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HILLINGDON GARDENS

TOWNSCAPE AND VISUAL IMPACT ASSESSMENT

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1 INTRODUCTION

1.1 Background

1.1.1 Bradley Murphy Design Ltd. (BMD) has been appointed by Inland Homes, to prepare a Townscape and Visual Impact Assessment (TVIA) in support of a full planning application for a residential-led mixed use development at the former Master Brewer Motel and Public House, Hillingdon (hereafter referred to as 'the Site' and 'Proposed Development').

1.1.2 This TVIA should be read in conjunction with the Planning Statement and other relevant assessments that accompany this planning application.

1.2 Context

1.2.1 The Site is located to the west of Central London and south of the A40 / Western Avenue. The Site is bound to the south by Freezeland Way and to the west by Long Lane / A437. The current North Hillingdon Local Centre is located to the immediate south west of the Site, extending along both the east and west sides of Long Lane. Uxbridge Town Centre lies approximately 2.3km to the south-west and Ickenham approximately 1.6km to the north.

1.2.2 The Site covers an area of c. 2.53 hectares and is located within the administrative boundary of Hillingdon Borough Council. The Site was formerly occupied by the Master Brewer Motel, a public house / motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking spaces. Following the demolition of the Motel and associated buildings, the Site has lay derelict and is currently awaiting redevelopment. The Site has been vacant for over 10 years (vacant since 2008, demolished in 2009) and has become a detracting feature – no longer contributing to the townscape character of the local centre and the surrounding residential settlement.

1.3 Scope of Assessment

1.3.1 The purpose of this TVIA is to assess the nature and extent of the townscape and visual effects likely to arise as a result of the Proposed Development. A TVIA comprises two interrelated parts:

- a townscape impact assessment, which considers the effects of the Proposed Development on the physical landscape / townscape and the potential for changes in its character; and
- a visual impact assessment, which considers the potential changes to the visual context arising from the Proposed Development including general setting and views for local residents, walkers, horse riders, visitors and vehicular traffic, collectively these are described as 'receptors'.

1.3.2 The Study Area was initially formed by a desk-based review of OS maps, site observations, review of existing heritage assets, building locations and heights, topography, townscape features and an understanding of the scale of the Proposed Development.

1.3.3 To support the above, Zones of Theoretic Visibility (ZTV) were modelled digitally to identify those areas of the landscape / townscape that theoretically are visually connected with the Proposed Development, in order to refine the extent of the study area. The following ZTVs are illustrated on **Figures 3 and 4 at Appendix C**:

- **Figure 3 Zone of Theoretical Visibility 1**, represents the worst case scenario. This treats landform as if it were 'bare earth' and illustrates the area within which the development would theoretically be visible assuming other vertical features within the landscape and built environment (such as buildings, infrastructure and vegetation) would not act as barriers to views toward the development;
- **Figure 4 Zone of Theoretical Visibility 2**, takes account of the effect that settlements and significant woodland blocks / belts would have on views toward the proposed development and therefore illustrates a reasonably realistic area within which the development could theoretically be visible during the summer months.

1.3.4 Given the location of the Site and output of the ZTV, a study area of 2km is determined as a suitable basis for the TVIA, to enable the identification of key receptors and the selection of representative viewpoints. It is considered that any direct or indirect townscape or visual impacts arising as a result of the Proposed Development at a distance greater than this radius would be negligible at worst and therefore are not considered further within this assessment.

1.4 Methodology

- 1.4.1 The assessment was undertaken in accordance with the principles of good practice set out in the following published guidance produced by the relevant professional organisations concerned with landscape / townscape and visual impact assessment:
- Guidelines for Landscape and Visual Impact Assessment Third Edition (2013) (GLVIA3), published jointly by the Landscape Institute and the Institute of Environmental Management & Assessment;
 - GLVIA3 Statement of Clarification 1/13 (2013), published by the Landscape Institute;
 - Landscape Institute Technical Information Note 05/2017, Townscape Character Assessment (revised April 2018), published by the Landscape Institute; and
 - Landscape Institute Advice Note 01/11, Photography and Photomontage in Landscape and Visual Impact Assessment (2011), published by the Landscape Institute.
- 1.4.2 As defined in GLVIA3, townscape is the *“built-up area, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces”*. Based on the desk top study and site visit, the physical components and structure of the townscape were identified, following which the local townscape character areas were drawn up and their key characteristics were described. These findings form the townscape baseline and provide an understanding of the townscape in the area with the potential to be impacted by the Proposed Development.
- 1.4.3 The visual baseline considers the extent of visibility of the Site in order to determine the potential changes in visual context. Representative viewpoints were selected following a comprehensive review of the surrounding area in terms of its townscape and visual amenity.
- 1.4.4 The findings of the ZTV modelling were verified during the field survey work which was undertaken in June 2019. The survey work also informed the identification of those features or elements that contribute to the character of the area.
- 1.4.5 A total of **18** viewpoint photographs were taken in accordance with ‘Landscape Institute Advice Note 01/2011’ by using a digital SLR camera with a fixed 50mm lens at approximately 1.6m in height. They are presented as a series of panoramic viewpoints that were stitched together using Adobe Photoshop CC – Photomontage.
- 1.4.6 Full details of the methodology are included at **Appendix A**. In summary, the approach used to identify and assess landscape and visual effects is summarised as follows:
- Determine the scope of the assessment;
 - Collate baseline information for townscape and visual receptors, including completing desk study research and undertaking field survey work;
 - Review the type of development proposed and determine the susceptibility of the townscape and visual receptors to the type of change proposed;
 - Combine value with susceptibility to determine the sensitivity of townscape and visual receptors to the nature of the development proposed;
 - Describe the nature and magnitude of change (impact) likely to be experienced by townscape and visual receptors as a result of the proposed development;
 - Describe any measures (mitigation) to avoid or reduce the magnitude of any adverse impact;
 - Assess the importance of effects for landscape and visual receptors in relation to the proposed development, through a clear description of judgements on sensitivity and magnitude of impact; and
 - Identify those effects that are considered important to decision making.

Limitations of TVIA

- 1.4.7 Townscape results from the interplay between the historic, physical and cultural components of the environment and as such the assessment of townscape and visual effects is a process closely linked with other topics, notably ecology and the historic environment. Whilst features associated with these topics can influence the character of the townscape and contribute to the sensitivity and value of townscape resources and visual amenity, the TVIA has been carried out in townscape and visual terms only, as an assessment of effects on heritage assets and their wider cultural setting (e.g. impacts on cultural and historic associations) and ecological assets are considered to be beyond the remit of this TVIA - and are covered with the respective heritage and ecological assessments that accompany the planning application for the Site. Whilst the TVIA does not assess direct or any other indirect effects on heritage or ecological resources, BMD have discussed the interrelationships of these topics with the respective consultants to ensure their contribution to the value of landscape / townscape character and visual amenity is considered appropriately.
- 1.4.8 The TVIA is based on views from publicly accessible locations. Where an impact on residential and other private views (e.g. commercial properties) is noted this has, necessarily, been estimated. The viewpoints identified in the TVIA are illustrative of the worst-case potential impact from a representative range of receptors including residences, rights of way, public open spaces, private open space, commercial operations, the road and rail network etc. This TVIA does not necessarily identify all locations from where the Proposed Development would potentially be visible.

2 POLICY AND GUIDANCE

2.1 Overview

2.1.1 This section provides a summary of the planning policies relevant to townscape and visual issues. A detailed review of all relevant policy and guidance from national to local level is provided at **Appendix B** and illustrated on **Figure 2 Planning & Environmental Designations** at **Appendix C**.

2.2 National Context

2.2.1 The revised National Planning Policy Framework¹ (NPPF) was published by the Ministry of Housing, Communities and Local Government in February 2019. The NPPF sets out the Government's planning policies for England and provides a framework within which the relevant local planning authorities should produce their local plans. The NPPF is a material consideration in planning decisions.

2.2.2 Achievement of sustainable development is through three overarching objectives: economic, social and environmental. These objectives should be delivered by fostering a well-designed and safe built environment with accessible open spaces, by protecting and enhancing the natural, built and historic environment, and by making effective use of land etc.

2.2.3 In relation to the townscape and visual matters, the key points of the NPPF are summarised below:

- *Chapter 3 Planning – making strategic policies*: NPPF requires local planning policies to set out an overall strategy for the pattern, scale and quality of the development, making sufficient provision for the conservation and enhancement of the natural, built and historic environment;
- *Chapter 8 Promoting healthy and safe communities*: planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, for example through street layouts and active street frontages;
- *Chapter 11 Making effective use of land*: planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

2.2.4 The NPPF also states the exceptions to regard construction of new buildings as inappropriate in the Green Belt, which in the context of the Site and Study Area includes:

- Complete redevelopment of previously developed land, which would not have a greater impact on the openness of the Green Belt than the existing development.

2.3 Existing Local Context

2.3.1 The Site lies within the administrative boundary of Hillingdon Borough Council, the strategic planning policies that guide planning decisions are set out in the adopted Local Plan. Currently, this consists of the following development plan documents:

- The Hillingdon Local Plan: Part 1 – Strategic Policies;
- The extant 2007 Saved Unitary Development Plan policies adopted as the Hillingdon Local Plan: Part 2; and
- The London Plan consolidated with alterations since 2011 was published by the Mayor in March 2016.

The Hillingdon Local Plan Part 1 – Strategic Policies

2.3.2 The Hillingdon Local Plan Part 1 Strategic Policies was adopted in November 2012, setting out the long term vision and objectives for the Borough. The Local Plan encourages sustainable use of land, resources and natural environment, and the design of development that minimises harmful impacts on climate, biodiversity, landscape and neighbourhoods. In the context of the Site and Proposed

¹ Ministry of Housing, Communities and Local Government, National Planning Policy Framework, February 2019

Development, the following policies are summarised in relation to landscape / townscape and visual matters:

- *Policy BE1: Built Environment* states that the new development should improve and maintain the quality of the built environment. In relation to townscape and views, it emphasises that all new developments should be designed to be appropriate to the identity and context of Hillingdon's buildings, townscape, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties;
- *Policy EM1: Climate Change Adaption and Mitigation* states that the climate change mitigation should be addressed at every stage of the development process by prioritising higher density development in urban and town centres, meeting highest possible design standards, and promoting the use of living walls and roofs alongside SUDS;
- *Policy EM2: Green Belt, Metropolitan Open Land and Green Chains* states that the council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt;
- *Policy EM4: Open Space and Informal Recreation* states that the council will seek to protect existing tree and landscape features and enhances open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) including front and back gardens for the benefits of wildlife and a healthier lifestyle, mitigating climate change;
- *Policy EM6: Flood Risk Management* states that the all development across the borough is required to use sustainable urban drainage systems (SUDS); and
- *Policy EM7: Biodiversity and Geological Conservation* states that the attention should be given to the provision of biodiversity improvements from all development where feasible, the provision of green roofs and living walls which contribute to biodiversity and help tackle climate change, and the use of sustainable drainage systems that promote ecological connectivity and natural habitats.

London Borough of Hillingdon Unitary Development Plan (UDP) – Saved Policies 2007

2.3.3 The UDP was Hillingdon's long term development strategy. The strategic policies have been replaced by the Local Plan Part 1 and the remaining UDP policies have been saved until it's replaced by the Local Plan Part 2 documents. In the context of the Site and Proposed Development, the following policies are summarised in relation to landscape / townscape and visual matters:

- *Policy OL5* states that the local planning authority (LPA) will normally only permit proposals for development adjacent to or conspicuous from the green belt if it would not injure the visual amenities of the green belt by reason of siting, material, design, traffic or activities generated;
- *Policy OL15* states that the LPA will seek to protect the landscape of countryside conservation areas from development and / or activities which would detract from the special character of these landscapes;
- *Policy OL21* states that the LPA will support proposals to reclaim / restore damaged, derelict and otherwise degraded land subject to such proposals according with the policies of this plan and other environmental considerations;
- *Policy OL26* states that the LPA will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands;
- *Policy EC5* states that in determining planning applications the LPA may require certain on-site ecological features to be retained in new developments and seek to enhance the nature conservation and ecological interest of sites or create new habitats;
- *Policy BE4* states that new development on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities;
- *Policy BE5* states that within areas of special local character new development should harmonise within the material, design features, architectural style and building heights predominant in the area;

- *Policy BE13* states the development will not be permitted if the layout and appearance fail to harmonise with existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance;
- *Policy BE19* states that LPA will seek to ensure that new development within residential areas complements or improves the amenity and character of the area;
- *Policy BE21* states that planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity;
- *Policy BE23* state that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is usable in terms of its shape and siting;
- *Policy BE35* states that when considering proposals for major development adjacent to and visible from major road and rail connections to Heathrow and central London, namely... the A40..., the local planning authority will seek to ensure that development is of a high standard of design, layout and landscape and that where opportunities arise, attractive views and important local landmarks are opened up from these transport corridors;
- *Policy BE38* states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate;
- *Policy BE39* states that the LPA recognises the importance of tree preservation orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings; and
- *Policy OE1* states that planning permission will not normally be granted for uses and associated structures which are, or likely to become, detrimental to the character or amenities of surrounding properties or the area generally because of the site or appearance... unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

The London Plan – March 2016

2.3.4 The London Plan was produced by the Greater London Authority to set out the overall strategic plan for London over the next 20-25 years. It is also legally part of the development plan that has to be taken into account when planning decisions are taken. In the context of the Site and Proposed Development, the following policies are summarised in relation to landscape / townscape and visual matters:

- *Policy 3.5 Quality and Design of Housing Developments* states that housing developments should be of the highest quality internally, externally and in relation to their context;
- *Policy 5.3 Sustainable Design and Construction* states that major development should follow sustainable design principles that promote and protect biodiversity and green infrastructure;
- *Policy 5.10 Urban Greening* states that the Mayor will promote and support urban greening such as new planting in the public realm and multifunctional green infrastructure;
- *Policy 5.11 Green Roof and Development Site Environs* states that major development proposals should be designed to include roof, wall and site planning, especially green roofs and walls where feasible;
- *Policy 7.4 Local Character* states that the development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character or the future function of the area;
- *Policy 7.5 Public Realm* states that London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces;

- *Policy 7.6 Architecture* states that it should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context;
- *Policy 7.7 Location and Design of Tall and Large Buildings* states that tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings; and
- *Policy 7.19 Biodiversity and Access to Nature* states that the development should ensure a proactive approach to the protection, enhancement, creation and promotion and management of biodiversity.

2.4 Emerging Local Planning Policies

Local Plan Part 2 – Revised Proposed Submission Version October 2015

2.4.1 The Local Plan Part 2 was submitted to the Secretary of State in May 2018, which comprises Development Management Policies, Site Allocations and Designations and the Policy Map. Once adopted it will deliver the detail of the strategic policies set out in the Local Plan Part 1. Together they will form a comprehensive development strategy for the borough up to 2026. In the context of the Site and Proposed Development, the following policies are summarised in relation to townscape and visual matters:

Local Plan Part 2 - Development Management Policies

- *Policy DMHB 1 Heritage Assets* states that buildings and structures in close proximity to heritage assets, should not compromise its setting;
- *Policy DMHB 2 Listed Buildings* states that planning permission will not be granted for proposals which are considered detrimental to the setting of Listed Buildings;
- *Policy DMHB 10 High Buildings and Structures* states that any proposals for a high building or structure will be required to respond to the local dominant context;
- *Policy DMHG 11 Design of New Development* states that all development will be required to be designed to the highest standards and incorporating principles of good design including harmonising with local context, ensuring the use of high quality building material and finishes, protecting valuable features, landscaping and tree planting to enhance amenity, biodiversity and green infrastructure...;
- *Policy DMHB 12 Street and Public Realm* states that development should be well integrated with the surrounding area and accessible, such as improving legibility, responding to the established townscape character, and incorporating landscape treatments that contribute to local green infrastructure...;
- *Policy DMHB 14 Trees and Landscaping* states that all development will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit; to provide a landscape scheme appropriate to the local character; to include living walls and roofs for high rise buildings...;
- *Policy DMEI 1 Living Walls and Roofs and on-site Vegetation* states that all major development should incorporate living roof and/or walls into the development;
- *Policy DMEI 6 Development in Green Edge Locations* states that new development adjacent to Green Belt should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries;
- *Policy DMCI 4 Open Spaces in New Development* states that proposals for major new residential development will be supported where they make provision for new open space...; and
- *Policy DMT 5 Pedestrian and Cyclists* states that development proposals should ensure the provision of a high quality and safe public realm or interface with the public realm, which connects the site to the wider network;

Site Allocations and Designations

- 2.4.2 The Site Allocations and Designation document sets out sites for development to meet the Borough's need to 2026. It promotes the flexible use of land but also controls the scale, access and quantum of development. The Site occupies the western end of Site B as defined in Policy SA14 Master Brewer and Hillingdon Circus, Hillingdon and it will form an essential part of the future local centre of North Hillingdon. SA14 is considered to be suitable for residential-led mixed use development.
- 2.4.3 In particular to the Site and Proposed Development, Policy SA14 states that development should secure substantial planting and landscaping, enhance the local shopping and residential environment, create a neighbourhood that has clear link to North Hillingdon, and keep scale and massing of buildings with local character...;

Policies Map Atlas of Changes

- 2.4.4 The Policies Map is presented as an Atlas of Changes to the existing UDP Proposals Map. It shows the policy designation and allocations identified in the Development Management Policies document and Site Allocation and Designations. The Policies Map is referenced and included on **Figure 2 Planning and Environmental Designations at Appendix C**.

Evidence Base and Technical Studies

London Borough of Hillingdon Green Belt Assessment Update

- 2.4.5 The Site lies adjacent to the designated Green Belt. This study has been prepared to provide an analysis of the Green Belt in Hillingdon, in the context of the NPPF and Local Plan. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The five purposes of Green Belt as stated in NPPF are:
- To check unrestricted sprawl of large built up areas;
 - To prevent neighbourhood towns merging in to one another;
 - To assist safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging and recycling of derelict and other urban land.

Draft London Plan – Consolidated Suggested Changes Version July 2019

- 2.4.6 The current 2016 Plan is still the adopted Development Plan, but the DRAFT London Plan is a material consideration in planning decisions. In the context of the Site and Proposed Development, the following policies are of relevance to landscape / townscape and visual matters:
- *Policy GC2 Making the best use of the land* states that the development proposals should apply a design-led approach to determine the optimum development capacity;
 - *Policy D1 London's form, character and capacity for growth* states that Borough should undertaken area assessments to define the characteristic, qualities and value of different places; to include the assessment of urban form and structure, existing walking and cycling networks; open space networks, green infrastructure, topography, and views and landmarks;
 - *Policy D1B Optimising site capacity through the design-led approach* states that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions;
 - *Policy D2 Delivering good design* states that, where appropriate, visual environmental and movement and assessments should be undertaken to analyse potential design options;
 - *Policy D7 Public Realm* states that development proposals should create a sense of place, incorporate green infrastructure such as street trees and other vegetation into the public realm;
 - *Policy D8 Tall Buildings* states that the development proposals should address the long, middle and immediate views of the tall buildings to ensure that they make positive contribution to the

skyline and local townscape character, as well as maintain the pedestrian scale, character and vitality of streets;

- *Policy G1 Green Infrastructure* states that green infrastructure should be planned, designed and managed in an integrated way to achieve multiple benefits;
- *Policy G2 London's Green Belt* states that openness and permanence are essential characteristics of the Green Belt, despite some parts of the Green Belt have become derelict and unsightly;
- *Policy G4 Open space* states that development proposals should ensure that open space, particularly green space included as part of development remains publicly accessible;
- *Policy G5 Urban greening* states that inclusion of urban greening measures should be integral to planning the layout and design of new buildings and developments, to incorporate a wide range of options including street trees, green roofs, green walls, and rain gardens;
- *Policy G7 Trees and woodlands* states that, where appropriate, existing trees of value should be retained and new trees and woodland should be planted in order to increase the extent of London's urban forest.

2.5 Heritage Features

2.5.1 The Site does not contain any heritage features. In the wider Study Area, the various heritage features are located to the north of the Site, including a few Listed Buildings, a Scheduled Monument and a Conservation Area, all of which are illustrated on **Figure 2 at Appendix C**.

Listed Buildings

2.5.2 To the north, there are four listed buildings located within 1km radius of the Site. These include:

- Ickenham Manor (Grade I), c. 545m north east of the Site;
- Garden Walls to East of Manor Farmhouse (Grade II), c. 545m north east of the Site;
- Long Lane Farm Cottages (Grade II), c. 440m north of the Site;
- Swakeleys House (Grade I), c. 740m north west of the Site; and
- Outbuilding to north of Swakeleys (Grade I), c. 750m north west of the Site.

2.5.3 All the above listed buildings are greatly contained within their wider estate perimeters and the intervisibility between them and the Site is very limited.

Scheduled Monument

2.5.4 Approximately 560m to the north east of the Site lies Ickenham Manor Farm Scheduled Monument, which includes a medieval moated site surviving as a water-filled earthwork and archaeological remains. It is situated on low-lying flat landform and enclosed by the vegetation along its northern, western, southern and part of the eastern boundaries. The northern part of the monument is currently used as local school playing field. The residential properties on Burnham Avenue lie to the immediate north of the monument.

Conservation Area

2.5.5 The Ickenham Village Conservation Area lies c. 300m to the north of the Site. It is separated from the Site by the existing built form to the southern edge of Ickenham and the Green Belt land between Ickenham and North Hillingdon. The transport infrastructure of the railway and the A40 also strengthens this separation.

2.6 Summary of Planning Policies

2.6.1 The Site will become part of the local centre area of North Hillingdon as stated in the Local Plan Part 2. This will guide the nature of the development proposed within the Site and the remaining allocated land SA14. Based on a review of the various development plan documents, supporting evidence and policy maps, relevant policies are mainly related to the conservation of the natural environment, enhancement of local townscape character, requirements of quality design for new development,

adaption to climate change, and protection of the Green Belt. The key points are summarised as follows:

- Conservation of the natural environment by protecting the special character of the local landscape, protecting trees and woodlands, improving landscape resources, and encouraging suitable management;
- Enhancement of townscape character by making a positive contribution to local area in terms of: layout, form scale and material; improving public realm, amenity and street scenes; improving attractive views and creating important local landmarks visible from major roads; and, respecting the character and amenity of surrounding views;
- Adaption to climate change through a landscape-led approach, promoting the use of green roofs, incorporating SUDS, enhancing ecological features and improving on local biodiversity; and
- Protection of the Green Belt by maintaining its current extent and openness.

3 EXISTING BASELINE CONDITIONS

3.1 Historic Growth of Hillingdon

- 3.1.1 Historically, Hillingdon was formed by a collection of urban districts and their surrounding rural areas, each with their own characteristic features but all well connected, these were notably: Uxbridge, Hayes and Harlington, Ruislip, Northwood, Yiewsley and West Drayton.
- 3.1.2 Before the 18th century, the area currently covered by Hillingdon was dominated by agricultural land with small hamlets and villages. Various roads emerged such as the Uxbridge Road running between London and Oxford. Rapid growth began in the early 19th century on the arrival of the Grand Union Canal, which supplied building materials. From the 1830s, the opening of Great Western Railway and many railway stations led to significant housing development delivering the suburban dream in the form of "Metroland". In the earlier 20th century, the implementation of Heathrow Airport brought a huge growth to the southern part of Hillingdon, becoming a dominant feature in terms of its land use, supporting infrastructure and surrounding buffer zones. After World War II, redevelopment had a major impact on the borough, bringing new styles of building topologies and materials.
- 3.1.3 The Site is located to the north east of the current North Hillingdon local centre that is formed by a wide road corridor of Long Lane, with two or three storey terraced buildings on each side. The building typologies are an eclectic mix of Victorian to post-war architecture. The A40 (Western Avenue) was rerouted in the 1990s and the new Hillingdon tube station was open in 1994. This has improved connectivity to the wider transport network but has resulted in a significant impact on the setting of the local centre and surrounding townscape.

3.2 National / County Landscape Character

National Character Area

- 3.2.1 Natural England has divided England into 159 distinct natural areas referred to as National Character Areas (NCAs). The boundaries follow natural lines in the landscape, rather than administrative boundaries and each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. The Site is located within the north eastern edge of NCA115 Thames Valley, in a transitional zone adjacent to NCA 111 Northern Thames Basin.

NCA 115 Thames Valley

- 3.2.2 Thames Valley is a mainly low-lying area covering a diverse landscape of urban and suburban settlements, infrastructure networks, fragmented agricultural land and woodland, etc. The key characteristics in the context of the Study Area include:
- Flat and low-lying land, rising to low, river terraced hills;
 - Numerous hydrological features including the River Thames and its tributaries, streams, lakes, canals, and open waterbodies;
 - Farming is limited;
 - Although densely populated and developed, pockets of woodland, open grassland, parkland, wetlands and intimate meadows provide escape and tranquillity;
 - Towards London in the east, the natural character of the area is overtaken by urban influences: a dense network of roads, railway lines, pylon lines...;
 - The area has an urban character, and there are very few villages of more traditional character, although almost half of the area is greenbelt land; and
 - The area is important for recreation, both for residents and visitors.
- 3.2.3 The NCA profiles also include Statements of Environmental Opportunity (SEO), providing guidance on how to conserve, restore and enhance the landscape. SEO3 is of relevance to the Site and new development, which states that "*plan for the creation of green infrastructure associated with projected growth of urban areas, to reduce the impact of the development, to help reduce flood issues, and to strengthen access and recreation opportunities... and promote incorporation of best practice environmental measures into any new development.*"

- Creating multi-functional natural green space surrounding new development, linking into the heart of urban areas as part of comprehensive green infrastructure planning;
- Introducing measures to encourage biodiversity, such as enhanced habitat provision within urban developments;
- Incorporating recreational green space for the health and wellbeing of residents and visitors;
- Creating sustainably-managed broadleaved woodlands along transport corridors, and assimilation into the landscape while benefiting biodiversity;
- Promoting the incorporation of sustainable urban drainage systems;
- Using green space creation and tree planting to enhance perceptions of tranquillity; and
- Extending and improving existing rights of way and cycle networks to provide better links between - and access to - green space and heritage assets.

NCA111 Northern Thames Basin

- 3.2.4 The Northern Thames Basin is a large and diverse landscape with similar overarching character of agricultural land, interspersed with woodland, dissected by rivers and influenced by the urban areas of North London. Urban expansion has been a feature of this area with a consequential reduction in tranquillity.
- 3.2.5 It is considered that, whilst the character assessments provided at the national level inform the context for regional, county and local character assessments, these do not provide a sufficient level of detail appropriate to the nature of effects likely to arise at a local level as a result of the Proposed Development. Therefore, these character areas will not be considered further in this TVIA.

London's Natural Signatures²

- 3.2.6 Natural Signature Areas (NSA) is a framework that outlines the relationship between the built and natural aspects of London. It also sets out the vision for the future of London's landscapes. The framework identifies 7 Landscape Types (LT) and 22 Natural Landscape Areas (NLA) and highlights their Natural Signatures (NS).

Barnet Plateau

- 3.2.7 The Site is located to the very western end of the Barnet Plateau NLA, which is part of a plateau of elevated land on the north-west rim of the London Basin. The NS of Barnet Plateau NLA in the context of the Site and Study Area include:

"The Barnet Plateau retains a field and farmland character to its natural spaces; pockets of traditional countryside remain within the urban fabric of London...the major road (...A40) and railway lines running across the NLA into the city centre."

- 3.2.8 The key influences include: coppice woodland; floodplain meadows alongside narrow streams; lines of willow making meandering alignment of streams; and traditional 'patchwork' of pastures and meadows – farmed countryside.
- 3.2.9 The report also makes recommendation on how the Barnet Plateau NLA might be expressed within the wider public realm, through new development and landscape management projects, the relevant points of which include:
- Blocks of silver birch within car parks or streetscapes;
 - Hedgerows defining wildflower meadows within open spaces;
 - Heather and acid grassland within courtyards and smaller formal spaces;
 - Specimen oak trees as landscape features – for viewpoints, seating, outdoor classrooms;
 - Shallow attenuation basins with swathes of wet grassland habitat; and

² Alan Baxter, London's Natural Signatures: The London Landscape Framework, January 2011

- Planting of typical trees – hornbeam and oak.

Ruislip Plateau

- 3.2.10 Ruislip Plateau lies to the west of Barnet Plateau to the north-west corner of London. The landscape is structured by patterns of woodland, scrub and meadow within the greenspaces, river corridors, small woods and open spaces which thread through urban areas and throughout the more extensive farmland to the north and west.

Hayes Gravels

- 3.2.11 To the south west of Barnet Plateau lies the western section of the Hayes Gravel NLA. The topography is a gradual but fairly constant slope from north to south. Few areas of natural landscape remain within this built up area. Overland railway and road infrastructure do not serve as corridors of natural vegetation. Given the intense built structure of the majority of the NLA, the Natural Signature is of designed or recovered semi-natural landscapes including a relatively small scale, enclosed landscape of meadows bordered by tall hedgerows, with woodlands, copses and hedgerow trees.

3.3 Local Landscape Character

- 3.3.1 Hillingdon's Landscape Character Assessment³ was undertaken by Land Use Consultants to provide an evidence base for the character, function and quality of the landscape within the Borough. It contains a description and evaluation of the landscape and visual sensitivities of the various character areas, identification of future management needs and broad landscape conservation / enhancement guidelines. The document divides the Borough into 13 landscape types (LT), each of which has a distinct and relatively homogenous character with similar physical and cultural attributes. The landscape types are further subdivided into component landscape character areas (LCA), each with its own recognisable local identity. The Site is located within the very western end of the G River Corridor LT and G3 Yeading Brook River Corridor LCA.

G River Corridor LT

- 3.3.2 River Corridor LT is associated with two main water courses, River Pinn and Yeading Brook, that flow through the centre of Hillingdon. The key characteristics in the context of the Site and Study Area include:

- A low lying, flat floodplain with very little topographic variation;
- Small meandering tributary rivers are largely hidden within the wider landscape by dense tree cover;
- A mix of woodland, scrub, meadow and grassland (including amenity recreation grounds). Often a significant number of locally designated areas of conservation and wildlife importance;
- A low density of settlement within the area itself, although settlement surrounds and contains the landscape;
- A number of local informal footpaths and some promoted routes, which follow the course of the river or cut across open fields and woodland areas;
- Varying degree of enclosure. Open meadow and grassland with views to a wooded horizon, which contrast with pockets of dense woodland cover and channelled river corridors and a strong sense of containment elsewhere; and
- A tranquil and intimate character, despite the close proximity to dense urban development.

G3 Yeading Brook River Corridor

- 3.3.3 This character area lies to the east and centrally within Hillingdon Borough, situated predominantly within the Barnet Plateau Natural Landscape Area as identified within London's Natural Signatures. The key characteristics are described as:

"The lowlying floodplain of the Yeading Brook, composed of fields of grassland and meadow, contained by mature hedgerows and mature trees. Woodland Blocks are interspersed between fields

³ Land Use Consultants, Hillingdon Landscape Character Assessment, May 2012

and dense tree cover lines the course of the brook. A mosaic of habitats such as meadow, scrub, woodland, streams, ponds and areas of marshland, with a number of local nature reserves, such as Gutteridge Wood, Ten Acre Wood and Ickenham Marsh. The Yeading Brook meanders through the landscape, flowing through areas of meadow and woodland, with the Hillingdon Trail following the course of the river. Areas of amenity grassland are dispersed throughout the area, particularly in the north, consisting of a golf course, country club, shooting ground playing fields. A strong sense of containment due to the dense and mature tree cover, although open views are afforded across grassland and meadow, with long views north towards the built edges of Ruislip and Ickenham. A variety of texture is experienced with swathes of meadow, punctuated by tall vertical trees. An intimate and tranquil character prevails along the watercourse."

3.3.4 In terms of perceptual / experiential landscape, the assessment concludes that *"expanses of soft open meadow and grassland are contrasted with by dense mature trees, hedgerows, and woodland blocks, which create a sense of containment and strong vertical form."*

3.3.5 The potential landscape and visual sensitivities are identified as:

- The hidden and meandering Yeading Brook, with a strong sense of containment, and its habitat and wildlife value;
- The mosaic of habitats including grassland, wet and dry meadows, woodland, scrub, mature hedgerows, water courses, ponds and ditches, and the associated biodiversity value;
- Strong sense of containment by dense mature tree cover, which contrasts with open fields of grassland and meadow;
- The low density of settlement within the character area and limited roads which, despite the proximity of surrounding settlement, contribute to a peaceful and tranquil character;
- The semi natural character and associated management regimes which retain this character; and
- Proximity of the industrial development and roads to the Yeading Brook and other habitats which may be potentially vulnerable from pollutants leaching into soil.

3.3.6 The landscape strategy and vision are to conserve and manage the tranquil and intimate character of the river corridor, and the mosaic of habitats, such as woodland, scrub, meadow and grassland. The guidelines that are relevant to the Site and Proposed Development include:

- Conserve the enhance woodland, scrub, meadow and grassland habitat to achieve a landscape scale mosaic of habitats and associated features;
- Conserve and protect the open character of farmland and meadows, with long open views;
- Seek opportunities to enhance biodiversity interest;
- Conserve the landscape setting of settlements and control development along roads, ensuring that new buildings and development are sensitively integrated into the landscape. Encourage integration of settlement edges and softening of edges;

3.3.7 The Site does not have many characteristic features that contribute to the local character of G3 Yeading brook River Corridor. The notable landscape elements may include the mature vegetation that forms the boundaries, providing a sense of containment.

3.4 Local Townscape Character

Hillingdon's Landscape Character Assessment

3.4.1 Hillingdon's Landscape Character Assessment also provides an overview of the adjoining townscape character and broadly identified 7 townscape types (TC).

Inter-war Suburb/Metroland

3.4.2 The Site is located adjacent to the Metroland TC. The relevant key characteristics include:

- The early use of development plans influenced by the 'garden suburb' movement had an impact on the style, layout and density of development in the north of the Borough;

- This type evolved with the extension of the Metropolitan Railway in the north of the Borough from Harrow on the Hill to Uxbridge in the early 1900s and the gradual establishment of stops along the line, becoming known as 'Metroland';
- Medium density residential suburbs consisting of a distinctive network of curvilinear streets (crescents), linear streets (avenues) and 'dead ends' (closes). Pockets of late 19th century Victorian and Post War terraces and more recent housing provide variety in character within the suburbs;
- Built form is defined by suburban style semi-detached two storey houses in pebbledash or colour render. Brick is also a common building material.
- Residential streets often delineated by grass verges and small street trees;
- The leafy suburban character is reinforced by well vegetated domestic front gardens with ornamental shrubs, bound by low brick walls and clipped hedges;
- Views are channelled down streets, framed by the regular facades of houses;
- Quiet and peaceful residential suburbs with a spacious character due to relatively wide street proportions;
- Interspersed with publicly accessible greenspaces including parks (e.g. Hillingdon Court Park) and recreation grounds and cut by accessible river corridors (River Pinn and Yeading Brook). Hillingdon Court Park is a highly valued local open space surrounded by residential settlement; and
- Accessible landscape on settlement edges includes open countryside. Often connected to the suburbs by footpaths and long distance paths.

Hillingdon Townscape Character Study

- 3.4.3 The London Borough of Hillingdon commissioned Allies and Morrison Urban Practitioners to undertake a townscape characterisation study of the borough. The Hillingdon Townscape Character Study⁴ was published in November 2013 to map the quality, variety and significance of the borough's 'character area' to help assess their relative historic significance, importance and local distinctiveness. The purpose of the study was also intended to ensure development proposals affecting each character area are assessed on their individual merits, with a clear understanding of their context.
- 3.4.4 The assessment identified 16 specific townscape types (STT) at local level. The Site is not located within any however, adjacent townscape types include Metroland, Garden City Style Estates, Plotland, Large Suburban, Free Form, Cul-De-Sac and Tertiary Centres

Metroland

- 3.4.5 Metroland STT lies to the south of the Site, referring to privately built inter-war suburban housing. The key characteristics include:
- Perimeter block development, often with an informal rather than a regular structure. Some layouts feature "Islands of planting" and extensive grass verges while others include a small cul-de-sac in the centre of the block;
 - Architectural form which evoke a rural character, although with repetition of designs and features which provide a cohesive character;
 - Street trees and garden planting play a significant role in the character of the street scene; and
 - Typical density range for this typology is 15-20 dph.
- 3.4.6 The influence of current Site features on the Metroland STT are largely limited to areas in close proximity, in particular along the Freezeland Way. The current vegetation along the southern boundary of the Site does provide a green curtain to the Metroland STT and a visual barrier screening

⁴ Allies and Morrison Urban Practitioners, Hillingdon Townscape Character Study, November 2013

views of the A40 and railway corridor. However, the tranquillity here is heavily interrupted by the surrounding transport routes and any sense of a countryside edge is degraded substantially.

Garden City Style Estates

3.4.7 Garden City Style Estates STT lies to the east of the Metroland STT and to the south east of the Site. Unlike Metroland, it was mostly built by public sectors. The key characteristics include:

- Buildings composed as unified groups, often with an overall symmetry or composition;
- Square or wide plans to the buildings with generally horizontal proportions;
- Consistent use of a very limited palette of materials and few elaborate details to give a plain and simple appearance;
- Overall urban plan composition, often featuring areas of shared green space; and
- Typical density range for this typology is 20-30 dph.

3.4.8 Garden City Style Estates STT does not lie immediately adjacent to the Site and views of the Site features from this STT are very limited if any, due to the distance, level landform and extent of intervening built form and vegetation. It is considered that any likely effects resulting from the Proposed Development upon Garden City Style Estates would be very limited, and therefore Garden City Style Estate STT is not considered further within this TVIA.

Plotland

3.4.9 Portland STT forms the southern edge of Ickenham, located to the north of the A40. Streets were laid out and individual plots constructed to the wishes of a builder or by a purchase commissioning. The Key characteristics include:

- Similar designed and urban form to Metroland development;
- Typically built by small building firms or individual owners and incorporating a range of design;
- Unified by simple parameters such as building line and broad scale;
- Detached properties despite the small scale, often with a gable to the street and a simple rectangular plan form;
- Original varied architectural style further fragmented by modifications over time; and
- Typical density range for this typology is 15-20 dph.

3.4.10 Features on the Site has a very limited influence on Plotland, due to the distance and extent of existing vegetation alongside the elevated section of the A40, the railway line and Long Lane. It is considered that any likely effects resulting from the Proposed Development upon Plotland would be very limited, therefore it is not considered further within this TVIA.

Tertiary Centres

3.4.11 Tertiary Centre (North Hillingdon) is located to the south west of the Site, to the opposite corner of the junction between Western Avenue and Long Lane. Tertiary Centres are the smallest mixed use centres in the borough, which are typically parades of shops which meet the day-to-day needs of the local population. The key characteristics include:

- Small scale retail and local service provision, typically based in small premises in older buildings;
- Slightly more urban character than surrounding suburbs with terraced buildings, often taller than their context;
- Many tertiary centres have their origins in historic settlements rather than in later planned developments and retain elements of historic fabric; and
- Most tertiary centres are located away from major transport nodes.

3.4.12 The current North Hillingdon local centre is formed by two and three storey terraced buildings along the wide carriageway of Long Lane. The Local Plan proposes an extension of the local centre northwards across Western Avenue and Freezeland Way to include the Site and the land

surrounding Hillingdon Station. At the moment, the Site is seen as derelict land enclosed by a security fence and overgrown vegetation, offering a very limited contribution to the local townscape and amenity.

Large Suburban

3.4.13 Large Suburban is located to the north west and south west further away from the Site. It is built to very low densities and tends to be characterised to a large degree by individual building styles. The key characteristics include:

- Large individual plots with substantial houses. The style of the houses are varied, but many have a strong arts and crafts influence;
- Houses tend to be built as one-off designs and vary substantially between plots;
- Houses are typically set well back from the road. the landscaping of the front gardens with hedges and mature trees means that green infrastructure plays a more significant role in the character of the street than any individual building;
- Plots often have driveways allowing multiple cars to be parked off-street; and
- Typical density range for this typology is 1-10 dph.

3.4.14 Features on the Site have a very limited influence on the character of the Large Suburban area, due to the distance and extent of existing vegetation alongside the elevated section of the A40, the railway line and Long Lane, as well as intervening built form. It is considered that any likely effects resulting from the Proposed Development upon Large Suburban would be very limited, therefore it is not considered further within this TVIA.

Free Form

3.4.15 Free Form lies to the south west of the Site, to the west of the North Hillingdon Local Centre. Free Form development is a product of post-war housing development and creates a layout which is very permeable and fragments the normal urban structure. The key characteristics include:

- Pedestrian network separate from vehicular streets creating a high degree of permeability for pedestrians;
- Relatively weak legibility – these areas can be hard to navigate;
- Experimental architectural forms often go hand-in-hand with experimental layouts – predominantly a product of postwar development; and
- Typical density range for this typology is 40-70 dph, heavily dependent on the height of structures.

3.4.16 The influence of Site features on the Free Form area is generally limited due to the distance and extent of screening provided by existing built form to the west of Long Lane. Close to the northern edge / junction between Auriol Drive and Hercies Road, there are filtered views of the Site however, they will be seen in the context of a strong urban environment including buildings, lighting columns, highway junctions and other transport infrastructure, with potential effects on this character area considered likely to be negligible. Therefore, Free Form is not considered further within this TVIA.

Cul-de-Sac

3.4.17 A small patch of Cul-de-Sac character area lies to the south of the Site. Cul-de-Sac here lies within a low density perimeter block typology found in postwar suburban developments. The key characteristics include:

- Winding network of roads based on main distributors with residential tributaries;
- Building design tends to be relatively homogenous, without any unifying order or plan;
- Cars and parking are a dominant form of the layout; and
- Typical density range for this typology is 25-35 dph.

3.4.18 Similar to Metroland STT, the current vegetation along the southern boundary of the Site does provide a green curtain and a visual barrier screening views of the A40 and railway corridor from this

character area. However, the tranquillity here is heavily interrupted by the surrounding transport routes and any sense of countryside is degraded substantially.

Hillingdon's Places

3.4.19 Hillingdon has evolved as a collection of villages and larger settlements which have grown and often coalesced over time. As a result, Hillingdon is a collection of places rather than one single homogenous entity. The places and neighbourhoods within the borough have been grouped into 8 zones and 21 sub zones which reflect the evolution and structure of the borough.

3.4.20 The Site is located within Uxbridge Road and subsequently Hillingdon zone. As stated in the Hillingdon Townscape Character Study *"Hillingdon is a difficult neighbourhood to define, as it has stretched the full length of Long Lane up from Uxbridge Road, with areas of very different character. The larger residential estates to the north are a mix of Metroland and Garden City styles, some benefiting from Hillingdon Court Park."*

Summary of Value of Local Townscape Character Areas

3.4.21 **Table 3.1** below lists the STTs that are carried forward for assessment as part of the TVIA, their value is defined in **Appendix E** as assessed against the **Methodology** at **Appendix A**.

Table 3.1 Value of Local Townscape Character Areas

Local Townscape Types	Value
Barnet Plateau NLA	Low to Medium
G3 Yeading Brook River Corridor LCA	Medium to High
Metroland STT	Medium
Tertiary Centres STT	Low
Cul-de-Sac STT	Low

3.5 Landscape and Townscape Features

Land Use

3.5.1 Following the demolition of the Motel and associated buildings, the Site is currently derelict and comprises a large area of hard-standing and some overgrown vegetation. The Site is secured by perimeter fencing and also enclosed by boundary vegetation. In the immediate context, there are a range of land uses which include residential, major transport routes, retail / shops, allotments, agricultural fields, schools and places of worship, as reflected in the above specific townscape typologies and illustrated on **Figure 7 Land Use 1km** at **Appendix C**.

Landform and Topography

3.5.2 The topography is illustrated on **Figure 8** at **Appendix C**. The Site itself is predominantly flat, at c. 35m AOD, consistent with the surrounding low lying floodplain of London Clay. Minor variation in topography indicates a very gentle fall eastwards toward Yeading Brook at c. 32m AOD as well as a gentle rise towards the north west, west and south west forming a series of small elevated areas ranging from 55m to 65m AOD (across the western part of Ickenham, the edge of Uxbridge, and to the centre of Hillingdon).

Settlement Pattern and building topologies

3.5.3 The surrounding settlement pattern is comprised of the urban edge of Ickenham and North Hillingdon and is reflective of various typologies - as identified in the townscape character study. To the south, south east and north of the Site, the streets are mostly structured in perimeter blocks of terrace, semi-detached and in some places, detached houses, which gives a strong formal and linear pattern. To the south west, the settlement pattern is less unified and created by a mixture of ribbon development, cul-de-sac, small areas of free form layout and a long continuous building frontage of the local centre.

Density

- 3.5.4 For the majority of the surrounding residential areas, overall the density is comparatively low at approximately 30 dph or less. However in some places, especially areas associated with the Free Form typology close the local centre, the density is considerably higher at between 40-70 dph.

Massing and Height

- 3.5.5 The massing and height of built form generally reflect the land uses illustrated on **Figure 7** at **Appendix C**. In the vicinity of the site, existing residential areas mainly comprise 2 or 2.5 storey semi-detached or terrace houses with pitched roofs. There are also 3 storey buildings off Long Lane, Hercies Road and Auriol Drive.

Vegetation

- 3.5.6 The vegetation on Site is generally overgrown and unmanaged. It is also very poorly structured comprising a random mixture of scattered trees, introduced shrubs, dense scrub, plantation woodland, grassland and a defunct hedge. However, the maturity of the vegetation along the perimeter does offer a sense of enclosure and containment. An Arboricultural Implications Assessment accompanies the planning application, the survey for which identified a number of good quality Oak trees present. In the wider area, the vegetation pattern is associated with various land uses. Within the urban areas, vegetation mainly comprises street trees and ornamental planting in front and rear gardens. In the surrounding green fields, the vegetation pattern is formed by hedgerows with trees, riparian vegetation along the River Pinn and Yeading Brook, small scale woodland and structural planting within transport routes. This high tree coverage creates a strong sense of containment, limiting the extent of long distance views.

Hydrology

- 3.5.7 There are no hydrological features within the Site. In the surrounding area, the River Pinn and Yeading Brook are the main water courses, located to the west and east of the Site respectively. This part of the River Pinn cuts through the settlement of Ickenham and is accompanied mostly by woodland planting or dense riparian vegetation. Yeading Brook flows through the relatively flat landscape and across various fields, nature reserves, woodland and is largely bound by dense riparian vegetation. There are also numerous small field ponds and ditches scattered throughout the local area.

Public Rights of Way

- 3.5.8 There are no PRoW located within or adjacent to the Site. Within the wider Study Area, there are a number of PRoW as illustrated on **Figure 9 Access and Water** at **Appendix C**. Notably, the long distance walk Hillingdon Trail is located to the east of the Site c. 480m at its closest point, part of which follows the Yeading Brook. The Celandine Route lies to the west of the Site c. 510m at its closest point. It follows the River Pinn and is well used as a running route.

3.6 Visual Baseline

- 3.6.1 The visual baseline assesses the theoretical visibility of the Proposed Development and identifies those people whose visual amenity is likely to be affected by changes to their views.
- 3.6.2 A desk-based appraisal of the visual receptors throughout the Study Area has been undertaken in order to establish the baseline visual amenity of the Site in the context of the Proposed Development.
- 3.6.3 The following description of the visual baseline should be read with reference to **Figures 3 & 4: Zone of Theoretical Visibility** at **Appendix C**, which have been prepared in accordance with the **Methodology** at **Appendix A**.
- 3.6.4 The ZTVs were used to inform the selection of Viewpoint locations, which are illustrated on **Figure 10** at **Appendix C**.
- 3.6.5 The baseline situation for visual receptors is described using a series of viewpoint photographs taken from publicly accessible locations, which illustrate the views likely to be experienced by people in these locations and is representative of potential views for other receptors in their vicinity.

- 3.6.6 Viewpoint photographs are included at **Appendix D** and were taken in July 2019, representing summer views in the direction of the Site.

Visibility of the Site

- 3.6.7 As noted above, the ZTVs represent the starting point for understanding the potential visibility of the Proposed Development, these provided a basis for the assessment of the visual baseline. Supported by the field survey, the potential visual envelope has been determined, in summary this is relatively restricted - with direct views limited by existing built form including various transport corridors within the surrounding settlement. The good vegetation coverage along the Site's boundaries and within the surrounding context also makes great contribution to the visual containment of the Site.

- 3.6.8 The following viewpoints have been selected to represent views from visual receptors that have the potential for direct, partial, filtered or glimpsed views of the Site and the Proposed Development. The detailed baseline description of each viewpoint and the values attached to each view are provided in the **Schedule of Likely Visual Effects** at **Appendix F**.

- Viewpoint 1: View from the field to the south of Ickenham Manor (Grade I);
- Viewpoint 2: Hillingdon Trail in junction with pedestrian and cycleway along Freezeland Way;
- Viewpoint 3a & 3b: Freezeland Way;
- Viewpoint 4a, 4b, & 4c: Long Lane to the south of the Site;
- Viewpoint 5a, 5b, & 5c: Long Lane to the north of the Site;
- Viewpoint 6: Hillingdon Station pedestrian bridge;
- Viewpoint 7: Metropolitan Green Belt to the eastern boundary of the Site;
- Viewpoint 8: Hercies Road close to junction with the Celandine Route;
- Viewpoint 9: Western Avenue slip road bridge over the A40;
- Viewpoint 10: The Grove / The Chase / Ickenham Conservation Area;
- Viewpoint 11: Swakeleys Drive;
- Viewpoint 12: Hillingdon Athletics Stadium; and
- Viewpoint 13: Public Right of Way – footpath U54.

Summary of the Value of Visual Receptors

- 3.6.9 **Table 3.2** below lists the viewpoints that are carried forward for visual assessment as part of the TVIA, the values attached to each visual receptor represented at these viewpoints is defined in **Appendix F** as assessed against the **Methodology** at **Appendix A**.

Table 3.2 Value of Visual Receptors

Viewpoint	Representative Visual receptor and value attached				
Viewpoint 1			Very High		Medium
Viewpoint 2	High	Very Low			Medium
Viewpoint 3a & 3b	High	Very Low			
Viewpoint 4a, 4b, & 4c		Very Low			

Viewpoint	Representative Visual receptor and value attached				
Viewpoint 5a, 5b, & 5c		Very Low			
Viewpoint 6		Very Low			
Viewpoint 7					Low
Viewpoint 8	High	Very Low			Medium
Viewpoint 9		Very Low			
Viewpoint 10	High	Very Low	High		
Viewpoint 11	High	Very Low	High		
Viewpoint 12				Medium	
Viewpoint 13				Medium	Medium

4 DESCRIPTION OF THE DEVELOPMENT AND LANDSCAPE / TOWNSCAPE STRATEGY

4.1 Overview

- 4.1.1 This section considers the type of development proposed and summarises the key design principles, mitigation and enhancement measures.

4.2 Proposed Development Description

- 4.2.1 The full description of the Proposed Development is included in the Development Specification that accompanies this application. In summary, the Proposed Development comprises a residential-led mixed-use development comprising:

Construction of a residential-led, mixed-use development comprising buildings of between 2 and 11 storeys containing 514 units (Use Class C3); flexible commercial units (Use Class B1/A1/A3/D1); associated car (164 spaces) and cycle parking spaces; refuse and bicycle stores; hard and soft landscaping including a new central space, greenspaces, new pedestrian links; biodiversity enhancement; associated highways infrastructure; plant; and other associated ancillary development.

4.3 Contextual and Site Specific Analysis

- 4.3.1 The North Hillingdon Local Centre is currently comprised of an eclectic mix of buildings with a range of façade detailing and uses. Many buildings are of poor visual quality with no sense of unification or focus and present a lack of cohesive vernacular. The poor local townscape character is further exacerbated by the separation from the substantially wide Long Lane and heavily influenced by the adjacent large junction of Long Lane with Freezeland Way / Western Avenue.
- 4.3.2 The Local Plan has redefined the boundary of the North Hillingdon Local Centre which extends northwards across Western Avenue and Freezeland Way to include Hillingdon Circus and the Site. Development of the Site provides an opportunity to reconfigure built form - offering a landmark development, a positive gateway, a strong backdrop and focal point, and a substantial contribution to the sense of place with distinctive improvements on townscape character.
- 4.3.3 The Site is located within a roughly rectangular shaped piece of land enclosed to the north by the A40, to the west by Long Lane and south by Freezeland Way. To the east, the Site lies adjacent to a narrow strip of Green Belt land that is cut off from the wider Green Belt by the A40. The A40 is a major transport corridor into central London from the west. Long Lane forms a main route connecting various local centres within the Borough of Hillingdon. Freezeland Way / Western Avenue currently serve as two slip roads off the A40 into Hillingdon. All of these substantially wide transport corridors have collectively put great influence upon the Site and its townscape context. In addition, Hillingdon Station and its associated bridges lie slightly further west beyond Long Lane – providing a rail link from central London to the local area – with the station building, railway line, bridges and associated infrastructure also substantially contributing to the character of the local centre and surrounding townscape / landscape. The landscape proposals along the boundaries will be crucial to provide a robust interface between the surrounding highway corridors and the Proposed Development, whilst offering legible access points for vehicles, cyclists and pedestrians.
- 4.3.4 Due to the lack of landscape features currently within the Site (and poor quality of those present) there are remarkable opportunities to improve on the overall landscape resources, bring ecological benefits and creating a distinctive landscape setting to help achieve a distinctive local character.

4.4 Key Townscape Design Principles

- 4.4.1 Following the analysis of the Site and its context, a series of design objectives and principles have formed an integral part of the masterplan evolution, these include:
- Establish a landmark development and build a positive gateway to North Hillingdon Local Centre to assist in unifying the townscape; the high-quality architectural design will respond to the unique location and contemporary living requirements;

- Retain and reinforce existing boundary vegetation where appropriate - to form robust green edges, ground the development, contribute to reducing potential impacts, enhance the framework of green infrastructure and contribute to improvements in visual amenity and streetscape;
- The appearance of buildings should: contribute to the setting of the local centre; offer variations in character through the scheme; whilst providing a sense of unity throughout the Proposed Development;
- Maintain a positive relationship with the adjacent Green Belt land, ensuring a smooth transition: a wide green buffer should be provided to the eastern part of the Site to help screen and soften views and minimise potential visual impacts;
- Respect the visual amenity of nearby residential neighbours: the design should provide positive edge treatments, with built form of varied heights to improve the visual context;
- Enhance connectivity to the current local centre and Hillingdon Station: pedestrian friendly access points / routes should be incorporated to provide new residents with a clear connection to the train station for daily commuting; legibility of the route should be enhanced by the layout of key buildings, facades or landscape features;
- Improve permeability by controlling vehicular movement and incorporating pedestrianised streets: this will help to create a hive of social activity, safe for all users whilst enhancing tranquillity within the heart of the development;
- High quality landscape design to accommodate and interact with the new built form, achieving enjoyable and meaningful external spaces: Planted by trees, shrubs, ground cover, marginal plants in a well selected mix, these spaces offer positive improvements to the setting of the local townscape and enhancement of visual amenity; and
- Enhancement of urban ecology and biodiversity: new planting as part of green infrastructure will offer various habitats for hosting local wildlife as well as valuable ecological corridors improving connectivity between the urban area to the wider landscape – further improving the contribution ecology makes to the character of the landscape / townscape.

4.5 Townscape / Landscape Strategy

4.5.1 The townscape and landscape strategy builds upon the key design principles to support the vision of a new identity for the current brownfield Site, by retaining the important townscape recourses whilst locating new built form to minimise potential impacts upon the surrounding townscape and visual amenity. The landscape proposals are illustrated on the Landscape Overall General Arrangement Plan BMD.19.020.DR.P100 and detailed in the Design and Access Statement, both of which accompany this planning application. This section highlights the mitigation and enhancement measures that have been incorporated into the masterplan and their main functions.

Design of Built Form

4.5.2 The scale and siting of the new built form has been developed to achieve the following:

- Respond sensitively to neighbouring residential properties in close proximity by proposing smaller scale buildings along Freezeland Way;
- Define the edges of the Proposed Development and mark the arrival gateways from Freezeland Way, in close proximity to the junction with Long Lane;
- Create a focal point for the existing local centre at the junction of Freezeland Way and Long Lane, with a visually distinctive corner building providing a landmark feature;
- Overall stepping down of building heights toward the Green Belt;
- Introduce articulation of massing and a range of building typologies to allow the creation of various meaningful spaces whilst respecting key views from the surrounding context; and
- Ensure legibility and permeability of new built form and provide appropriate building façade treatment with consideration of human scale.

Townscape / Landscape Mitigation Measures

- 4.5.3 In response to the Site and baseline analysis, the following components of the townscape / landscape strategy have been incorporated into the Proposed Development to minimise adverse effects and maximise the positive influence of the scheme on its surrounding context:
- The overall stepping down of built form from the north western part of the Site towards the eastern and southern edges will help to reduce the potential impact from massing and scale of the Proposed Development in particular on adjacent residential properties;
 - The small-scale buildings to the eastern edge will allow green elements to penetrate into the development, helping to break up views of built form and reduce the visual intrusion on the landscape further east;
 - The buildings will be set well back from the A40 and Long Lane to provide adequate space for a landscape buffer / zone to form a green edge and minimise the potential visual influence on the users of the adjacent roads;
 - The built form will be set back from the eastern boundary to offer a landscape buffer to the Green Belt land. The additional planting will also help to further enhance the landscape character and minimise potential visual impacts.
 - The creation of landmark building at the south western corner will provide a focal point and unify the local centre. Supplemented by the high-quality public realm, this distinctive gateway feature will bring a new identity and uniqueness to the North Hillingdon Local Centre, with the potential to contribute to future regeneration or improvement.

Townscape / Landscape Enhancement Measures

- 4.5.4 In addition to the above, to maximise enhancements to the townscape and landscape of the Site itself, a network of safe and attractive streets, high quality public squares and open spaces are proposed to ensure the successful integration of the development, including:
- **Arrival Square:** an urban square that is situated to the south western corner of the development and is anchored by the retained Willow tree. It will form the main entrance to the Proposed Development and a community hub, providing outdoor space for adjoining retail uses and community events. The hard landscape material will be selected to reflect the proposed building topologies to achieve a cohesive design. The new planting including avenue trees, specimen trees, ornamental shrub mix and grass area will help to soften the new built form, break up the hard standing, add visual interest to the street scene, and create a sense of place as a focus for new local centre;
 - **Central Parkland:** an urban park located in the centre of the development, offering formal and informal spaces for a variety of activities with allocated area for play, open lawn, seating, and integrating wildlife habitats. The proposed trees, ornamental shrubs, hedges, and amenity grass will provide a rich vegetation structure and a well landscaped setting, creating a series of multi functional pockets of spaces, respecting privacy to ground floor residents, bring a parkland scene into the heart of the development, and enhancing visual amenity;
 - **Natural Edge:** a landscape buffer along the western boundary, offering a robust green edge to the adjacent Green Belt. The existing trees will be retained and incorporated into the landscape, achieving a smooth transition into the Green Belt. The principle is to apply naturalistic design to strength the connection with nature, create variety of habitats for local wildlife, and provide natural environment for explore and doorstep play.
 - **Green Streets:** shared surface routes connecting the different open spaces within the development. The landscape is created through the use of a distinct planting mix to establish a great setting for the adjoining built form and variety of habitats for wildlife; network of tree lined streets with widespread planting that draws nature into the development and enhances the aesthetic of the internal streets.
 - **Podium Gardens:** elevated communal spaces providing opportunities for adding to the vertical dimension of the green infrastructure framework, breaking up the massing and providing extra visual interest.

- Entrance Courtyards: small entrance squares located to the eastern edge of the Proposed Development, providing welcoming spaces to the adjoining built form. Together with new trees, shrubs, and ornamental planting, they give additional character and enhancement to the street scene.

4.5.5 In addition to key open spaces, detailing of boundary features is also an important factor in ensuring a high-quality townscape character within and surrounding the Proposed Development. Defensible boundaries are strongly influenced by the soft landscape comprising 800mm high hedge and other planting mix, giving a smooth transition between indoor and outdoor spaces as well as softening and grounding built form.

4.5.6 The landscape has played an integral part in the design evolution of the masterplan. The landscape proposals form a key element of the scheme and will be subject to a high-quality detailed landscape design to ensure delivery of the intended functions of the green infrastructure and landscape strategy, maximising their contribution to the townscape character of the Site and the future North Hillingdon Local Centre.

4.6 Parameters and Building Heights

4.6.1 Building heights within the Proposed Development range from 3 to 11 storeys, between 43.25m to 69.15m AOD, as illustrated on the Planning Plan 19011 PO-111 and 19011 PO-504 (Collado Collins Architects) that accompanies the planning application.

5 ASSESSMENT OF LIKELY EFFECTS

5.1.1 A detailed assessment of the likely impacts and effects of the Proposed Development on townscape and visual amenity is provided in the **Schedule of Likely Townscape Effects** at **Appendix E** and **Schedule of Likely Visual Effects** at **Appendix F**. Effects are considered for the following three stages: during construction; immediately on completion (Year 0); and, during operation after establishment of landscape mitigation (Year 15). The following narrative is a summary of the assessment set out in the schedules.

5.1.2 As described in the TVIA Methodology, Major and Substantial effects are considered to be material to decision making, with Moderate effects potential to be material to decision making.

5.2 Construction Effects

5.2.1 The construction phase is likely to involve initial activities such as enabling works on site, the phased introduction of infrastructure as well as ongoing construction activities necessary to implement the Proposed Development.

5.2.2 Depending on the nature of construction activities and the associated logistics for moving material and plant on and off Site, it is likely that construction features and activities would be visible from locations in close proximity to the Site, largely between and above the variation of existing built form in the surrounding area, including from locations in the current North Hillingdon Local Centre and nearby residential areas. Whilst not exhaustive, these features and activities are likely to include:

- Site clearance and accommodation works (including removal of the existing hard standing and removal of vegetation where required); demolition work that requires large machinery and the greatest degree of activity would be largely located toward the centre of the Site;
- Movement and presence of associated construction vehicles and plant - including cranes, piling rigs, excavation and construction plant;
- Presence of construction compounds, site offices and welfare facilities;
- Presence of site hoarding / perimeter fencing;
- Earthworks / groundworks and construction of internal utilities and road infrastructure and development platforms;
- Phased implementation and emerging built form of residential apartment blocks;
- Temporary construction lighting; and
- Alterations to the existing road network for access improvements: this will include the current and new access point from Freezeland Way.

5.2.3 Both initial and ongoing construction activities would generate a variety of vehicle movements. Off-site movements are likely to include light and heavy haulage, commercial vehicles, along with site and staff vehicles. On site movements are likely to include haulage, general plant, forklifts and mobile lifting equipment. Temporary signage, site hoarding and marketing signage are likely to be erected and construction hazard warning lighting is likely to be visible.

5.2.4 It is assumed that landscape mitigation measures, including all 'soft' landscape works (such as top-soiling, planting and seeding), would be implemented toward the end of the construction phase.

Construction Mitigation

5.2.5 Construction work will be managed in accordance with a Construction Environmental Management Plan (CEMP), setting out how environmental issues would be managed in compliance with any particular limitations imposed by the planning permission, as well as in compliance with relevant legislation, regulations and best practice guidance.

5.2.6 For night time effects, to ensure that adverse impacts of lighting associated with the Proposed Development are minimised, the following mitigation measures would be applied:

- Vehicle lights would be properly directed and lenses maintained intact to prevent un-necessary glare and breakout of obtrusive light (also an MOT requirement);

- Use only of appropriately designed luminaires for the task at hand;
- Minimise light break-out above the horizontal (using 'low cut-off' and 'full cut-off' lighting systems);
- Use of louvers and shields to prevent undesirable light break-out;
- Use of visual screening, such as hoardings, between more sensitive visual receptors and construction light sources in proximity to the Site;
- Reducing lighting levels outside working hours to suitable levels for safety and security. Lighting would be reduced when not required for safety purposes. Security lighting would be kept at the minimum level needed for visual and security protection;
- Use of automated devices to switch lights on and off according to activity / ambient light levels. If appropriate, to reduce the need for fixed visible lighting outside working hours, the use of infrared floodlighting and CCTV systems would be considered for security;
- Construction lighting would be directed so it does not intrude outside of the immediate working area; and
- Sufficient lighting units used to avoid the need for tall, wide beam lighting units to illuminate large areas.

Construction Effects on Landscape / Townscape

5.2.7 **Table 5.1** below summarises the findings of the assessment of townscape effects at the construction stage. As clearly shown, all the landscape / townscape effects are considered likely to be **Temporary Minor Adverse**. The construction activities will certainly introduce uncharacteristic features into the Site, influencing the landscape / townscape character upon its immediate context within other adjoining townscape typologies, leading to a temporary deterioration in perceived landscape / townscape quality. The change in land use from a brownfield site to an active construction site with emerging built form will result in a direct physical impact upon the landscape resource of the Site, however the impact is only considered to be Medium Adverse at the most due to the current derelict brownfield state of the Site and extent of intervening built form, transport infrastructure and vegetation reducing its impact further into the adjoining landscape / townscape character or typology areas.

Table 5.1 Summary of Landscape / Townscape Effects at Construction Stage

Local Townscape Character Area	Townscape Effects - Temporary
Barnet Plateau NLA	Minor Adverse
G3 Yeading Brook River Corridor LCA	Minor Adverse
Metroland STT	Minor Adverse
Tertiary Centres STT	Minor Adverse
Cul-de-Sac STT	Minor Adverse

Construction Effects on Visual Amenity

5.2.8 **Table 5.2** below summarises the findings of the assessment of visual effects during construction. At this stage, it is considered that there would be **Temporary Major Adverse** effects for residential receptors occupying properties along the Freezeland Way to the south of the Site and **Temporary Minor to Moderate Adverse** for pedestrian, cyclists and road users of Freezeland Way, as represented by **Viewpoints 3a** and **3b**. The magnitude of impact is considered to be Large Adverse due to the direct views of the construction activities in the close distance and alteration in a relatively large proportion of the current baseline views. The construction mitigation measures stated earlier will help to reduce the visual intrusion however, this will largely be limited to the ground level construction work. The taller elements of cranes, scaffolding and emerging built form will remain visible. Walkers from the non-designated footpaths to the south of Ickenham Manor will experience some direct views of the upper extent of the construction activities in the distance, which gives rises to the **Temporary Moderate Adverse** effect.

- 5.2.9 For all other visual receptors, given the increasing distance from the Site and dominance of the urban context including intensive transport corridors, temporary effects would be **Minor to Moderate Adverse** at the most, with many considered to be **Negligible Adverse or Neutral**.

Table 5.2 Summary of Visual Effects at Construction Stage

Viewpoint	Receptor	Visual Effects - Temporary
Viewpoint 1	Walkers Visitors to Heritage Assets	Moderate Adverse Minor Adverse
Viewpoint 2	Residents Walkers Road users, pedestrians and cyclists	Minor to Moderate Adverse Minor Adverse Minor to Negligible Adverse
Viewpoint 3a & 3b	Residents Road users, pedestrians and cyclists	Major Adverse Minor to Moderate Adverse
Viewpoint 4a, 4b & 4c	Road users, pedestrians and cyclists	Minor Adverse
Viewpoint 5a, 5b & 5c	Road users, pedestrians and cyclists	Negligible to Minor Adverse
Viewpoint 6	Railway commuters	Minor Adverse
Viewpoint 7	Walkers	Minor Adverse
Viewpoint 8	Residents Walkers Road users, pedestrians and cyclists	Negligible Adverse Negligible Adverse Negligible Adverse
Viewpoint 9	Road users, pedestrians and cyclists	Negligible Adverse
Viewpoint 10	Residents Visitors to Heritage Assets Road users, pedestrians and cyclists	Negligible Adverse Negligible Adverse Negligible Adverse
Viewpoint 11	Residents Visitors to Heritage Assets Road users, pedestrians and cyclists	Neutral Neutral Neutral
Viewpoint 12	Users of sports facilities	Negligible Adverse to Neutral
Viewpoint 13	Walkers Users of sports facilities	Negligible to Minor Adverse Negligible Adverse

5.3 Operational Effects (Year 0 and Year 15)

- 5.3.1 It's assumed that the landscape proposals would be implemented toward the end of construction activities however, it is unlikely that this would be sufficiently established on completion to significantly contribute to mitigation of impacts on townscape and visual receptors. Therefore, the assessment of likely effects at completion Year 0 assumes the worst-case scenario in terms of likely impacts on landscape, townscape and visual receptors.
- 5.3.2 15 years after the landscape mitigation has been implemented, the green infrastructure would be establishing well, substantially increasing the landscape resource, creating a series of integrated street scenes and a range of public open spaces, with enhancements to ecological resources and incorporation of sustainable drainage. Trees planted as part of the Proposed Development, including stands of individual trees, street trees and avenues, would have reached between 8m-12m in height and would provide a meaningful contribution to townscape quality, whilst channelling and framing views across the scheme.

Operational Effects on Physical Landscape / Townscape Resources

- 5.3.3 This section describes the changes to relevant physical townscape resources that may give rise to landscape / townscape character impacts.
- 5.3.4 The main change will be associated with land use, converting a current brownfield site into a residential-led mixed use development comprising high rise apartments, small retail units, community facilities, and green space, etc. There will be minimal change to landform. The Proposed Development will not change the local settlement pattern and there would be no modification to the adjoining local transport links. In terms of land use, potential impacts and effects are considered to be **Beneficial**.
- 5.3.5 The Proposed Development will inevitably introduce an increased density of built form with a greater range of building heights compared to the current built form in the surrounding context. However, the massing and scale are intended to reflect the nature of the Site being allocated as part of the new local centre. The Proposed Development will serve as a landmark feature in the townscape and a focal point to offer a cohesive vernacular. Overall, the local skyline would change giving a new identity to North Hillingdon.
- 5.3.6 The majority of valuable trees on Site or along its boundaries will be retained, a series of high quality and well connected public open spaces will be created, incorporating wide green streets and podium gardens. Opening up a number of new amenity areas of the Site to the public will substantially improve the landscape and townscape resources, with the impact and effects considered to be **Beneficial**.
- 5.3.7 Overall, the impacts and effects upon physical landscape / townscape resources are considered to be direct and mostly **Beneficial**. The influence will be largely limited to the Site and its immediate context, albeit opening up landscape / townscape amenity resources to the wider community. The following sections look into the impacts upon various townscape character areas based on the changes noted above.

Operational Effects on Landscape / Townscape Character

- 5.3.8 **Table 5.3** below summarises the findings of the assessment of operational effects on the townscape at Years 0 and 15. In landscape / townscape terms, as noted above for resources, transformation of a former brownfield site to a high quality residential-led mixed use development with incorporated green infrastructure is considered to enhance the landscape and townscape on and in close proximity to the Site, albeit when balanced against the increased height of built form these benefits would be **Minor Beneficial** at most.

Table 5.3 Summary of Landscape / Townscape Effects on Completion (Years 0 and 15)

Local Townscape Character Area	Townscape Effects – Short to Long Term
Barnet Plateau NLA	Negligible Adverse
G3 Yeading Brook River Corridor LCA	Minor Adverse
Metroland STT	Negligible to Minor Adverse
Tertiary Centres STT	Negligible to Minor Beneficial
Cul-de-Sac STT	Minor Adverse

Operational Effects on Visual Amenity

- 5.3.9 **Table 5.4** below summarises the findings of the assessment of operational effects on views immediately on completion of the Proposed Development (Year 0) and upon establishment of landscape mitigation and enhancement measures (Year 15). As shown in the **Table 5.4**, overall, the majority of receptors will experience effects ranging from **Minor Adverse** to **Negligible Adverse** with some **Neutral**. The walkers to the south of Ickenham Manor (**Viewpoint 1**) and the residential receptors occupying properties off Freezeland Way (**Viewpoints 3a & 3b**) would experience **Moderate Adverse** visual effects in both the short and long term, due to the presence of new built form on the skyline and increasing the urban context in the close distance. Whilst the proposed green infrastructure will not be able to provide sufficient screening to mitigate the upper extents of taller buildings. Once the new trees are established in Year 15, together with retained / reinforced existing

vegetation, there will be further improvement on the streetscape and sense of place for other viewpoints in particular **Viewpoints 4b & 4c**.

Table 5.4 Summary of Visual Effects on Completion (Years 0 and 15)

Viewpoint	Receptor	Visual Effects – Short to Long Term
Viewpoint 1	Walkers	Moderate Adverse
	Visitors to Heritage Assets	Minor Adverse
Viewpoint 2	Residents	Minor to Moderate Adverse
	Walkers	Negligible Adverse
	Road users, pedestrians and cyclists	Negligible Adverse
Viewpoint 3a & 3b	Residents	Moderate Adverse
	Road users, pedestrians and cyclists	Minor Adverse
Viewpoint 4a, 4b & 4c	Road users, pedestrians and cyclists	Negligible to Minor Adverse
Viewpoint 5a, 5b & 5c	Road users, pedestrians and cyclists	Negligible Adverse
Viewpoint 6	Railway commuters	Minor Adverse
Viewpoint 7	Walkers	Minor Adverse
Viewpoint 8	Residents	Negligible Adverse
	Walkers	Negligible Adverse
	Road users, pedestrians and cyclists	Negligible Adverse
Viewpoint 9	Road users, pedestrians and cyclists	Negligible Adverse
Viewpoint 10	Residents	Negligible Adverse
	Visitors to Heritage Assets	Negligible Adverse
	Road users, pedestrians and cyclists	Negligible Adverse
Viewpoint 11	Resident	Neutral
	Visitors to Heritage Assets	Neutral
	Road users, pedestrians and cyclists	Neutral
Viewpoint 12	Users of sports facilities	Negligible Adverse to Neutral
Viewpoint 13	Walkers	Negligible to Minor Adverse
	Users of sports facilities	Negligible Adverse

5.4 Likely Effects on the Contribution of Heritage Assets to Landscape / Townscape

- 5.4.1 The listed buildings / conservation area / scheduled monuments in the study area - in the context of the Site - are mostly contained by their own landscape settings or adjoining urban context, with their physical and visual relationship to the Proposed Development very limited (if any), as demonstrated by **Viewpoints 1, 7, 10 and 11**. Therefore, it is considered that the potential effects upon the setting of the heritage assets are considered neutral or negligible at the most.

5.5 Implications on Local Landscape / Townscape Planning Policies

- 5.5.1 This section reviews the likely effects of the Proposed Development against the various local planning policies as set out in **Section 2** and detailed in **Appendix B**.
- 5.5.2 The Proposed Development will replace the existing overgrown area of undeveloped land with new built form comprising contemporary apartments with a small number of retail and commercial units. High quality development will make a distinctive landmark feature, providing a degree of unification to local townscape character. The new built form will be created in varied heights and scales to respond to the surrounding context, with town houses abutting Freezeland Way and the scale of built form stepping down to the Green Belt to the east of the Site.
- 5.5.3 Trees of value will be retained and incorporated into the proposed framework of green infrastructure. Vegetation along boundaries will be largely retained and reinforced with further planting to form a robust green edge to development. Combined with new planting along internal streets and within open spaces and podium gardens, the landscape resource of the Site will be significantly improved.
- 5.5.4 The combination of high-quality architecture and landscape will create a unique mixed use development that serves as a new focal point and positive backdrop for the North Hillingdon Local Centre, whilst providing a strong Gateway marking entry to North Hillingdon when emerging from the train station and at this busy highway intersection.
- 5.5.5 The implications on Green Belt have been addressed above, stating that the Proposed Development will not result in the reduction of openness or serve to conflict with the five purposes.
- 5.5.6 The multi-functional framework of green infrastructure will maximise benefits for biodiversity, whilst integrating features for sustainable drainage (SuDS).
- 5.5.7 There are no attractive views or views of important landmarks from transport corridors in the vicinity of the Site, therefore the Proposed Development is not considered to conflict with related policy.
- 5.5.8 The proposal for tall buildings on this Site is considered to positively contribute to the character of the Local Centre and Gateway entrance from adjacent transport corridors (road and rail). Local variations in topography (associated with this transport infrastructure) is considered to increase this capacity. The Proposed Development has been designed to respond positively to the local context, ensuring it is well integrated into the surrounding landscape / townscape.
- 5.5.9 The Proposed Development is not considered likely to impact negatively on the setting of listed buildings, Conservation Areas or other heritage assets in terms of landscape / townscape character or views.
- 5.5.10 Overall, it is considered that the Proposed Development complies with planning policies of relevance to landscape / townscape and visual matters.

6 CONCLUSION

- 6.1.1 Bradley Murphy Design have been appointed by Inland Homes to prepare a Townscape and Visual Impact Assessment in support of a full planning application for a residential led mixed use development on a Site of brownfield land formally known as Master Brewer Motel and Public House, Hillingdon.
- 6.1.2 The Site comprises an area of c. 2.53 hectares and is located within the administrative boundary of Hillingdon Borough Council. It is bound to the north by the A40, west by the Long Lane and south by the Freezeland Way slip road to the A40. The very eastern end of the Site abuts an area of the Metropolitan Green Belt that locally lies within a narrow strip of land created by the A40 and its Freezeland Way slip road. The currently derelict Site largely comprises areas of hard-standing (following demolition of previous buildings) and overgrown vegetation in various forms.
- 6.1.3 The TVIA has been carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment Third Edition (2013) (GLVIA3), with reference to other technical notes including GLVIA 3 Statement of Clarification 1/13 (2013) and Landscape Institute Advice Note 01/11, Photography and Photomontage in Landscape and Visual Impact Assessment (2011).
- 6.1.4 The extent of the Study Area was determined at 2km radius by considering Zone of Theoretical Visibility (ZTV) modelling and initial findings of the baseline appraisals.
- 6.1.5 The TVIA has included a review of: planning policies from national to local level of relevance to landscape / townscape and views; the content and recommendations of published landscape character assessments; the existing key features and character of the Site and its context; views towards the Site and Proposed Development.
- 6.1.6 As identified in the emerging Local Plan and Site Allocations and Designation document, the Site occupies the western end of Site B as defined in Policy SA14 Master Brewer and Hillingdon Circus, Hillingdon and it will form an essential part of the future local centre of North Hillingdon. SA14 is considered to be suitable for residential-led mixed use development.
- 6.1.7 In relation to landscape character, the Site is located within NCA115 Thames Valley, which is a low lying area covering a diverse of landscape of urban, suburban settlement, infrastructure networks and fragmented agricultural land. At a regional level, there are 22 Natural Landscape Areas identified by London's Natural Signatures - of which the Site is located within the Barnet Plateau, a relatively elevated area of the landscape on the north west rim of the London Basin, which retains pockets of countryside within the urban fabric of London that are intersected by major roads. At a local level, as defined in Hillingdon's Landscape Character Assessment, the Site is located within the G3 Yeading Brook River Corridor which is comprised of a mosaic of habitats along the floodplain of Yeading Brook with good vegetation coverage offering wooded character and strong degree of containment.
- 6.1.8 In relation to townscape character, Hillingdon's Landscape Character Assessment broadly identified 7 townscape types, with the Site located within the Inter-war Suburban / Metroland areas. The Hillingdon Townscape Character Study (2013) describes the quality, variety and local distinctiveness of the townscape and identifies 16 specific townscape topologies. As reported, the Site lies adjacent to the Metroland, Cul-de-Sac and Tertiary Centre typologies.
- 6.1.9 The potential visual envelope of the Site is relatively restricted with direct views limited by existing built form including various transport corridors within the surrounding settlement. The good vegetation coverage along the Site's boundaries and within the surrounding context also makes great contribution to the visual containment of the Site. 18 viewpoints have been selected to represent the range of views from visual receptors that have the potential for direct, partial, filtered or glimpsed views of the Site and the Proposed Development.
- 6.1.10 The TVIA draws together the townscape and visual baseline information, summarises the key design principles, mitigation and enhancement measures of the Proposed Development and form part of the iterative design process to inform the masterplan, maximising the positive influence of the Proposed Development on its surrounding context.
- 6.1.11 Overall, the impacts and effects upon physical landscape / townscape resources are considered to be direct and mostly **Beneficial**. The influence will be largely limited to the Site and its immediate context, albeit opening up landscape / townscape amenity resources to the wider community. The

following sections look into the impacts upon various townscape character areas based on the changes noted above.

- 6.1.12 The assessment of likely effects of the Proposed Development included consideration of the following three stages: construction; immediately on completion (Year 0); and during operation after establishment of landscape mitigation (Year 15).
- 6.1.13 All the landscape and townscape effects at the construction stage have been assessed to be **Temporary Minor Adverse**. There would be **Temporary Major Adverse** effects for residential receptors occupying properties along the Freezeland Way to the south of the Site and **Temporary Minor to Moderate Adverse** for pedestrian, cyclists and road users of Freezeland Way. Walkers from the non-designated footpaths to the south of Ickenham Manor will experience some direct views of the upper extent of the construction activities in the distance, which gives rise to the **Temporary Moderate Adverse** effect. For all other visual receptors, visual effects would be **Temporary Minor to Moderate Adverse** at the most, with many considered to be **Temporary Negligible Adverse or Neutral**.
- 6.1.14 Operational Effects (Year 0) and (Year 15) have been considered together due to the limited change in effects to townscape and visual amenity between these periods. In terms of landscape/townscape, the effects would be **Minor Beneficial** at most on and in close proximity to the Site as result of the notable improvement on physical townscape resources. The introduction of built form that is taller than currently exists in the surrounding context would result in adverse impacts and effects to some areas of landscape and townscape however, these are considered to be **Negligible – Minor Adverse** at most. For visual effects, the majority of receptors will experience effects ranging from **Minor Adverse** to **Negligible Adverse** with some **Neutral**. The walkers to the south of Ickenham Manor and the residential receptors occupying properties off Freezeland Way would experience **Moderate Adverse** visual effects in both the short and long term, due to the presence of new built form on the skyline and increasing the urban context in the close distance.
- 6.1.15 Heritage features including the listed buildings, conservation area and scheduled monuments in the Study Area in the context of the Site are mostly contained by their own landscape settings or adjoining urban context, with their physical and visual relationship to the Proposed Development very limited (if any). Therefore, it is considered that the potential effects upon the settings of the heritage assets are considered neutral or negligible at the most.
- 6.1.16 The Proposed Development is also considered to comply with the landscape / townscape requirements of planning policy. The Proposed Development will not result in the reduction of openness or serve to conflict with the five purposes of the Green Belt.
- 6.1.17 As described in the TVIA **Methodology** at **Appendix A**, Major and Substantial effects are considered to be material to decision making, with Moderate effects potential to be material to decision making. Based on the above summaries of the assessment, it is considered that the Proposed Development accords with the landscape / townscape requirements of planning policy and can be accommodated without giving rise to important material landscape, townscape and visual effects.

APPENDICES

APPENDIX A – METHODOLOGY

APPENDIX B – PLANNING POLICY

APPENDIX C – FIGURES

APPENDIX D – VIEWPOINT PHOTOGRAPHS

APPENDIX E – SCHEDULE OF LIKELY LANDSCAPE/TOWNSCAPE EFFECTS

APPENDIX F – SCHEDULE OF LIKELY VISUAL EFFECT

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