

## 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/0142 - Spine Road Long Sections Sheet 1 of 2  
2152-SP-PP-01 - Spine Road Swale Planting Plan  
5105977/UXB/SR/0143 - Spine Road Long Sections Sheet 2 of 2  
5105977/UXB/SA/0120 Rev A03 - Southern Access Swept Path Analysis  
5105977/UXB/SR/0121 - Site Location Plan  
5105977/UXB/SR/1302 Rev A03 - Spine Road Street Lighting Layout Sheet 2 of 2  
5105977/UXB/SR/0141 Rev A02 - Spine Road Typical Cross Section  
5105977/UXB/SR/0115 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
2152-SP-LA03 Rev I - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0114 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0103 Rev A15 - Spine Road General Arrangement Sheet 2 of 2  
5105977/UXB/SR/0102 Rev A15 - Spine Road General Arrangement Sheet 1 of 2  
5105977/UXB/SR/0126 Rev A06- Alignments and Contours Sheet 5 of 10  
5105977/UXB/SR/0125 Rev A05 - Alignments and Contours Sheet 4 of 10  
5105977/UXB/SR/0118 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0117 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0116 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
2152-SP-LA02 Rev H - Spine Road Surface Treatments  
5105977/UXB/SR/0120 Rev A04 - Spine Road Swept Path Analysis Sheet 10 of 10  
5105977/UXB/SR/0119 Rev A05 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0122 Rev A07 - Alignments and Contours Sheet 1 of 10  
5105977/UXB/SR/0112 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0111 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0113 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0124 Rev A04 - Alignments and Contours Sheet 3 of 10

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

**Date(s) of Amendment(s):** 02/06/2013

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

27/03/2013

## 1. SUMMARY

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

□

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 approved at the outline stage. This 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. □

□

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. It is important to recognise that this application relates to the reserved matters only. Details relating to signals and junction improvements are dealt with in detail through the S106 legal agreement (off site highway works) and condition 8 of the consent, which also control what must be completed before the road can be used. □

□

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 Sustainable Urban Drainage (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.□

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- 5105977/UXB/SR/0121 - Site Location Plan□
- 5105977/UXB/SR/0102 Rev A15 - Spine Road General Arrangement Sheet 1 of 2□
- 5105977/UXB/SR/0103 Rev A15 - Spine Road General Arrangement Sheet 2 of 2□
- 5105977/UXB/SR/0111 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10□
- 5105977/UXB/SR/0112 Rev A07 - Spine Road Swept Path Analysis Sheet 2 of 10□
- 5105977/UXB/SR/0113 Rev A07 - Spine Road Swept Path Analysis Sheet 3 of 10□
- 5105977/UXB/SR/0114 Rev A07 - Spine Road Swept Path Analysis Sheet 4 of 10□
- 5105977/UXB/SR/0115 Rev A08 - Spine Road Swept Path Analysis Sheet 5 of 10□
- 5105977/UXB/SR/0116 Rev A08 - Spine Road Swept Path Analysis Sheet 6 of 10□
- 5105977/UXB/SR/0117 Rev A08 - Spine Road Swept Path Analysis Sheet 7 of 10□
- 5105977/UXB/SR/0118 Rev A08 - Spine Road Swept Path Analysis Sheet 8 of 10□
- 5105977/UXB/SR/0119 Rev A05 - Spine Road Swept Path Analysis Sheet 9 of 10□
- 5105977/UXB/SR/0120 Rev A04 - Spine Road Swept Path Analysis Sheet 10 of 10□
- 5105977/UXB/SR/0122 Rev A07 - Alignments and Contours Sheet 1 of 5□
- 5105977/UXB/SR/0123 Rev A05 - Alignments and Contours Sheet 2 of 5□
- 5105977/UXB/SR/0124 Rev A04 - Alignments and Contours Sheet 3 of 5□
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- 2152-SP-LA03 Rev I - 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**            I59                    **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 application only relates to the spine road, beyond it (and not forming part of this application) will be two or three storey residential dwellings, with a new public square, GP Surgery and retail units. The road will also be boarded by the new district park to the east of the T-junction.

**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.

### 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 GI 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. □

□  
No consultation responses have been received. □

□  
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 informative no objections are raised on highway grounds. □

□

**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. No objection. □

□

**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 report describes the pre-development site preparation, tree protection barriers, pre-development site inspection protocol and the development phase. Which are acceptable. □

□

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 all weather conditions 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. The proposals accord with relevant conditions on the outline permission.

### **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 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. □

□  
In relation to the central access link road, parking will be on the southern side of the road so that significant trees to the north are retained. 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.

#### **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**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.□

□

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).□

□

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.□

□

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.□

□

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

### **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

**Telephone No:** 01895 250230

## 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/0142 - Spine Road Long Sections Sheet 1 of 2  
2152-SP-PP-01 - Spine Road Swale Planting Plan  
5105977/UXB/SR/0143 - Spine Road Long Sections Sheet 2 of 2  
5105977/UXB/SA/0120 Rev A03 - Southern Access Swept Path Analysis  
5105977/UXB/SR/0121 - Site Location Plan  
5105977/UXB/SR/1302 Rev A03 - Spine Road Street Lighting Layout Sheet 2 of 2  
5105977/UXB/SR/0141 Rev A02 - Spine Road Typical Cross Section  
5105977/UXB/SR/0115 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
2152-SP-LA03 Rev I - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0114 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0103 Rev A15 - Spine Road General Arrangement Sheet 2 of 2  
5105977/UXB/SR/0102 Rev A15 - Spine Road General Arrangement Sheet 1 of 2  
5105977/UXB/SR/0126 Rev A06- Alignments and Contours Sheet 5 of 10  
5105977/UXB/SR/0125 Rev A05 - Alignments and Contours Sheet 4 of 10  
5105977/UXB/SR/0118 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0117 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0116 Rev A08 - Spine Road Swept Path Analysis Sheet 1 of 10  
2152-SP-LA02 Rev H - Spine Road Surface Treatments  
5105977/UXB/SR/0120 Rev A04 - Spine Road Swept Path Analysis Sheet 10 of 10  
5105977/UXB/SR/0119 Rev A05 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0122 Rev A07 - Alignments and Contours Sheet 1 of 10  
5105977/UXB/SR/0112 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0111 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0113 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10  
5105977/UXB/SR/0124 Rev A04 - Alignments and Contours Sheet 3 of 10

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

**Date(s) of Amendment(s):** 02/06/2013

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

27/03/2013

## 1. SUMMARY

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

□

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 approved at the outline stage. This 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. □

□

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. It is important to recognise that this application relates to the reserved matters only. Details relating to signals and junction improvements are dealt with in detail through the S106 legal agreement (off site highway works) and condition 8 of the consent, which also control what must be completed before the road can be used. □

□

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 Sustainable Urban Drainage (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 A15 - Spine Road General Arrangement Sheet 1 of 2□
- 5105977/UXB/SR/0103 Rev A15 - Spine Road General Arrangement Sheet 2 of 2□
- 5105977/UXB/SR/0111 Rev A07 - Spine Road Swept Path Analysis Sheet 1 of 10□
- 5105977/UXB/SR/0112 Rev A07 - Spine Road Swept Path Analysis Sheet 2 of 10□
- 5105977/UXB/SR/0113 Rev A07 - Spine Road Swept Path Analysis Sheet 3 of 10□
- 5105977/UXB/SR/0114 Rev A07 - Spine Road Swept Path Analysis Sheet 4 of 10□
- 5105977/UXB/SR/0115 Rev A08 - Spine Road Swept Path Analysis Sheet 5 of 10□
- 5105977/UXB/SR/0116 Rev A08 - Spine Road Swept Path Analysis Sheet 6 of 10□
- 5105977/UXB/SR/0117 Rev A08 - Spine Road Swept Path Analysis Sheet 7 of 10□
- 5105977/UXB/SR/0118 Rev A08 - Spine Road Swept Path Analysis Sheet 8 of 10□
- 5105977/UXB/SR/0119 Rev A05 - Spine Road Swept Path Analysis Sheet 9 of 10□
- 5105977/UXB/SR/0120 Rev A04 - Spine Road Swept Path Analysis Sheet 10 of 10□
- 5105977/UXB/SR/0122 Rev A07 - Alignments and Contours Sheet 1 of 5□
- 5105977/UXB/SR/0123 Rev A05 - Alignments and Contours Sheet 2 of 5□
- 5105977/UXB/SR/0124 Rev A04 - Alignments and Contours Sheet 3 of 5□
- 5105977/UXB/SR/0125 Rev A05 - Alignments and Contours Sheet 4 of 5□
- 5105977/UXB/SR/0126 Rev A06 - 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 H - Spine Road Surface Treatments□
- 2152-SP-LA03 Rev I - 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**            I59                    **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 application only relates to the spine road, beyond it (and not forming part of this application) will be two or three storey residential dwellings, with a new public square, GP Surgery and retail units. The road will also be boarded by the new district park to the east of the T-junction.

**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.

### 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 GI 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.

No consultation responses have been received.

#### 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 informative no objections are raised on highway grounds. □

□

**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. No objection. □

□

**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 report describes the pre-development site preparation, tree protection barriers, pre-development site inspection protocol and the development phase. Which are acceptable. □

□

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 all weather conditions 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. The proposals accord with relevant conditions on the outline permission.

### **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 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. □

□  
In relation to the central access link road, parking will be on the southern side of the road so that significant trees to the north are retained. 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.

#### **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**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.□

□

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).□

□

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.□

□

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.□

□

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

### **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);□

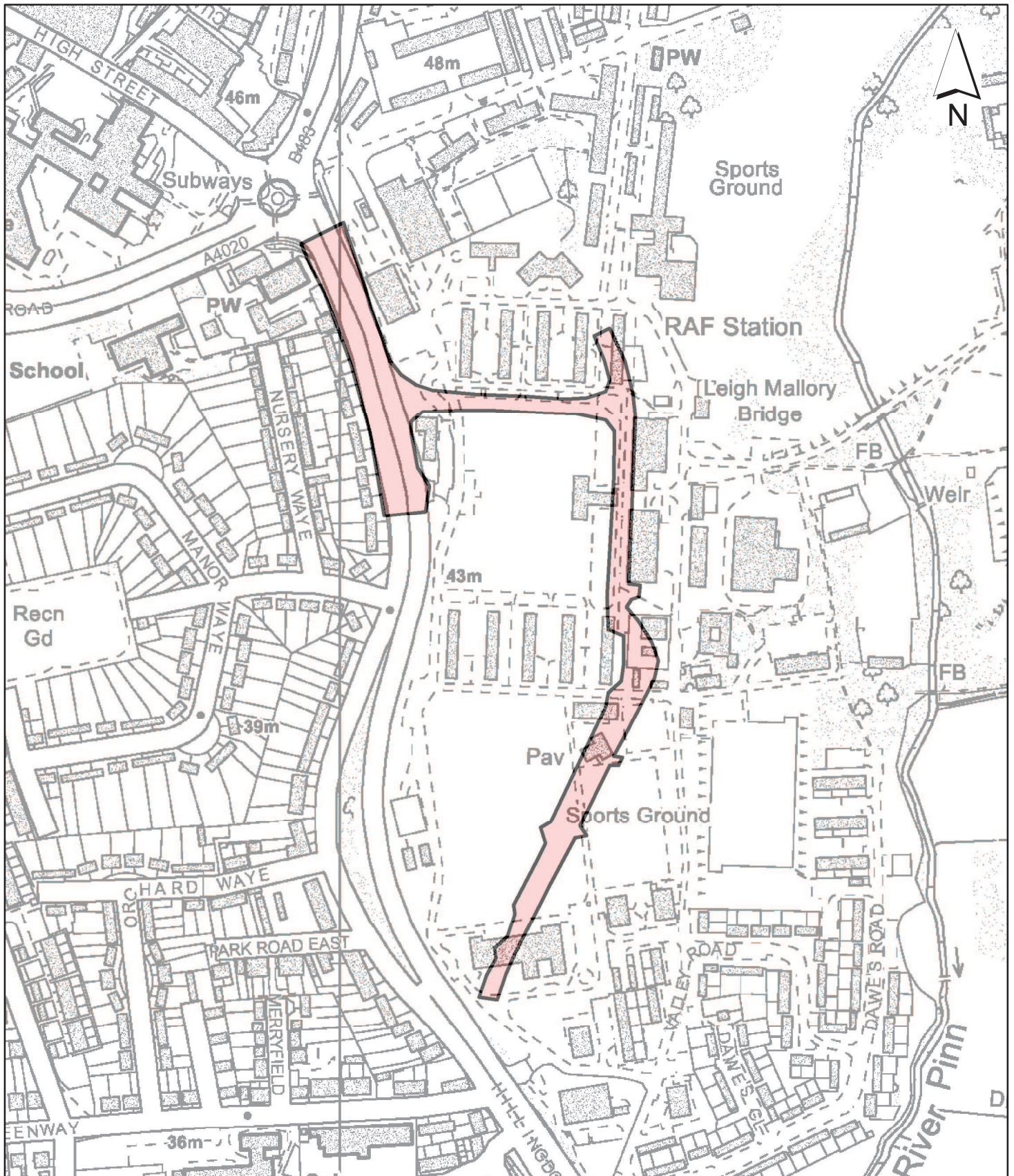
National Planning Policy Framework;□

Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006);□

Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010).

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**Notes**

 Site boundary

For identification purposes only.

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**585/APP/2013/759**

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Planning Committee

**Major Applications**

Date

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2013**



**HILLINGDON**  
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