

## 2 Site and Local Context

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### 2.1 Introduction

2.1.1 This chapter provides a description of the Site and its setting, including a summary of all designations relevant to the Application Site and the assessment. Further detailed site description, relevant to the proposed technical assessment scope, are provided in Chapters 6 and 7.

### 2.2 Site Description and Local Context

2.2.1 The Application Site, identified on drawing reference NWA-0474-SW-ZZ-DR-A-010000-SW at **Appendix 2.1** is located within the Bulls Bridge Industrial Estate, a well-established multi-let industrial estate covering some 1.26ha positioned to the south of Hayes Town and less than 1km from Junction 3 of the M4 motorway. It lies approximately 3.2km to the north east of the closest part of the northern runway at Heathrow Airport.

2.2.2 The Site is triangular in shape, bound along its northern boundary by the Paddington to Swansea railway line, its southwestern boundary by the Grand Union Canal and associated towpath, and to the east by the wider Bulls Bridge Industrial Estate site which the applicant is currently redeveloping.

2.2.3 The northern boundary of the Site is formed by the GWR London Paddington to Swansea main line, which is situated behind a galvanised steel palisade fence. Hayes and Harlington railway station is located approximately 500m to the west. Land uses on the northern side of the railway line are industrial in nature, with Tarmac operating a large asphalt plant, a cash and carry, and various small industrial and warehouse units.

2.2.4 The west of the application Site is bound by mature trees and shrubbery. Beyond that is the Western View Railway Bridge.

2.2.5 The southern and southwestern boundary of the Site is formed by the Grand Union Canal. The Grand Union Canal is connected to the Paddington Arm Canal approximately 400m to the east and is maintained by the Canal & River Trust. Further south is National Grid's North Hyde substation and the Former Nestlé site where planning permission for a major redevelopment scheme has been granted (Hayes Village). This scheme includes 1,386 new homes focused on a cluster of apartment blocks, a local centre and commercial floorspace (which includes a data centre) (Ref. 1331/APP/2017/1883). This development, referred to as Hayes Village, adjoins the existing suburb of Cranford Park to the south and is currently under construction.

2.2.6 There is an existing building on site, which has a total area of circa 3,500sqm of floorspace and was formerly occupied by Addison Lee for the repair, maintenance, and replacement of private hire vehicles, sits centrally within the Site. Addison Lee has vacated the Site and the building is currently used by Ark and their contractors as a construction base whilst the adjacent permitted scheme is being delivered. It is due to be demolished via a separate consent in April 2025

2.2.7 The Site is largely flat at around 33m AOD with a very shallow fall from west to east towards the shallow valley of the River Yeading which runs through the south eastern corner of the Union Park re-development campus.

2.2.8 There are no on-site public rights of way (PRoW) or rights of access to the Site. A PRoW follows the towpath. A canal access ramp from the towpath to North Hyde Gardens has been created

as part of the re-development scheme. The canal towpath forms part of the London Loop, a circular walk around the capital and the Grand Union Canal Trail. To the east of the Parkway the canal splits with towpaths following both the northern and southern branches of the canal. The Hillingdon Trail follows the line of the River Yeading. There is more extensive open access the land within Minet Country Park to the north east.

2.2.9 The majority of the Site currently consists of hardstanding, with areas of overgrown shrubs and trees around the northern, western, and southern boundaries. There are small areas of ornamental planting in the south-east of the Site.

2.2.10 No trees on the Site are covered by a tree preservation order (TPO). Most individuals within the Site are of low landscape value due to being of small-size, whereas the off-site belt of trees and scrub adjacent to Site contains larger individuals of greater age.

2.2.11 The Environment Agency's indicative flood maps show that the site is located within Flood Zone 1, which is deemed to have less than a 1 in 1000 (0.1%) chance of river or tidal flooding in any one year.

2.2.12 The Site is within an Air Quality Management Area (AQMA), which was declared in 2003, and covers the southern two thirds of LBH, therefore including the Site. The AQMA is designated based on the levels of Nitrogen Dioxide (NO<sub>2</sub>).

2.2.13 The Nestlés (Botwell) Conservation Area is located on the southwestern side of the Grand Union Canal. The Bulls Bridge Conservation Area is located to the east of the site. The conservation area was designated in 1973 and comprises a stretch of the Grand Union Canal Paddington Branch. The Conservation Area also includes the Grade II Listed Bulls Bridge and the locally listed Toll House.

2.2.14 There are no statutory designations of nature conservation value within the Site, with the nearest statutory designation being Yeading Meadows Local Nature Reserve, approximately 2.5km to the north. The Grand Union Canal and associated towpath along the southern boundary is within the London Canals Site of Metropolitan Importance (SMI), a local non-statutory ecological designation that covers an area of 188ha.

### **2.3 Sensitive Receptors**

2.3.1 Aspects of the Site and adjacent areas to be considered in the design and assessment of the proposals can be identified as:

- Occupiers of existing dwellings in proximity to the Site (notably at Hayes Village);
- Visual receptors of the Site;
- Users of the local roads, transport services and public rights of ways in proximity to the Site;
- Ecological habitats and species present on and in proximity to the Site;
- Sensitive receptors that would be introduced to the Site as a result of the Proposed Development, including site workers, tenants and other site users who would be present during the later phases of construction.

2.3.2 Consideration of whether these receptors are likely to be affected, and if so, to what extent, is provided in each technical assessment chapter (Chapters 6 -7).