

RAF Uxbridge Supplementary Planning Document

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Foreword

This document sets out the council's proposals for how RAF Uxbridge should be redeveloped in a way that revitalises the local area and provides benefits for residents from across the borough.

There are many detailed requirements, but our essential guiding principle has been to ensure we preserve the natural environment and history of the site, whilst providing a vibrant extension to Uxbridge town centre. The key considerations have been:

- To protect the natural environment and give residents access to an enjoyable green space
- To promote the unique and significant history of the site
- To create a vibrant town centre extension, whilst protecting the existing businesses of Uxbridge
- To provide high quality housing for future residents

RAF Uxbridge is a truly unique site, which will provide new opportunities for local residents and businesses. I would therefore like to take this opportunity to thank everyone that gave their views during our consultation on these proposals; your feedback has been invaluable in finalising our plans and will influence the final development of this site.

We look forward to your continued interest and support as the proposals come to fruition.



Cllr Keith Burrows
Cabinet member for Planning and
Transportation



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Executive summary

RAF Uxbridge is a Royal Air Force (RAF) Base located next to the Uxbridge Town Centre. As part of the Ministry of Defence wider 'Project MoDEL', it is intended to relocate operations to RAF Northolt by 2010 and close the RAF Uxbridge Base. Approximately 44.6 hectares, comprising the operational part of the Base is intended for disposal by Defence Estates in partnership with the developer Vinci - St Modwen (VSM). It is anticipated that the relevant outline and detailed planning applications, along with listed building applications, will be submitted to the council in the summer of 2009 for a mixed-use scheme to redevelop the site.

The purpose of this Supplementary Planning Document (SPD) is to provide planning guidance for the future use and development of the RAF Uxbridge site, including an indication of the extent and form of development that may be considered acceptable. The SPD has been prepared within the context of the Hillingdon Unitary Development Plan Saved Policies September 2007 and other agreed council strategies, along with regional and national planning guidance. The SPD forms part of the set of documents comprising the council's emerging Local Development Framework (LDF). The document provides supplementary planning guidance which will be a material consideration in the assessment of any planning application. The SPD will also help to realise a number of objectives of Hillingdon's Sustainable Community Strategy.

In order to inform the preparation of the draft SPD, a wide-ranging early public consultation programme was undertaken in the summer/autumn of 2007 to find out the priorities of local residents, interest groups and key stakeholders. The level of interest and response from the general public and from the focused group consultations was very high and there were numerous responses received that were all taken into account in preparing the draft SPD.

Formal consultation on the draft SPD was undertaken in the autumn of 2008. The council received 339 questionnaire responses from residents, in addition to 65 letters from interested parties and government departments. There was general support for the draft SPD with a wide range of useful suggestions to improve the document. Residents have supported the proposed uses for the site, with overwhelming support for the cultural quarter, improved links with the High street, retention of listed buildings, a new museum and retention of the bunker, retaining open space and enhancing the River Pinn.

There has been support for all other uses, but queries about the amount of office space, types of shops, and the amount and mix of housing have been raised. The SPD has been amended following consideration of the responses received during consultation, and to reflect the most recent planning policies and guidance at a local, London and national level.

The council has taken into account the public feedback in preparing this RAF Uxbridge SPD, which proposes that the redevelopment of the RAF Uxbridge site should achieve:

- An arts/cultural facility to include a venue for a theatre/music/museum.
- Associated restaurants and cafe's.

- Retail uses that do not detract from the existing Uxbridge town centre.
- Around 1600 new homes, including at least 560 affordable dwellings to assist those in need, to help people onto the housing ladder and to provide suitable accommodation for the elderly.
- Up to 35,000 square metres of commercial floor space.
- Improvements to open space through an enhanced walk near the River Pinn and associated high quality public open spaces, including pedestrian links to Brunel University and Hillingdon House Farm.
- Improved footpath links particularly with the town centre and across the site to Vine Lane.
- Retention and reuse of the listed Hillingdon House for a hotel or residential uses.
- The retention of the listed Underground Bunker, including a visitor centre.
- A new two form entry primary school.
- New health facilities.
- A local community facility.
- A coordinated approach to the redevelopment of the RAF Uxbridge site by ensuring the integration of the disposal site with the surrounding land under the control of Annington Property Ltd.

The redevelopment of the RAF Uxbridge site will also need to achieve:

- A high quality urban design that respects its high quality landscape setting (including trees, ecology and views) and the site's military history
- Community safety by design
- Public art
- Support sustainable means of travel
- Sustainable drainage
- Renewable energy systems, including a waste to energy plant if appropriate
- Sustainable design and construction, including exemplar residential units that meet Sustainable Code Level 6

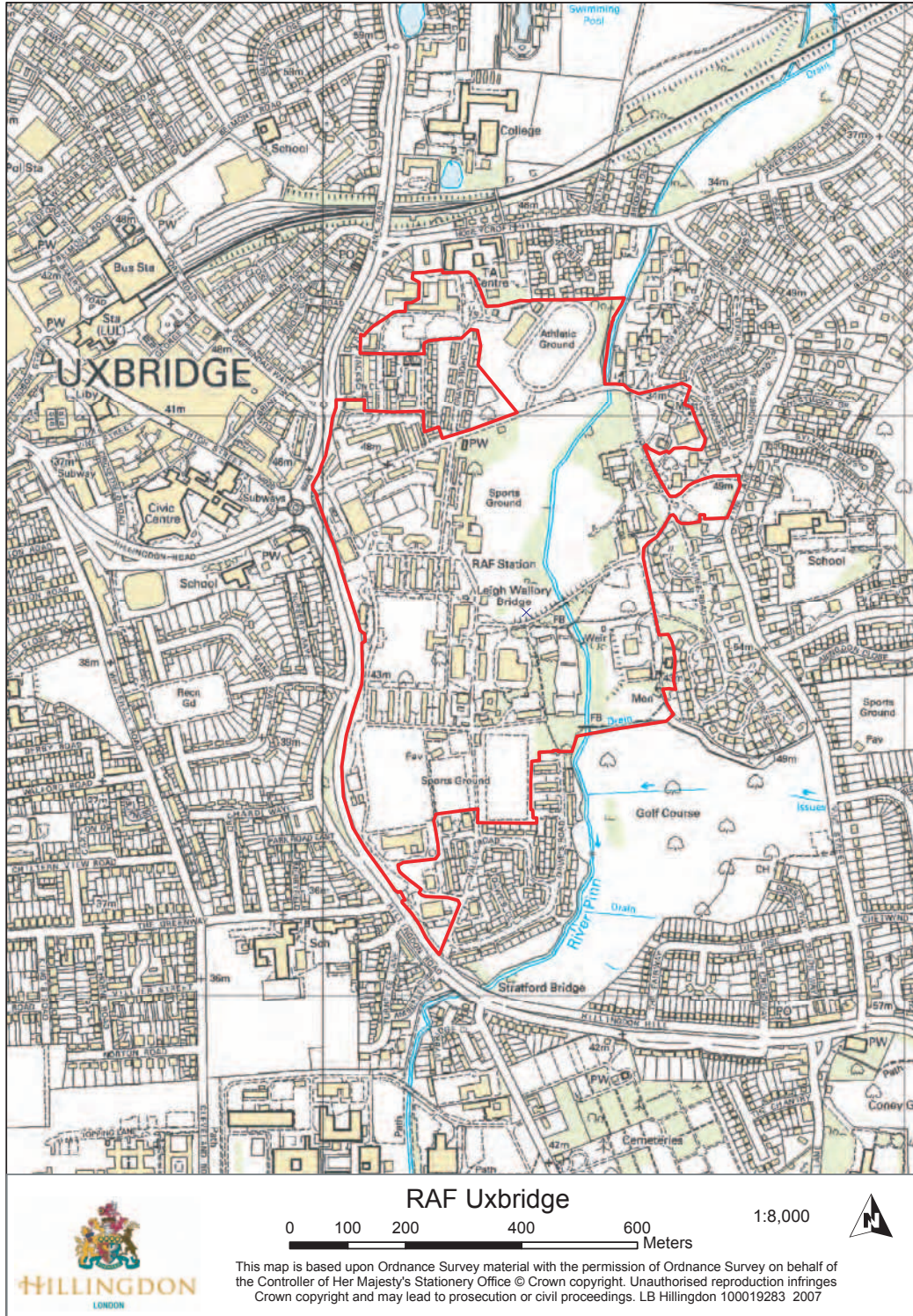
1 Introduction

Purpose of the Supplementary Planning Document

1.1 The purpose of the Supplementary Planning Document (SPD) is to provide planning guidance for the future use and development of the RAF Uxbridge site, including an indication of the extent and form of development that may be considered acceptable. RAF Uxbridge is a Royal Air Force (RAF) Base located next to the Uxbridge Town Centre. As part of the Ministry of Defence wider 'Project MoDEL', it is intended to relocate operations to RAF Northolt by 2010 and close the RAF Uxbridge Base. Approximately 44.6 hectares, comprising of the operational part of the Base is intended for disposal (see map 1) by Defence Estates in partnership with the developer Vinci St Modwen (VSM). The defence personnel housing controlled by Annington Property Ltd is to remain. GVA Grimley, the agents for VSM, advised in 2007 that a planning application for a mixed-use residential-led scheme is to be submitted to Council. It is anticipated that relevant outline and detailed planning applications, along with listed building applications, will be made in the summer/autumn of 2009 to redevelop this site.

1.2 Due to the expected submission of a planning application to redevelop this strategically important site, the Council has prepared this Supplementary Planning Document, following extensive consultation. The consideration of all submissions and various meetings through the consultation process has helped to ensure that the document reflects the communities expectations, and that redevelopment proposals will address strategic issues and achieve wider planning objectives.

Map 1 RAF Uxbridge



Policy Rationale

1.3 The statutory basis for the preparation of the SPD is London Plan Policy 3A.7 (Large Residential Developments) which states that “*Boroughs should prepare planning frameworks for all large residential sites of 5 hectares or more, or that are capable of accommodating more than 500 dwellings. The planning frameworks should be prepared in consultation with local communities and other key stakeholders.*”

1.4 The SPD has been prepared within the context of the Hillingdon Unitary Development Plan Saved Policies September 2007 and other agreed Council strategies, along with regional and national guidance. The SPD forms part of the set of documents comprising the council's emerging Local Development Framework (LDF). The document provides supplementary planning guidance which will be a material consideration in the assessment of any planning application. The SPD will also contribute to achieving a number of objectives of Hillingdon's Sustainable Community Strategy.

1.5 Due to the development pressures on this site, the SPD has been brought ahead of other relevant overarching draft Local Development Framework (LDF) documents. Other planning proposals relevant to this site are contained in the draft LDF Site Allocations Development Plan Document (DPD) placed on public consultation in 2005. Draft Policy SA2 allocated the site for a mix of uses and proposed a requirement to prepare a more detailed planning brief for RAF Uxbridge. In recent background work to the emerging LDF Core Strategy, RAF Uxbridge has been identified as suitable for the proposed expansion of the Uxbridge Town Centre boundary.

The components of the SPD

1.6 Preparation of the RAF Uxbridge SPD commenced in August 2007 with an early public consultation programme and information gathering. Further formal consultation was undertaken in September-October 2008. The SPD comprises of three key parts being:

- The Supplementary Planning Document which is to provide planning guidance for the site.
- The Sustainability Appraisal (SA) which evaluates the SPD and ensures it meets the government's wider objectives for sustainable development.
- The Consultation Summary, which details the tasks undertaken and results.

The consultation process

1.7 In accordance with PPS12, early public involvement was sought through a consultation programme undertaken in the summer/autumn of 2007. This comprised of a leaflet drop, workshops, displays and discussion with interest groups. There were a number of positive comments regarding the redevelopment of the site including the following:

- Respecting the character and heritage of the site including the green spaces.
- Raising the profile and quality of the area.
- Providing new housing (affordable, family housing, elderly)

- An arts and cultural or leisure focus
- Activities for children and teenagers
- Significant health facilities.

1.8 The main concerns raised were with regard to the level of development, housing, commercial buildings, and the impact that this would have on a number of areas including the character of the area, highways and other infrastructure. It should be noted that the number of concerns was considerably outweighed by those who supported redevelopment of the site.

1.9 The workshop events considered a vision for the site and the spatial organisation of land uses. The issues and feedback from the public consultation have informed the site specific proposals and the development scenario for the site.



1.10 Formal consultation on the draft SPD was then undertaken in the autumn of 2008. This included the following:

- A 6 week public consultation exercise began on 3rd September 2008 and finished on 15th October 2008.
- Advertisements were placed in the local press (the Leader and Gazette) and a number of articles and letters to the editor have appeared in the local newspapers since then. Almost 5, 000 brochures were delivered to residents and businesses both surrounding the RAF site, within the Uxbridge town centre, and to the RAF base. Letters were also sent to various stakeholders, local groups, and interested people.
- All documents were made available at the Hillingdon libraries, at the Civic Centre, Hayes one stop shop, and available on the Council website.
- An 'open house' exhibition was held on the 17th, 18th and 20th of September at the Civic Centre, and attended by around 100 local residents and a member of the press. Meetings have also been held with various local resident groups, individuals and other stakeholders.
- Presentations and discussions were held with the various forums, as identified in Council's adopted Statement of Community Involvement (SCI), and these groups were invited to make more detailed written submissions on the draft SPD.

1.11 The Council received 339 questionnaire responses from residents, in addition to 65 letters from interested parties and government departments, as part of the consultation. There was general support for the draft SPD with a wide range of useful suggestions to improve the document. Residents have supported the proposed uses for the site, with overwhelming support for the cultural quarter, improved links with the High Street, retention of listed buildings, a new museum and retention of the bunker, retaining open space and enhancing the River Pinn. There has been support for all other uses, but queries about the amount of office space, types of shops, and



the amount and mix of housing have been raised. The SPD has been amended following consideration of the responses received during consultation, and to reflect the most recent planning policies and guidance at a local, London and national level.

2 Site Background

Site history

2.1 RAF Uxbridge occupies the former estate and grounds of the historic Hillingdon House and has an important connection with Britain's air defence during World War II.



2.2 The original Hillingdon House is thought to have been built in 1617 and was rebuilt in 1717 by the last Duke of Schonberg. Prior to 1717, the estate had been identified as belonging partly to the Manor of Swakeleys and partly to the Manor of Colham. A Medieval settlement within this area was concentrated within the settlements of Hillingdon, Colham and Uxbridge and it is likely that the site lay within common land and wasteland between these.

2.3 The current Hillingdon House was rebuilt again in 1844 (architect George Mair) after being destroyed by fire. In 1907 the gardens covered 47 acres and contained a five-acre lake formed by a dam in the River Pinn. The park as a whole covered approximately 158 acres with no significant changes by 1914. (MoDEL Disposal Sites Information Pack 2005).

2.4 The estate was bought by the Government in 1918. The site was used as a convalescence home for Canadian soldiers until 1917 after which it became the RFC Armament and Gunnery School in 1917. In 1919 the RAF Depot relocated from Halton to the site and became the main recruit-training centre, (one of the most famous associations being T.E. Lawrence who joined up in 1922). During the 1920's new barrack blocks around a large parade ground and other buildings were built to accommodate this. Hillingdon House soon began to house headquarters for units, of which the most notable was No 11 (Fighter) Group in 1936.

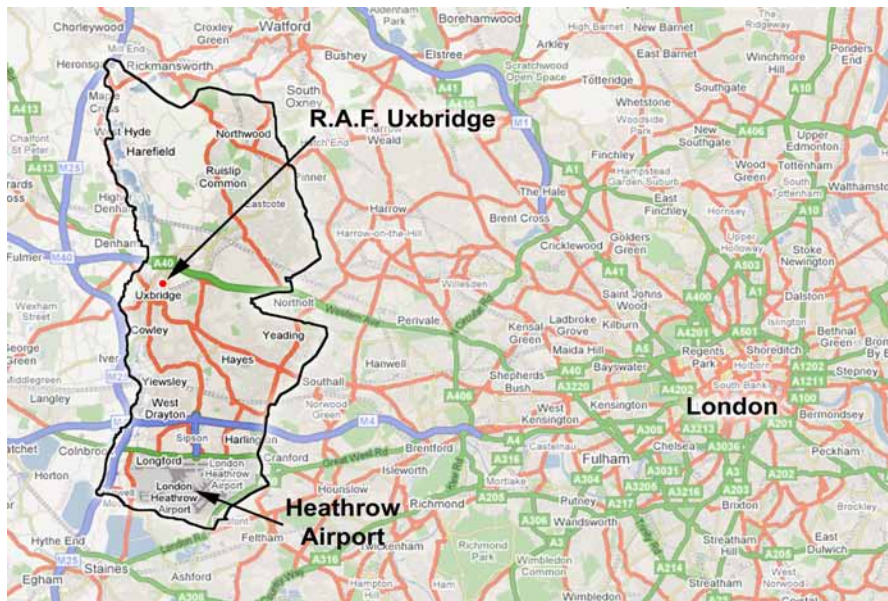
2.5 Co-ordination of the main part of Britain's defence was conducted during the Battle of Britain from the 1938 underground Bunker on RAF Uxbridge. This housed the Group Operations Room from where the No. 11 Fighter Group was commanded. The importance of the Bunker is reflected in its status as a Grade I Listed Building.

Strategic Location

2.6 The development site is located next to the Uxbridge Town centre, which was upgraded to "Metropolitan" status in the London Plan Alterations (February 2008). It is approximately 18 miles from central London and 5 miles from Heathrow Airport, as measured in a direct line.

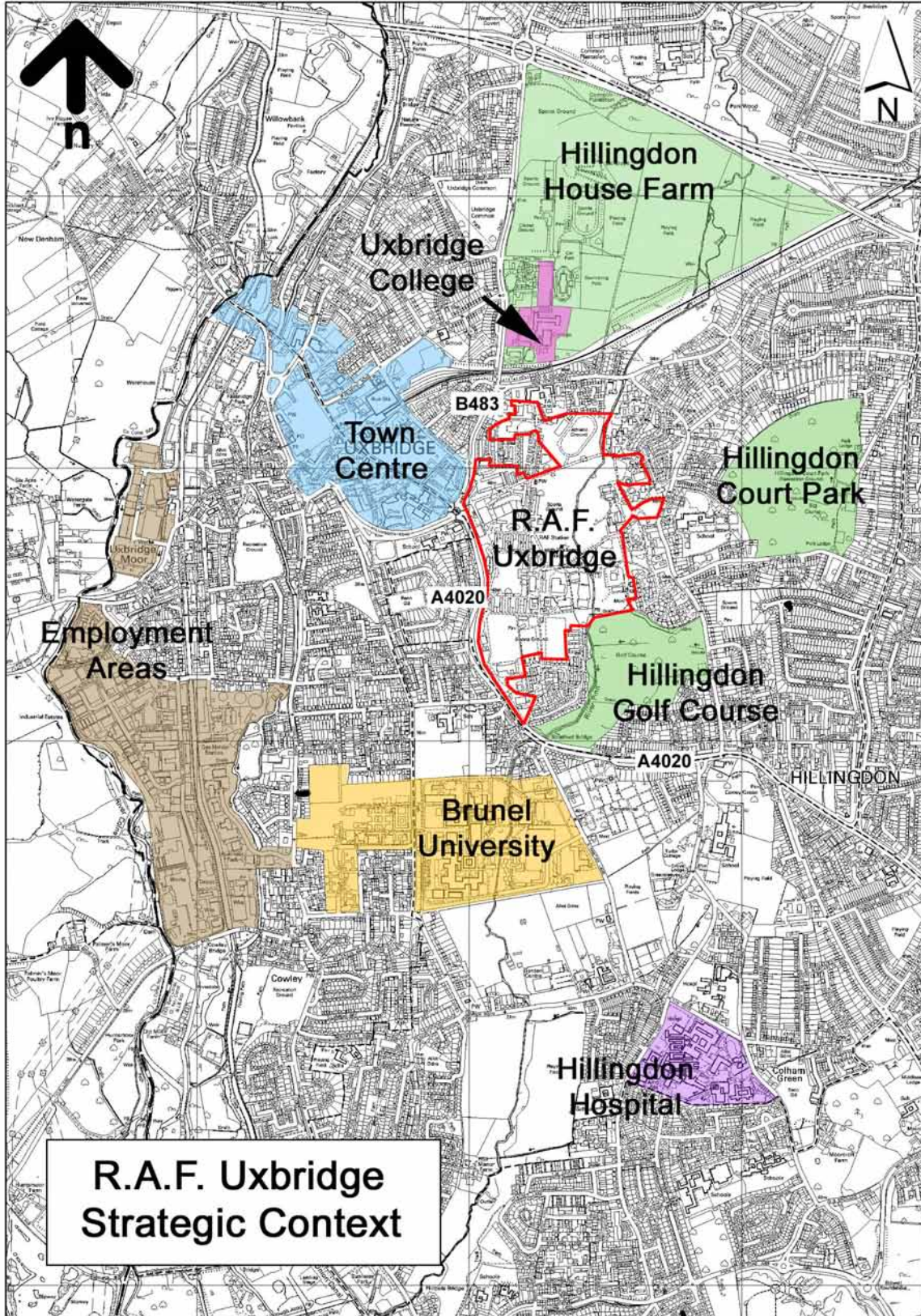
2.7 The B483 (Park Road) gives the site access to central London and the West of England via the A40 and directly to the north of the Borough. There is access to the employment areas in the south of the Borough and Heathrow Airport as well as to the M40 and M25 by means of the A4020 (Hillingdon Road).

Map 2 London Context



2.8 The site is in a key location for Uxbridge. Directly to the north is Uxbridge College and Hillingdon House Farm (athletics track and Uxbridge Lido). The town centre is located to the west and to the south are the key institutions of Brunel University, Uxbridge High School and Hillingdon Hospital. On the eastern side are the American School and the suburban areas of Hillingdon East and the Hillingdon Court Park Area of Special Local Character. RAF Uxbridge also forms a key link in the local Green Belt network.

Map 3 Strategic Context



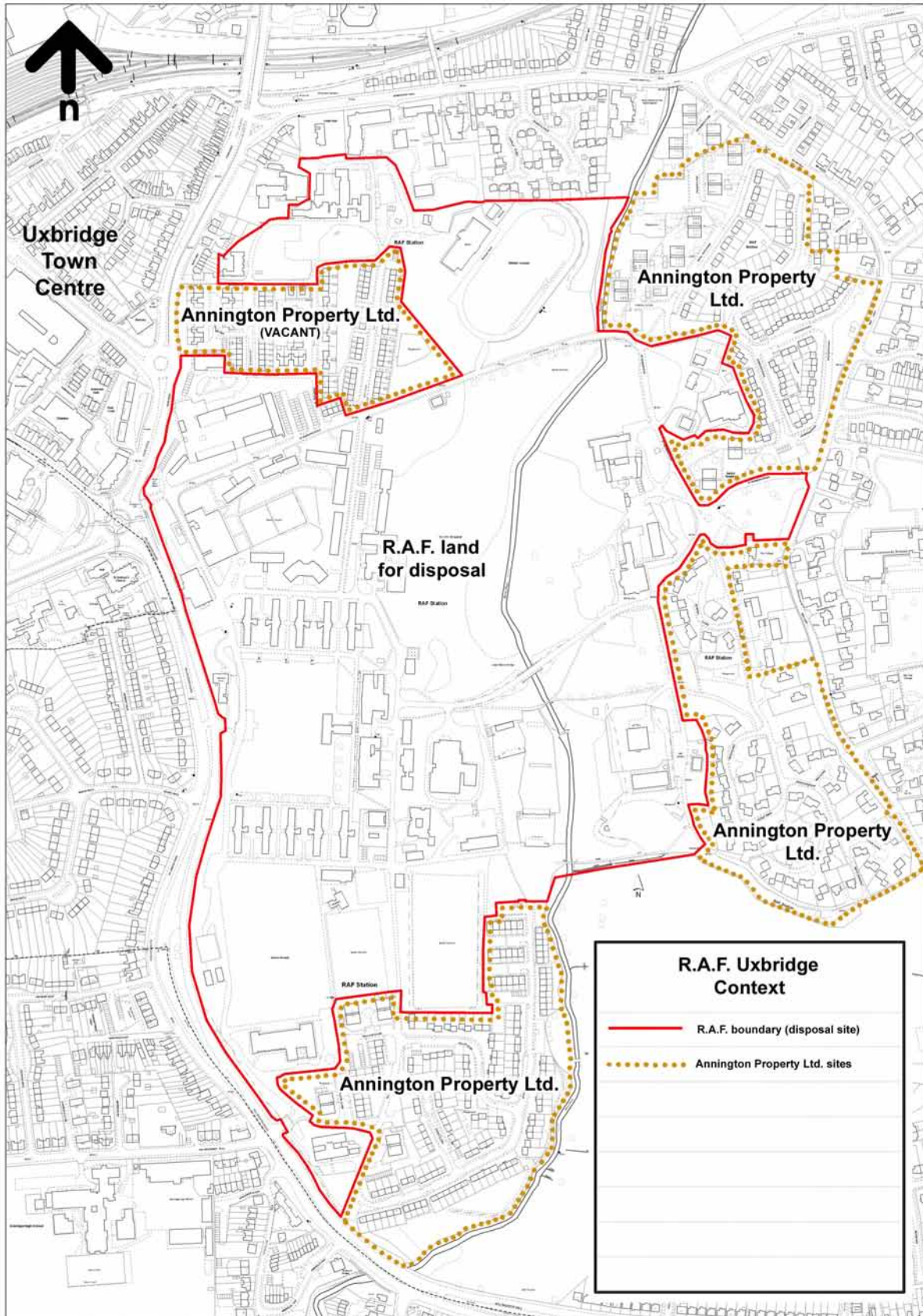
Surrounding land uses

2.9 Park Road (B483) and Hillingdon Road (A4020) bound RAF Uxbridge to the west with Honeycroft Hill to the north, Honey Hill and Vine Lane to the east and, Hillingdon Golf Course to the south. Included in the Base, but outside the actual site boundary expected for redevelopment is the occupied low-density defence personnel housing to the south and east, which Annington Property Ltd has a controlling interest. Within the Base, in the northwest and abutting the town centre, but again outside the red line boundary, there is unoccupied, two-storey housing controlled by Annington Property Ltd with an under lease to the MoD.

2.10 The land controlled by Annington Property Ltd, while not specifically included in the red line boundary for the SPD, has implications for the comprehensive redevelopment of RAF Uxbridge and for the re-integration of the Base within the surrounding urban and suburban fabric. Of particular relevance is the land to the south and northwest. While there are no specific proposals at present for the land to the south, it is important that redevelopment of RAF Uxbridge on the southwestern flank integrates with this land in the final proposals. The mostly vacant housing of the northwest section of Annington Property Ltd land is considered to be a potential future area of change. Given its gateway location to Uxbridge town centre and the site, future development proposals for RAF Uxbridge should recognise this as an area of opportunity and likely change.

2.11 To the north of the site is a small section of commercial activity at Park Road. Adjoining the site to the north, off Honeycroft Hill is the Territorial Army site. Housing controlled by Annington Property Ltd, but outside the Base, is located to the north-east off Honey Hill. Vine Lane, being included in the Hillingdon Court Park Area of Special Local Character has retained much of its sylvan character and comprises large detached houses. The surrounding residential character is generally of lower density terrace/semi-detached housing.

Map 4 Annington Property Ltd.



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Site characteristics

2.12 The site covers 44.6 ha. It includes a small valley bisected north-south by the River Pinn. It has a high level of amenity through the retention of vegetation along the River Pinn and the sports fields and other open land in the Green Belt. Much of the built form is located on the western side, and is low rise with a clearly laid out and spacious “campus character”.

2.13 Important physical site characteristics are:

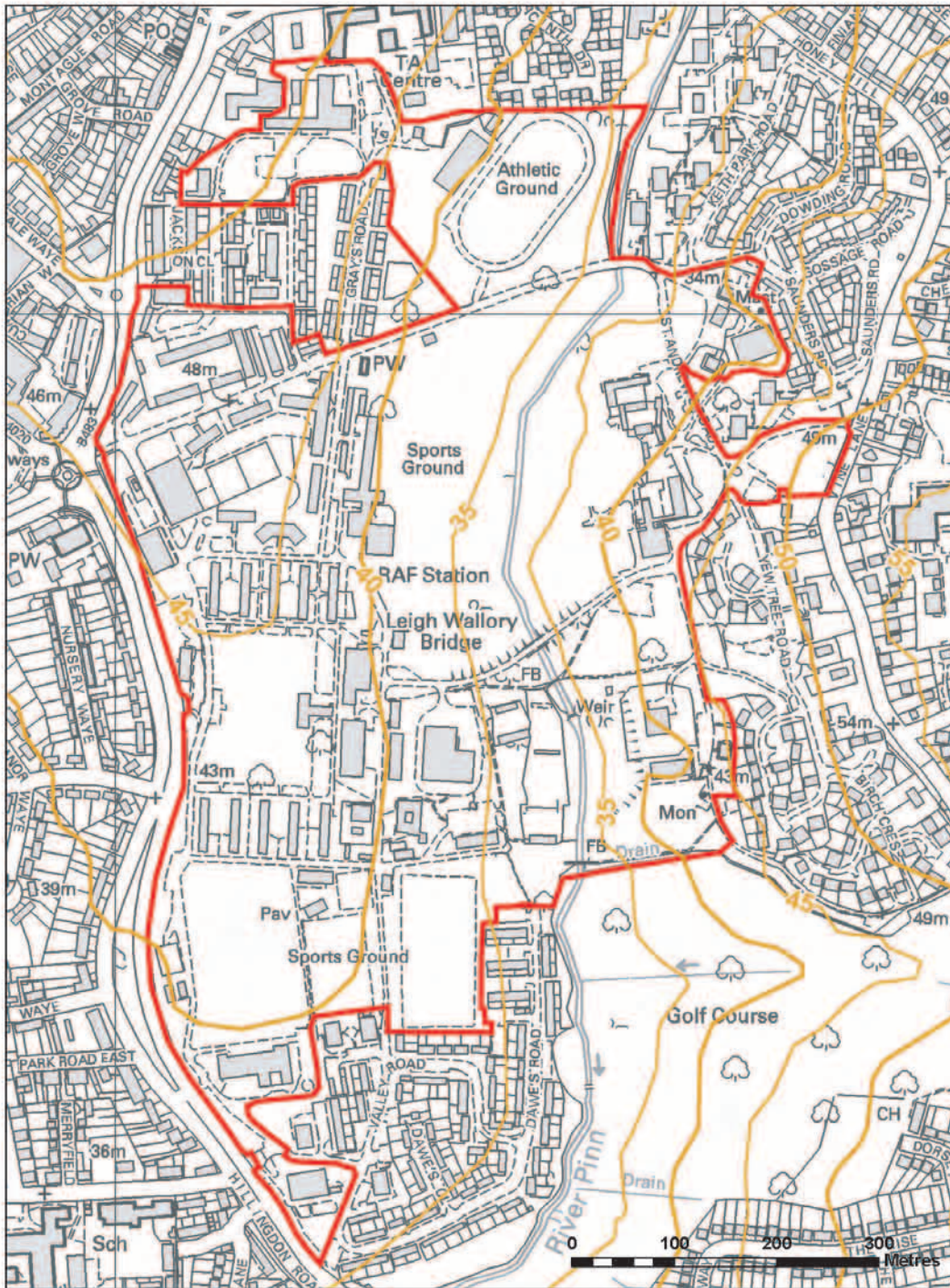
- The River Pinn flood plain corridor that runs north south through the site with its associated woodland and areas of semi-natural habitat.
- The openness of the Green Belt land which forms part of the setting for the Listed Buildings.
- A large number of amenity trees found within ornamental borders and in formal avenues surrounding the main car parks, roads, and pathways.
- A number of natural grass sports pitches, in the north and south of the site.

Built Form

2.14 The built form reflects the site’s military use and comprises of:

- Single Living Accommodation (barracks, accommodation blocks and housing) equating to 33,462m² located around a parade ground.
- Mess facilities located on the western side of the site.
- Welfare/indoor recreational buildings of 7,125m². This includes the Officers’ Mess, a general store, a medical and dental centre, a nursery/playgroup and a church.
- Rifle range.
- An outdoor athletics track to the north, an all weather pitch to the south-west, a tennis court to the west and several sports pitches, including artificial surface located towards both the centre and south of the site.
- Administrative/office/technical buildings of 15,345m².
- Stores/Workshop and plant of 9,175m².
- General site infrastructure of 10,310m².
- Hillingdon House (Grade II), the Bunker (Grade I) and their associated structures, monuments and buildings, and former cinema (Grade II).
- Two communications towers on the site.
- Features such as the Battle of Britain Gates and St Andrews Gate.

Map 5 Contour map across RAF Uxbridge site



RAF Uxbridge : MOD Disposal Site Boundary showing Contours

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Planning History

2.15 Planning records from 1965 (when the London Borough of Hillingdon was formed) generally reflect the utilitarian nature of the site. As, until June 2006, the Ministry of Defence and other Crown bodies were exempt from the provision of the Town and Country Planning Act, the records are limited to the Council's response to the various 'Notice of Proposed Development'.

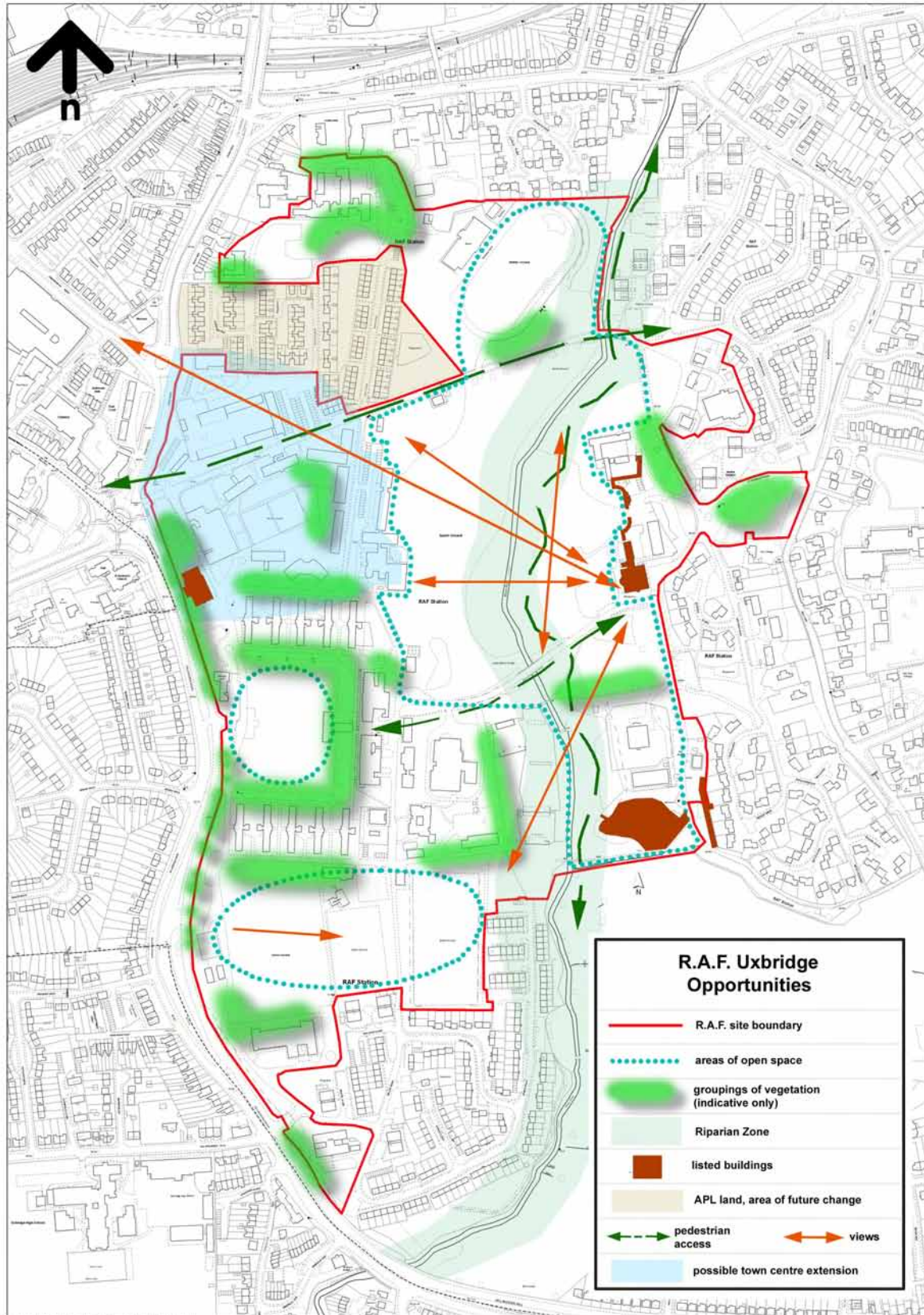
Site opportunities and constraints

2.16 The 2005 draft Site Allocations DPD Policy SA2 identified the site as being of strategic importance, creating a unique opportunity to deliver major mixed use redevelopment close to the town centre. However, the site has a number of significant constraints that require addressing as part of site redevelopment proposals.

2.17 The following opportunities have been identified which should be delivered through the redevelopment of the site:

- An improved connection of the site to the town centre and surrounding area, including enhancements to the public realm of the St Andrew's roundabout.
- Extension of the town centre boundary into the site.
- Provision of a unique cultural attraction for the town centre including an arts/cultural quarter, enhancing the town centre's "Metropolitan" status.
- Potential for good quality public open spaces accessible to/from the town centre.
- Potential to link up the Green Belt land to the north and south by means of River Pinn corridor, providing ecological protection and improvements, along with some suitable public access.
- Incorporation of avenues of mature trees and other landscape features in the site redevelopment proposals.
- Incorporation of measures to mitigate and reduce local flooding, with particular emphasis on SUDS.
- Reopening of east/west public pedestrian access between the town centre and Hillingdon East as well as to the north and south.
- Protection and enhancement of key views, in particular of Hillingdon House, which will help reinforce local identity.
- Restoration and reuse of listed buildings and historic landscapes and, where appropriate, other buildings with historic interest or that would make a positive contribution to the redevelopment of the site.
- Potential for local tourist draw based around the site's military history and the underground Bunker (Group 11 Operations Room) and other listed buildings.
- Opportunity to provide a coordinated approach to the redevelopment of land on RAF Uxbridge together with improvements to the existing land owned by Annington Property Ltd.
- Comprehensive landscape proposals, including landscape masterplan and management plan to capitalise on the existing aesthetic qualities of the site.

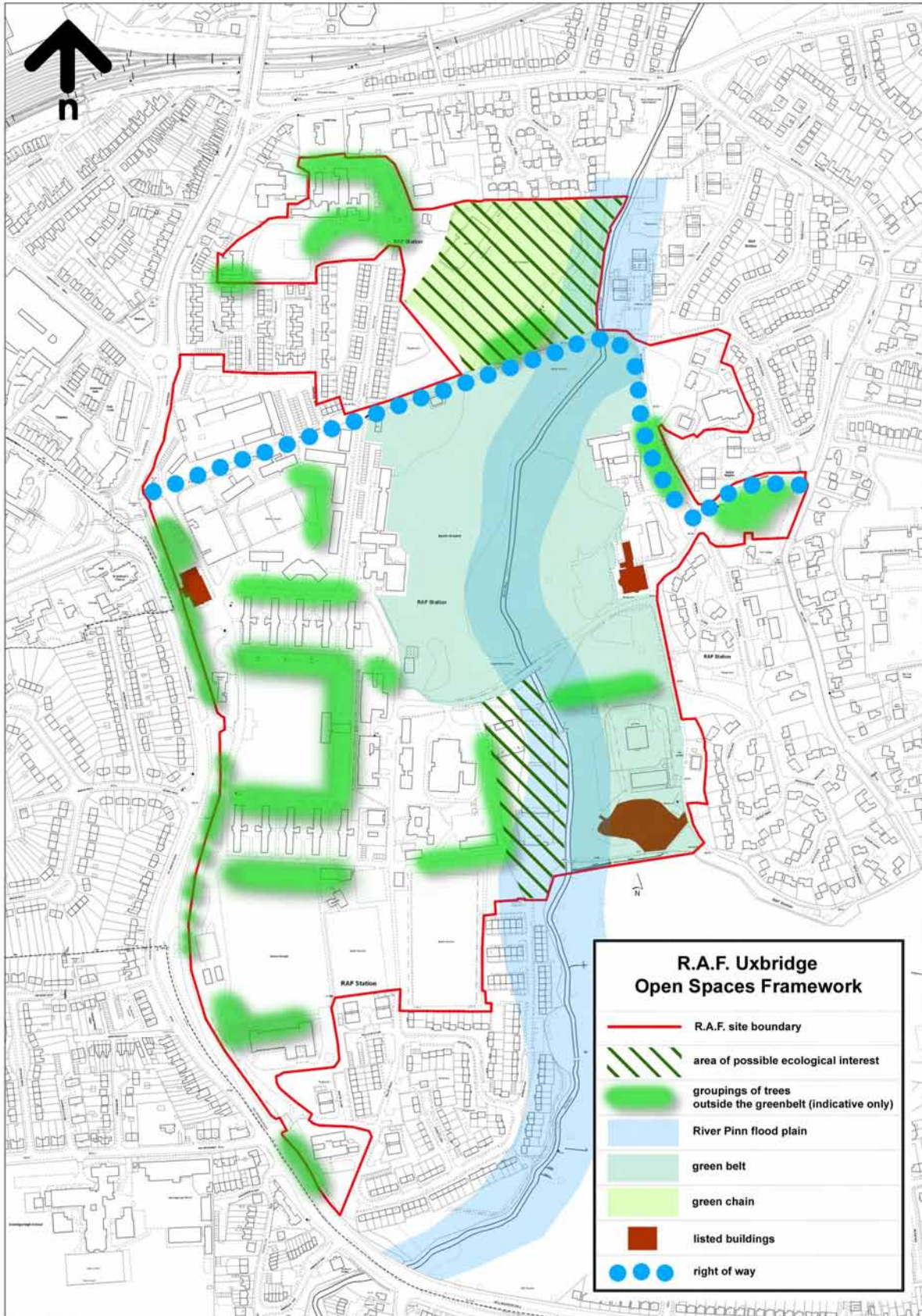
Map 6 Existing attributes and opportunities



2.18 The following site constraints should be addressed in any redevelopment proposals for the site:

- The separation of the site from the Uxbridge town centre by the A4020/B483 and St Andrews roundabout
- The limited capacity of the existing road network and public transport facilities.
- Green Belt designation.
- The Hillingdon Unitary Plan Green Chain designation in the north of the site.
- The Air Quality Management Area designation.
- The River Pinn flood plain (Environment agency zones 2 and 3).
- Aviation safeguarding requirements due to proximity of RAF Northolt.
- Protection and enhancement of the ecological attributes on site, mainly associated with the River Pinn, green belt and green chain land, but other areas where necessary.
- Surrounding built environment, particularly land controlled by Annington Property Ltd, in terms of building design and access.
- Preservation and enhancement of the listed buildings on the site and their wider settings.
- Retention and enhancement of landscape features where appropriate.

Map 7 Constraints to development on the site



Key strategic policy guidance

Planning Policy Statements and Guidance

2.19 The following are the key planning policy statements (PPS) and planning policy guidance (PPG), which influence the site proposals.

- **PPS 1 - Sustainable development** states that sustainable development is the core principal underpinning planning and that planning should facilitate and promote sustainable and inclusive patterns of development.
- **Supplement to PPS 1 - Planning and Climate Change** sets out how planning should mitigate against climate change through reducing greenhouse gas emissions, and also help in adapting to the already inevitable impacts of climate change. Tackling climate change is a key government priority for the planning system. Applications for planning permission will need to demonstrate how their proposals contribute to the government's ambitions and conform to planning guidance.
- **PPS3 - Housing** outlines the Government's policy on housing with the key goal being to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. It sets out a number of key outcomes addressing quality and choice and the need for a mix of market and affordable housing.
- **PPS 4 - Industrial, Commercial Development and Small Firms** sets out the Government's desired aims to promote economic development, subject to environmental and other considerations. It is likely that the current PPS4 will be superseded by the current draft PPS 4 prior to an application being determined for this site.
- **Draft PPS 4 – Planning for Sustainable Economic Development** sets out the Government's priorities for how planning authorities should plan for economic development, whilst ensuring this is underpinned by sustainability objectives and robust evidence.
- **PPS6 - Town Centres** states that the planning system has a key role in facilitating and promoting sustainable and inclusive patterns of development, including the creation of vital and viable town centres. The PPS promotes a plan led approach to direct development to existing town centres and to apply a sequential approach to site selection for town centre type uses.
- **Draft amendments to PPS 6** are expected to become a material consideration before any decisions are finalised on the development of this site. Draft PPS 6 amends the 'needs' test with a broader emphasis on economic, social and environmental impacts. An amended PPS 6 would be a material consideration for any planning application.

- **PPS9 - Biodiversity and Geological Conservation** sets out the Government's planning policies on protection of biodiversity and geological conservation through the planning system. Amongst other matters, measures include the promotion of sustainable development by ensuring biological and geological diversity is conserved and, enhancement of biodiversity in green spaces and amongst developments.
- **PPS10 - Planning for Sustainable Waste Management** requires more sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting, using waste as a source of energy, and only disposing as a last resort.
- **PPG13 - Transport** sets out the Government's objective to integrate planning and transport by promoting more sustainable transport choices, accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reducing the need to travel, especially by car.
- **PPG15 - Planning and the Historic Environment** sets out the Government's requirements for the protection of the historic environment as a key aspect of wider environmental responsibilities, and to be taken fully into account both in the formulation of local authorities' planning policies and in assessing planning applications.
- **PPG 16 - Archaeology and Planning** gives guidance on how archaeological remains are to be preserved or recorded or both, and weight to be given to such considerations in planning for development and with regard to conditions placed on planning consents.
- **PPG 17 - Planning for Open space, Sport and Recreation** sets out the governments priorities for the provision of open space and facilities and improving opportunities and accessibility for sport and recreation.
- **PPS 22 - Renewable energy** outlines the considerations in planning for renewable energy production, and states that local authorities and developers should consider the opportunity for incorporating renewable energy projects in all new developments, particularly small scale schemes utilising solar, biomass, wind and Combined Heat and Power.
- **PPS 23 - Planning and Pollution Control** outlines the requirement to consider potential impacts of development on the environment and human health from any development. This includes protecting the quality of air, water and land, and specific considerations for potentially contaminated land.
- **PPS 25 - Development and Flood Risk** sets out the requirements to mitigate and adapt to the impacts of flooding, including as a result of climate change. The PPS includes requirements for a sequential approach to site selection for new development and the need to limit development in areas vulnerable to flooding, and gives specific guidance on preparing a flood risk assessment.

The London Plan (Consolidated with Alterations since 2004) 2008

The London Plan themes of strong, diverse long-term growth, socially inclusive and sustainable development are reflected in the proposals for the redevelopment of RAF Uxbridge. Any development proposals will be expected to comply with all policies of the London, however the following key policies are relevant to the redevelopment of RAF Uxbridge:

- **London Plan Policy 3A.3 (Maximising the potential of sites)** states that Boroughs should ensure that development proposals achieve the maximum intensity of use compatible with local context, the design principles in Policy 4B.1 and with public transport capacity. It identifies that the Mayor will refuse permission for strategic referrals that, taking into account context and potential transport capacity, under-use the potential of the site.
- **Policy 3A.7 (Large residential developments)** establishes the requirement to prepare planning frameworks for large residential developments.
- **Policy 3A.10 (Negotiating affordable housing in individual private residential and mixed use schemes)** requires Boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, the need to encourage rather than restrain residential development and the individual circumstances of the site.
- **Policy 3C.2 (Matching development to transport capacity)** proposals should be considered in terms of existing transport capacity, both at a corridor and local level. It outlines the requirement to ensure that development proposals are appropriately phased until it is known these transport requirements can be met. The cumulative impacts of development on transport requirements are required to be taken into account. Developments with significant transport implications should include a Transport Assessment and Travel Plan as part of planning applications.
- **Policy 3D.1 (Supporting town centres)** states that Boroughs should enhance access to goods and services and strengthen the wider role of town centres. Amongst other matters listed it identifies to enhance the competitiveness and quality of retail and other consumer services in town centres, support a wide role for town centres as locations for leisure and cultural activities, as well as business and housing and their key role in developing a sense of place and identity for sustainable local communities and require the location of appropriate health, education and other public and community services in town centres.
- **Policy 4A.3 (Sustainable design and construction)** encourages development to meet the highest standards of sustainable design and construction. This sets out a number of objectives and requires a statement on the potential implications of the development on sustainable design and construction principles, including energy.
- **Policy 4B.5 (Creating an inclusive environment)** requires all future development to meet the highest standards of accessibility and inclusion and that the principles of inclusive design should be used in assessing planning applications and in drawing up master plans and area planning frameworks.

2.20 A number of other specific policies are relevant and these are identified throughout this SPD. Other GLA Strategies and supplementary planning guidance will be relevant to the proposals and should be referred to as part of the planning process. In July 2008 the Mayor of London published 'Planning for a better London' which sets out the key areas that he wants to address in revising the London Plan and other various planning strategies and guidance. Over the course of 2009 and beyond a number of changes are expected to be made which will have implications for planning in London. In planning for the future development of RAF Uxbridge, developers and decision makers will need to consider amendments to the London Plan, emerging SPGs and other guidance. It is anticipated that policies regarding affordable housing, outer London borough's, climate change, accessibility, open space and other issues will be amended, which may affect the redevelopment of this site, prior to any decision being reached on any planning applications. The assessment of any planning application will consider the most recent guidance from the Mayor of London and relevant legislation, to inform decision-making.

Key local policy guidance

Key Local Planning Guidance

2.21 Development objectives for the site should be compatible with the key strategic documents, which include the emerging LDF Core strategy and the Community Strategy

Draft LDF Core Strategy Spatial Vision (March 2007):

"By 2017 Hillingdon will be one of the most successful and sustainable boroughs in West London where the population will be proud to live. The Borough will be a leader in:

- *tackling the causes of climate change*
- *protecting and enhancing the natural and historic environment, and*
- *developing facilities which will ensure the borough's diverse communities are more accessible, healthier, inclusive, economically prosperous and safer."*

Sustainable Community Strategy (2008 –2018)

2.22 The Sustainable Community Strategy promotes the wider social, economic and environmental well being of Hillingdon as part of the achievement of sustainable development. It has three key components which underpin the strategy, and should form the objectives for development of this site:

- **People** – "Planning Understanding and responding to the changing needs of our communities".
- **Place** – "Making Hillingdon a safe, attractive and sustainable place to live, work and learn".
- **Prosperity** – Prosperous individuals and prosperous communities.

The priorities of the Sustainable Community Strategy are:

- Improving health and wellbeing – Making Hillingdon a borough of excellent health, social care and housing, where all residents can enjoy fulfilling and happy lives
- Strong and Active Communities – A borough where communities are strong and cohesive, and local people have a real opportunity to take an active part in local life, leisure and culture.
- Protecting and enhancing the environment – One of the greenest and most attractive boroughs in London, for current and future generations to enjoy
- Making Hillingdon Safer – A safe borough, where residents are able to benefit from a full range of local amenities without fear of becoming a victim of crime.
- A thriving economy – Hillingdon will have a strong and vibrant economy, where prosperity and quality of life are high.
- Improving aspiration through education and learning – We will raise attainment by increasing aspiration, and ensure that all residents, young and old, have the skills to prosper in the job market of today and tomorrow.

2.23 Local planning guidance is set out in the Hillingdon UDP Saved Policies (and where relevant London Plan (2008) requirements). Relevant UDP polices are cross-referenced in the appropriate chapters. A summary of the relevant documents include:

Borough wide	
London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policies - 27th September 2007	
London Borough of Hillingdon Air Quality Management Area Order 2003	
Supplementary documents:	
SPD	Affordable Housing
SPD HDAS	Hillingdon Design and Accessibility Statements: Residential Layouts Hillingdon Design and Accessibility Statement: Accessible Hillingdon
SPG	Supplementary Planning Guidance - Noise (LBH 2002)
SPG	Supplementary Planning Guidance – Planning Obligations (LBH 2002)
SPG	Supplementary Planning Guidance - Air Quality (LBH 2002)

SPG	Supplementary Planning Guidance-Community Safety by Design (LBH 2004)
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2.24 During the formal planning stages of the RAF Uxbridge site, it is likely that the emerging LDF documents will be adopted and will also influence site proposals. The overarching draft LDF documents are:

- Emerging LDF Core Strategy
- Draft Site Allocations Development Plan Document (DPD)

Draft Site Allocations Policy SA2

2.25 This policy is still in draft format but is relevant. It identifies the strategic importance of the site and proposes its allocation for “ a mix of residential, commercial, community facilities, health, open space and sports and recreational development. In addition to accommodating the future residential and commercial needs of Uxbridge, proposals should facilitate the creation of an arts based cultural quarter, which should create and build on linkages with Brunel University, Uxbridge College and Uxbridge Town Centre”

Draft Policy SA2 proposes a development framework should be provided. It outlines provisions that the framework will deliver namely:

- Integration of the site and the existing Uxbridge town centre
- Links to surrounding residential areas
- Further clarification on the location of preferred uses
- Further clarification on design, density, scale, mass and layout
- Protect areas alongside the River Pinn (Green Belt and Green Chain)
- Preferred uses for important buildings, including listed buildings
- Location and extension of public open space/parkland within the Green Belt
- Designation of sports ground for public use
- Environmental enhancement of River Pinn corridor
- Public footpath and cycleways
- Traffic and highways issues
- Level of car parking
- Amenity of nearby residents
- Impacts on air quality and noise levels
- Visual impacts – landscaping/environmental improvements
- Identification of listed buildings, and other buildings of historic interest and the opportunities to enhance their settings

2.26 The above policies and proposed land uses have been reviewed as part of the background work for the SPD, the associated public consultation and workshops and against the overall aims of the community strategy. A short list of acceptable uses across the site are listed below, and specific locations and detailed analysis to support such uses are provided throughout this SPD.

Expected uses for the site

- Arts/cultural facility (Theatre/music venue/museum)
- Conference facilities
- Café/restaurants
- Retail and small shops compatible with the aims to develop a cultural quarter
- Commercial floorspace
- Employment generating uses, including live/work compatible with the aims to develop a cultural quarter
- Local health facilities
- Education facilities
- Housing
- Hotel
- Community facilities
- Public open space
- Protection and enhancement of the Green Belt and Green Chain
- Retention and appropriate reuse of the Listed buildings and other buildings
- Environmental enhancement of the River Pinn corridor
- Improved accessibility and connections across the site and surrounds
- Sustainable exemplar development
- Waste to Energy Plant

3 Development Framework

Development objectives

Redevelopment of the site should achieve the following development objectives:

- To ensure a high quality sustainable mixed use development that supports and enhances the vitality and viability of Uxbridge Town Centre and reflects the site's strategic location.
- To make provision towards the residential, employment and recreational needs of the local and wider population having regard to the area's general character.
- To ensure re-development of the site can be accommodated without detriment to the local community and the environment.
- To protect and enhance the green belt, the historic built and natural environment, the River Pinn corridor and other key landscape features.
- To ensure safe and sustainable access within and around the site, both during construction and for the completed development project. An holistic and integrated approach to public transport, vehicular traffic, cycle and pedestrian access, servicing and emergency vehicles needs to be planned for.
- To provide appropriate infrastructure and services for the redevelopment of the site, particularly limiting the impacts on the existing infrastructure and services around the site, in a logical, co-ordinated manner corresponding with the timing of development on the site.

Background

3.1 The basis for the framework for the development of the site has taken into account initial studies regarding accessibility in terms of public transport, its physical and built form characteristics and the opportunities and constraints within the site. However, it should be recognised that the capacity of transport networks to cater for the additional demands will need to be demonstrated through any planning applications. Implications for the local traffic and public transport network may influence the design, density and types of uses for the site.

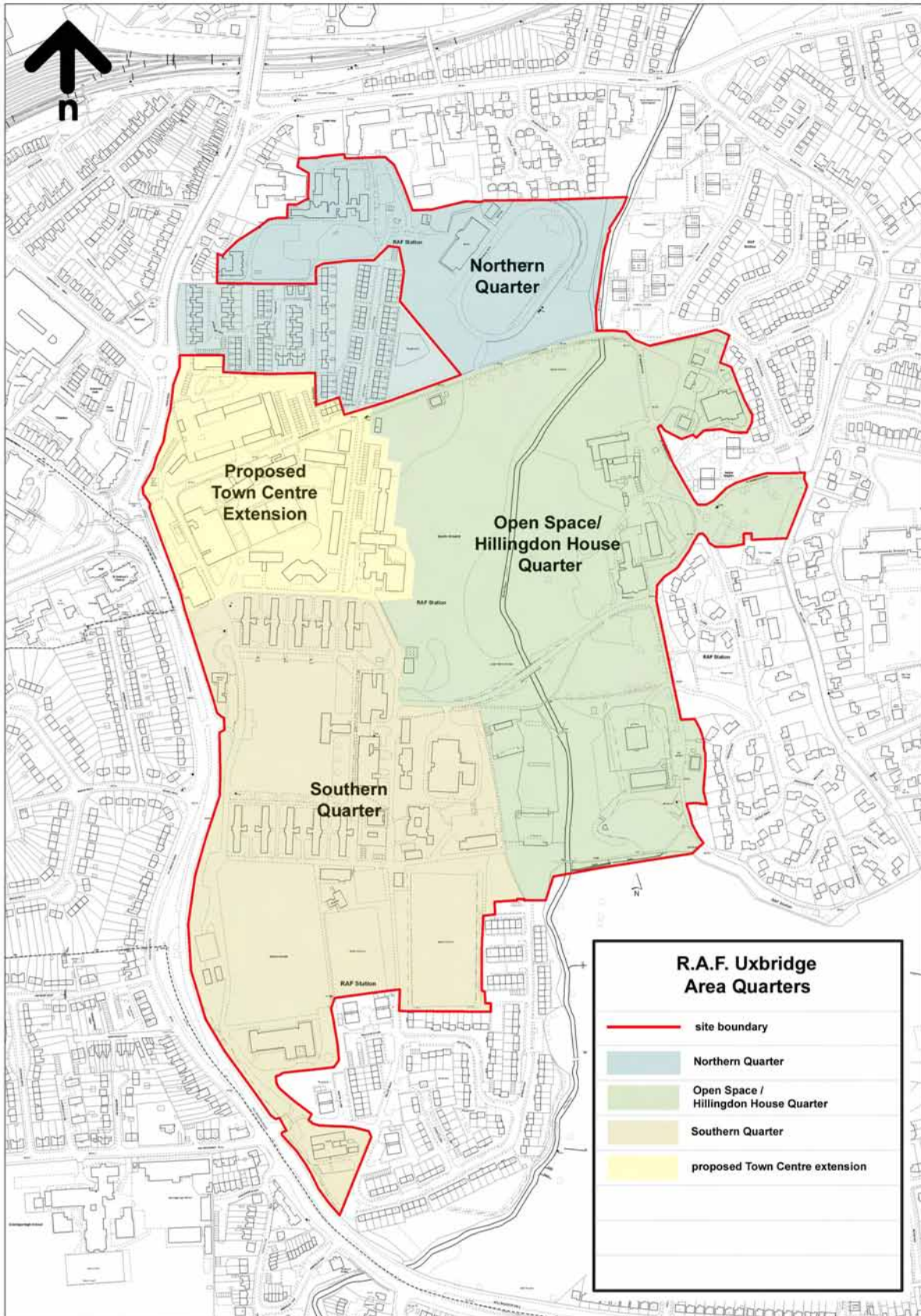
3.2 Given the size of the site, the physical constraints and opportunities, and the proposed town centre extension, the development framework has identified the RAF Uxbridge site as four distinct areas. This assists in a practical way for ease of reference, but also recognises the importance of limiting the size of the town centre extension and different characteristics of the site. Nevertheless it is not intended that each quarter

will be a distinct entity and excellent links, both visual and physical, will be provided to create an integrated, attractive and well functioning site. The four distinct areas are identified on the development framework map as:

- Proposed town centre extension
- Northern quarter
- Southern quarter
- Open space/Hillingdon House quarter

3.3 Given the strategic location of land owned by Annington Property Ltd in the northwest of the site, and the likelihood that this would be a future area of change, this land has been included in proposals for the northern quarter. The importance of connectivity and integration between the Annington land to the south and new development has also been reflected in the southern quarter proposals.

Map 8 RAF Uxbridge Quarters



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TABLE 3.1 – Description of Quarters and preferred land uses

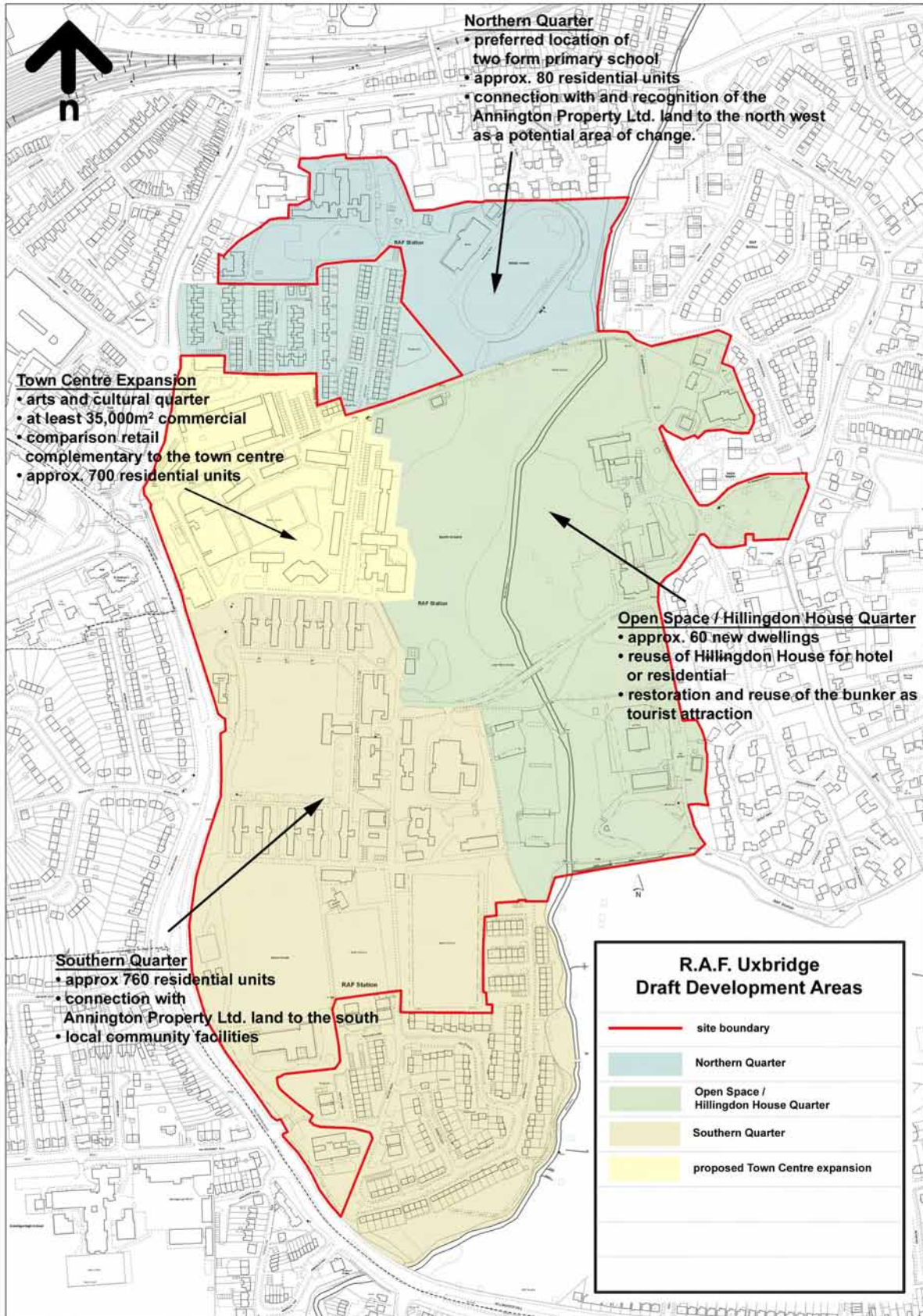
Quarters	Description	Preferred land uses
<p>Proposed Town centre extension</p> <p><u>PTAL 5 – 3 urban</u></p> <p>PTAL 5/4 - flats</p> <p>55 -260 dwellings per ha (based on 2.7- 3.7 habitable rooms per unit)</p> <p>PTAL 3 - terraces, flats</p> <p>(55 – 145 dwellings/per/ha based on 2.7 – 3.7 habitable rooms per unit)</p>	<p>The aspiration for this quarter is to provide a mix of town centre land uses compatible with the existing Uxbridge town centre without detracting from it. It should become a vibrant part of the town centre, encouraging evening activity through the establishment of a major arts/cultural facility. It should also support the employment and commercial needs of the town centre as well as residential uses in appropriate locations.</p> <p>Good quality urban design should create good links to open space, and the existing town centre, and create vibrant and attractive public places.</p>	<p>Arts/cultural facility (theatre/music venue/ Borough museum) which may include a community use component</p> <p>Associated A3 (restaurants and cafés) and A4 (drinking establishments) uses</p> <p>Complementary retail with no adverse impact on the existing town centre</p> <p>Higher density residential</p> <p>B1a offices</p> <p>Employment, live/work units (creative industries)</p> <p>Vibrant public spaces</p> <p>Visual links between the existing High street, the proposed town centre extension and the areas of open space. Appropriate re-use of listed former cinema</p>
<p>Northern quarter</p> <p><u>Likely PTAL 2 - 3 suburban</u></p> <p>Detached and linked houses, terrace houses and flats in a suburban setting</p> <p>PTAL 3 - 2 is 35 - 95 dwellings per ha based on 2.7 – 4.6 habitable rooms per unit</p> <p>* Current draft PTAL is 3 –1A</p>	<p>The aspiration is for a high quality predominantly lower density residential area, which reflects the environmental values of the current green chain designation while recognising that the adjoining Annington Property to the west is potentially an area of future change. Protection and enhancement of the river</p>	<p>Residential</p> <p>Public access near the River Pinn to facilitate access to Hillingdon House Farm facilities and to other parts of the site</p> <p>Protect and enhance ecological and flood mitigation benefits of the river corridor</p>

Quarters	Description	Preferred land uses
	<p>corridor is sought in accordance with its Green Chain designation</p> <p>The Annington Property Ltd land would be suitable for a mix of residential densities with a small number of town centre uses relevant to the site's function as an interface between the residential and proposed town centre extension areas</p>	<p>Location of 2-form primary school</p> <p>Potential use (or part use) of sports pitch for school</p> <p>Re-use of some existing buildings as appropriate.</p>
<p>Southern quarter</p> <p><u>Likely PTAL 4 – 2 suburban</u></p> <p>PTAL 4 – 45 – 70 d/per ha</p> <p>PTAL 3 65 – 95 d/per ha</p> <p>PTAL 2 – 35 – 50 d/per ha</p> <p>Based on 2.7 – 4.6 habitable rooms per unit</p> <p>Suburban setting with a mix of housing types</p>	<p>Mix of residential types and densities. Higher densities towards Hillingdon Road reflecting higher accessibility.</p> <p>Street design around the “Homezone” concept is sought. A local community focus, which may comprise of local shop, community facilities and public space is sought. There should be connectivity and integration with Annington Property Ltd land to the south.</p>	<p>Residential</p> <p>Local shops</p> <p>Alternative location for 2-form primary school</p> <p>Possible location of local health facility</p> <p>Enhancement of existing natural and built environment</p>
<p>Open space/Hillingdon House quarter</p> <p><u>Likely PTAL 1B suburban</u></p> <p>Detached and linked houses in a suburban setting</p>	<p>Retention and enhancement of green belt as high quality public open space connected to the town centre with enhancement to the River Pinn corridor, including footpaths near the river. Protect and enhance Hillingdon House and the bunker with appropriate re-use</p>	<p>Visitor centre/RAF museum based around the Bunker</p> <p>Residential</p> <p>Facilitation of nature walk, improving access to and around the site</p> <p>Restoration and reuse of Hillingdon House</p>

TABLE 3.1 – Description of Quarters and preferred land uses

Quarters	Description	Preferred land uses
No greater than 35 dwellings per ha based on special circumstances of the site with the higher minimum target of 4.6 habitable rooms per unit sought	High quality, lower density housing on eastern infill areas consistent and complementary to surrounding residential use, the listed buildings and historic landscape.	<p>Potential location of recreation or other acceptable uses in flood plain in the south-west corner (dependent on flood and ecology study)</p> <p>Protect and enhance areas of ecological importance</p> <p>Integrate any new structures with existing natural and built environment, with particular respect to listed buildings</p>

Map 9 Indicative site development framework



Character guidance for the proposed town centre extension

Aspiration

3.4 The aspiration for this quarter is the creation of a lively mixed use area to enhance Uxbridge's "Metropolitan" status with the provision of commercial activity, the creation of an evening destination point and cultural quarter based around a significant arts/cultural facility. Key to this is the re-connection of the site to the existing town centre and extension of the High Street as a main pedestrian thoroughfare along with links to the surrounding areas.



Character

3.5 A mix of uses is sought in this location, with the major proposed land uses being B1a offices, specialist retail uses and the development of an arts/cultural quarter. Residential above these uses, subordinate to the town centre's commercial/ cultural uses would also be acceptable in this location. The creation of buildings of exceptional design, especially at the key view points to the site and the Uxbridge town centre (being the St Andrew's and Chimes roundabout's) will be required to create focal points, a sense of identity and attractive places.

3.6 Commercial and other professional uses should be clustered close to the existing town centre with comparison retail uses that support the existing functions of the town centre. Servicing and freight delivery should be a key consideration at the earliest stage such that this will not impact on the character and aesthetics of the site and surrounds.

3.7 The creation of a cultural quarter is sought around a distinctive arts / cultural/ community facility (i.e. theatre/museum/conferencing) located in a prominent position with supporting uses such as restaurants and cafe's (A3) and drinking establishments (A4) in the High Street extension. Promotion of a cultural quarter within this sector is sought through the availability of smaller commercial units in a distinct location. The provision of a distinct cluster of live/work units or other employment to facilitate the location of creative industries is also sought.

3.8 Extension of the High Street is sought onto the site. This should allow easy and safe pedestrian and cycle movement between RAF Uxbridge and the existing town centre and improvement to the street level environment at the St Andrew's roundabout. Attractive civic space should be incorporated into the design of the town centre extension, with a local focal point, with care not to detract from Uxbridge's main focus around the Uxbridge underground. Public art and street furniture should be integrated in the design of the High Street – ideally a sequence of features should be provided as a "guide" from the Underground station. New developments should maximise the opportunity to focus on artistic street furniture along the High Street, and to create a key object/installation. The use of the historic listed cinema as a public focus point is encouraged.

3.9 Buildings should provide an interesting and attractive vista and roofline from key viewpoints. The creation of higher densities and heights close to Uxbridge town centre, and within the town centre extension will be required, with a graduation in heights away from this. Retention of existing avenues of mature trees and groups of vegetation is sought. Reuse of existing buildings of interest is encouraged and proposals that involve the loss of any buildings will need to be justified.

Table 3.2 - Proposed town centre extension - land uses				
	Desirable	Description	Acceptable	Description
Commercial	B1a offices	Primarily office space, complimentary uses to create vibrant areas and sustainable economic development Total gross area of at least 35,000m2	A2	Financial & professional services
			C1	Hotel
			A3/A4	Restaurants and drinking establishments
			D1	Health facility
Retail	A1 shops	Comparison floor space compatible with an arts /cultural quarter.		
Cultural quarter	Art/cultural facility. D1/ sui generis	(Theatre/ museum/ conferencing)	B8/C3 Live work units	Clustered together
	A3/A4	Restaurants and drinking establishments	D1	Crèche, art galleries
Housing	C3 – Prefer above ground level as part of mixed use			
			D1	Health facility
Community Uses	D1	Health Facility, community buildings	D2	

Table 3.3 - Proposed town centre extension – summary of development parameters and issues	
Urban form	Scale and massing should relate to existing urban form of eastern end of Uxbridge town centre in terms of height, form and urban grain
Heights	General form 3 – 6 stories, only buildings of exceptional design that respect RAF Northolt safeguarding issues and sustainability objectives will be permitted at 5-6 storeys and above
Urban form	Predominantly commercial with promotion of a cultural quarter
Housing type	Flats – above ground floor
Housing target (based on PTAL)	Expected to be around 700 units given the PTAL and town centre status. There is the expectation that housing will be subordinate to the commercial functions of the town centre extension and the character of the area
Key Issues	<ul style="list-style-type: none"> • Resolution of pedestrian and cycle access between the site and the existing town centre • Retention of historic layout and buildings where appropriate • Provision of a high quality public realm including public art • Retention and reuse of features such as the St Andrews Gate • Restoration and reuse of the Listed Cinema • High quality interface with Green Belt • Retention and enhancement of significant trees and landscaping • Reuse of buildings of merit where appropriate • Enhancement of view corridor to Hillingdon House • Location of major vehicular access point into site

Character guidance for the southern quarter

Aspiration

3.10 The creation of a high quality residential area with a distinct identity with a mix of densities and styles based around a local community node, linked by a series of amenity spaces and high quality public realm with links to the Green Belt and to the adjoining land controlled by Annington Property Ltd.



Character

3.11 This area should provide for predominantly residential development. Promotion of the homezone concept and of walkable neighbourhoods will be required, with ease of access to local community facilities, the town centre extension and to public transport nodes. The “sustainable exemplar” development could locate in this quarter if good accessibility and other sustainability parameters are addressed.

3.12 The site framework should reflect the history of the site through innovative urban design solutions and retain the formal avenues of trees. This should include reference to site features such as the 1920s layout and where appropriate, the retention and reuse of buildings, such as the barrack blocks where they can be readily converted and will add to the character of the site and other features associated with the site’s military history. A green network of local amenity and public spaces with links to the Green Belt is also sought. Incorporation of the land owned by Annington Property Ltd (APL) within the new community must be demonstrated through plans and details submitted at application stage, in consultation with APL.

3.13 A community “node” must be included to give a focal area for the new population and the adjoining Annington Property Ltd land. This is expected to comprise of local convenience shops, local health facility, childcare facilities and other local community facilities as appropriate. Ideally this should be accommodated around a local play area or amenity park in a well designed setting to facilitate interaction and a ‘sense of community’. The community node and amenity area should be an active area that would discourage crime and anti-social behaviour. The timing of the provision of facilities will be negotiated at the planning application stage and will need to be provided concurrently with residential development.

3.14 The redevelopment for residential use will need to provide diversity in housing form, densities, height and type. With regard to parcel size, smaller plots with active frontages and a mix of residential building types is sought. The promotion of a clear public front and private back is encouraged (for example by use of the perimeter block) with primary access from the street. Higher densities should be located close to public transport nodes, community facilities and nearer to the town centre extensions. Suitable amenity areas, (which may include allotments) and play space in accordance with the Hillingdon Design and Access Statement (HDAS) requirements and the Mayor’s Play Space SPG will need to be demonstrated at the master plan stage.

3.15 Along Hillingdon Road the opportunity to provide a gateway vista to Uxbridge town centre should be maximised and improvements to the public realm (i.e. existing landscaping) provided. Blank walls and façades and long unbroken building lines shall be avoided and the scale and massing of new development should respect the suburban form of Uxbridge that adjoins to the west. Opportunities to provide interesting views through the provision of buildings of exceptional design with a range of different heights and styles should be promoted. Strong visual links to the existing landscaping and green spaces on the site will also be required. New development on RAF Uxbridge should demonstrate compatibility with the existing urban form in interface areas (i.e. to the west of the A4020 and adjoining Annington property) through good design, especially in relation to bulk, scale and massing and avoiding overlooking. Access routes through and around the site should take the opportunity to improve the visual appearance of the site in addition to the functional role of improving accessibility.

3.16 A quality interface between the development and the Green Belt to the eastern edge of this quarter is sought to facilitate public surveillance, whilst preserving and enhancing the natural environment and aesthetic appeal of the site. Buildings and streets should be orientated towards the green belt to encourage human activity and passive surveillance. Consideration is required for the final building design and siting with the aim of providing an attractive vista from the public open space. As such uninterrupted building heights, long unbroken walls, and unattractive features are discouraged.

3.17 Land in the River Pinn flood plain in the southeast should retain its openness and flood plain function. Public recreation or other use's suitable with its flood storage and ecological function, such as allotment gardens, may be acceptable in some areas.

Table 3.4 - Southern quarter - land uses

Use	Desirable	Description	Acceptable	Description
Housing	C3 housing	Mix of housing types and densities	Allotments	Where compatible with flood functions and areas of biodiversity value
Community node	A1 shops	To provide for local population's daily needs only	D1	Health facility, crèche Alternative location for primary school
	Local amenity park		D1	Local community space

Urban form	Should show relationship with the surrounding residential form and urban grain to the west and Annington Property Ltd to the south. Consistency with the site topography is sought to encourage interesting vistas internally. High quality design sought on the interface with the A4020 and when viewed from the green belt.
Heights	Generally 2 – 4 stories, up to 5 in parts with a graduation downwards in interface to the Green Belt.
Key Character summary	Predominantly residential linked by a green network with an identifiable community node. Location of a “sustainable exemplar” development.
Housing type	Flats, terraces
Housing target based on PTALs	About 760 units
Key Issues	<p>Provision of safe and secure pedestrian access across the A4020</p> <p>Retention of historic geometric layout and reuse of buildings of merit where appropriate</p> <p>Provision of a high quality public amenity spaces as a network and connected to the Green Belt (including public art)</p> <p>Provision of a community focal point</p> <p>High quality interface and public surveillance with Green Belt</p> <p>Retention and enhancement of significant trees and landscaping</p> <p>Enhancement of view corridor to Hillingdon House</p> <p>Location of major vehicular access point into site</p> <p>Provision of a “sustainable exemplar” development</p>

Character guidance for the northern quarter

Aspiration

3.18 The provision of a high quality lower density residential development with a clearly identifiable environmental character, protection of biodiversity values and the enhancement of the River Pinn with provision for integration of this part of the site with the adjoining Annington Property to the northwest.



Character

3.19 Building heights and scale vary across this northern part of the site. Land occupied by Annington Property Ltd in the northwest may have a higher housing density due to its public transport accessibility and proximity to the town centre. Lower densities and scale would be sought for land closer to the east with consideration to the detached residential character to the north and the visual impact on the Green Belt. The design of the development should be encouraged to maximise biodiversity values by providing green links from this part of the site to the ecological corridor along the River Pinn, in accordance with its Green Chain designation. The riparian corridor of the River Pinn shall be protected as open space to protect its flood plain and ecological functions. Facilitation of pedestrian and cycle access to the north as part of a walkway near the river is sought, subject to no adverse impacts on the ecological importance of this area. Consideration of the integration of land owned by Annington Property Ltd within the Northern Quarter as a potential area of future change should be considered as part of the site proposals.

3.20 Generally smaller plots with active frontages at a human scale are sought in this quarter. For lower densities the promotion of a clear public frontage but with privacy to the rear of new development is encouraged (for example by use of the perimeter block) with primary access from the street. Reuse of attractive existing buildings such as the parts of the Hospital complex and the Children’s Play Centre should be considered. The nature and scale of any future proposals for the land owned by Annington Property Ltd should reflect its location between the town centre (and possible expansion) and the lower densities sought to the east of this quarter.

3.21 One location of the new primary school is in this quarter and a high quality sustainable design at a scale sympathetic to surrounding residential area is encouraged. A focal point for this part of the site, compatible with surrounding residential uses and its ecological values (including the need to ensure minimal traffic generation) is sought and this may include the primary school.

Table 3.6 - Northern quarter - land uses

Use	Desirable	Description	Acceptable	Description
Housing	C3 housing	Mix of housing types and densities		

Use	Desirable	Description	Acceptable	Description
Community	Amenity space			
	D1	Primary School		
Parkland	Parkland along river corridor	Linking green belt to north and south	Allotment gardens	Where compatible with ecological values
	Provision of a nature walk	Improve links through and around the site		
Other* (Annington Property Ltd)			See table 3.2	Town centre uses in interface area with town centre/ proposed town centre extension compatible and subordinate to this.

Urban form	A mix of densities across this part when considered with the Annington Property, with lower density residential in the east compatible with the surrounding residential form, fine grain layout and high level of environmental amenity
Heights	2 – 3 storey up to 4 in parts. Heights on the Annington Property land should be compatible with those surrounding.
Character summary	Residential and possible location of primary school. Land occupied by Annington Property Ltd is expected to be predominantly residential. A small amount of uses in the interface to the proposed town centre expansion area, which are compatible and complimentary to the town centre, may be acceptable.
Housing type	Terrace, flats and houses
Housing target based on PTALs	About 80 units within that part of the site owned by VSM and Defence Estates (around 1.7 ha may be taken up for a primary school in this location). Land occupied by Annington Property Ltd will be required to be appraised at the time proposals are made.
Key Issues	<ul style="list-style-type: none"> • Provision of green network in quarter connecting to river corridor • Connection and integration between any future proposals for the adjoining Annington Property Ltd site and the northern quarter. • Protection and enhancement of the River Pinn corridor, provision of public access • Retention of the existing right of way • Provision of a community focal point • High quality interface with Green Belt • Retention of significant trees and landscaping • Alternative location for a “sustainable exemplar” development

Character guidance for the Open space/Hillingdon House quarter

Aspiration

3.22 The primary aim for this quarter is to maintain and enhance amenity and biodiversity values and sense of openness of the Green Belt, preserve, enhance and encourage the public reuse of Hillingdon House and preserve, enhance, promote and protect the 11 Group Operations Room (Bunker).



Character

3.23 New development proposals will be required to be sympathetic to the sense of openness of the green belt; the setting of the listed buildings; and to respect the adjoining Area of Special Local Character at Vine Lane. The openness of the Green Belt should be retained and enhanced. Land contained in the Green Belt will be sought as public parkland, connected via the River Pinn to the Green Belt to the north and other areas. Protection of the riverine corridor in its natural state is required and enhancement of biodiversity and habitat values. Vehicular access across this space is discouraged and should be limited to traffic generated by Hillingdon House, the Bunker/Museum, and similar uses only. The promotion of public use and access via walk and cycleways is encouraged. The restoration of the historic landscape of Hillingdon House will be required as part of any site redevelopment.

3.24 The retention, protection and promotion of the Bunker as a visitor attraction and reuse of adjoining buildings for this purpose will be sought. Any proposal for improvements or new buildings will require careful consideration of the specific requirements of the underground listed buildings and its external landscape, and the landscape quality of the open space.

3.25 Proposals are sought for Hillingdon House that restore, enhance and maintain the historic building and its associated historic landscape. The preferred land use is for a hotel or C3 use or other compatible use that permits some public access in and around the Listed Building. Any development will need to respect the character of Hillingdon House, the surrounding open space and established trees and vegetation along with the height and form of surrounding residential development. Residential development in this quarter shall be high quality with a predominantly low-density layout informed by the existing vegetation and open character of the surrounds. Planning obligations are likely to be sought from the redevelopment of the RAF Uxbridge site towards the restoration of the historic landscape. Other grants and funding opportunities to restore important historic features should be exhausted before a section 106 agreement is signed.

Table 3.8 - Hillingdon House/Open Space Land Uses

Use	Desirable	Description	Acceptable	Description
Housing	C3 housing	Low density high quality development		

Use	Desirable	Description	Acceptable	Description
Hillingdon house and associated buildings	C1	Hotel	Residential/other	Use, (subject to assessment) which restores, enhances and maintains the building and its setting
	C3	High quality housing (flats or other)		
Group 11 Operations Room	D1	Museum associated with the Bunker's WWII role and specific site history		

Urban form	Preservation of the sense of openness and high landscape values through high quality low density residential development. New development will be required to demonstrate compatibility with the Listed Buildings and their settings and Area of Special Local Character.
Heights	Generally 2 – 3 stories
Key Character summary	Predominantly residential linked by a green network with an identifiable community node. Possible location of a “sustainable exemplar” development.
Housing type	Detached and attached houses
Housing target	About 60 units (Specific constraints are likely to affect the siting and design of housing in this section). High quality family houses are specifically sought in this location.
Key Issues	<ul style="list-style-type: none"> ● Protection of the settings of the Listed building and the sense of openness of the Green Belt ● Reuse and retention of the Listed buildings ● Preservation of the sense of openness through detached and semi detached dwellings ● Provision of a public park in the Green belt, protection of ecological values and provision of public access ways ● Retention of significant trees and landscaping ● Enhancement of views to/from Hillingdon House

4 Requirements for site layout

Urban Design Framework

Master Plan and Design Codes

4.1 A Master Plan is required to be submitted with the site proposals. Design Codes for the site reflecting the aspirations for the different parts of the site and the requirements in the SPD are required to be submitted with this. Future development will be required to comply with any approved Masterplan, Design Codes, and associated documents.

Urban Design Framework

4.2 The following objectives should inform the design framework:

- To respect and be influenced by the forms and layout of the existing historic routes, block patterns on the site and surrounds and the height of retained buildings and landscape features, based on the landscape master plan.
- To provide attractive and interesting landmark buildings and a mix of dwelling types and tenure that offers a choice of lifestyle acceptable and accessible to all.
- To provide a development which is well connected, readily understood and easily navigated.
- To respect the existing attributes of the landscape with regard to the topography, ecology, hydrology, geology, soil capability and expected climate, along with the existing built environment where appropriate.
- To create places for people with a distinctive sense of character and identity, informed by local history
- To provide a socially inclusive and accessible development without fear of crime, that will engender a 'sense of community' and potential for interaction and engagement.
- To limit vehicle trip generation and the associated negative impacts, such as carbon emissions, noise and air pollution, traffic impacts, and other social, environmental and economic impacts, through accessibility and appropriate site design

4.3 London Plan Policy 4B.7 encourages the recognition and management of local distinctiveness and London Plan Policy 4B.1, amongst other matters, identifies the need to enhance green networks and respect local context and history. These are important considerations in the development of the site layout. The existing spacious landscape setting of the site is a unique asset for the Uxbridge area, which strongly contributes to the attractiveness and local distinctiveness of the site. Equally as important is the retention of the history of the site and enhancement of the Listed buildings and utilisation of other existing buildings where appropriate. In accordance with Saved Policies BE19 and BE21 of the UDP consideration must be given to the relationship of the site with the surrounding residential area.

Site Analysis

4.4 A comprehensive site analysis should be undertaken and supplied in support of the site layout for the redevelopment. This should address natural and manmade landscape features, topography, landscape character areas, scale and character of open spaces, significant habitat, landscape elements and built elements, enclosures, open spaces, visual links and landmarks.

Landscape and Open Spaces Strategy

4.5 A landscape and open spaces strategy should be developed for the site, which will inform the final master plan. A green and blue (water) framework for the site should be developed. The green framework should be developed in parallel with the accessibility/movement network. The green/blue grid, open spaces and movement network should be the basis for the final master plan.

4.6 A full tree survey must be submitted with the planning application and should inform the landscape strategy. An analysis of the importance of trees (individuals and groups) is required in order to identify the opportunities and constraints the trees will have on site layout proposals.

Visual analysis

4.7 A visual analysis will be required as part of the site analysis, which should inform the Master Plan. This should include the image and perception of the area, an assessment of gaps and enclosure, strategic and local views, skylines, landmarks, gateways and thresholds, boundaries and barriers, legibility and aesthetic quality.

4.8 Protection and enhancement of key views will be sought as part of the site proposals and should be reflected where possible in the design codes. An early appraisal indicates some key views are:

- From the western part of the site – Hillingdon House and its surrounds and the spire of the church on Hillingdon Hill.
- The opportunity for interesting vistas of the new development on the western side from Hillingdon House (currently over the green belt and river corridor)
- The “gateway” of the site at the St Andrews roundabout (particularly when viewed from Uxbridge High Street)
- The vista of the new development along the A4020

Historic layout

4.9 The design, layout and urban form of the new development should take account of the retained buildings, spaces, routes and landscape and be developed together with an appropriate layout of new routes through the site. This should be demonstrated through the site analysis information. The English Heritage document *Historic Military Aviation Sites – Conservation Management Guidance* identifies RAF



Uxbridge as a key site. As part of its general guidance, it states that, “On sites where coherent groups of historic buildings survive, it is desirable to maintain the scale and density of the original development and the visual connection between buildings....”

4.10 The preservation of history and memory of the site should influence the urban design strategy. Key characteristics which should inform this are the existing symmetrical layout of the parade ground and positioning of the 1920’s barrack blocks, together with the organised planting of avenues of trees. Retention of the existing avenues of mature trees will be required as part of the wider landscaping proposals for the site. Consideration should also be given to retaining existing buildings where appropriate, and this should be demonstrated through the planning application.

Urban form

4.11 In accordance with London Plan policy 4B.7 and PPS1, the aim should be to create a locally distinctive place and an inclusive one. Redevelopment of the site must integrate within the surrounding area in accordance with Saved Policies BE13 (harmonisation with street scene) and BE21 (impacts on residential amenity). While a mix of higher heights and densities is acceptable in the area of the town centre extension, elsewhere on the site height, bulk and densities must be compatible with site characteristics, historical features and listed buildings.

4.12 Distinctive building styles, which reflect sustainable and landscape themes are sought to create a distinct identity on the RAF Uxbridge site. Attention to detail and high quality finish will be required, rather than reproductions of “high volume” schemes. The opportunity for the provision of different textures and materials as part of buildings and the wider urban environment could be considered. Incorporation of functional aspects of the scheme such as Sustainable Urban Drainage Systems is required to be integrated into the design for the site.

4.13 A number of buildings and features such as the St Andrew’s and Battle of Britain Gates offer the opportunity to be reused, relocated and incorporated as part of proposals for the redevelopment of the site, to promote its historical associations and provide local points of interest. In addition to the listed Hillingdon House and former cinema, a number of other buildings, structures and features to be reused should be considered, as there are other buildings, structures and features of historical, artistic or cultural value or merit that could be utilised, preserved and enhanced through the redevelopment of the site. A thorough analysis of buildings, structures and features across the site should be provided with a planning application. The organised planting of amenity trees is a key feature of the site and should be retained.



4.14 Consideration should be given to the influence and relationship of buildings of historic merit to influence site proposals. While Hillingdon House and the military association is one, there are also aspects such as the small workshops adjacent to the

former walled garden of Hillingdon House, which can be used as inspiration for determining the character of new neighbourhoods (for low rise parts) i.e. 'The Gardener's Village' for instance.

4.15 Design Codes should reflect the variation of urban form requirements within the RAF Uxbridge site, with attention to the specific requirements for the Listed Buildings and the requirements to protect the historic landscape and openness of the Green Belt.

Height restrictions

4.16 The site is located in close proximity to RAF Northolt and as such any new developments will need to ensure there are no adverse impacts on the safe and effective operation of RAF Northolt. Height restrictions will apply to all development on the site, with a likely maximum of 5-6 storeys in the town centre. High rise development and new buildings will need to be sited and designed to ensure they do not pose a potential hazard or risk to aircraft utilising RAF Northolt or associated radar equipment, and this will apply to temporary structures such as construction cranes. This will be subject to further consultation with MoD safeguarding on detailed designs.

4.17 Further information on expected heights is given under character guidance for each quarter, particularly Tables 3.2-3.8, along with sections on aviation safeguarding and the requirements for the listed buildings.

Public art

4.18 Provision for public art should be accommodated in any redevelopment proposals. This may include reuse of historical features such as the St Andrews Gates as focal points where possible. The provision of public art should accord with the Council's HDAS Public Realm document. This matter should be addressed in the Design Codes, with the main provision sought in the public areas such as the town centre extension. The site's history and context such as its historic associations with aviation should be considered as part of proposals.

Lighting

4.19 The Design Codes should address the opportunity to use innovative lighting to promote a sense of identity, illuminate key features and guide main pedestrian thoroughfares. Aviation safeguarding requirements may apply, and consultation with MoD safeguarding will be required, along with consideration of ecological impacts.

Community safety

4.20 Guidance in the Hillingdon Secured by Design SPG, along with the UK Police "Secure by Design" design codes and ODPM guidance should be considered and public safety and security measures addressed. The "Secured by Design" standard must be incorporated into the design and layout of housing, and the site as a whole should achieve "secured by design" status. Early consultation with the Metropolitan Police Architectural Liaison Officer is required to inform the planning process and the

development of any plans for the site. Public facilities such as schools and medical facilities should also consider these requirements. All car parks must meet the Safer Parking 'ParkMark' standards.

4.21 Public safety and surveillance must be considered at the earliest stage in the site design. From a public safety perspective permeability should be limited to logical and necessary routes. All pedestrian footways and alleys should be as direct as possible, and designed to encourage passive surveillance.

4.22 Extension of the Uxbridge Town Centre CCTV system will be required in the town centre extension. This may also be required for specific public facilities and entry points to them such as children's playgrounds.

Key Items that should be addressed in the site layout at the earliest stage

- Protection of key views and aesthetic attributes
- Reflection of the site's history through innovative urban design solutions
- Interface and relationship to the Green Belt, River Pinn and Listed buildings
- Protection of the ecological values of the River Pinn corridor, green belt and green chain land
- Connection between the Uxbridge town centre, the town centre extension, and to the site to the proposed parkland and beyond to Hillingdon East
- Identification and retention of interesting site features to add to the richness of the urban environment
- Provision of a sense of place in the development, encouragement of diversity in developing distinct neighbourhoods, landmarks and character areas
- The need to carefully consider the balance between the public and private realm in street design with the aim of ensuring attractive and vibrant street frontages
- The provision of a linked series of public squares and amenity spaces which form part of the wider public realm
- Retention of formal tree lined avenues and other landscape features
- Street layouts to maximise solar gain and consideration of sustainability requirements at the earliest stage of master planning
- Incorporation of flood management measures i.e. SUDS in the layout
- Consideration of public safety and secured by design in the layout

4.23 A Design and Access Statement will be required to be submitted with the planning application. Principles set out in this document should be carried through in the detailed planning for the site.

Transport and accessibility

Strategic Transport Objectives

4.24 The redevelopment of the RAF Uxbridge site will inevitably have some impact on the local transport network. Before redeveloping the site it is essential that the potential impacts on the surrounding road network, public transport capacity and accessibility to and from the site are assessed. Proposals will need to mitigate against any adverse impacts through appropriate infrastructure and service improvements.



4.25 The redevelopment of this site will have some significant impacts, but also represents a unique opportunity to improve the current public transport, cycling and walking facilities within and around the site, Uxbridge town centre and surrounding areas. Any redevelopment proposal must capitalise on these opportunities to help realise an exemplary development for the overall site, and improve the opportunities and quality of life for residents of the borough.

4.26 As part of the planning process for redevelopment of the site, the objectives of PPG13, the London Plan, and the specific circumstances and constraints on this site should form the basis for masterplan and design proposals. Any Traffic Assessment and Travel Plans need to recognise these planning principles and adhere to the general planning objectives, and especially the aim of:

- Integrating the site within the surrounding area
- Improving connectivity, permeability and accessibility, whilst incorporating secure by design principles
- Aiming to prioritise walking and cycling over other modes of transport, by providing high quality walking/cycling routes and facilities
- Mitigating against adverse impacts on existing transport infrastructure
- Improving access to, and quality of, local transport services
- Reducing the need to travel, and reducing reliance on the private car

4.27 Current evidence suggests that the redevelopment of the site may be constrained by the existing traffic and transport situation. For example the local road network around the site, along with the strategic road network (particularly junctions of the nearby M40) are currently operating at or near capacity. In addition the local bus network is currently operating at capacity and appropriate infrastructure improvements will be necessary. Existing walking and cycling links between the town centre, the RAF site and the wider area are also very limited and unappealing at present. These and other issues are expected to be addressed through any planning application to redevelop the site.

Local transport principles for the redevelopment of the site

4.28 In addition to the general principles raised above, a number of site specific issues have also been identified. In accordance with Saved Policies AM1, AM2, AM6, AM7, AM8, AM9 and AM10 of the Hillingdon UDP, the following issues have been listed to help inform the master planning of the site, and will need to be specifically addressed in a Transport Assessment, Framework Travel Plan and subsequent travel plans. These include, but are not limited to:

- Provision of a high quality pedestrian and cycle connection to the High Street to ensure the vitality and viability of both the new town centre extension and the existing high street. This will need to significantly improve the current unsatisfactory access under the St Andrews roundabout, which is considered to be a critical part of the success of any redevelopment on RAF Uxbridge and extension of the town centre into the site. There is a need to overcome the physical and psychological barrier of the St Andrew's roundabout and the A4020/B483, to facilitate pedestrian and cycle movement, create attractive surrounds and a "gateway" to the town centre. In this regard, an environment where the pedestrian is given a high priority is essential between the eastern end of the High Street and RAF Uxbridge. Any solution to reconnect the site to the town centre should be undertaken with the dual aim of encouraging regeneration and improving the public realm of the eastern end of the High Street.
- Provision of a high quality pedestrian and cycle link connecting the High Street through the town centre extension, to the proposed open space (green belt) and through to Vine Lane/Hillingdon East, maximising key views and amenity for users along the way.
- Provision of internal access to the site where major vehicular movements are channelled towards the A4020/B483 and only essential access movements occur to Vine Lane. In this regard east-west traffic movements within the site should be minimised, to ensure the quality of the Green Belt as public realm and maintain the ecological values of the River Pinn corridor.
- The internal design should not encourage north-south or east-west "rat-running" or encourage traffic diversion to surrounding residential streets. In particular traffic impacts to the east of the site, especially Vine Lane, will need to be minimised.
- Limit the creation of new entry points onto the A4020 / B483, in particular major junctions. Opening up a fifth arm for vehicular traffic to the site from the St Andrew's roundabout is very unlikely to be supported. Proposals for new access points must consider the impact on new and existing residents and any other sensitive land uses.
- Ensuring that provision for servicing and freight delivery, particularly for the town centre extension, is incorporated with minimal impact on the character and aesthetic quality of the site and new town centre.
- Consideration of the need to maintain amenity values and pedestrian and cycle accessibility in the design of the internal main connector roads.

Incorporation of “homezone” concepts across the site, subject to secure by design considerations. The “homezone” is particularly relevant for the residential quarters and the town centre extension. This shall include provisions such as shared pedestrian, cycle and vehicle space, restraint on car movement and restraints on car parking. In this regard development should comply with the Institute of Highway Incorporated Engineers’ (IHIE) *Home Zone Design Guidelines* published in 2002, along with *Home Zones - Challenging the future of our streets* from the Department for Transport. The following objectives from the IHIE guidelines are especially important:

- To reduce traffic speed to maximise the sense of safety for vulnerable road users such as pedestrians, cyclists, older people, children and people with disabilities
- To incorporate appropriate measures to ensure there are limited risks and potential for conflict between cars and other users
- To incorporate attractive paving, street furniture and planting to make the streets more attractive to users
- To consider SUDS and drainage in designing streets, to limit the use of kerb and guttering and other hard features and surfaces that can create barriers to mobility impaired people, children, cyclists and pedestrians
- To do everything possible, through design and other measures, to encourage walking and cycling within the home zone and adjacent area
- To increase surveillance, deterring casual crime
- To contribute to improving the quality of life of residents and visitors

- Restrict any significant traffic generation to Vine Lane and the east of the site.
- Recognition of the traffic impacts from Annington Properties Ltd, with the need to minimise impacts on the surrounding road network and the need to incorporate the impact of this into the site design, travel plan framework and future travel plans.
- Early identification and promotion of travel planning concepts, (such as car restraint for certain uses, travel planning for new businesses) from the outset to reduce traffic and air quality impacts. Car parking management is likely to be required on the site due to the location of the town centre and public transport facilities. This should be informed by a transport assessment, along with the framework travel plan, in consultation with the Council and TfL through the planning process.
- Incorporation of public transport provision in the site design as a necessary part of overall traffic reduction measures. This may include facilities to increase the capacity of the existing bus network.
- Provision of pedestrian and cycle paths to facilitate easy and safe access, connectivity and permeability with the site and to the surrounding area, whilst adhering to “Secured by Design” principles.
- Provision of easy and safe access from the site for pedestrians to public transport on both sides of Park Road and Hillingdon Road and to the existing and proposed bus and tube stations, along with key destinations such as Brunel University, Uxbridge College, Uxbridge High School, and the new primary school.

- Provision of quality pedestrian and cycle links from the Annington Property Ltd land to the site and the new attributes, to ensure that residents have improved walking and cycling access to shops and other facilities, and ensure the APL land is properly integrated within the overall re-development.
- Improve and enhance short and long views, along with the retention of existing tree lined routes along public paths, roads and other routes in the new street/open space layout.
- Provision of recreational pedestrian routes in the proposed open space, such as a nature walk that meanders along a route adjacent to the river, taking advantage of views, amenity and aesthetic attributes of the site, whilst protecting the ecological and floodplain functions of the river. Opportunities to provide and improve upon links to the north and south of the site, to access key sites such as Hillingdon House Farm and Brunel University, should be explored with the Council and other landowners.

Public transport requirements

4.29 In accordance with Saved Policy AM2, a review of the impact on local public transport from the new development will be required. This should establish the current baseline situation and assess the impact on it from the new population, workers and visitors to the site. An evaluation will be required to ascertain the requirements for improvement to facilities and/or services to support the redevelopment of the site.



4.30 Planning obligations may be sought in accordance with the Council's adopted Planning Obligations SPD toward public transport improvements. These are likely to be, though not limited to:

- Provision of new, and upgrades to existing, facilities such as bus shelters and bus stops
- Improvements to bus arrangements servicing the site
- Contributions or upgrades to public transport facilities at the Uxbridge underground and bus station
- Provision of bus stop/ bus standing facilities and driver facilities in the site
- Some form of bus priority measures
- Passenger information systems
- Improvements to transport interchanges as a result of the new population

Car parking requirements

4.31 Any proposals for the site should aim to reduce reliance on the private motor vehicle in accordance with national and London Plan policy guidance. Such an approach will need to be incorporated into the Transport Assessment and Travel Plan Framework, which will then inform the approach that should be taken to car parking controls and restraint across the site. Car parking for all uses should comply with Council's standards applicable at the time and in accordance with Saved Policies AM14, AM15 and AM16 of the Hillingdon UDP, and generally in accordance with the controls of the London Plan

and objectives of PPG 13. Whilst parking will need to comply with current standards, as a minimum requirement, car-parking restraint should be investigated as a part of any development proposals, particularly areas located near transport nodes on the western side of the site and near the town centre extension.

4.32 The design and layout of car parking will need to comply with the Council's adopted standards. Car parking in residential areas should be generally in accordance with the 'homezone' concept and will need to ensure facilities are the most visually and functionally appropriate given the needs and constraints of the site, and the other objectives in this SPD. The introduction of car clubs, facilities for electric cars and other initiatives will need to be investigated and will be expected unless proven to be unviable. Developers will be expected to enter in to early discussions with the Council, TfL, the Highways Agency and other relevant parties as part of the planning process.

Cycling, cycle parking and storage

4.33 The RAF Uxbridge site lies at the intersection of two key London Cycle Network routes in the borough, and consequently interlinking of the development with other local routes will be very important. Cyclists may also wish to be able to pass from the site to access the public transport interchange at Uxbridge LUL station. The redevelopment of the site will be expected to significantly improve the opportunities for cycling on and around the site. In accordance with London Plan policy 3C.22 and Hillingdon UDP Saved Policy AM9, provision of facilities to promote cycling will be expected to be incorporated in to the masterplan, design proposals, and detailed studies, including the Transport Assessment and Framework Travel Plan and further travel plans.

4.34 Given the size and scale of the site, and its strategic location, it is expected that cycling will be promoted as a prioritised form of transport, with improved cycle routes, bicycle parking and storage, shower facilities in the workplace and other facilities to ensure safe and accessible cycling opportunities. Bicycle, and where relevant, motorcycle storage should be an integral part of the development. Provision should be made in accordance with Council's standards for safe and secure parking in convenient locations that deter theft and vandalism, fit within the proposed road and footpath network and conform with the character of the new development.



Accessibility

4.35 The redevelopment of the site will need to demonstrate a commitment to making public transport and the pedestrian environment accessible to everyone, especially disabled people. London Plan Policy 4B.5 'creating an inclusive environment' and the Mayors SPG "Accessible London" provide detailed guidance which will inform the site layout and detailed considerations for any development. Further requirements detailed in the Hillingdon Design and Accessibility Statement SPD "Accessible Hillingdon" must be included as a key consideration in developing the site masterplan. The "Accessible Hillingdon" document will need to be reviewed in its entirety, however some of the key requirements are:

- Routes should be direct, well lit, and well sign posted. They should be level, with the gradient not exceeding 1 in 20. Where the gradient is steeper than 1 in 20 it should be designed as ramped access. Cross-falls should not exceed 1 in 50
- All routes used by pedestrians should be at least 2m wide, to allow wheelchairs and pushchairs to pass, and should be significantly wider in areas of high pedestrian activity. Consideration of all street furniture will need to be demonstrated in the design of footpaths to allow an unobstructed easy flow of pedestrian traffic. Drainage gratings should be located off access routes
- All street furniture will need to be located clear of pedestrian routes and clearly distinguishable from its background. Such additions will need to be given consideration at masterplan stage and detailed through planning applications
- Level access is essential for the majority of wheelchair users. There should be dropped kerbs at junctions and designated crossing points with appropriate tactile paving. Developers will be expected to demonstrate that the avoidance of kerbs and other barriers has been investigated and incorporated where appropriate
- Seats should be provided along pedestrian routes and where waiting is likely. There should be space for wheelchairs and pushchairs alongside
- 10% of all parking spaces shall be provided to mobility standards and must comply with the detailed design requirements as set out in the Disability Discrimination Act 1995 and Building Regulations BS8300: 2001. The design of all car parks including those for people with disabilities, must form an integral part of the design of the entire development, including safe and direct access to the residential units and must achieve "Secure by Design" standards and comply with the SPG on Community Safety by Design
- Other provisions of HDAS (Accessible Hillingdon) will be required at the planning application and reserved matters stages and as such must be satisfactorily addressed

Transport Assessment and Travel Plan

4.36 In accordance with PPG13, and the requirements of Transport for London (TfL) a Transport Assessment (TA) will be required with any planning application for the site. Any Transport Assessment will need to comply with TfL's Transport Assessment Best Practice Guidance, and should be developed in consultation with the Council, TfL and other stakeholders.

4.37 In tandem with the TA, a Framework Travel Plan will need to be developed in close consultation with the Council, TfL and other stakeholders, and in accordance with TfL's "Guidance for workplace/residential travel planning in London". The framework travel plan will be required at outline application stage, and this would set site-wide targets and a strategy for developing and implementing other travel plan initiatives across the site. This will need to include a management strategy, provision for a travel plan co-ordinator and initiatives relating to physical measures that will be delivered at the outset or early stages of the development. In due course more detailed and site-specific travel plans relating to individual land uses would need to be prepared as detailed planning applications are submitted. Travel Plans should be consistent with

the principles established in this SPD and deliver sustainable transport objectives and reduce traffic. As a general guide the framework travel plan, and subsequent travel plans, should aim to meet the following:

- Reductions in car usage, increased use of public transport, walking and cycling
- Reduced traffic speeds, improved road safety and personal security
- Consolidation of delivery and freight movements
- The objectives of the air quality management plan
- Reduce vehicle carbon emissions for the development as a whole through modal shift and reduction in on-site car parking and ownership where appropriate and achievable
- Consistency with the Local Implementation Plan
- Consistency with advice from TfL and relevant local and London wide policies

4.38 In accordance with Saved Policy AM2, a construction traffic management plan will be required to be provided prior to works commencing on site with the aim of minimising traffic impacts on and around the site, ultimately through limiting unnecessary vehicular movement if possible. The developer will be required to adhere to the construction management plan during the site development and construction phase. A construction management plan will be required to be developed with the Council, TfL, the Highways Agency and other key stakeholders.

Open space and biodiversity

4.39 The high amenity and environmental values of the landscaping, Green Belt and the River Pinn corridor are recognised on this site as well as the objective to preserve and enhance them. The potential to utilise the Green Belt as public open space was also a strong aspiration raised through the public consultation.



4.40 There are a number of considerations, which will affect open space provision on the site and the strategy for this. These are:

- The provisions of the Green Chain designation for land in the north of the site, and potential for extension of the green chain
- The need to protect the openness of the Green Belt and the requirement that this be delivered as a District Park
- The need to protect the settings of the Listed Buildings and the aspiration to restore the historic landscape around Hillingdon House
- The protection of areas of significant wildlife habitat, mainly adjacent to the River Pinn
- The protection and enhancement of the biodiversity values of the River Pinn corridor
- The inclusion of sustainable urban drainage systems SUDS across the site, and flood management features as part of the green network
- The provision of recreational needs for the new residential population.

Green Chain

4.41 The north of the site is included in the Green Chain designation in the UDP Proposals map. The UDP (Part 1 policies) outlines that Green Chains were intended - *“to safeguard a network of green chains from built development to provide a visual and physical break in the built-up area and opportunities for recreation and corridors for wildlife.”* Redevelopment proposals in the northern part of the site should reflect the principles for Saved Policy OL11 in the site layout being the protection and enhancement of the riparian corridor, provision of public access and the enhancement of the site’s environmental values (such as provision for wildlife corridors) in the development site layout. The extension of wildlife corridors should be continued through the site. Council and the Environment Agency will work with landowners to improve the existing corridors. The creation of a ‘green chain’ is supported by Section 4C (Blue Ribbon Network) of the London Plan and the Environment Agency aspirations in the North London River Restoration Document supported by the Mayor of London.

Green Belt

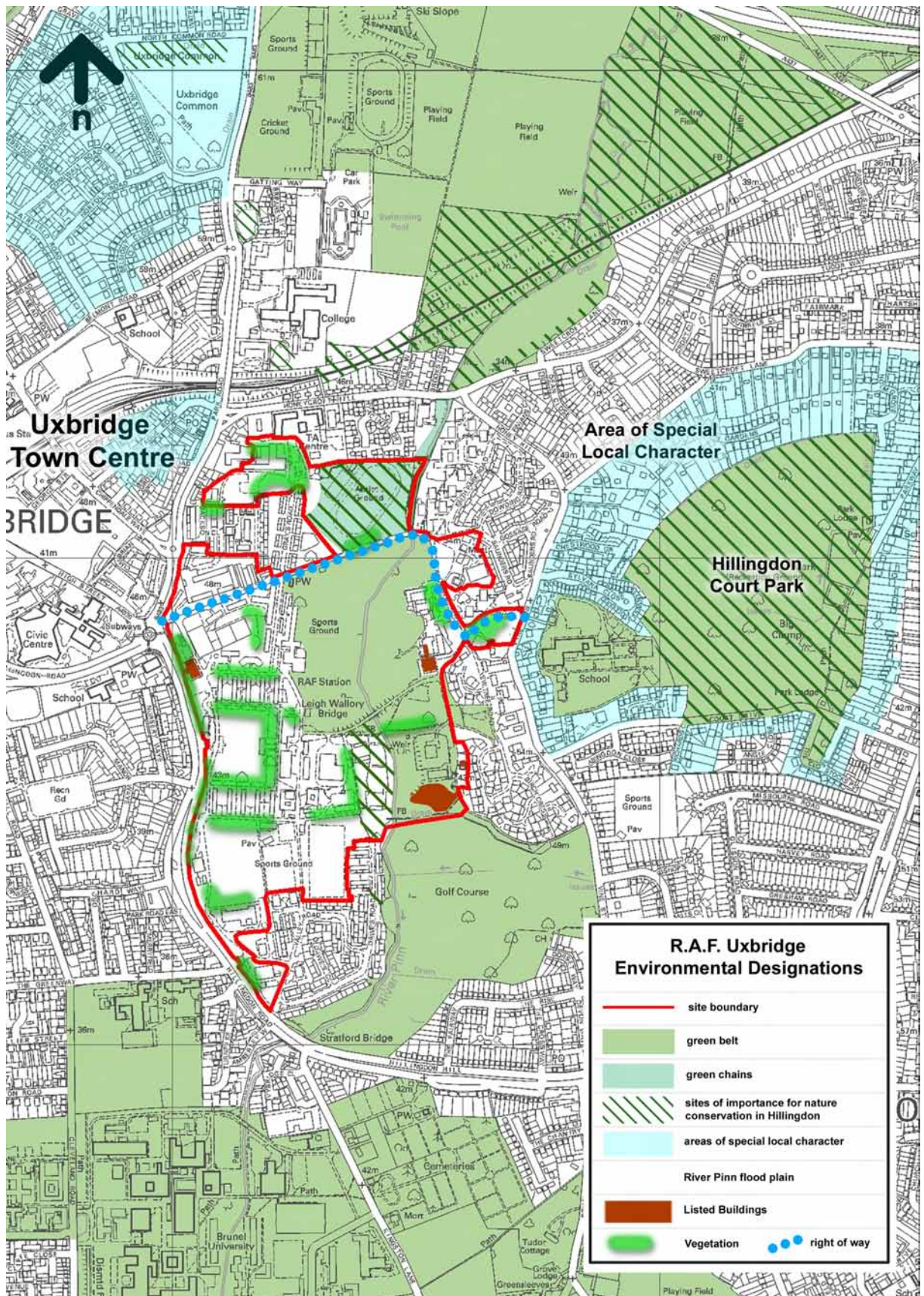
4.42 PPG2 (Green Belts) outlines a general presumption against inappropriate development, and that such development should not be approved, except in very special circumstances. It outlines that with suitable safeguards, the re-use of existing buildings may be acceptable. Some 12.57 hectares of the RAF Uxbridge site are included in the Green Belt that stretches from the St Andrews Road on the eastern side to the southeast

boundary. This forms a link in the wider Green Belt network off site to the Golf Course to the south and via the Green Chain designation on the north of the site to Hillingdon House Farm. The connector is the ecological corridor that follows the River Pinn.

4.43 Land in the Green Belt should remain in its state of openness as a public recreation area and as a setting for the Listed Buildings. Improvements consistent with this aim and that to protect and enhance the environmental values of the River Pinn will be sought. This will be likely to include provision of public access and public realm improvements and the restoration of the historic landscape around Hillingdon House. The provision of lighting, seating and footpaths will need to ensure the ecological importance of the riparian corridor is improved. Development will not be permitted within 8m of the River Pinn, and lighting should not adversely impact on flora and fauna.

Map 10 Environmental Designations

4 Requirements for site layout



Ecology and Biodiversity

4.44 PPS 9 highlights that development proposals should conserve, enhance and restore the diversity of England's wildlife and geology by sustaining and improving the quality and extent of natural habitat and geological and geomorphological sites. RAF Uxbridge has a number of significant environmental attributes that should be protected and enhanced as part of the redevelopment and reuse of the site, including opening up these areas for public access, where appropriate.



4.45 Key to this is the River Pinn corridor, which is an important connector for the surrounding areas. It links two Sites of Importance for Nature Conservation (SINCs) being the Uxbridge Common Meadows to the north and Manor Farm Pastures to the south (both Grade II). Two phase 1 studies have been undertaken for the site owners by Entec (2005) and a draft report by Halcrow Yolles (2007). The site has been identified as having suitable habitat for bats, Great Crested Newts, voles, reptiles and birds. In addition, the collective importance of the trees was recognised.

4.46 A NVC Habitat Study and Phase 2 Ecological Study will be required to be submitted with any planning application and should inform the site development proposals. This should draw on the recommendations of the Extended Phase 1 study, and shall be developed in consultation with the Council, Natural England, the Environment Agency and other relevant stakeholders.

4.47 The recommendations in the Hillingdon Biodiversity Action Plan will need to be addressed and complied with in developing proposals and recommendations for the site. Ecological Studies will need outline specific measures for improving the biodiversity on the site, recognizing the ecological importance of a number of specific areas. Ecological initiatives will be required to outline specific targets and this should be demonstrated through the planning application process to ensure relevant beneficial outcomes. Habitat improvement proposals will need to consider aerodrome safeguarding issues and should not be attractive to Canada Geese, which are considered to be a serious bird strike hazard by their body size, weight and flocking behaviour. The Standing Water HAP makes further recommendations in this regard.

4.48 Opportunities for ecological improvements, drawn from these studies, should inform the site layout proposals (Saved Policy EC2). These should consider opportunities for habitat and biodiversity improvements. Where relevant, these should be considered against the wider requirement for a publicly accessible District Park and the aspiration to restore the historic landscape around Hillingdon House. Recommendations for habitat protection and enhancement, as well as construction management/ mitigation should be provided as part of any planning application. This should be informed by Saved Policies EC1, EC3 and in consultation with the Environment Agency, Natural England and the London Borough of Hillingdon.

Bats

4.49 Bats and their roosts are protected in the UK under the Conservation (Natural Habitats, & c.) Regulations 1994 and the Wildlife and Countryside Act 1981. A European Protected Species Licence may be required if they or their habitat is to be affected. The Halcrow Yolles report – (Assessment of Bat Potential, October 2007), identified that a bat survey incorporating a thorough inspection including the roof void of every building scheduled for demolition shall be undertaken to determine if bats are present within the buildings prior to any demolition or refurbishment works. Impacts on the habitat of bats will also need to be considered as part of an ecological survey, and in designing proposals for the site. Issues such as protecting the riparian corridor and other ‘green chains’ will need to be demonstrated, and consideration of lighting and any changes to the natural environment will need to demonstrate that no adverse impacts will result on wildlife, particularly bats. Further consultation with Natural England, the Council and the Environment Agency will be necessary prior to submission of any planning application.

Recreational Needs

4.50 UDP Saved Policy R1 states that where residential development is proposed, satisfactory accessible amenity, recreational and play space is required (appropriate to the scale of the development) to meet accepted standards. The expected population for the proposed development should be ascertained at the time of the planning application (one reference may be the population table in the Council’s Planning Obligations SPD) and a full assessment of the recreation needs will need to be provided by the developer. In considering open space provision and access for the new population on the site, reference should be made to the London Plan Open Space Strategies SPG in terms of distance to facilities and guidance from Field in Trust and Sport England.



4.51 Given the proximity of nearby facilities at Hillingdon House Farm and Brunel University, the retention of the existing sports facilities on the site (outside the Green Belt) is unlikely to be necessary. However, any reuse and incorporation of these facilities, additional to the specific play space and open space requirements detailed in this SPD, would be generally supported. Integral to the redevelopment proposal is that improved access to the sporting facilities off site (to the north and south) shall be provided as part of the overall development of the site in accordance with London Plan policy 3A.18. Such improved accessibility shall be demonstrated at planning application stage.

4.52 A District Park will be sought on the site (see below) and it is considered that some amenity and play space requirements may be able to be met through this. However there are a number of requirements that must be met. In addition to the requirements of HDAS (Residential Layouts), compliance will be required with the Mayor’s SPG on Providing for Children and Young People’s Play and Informal Recreation, along with the most recent guidance from Fields in Trust and Sport England. Particular attention must be given to the opportunities to encourage children and young people to engage

in physical activity, whether through formal or informal sports, provision of play space and areas for social interaction. The needs of other groups must also be considered, including the elderly and groups that may normally be excluded from such opportunities.

District Park

4.53 PPG17 outlines that local authorities should seek opportunities to improve local open space network, to create public open space from vacant land and incorporate open space within new development on previously used land. The recently published London Plan Implementation Report Improving Londoners' Access to Nature (figure 4) showed that parts of Uxbridge were identified as deficient in access to nature and public open space for metropolitan and district parks.

4.54 Public parkland will be sought for a district park as an integral part of the redevelopment of RAF Uxbridge in accordance with Saved Policies OL1 and R17. This is expected to incorporate Green Belt land, as a minimum, land in Flood zones 2 – 3 to the north and land in the flood corridor to the south. In the southern part, the final area will depend on the ecological survey, however the primary aim of including this area in the proposed parkland is to ensure access to the River and to facilitate a river walk to the south (via Annington Property Ltd).

4.55 Planning obligations will be sought to enhance and maintain this land in accordance with Hillingdon UDP Saved Policies OL2 and OL11. An early appraisal indicates these requirements are likely to be:

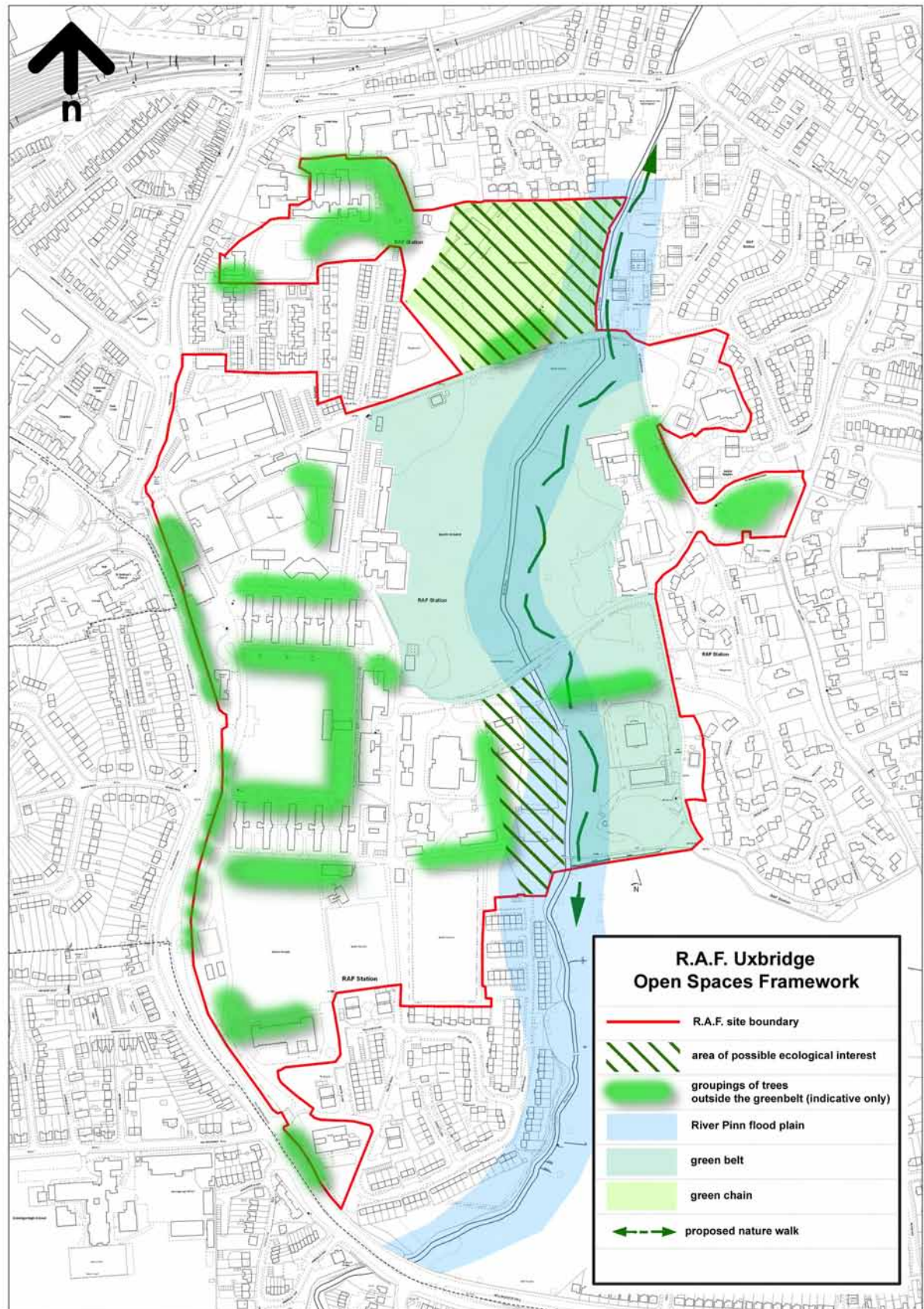
- Environmental and flood improvements to the River Pinn flood corridor
- Habitat and biodiversity improvements
- Landscaping improvements to existing green belt land
- Restoration of the historic landscape around Hillingdon House and protection of that around the Group 11 Operations Room (Bunker)

4.56 Provision of public amenity, recreational and access requirements consistent with the nature and scale of the use of the proposed parkland, in particular provision for a river/nature walk that will meander in proximity to the River Pinn, but will not impact on the ecological importance of the riparian corridor

4.57 Improvements and enhancements of this open space for public use, such as footpaths, cycleway and other ancillary features to enable the use and enjoyment of the site and connection to other recreation areas will be sought.

4.58 As part of the proposals for the site, a management and implementation plan for the public parkland will be sought, which should be undertaken in consultation with the Council's Green Spaces Team.

Map 11 Open space framework



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Trees and Landscaping

4.59 In accordance with Saved Policies OL26 and BE38, existing mature trees and hedge cover, including woodlands should be retained and these proposals should be consistent with the draft Phase 1 studies and subsequent studies submitted with any planning application.



4.60 A full tree survey must be submitted with the planning application and should inform the landscape strategy. An analysis of the importance of trees (individuals and groups) is required in order to identify the opportunities and constraints the trees will have on site layout proposals. Notable mature existing trees have been identified in the Site Disposal's Pack as:

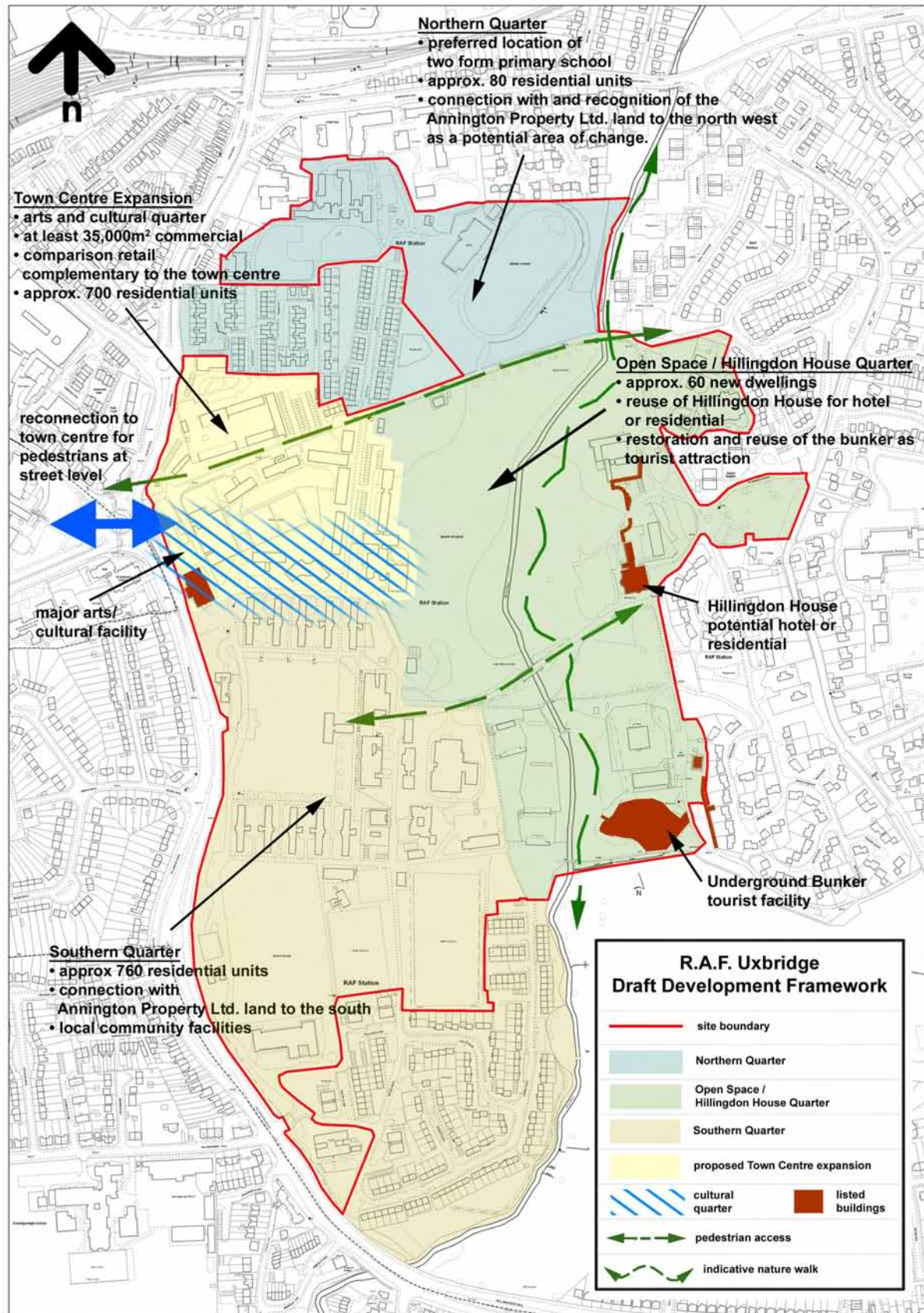
- The horse chestnut avenues (*Aesculus* species) around the parade ground
- The tree planting within the River Pinn open space
- Tree cover along the River Pinn banks
- The line of Hornbeam (*Carpinus betulus*) adjacent to the SNCO living accommodation and mess
- Tree cover along the western boundary, including Maple (*Acer* species), Oak, (*Quercus* species) Ash (*Fraxinus* species) and Hornbeam (*Carpinus betulus*)

4.61 A comprehensive landscape masterplan, including landscape management, will be required as part of any site proposals to ensure a high quality landscape setting. As a minimum this should address:

- Provision of public open space for both formal and informal play and recreation
- Larger areas of landscaped open space in the green belt and the River Pinn corridor to be retained and enhanced for wildlife conservation and/or public access as a linear park
- The historic landscape associated with the site
- Selected trees, hedgerows and woodlands throughout the site be retained and managed
- The submission of an approved landscape management plan for the River Pinn corridor

4.62 New hard and soft landscaping, including planting, will need to be implemented as part of the development proposals to secure a high quality public realm. The delivery of open spaces and landscape enhancement should be correlated with any phased development. Where feasible, planting and rehabilitation of infrastructure works should be implemented in advance of the built development phases. Where the soft landscape work is integral to the built development, planting should be implemented as soon as possible after completion of individual development parcels.

Map 12 Site Development Framework



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5 Requirements for specific uses

Proposed town centre extension

5.1 The major land uses in the town centre expansion area are proposed as a major arts/cultural facility in association with a cultural quarter and associated restaurants and cafes. In addition there is a need for more commercial floor space to be accommodated in this area with B1a offices a priority. A small element of comparison retailing, with a focus on specialist uses and small shops is also encouraged, in accordance with the retail needs of Uxbridge and advice from the Mayor of London.

Retail Needs Assessment

5.2 As the area proposed for the town centre expansion is currently outside the existing Uxbridge Town Centre (as defined in the adopted UDP), a needs assessment demonstrating the suitability of any proposed retail uses is required in support of any proposals. The developer will be required to demonstrate compliance with national guidance, including Planning Policy Statement 6, or its replacement. The current needs test requires any developer to justify the development through:

- The need for the development
- That the development is of an appropriate scale
- That there are no more central sites for development
- That there are no unacceptable impacts on existing centre
- That the location is acceptable

B1a Offices

5.3 In accordance with UDP Saved Policies LE1 and LE6, proposals for office B1a uses compatible with the nature and functioning of the Uxbridge Town Centre are sought in that part of the site proposed for the town centre extension only. An early indication is that provision could be aimed primarily at the larger users (i.e. 5,000+ sq.m), although further supporting information in accordance with PPS6, and local need, would be required to support such proposals. Small business workspaces shall also be provided to encourage local entrepreneurship and innovation. This should be a minimum of 10 units in the range of 460m² total floor space.

5.4 The identified office demand across Uxbridge until 2016 is in the range of 35,000 sq m, a longer-term view consistent with the emerging Hillingdon LDF Core Strategy is sought on this site. Forecasts to 2016 - 2021 identify an indicative need for a further 34,675 sq m of office floor space in Uxbridge (a total of 69,675 sq 5.4m).

5.5 Proposals in the town centre expansion area should accommodate at least 35,000m² of the future office needs for Uxbridge. The Council has an aspiration for the RAF Uxbridge site to accommodate higher level of office provision on the site given the likely longer term needs for offices in Uxbridge up to 2021. This is due to the lack of suitable alternative sites in the vicinity and the need to meet the economic prosperity

objectives for the Borough. Such an approach is consistent with the proposed changes to PPS12. In this regard, as part of the site proposals, a phasing plan should be provided for the implementation of office development to 2021.

5.6 Innovative, high quality individual design and compatibility within the scale of the existing and proposed built form will be one of the requirements for new office developments. Individual proposals will be required to address appropriate planning requirements concerning traffic and transport impacts (including travel plans), height, sustainable design and construction, public art and other relevant planning obligations. Consideration of the site's landscaping values and historical association are sought as part of the detailed designs.



Cultural quarter

5.7 A cultural quarter, building on the relationship of the site to Uxbridge Town Centre, is sought within the town centre expansion area. This is to be a distinct area within the town centre expansion area anchored by an arts/cultural facility, restaurants and cafes, with the co-location of creative industries. A component of live/work units located together (with other complementary uses) are also required. This may take the form of a “zone of transition”, separating the town centre expansion area from the southern quarter. This could be achieved by refurbishing the existing barrack blocks if appropriate. Such a proposal would be supported from a sustainability and heritage perspective, subject to good quality urban design outcomes. Proposals should be compatible with the activities of the Uxbridge town centre to comply with the Hillingdon UDP Saved Policies LE1, LE3 and LE6. Live/work proposals should be compatible with Hillingdon's Live/Work SPG, and London Plan Policies 2A.8, 3B.1, 3B.2, 3B.11 and 3D.4.

5.8 London Plan Policy 3D.4 (Development and Promotion of Arts and Culture), along with Hillingdon saved UDP Policy R2, encourages the provision of recreation, entertainment, leisure, arts and cultural facilities with town centres. Hillingdon's Cultural Strategy and Arts Strategy also encourage such uses. ‘Cultural Metropolis’ the Mayors priorities for culture 2009-2012 also specifically encourages greater accessibility to and provision of cultural facilities, particularly in the outer London boroughs. An arts/cultural/community venue, offering theatre, music and other performance space is strongly encouraged within the town centre extension.

5.9 There is also an identified need for a museum, a hotel and conferencing facilities, and community use space, and these will need to be incorporated into the masterplan proposals for the site, and either provided or contributions made towards their provision within the proposed town centre extension, subject to financial viability appraisals. Such uses should be located in a prominent and accessible location to the existing town centre, and public transport infrastructure and designed in to the masterplan to ensure an exemplary urban design approach to the proposed town centre extension. The possibility of such buildings/spaces being used for other community and complimentary uses should also be explored. The promotion of an innovative design is sought for the arts/cultural building to be a local landmark and an attractive venue for visitors,

particularly in the evening. Further details will be required on the nature and scale of the uses, along with the long term viability and wider benefits, which will be assessed accordingly.

5.10 Restaurants and cafes (A3 uses) compatible with the promotion of RAF Uxbridge as a quality evening destination are sought within the area proposed as a cultural quarter and in particular to reinforce the arts/cultural facility as an attractive destination.

5.11 Proposals for small shops (A1) and financial and professional services (A2 uses) should be of a supporting scale to the commercial/ employment uses on the site and not in competition or impact detrimentally on the Uxbridge Town Centre primary shopping parade. In this regard, retail warehousing proposals and other similar operations would not be compatible and would be unable to meet the objectives for this site and surrounding environs.



5.12 Comparison retail uses aimed at specialist occupiers, compatible with the use of part of the site as an arts/cultural quarter and complimentary to the main function of the existing town centre may be provided. The location, size and siting of these uses should reflect this intention and the need to ensure the continued functioning of the town centre is protected.

Housing

General considerations

5.13 The preferred urban form for housing based on the character area's is set out in the table below. Notwithstanding the number of dwellings indicated for each quarter, some increase in the level of provision of housing may be considered appropriate, subject to the provision of the satisfactorily overall mix of uses, a high quality urban design and a sustainable development that can be accommodated without detriment to the local community and the environment.

Quarter	Expected number	Type and description	Description
Proposed town centre expansion area	Around 700	Higher density housing as part of mixed use schemes is supported. While across the site the total mix should reflect the 30:40:30 target for unit sizes as outlined in Council's Affordable Housing SPD, dwelling sizes consistent with the proposed town centre are expected in the range of 3.7 – 2.7 habitable rooms per unit, mostly in the form of flats above retail/ commercial uses at ground floor.	Schemes close to the existing town centre and within the arts cultural quarter shall provide an element of commercial activity on the ground floor, with residential only permitted above ground floor level.
Southern quadrant	Around 760	Flats, terraces and houses. A mix of unit sizes is expected generally ranging from 2.7 (or less) – 4.6 habitable rooms (or larger) per unit with the total number to reflect the size mix of 30:40:30.	Mix of densities and styles. To include at least one "sustainable exemplar" development. Integration with Annington Property Ltd land to the south.
Northern quarter	Around 80 (Excluding APL land)	Primarily terraces and houses, with flats integrated into the suburban form. Generally, the setting will include units ranging from 2.7 – 4.6 habitable rooms (or larger) per unit, with the total number of units to reflect the size mix of 30:40:30	Lower density 'village scale' development compatible with Green Chain designation. Any future proposals for the Annington Property Ltd land should be compatible with the character of the town centre and areas north of the site, especially in interface areas.
Hillingdon House/ open space	Around 60	Detached/ semi-detached housing. Larger family housing is sought in this location, due to its very low PTAL and unique	High quality finishes, preservation of the sense of openness and specific requirement of the setting of the Listed buildings (and the

Quarter	Expected number	Type and description	Description
		landscape and heritage qualities, with a minimum of 3.8 – 4.6 habitable rooms per unit.	historic landscape) Area of Special Local Character and retention of mature trees and significant vegetation.

Housing Mix

5.14 A mix of housing sizes will be required across the site, in accordance with the West London Housing Partnership Investment Guide 2008-11, published 2007, or its replacement. The current mix of affordable social rent housing is set out below:

- 1 bedroom – 15%
- 2 bedroom – 35 %
- 3 bedroom – 25%
- 4 bedroom – 15%
- 5 bedroom – 10%

5.15 The guide further states that the boroughs should seek a target of at least 15% of all Low Cost Home Ownership built to be three bedrooms or more. This is further encouraged in the Mayors draft Housing Strategy.

Code for Sustainable Homes

5.16 Consistent with the aspiration for low carbon development, all new housing development on the site must achieve, as a minimum, the requirements of Level 4 of the Code for Sustainable Homes. Higher standards will be encouraged as we move closer to 2016. Further guidance on sustainable design and construction for this site are in Section 6 of this SPD.

Development standards

The Council's Hillingdon Design and Accessibility Standards (HDAS) document "Residential Layouts" details requirements for minimum room sizes, layouts, amenity areas and other details for new housing development. All floor space standards will need to comply with the latest guidance from Council. At present the minimum floor space standards are set out in HDAS as follows:

Recommended floor space standards						
	5 bed	4 bed	3 bed	2 bed	1 bed	Studio
Three storey house	108m ²	103m ²				

Recommended floor space standards						
1 or 2 storey house	101m ²	92m ²	81m ²	63m ²	50m ²	
Maisonette	101m ²	90m ²	79m ²	63m ²	50m ²	
Flat	94.6m ²	87m ²	77m ²	63m ²	50m ²	33m ²

Note:

- Where usable balconies are provided, the floorspace of the balcony or balconies can be deducted from the above totals up to a maximum of 5m²
- Garages should not be included in the calculation of floor space
- Affordable housing should be guided by the Housing Corporation's floor space standards

5.17 Developments should incorporate usable, attractively laid out and private garden space conveniently located in relation to the property or properties it serves. It should be of an appropriate size, having regard to the size of the dwelling and character of the area. Further details on the calculation of amenity space are in HDAS Residential Layouts and this should be addressed as part of any site proposals. Note that any unusable amenity space will be excluded from the calculations.

Amenity space for dwelling houses	
1 bed house	Minimum of 40m ²
2 & 3 bedroom house	Minimum of 60m ²
4 bedroom house	Minimum of 100m ²
5+ bedroom house	Minimum of 100m ²

Shared amenity space for flats & maisonettes (including the conversion of houses)	
Studio & 1 bed bedroom flat	20m ² per flat
2 bed bedroom flat	25m ² per flat
3+ bedroom flat	30m ² per flat

5.18 Demonstration that site proposals address London Plan Policy 3D.11i (Children's Play and Informal Recreation Strategies) will be required. This requires that developments which include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The Mayors SPG "*Providing for Children's and Young People's Play and Informal Recreation*" outlines that the benchmark standard of a minimum of 10 square metres per child should be applied to establish the quantitative requirements for play space. Child yield should be appraised in accordance with the draft Planning Obligations SPD. Provision of play space will be required on-site in

accordance with the Mayors SPG. UDP Saved Policy R1 states that amenity and recreation should include provision for the landscaping, equipping and future maintenance of the additional open space. Areas of high quality amenity space, with opportunities for passive and active recreation, along with children's play space will be required. The creation of all such spaces shall be attractive and well designed and conform to secured by design principles. Children's play areas should incorporate informal elements that reflect the attributes of the site, notably the natural environment and the historic characteristics of the site. Such details will need to be demonstrated with any planning application, and any Masterplan submitted will need to ensure that children's play space, along with access to them, is integral to the design and layout of the development.

Accessibility and Lifetime homes

5.19 In accordance with London Plan policy and HDAS requirements at least 10% of all new affordable housing shall be provided to full wheelchair accessibility standards. All homes not being built to full wheelchair accessibility standard should be built to lifetime homes standards. However, some specialist housing may need to be exempt from the requirements to achieve Lifetime Homes as these will need to be designed to meet the particular needs of the potential resident. Detailed assessment will be undertaken at application stage. In addition developers should follow the guidance set out in "Building for Life" published by CABI, September 2008.

Housing requirements

5.20 The London Plan is currently going through a policy transition with regard to affordable housing. Current practice tends to seek 50% affordable housing on all development sites capable of producing 10 or more units. Recent advice from the Mayor of London suggests a borough wide target for provision of affordable housing, with the borough to make decisions with regard to the quantity and location of affordable housing within the borough. Whilst the RAF Uxbridge site is expected to deliver a large number of residential units, including affordable housing, the aspirations for other uses on the site, together with a financial viability appraisal, may limit the number of affordable housing units provided on the site.

5.21 Any development will be expected to comply with the London Plan, advice from the Mayor of London and the needs and aspirations of the borough. The Council will work with the developer, registered social landlords, and other stakeholders to ensure that the maximum yield of affordable housing can be realised, in accordance with the London Plan and local needs. The Council will seek to negotiate the maximum reasonable amount of affordable housing and to ensure that these units will continue to be affordable for successive occupiers. Affordable units should be distributed throughout the site and well integrated into the development. Whilst a target of 50% affordable housing is the aim of the London Plan, along with a need to include a mix of social rented and intermediate tenures at a 70:30 ratio, the final level of provision will be dependent on a viability assessment to ensure delivery of the SPD objectives. Innovative affordable solutions will be sought with the distribution of affordable housing throughout the site in each phase of development. The London Plan does recognise that in order to promote the redevelopment of sites, reductions in this provision may be

acceptable subject to a satisfactory financial viability appraisal. Redevelopment of RAF Uxbridge is expected to have a significant number of essential planning obligations integral to the acceptability of the scheme that may impact on its financial viability.

5.22 Whilst there is a growing requirement for social rented accommodation, there is also an increasing need for intermediate housing in the borough. The significant and increasing gap in Hillingdon between house prices and average incomes of household's means that many low and middle-income people cannot afford to purchase their first home on the open market in the borough. The government's initiative for intermediate housing helps those with low income into the housing market. The council supports this initiative and considers that there should be an increased emphasis on intermediate homes to help low income and key sector workers into homes. At RAF Uxbridge, it would therefore encourage at least 47% of affordable housing to be for low cost/intermediate with 53% social rented housing.

5.23 However a large proportion of low and middle-income people do not qualify for the government's intermediate scheme because their income is above the qualifying level. In order to enable these people to receive some practical help to get onto the housing ladder, the council considers that a more flexible approach should be applied to the provision of intermediate housing, and would strongly support initiatives such as the First Steps Housing Scheme, which provides housing at 20% below the market rate price.

5.24 In light of the above, assuming the provision of a total of around 1600 residential units at RAF Uxbridge, the council would expect the likely provision of at least 560 units of affordable housing, of which around 270 would be for low cost ownership, around 300 for social rented (including about 100 units for the elderly). The possibility of providing specialist affordable housing for ex-military personnel should also be explored.

Specialist housing required

5.25 As part of the affordable housing requirements, provision will be required for specialist housing for extra care housing for older people and supported housing for adults with learning disabilities. Further liaison will be required with the Development Team in the Council's Social Services and Housing Department as specialist housing priorities may change over time.

5.26 For persons with learning disabilities, the current identified need is for accommodation of at least 18 units in close proximity. This may be a group of up to 3 blocks of 6 to 8 flats in close proximity (10-15 minutes walk) of each other with one block containing staff facilities (office for 3 staff, common room for staff and residents, accessible toilet, staff sleep over with toilet and bath facilities). Alternatively provision can be in the form of a block of 12 flats with on site staff facilities (as above). All the learning disability blocks must be fully wheelchair accessible throughout.

Affordable Housing Standards

5.27 The current size and mix of affordable housing units sought is set out in the West London Housing Partnership Investment Guide 2008-11, published in July 2007, which is a guide to any housing providers intending to bid for Housing Corporation funding for new affordable housing schemes in west London in 2008 to 2011.

5.28 Existing minimum requirements for affordable housing are summarised below:

Dwelling type	flat	flat	house	flat	house	house	house
Number of bedrooms	1	2	2	3	3	4	5
Guide Max Person Occupancy / No of Bed spaces	2	4	4	6	6	7	9
Guide Minimum Size*	45m ²	70m ²	80m ²	85m ²	95m ²	110m ²	135 m ²

*Note that the most important guideline is that all rooms must be of adequate size and shape for activities associated with their use.

5.29 At least 10% of all new affordable housing should be provided to full wheelchair accessibility standard. This 10% can be provided either as single-family dwelling with 2 or more bedrooms (to allow for sleep-in carer) or as supported housing for people with special needs. Sizes for full wheelchair accessibility will be significantly larger than the guide sizes above for the same number of bedrooms in order to meet wheelchair accessibility standards.

5.30 All new Affordable Housing must meet Housing Corporation Design and Quality Standards. As well as providing high quality dwellings and amenity spaces, all affordable housing units should be virtually indistinguishable in design terms from the open market. To ensure community cohesion and in accordance with the Affordable Housing SPD pepper potting of affordable housing throughout the site will be required in a co-ordinated and logical manner.

Community infrastructure

Education

5.31 An early appraisal of potential child yield from the likely housing development on RAF Uxbridge has indicated a lack of current capacity in nearby schools. In accordance with London Plan, Para. 3.115, planning obligations will be sought to address shortfalls in school capacity arising from new housing development. Any proposals will need to comply with London Plan policy 3A.24 - Education Facilities, and local circumstances and needs.

Primary education

5.32 In accordance with PPS1 and the Council's Planning Obligation SPD, provision of educational facilities to support the new residents will be required on RAF Uxbridge. An early appraisal of requirements indicates that a new 2-form (60 place) primary school is required, potentially in the northern part of the site, or as an alternative in the southern quarter. This is expected to comprise of 1.7ha, including 0.8ha of sports pitches. The reuse of the existing sports pitches in the north of the site for this purpose is encouraged. A high standard of design will be expected in accordance with London Plan Policies 3A.24 and 4A.3. In addition sustainable design and construction will be required for any new school buildings, in particular green roofs, sustainable drainage and passive solar design will be a minimum requirement. Developers and the Council will need to explore the possibilities for funding of such 'green' initiatives and it is expected that a new primary school would become an 'eco-school'.

5.33 A travel plan will be required to be submitted for the new school in accordance with the requirements of Council's Planning Obligations SPD in order to promote safe cycle and walking routes, restrict car parking and car access at and around schools. It should also include on-site changing and cycle storage facilities as required.

Secondary education

5.34 An early appraisal of child yield indicates that additional high school places will be required, but a new facility on RAF Uxbridge is not required to meet the needs of the proposed development. Contributions in accordance with the provisions of the Council's Planning Obligations SPD will be required towards additional high school places in the locality. As Uxbridge High School is the nearest secondary facility, as part of the overall site development, safe pedestrian access across Hillingdon Road to Uxbridge High School will be required. Details of the student movement will be required to be addressed as part of the TA and Travel Plan/s.

Child yield

5.35 An estimation of child yield for the site will be ascertained on the most up-to-date information provided with the planning application. The formula for calculation is currently contained within Hillingdon's adopted Planning Obligations SPD.

Health Facilities

5.36 Planning Policy Statement 1, and London Plan policy No. 3A.21 - Locations for Health Care, identifies good access to key services for all members of the community as a requirement to achieve sustainable and inclusive development. The needs of the new population expected on RAF Uxbridge are unlikely to be met by existing local health services. Additional provision will be required and if provided locally, this may take the form of a three-arm GP surgery or a centralised polyclinic and other health facilities provided.

5.37 Saved Policy R17 enables the provision of community infrastructure as a consequence of new development. Planning obligations will be sought for the provision of a new local health facility to serve the new population based on the proportional impact of the new residential development, in accordance with the Council's Planning Obligations SPD.

5.38 The need to locate health facilities in accessible locations to maximise public transport access is also promoted through PPG13. The preferred location for a local health facility is in a location accessible to the new residential population and preferably in connection with other local community facilities.

5.39 Assessment of the health needs of the new population will be required. Identification of the type and location of the health facility and its timing should be provided with the planning application. This should aim to ensure the health facility is available at the time of occupation of new residential development to ensure that there are no adverse impacts on existing health services and existing residents.

5.40 A Health Impact Assessment as part of the Environmental Impact Assessment should be provided. Further guidance on this is provided through the Health and Urban Planning Toolkit published by the NHS. Consultation with the local PCT, and the Council will need to be undertaken in the preparation of the scope of this assessment.

Community facilities

5.41 In redeveloping this site and providing a significant number of additional homes, the provision of community facilities will need to be an integral component from the outset. PPS 1 states that the Government is committed to developing strong, vibrant and sustainable communities and to promoting social cohesion. Any planning applications will need to demonstrate how these objectives will be achieved across the site and the surrounds, particularly the adjoining residential areas. Paragraph 3.100 of the London Plan notes that accessible and affordable community facilities are key to enabling the community to function. While there will be access to "Borough level" amenities and facilities in Uxbridge town centre, there will also be a need for local community facilities for the new population. The southern quadrant, together with the Annington land in the south will form a distinct local population, separated from Uxbridge by the A4020 and as such it is considered particularly important in this part of the site to build and foster a sense of place and community.

5.42 The provision of facilities will need to consider the homezone concept and to create walkable neighbourhoods and places that encourage passive and active social interaction, surveillance and engender a “sense of place” and “sense of community”. A ‘community node’, with public buildings and a convenience store, will be required in the southern section. Detailed studies of housing numbers and walking distance will be necessary to ascertain the requirements for the site. Where buildings will be available for public uses and community groups, these should be designed in collaboration with established local community groups, such as those identified in the Council’s Statement of Community Involvement (SCI). The timing of the provision of facilities will be negotiated at the planning application stage and will need to be provided concurrently with residential development to meet the needs of residents as they occupy the site. Provision for such facilities will be sought in accordance with the requirements of Saved Policy R17, and be within easily accessible locations reached- by walking, cycling and public transport for the population that will use them, with consideration given to other modes of transport.

5.43 All groups within society will need to be considered in developing a masterplan for the site, and any other planning applications. The needs of the elderly, children, youths, different religious groups, people of different cultural backgrounds, and all sectors of society should form the basis in developing a spatial plan for the site. The Council’s Statement of Community Involvement identifies a number of key groups that should be involved in developing proposals prior to submission of a planning application. Developers will be expected to work with the Council in consulting widely on draft masterplan proposals and engaging different groups in the planning process.

5.44 Existing groups that utilise the site and offer a positive community benefit should be accommodated through appropriate redevelopment. It is expected that the Battle of Britain Club will be relocated on the site, in an appropriate and accessible location, to preserve the unique heritage of the club, and artifacts and character of the existing building. This could compliment development near the bunker. The Hillingdon Blind Bowlers Association, Air Training Corp Unit (1083) and similar groups will need to be considered.

5.45 Consideration will need to be given to facilitate/enable the creation of new community groups as the development is progressed. The needs of faith groups should also be considered, with reference to the GLA commissioned report: “Responding to the Needs of Faith Communities: places of worship”, and any emerging policies.

Conservation

5.46 RAF Uxbridge has a number of identified and potential historic attributes related to Hillingdon House and its estate and more recently as an important WWII military site. The site is included in the English Heritage document Historic Military Aviation Sites – Conservation Management Guidance, which identifies a list of key sites, including pre-1945 military aviation sites in England that retain the best preserved airfield landscapes and/or most historically significant groups of original building.

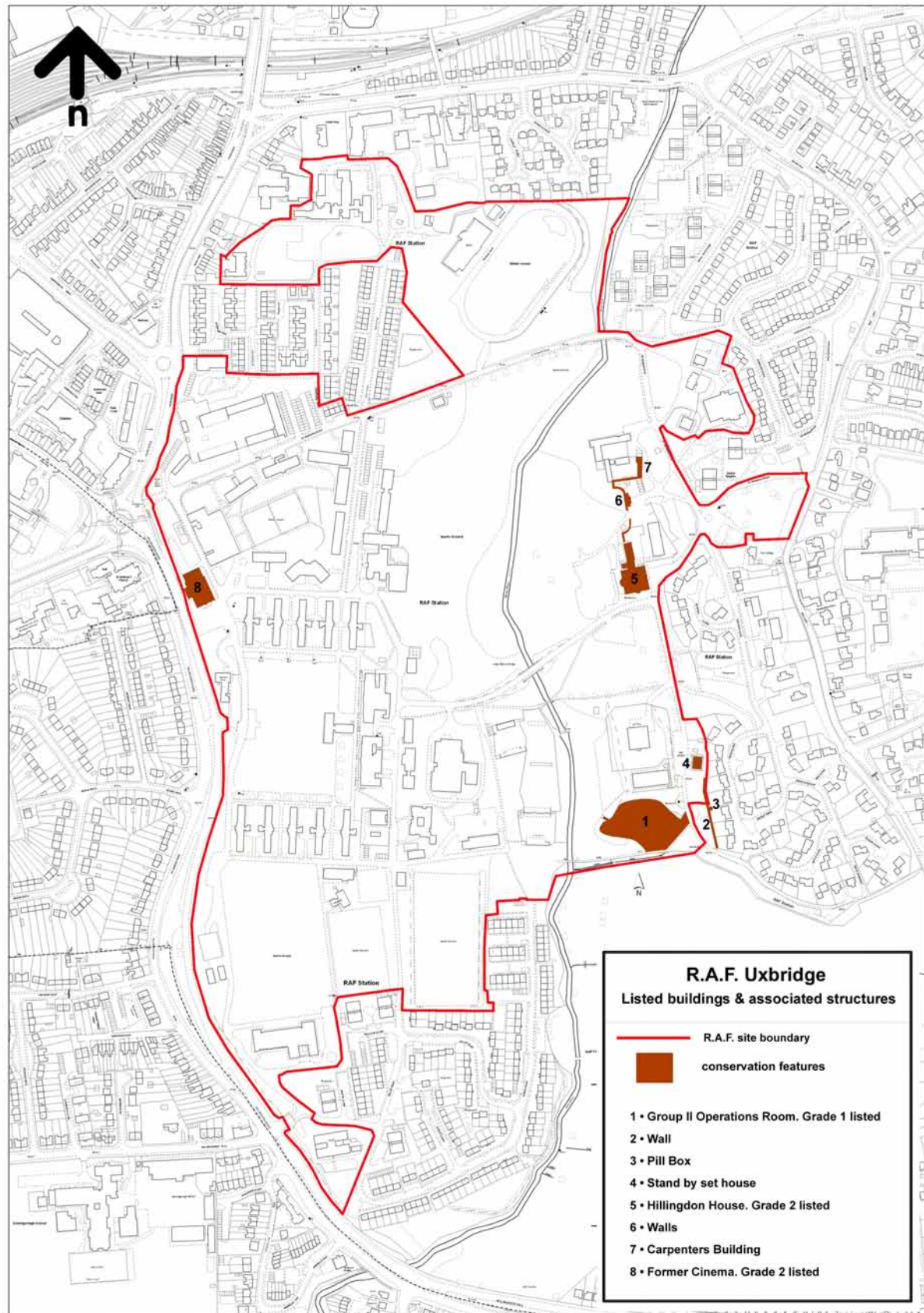
Building appraisal

5.47 Given the site's important WWII history, an appraisal of all the buildings and structures on the site must be provided with any planning application. Such an appraisal must be undertaken by a specialist in military buildings and will need to identify all listed and unlisted buildings. Justification will be required for the loss of any buildings, with consideration given to the conversion of important buildings, subject to viability appraisals and other design considerations. All of the buildings should be recorded to the appropriate level (1-3) and recommendations should be included in the final proposals. This should advise on the history and development of the site and assess its importance within the wider context of aviation history. It should provide details on each building i.e. its age, architectural, social and historical significance and justify its retention, relocation or redevelopment. In the case of any buildings scheduled for demolition, recording work should be completed before any works start on site and would be required through planning conditions.

Listed buildings

5.48 The site includes three statutory listed buildings and a number of associated listed curtilage structures. Proposals in the vicinity of these must take account of the specific requirements to preserve and enhance the buildings and their settings. Green Belt land provides part of the setting for both the Group 11 Operations Room and Hillingdon House and any proposals in this area (including recreation) must be compatible with these requirements.

Map 13 Listed buildings and associated structures



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11 Group Operations Room (Grade I Listed)

Building	Listing
Bunker and both entrances	Grade I
Pill box over bunker	Grade I
Stand by set house	Curtilage
Pill box to r/o No. 4	Grade II (outside of site)

5.49 The 11 Group Operations Room is a large underground structure and includes two entrance points above ground, various vents and a pillbox.

5.50 Retention and improvement of the listed building will be required as appropriate with the preference for a specific museum or as the main exhibit linked with a suitable museum building. Adjacent buildings may be considered for use in association with this. Proposals to reuse this building should be consistent with its history and preserve, enhance and maintain the building.



5.51 There are a number of specific issues that will influence its future use, repair, management and safekeeping. The building is suffering from water ingress and repairs may be costly and if in public use, accessibility requirements require addressing. Any proposals for building on top of it is likely to be inappropriate in listed building terms and may cause structural difficulties.

5.52 The Council will work with the site owners, English Heritage and other potential partners to ensure the preservation, protection and enhancement of this building with the aim of promoting this as a viable tourist draw for Uxbridge as part of the overall proposals for RAF Uxbridge. As part of the site proposals, a Conservation Management Plan will be required, taking into account the condition of the building and repairs and restoration costs.

Hillingdon House (Grade II Listed)

Building	Listing
Hillingdon House	Grade II
Wall	Curtilage to Hillingdon House
Walls to rear of No. 8	Grade II
Carpenters building to r/o stable wall	Grade II

5.53 The setting of Hillingdon House is considered to encompass a wide area. The area from it to the River Pinn and between the Group 11 Operations Room and Hillingdon House should remain free from further development. Any development of the areas directly to the north and east of the house, particularly where listed curtilage structures remain, require careful consideration in terms of bulk, scale, siting and visual impact. Views to and from the building should be protected including the skyline to the west and north and its wider landscaped setting maintained, including the approach from Vine Lane.



5.54 Proposals which restore and maintain Hillingdon House and its historic landscape are sought for this listed building. Uses which may be suitable for Hillingdon House include a hotel and/or conferencing and associated facilities, company headquarters or residential uses. Proposals will be required to demonstrate the restoration and maintenance of the listed building and its setting through a Management Plan to be agreed with the Council's Conservation Officers.

5.55 The Hillingdon House Estate is included in the draft Parks and Gardens Trust Local List as an area requiring further investigation. A landscape study should be provided as part of the background information that includes a full historic landscape assessment. This should include investigation of any historic garden features, such as planting and garden layout, historic paths and routes. A long-term management plan will be required for the historic landscape.

Cinema (Grade II Listed)

5.56 Proposals for the Grade II Listed Cinema will need to restore this building, which is currently in poor repair and to bring it back into public use. The building incorporates a large, simply detailed principal space and offers some flexibility in terms of its use. Potential uses may include food and drink establishments (A3 and A4) or public use spaces (D1, D2). The setting of this building will be required to be considered in terms of the location, design and size of any new buildings, and to ensure an active public realm and add to the vitality and viability of the town centre extension. A Conservation Management Plan will be required.



Archaeological appraisal

5.57 Whilst the site does not lie within an archaeological priority area, the site is considered to be geographically well placed for pre-historic and more recent remains. An archaeological desk based assessment should be included as part of the Environmental Impact Assessment, conducted by a recognised archaeological organisation to the standards of the Greater London Archaeology Advisory Service (GLAAS). This report should also allow for any archaeological mitigation and may include recommendations for excavation and further investigation.

Conservation Areas

5.58 RAF Uxbridge is not within a designated Conservation Area, but due to its size and location, proposals must consider impacts on, and where relevant connection to, the following Conservation Areas:

- Old Uxbridge/Windsor Street Conservation Area,
- The North Uxbridge Area of Special Local Character
- The Greenway Conservation Area.
- Hillingdon Village Conservation Area

5.59 Hillingdon Court Park Area of Special Local Character adjoins RAF Uxbridge and as such proposals on this part of the site must be compatible with this designation. Proposals for redevelopment will need to demonstrate compatibility in accordance with adopted policies and advice from English Heritage and the Council.

6 Environmental and Sustainable Development Considerations

Environmental Requirements

Environmental Impact Assessment

6.1 An Environmental Impact Statement will be required to accompany any planning application in accordance with the requirements of the Environmental Assessment Regulations (1999) or as amended. Developers will need to agree the scope of the Environmental Impact Assessment with the Council and involve a range of stakeholders in completing the EIA.

Climate Change

6.2 The London Plan, Planning Policy Statement 1 and supplement to PPS 1 state that dealing with climate change is an integral and essential part of the development process. The London Plan specifically states that dealing with climate cannot be considered as a set of “add ons” and must be integral to the development process. The Government has recently announced very ambitious targets to limit greenhouse emissions through the Climate Change Act, 2008 and there is a wide range of planning policies and building control regulations that will assist in achieving the targets. Any proposals for the site will need to demonstrate that measures to mitigate against climate change, by limiting greenhouse gas emissions, and adapting to the already inevitable impacts of climate change, through layout, design and a range of other measures, are integral to the masterplan and detailed planning applications.

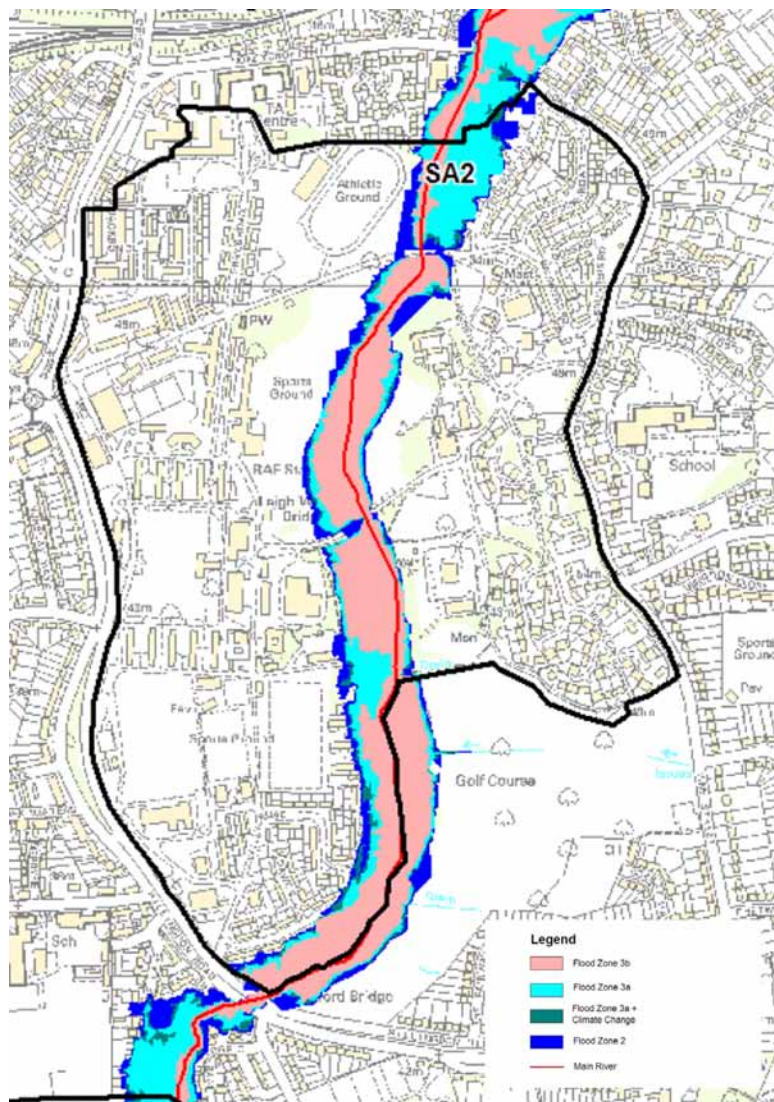
6.3 In striving to plan for sustainable communities a lot of the initiatives that will limit greenhouse gas emissions and adapt to inevitable climate change will overlap with beneficial environmental, economic and social outcomes. Such initiatives will need to be demonstrated at the planning application stage, through various studies, the design and access statement, design codes, energy statements, sustainability statement, a framework travel plan, and a range of other details. Impacts of climate change must also be taken into account in considering flood risk, including SUDS throughout the development, coping with extreme weather conditions, including heat, cold, storms and other weather, as would normally be considered with any such large scale proposal. Climate change must also be considered as part of sustainable design and construction requirements. Further details are in this chapter and cross-referenced to London Plan Policies, particularly under Part 4A and Policy 4B.1, along with the range of emerging documentation and government policy on this subject.

6.4 Given the size and scale of the site; the innovative design solutions now available; an improving general understanding of climate change and sustainability issues, and; emerging technology and other developments, the proposed redevelopment of this site should aim to be an example of best practice sustainable development for London.

Flood Risk Assessment

6.5 Some of the site is subject to flooding from the River Pinn and is included within flood zone 2 and flood zone 3, whilst the remainder of the site is identified as flood zone 1. Given the location of the River Pinn and its natural 'floodplain' within protected areas of open space, being designated within the green belt, and green chain, there is no reason why housing or other development proposals should encroach within areas that are liable to fluvial flooding. The riparian zone is of particular ecological importance, and the river, existing vegetation and open areas are an important asset to be protected and enhanced. For any development such as infrastructure, formal play areas or open space, and any buildings proposed, applications will need to demonstrate compliance with the Council's Strategic Flood Risk Assessment (SFRA) adopted November 2008, along with guidance from the Environment Agency, Natural England and other bodies.

Map 14 RAF Uxbridge - Flood Zone Locations



6.6 As a masterplan will cover the whole site a flood risk assessment (FRA) will be required to be submitted with any planning application for redevelopment of the site. The Flood Risk Assessment will need to demonstrate compliance with PPS 25 –

Development and Flood Risk, the Council's adopted Strategic Flood Risk Assessment, and advice from the Environment Agency, the Council and other strategic partners. Future applications will also need to conform to these requirements.

6.7 Section 10 of Council's SFRA gives site specific FRA guidance, and includes specific reference to Annex E of PPS 25, and the Practice Guide Companion to PPS25. However, as a general guide, any flood risk assessment will need to consider all sources of flooding, including fluvial, overland flow, groundwater flooding, sewer flooding and artificial sources, along with residual risks.

The FRA will need to demonstrate, as a minimum:

- Whether any proposed development is likely to be affected by current or future flooding from any source
- Satisfy the LPA that the development is safe and will reduce flood risk overall
- That development initiatives will decrease the flood risk elsewhere
- Satisfy the LPA that there are limited if any risks, however where this is unavoidable that there are measures to deal with these effects and risks. Any necessary flood risk management measures should be sufficiently funded to ensure that the site can be developed and occupied safely through its proposed lifetime
- Designs which reduce flood risk to the development and elsewhere by incorporating sustainable drainage systems SUDS, and where necessary flood resilience measures
- Identify opportunities to reduce flood risk, enhance biodiversity and amenity, protect the historic environment and seek collective solutions to managing flood risk
- That adoption and maintenance of SUDS, flood defence, riparian and river improvement, and other initiatives can be properly funded and managed at development stage and in perpetuity
- Proposals for the site will be required to address relevant London Plan and Environment Agency guidance. Of particular relevance are the proposals of the Mayors draft Water Strategy 2007, along with Policy 4A.14 which requires that developments to aim to achieve greenfield discharge rates for all new development, and to establish separate foul sewer and surface water drain and not discharge excess surface water into the combined sewer. Given the use of SUDS and other initiatives this will be expected to be achieved, and will need to be demonstrated at the planning application stage.

Sustainable drainage

6.8 In accordance with London Plan Policies 4A.3, 4A.9 and 4A.14, a sustainable urban drainage system (SUDS) and sustainable design and construction techniques will be required for the site. The use of SUDS will need to be developed through the planning process, with the aim of controlling water runoff as close to its origins as possible and with the aim of reducing flood risk downstream in accordance with the Council's SFRA and the Mayor of London requirement to achieve greenfield discharge rates on all new developments. In accordance with Policy 4A.14 the Council will seek to ensure that surface water run-off is managed in line with the following drainage hierarchy:

- store rainwater for later use
- use infiltration techniques, such as porous surfaces in non-clay areas
- attenuate rainwater in ponds or open water features for gradual release to a watercourse
- attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse
- discharge rainwater direct to a watercourse
- discharge rainwater to a surface water drain
- discharge rainwater to the combined sewer.

6.9 Sustainability initiatives, such as minimising water use and protecting and enhancing green infrastructure should be taken into account in the design. SUDS proposals for the overall site should be designed in at the earliest stage, along with the overall street layout, landscape and open spaces strategies and other considerations. The Mayor of London believes that managing London's surface water and combined sewer flooding/overflows should start with source control management – improving the permeability of the public realm through the incorporation of rainwater harvesting and sustainable drainage – before proceeding to enhanced drainage capacity. These techniques include permeable surfaces, storage on site, green roofs, infiltration techniques and even water butts. Many of these techniques also have benefits for biodiversity by creating habitat, and some can help to reduce the demand for supplied water. Consideration should also be given to public health, safety and usability of open spaces, and airport safeguarding in designing such schemes. Proposals must ensure that the water quality of the River Pinn and associated habitat is protected in accordance Saved Policy EC1. Further information is available from the Environment Agency in the document "SUDS – A Practical Guide" 2006, and designs should be developed in consultation with the Council, the Environment Agency, Thames Water and other stakeholders.

6.10 Given the nature and scale of the development of the site an indication of sequencing should be provided with the planning application for key infrastructure such as water, wastewater and roads, erosion and sediment control, including phasing of the development of the site.

Air Quality

6.11 RAF Uxbridge is in an Air Quality Management Area (AQMA), and developers will need to demonstrate compliance with the Council's Air Quality Action Plan. This will have implications for the suitability of activities such as biomass (and other) fuelled CCHP plants, traffic generation, and other potentially polluting activities. Liaison should be undertaken with the Council's Environmental Protection Unit as to the suitability of such proposals. The Mayor's Air Quality Strategy seeks to minimise the emissions of key pollutants and to reduce concentrations to levels which no or minimal effects on human health are likely to occur. One of its main aims is to reduce pollution from road traffic emissions. Implementation mechanisms for improving air quality in the AQMA are set out in Hillingdon's Air Quality Action Plan (AQAP). Land use proposals for the

site should be consistent with the London Plan policies and the targets in the AQMP, in particular through addressing the reduction in traffic and the provision of targets in a Travel Plan.

Noise

6.12 Hillingdon's SPD on Noise indicates that the A4020 (where adjacent to the site) falls within a corridor identified as having significant issues of road traffic noise in respect to residential development. The London Road Traffic Noise Map shows noise levels along the A4020 over the equivalent of a 24 hour period at 70-75 (dB(A)).

6.13 Hillingdon's SPD on Noise (April 2006) sets out the Council's approach to noise sensitive development with the main aim of physical separation. Measures to address noise issues for sensitive development should be designed from the onset, rather than retrofitted. Other possible noise sources may be aircraft noise from RAF Northolt and possible noise issues from activities in the proposed town centre extension and other activities such as waste management facilities.

6.14 An assessment of noise impacts in accordance with the Mayors Ambient Noise Strategy and Hillingdon's Noise SPD should be undertaken and measures to ensure no adverse impacts will result for new residents, or existing surrounding residents shall be demonstrated at the planning application stage.

Site contamination

6.15 Planning Policy Statement 23: Planning and Pollution Control sets out the Government's objectives for contaminated land, which are to identify and remove unacceptable risks to human health and the environment and seek to bring contaminated land back into use. Model Procedures CRL 11 also provides guidance for developers and government in dealing with potentially contaminated land and this will be utilised in assessing any planning application. In addition any application will need to demonstrate compliance with Hillingdon's SPG on Land Contamination, or any subsequent SPD or policy guidance that replaces it.

6.16 A number of sources of potential contamination for the RAF Uxbridge site were identified as part of the 2005 site appraisal (Disposal Sites Information Pack), namely:

- Above and below ground bulk fuel stores at separate locations
- (Hydrocarbons, 35-sec gas oil)
- Material in hazardous chemical store (hydrocarbons, metals, organic compounds, volatile compound, pH)
- Firing range (metals, explosive residue)
- Electrical transformers at sub stations (PCBs, hydrocarbons)
- Asbestos containing material within buildings (asbestos fibres)

6.17 Consideration should also be given to any likely contamination arising as part of any previously "made ground" or any possible fill material. Asbestos contamination, ground gas contamination in relation to fill, hydrocarbon's (including vapours) and implications for water pollution will need to be fully considered. Investigations will be

required to ascertain the level of contamination across the site, and proposals for mitigation and remediation will need to demonstrate that no adverse impacts will arise. This information must be submitted at the relevant stage of the planning application process. Measures will be required to ensure that contamination is not activated or spread during demolition or construction on the site. In assessing this issue and any proposed mitigation for land contamination, implications for other proposals on the site such as the use of SUDS and flood management should be addressed as proposals are developed, and clearly demonstrated through any planning application.

Aviation safeguarding requirements

6.18 The site is located in an area in close proximity to RAF Northolt and as such any new developments will need to ensure there are no adverse impacts on the safe and effective operation of the aerodrome. Height restrictions will apply to all development on the site, with a maximum building height likely to be around 5-6 storeys. Additional details are provided under character guidance sections of this SPD. High rise development and new buildings will need to be sited and designed to ensure they do not pose a potential hazard or risk to aircraft utilising RAF Northolt or associated radar equipment, and this will apply to temporary structures such as construction cranes. Development proposals will need to demonstrate that they avoid navigational and other hazards. Some potential hazards have been identified below though full investigation and justification, in close consultation with MoD safeguarding, will be required before such initiatives are ruled out:

- Large areas of glazing/reflective surfaces (particularly complete elevations/roof surfaces), which can cause reflection/dazzle hazards to aircrew.
- Renewable energy installations, particularly wind turbines (including roof top micro turbines) which can cause interference with Air Traffic Radar systems
- Landscape features that provide open water bodies, habitat or sources of food, can raise potential unacceptable risk from Bird strike, that can be easily avoided through appropriate design, controls and management incorporated at an early stage of the planning process.

Development Infrastructure

Waste Management

6.19 PPS10 – Planning for Sustainable Waste Management requires a more sustainable approach to waste management, moving the management of waste up the ‘waste hierarchy’ of reduction, reuse, recycling and composting, using waste as a source of energy, and only disposing as a last resort. Given the size of the site, a site-wide waste management strategy will need to be submitted with any planning application, to reduce conventional levels of waste, demonstrate compliance with PPS 10, and demonstrate that an innovative solution to manage waste across the site, and the immediate surrounds if appropriate, has been considered. This should also address the requirement to reduce demolition across the site and maximise the re-use and recycling of demolition waste, if no suitable alternative for existing buildings is found.

6.20 Any planning application must provide details of the design of waste and recycling collection facilities. Residential and commercial developments must include dedicated storage and collection facilities for waste and recyclable materials at ground floor level, in easily accessible, safe, secure and convenient locations. Minimal visual intrusion and protection of amenity will be sought in these locations. Street layout, housing design, open space and the public realm will need to consider collection, management and disposal of public and domestic waste. Applications will need to clearly illustrate that whilst facilities for refuse collection vehicles are provided in the street layout, alternative solutions to improve the layout, in accordance with the “homezone” principles, and ensure a quality accessible environment are provided. A strategy for waste collection should therefore be incorporated in to the masterplan and other proposals.

Energy

6.21 PPS 22 - Renewable Energy, outlines the governments preferred approach to planning for renewable energy, and encourages small-scale renewable energy projects in all new developments. The London Plan and the Mayors Energy Strategy also outline the requirements for renewable energy. In accordance with the London Plan Policy 4A.4 (*Energy assessment*), an assessment of the energy demand and carbon dioxide emissions will be required, with an holistic approach to accounting for CO2 emissions, embodied energy and similar considerations. Details of this are contained within the London Plan and the Mayor’s Energy Strategy. In particular energy assessment and sustainability assessment will need to demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development, including the feasibility of combined cooling, heat, and power (CCHP), combined heat and power (CHP) and community heating systems. This assessment should form part of the sustainable design and construction statement.

6.22 Developers will be required to demonstrate compliance with London Plan Policy 4A.6 (*Decentralised Energy: Heating, Cooling and Power provision*) illustrating that their heating, cooling and power systems have been selected to minimise carbon dioxide emissions. The need for active cooling systems should be reduced as far as possible through passive design including ventilation, appropriate use of thermal mass, external summer shading and vegetation on and adjacent to developments. The heating and cooling infrastructure should be designed to allow the use of decentralised energy (including renewable generation) and for it to be maximised in the future. In this regard, consideration of these issues will need to be incorporated into the masterplan and initial planning applications. .

6.23 Any redevelopment proposal should provide a facility that enables the creation of green energy from waste suitable for the needs of the site, and the immediate surrounds. Such a proposal will be subject to a full evaluation of the plant/facilities in terms of its suitability for the site in terms of issues such as land take; visual impacts; noise; emissions; traffic and the likely benefits with regard to energy creation, including its impacts on the surrounding areas. The council considers that a small-scale gasification plant may be appropriate, which would convert waste into a gas through pyrolysis, with the resulting heat energy being used to produce steam, which could then be used to generate electricity. Any proposal should be designed in at the earliest stages of master planning for the site.

6.24 CCHP and CHP systems should be evaluated for the suitability to this site, and the immediate surroundings, particularly APL land. It needs to be recognised that there will be height, location, management and emission issues, and other material considerations that will need to be assessed as part of any proposals.

6.25 Given the size and scale of the project, and the opportunities this presents, developers will need to demonstrate that every endeavour has been made to limit CO₂ emissions arising from development of the site. This can be achieved through the design phase and with attention given to thinking about how the buildings will function and how residents and visitors will live and work on and around the site. In accordance with the current London Plan Policy 4A.7 (*Renewable Energy*), the development should achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation (which can include sources of decentralised renewable energy). Proposals will also need to comply with PPS1 and the supplement to PPS 1, in showing that innovative solutions have been explored through the design phase of the project. The 20% reduction in CO₂ emissions should be viewed as a minimum requirement and developers will be required to demonstrate that developments will aim to limit CO₂ emissions further than this target, subject to financial viability and other logistical considerations. Developers should engage in discussions with the Council, the GLA and other key stakeholders in developing proposals for the site.

Sustainable design and construction

6.26 The Code for Sustainable Homes - Technical Guide was published by the Department for Communities and Local Government in April 2008. It sets out the requirements for the Code, and the process by which a Code assessment is reached. The accompanying Code for Sustainable Homes: Setting the Sustainability Standards for New Homes, details the assessment process and the performance standards required to meet the different Code levels.

6.27 Consistent with the aspiration for low carbon development, all new housing developments on the site should achieve, as a minimum, the requirements of Level 4. However, given the long time frames for development on the site, it is likely that these requirements will be reviewed with current proposals for Level 6 to be required by 2016, and therefore the achievement of levels 5 or 6 of the Code are strongly encouraged for any site proposals, wherever these are feasible. Commercial development shall endeavour to achieve a BREEAM “excellent” rating, unless it can be justified why this cannot be achieved.

6.28 In accordance with London Plan Policies 4B.1 and 4A.9 any proposals should contribute to the mitigation of the effects of climate change which includes minimising overheating and heat island effects, minimising solar gain in summer, contributing to reducing flood risk, minimising water use and protecting and enhancing green infrastructure.

6.29 The London Plan Policy 4A.3 (*Sustainable design and construction*) encourages development to meet the highest standards of sustainable design and construction. This sets out a number of objectives. These requirements must be addressed as part of site development proposals for RAF Uxbridge. In accordance with this policy, a

statement on the potential implications of the development on sustainable design and construction principles will be sought, including energy. It should also address demolition, construction and long-term management.

6.30 It should be noted that a number of potential issues need particular consideration on this site given the safeguarding requirements of RAF Northolt. Consideration will need to be given to the impacts of reflective materials and panels, the heights of all structures, turbines (and similar navigational hazards) and the need to limit the risk of bird strike through limiting habitat for large birds in landscaping design and flood mitigation. In addition the site is in an Air Quality Management Area, which will affect emissions such as the use of biomass and other fuels. The impact on the Listed buildings on the site, the amenities of the Green Belt, the adjacent Area of Special Local Character (Vine Lane) and the views from the nearby Conservation Areas (Old Uxbridge and the Greenway) must be taken into account in the design of all proposals. However, such issues will need to be fully explored before any renewable energy technologies and other sustainability initiatives are discounted. Such information will need to be included with any planning application for the site. Liaison will be required with the relevant aviation authorities, MoD safeguarding, the Council's Conservation officers and Environmental Protection Unit, and other relevant parties as part of the preparation of site proposals.

Overheating

6.31 Any proposals for the site, including a masterplan, should be designed to avoid overheating of buildings and the public realm and avoid excessive heat generation in accordance with London Plan Policy 4A.10. Any proposals should demonstrate how development is, as far as practicable, designed to provide an appropriate living and working environment for the likely weather conditions, including extreme heat, through heat resilient design, construction and operation as part of site proposals.

Living roofs and walls

6.32 Development on site will be expected to incorporate living roofs and walls in accordance with London Plan Policy 4A.11. Developments should help to enhance biodiversity, absorb rainfall, improve the performance of the building, reduce the heat island effect, provide amenity space and improve appearance. This will be particularly encouraged for those developments in close proximity to the Green belt, or where they are within strategic views to and from the site. Additional advice is included in the Environment Agency's "Green Roof Toolkit", and the Mayor of London's "Living Roofs and Walls" document. Design and selection of vegetation should consider the ability to enhance the current ecological values, SUDS, aesthetic qualities of the site, but must also give due consideration to aviation safeguarding (bird strike) constraints in consultation with MoD safeguarding and the Council.

Water supply and wastewater management

6.33 Water should be considered a precious resource not to be wasted. Rainwater harvesting, limits on consumption of water and re-use of the various forms of waste water will need to be designed into the fabric of any masterplan, design codes and detailed planning applications in accordance with London Plan policy 4B.14.

6.34 Early discussions with the relevant water and wastewater providers (currently Three Rivers Water and Thames Water respectively) should be undertaken to ensure adequate provision and no undue impact on the surrounding network. The redevelopment of this site will be seen as an opportunity to significantly improve current infrastructure and to mitigate against any future flooding, particularly as a result of climate change. This may require significant investment and the planning of underground services, and other water and wastewater management will need to be considered along side the masterplan and planning applications. Any proposals for the site should incorporate water conservation measures including water saving devices, greywater and/or rainwater recycling in all buildings to significantly reduce potable water consumption in both residential and non-residential buildings in line with the other objectives outlined in this SPD.

6.35 In accordance with London Plan Policy 4A.16, a maximum water use target of 105 litres per person per day for residential development should be addressed as part of site proposals. However given the long time frame for the site it is recommended where possible a target of 80 litres per day per person should be considered (Sustainable Homes level 6). This may be adjusted through reviews of future planning documents, which will take into account the then prevailing standards in the Code for Sustainable Homes. Measures to reduce consumption should include low water use appliances and fittings for both residential and commercial development (as appropriate).

Sustainable exemplar development

6.36 The aspiration to achieve “sustainable exemplar” provision was expressed during the public consultation. For residential development this would equate to development that meets Sustainable Homes Code Level 6 (“zero carbon”). London Plan Policy 4A.7 (Renewable energy) seeks the provision of sites for zero carbon development and this is reflected in the Mayors Energy Strategy which seeks one in every Borough by 2010. As part of the wider sustainability objectives for the site and as part of the overall aspiration to create an exemplar development, the nomination of a site for, and development of at least one Code Level 6 development is sought as part of the proposals for RAF Uxbridge. Provision for this should be reflected in the master plan with specific requirements set out in the design codes. The location, timing and size of the development should reflect the aspiration to achieve the Mayor’s target and the proposal should also be a development of exceptional design quality, building on the site’s environmental attributes. While the final size and location of the proposal will be established in the design codes and through detailed discussions with the Council and other key stakeholders, as a minimum a target of a development of approximately 30 residential units would be expected.

6.37 The Mayors Energy Strategy states that zero-carbon developments are highly energy-efficient developments, powered and heated by renewables with zero net carbon emissions. Zercarbon developments represent an almost complete solution to many of the issues that the Energy Strategy is seeking to address. They are typically mixed use, including housing, office and retail, which contributes to more sustainable living patterns as well as helping to balance heat and electricity loads. Zero-carbon developments also aim to reduce the need for private car use through transport plans, and focusing on good pedestrian and cycling facilities as well as good links to public transport.

Planning obligations

6.38 In accordance with the provisions of ODPM Circular 05/2005 – Planning Obligations, the Council’s Planning Obligations SPD and relevant UDP Saved Policies, planning obligations (s106/s278) will be sought as part of the development proposals on the site. Compliance with London Plan Policies 6A.4 and 6A.5 will also need to be demonstrated. The Council’s Planning Obligations SPD outlines the expected contributions, and an initial desktop study indicates a number of planning obligations that will be required. The s106 and s278 agreements will be subject to detailed studies and negotiations, however as a starting point the obligations are likely to include:

1. **Transport and transport related issues:** In line with the SPD on Transport, Accessibility, Air Quality and Noise, a contribution towards public transport will be required. This could come in the form of a new bus route, bus stops, holding bays throughout the site, cycle ways, improved accessibility given the sites proximity to the town centre and a framework travel plan and detailed travel plans across the site. It is also likely that a s278 agreement will be required to undertake any and all works on highway’s land as a result of this proposal. A priority has been identified to improve pedestrian and cycle connectivity between the RAF Uxbridge site and the existing Uxbridge Town centre via St Andrew’s roundabout. This should be at grade and create a visually attractive and eminently safe and useable thoroughfare.
2. **Affordable Housing:** In line with the SPD on affordable housing and Planning Obligations; a financial viability appraisal (FVA) will be required to demonstrate that every effort has been made to provide up to 50% affordable housing on the site in accordance with the London Plan and current guidance. Supporting information will be sought to enable the critique of an FVA, including valuation data, existing use values, construction costs, sales date along with details on the cost of other aspirations for the site and similar information required to reach a decision on the amount of affordable housing that can be viably provided on the site.
3. **Education:** In line with the SPD on Educational Facilities a contribution towards nursery, primary, secondary and post 16 school places and/or facilities will be sought. There is a formula for ascertaining the likely level of this contribution within Chapter 4 - Educational Facilities of the Planning Obligations SPD.
4. **Health:** In line with the SPD on Health Facilities a contribution towards the PCT will be sought as a result of this proposal. Given the size of the site it is likely that

the NHS may wish to secure an onsite facility to cope with the additional residents, however recent advice indicates that a new health facility will be provided nearby in the existing town centre, and through existing GP surgeries, and other health providers near the site. Significant contributions may be required to assist in the funding of additional facilities. Further more detailed consultation will be required with the PCT and NHS prior to any decision being made.

5. **Community Facilities:** In line with the SPD on Community Facilities a facility or number of facilities are likely to be required on site, and/or cash contribution's sought as a result of this proposal. In addition to any local community facility requirements arising from the addition of new residents to the area, the facilities / contribution for facilities should also reflect the aspiration for the site to provide the creation of an evening destination point and cultural quarter around a significant arts / cultural facility, given Uxbridge's 'Metropolitan' town centre status. Further scoping work is required and any developer will be expected to work with the Council in developing proposals for the site to comply with the aspirations of this RAF Uxbridge SPD. In addition, in line with the Planning Obligations SPD a libraries contribution of £23 per person would also be required.
6. **Open Space:** In line with the SPD on Open Space and Recreation it is envisaged that all the open space requirements will be delivered given the size of this site. However, contributions towards the management of open space, areas of ecological importance and other costs associated with the upkeep of the site. The developer, in association with Council's Green Spaces Team, will need to undertake a needs and deficiency assessment of the site, its location and any other constraints i.e. through consultation with bodies such as Sport England. As a minimum, an assessment of the following will be required:
 - Sports pitches and district parks;
 - Local parks, small parks and pocket parks;
 - Play space for children, needs to be met on site in line with the amended London Plan, and the Mayors SPG, and in keeping with the nature and scale of the proposal.
7. **Public Realm:** In line with the SPD on the Public Realm given the location and proposed mixed use aspects of the site, then it is likely that a contribution towards the public realm will be sought as a result of this proposal. This may take the form of public realm improvements, accessibility measures, the provision and maintenance of public spaces, street furniture and lighting, litter management, crime prevention and CCTV, public art and other town centre initiatives, both on site and off site. Particular emphasis will be given to improvements around St Andrews roundabout, and linking the town centre extension and the existing High Street.
8. **Construction Training:** In line with the SPD on Training and Employment a contribution or onsite scheme to meet the training needs of our community is likely to be sought as a result of the proposal. If an onsite scheme is not implemented then it is likely that a cash contribution equal to £2,500 for every £1million construction cost will be sought plus an additional contribution towards co-ordinator

costs (an estimate of the cost of a co-ordinator is £71,675 pa for every 160 units proposed).

9. **Air Quality and Noise:** In line with the SPD on Transportation, Accessibility, Air Quality and Noise, a contribution or scheme to mitigate against or ameliorate the impacts arising from the development is likely to be required.
10. **Environmental Impacts:** The protection, enhancement and provision of additional landscaping and trees, will be expected of the developer, along with the protection and enhancement of areas of ecological and biodiversity importance, and other associated issues as identified through this SPD.
11. **Project Management and Monitoring:** In line with the SPD a contribution towards project management and monitoring is sought equal to 5% of the total cash contributions secured from this proposal.

6.39 Other matters such as Listed Building requirements, flooding, environmental improvements, noise, land contamination, recycling and the nomination of a site as a sustainable exemplar model, and the other issues identified throughout this SPD should be addressed in any planning application and may be covered by planning conditions and/or required through planning obligations if appropriate.

Obtaining information in your language

If you would like information about Hillingdon Council's services in your own language please ask an English speaker to phone 01895 250111 on your behalf.

Albanian

Ne se kerkoni informacion ne gjuhen tuaj rreth sherbimeve qe ofron Keshilli i Hillington-it, ju lutem kerkojini dikujt qe flet anglisht te telefonoje ne emrin tuaj ne numrin 01895 250111.

Bengali

আপনি যদি হিলিংডন কাউন্সিলের সেবাসমূহের ব্যাপারে আপনার নিজের ভাষায় তথ্য পেতে চান, তাহলে ইংরেজী ভাষায় কথা বলেন, এমন কাউকে আপনার পক্ষ থেকে 01895 250111 নম্বরে টেলিফোন করার জন্য দয়া করে অনুরোধ করুন।

Polish

Jeśli pragną Państwo otrzymać informacje o usługach Rady Hillingdon w swoim języku ojczystym, prosimy zwrócić się z prośbą do osoby znającej język angielski, by w Państwa imieniu zadzwoniła pod numer 01895 250111.

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਹਿਲਿੰਗਡਨ ਕਾਉਂਸਿਲ ਵਲੋਂ ਦਿੱਤੀਆਂ ਜਾਣ ਵਾਲੀਆਂ ਸੇਵਾਵਾਂ ਬਾਰੇ ਜਾਣਕਾਰੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਵਾਲੇ ਨੂੰ ਕਹੋ ਕਿ ਉਹ ਤੁਹਾਡੇ ਵਲੋਂ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੇ - 01895 250111

Somali

Haddii aad jeclaanlahayd wararka ku saabsan adeegyada Hillingdon Council in aad ku heshid Luqaddaada, fadlan waydiiso qof ku hadlo luqada af ingiriiska in u ku diro Teleefoonkan 01895 250111.

Tamil

உங்கள் சொந்த மொழியில் ஹிலிங்டன் உள்ளூராட்சி மன்றத்தின் சேவைகளைப் பற்றி நீங்கள் அறிய வேண்டுமானால் தயவுசெய்து உங்களுக்காக ஒரு ஆங்கிலம் பேசுபவரை 01895 250111 தொலைபேசியில் அழைக்கச் செய்யவும்.

Urdu

اگر آپ ہلنگڈن کونسل کی خدمات کے بارے میں، اپنی زبان میں معلومات حاصل کرنا چاہتے ہیں تو براہ کرم انگریزی بولنے والے کسی فرد سے گزارش کیجئے کہ وہ آپ کی طرف سے 01895 250111 پر ٹیلیفون کریں۔

This information is also available in large print, Braille and on audio tape.