

## Report of the Head of Planning, Sport and Green Spaces

**Address** FORMER RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

**Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for Infrastructure Phase, comprising detailed design of the new ' Spine Road' of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for a new mixed used development at St Andrews Park (Former RAF Uxbridge Site).

**LBH Ref Nos:** 585/APP/2013/759

**Drawing Nos:**

- 5105977/UXB/SR/1301 Rev A01 - Spine Road Street Lighting Layout Sheet 1 of 2
- 5105977/UXB/SR/0115 Rev A06 - Spine Road Swept Path Analysis Sheet 5 of 10
- 5105977/UXB/SR/0142 - Spine Road Long Sections Sheet 1 of 2
- 2152-SP-PP-01 - Spine Road Swale Planting Plan
- 2152-SP-LA02 Rev G - Spine Road Surface Treatments
- 5105977/UXB/SR/0116 Rev A06 - Spine Road Swept Path Analysis Sheet 6 of 10
- 5105977/UXB/SR/0117 Rev A06 - Spine Road Swept Path Analysis Sheet 7 of 10
- 5105977/UXB/SR/0143 - Spine Road Long Sections Sheet 2 of 2
- 5105977/UXB/SR/0118 Rev A06 - Spine Road Swept Path Analysis Sheet 8 of 10
- 5105977/UXB/SR/0119 Rev A03 - Spine Road Swept Path Analysis Sheet 9 of 10
- 5105977/UXB/SR/0120 Rev A02 - Spine Road Swept Path Analysis Sheet 10 of 10
- 5105977/UXB/SR/0122 Rev A05 - Alignments and Contours Sheet 1 of 5
- 5105977/UXB/SA/0120 Rev A03 - Southern Access Swept Path Analysis
- 5105977/UXB/SR/0125 Rev A03 - Alignments and Contours Sheet 4 of 5
- 5105977/UXB/SR/0126 Rev A04- Alignments and Contours Sheet 5 of 5
- 5105977/UXB/SR/0124 Rev A02 - Alignments and Contours Sheet 3 of 5
- 5105977/UXB/SR/0121 - Site Location Plan
- 5105977/UXB/SR/0102 Rev A11 - Spine Road General Arrangement Sheet 1 of 2
- 5105977/UXB/SR/0103 Rev A11 - Spine Road General Arrangement Sheet 2 of 2
- 5105977/UXB/SR/1302 Rev A03 - Spine Road Street Lighting Layout Sheet 2 of 2
- 2152-SP-LA03 Rev H - Spine Road Surface Treatments
- 5105977/UXB/SR/0111 Rev A05 - Spine Road Swept Path Analysis Sheet 1 of 10
- 5105977/UXB/SR/0112 Rev A05 - Spine Road Swept Path Analysis Sheet 2 of 10
- 5105977/UXB/SR/0113 Rev A05 - Spine Road Swept Path Analysis Sheet 3 of 10
- 5105977/UXB/SR/0114 Rev A05 - Spine Road Swept Path Analysis Sheet 4 of 10
- 5105977/UXB/SR/0141 Rev A02 - Spine Road Typical Cross Section

**Date Plans Received:** 27/03/2013

**Date(s) of Amendment(s):**

**Date Application Valid:** 27/03/2013

## 1. **SUMMARY**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the creation of the main Spine Road through the St Andrews Park Development (former RAF Uxbridge) as part of the infrastructure phase of the development.

The application site forms part of St Andrews Park Development, for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development. Access was the only matter approved as part of this application and the access included the creation of a main Spine Road, which provides access from the Chippendale Way Roundabout to the northwest of the site to the junction between Hillingdon Road and the Greenway to the south. In addition, a new signalised junction (known as the central access) will be provided off Hillingdon Road into the site between phases 3 and 4 of the development.

This application is for the southern section of the spine road, which proposes to connect from the northern boundary of Hillingdon Road / Greenway Junction improvements (the reserved matters for this junction itself has already been approved under application reference 585/APP/2012/1976) to the boundary of the new central access into the site. The application site does not include the section of spine road running through the town centre extension (Phases 4 & 7), as this will be designed alongside the reserved matters applications for these phases.

The design of the spine road consists of a main vehicular carriageway measuring 6.1 metres in width with a pedestrian pavement on either side. The outline consent approved the creation of a drainage swale running along the western side of the spine road in front of the three storey town houses. A pavement is proposed between the front of these dwellings and the swale, although this third pavement does not form part of the current application and was approved under application reference 585/APP/2013/722.

The spine road and swale have been designed in accordance with the parameter plans and design code approved at outline stage. The proposed layout has been reviewed by the Highways Officer who has raised no objection to the proposal in terms of highway and pedestrian safety. The proposed swale would offer an acceptable SUDS design which would meet the required Greenfield run-off rate approved in the detailed drainage strategy. The materials selected and proposed landscaping would have a positive impact on the character and appearance of the surrounding area, in accordance with the vision

of the approved design code. Therefore, it is recommended that the application be approved.

## 2. **RECOMMENDATION**

**APPROVAL** subject to the following:

### 1 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers listed below and shall thereafter be retained/maintained for as long as the development remains in existence.

5105977/UXB/SR/0121 - Site Location Plan  
5105977/UXB/SR/0102 Rev A11 - Spine Road General Arrangement Sheet 1 of 2  
5105977/UXB/SR/0103 Rev A11 - Spine Road General Arrangement Sheet 2 of 2  
5105977/UXB/SR/0111 Rev A05 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0112 Rev A05 - Spine Road Swept Path Analysis Sheet 2 of 10  
5105977/UXB/SR/0113 Rev A05 - Spine Road Swept Path Analysis Sheet 3 of 10  
5105977/UXB/SR/0114 Rev A05 - Spine Road Swept Path Analysis Sheet 4 of 10  
5105977/UXB/SR/0115 Rev A06 - Spine Road Swept Path Analysis Sheet 5 of 10  
5105977/UXB/SR/0116 Rev A06 - Spine Road Swept Path Analysis Sheet 6 of 10  
5105977/UXB/SR/0117 Rev A06 - Spine Road Swept Path Analysis Sheet 7 of 10  
5105977/UXB/SR/0118 Rev A06 - Spine Road Swept Path Analysis Sheet 8 of 10  
5105977/UXB/SR/0119 Rev A03 - Spine Road Swept Path Analysis Sheet 9 of 10  
5105977/UXB/SR/0120 Rev A02 - Spine Road Swept Path Analysis Sheet 10 of 10  
5105977/UXB/SR/0122 Rev A05 - Alignments and Contours Sheet 1 of 5  
5105977/UXB/SR/0123 Rev A03 - Alignments and Contours Sheet 2 of 5  
5105977/UXB/SR/0124 Rev A02 - Alignments and Contours Sheet 3 of 5  
5105977/UXB/SR/0125 Rev A03 - Alignments and Contours Sheet 4 of 5  
5105977/UXB/SR/0126 Rev A04 - Alignments and Contours Sheet 5 of 5  
5105977/UXB/SR/0141 Rev A02 - Spine Road Typical Cross Section  
5105977/UXB/SR/0142 - Spine Road Long Sections Sheet 1 of 2  
5105977/UXB/SR/0143 - Spine Road Long Sections Sheet 2 of 2  
5105977/UXB/SR/1301 Rev A01 - Spine Road Street Lighting Layout Sheet 1 of 2  
5105977/UXB/SR/1302 Rev A03 - Spine Road Street Lighting Layout Sheet 2 of 2  
5105977/UXB/SA/0120 Rev A03 - Southern Access Swept Path Analysis  
2152-SP-PP-01 - Spine Road Swale Planting Plan  
2152-SP-LA02 Rev G - Spine Road Surface Treatments  
2152-SP-LA03 Rev H - Spine Road Surface Treatments

### REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

## INFORMATIVES

### 1

You are advised that in addition to the reserved matters approval, technical approval under Section 38 is required prior to commencement of road construction.

### 2 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed

precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

### **3 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development.

The site consists of 1.8 hectare, roughly L-shaped plot of land, which covers the areas where the southern section of the new spine road will be developed within the application site. Previously contained within the application site were sections of vacant buildings, which formed part of the former RAF Uxbridge Base. These buildings were approved for demolition as part of the outline consent and the majority have been subsequently demolished. The site is now largely open and landscaped space, with trees of differing species and height within the route of the spine road and also adjacent the route.

The spine road is to be situated in the western side of the St Andrews Park site and will connect with the Chippendale Way Roundabout to the junction between Hillingdon Road and the Greenway to the south. In addition, a new signalised junction (known as the central access) will be provided off Hillingdon Road into the site between phases 3 and 4 of the development. The spine road contained within the application site will be flanked by two or three storey residential dwellings, with a new public square, GP Surgery and retail units approved in a central square between phases 2 and 3. The road will also be boarded by the new district park to the east of the T-junction, where the spine road meets the link road to the new signalised junction. The area containing the district park is designated as Green Belt land with the remainder of the site being identified as within a Developed Area in the policies of the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the creation of the main Spine Road through the St Andrews Park Development (former RAF Uxbridge) as part of the infrastructure phase of the development.

The section of Spine Road being considered runs from the boundary line of the Hillingdon Road / Greenway Junction to the boundary of the new central access into the site. The application site does not include the section of spine road running through the town centre extension (through phases 4 & 7), as this will be designed alongside the reserved matters applications for these phases.

The design of the spine road consists of a main vehicular carriageway measuring 6.1 metres in width with a pedestrian pavements on either side. The vehicle carriageway would be black tarmac with the pavements finished using tegula setts. The kerbs would be conservation style kerbs, with drainage gulleys provided through the kerbs to ensure the flow surface water from the highway into the swale.

The swale would be set to the west of the spine road and would provide surface water drainage for the surrounding residential catchments and as well as the spine road. The swale would have a 1 in 3 gradient on the sides of the drain, which would be soft landscaped with small trees and planting. The swales would feed into a series of private drains and would be fed into the River Pinn in the district park.

The link road which connects the spine road to the proposed central access would have a kerb build out on the southern side of the street, which could provide on-street parking facilities at a later time.

The original submission included the signalised junction and the central access as part of the application. However, this section of the proposal has subsequently been withdrawn from this application, as confirmation of the modelling has not yet been received from TFL signals department. Details of this junction will form part of a subsequent application.

### 3.3 Relevant Planning History

585/APP/2009/2752 R A F Uxbridge Hillingdon Road Uxbridge

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c) Creation of a three-form entry primary school of 2 storeys;
- d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
- f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground,

first and second floors;

**Decision:** 18-01-2012 Approved

585/APP/2012/3093 Former Raf Uxbridge Hillingdon Road Uxbridge

Application to discharge Condition 8 (traffic and parking arrangements, delivery and servicing, construction details and surfacing) for Infrastructure Phase, comprising detailed design of new vehicular and pedestrian access configuration to the southern entrance of the former RAF Uxbridge Site, at the junction with Hillingdon Road and The Greenway of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for the redevelopment of former RAF Uxbridge.

**Decision:** 16-01-2013 Approved

585/APP/2013/905 Former Raf Uxbridge Hillingdon Road Uxbridge

Application to discharge Condition 68 (Drainage) for Infrastructure Phase, comprising detailed design of the new ' Spine Road' and the new signalised junction with Hillingdon Road of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for a new mixed used development at St Andrews Park (Former RAF Uxbridge Site).

**Decision:**

#### **Comment on Relevant Planning History**

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
  - a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
  - b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
  - c. Creation of a three-form entry primary school of 2 storeys;
  - d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
  - e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
  - f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.
  
2. In addition to the above, full planning permission for:
  - a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
  - b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
  - c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);

- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sq m Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

Since the approval the applicant has discharged a number of the pre commencement and other conditions attached to the permission relating to the application site.

#### **4. Planning Policies and Standards**

Since the approval of the outline consent, the London Plan (July 2011) has been adopted. This would not impact the determination of the current application.

#### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OL5 Development proposals adjacent to the Green Belt
- LPP 5.12 (2011) Flood risk management

LPP 5.13	(2011) Sustainable drainage
LPP 6.10	(2011) Walking
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 7.16	(2011) Green Belt
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **1st May 2013**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

141 neighbouring occupiers were notified by way of letter on 9th April 2013, the application was advertised in the local press on 10th April 2013 and three site notices were erected on 12th April. By the close of the consultation period, no consultation responses had been received from any neighbouring occupier.

#### **THAMES WATER**

The reserved matters application does not affect Thames Water and as such we have no observations to make.

#### **ENVIRONMENT AGENCY**

The Environment Agency have reviewed the drainage details for the Spine Road under application reference 585/APP/2013/905, which approved the drainage layout for the Spine Road and they have raised no objection to the proposed development.

### **Internal Consultees**

#### **HIGHWAYS OFFICER**

This reserved matters application seeks approval for the detailed design of a substantial length of the main spine road that will eventually run from the Chippendale Roundabout to the Hillingdon Road/ The Greenway junction. The length under consideration is from a point just north of its junction with the new central access link off Hillingdon Road to a cut off point north of the Hillingdon Road/ The Greenway junction. It includes the new central access link road, excluding the new signal junction on Hillingdon Road which would be the subject of a separate application.

The short length of spine road from the southern cut off point to the Greenway junction has already been approved under a separate application.

The horizontal alignment of the spine road accords with that approved at outline. Condition 8 of the outline consent required the removal (and relocation elsewhere) of private residential parking on the spine road which is to be adopted under Section 38 of the Highways Act, 1980. The carriageway width has been widened from 6.0 to 6.1 metres to enable, if required, the introduction of a future parking management scheme which with parked cars would still allow a lorry and car to pass each other. Waiting restrictions comprising a combination of single and double yellow lines are to be introduced on both sides of the road including on the central access link road.

The spine road is designed as a 20 mph road with speed tables. Auto tracks for refuse lorries have



been provided. The road drainage is to discharge into swales which are to remain private and the Council's interest in this respect will be protected under a legal agreement.

The outline plans for the central access link road indicated parking lay-bys on both sides of the road. The ones on the north side have been deleted because of the impact on the adjoining mature trees. The lay by on the south side is to be retained and adopted.

An informative is required advising the applicant that in addition to the reserved matters approval, technical approval under Section 38 is required prior to commencement of road construction. Subject to the above no objections are raised on highway grounds

(Officer Comment: It is noted that adequate maintenance of the estate and swales is addressed within the existing legal agreement and conditions attached to the outline consent as discussed in section 7.17 of this report.

#### FLOODWATER MANAGEMENT OFFICER

The Spine Road drawings and the Spine Road Surface Water Catchments have been reviewed and are in accordance with the drainage strategy and drainage layouts for the neighbouring residential catchments.

Almost all of the provided information is acceptable, there is just one place where there appears to be a small amount of flooding in the calculations at point 15.003 on drawing 4 of 5 5105977/UXB/SR/0505 A02. If there is to be overland flow I need to be shown clearly how that is dealt with It would be good to have clarity if it ponds in that area, but this is not a major issue.

CASE OFFICER COMMENTS: The applicant has clarified that the flooded volume at point 15.003 has been identified as 0.795m<sup>3</sup> for the 1in100year +30% event. The flooded volume identified is located near the detention basin and any overland flow route would follow the contours towards the detention basin and towards the River Pinn. The flooded volume is insignificant for such a big event that closer inspection of cover levels and global variables in that area subject to detail design submission would eradicate the flooded volume. The Floodwater Management Officer has reviewed this and raised no further objections.

#### TREES AND LANDSCAPING OFFICER

Landmark Trees have produced an Arboricultural Method Statement intended to minimise damage to trees during the construction of the spine road and associated pavements and areas of build up.

The statement notes (1.3.1) that adjacent to the road there are 35 No. trees, of which 27 No. are B (moderate) category, with 1No. B/c, 4No. C category and 3No. C/u category whose poor quality makes them unsuitable for retention

Clause 1.3.3 confirms that the principal impact will be the loss of 6No. mature B category trees (T1878, 2025, 2027,2038,2039 and 2043) with 1No. C/u grade tree, T1004 necessary to accommodate the new road alignment.

Theoretical encroachment will also occur within the RPA s of B grade trees, T1003, 2013, 2017, 2020, 2021 and 2228, B/c grade tree 2019, C grade trees T1002 and 2014. Specified mitigation includes the careful removal of asphalt, the installation of clean granular fill and some pre-emptive crown lifting.

The impacts and required mitigation techniques are identified in Table 1. The sequence of work is described in 1.4.1 and site supervision is specified in 1.5. At 1.5, the Council s tree contact is given as John Lawson. A message has been left with Landmark Trees that the current LBH contact for

this site is now Robert Reeves.

The report describes the pre-development site preparation, tree protection barriers, pre-development site inspection protocol and the development phase.

Among the specific landscape objectives of this soft-engineering design is the intention to utilise low-maintenance grass mixes, with seasonal highlights provided by swathes of naturalised native bulbs. Shrub and herbaceous perennial planting will be used to provide seasonal visual interest and encourage biodiversity; multi-stemmed native trees (species of Alder and Birch, planted at 250-300cm height) will provide landscape structure and a visual buffer between the houses and the road. All of the planting has been selected to withstand the occasional inundation to which it will be subjected. The detail of the swales reflects the outcome of pre-application discussion between Allen Pyke Associates and Hillingdon officers.

Therefore, No objection is raised.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The erection of the spine road and swale was approved as part of the outline consent for the redevelopment of St Andrews Park. The road and swale are proposed in accordance with the approved parameter plan and drainage strategy and no objection is raised to the principle of the development.

### **7.02 Density of the proposed development**

Not applicable to this application.

### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

Not applicable to this application.

### **7.04 Airport safeguarding**

The proposed development is within the height parameters approved at outline stage to which National Air Traffic Services raised no objection. Therefore, the proposed development is considered to have an acceptable impact in terms of airport safeguarding.

### **7.05 Impact on the green belt**

The development would not encroach onto the green belt land to the west and the development is considered not to cause harm to its setting. Therefore, the development is considered to comply with Policy OL5 of the Hillingdon Local Plan.

### **7.07 Impact on the character & appearance of the area**

The Spine Road will form the primary vehicle and pedestrian route from north to south through the St Andrews Park development. The materials selected for highway are in keeping with the prominence of this route with conservation kerbs and tequila sets to provide an enhanced pedestrian environment. The swale would provide an area of soft landscaping which will be maintained as part of the responsibilities of the estate management company. It is, therefore, considered that the design and appearance of the spine road would have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13, BE15 & BE19 of the Hillingdon Local Plan.

### **7.08 Impact on neighbours**

As the application is for the development of a highway and swale, the proposed development would cause no significant harm to residential amenity of the future occupiers of the neighbouring residential dwellings in terms of loss of light, loss of outlook or sense of dominance. Therefore, the development is in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

The development would include the erection of various streetlights along the spine road. However, these have been design to ensure no unacceptable light spill into the dwellings

lining the spine road and would be in keeping with the lighting provided on any residential street. Therefore, the development is considered to comply with Policy OE1 of the Hillingdon Local Plan.

**7.09 Living conditions for future occupiers**

Not applicable to this application.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

**TRAFFIC IMPACT**

The applicant has been in extensive pre-application discussions with regards to highways safety, given the linear nature and length of the spine road. The result of the pre-application discussions have resulted in the creation of a spine road with speed tables at a number of key junctions which will act as traffic calming measures. Furthermore, the spine road will be limited to 20 mph to ensure a greater level of pedestrian and highway safety. The Highways Officer have reviewed the final design, including the access points into the smaller residential side streets and is satisfied that the development will ensure the protection of highway and pedestrian safety in accordance with Policy AM7 of the Hillingdon Local Plan.

**CAR PARKING**

At the outline stage Condition 8 of the outline consent was amended to require plans to show no parking being provided on the spine road. This was due to concerns about private residential parking being provided on an adopted road, as was originally envisaged by the masterplan. The current proposal has no residential parking on the spine road. A small section of kerb build out has been provided on the southern side of the link road at the request of parking services, in order to provide a potential position for future pay and display parking within the site. The width of the vehicle carriageway has also been increased to 6.1 metres to allow for future on-street parking if required. The Highways Officer has reviewed the kerb build out and width of carriageway and considers the arrangements suitable for potential future parking at the site.

**PEDESTRIAN SAFETY AND MOVEMENT**

The proposed development has included three pavements within the design of the spine road to allow for the maximum separation of pedestrians and cars. At 2.0 metres the width of the pedestrian footways are considered acceptable and suitable crossing points have been provided at the junctions. The highways officer has reviewed this arrangement and raised no objection. Therefore, the development is considered to comply with Policy AM8 of the Hillingdon Local Plan.

**7.11 Urban design, access and security**

The design of the highway and swale are in accordance with the Design Code approved at Outline Stage and are considered acceptable in terms of Urban Design.

**7.12 Disabled access**

The vehicle carriageway is 2 metres in width and would allow two wheelchair users to pass simultaneously. The design of the road has been undertaken to be DDA compliant and tactile paving would be provided at pedestrian crossing point for blind users of the road. Street furniture has been kept to a minimum along the pedestrian footways. Therefore, the development is considered to comply with the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 7.2 of the London Plan (July 2011).

**7.13 Provision of affordable & special needs housing**

Not applicable to this application.

**7.14 Trees, landscaping and Ecology**

The outline plans for the central access link road indicated parking lay-bys on both sides of the road. However, the provision of parking on the northern side of the road would have significantly undermined the row of horse-chestnut trees to the north of the road. Therefore, these significant trees are being retained, as shown on the outline master plan, and parking provided on the southern side of the road only. The Council's Highways Engineer is fully satisfied that this proposed arrangement is acceptable in highways and parking terms and officers are of the view that the retention of these trees which will significantly enhance the landscape appearance of the development is important.

The location of the proposed spine road and swale will require the removal of a number of trees from the site. The Trees and Landscaping Officer has reviewed the proposal and none of these trees would be considered as having a high landscape importance. Therefore no objection is raised to their removal or the proposed tree protection measures for the retained trees in close proximity of the spine road. The Trees and Landscaping Officer has reviewed the proposed landscaping for the swale and finds the planting selection acceptable for the use within a swale. Therefore, the development is considered to comply with Policy BE38 of the Hillingdon Local Plan.

#### **7.15 Sustainable waste management**

The Highways Officer has reviewed the proposed layout and the associated tracking and considers that the kerb radii would be acceptable to allow refuse vehicles to enter and exit the residential side streets. Therefore, no objection is raised in this regard.

#### **7.16 Renewable energy / Sustainability**

Not applicable to this application.

#### **7.17 Flooding or Drainage Issues**

The outline consent for the development approved the creation of a green swale to the west of the spine road, which would provide surface water drainage for the highway and neighbouring residential catchments. The swale will remain in the private ownership of the St Andrews Park Estate Management Company and the S106 for the outline consent requires a SUDS plan for the management of the swale to be provided to the Council for approval, prior to the commencement of works. Furthermore, the S106 also requires an Estate Management Plan to be submitted to the Council for its approval prior to the occupation of any dwelling. The Council has approved the SUDS management plan and is in the process of agreeing the responsibilities of the estate management company. These two documents require the applicant to maintain the swale in good working order, therefore, no objection has been raised to the highways drainage being fed into the privately owned swale.

The Floodwater Management Officer has reviewed the proposed drainage and finds that the swale and associated SUDS would provide an acceptable capacity and greenfield run-off rate and would not increase flood risk in the surrounding area. Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan (July 2011).

#### **7.18 Noise or Air Quality Issues**

Not applicable to the current application.

#### **7.19 Comments on Public Consultations**

No further comments with regard to the public consultation.

#### **7.20 Planning obligations**

None required.

#### **7.21 Expediency of enforcement action**

None required.

## **7.22 Other Issues**

No further issues for consideration.

## **8. Observations of the Borough Solicitor**

## **9. Observations of the Director of Finance**

None received.

## **10. CONCLUSION**

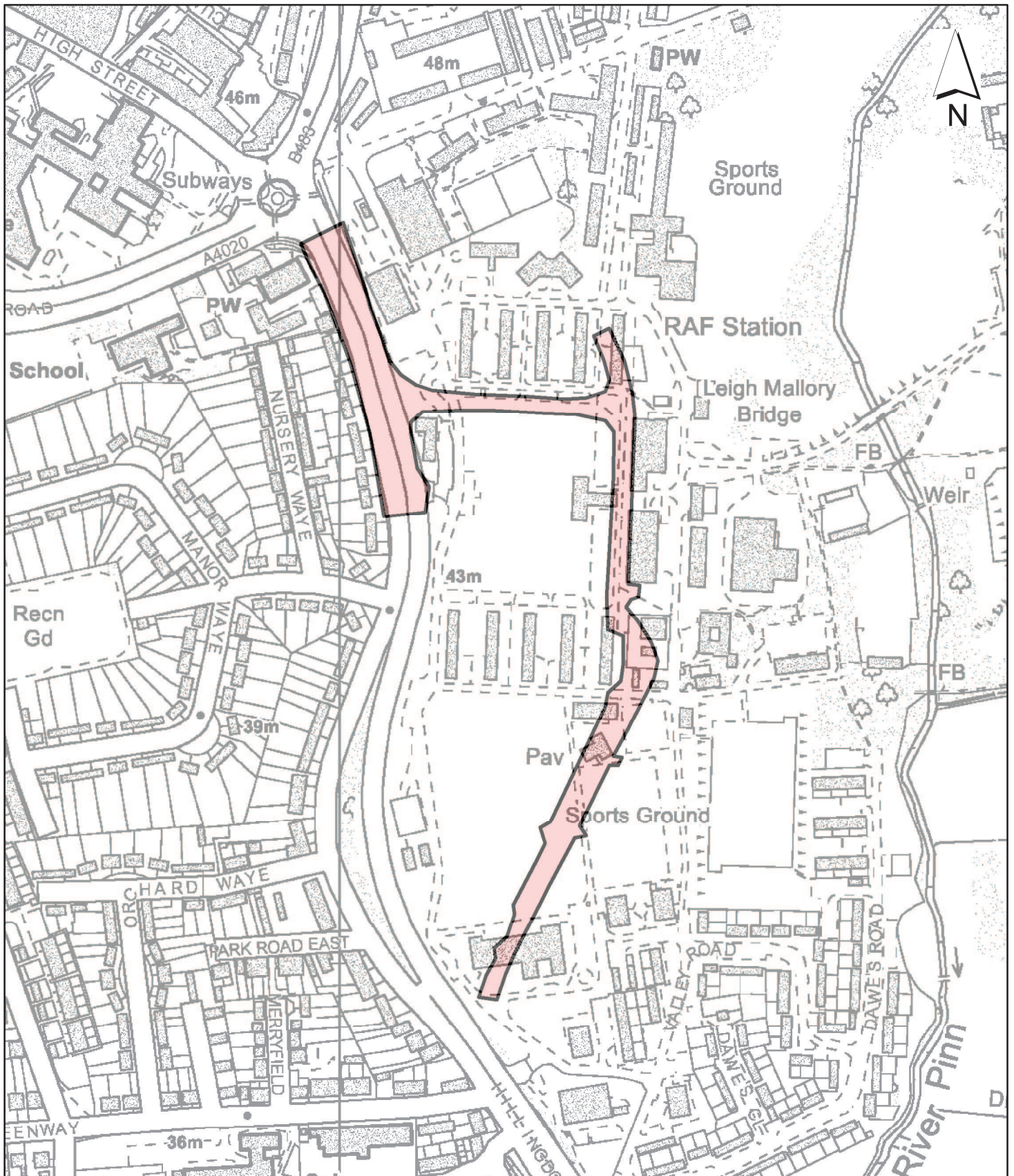
The spine road and swale have been designed in accordance with the parameter plan and design code approved at outline stage. The layout has been reviewed by the Highways Officer who have raised no objection to the proposal in terms of highway and pedestrian safety. The proposed swale would offer an acceptable SUDS design, which would meet the required greenfield run-off rate approved in the detailed drainage strategy. The materials selected and proposed landscaping would have a positive impact on the character and appearance of the surrounding area, in accordance with the vision of the approved design code. Therefore, it is recommended that the application be approved.

## **11. Reference Documents**

Hillingdon Local Plan (November 2012);  
The London Plan (July 2011);  
National Planning Policy Framework;  
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006);  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010).

**Contact Officer:** Alex Smith

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**Notes**

 Site boundary

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Planning Application Ref:

**585/APP/2013/759**

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Planning Committee

**Major Applications**

Date

**May  
2013**



**HILLINGDON**  
LONDON