

2 Site and Local Context

2.1 Site Description

- 2.1.1 The Site (as shown in Figure 2.1: Plan Ref XXX-NWA-S1-ZZ-DR-A-01-000) is accessed via Uxbridge Road and Bullsbrook Road.
- 2.1.2 The Site is comprised of two land parcels which, together, have a site area of approximately 4.5 hectares ('ha') but are separated from each other by Bullsbrook Road, an adopted highway which serves other premises within the wider commercial area.
- 2.1.3 The northern parcel (to the north of Bullsbrook Road) is roughly rectangular in shape and includes several units currently utilised as part of the Hayes Bridge Retail Park. Hayes Bridge Retail Park consists of a terrace of seven retail units and a standalone commercial bank (Metro Bank) set around a central surface car park which is accessed from the Uxbridge Road. The retail terrace is equivalent to two storeys in height whilst the bank is single storey and has been constructed more recently than the retail terrace. The retail park is in an increasingly derelict site as more units have become vacant. It is bound to the north by Uxbridge Road, to the east by the Yeading Brook, to the south by Bullsbrook Road, and to the west by an undeveloped parcel of land which benefits from planning permission for a hotel (ref. 69827/APP/2021/1565) and the Hyatt Hotel beyond.
- 2.1.4 The southern parcel (to the south of Bullsbrook Road) is known as Heathrow Interchange Park. Heathrow Interchange Park consists of a series of industrial units arranged into two parallel terraces which are orientated north-south and separated from each other by an open yard with parking and vehicle turning which is served by Bullsbrook Road. Each terrace is split into two units resulting in a total of four units within Heathrow Interchange Park. The Heathrow Interchange Park Site is bound by Bullsbrook Road to the north, Brook Industrial estate to the east (the site that the Applicant is redeveloping to deliver two data centres to the south (ref. 38421/APP/2021/4045)) and a business park to the west.
- 2.1.5 Existing site levels are generally flat. Topographical survey shows that existing levels across the Site vary between approximately 30.00 – 28.4mAOD.
- 2.1.6 Geological mapping and environmental data records indicate that the Site is underlain by superficial deposits comprising Langley Silt Member (clay and silt) in the western part of the site and the Lynch Hill Gravel Member (sand and gravel) in the southern part of the Site. No superficial deposits are mapped in the eastern part of the Site. The superficial deposits are underlain by the London Clay Formation.

2.2 Local and Environmental Context

- 2.2.1 The Site is located in the London Borough of Hillingdon, greater London. It's the second largest borough, with a range of characters and development typologies, including Uxbridge Town and Hayes Town centres, suburban residences, Brunel University campus, retail parks and industrial developments, RAF Northolt air force base and Heathrow International Airport. Figure 2.2 shows the Site location within the context of Hillingdon Borough.

Figure 2.2 - Site location within Hillingdon Borough



2.2.2 The Site is located on the urban fringes of Hayes and Southall circa 1.1km West of Southall town centre, circa 1.6km East of Hayes Town centre and, circa 4.3km North East of Heathrow Airport.

2.2.3 The Site is within an Urban location with the immediate surroundings primarily characterised by other commercial, retail and industrial units. It is located within an area designated as a 'Strategic Industrial Location' (SIL) by the London Plan 2021. The Site is bound by such uses to the east, west and south. To the north, the character of the area is predominately residential, with the nearest residential receptors to the Site located 38m north off Uxbridge Road.

2.2.4 There is a Public Right of Way (PRoW) near to the Site. The Hayes Towpath: 'Bulls Bridge to Yeadling Lane' runs alongside the Grand Union canal to the East of the Site.

2.2.5 The West of the Site is immediately bound by the Matrix Tiles and Bada Business Limited units with an SSE and Cash and Carry unit further west. There are several other commercial units located further west off Springfield Road, which are also part of the SIL. The Minet Country Park, part of the London Metropolitan Green Belt, is located circa 280m west and the River Crane located circa 490m west. The A312 'The Parkway' lies past the river with an area of housing and the Lombardy Retail park (part of the area designated as a town centre by the Hillingdon Local Plan Part 2). Approximately 300m South West of the Site lies the Hayes SIL, a designated employment and industrial Site within the London Plan 2021.

2.2.6 To the south lies Beaconsfield Road and Nanaksar Primary school (circa 200m south) and the Hayes and Yeading United Football Club Stadium (circa 205m south). The mixed-use redevelopment of the Former Southall Gas Works lies beyond this, with the site allocated in the Ealing Local Plan and currently under construction with permission for up to 6,250 dwellings.

Flood Risk and Hydrology

2.2.7 The Site is predominately within Flood Zone 2, with a medium risk of flooding according to EA flood risk mapping. The Yeading Brook located adjacent to the Site is a statutory main river. The majority of the Site is of low risk of surface water flooding, with some areas of the Site classified as low and medium risk (up to 3.3% annual chance of localised flooding).

2.2.8 The closest surface water feature to the Site is the Yeading Brook, which runs parallel to the retail parks eastern boundary (west), and the Grand Union Canal (east). Both water bodies have a north to south flow direction. Approximately 1.5km south of the Site the Yeading Brook crosses another section of the Grand

2.2.9 Union Canal (flowing west to east) and joins the river Crane (which flows north to south). According to the EA Spatial Flood Defences dataset, areas of high ground are located along the right and left bank of the Yeading River.

2.2.10 There are no active potable groundwater abstractions within a 1km radius and the site is not located within a groundwater Source Protection Zone (SPZ).

Air Quality and Noise Context

2.2.11 The Site is located within the LBH Air Quality Management Area (AQMA), which runs from the south boundary of the Borough up to the railway line north of the A40, comprising approximately two thirds of the borough.

2.2.12 In terms of baseline noise environment, the main contributor to the noise climate is considered to be traffic noise from nearby roads (primarily the A4020 Uxbridge Road and Hayes Bridge Retail Park), with traffic consistent throughout all periods of the day. Railway noise and airplanes from Heathrow is also likely to form a feature of the background noise experienced on the Site.

Ecology

2.2.13 The Site itself is not subject to any statutory or non-statutory ecological designations. The nearest statutory nature conservation designation to the Site is Yeading Meadows Local Nature Reserve (LNR), which is located approximately 1.66km north-west. The nearest non-statutory ecological designation to the Site Yeading Brook, Minet Country Park and Hitherbroom Park Site of Importance for Nature Conservation (SINC), which is located within the Site along the eastern boundary. Safeguarding measures are proposed in respect of the Yeading Brook, Minet Country Park and Hitherbroom Park SINC.

2.2.14 The Site comprises a number of buildings, used for commercial and storage purposes, with associated areas of hardstanding, amenity grassland and ornamental planting, along with a number of trees. The Yeading Brook river corridor, and associated woodland, forms the eastern boundary of the site. A single hedgerow is present in the south east of the Site. The features of ecological importance comprise the hedgerow, woodland and Yeading Brook. The woodland and Yeading Brook will be entirely retained and safeguarded under the proposals. The hedgerow will be removed under the proposals, and this will be compensated for by new, native species-rich hedgerow planting.

2.2.15 The nearest ecologically designated Site is the Yeading Brook, Minet Country Park and Hither Brook Park SINC, which is located along the Site's Eastern boundary. The next nearest non-statutory nature conservation designation to the Site is London's Canals SINC, which is located 130m east of the Site.

2.2.16 Natural England has developed Impact Risk Zones (IRZs) as an initial tool to help assess the risk of developments adversely affecting Sites of Special Scientific Interest (SSSIs), taking into account the type and scale of developments. The Site sits within an IRZ in relation to a number of SSSIs, however the IRZ does not require a development of this type to be referred to Natural England for consultation.

Heritage and Archaeology

2.2.17 There are a number of heritage assets within 2km of the Site, the nearest of which being the Grade II listed Church of St George building approximately 570m North East.

2.2.18 Also of note is the South West Canalside Conservation area located circa 180m East. The Canalside Conservation Area was designated in 1993 and extended in 1994. Its designation includes the entire length of the Grand Union Canal with Ealing, excepting a stretch between Norwood Top Lock and the Hanwell Locks, which are contained within a separate designation.

2.2.19 The Site does not lie in a Local Authority Archaeological Priority Zone and does not contain any nationally designated (protected) sites such as Scheduled Monuments or Registered Parks and Gardens.

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 and commercial premises in proximity to the Site;
- The local population in respect of local services, employment opportunities, etc.
- Users of local roads, transport services and public rights of way both on and in proximity to the Site;
- Climate change in terms of greenhouse gas emissions and resilience;
- Ecological habitats and species present both on Site and in proximity to the Site;
- Surface and groundwater regimes both on or in close proximity to the Site, including the drainage characteristics of the Site
- The townscape character of the Site and the surrounding area
- Sensitive receptors that would be introduced to the Site as a result of the Proposed Development including site workers, occupiers and other site works who would be present during later phases of construction.