the boundary between the Town centre and strategic industrial land within Yiewsley.

The current urban grain transitions from Town centre to light industrial and suburban with both rural and further suburban adjacent. The site presents an opportunity to link suburban with both rural and an extension of the town centre. It is also in an optimum location to connect the recognised green spaces to the east and west.



Key:

- Site boundary
- Light industrial
- Urban
- Suburban
- Green
- Proposed green link

2.8 Townscape areas

The site is a key un-designated element in the developing wider context of Yiewsley and West Drayton Town Centre. The River Pinn is a natural buffer that separates the site from the Locally Significant Industrial / Business Park to the North. To the South, towards Yiewsley / West Drayton Town Centre there is a large Tesco and residential development which is more urban in character, reflecting the increasing urban appearance of built form closer to the station.

On a more east-west axis, the River Pinn carves out green open parkland to the east and spills into the Fray's River and then Colne River to the west which run north to south alongside the Grand Union Canal which is situated to rear of the site. As such, the site is located in a pivotal green corridor and blue ribbon network junction in the context of the local area.

The area between the town centre to the south and the LSIS (bound by the High Street to the east and Grand Union Canal to the west) is characterised by buildings with large footprints and is clearly an area with potential for significant intensification. Areas farther away from the town centre are characterised by mostly smaller scale suburban housing.



Key:

- Site boundary
- Residential
- Green Open Parkland
- Yiewsley town center
- Proposed green link
- Railway
- Principal vehicle routes
  The A408 is a major road bordering the site which leads South to the M4 and Heathrow Airport, providing good links but generates noise and pollution
- Suburban residential
- Light industrial / office
- Marina
- Sports and leisure center / gym
- School / community use
- Large Tesco Superstore

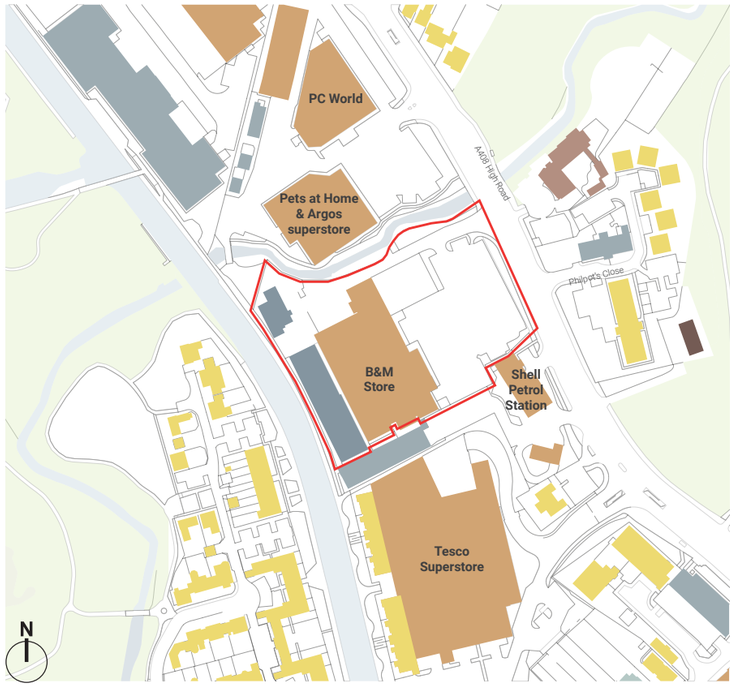
2.9 Surrounding building uses

The surrounding buildings include a mix of large retail, office, commercial and industrial units mixed with individual homes and larger scale residential developments.

2.10 Surrounding building heights

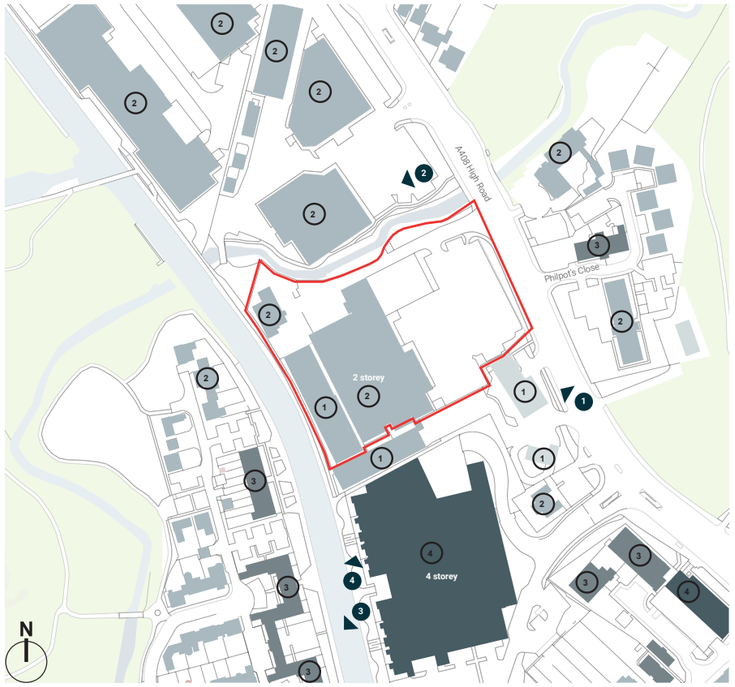
The existing heights in the local area vary from single storey to 4 storeys. Heights tend to rise towards West Drayton station and along the high street.

1. 1 storey shell garage, High Road
2. 2 storey retail units, High Road
3. 3 storey residential development
4. 4 storey apartment units backing onto Tesco Superstore, High Road



Key:

- Site boundary
- Residential
- Shops / retail
- Office / light industrial
- Commercial (non-industrial or retail)
- Community facilities
- Schools

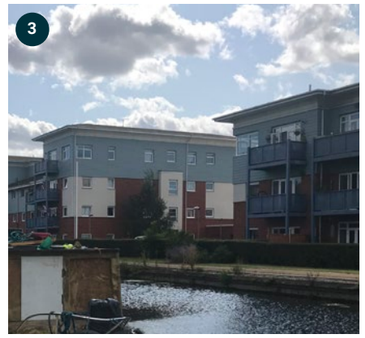


Key:

- Site boundary
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys









2.11 Routes

2.11.1 Quietways

The Grand Union Canal which borders the site is part of the Hillingdon canal towpaths that have been designated as cross-borough Quietways under proposals set out by the Mayor's Cycling Vision.

As London's towpaths become more popular as multi-functional spaces shared by different users, work is underway to improve 16 miles of towpath between Paddington and West Drayton, providing better quality surfaces, wider paths, improved access points and new signs.

Currently, the section of towpath bordering the site is considered a medium priority in need of improvements. Work is currently underway between Alperton and West Drayton and according to the Canal and River trust, the remaining improvements will be delivered between 2019 and 2021.

The proposed development recognises these routes and will respond by introducing a cycle path to the eastern boundary running through the site to the canal.



1 Currently under-utilised, the towpaths bordering the site are narrow, have potholes collecting puddles and do not have adequate lighting (only CCTV cameras monitoring the neighbouring developments).

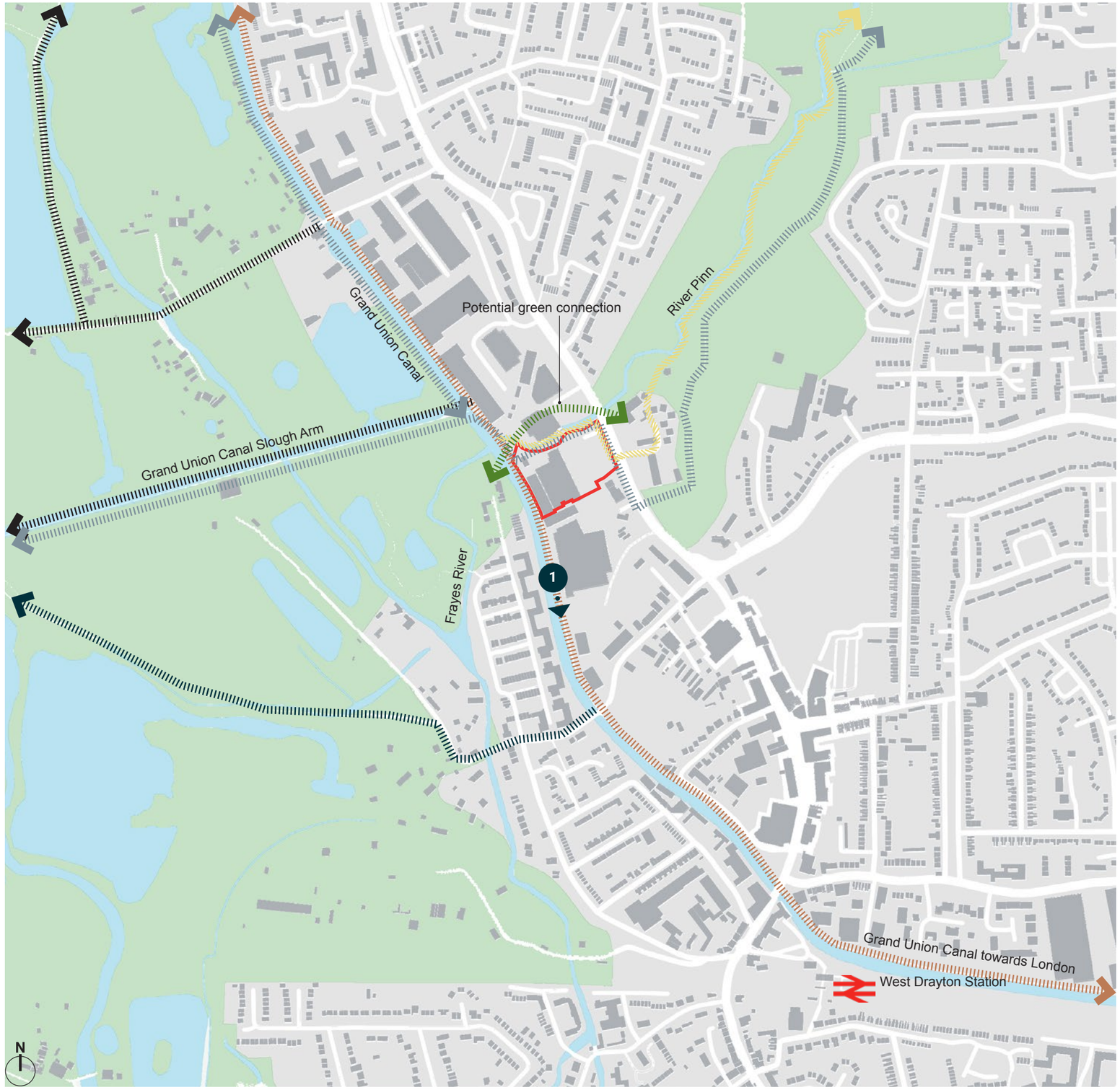
2.11.2 Celandine Route

The Celandine Route is a 12 mile walk along the River Pinn from Pinner to the Grand Union Canal at Cowley, through green spaces, conservation areas and wildlife havens.

Key:

- Site boundary
- Railway
- Celandine route
- Quietways towpath
- Key: pedestrian routes
- Cycle routes

The River Pinn is recognised as part of the Mayor's 'Blue Ribbon' network



2.11.3 Transport links

The site has a PTAL (public transport accessibility level) rating of 3. See PTAL justification note in Transport Statement.

The West Drayton railway station is just a 13 minute walk from the site. The station is on the First Great Western route and provides access to Heathrow Terminals 1-5 in just 12 minutes as well as stations to the west of London including, Reading, Bristol and Cheltenham Spa.

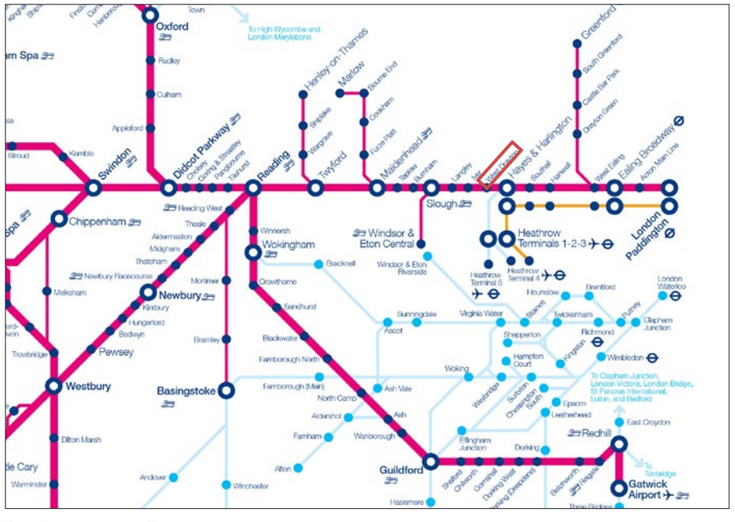
This station will also benefit from some major enhancements in preparation for the introduction of Crossrail services, including a new ticket hall, a new footbridge with four new lifts to provide step free access, platform extensions and new canopies.

To	Current journey time (2015)	Crossrail journey time (Dec 2019)
Paddington	20 mins	16 mins
Bond Street	35 mins	20 mins
Tottenham Court Road	38 mins	22 mins
Liverpool Street	47 mins	27 mins
Canary Wharf	52 mins	34 mins
Heathrow 1,2,3	12 mins	5 mins
Reading	37 mins	33 mins

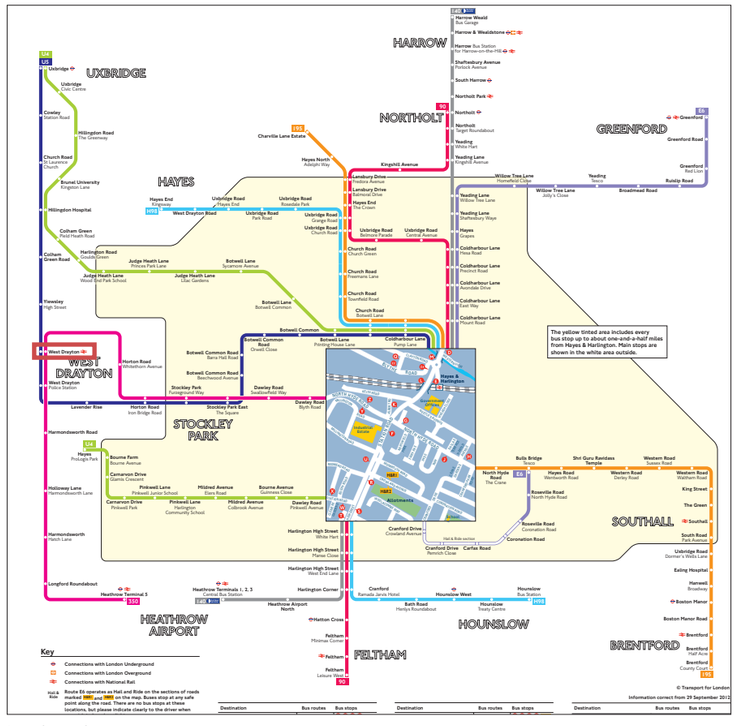
2.12 Planning policy context

The site is not located within a Strategic Industrial Location, Locally Significant Industrial Site or any other industrial designation. Nor, does it contain any industrial uses. The majority of the existing site comprises a retail warehouse with associated car parking at this edge of town centre location. The rear section of the land is used by a MOT Testing Centre and repair shop (B2 / Sui Generis). Out of town retail stores and MOT Testing Centres do not benefit from any specific planning policy protection at this location. Neither are industrial in nature or have a significant number of employees. Rather, they could be best described as alternative economic uses, driven by the low density of employees. Whilst the proposal will result in a limited loss of employment floorspace, the provision of a Health facility, when assessed with the benefits of the proposal, as explored elsewhere in this document, supports the redevelopment of the site in this fashion.

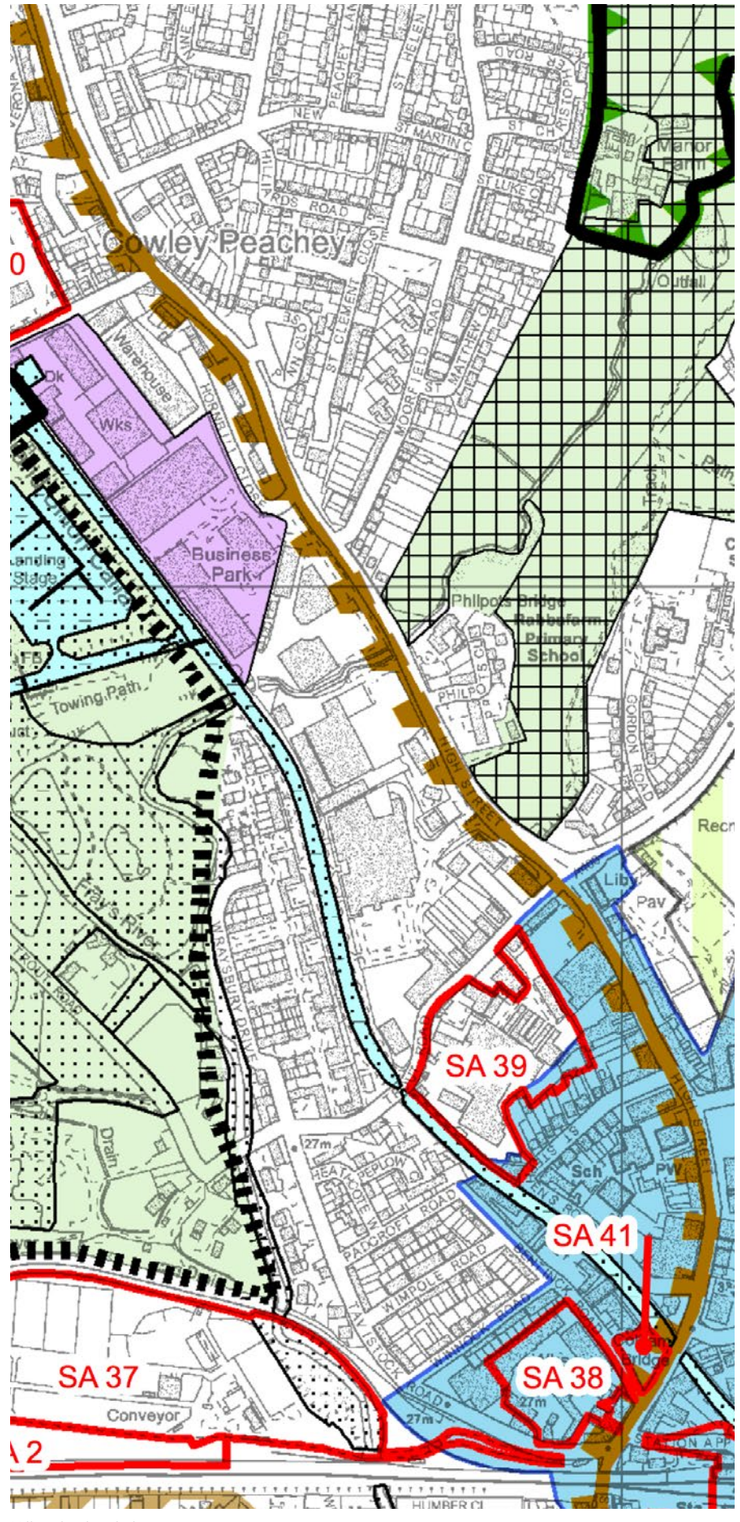
In terms of the suitability of the site for residential, policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 – Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The borough's target was increased as part of the London Plan and is now to provide an additional 5,593 dwellings, annualised as 559 dwellings per year, for the ten-year period between 2015 and 2025. This is expected to be increased further in the new London Plan expected to be adopted this year. Policy 3.3 (Increasing Housing Supply) of the London Plan provides explicit strategic support for the provision of housing in London. The proposal involves the creation of 235 residential units and a Health facility in this Opportunity Area (Heathrow) that has been identified as a strategic location for the delivery of housing. The principle of optimising the use of this site for the provision of residential accommodation and a community facility is supported in strategic terms by policy H1 of the Local Plan: Part 1 – Strategic Policies (2012); policy 3.3 (Increasing Housing Supply) of the London Plan; and the National Planning Policy Framework (2012).



First Great Western Trains map



Local area bus map



Hillingdon local plan

2.13 Heritage and conservation context

There was little recorded about Yiewsley until the late 18th century, when the Grand Junction Canal was cut. A branch of the canal known as Otter Dock was cut between Yiewsley and West Drayton in the years 1876-1879 in order to service Yiewsley's brickworks. Brick making and agriculture were the main industries in Yiewsley during the late 18th and 19th centuries, and the expansion of the brickworks resulted in a large growth in population. Five million bricks moulded and fired in the Hillingdon Brickfields every year were transported by canal to a yard near South Wharf Basin, Paddington. The last brick-field closed in 1935 following strikes and the Great Depression, and around this time Otter Dock was filled in.

The arrival of the Great Western Railway and the building of West Drayton railway station in 1838, resulted in new houses being built and a sharp increase in both population and trade. A branch line to Uxbridge was completed in 1856. This ran until closed as part of the Beeching plan in 1964 (although passenger services had been discontinued in 1962).

As the population grew, a new church, St Matthew's, was dedicated on 6 July 1859, and enlarged in 1898. Yiewsley remained a parish of Hillingdon until 1896.



1838



1876



1 **Yiewsley Grange -** Listing NGR: TQ0581580943

1. 5018 HIGH STREET (East Side) YIEWSLEY TQ 0580 28 / 288 3.4.73. Yiewsley Grange II 2. Timber framed house of late C16 or early C17 much altered circa 1700 and with late C18 and C19 additions. Most of the original fabric is concealed but some chamfered beams are visible in kitchens and some good square framing on back stairs. Early C18 red brick front of 2 storeys, 5 windows, now crowned by 2 Victorian gable ends concealing ridge ends of tiled roof. 1st floor bands. Sash windows, some with glazing bars, and a few C19 casements. Late C19 gabled porch with projecting bay above. At left a late C18 battlemented gothic tower in light red brick. On left return this is partly concealed by a late C19 canted bay. At north-west corner a barn has been converted into a ballroom in early C20. Inside an old chimney breast with altered inglenook, a staircase of circa 1700 with turned balusters and closed string and one complete panelled room of the same period.

2 **Barn in Philpot's Yard -** Listing NGR: TQ0584480907

1. 5018 HIGH STREET (East Side) YIEWSLEY Barn in Philpot's Yard. (Formerly listed as Barn at Philpot's Farm) TQ 0580 28 / 287 22.6.7l. II 2. Late C16 or early C17 6-bay barn. Weatherboarded with roof now covered in galvanised iron. Aisle on south side. Stout uprights and pattern of arched braces along side of plate. Queen post trusses to half-hipped roof. Gabled south porch. Some timbers renewed.



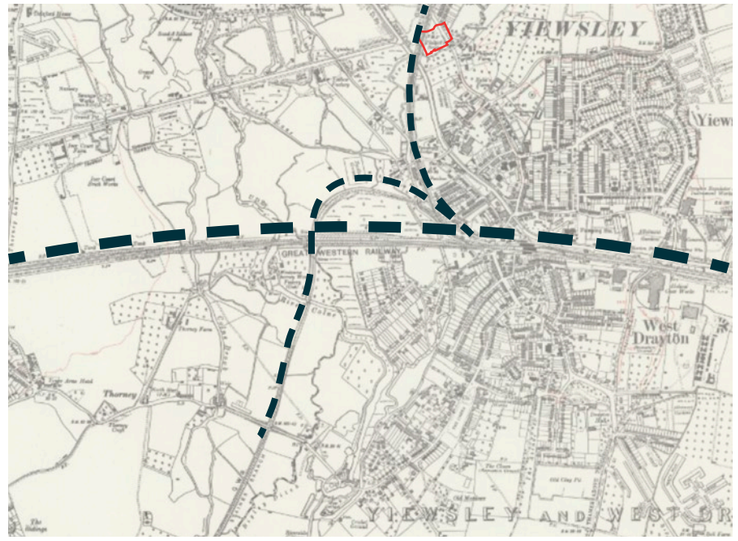
1894

2.13.1 Historic railway line

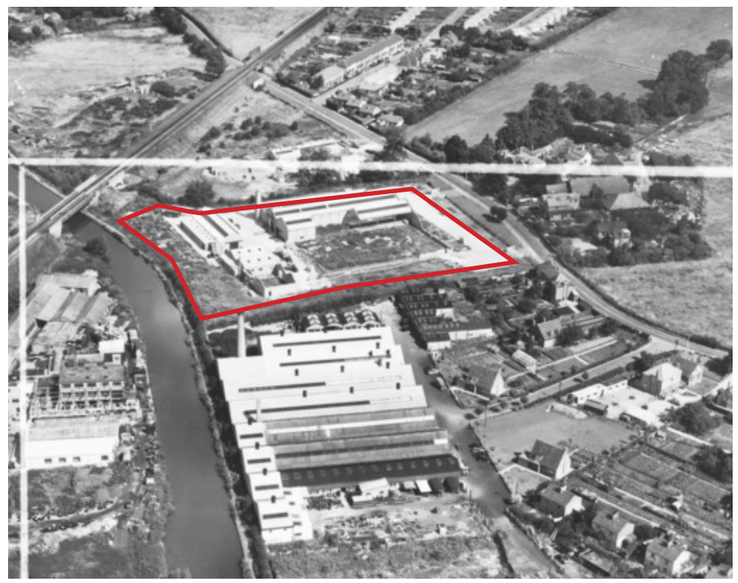
The site's geometry is partly a remnant of the historic Great Western Railway line which served Hillingdon Brickfields and later, connected to the branch line to Uxbridge built in 1956.

Key:

- Approximate site boundary
- Great Western Railway main line
- Great Western Railway main line branches



1935



1951