



HILLINGDON TOWNSCAPE CHARACTER STUDY

October 2023

Urban Initiatives Studio /
Hillingdon Council



Grand Union Canal, Cowley



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EXECUTIVE SUMMARY

In 2022 Hillingdon Council (HC) instructed Urban Initiatives Studio (UI) to revise the previous townscape study, produced by Allies and Morrison (AM) in 2013. The expanded report incorporates the requirements of Policy D1 of the London Plan (2021) and the subsequent draft guidance which has been published by the Mayor of London.

It describes the townscape of the London Borough of Hillingdon and forms part of the suite of documents that have been prepared to inform local planning policy. It sets out the origins and development of the borough, maps its current form, describes the various places and development types which the borough contains and identifies key issues

The Borough of Hillingdon covers a wide range of different areas, each with their own particular origins and character. This range of character stretches from the Victorian development of the canal and railway corridors with their strong industrial character, through the varied development along the Uxbridge Road and into the lower density suburbs in the northern part of the borough which give way to the countryside beyond. Mingled in with this are substantial features including Heathrow airport, fragments of farmland and the hamlets which pre-existed the urban growth.

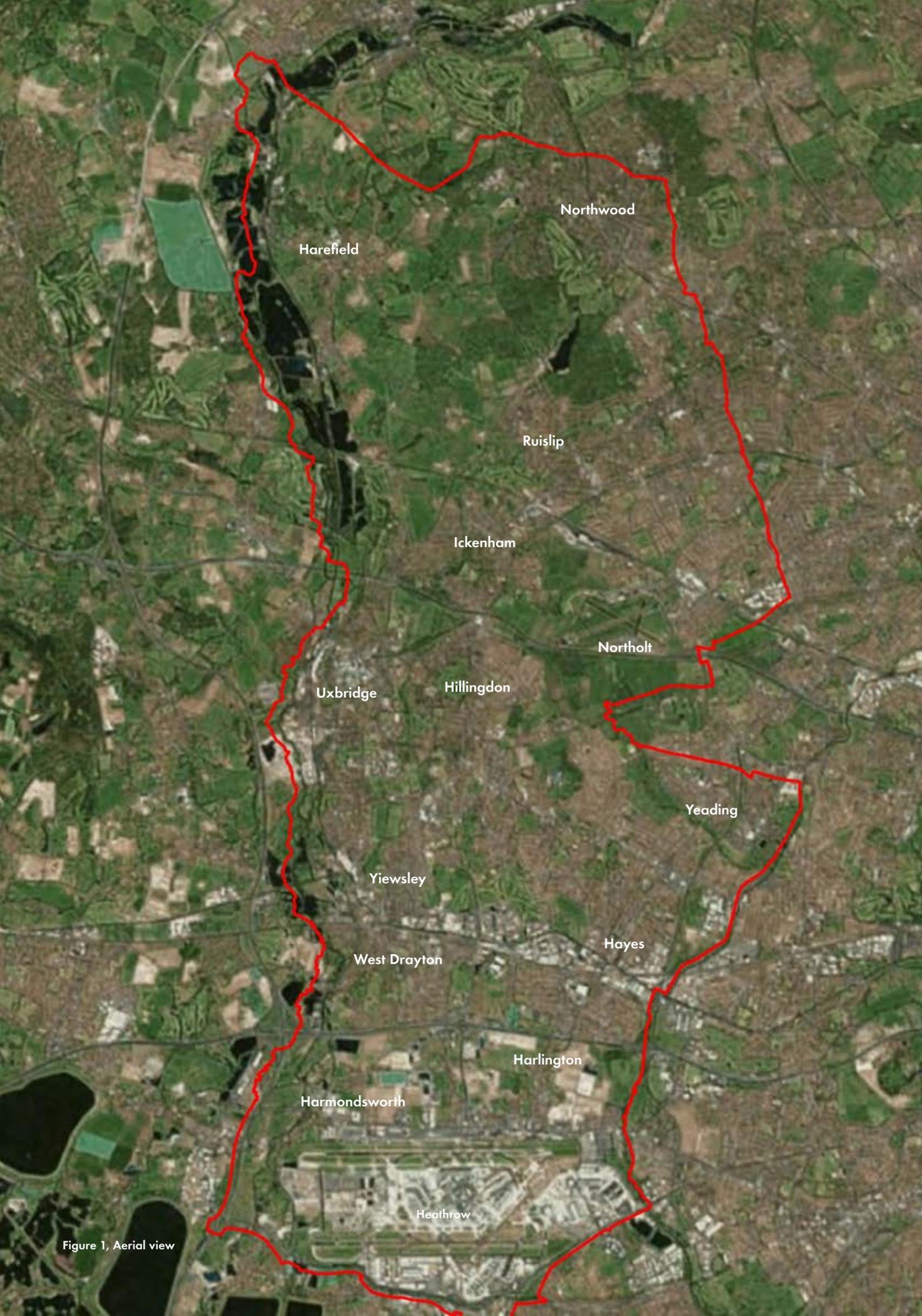


Figure 1, Aerial view

Colne Valley corridor
- defining a clear western edge to the borough dominated by canal, rivers and larger bodies of water.

Northern Green Belt - a consolidated open area of Middlesex countryside with rolling farmland and woodland.

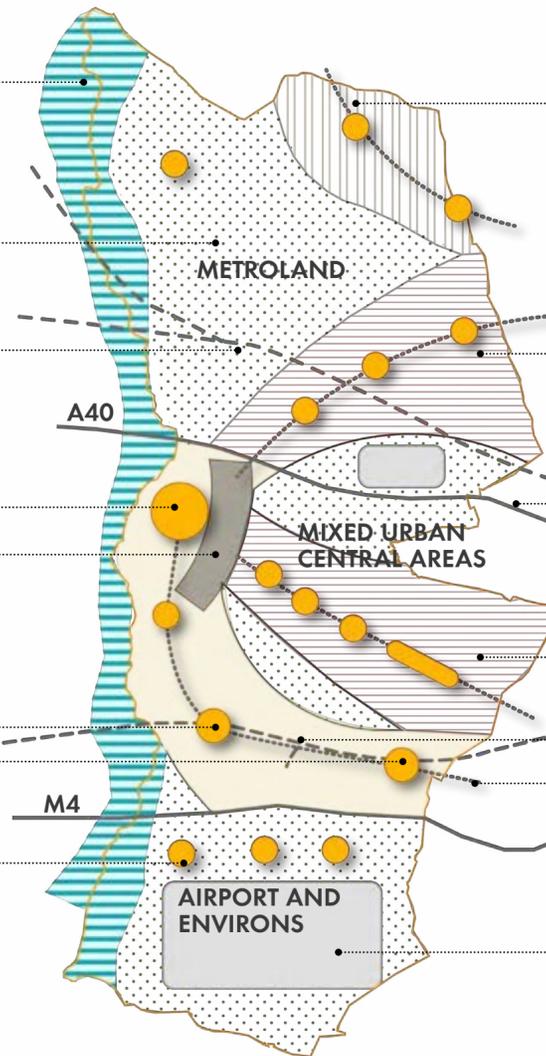
HS2, Denham, GWR train lines

Uxbridge - Metropolitan centre of sub-regional importance, the dominant focus of the borough's commercial and civic life.

Campus belt - A zone of campus development around Uxbridge including Brunel University, Hillingdon College and associated sports facilities.

Hayes and West Drayton - both local town centres have experienced a recently intensification through modern development

Heathrow villages - A group of small historic villages (Harmondsworth, Sipson, Harlington, Longford and Cranford) which predate the development of Heathrow airport after 1940



Metropolitan Line northern corridor - Affluent lower density suburban settlements, not orientated towards the heart of the borough.

Piccadilly/Metropolitan/Central line - significant interwar suburbs along the tube line, many of which have surviving historic fragments related to the river Pinn Corridor.

A40 - creates a severance between suburban North and parts of the more urbanised, industrial South containing buildings of larger urban grain

Uxbridge Road corridor - suburban growth along the historic route from central London to Uxbridge and on to Oxford.

Elizabeth Line

Canal corridor - Industrial development following the Grand Union Canal and the focus for significant growth and change.

Heathrow - a dominant use which tends to exclude development not directly associated with airport functions. Very little suburban growth south of the M4.

Context for change

In Hillingdon, the population size has increased by 11.7%, from around 273,900 in 2011 to 305,900 in 2021. This is higher than the population increase for London (7.7%). Hillingdon is the third least densely populated of London's 33 local authority areas, with around 19 people living on each football pitch-sized area of land (equivalent to 47 people per hectare), compared to Tower Hamlets which has become the most densely populated area with the equivalent of around 112 people per pitch (equivalent to 277 people per hectare).

The Local Plan envisaged substantial population growth of 14% between 2012 and 2026 and the 2021 London Plan identifies the need for housing growth of 1,083 new homes per annum on average between 2019/20 and 2028/29.

Much of this growth will be focussed on areas with good existing facilities. There is pressure for growth already being experienced around centres including Hayes and Yiewsley/West Drayton. In these locations Crossrail has significantly improved journey times to central London, making them much more attractive as development locations. Pressures for bulkier and taller buildings have been felt, along with the pressure for loss of industrial land for residential development in more accessible locations.

These pressures for denser development challenge the prevailing low-rise and low density form of the existing buildings. It is therefore important that new development works closely to create places and spaces which continue to integrate with the existing townscape.

Borough-wide analysis

Analysis of borough-wide data has been undertaken and is presented as a series of analytical mapping layers. These identify the key physical features of the borough such as topography as well as policy designations such as conservation areas and listed buildings. They also map data such as public transport accessibility and demographic data on the relative affluence of different areas, providing a broader understanding of the interplay between physical and social characteristics.

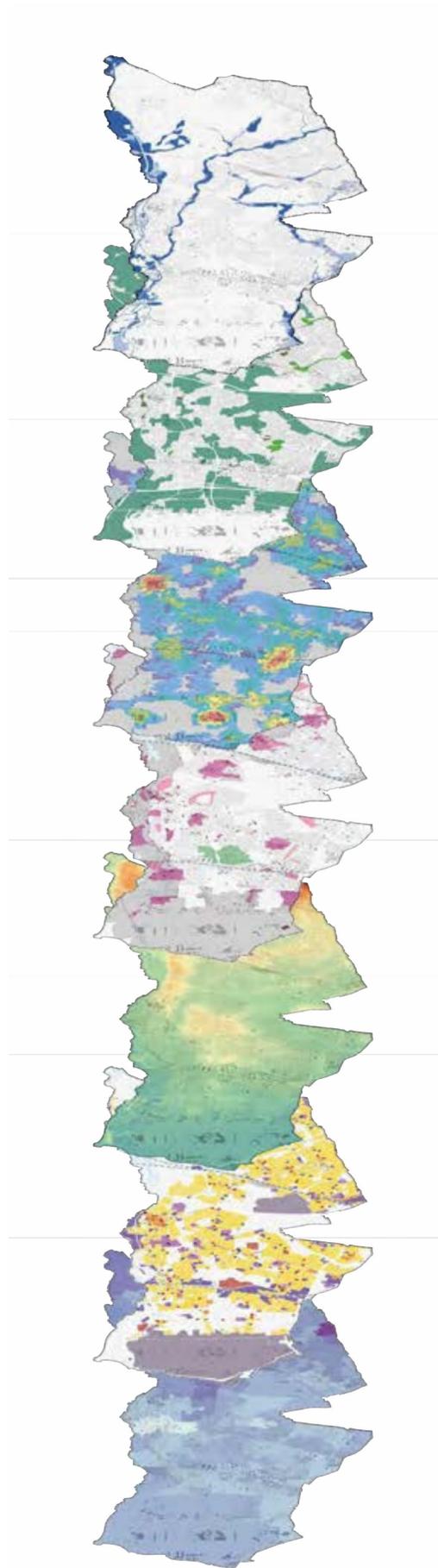


Figure 1: Layering of analysis mapping

Hillingdon's places

Hillingdon is a collection of distinct places, each with their own story, rather than one single homogenous entity.

The borough has evolved as a collection of villages and larger settlements which have grown and, in many instances, coalesced over time. Whilst the definition between places may no longer be so geographically clear, each place still retains its own character and identity. This is evident in the street pattern and architecture of the original centres and names used to describe places. The typology review also shows the extensive range of characters across the borough.

The report maps and describes the structure of the borough's places, their particular character and the issues which are of particular relevance. The various places are considered in groups which reflect similar origins, based on the development corridors identified through the key features diagram.

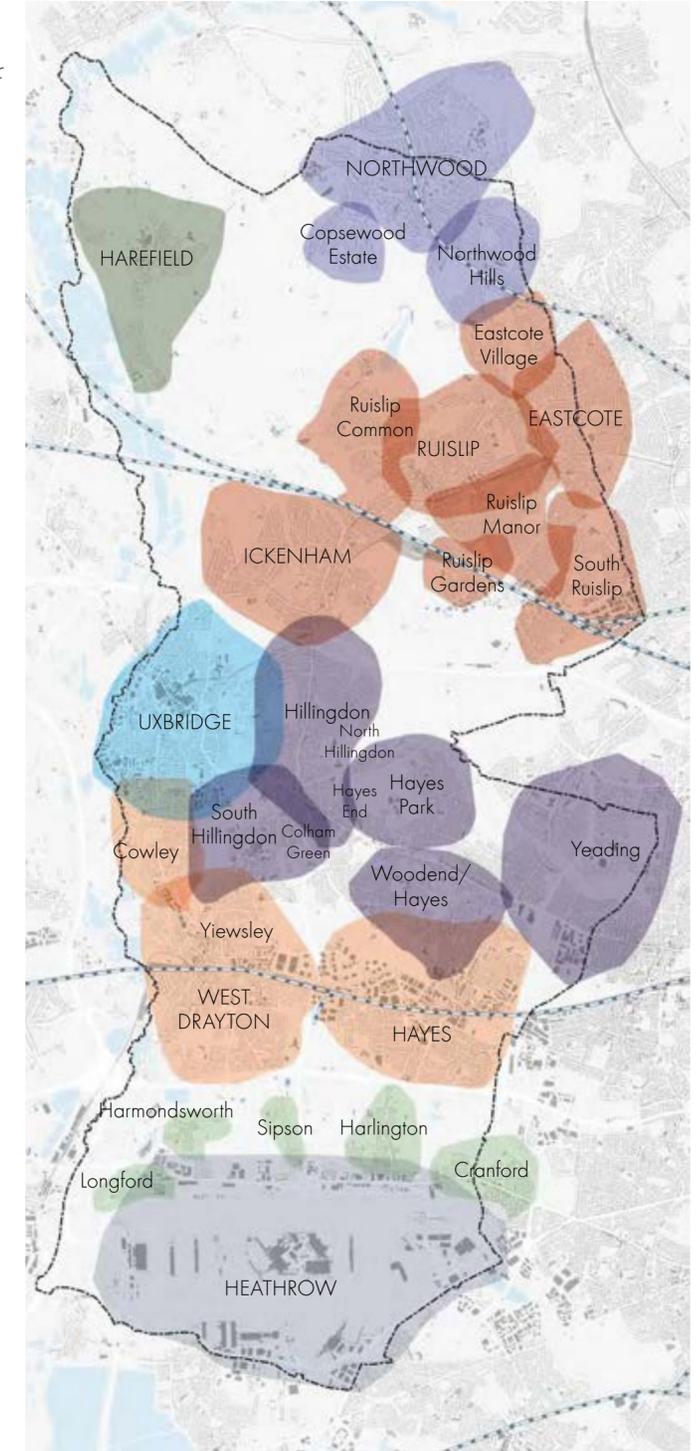


Figure 2: Hillingdon's Places

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1. INTRODUCTION

In 2013 Hillingdon Council commissioned Allies and Morrison Urban Practitioners to undertake a town scape characterisation study of the borough. As part of the evidence base for the new local plan, Hillingdon Council tasked Urban Initiatives Studio in 2022 to undertake an update of the report.

Hillingdon is a fascinating borough. It has seen waves of development over the last two centuries, and each has left distinctive elements within the urban landscape. As the borough's settlements continue to grow and evolve, it is timely to take stock of what the last two centuries have delivered on the ground.

Borough background

The Borough of Hillingdon was formed in 1965. Its creation combined the following former districts:

- The Municipal Borough of Uxbridge;
- Hayes and Harlington Urban District;
- Ruislip-Northwood Urban District; and
- Yiewsley and West Drayton Urban District.

According to the latest census data from 2021 the borough is home to 305,900 residents, which is an increase of approximately 11.7% since the 2011 census. By comparison, London's population has increased by 7.7% in the same period. This growth rate suggests the borough has experienced additional pressures to those being experienced London-wide. Hillingdon is the second largest of the London boroughs by area at 11,570ha, of which a significant portion is countryside or green space. This land use character is quite different to the London average and suggests that accommodating a growing population through denser development may have more impact on local character given the predominantly suburban setting. The borough is home to one of the busiest and largest international airports in the world, Heathrow, which now takes up one quarter of the borough's southern area and has a unique character.

A landscape character assessment for the borough was produced in 2012 and provides place-based evidence about the character, function and quality of the landscape in Hillingdon. The assessment also included some high level townscape characterisation to complement the more detailed landscape character descriptions.

The purpose of this urban characterisation study is to provide more detail on the character of the borough's townscape.

Aims and objectives

The Townscape Character Study maps the quality, variety and significance of the borough's 'character areas' to help assess their relative historic significance, importance and local distinctiveness. This evidence base will help to ensure that development proposals affecting each character area are assessed on their individual merits, with a clear understanding of their context.

The aims of the study are to:

- analyse the form, characteristics and special attributes of the townscape of the borough;
- identify elements that are distinctive, and define the character of each character area; and
- provide a useful tool with regard to shaping the future development of these areas.

This study will provide a piece of environmental evidence in support of the Local Plan, reflecting both the requirements in the National Planning Policy Framework which requires policies to be "based on ... an understanding and evaluation of [an area's] defining characteristics", and the requirement to undertake area assessments to define the characteristics, qualities and value of different places, as outlined in Policy D1 of the London Plan (2021).

Methodology

This study seeks to define aspects of the urban environment which make Hillingdon unique and to provide a baseline against which future development should be judged. The main focus of the study has been to analyse and map the physical character of the borough, defining a set of unique typologies which are present in Hillingdon and their qualities.

As a result of both the townscape and the landscape characterisation studies, each part of the borough has now been assessed and its main qualities outlined. This report provides an important resource to guide future development in the borough - where applicants can identify the character area within which their site lies and use the typologies identified to inform a character and context-led approach to the design of their scheme.

Disclaimer

The study has been undertaken by a consultant with input from the local planning authority where appropriate. Commentary and analysis of the data is based on expert opinion only and does not constitute new policy. Whilst this will form part of the evidence base for the new Local Plan, the local planning authority is not bound by its finding and will need to incorporate other evidence and views in its decision-making.

All data reflects a point in time. Some data has been aggregated over a large area and may not be reflective of a specific site within it or its specific constraints. Whilst applicants are encouraged to review information within this document prior to designing proposals, it should not be used as a substitute for conducting necessary evidence expected as part of a planning decision.

Report structure

The townscape characterisation study comprises the following sections:

Section 2 summarises the evolution of the borough, identifying the key historical influences which have shaped the towns and villages in the borough.

Section 3 provides an analysis of the physical form of the borough. It sets out an overview of the planning policy context, outlines the morphology of the borough, the relationship between development and topography and highlights the designated Conservation Areas.

Section 4 documents the urban typology found in the borough, providing a definition of the various character types and its distribution around the borough.

Section 5 looks at Hillingdon's places to provide a more in depth analysis of their character, history, and place within the borough's hierarchy of places.

Section 6 provides an overview of different densities in the borough. It analysis the intensity of urbanisation across the whole borough.

Section 7 defines and categorises tall buildings and set's out a differentiated tall building height thresholds for the whole borough.

Key challenges

- 1. Context:** The need to raise the quality of urban design in all parts of the borough, but particularly in those degraded by prominent or successive insensitive developments, whilst faced with competing objectives.

Heritage assets should be well integrated and are key to enrich the character of the area. Listed buildings should become focal points in future developments, be sensitively framed and assist with wayfinding.

- 2. Movement:** Improving North South connections and linking employment, residential areas and transport hubs with safe and inclusive active travel infrastructure. Improved wayfinding and walking and cycling infrastructure are important aspects to support a healthy lifestyle and to provide sustainable mode of transport.

- 3. Nature:** Hillingdon has a large area of open space with distinctive mature trees, but just circa 48% is publicly accessible. Protecting and enhancing the amount of greening in new developments to provide amenity space, enhanced biodiversity, air quality improvements, sustainable drainage and other climate mitigation.

Resisting the loss of front and rear gardens particularly from car parking, ancillary residential space (e.g. Bin storage), extensions and outbuildings.

Ensure developments along Grand Union Canal and along rivers enhance existing wildlife and provide public access to open water.

- 4. Built Form:** Ensuring tall buildings make a positive contribution to existing urban form from immediate and long distance views and are enhancing the skyline and aid wayfinding.

Ensuring the development of small sites are well-designed and integrate successfully with their surroundings, including high quality extensions, conversions, infill and redevelopments.

- 5. Identity:** Interpreting local design character to inspire future residential and industrial development to avoid poor pastiche development (accepting that pastiche can be acceptable if done well and located in the right place). The choice of materials in new developments should be inspired by borough's built heritage.

Hillingdon has a number of iconic buildings, which are known outside the borough of different styles. Examples include the former EMI 'The Record store building', Uxbridge Station and the ensemble of office buildings within Stockley and Hayes Park. It's distinctive character needs to be preserved, when considering thermal envelope upgrades.

- 6. Public Space:** Managing the potential for some very large sites to create distinctive neighbourhoods and improve social, transport and green infrastructure. New public open space in major developments can foster informal encounters, assist in forming community networks and contribute towards developing a sense of belonging and cohesion.

Streetscape quality improvements (public realm, street furniture, public art, urban greening and signage) are needed in many parts of the borough, but particularly the urban centres, in particular housing estates, along Uxbridge Road and high streets to support the local economy.

- 7. Uses:** Ensure uses are delivered in appropriate locations and foster the integration of compatible uses to create vibrant places. Ancillary and primary uses need to be careful allocated to create active frontages and attractive street scapes. Ancillary and primary uses need to be careful allocated to create active frontages and attractive street scapes.

- 8. Homes and Buildings:** The need to build a mix of typologies in order to accommodate diverse and inclusive communities. This requires different housing typologies and non residential accommodation.

- 9. Resources:** The need to optimise the use of brownfield land to meet dynamic population growth and continue to protect sensitive areas that are not appropriate for growth.

Need to accommodate the intensification of industrial land to increase employment opportunities and to ensure it successfully integrates with surrounding neighbourhoods and limits harmful externalities.

- 10. Lifespan:** Material choice should be informed by longevity, weathering and should consider circular economy principles. Synergies between different building types need to be utilised and buildings orientated optimize solar gain and reduce energy consumption. Surface water discharge must be limited and flood risk mitigated.



PRIVATE
LAND

CARNATION GARDENS
PRIVATE ROAD

HAYES
VILLAGE
SALES SUITE
VISITOR PARKING

HAYES
VILLAGE

2. EVOLUTION OF THE BOROUGH

2. EVOLUTION OF THE BOROUGH

Hillingdon - a collection of places

The Borough of Hillingdon was formed in 1965. It brought together a collection of urban districts and wider rural areas, each with their own history and characteristics:

- Uxbridge grew up alongside the River Colne on the ancient route between London and Oxford. In the 18th century Uxbridge was a major corn market and flour milling centre. It was also important for business and as a civic centre for West Middlesex and Buckinghamshire.
- The areas of Hayes and Harlington were a collection of small villages until the explosion of industries around the canal and rail line in the 20th century.
- Ruislip developed as a quiet village around a former Norman castle on the site of the Manor Farm House, until it became a focus for suburban growth in the early 20th century.
- Northwood was a small hamlet set on higher open and wooded landscape until late in 19th century when Northwood station opened and the settlement developed into a vibrant town.
- Yiewsley and West Drayton are settlements which thrived as a result of the canal, with local industries including brickyards, the product of which was carried on barges into central London.

The surviving historic fragments in the borough are explored in more detail in Chapter 4, pages 62-63.

Waves of historical development

Over the past two centuries, the borough has transformed from a collection of small settlements set within productive countryside, into an urban borough with distinctly different parts.



Grand procession to mark the opening of the Grand Union Canal Paddington Arm, 1801

Source: www.gerald-massey.org.uk (shown here with kind permission)

Beginnings: Rural settlements and countryside

- Until the 18th century the area covered by the modern day borough of Hillingdon was dominated by agricultural production with small hamlets and villages.
- Ruislip was established by Saxon times. Manor Farm is one of the oldest remaining sites in the borough - the Motte and Bailey are possibly pre-Norman.
- Uxbridge Road is an important and ancient route running between London and Oxford.
- Uxbridge itself started life as a daughter settlement to the village of Hillingdon.
- West Drayton /Yiewsley was a fairly significant settlement of a more urban character by the mid 19th century

Arrival of the Grand Union Canal

- The Grand Union Canal was cut through the borough in the last decade of the eighteenth century. As with all canals it strikes a balance between a direct route and a level route, skirting the western edge of the borough until the land is sufficiently flat to head east towards the centre of London without the need for major tunnels or flights of locks.
- The canal was originally known as The Grand Junction Canal and ran from Birmingham to the Thames. It included a number of locks in Hillingdon and also the famous Hanwell Flight in Ealing. The Paddington Branch was completed in 1801 and there was also an arm built to serve Slough.
- The canal was influential in supporting the rapid growth of Georgian and Victorian London, supplying building materials and produce.



Timber yard at Hayes Bridge Wharf

Source: www.gerald-massey.org.uk (shown here with kind permission)

Railways and suburban development

- The Great Western Railway opened from Paddington station in London as far as Maidenhead Bridge station in 1838, and quickly extended all the way through to Bristol. A station at West Drayton was opened at the same time, but Hayes station was not constructed until 1868.
- The Metropolitan Railway first extended into the borough and out to Rickmansworth in 1887.
- In 1904 the branch line from Harrow-on-the-Hill to Uxbridge was opened.
- A total of 8 stations on the Metropolitan Line were established in the borough, and around many of these new connections significant housing developments took place - delivering the suburban dream in the form of "Metroland".
- Established in 1919, the Metropolitan Railway Country Estates Ltd (MRCE) built a series of new residential estates around the route of the Metropolitan line in Eastcote, Rayners Lane, Ruislip and Hillingdon. Generally the estate planning and layout was organised by MRCE, which then sold the plots on to property developers who had the housing built to their own specifications.
- In 1909, Kings College held a competition to develop a plan for a Garden Suburb covering areas of Ruislip and Northwood. The Soutar plan emerged from this competition and set the layout and densities which were ultimately followed in these areas. The Soutar plan was incorporated into a much larger plan which was approved in 1914.
- Ruislip Manor was later developed as Manor Homes estate between 1933 and 1939 adjacent to the small halt established here by the Metropolitan Railway in 1912. The huge influx of new homeowners meant the small halt was no longer adequate and a new station was opened in 1938.



Airports

- Heathrow has a major impact on the southern half of the borough. It is a dominant form in terms of its land use, the infrastructure required to sustain it and the impact it has in terms of safety zones, noise and air quality.
- RAF Northolt dates from World War I and continues to play a significant role for the RAF as well as civilian aircraft.

Present day

Today, Uxbridge metropolitan centre is the most sizeable of the centres in the borough. The town has historically been the most dominant in the area - in the 18th century Uxbridge was the major corn market and business and civic centre for west Middlesex and south Buckinghamshire and was a very important flour milling centre. As the importance of the agricultural market declined, Uxbridge continued to prosper through other industries but remained a relatively sleepy market town in the nineteenth century. Significant retail and residential development following the Metropolitan Railway connection heralded major change for Uxbridge, providing the basis for its status today.

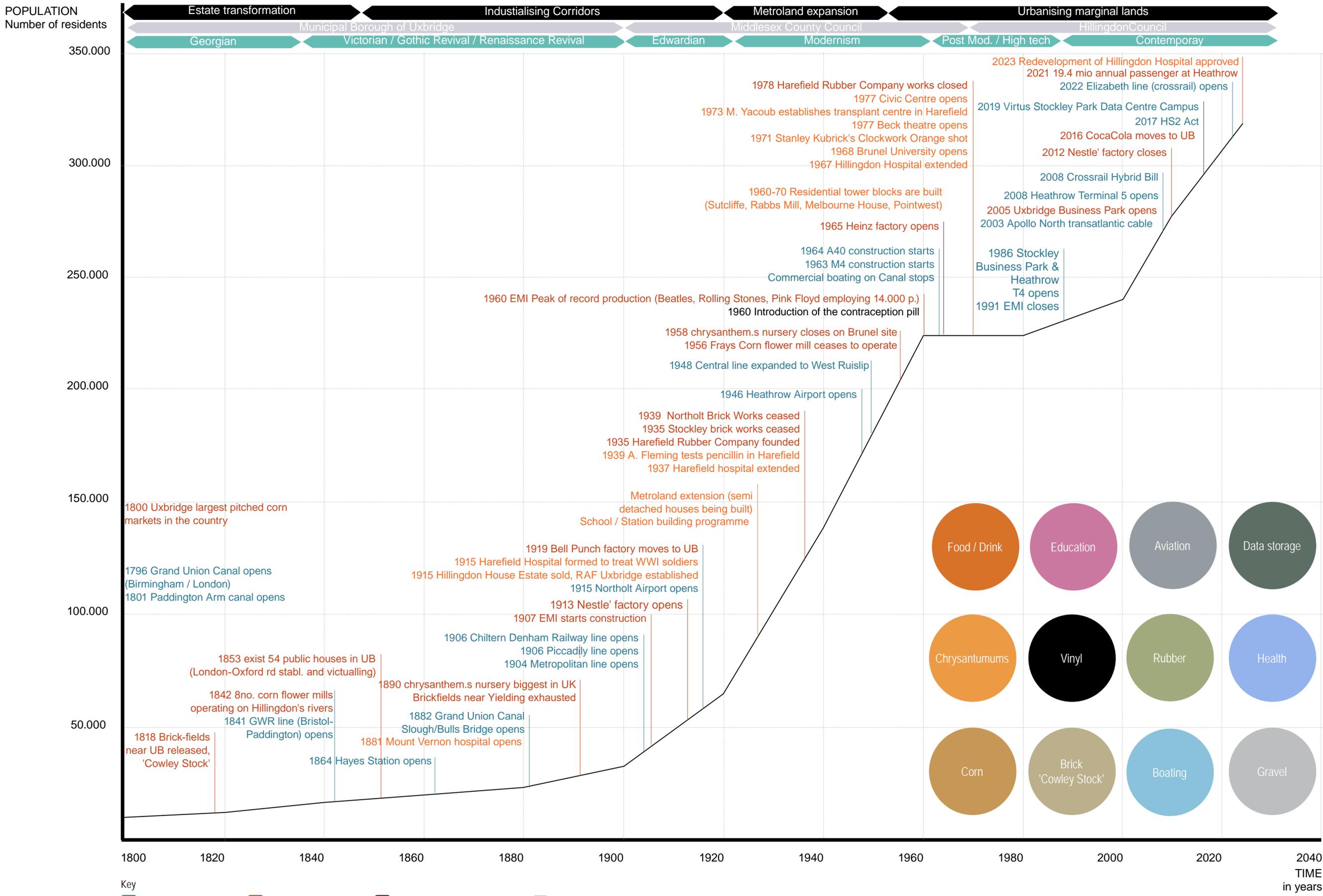
Significant post-war redevelopment had a major impact on the borough, and brought a new style of building and construction to local neighbourhoods. Traffic congestion also became problematic as car ownership grew after the second world war, with new infrastructure interventions taking place to increase the capacity of the borough's roads.

As former industries, particularly along the canal corridor have gradually been lost, the borough has seen the development and re-development of these areas. This includes major projects such as redevelopment of the former EMI site adjacent to the railway in Hayes. Other significant changes in recent decades have seen a gradual shift away from industry towards business jobs, with the growth of business parks such as Stockley Park.

*Gaily into Ruislip Gardens
Runs the red electric train,
With a thousand Ta's and Pardon's
Daintily alights Elaine;
Hurries down the concrete station
With a frown of concentration,
Out into the outskirts edges
Where a few surviving hedges
Keep alive our lost Elysium
- rural Middlesex again.*

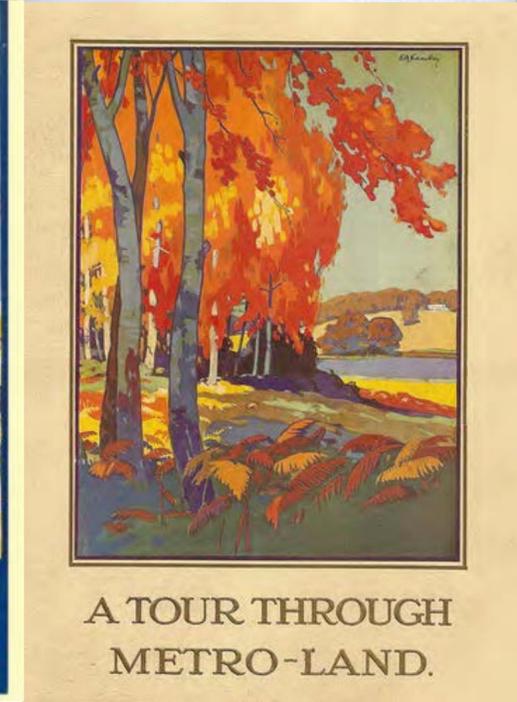
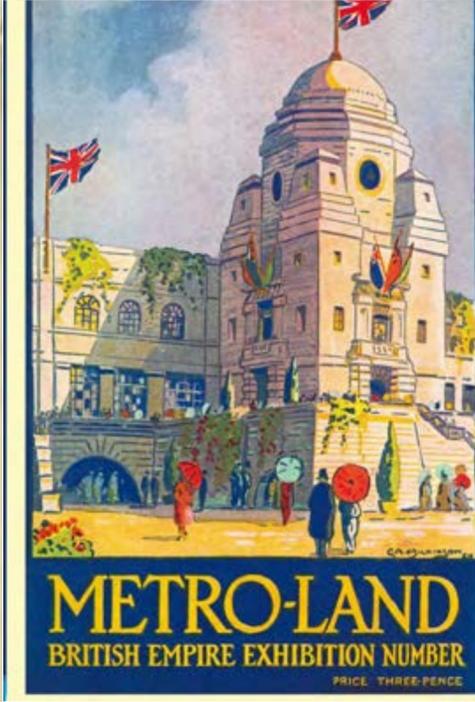
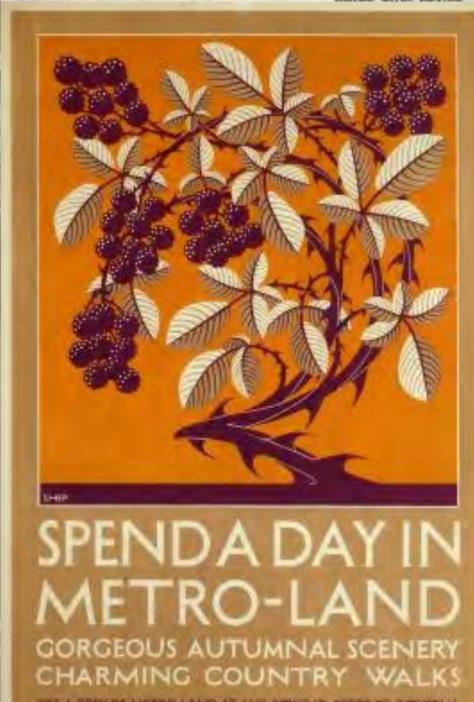
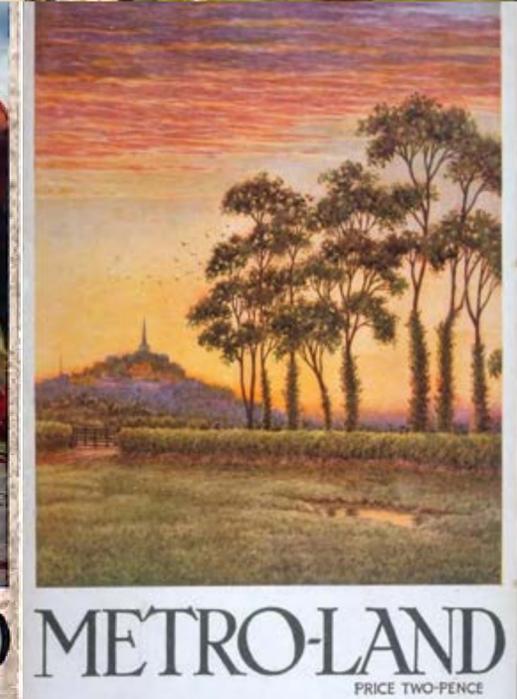
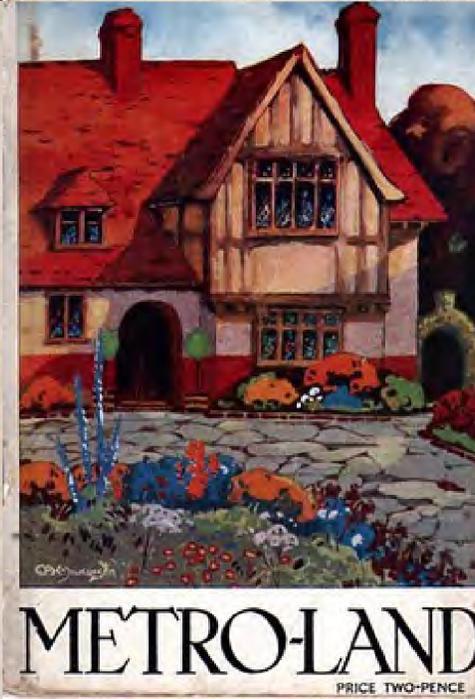
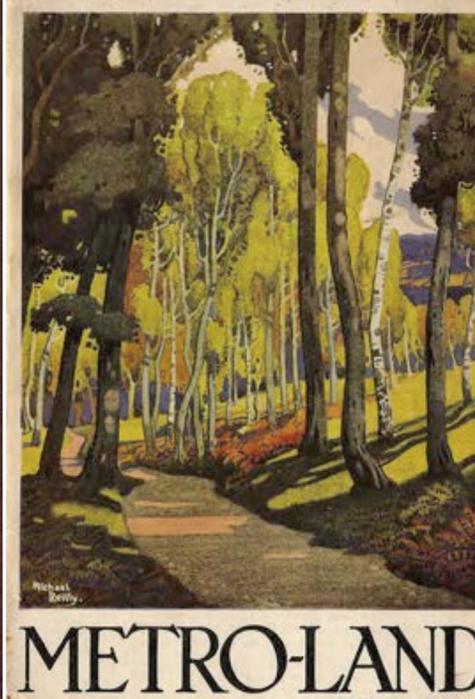
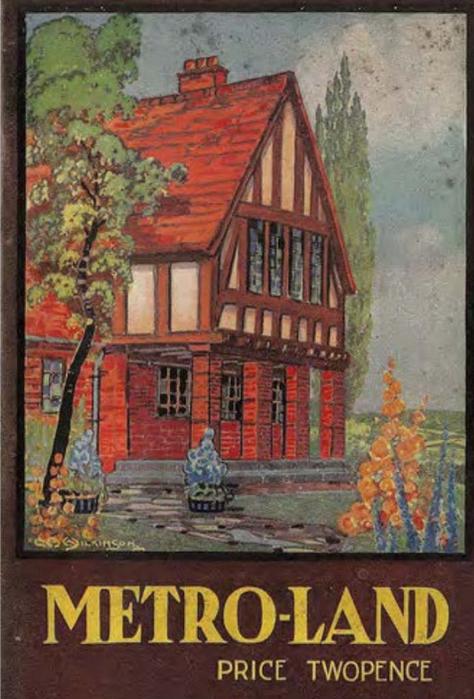
From "Middlesex" by John Betjeman, 1954

Metroland poster images, shown here under licence
© London Transport Museum





Typical street, Ruislip



1856 OVERLAY

Figure 4 shows the historic settlements in the borough as they were mapped in 1856 overlaid into a modern plan, using the historic names of the centres. It illustrates the scale of the transition which has taken place from a collection of small settlements through to large scale development in 150 years.

Figure 4 demonstrates the role which the historic centres have played in acting as the seed for this substantial growth, although some areas of suburban expansion are notable for their lack of historic origins.



High street, Ickenham
© Hillingdon Council



Historic Centre, Harmondsworth
© Hillingdon Council

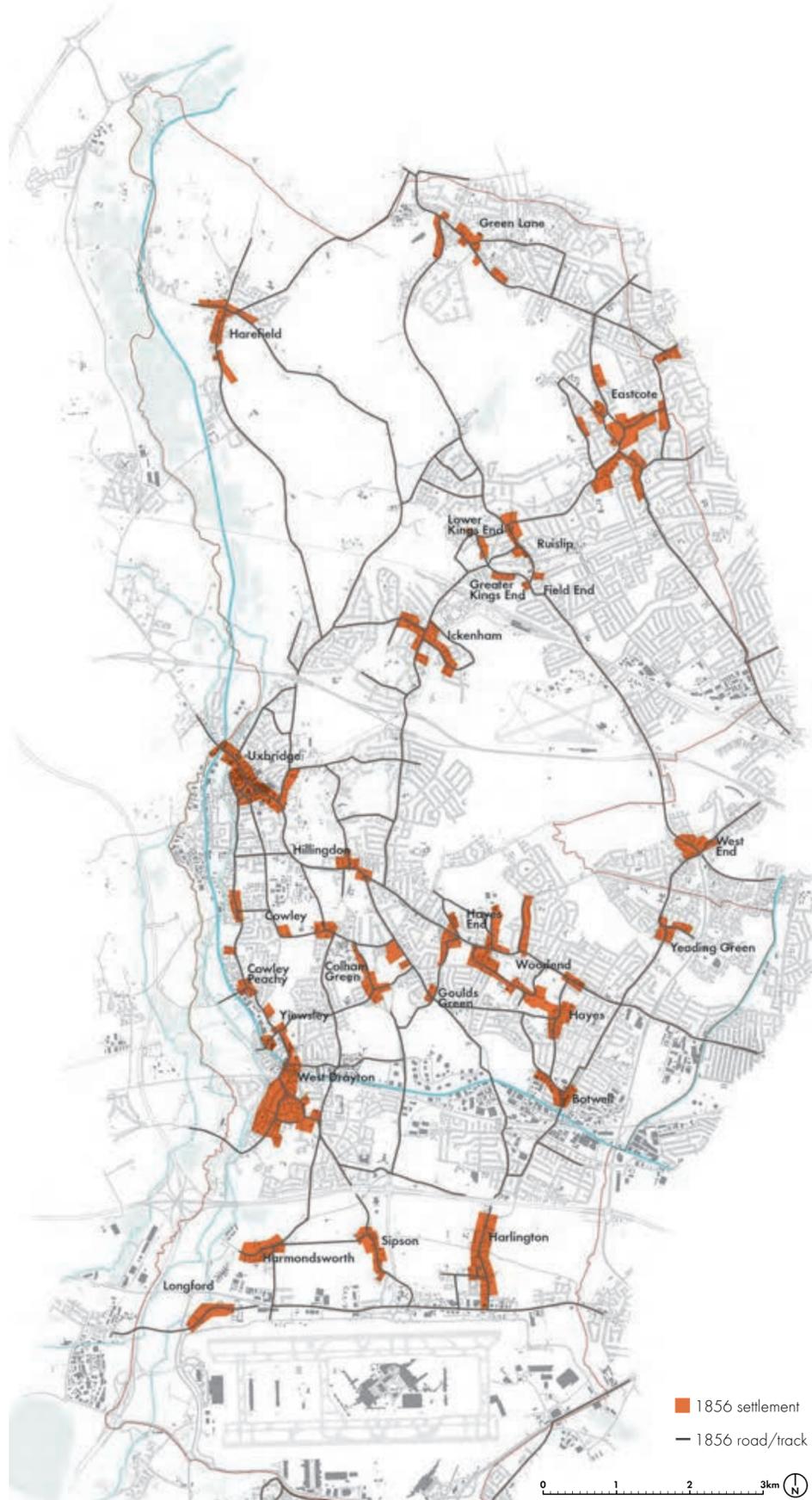


Figure 3: Settlements and routes from 1865

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1944 AERIAL

This aerial photograph taken at the end of the Second World War captures a significant period in the life of Hillingdon.

RAF Northolt in the centre of the borough served as the main London airport between 1942 and 1952.

The result of the rapid expansion of Heathrow during the war can be seen in the southern part of the borough, whilst the carefully composed patterns of streets can still be clearly seen in the central belt - as yet without mature landscape.

Other parts of the borough such as Barnhill Estate are still clearly under construction, with streets laid out awaiting new housing.

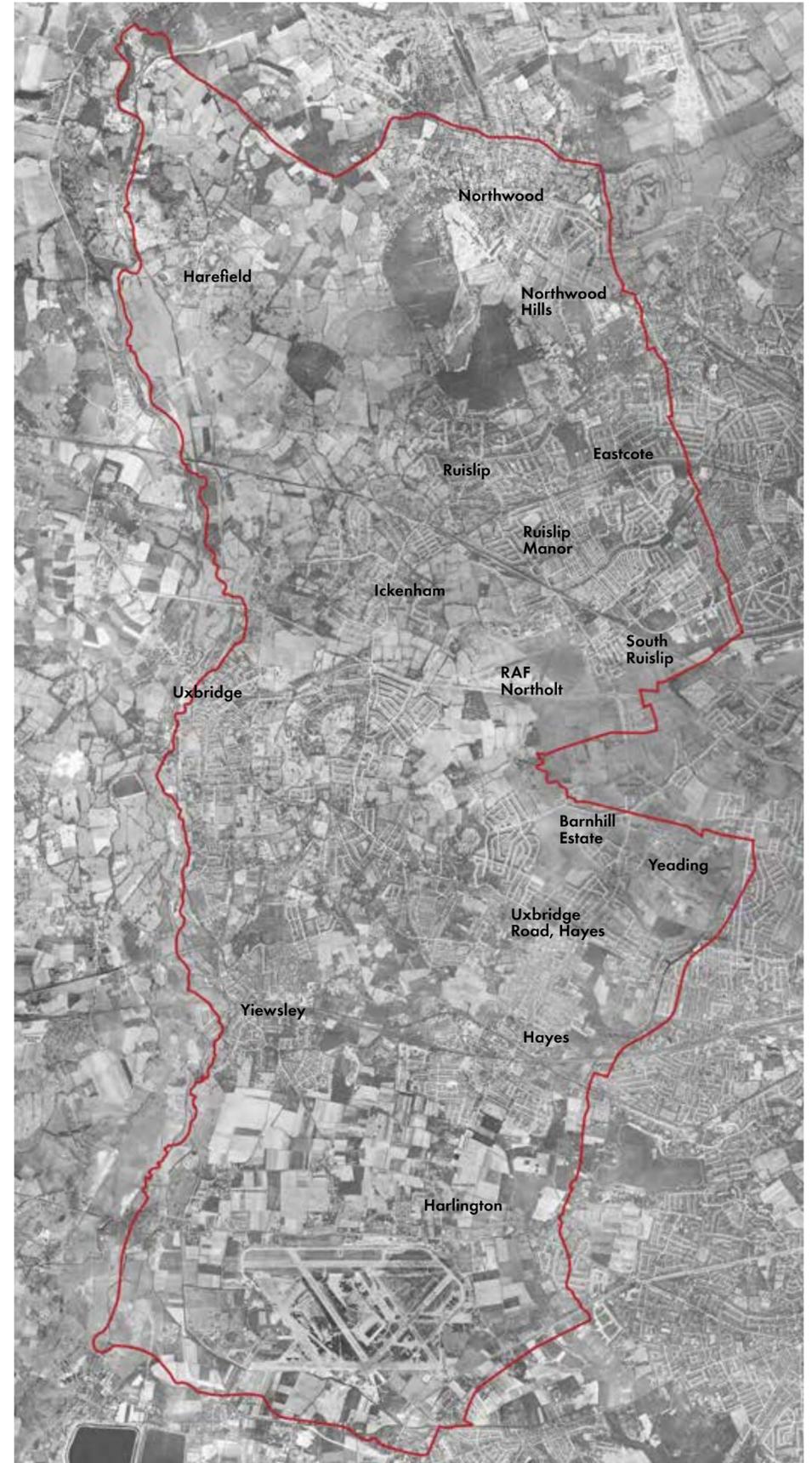


Figure 4: Aerial photograph of borough from 1944

Image © 2013 The GeoInformation Group
0 1 2 3km



3. HILLINGDON TODAY



New development in Yiewsley

3. HILLINGDON TODAY

Context

The borough of Hillingdon occupies the western edge of Greater London. It marks the transition between urban and rural character, and has extensive areas of built form within its boundaries. To the east the borough is bordered by Harrow and Ealing, and to the south east by Hounslow. To the north is Three Rivers District in Hertfordshire, to the west is South Bucks District in Buckinghamshire and to the south is Spelthorne District in Surrey.

The borough covers an area of 44.6 square kilometers and it is area wise the second largest borough in London. Its average population density comprises 26 people per hectare; which rates as the third-least densely populated local authority area across London. Yet the 2021 census reported an above average population increase compared with the rest of London and England.

The percentage of households, including a couple with dependent children, increased in Hillingdon to 23.4% in 2021, but fell across England to 18.9%.

The 2021 census revealed, that of Hillingdon's population:

- 68.9% live in bungalows or whole houses
- 30.8% live in flats, maisonettes or apartments
- 0.3% live in caravans or other mobile/temporary structures

Over half of the borough comprises countryside and open space. Indeed much of the north of the borough is semi-rural with a significant land area protected by Green Belt designation.

Overall, Hillingdon is considered one of the more affluent boroughs in London, however there are significant differences between the north and south of the borough. A number of areas within the south of the borough fall within the top 20% most deprived areas nationally (Figure 29).

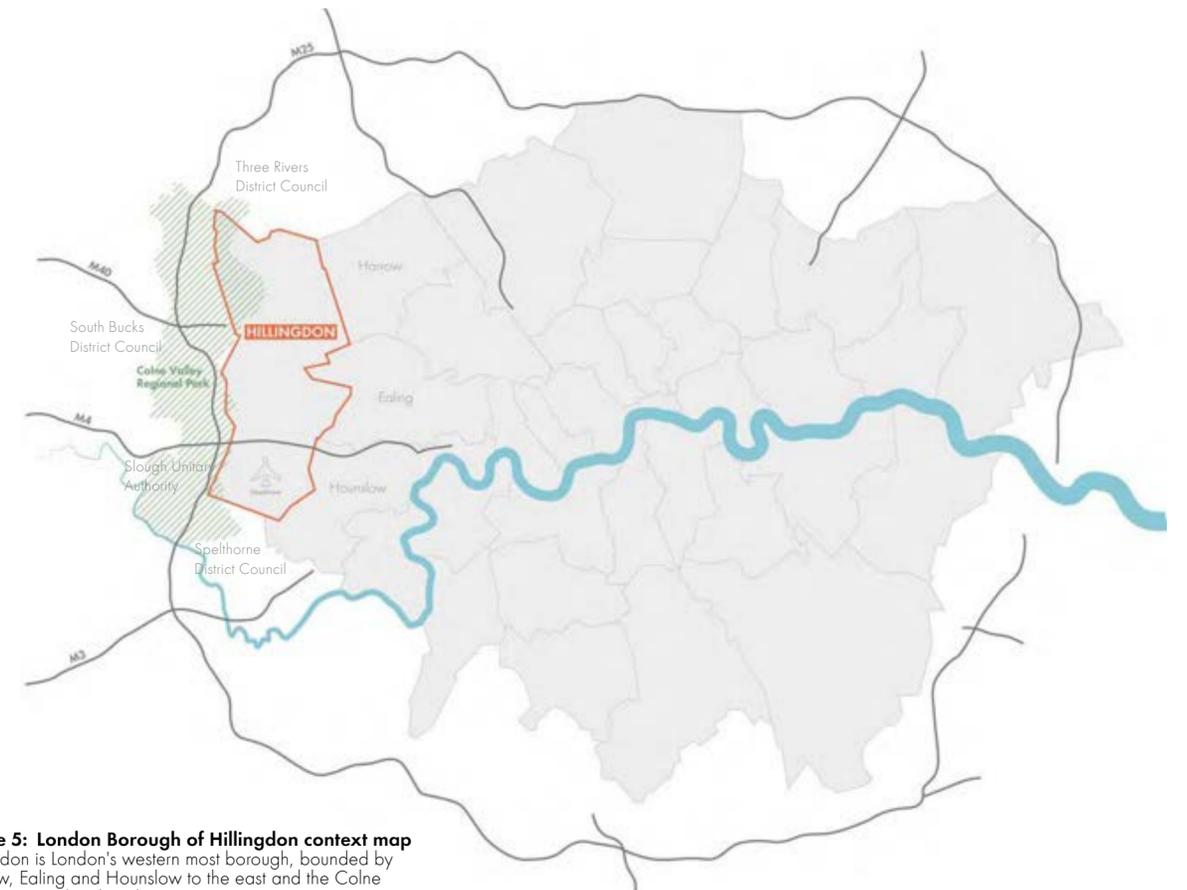


Figure 5: London Borough of Hillingdon context map
Hillingdon is London's western most borough, bounded by Harrow, Ealing and Hounslow to the east and the Colne Valley Regional Park to the west.

Regional Planning Policy Context, The London Plan

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. It deals with matters of strategic importance to Greater London and legally forms part of the Development Plan for the London Borough of Hillingdon.

It identifies two Opportunity Areas within Hillingdon, which are areas identified as having capacity to accommodate new housing, commercial development and infrastructure. These two Opportunity Areas are undefined in scope but have the following indicative capacities:

Hayes: 4,000 new homes and 1,000 new jobs.

Heathrow: 13,000 new homes and 11,000 new jobs. The indicative area of this Opportunity Area covers the London Boroughs of Hillingdon, Hounslow and Richmond.

The London Plan outlines a ten-year housing target for 10,830 net completions. There is also a target for small housing sites (<0.25ha) over the same period which is set at 2,950 net completions. The small site target is based on trends in housing completions and the estimated capacity for net additional housing supply from intensification in existing residential areas, considering PTAL, proximity to stations and town centres, and heritage constraints.

It recognises the significant role that particular parts of the borough play in hosting strategically important industrial land, which is essential to the functioning of London's economy and for servicing the needs of its growing population, as well as contributing towards employment opportunities for Londoners. The London Plan requires boroughs to be proactive and encourage the intensification of all categories of industrial land.

Policy D1 requires London boroughs to undertake area assessments to define the characteristics, qualities and value of different places to develop an understanding of different areas' capacity for growth. This Townscape Character Study is the borough-wide area assessment and will be utilised to assist in the creation of Development Plan policies and the identification of areas to accommodate growth.

The London Plan recognises that Hillingdon has been and will likely continue to be a key location for office and hotel growth. The importance of Stockley Park as an urban business park is recognised, whilst Uxbridge remains a Metropolitan town centre with high commercial growth potential and Speculative office potential. There are five

designated district town centres, consisting of Eastcote, Hayes, Northwood, Ruislip and Yiewsley/West Drayton.

Local Planning Policy Context, Hillingdon Local Plan

Hillingdon Council has a two part adopted Local Plan in Place. However the Council has committed to reviewing this local plan. A review is necessary to plan for the strategic objectives outlined within the London Plan and ensure that changes in local issues are reflected within new planning policies. This Townscape and Character Study forms part of the evidence base for a new local plan and seeks to identify some of these key local issues that should be considered in the development of future planning policy.

London Design Guidance

The Mayor of London has been undertaking work on design related guidance during the undertaking of this study. This includes the following directly related to plan-making:

- Characterisation and Growth Strategy LPG.
- Optimising Site Capacity: A Design-led Approach LPG.
- Small Site Design Codes LPG.

This study has been undertaken with consideration for the draft Characterisation and Growth Strategy LPG, as consulted on. It incorporates the draft guidance wherever the working group has deemed it practical and beneficial

to do so. Where a component of the guidance has not been included, it is likely to be due to:

- Resourcing constraints, noting in particular that Hillingdon is the second largest London borough by area and hosts significantly more character areas than the example cited in the LPG.

- The availability of good quality data and the inability to accurately and meaningfully consider all of the assessment criteria within Appendix 3.

- A preference to reserve the Council's approach to design to other parts of the plan-making process, so that they can be subject to statutory consultation.

Whilst no decision has been made at this stage on the nature of site-specific allocations or design codes, this study provides the necessary basis for future work to be undertaken on both of these tools.

Landscape Character Assessment

As part of the evidence base for planning policy in the borough, Hillingdon commissioned Land Use Consultants to prepare a study of the landscape character in 2012. Details of this can be viewed on the council's website and an extract plan showing the overall characterisation is shown below. The study included a preliminary assessment of the townscape typology of the borough. This work has been expanded through this study.

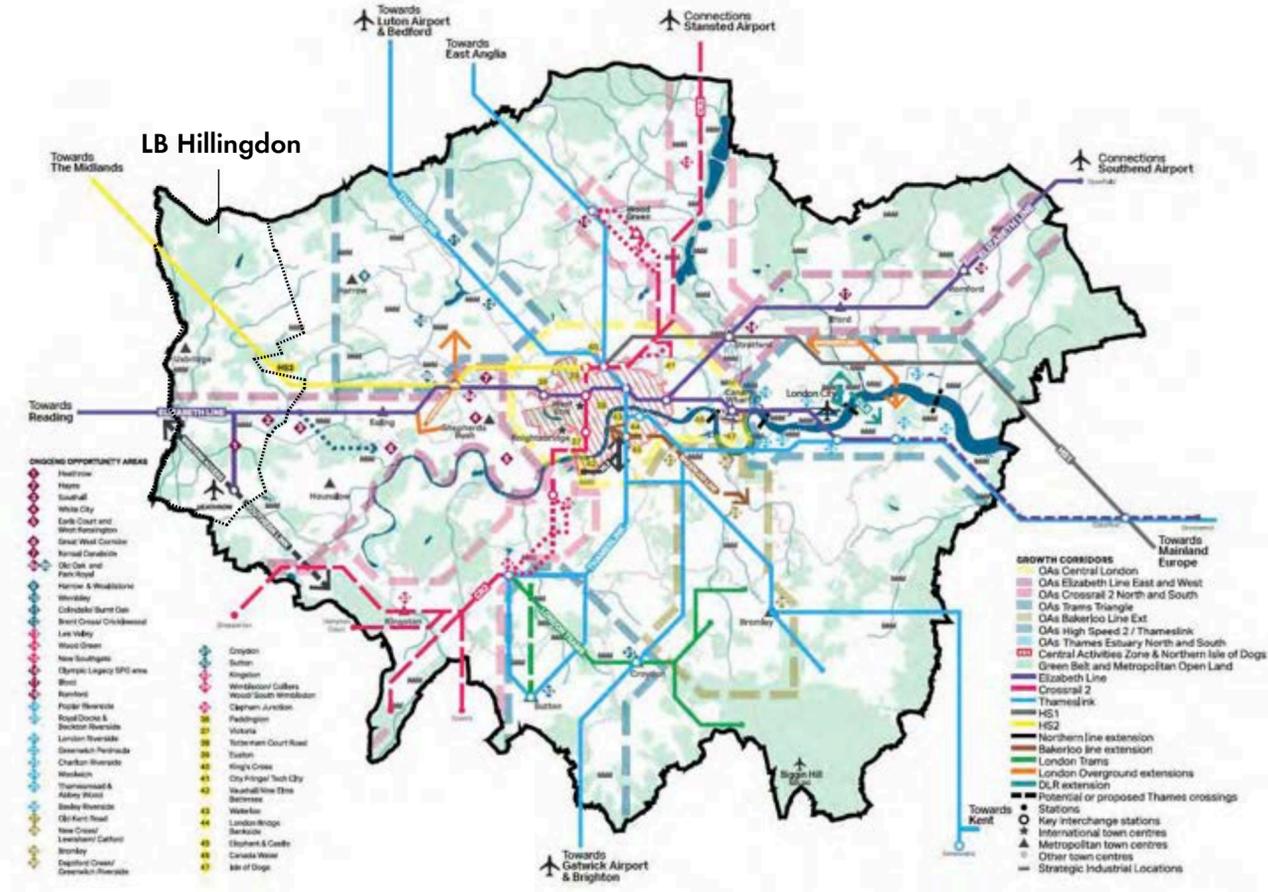


Figure 6: London Plan July 2021 key diagram (Chapter 2, page 28)
The approximate boundary of Hillingdon has been added for reference and does not form part of the key diagram

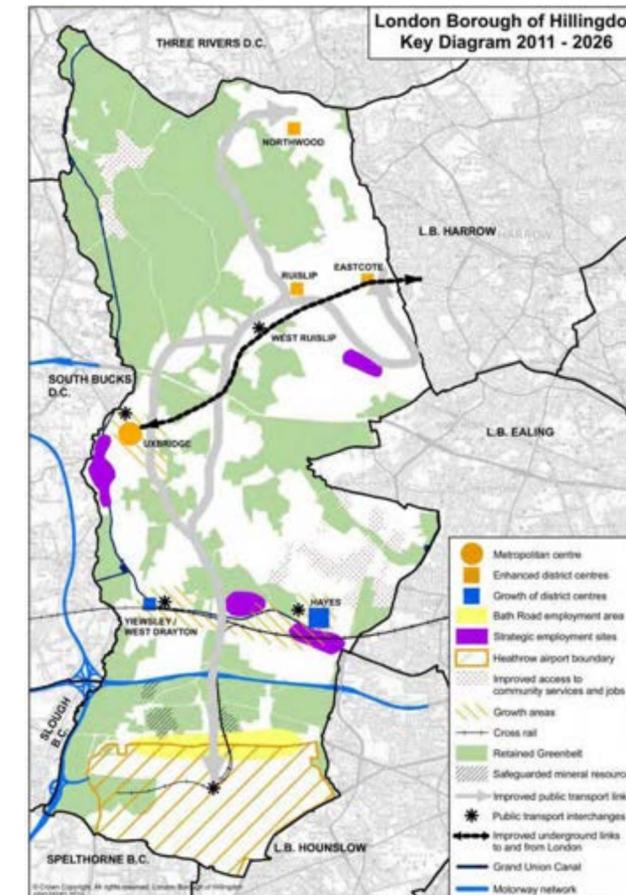


Figure 7: London Borough of Hillingdon Key Diagram
A Vision for 2026 Local Plan Part 1 Strategic Policies, Adopted November 2012, p29

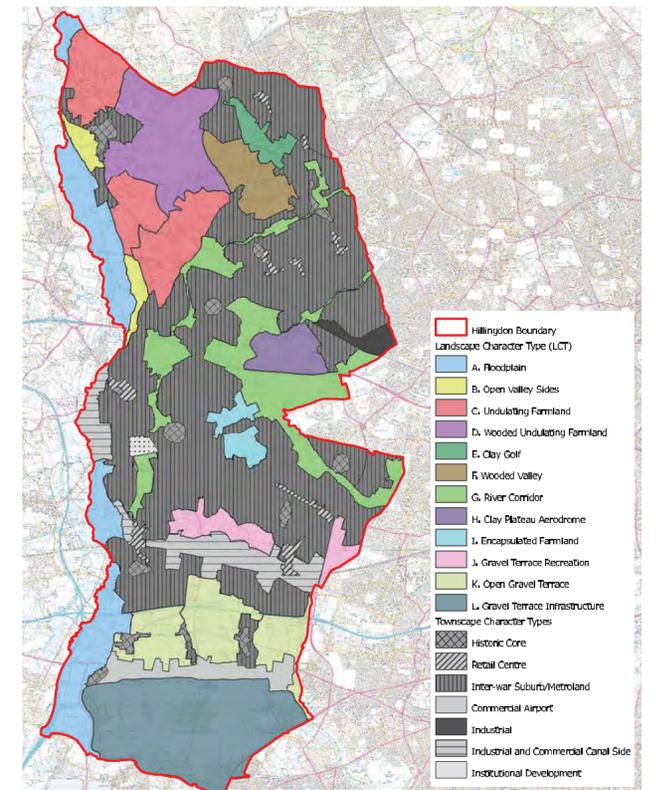


Figure 8: Hillingdon Landscape Character Assessment plan
prepared by Land Use Consultants

BUILT ENVIRONMENT

This map shows the predominant land use within broad areas of the built environment and makes it evident that whilst Hillingdon is a largely suburban borough, it also comprises significant amount of residential areas.

The north of the borough is primarily residential 20th century Metro-land development that is dispersed around the historic town centres of Green Lane (Northwood), Eastcote and Ruislip.

The south of the borough has a more diverse land use pattern with a significant quantity of industrial land along the western boundary and along the Grand Union Canal. Social infrastructure amenities and facilities are well-distributed throughout the borough and support other land uses.

The borough is home to Heathrow and RAF Northolt airport.

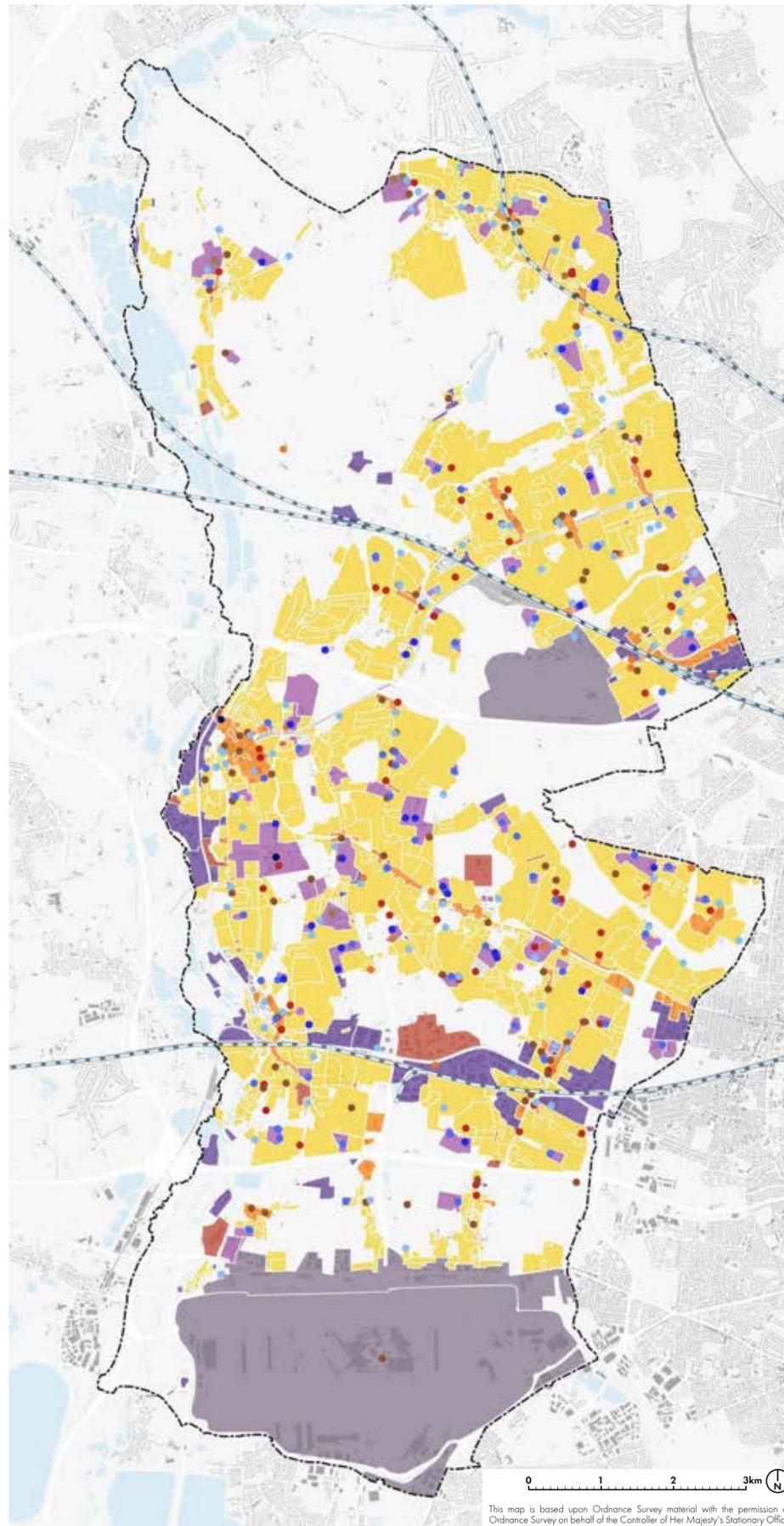


Figure 9: Land Use

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Built Environment Designations

Hillingdon Council has a range of historic assets in the borough. The Council has designated a number of Conservation Areas across the borough to protect and enhance historic elements of the built environment. In addition, a number of Areas of Special Local Character have also been identified and protected through policy. The borough also includes a large number of Listed and Locally Listed Buildings, two Registered Historic Parks and Gardens (Church Gardens in Harefield and Stockley Park: Business park Phases I and II, and country park and golf course in Hayes), and five Scheduled Ancient Monuments.

Conservation Areas

Currently, Hillingdon has thirty one Conservation Areas, designated over the last 45 years, the first being in 1970 and the most recent in 2012. They range from old village centres and planned residential estates, to canal side buildings and historic industrial areas. Conservation Area Appraisals and Management Plans have been prepared for a number of the Conservation Areas including Eastcote Park Estate and The Glen, Northwood.

Areas of Special Local Character

Areas considered to be of special local character have also been designated by the borough. These areas have townscape, architectural and/or historical significance. Development and changes in these areas must harmonise with the character of the area.

Archaeological Priority Areas / Zones

Hillingdon is rich in archaeology and its archaeological remains are a valuable resource. An archaeological assessment is being undertaken concurrently with this character study and will provide a very useful picture of the archaeological assets of the borough.

Within the borough, significant areas are designated as Archaeological Priority Areas. These cover significant areas of Ruislip linked to the Ruislip Motte and Bailey site, as well as smaller areas covering parts of Harlington, Harmondsworth, Harefield, the Colne Valley and most of the area south of the M4 and north of Heathrow airport.

Listed Buildings

Hillingdon comprises approximately 432no. listed buildings (of the majority are locally listed, but comprise a total of 39no. Grade 1 listed and Grade 2** listed buildings.)

There is a cluster of listed buildings around the historic centres of Uxbridge and Ruislip and there is the listed Park and Garden area of Stockley Park in the centre of the borough.



CONSERVATION

There are a total of 31 designated Conservation Areas in the borough, and a further 15 Areas of Special Local Character.

A significant number of individual buildings and structures have been recognised by designation:

- 432 listed buildings;
- 313 locally listed buildings; and,
- 5 scheduled ancient monuments.



Former Heinz Headquarter and Research laboratories, Hayes (Grade II* listed) © Hillingdon Council



Harmondsworth Great Barn (Grade 1 listed) © AM



Harefield Village Conservation Area © Hillingdon Council

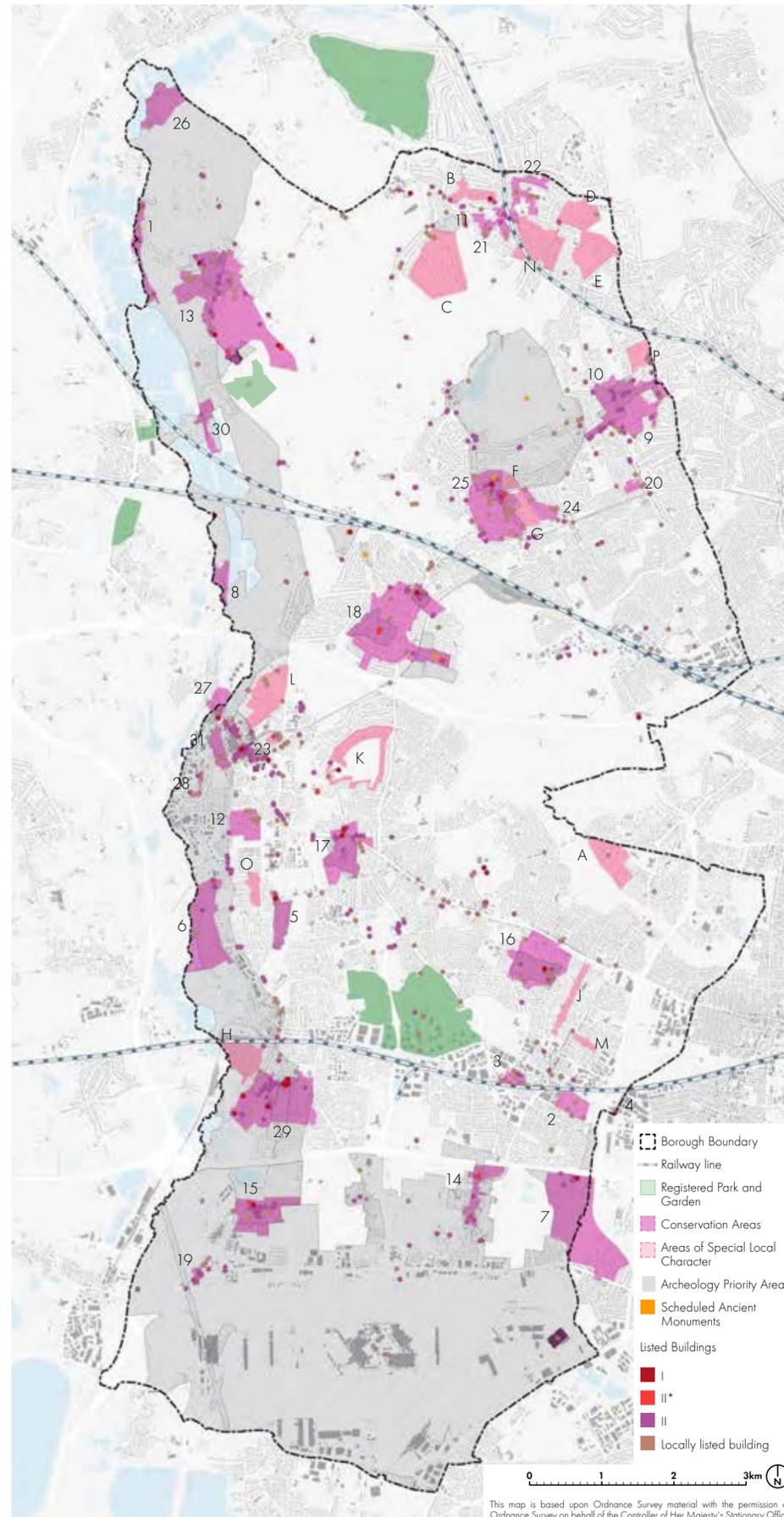


Figure 10: Conservation designations

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For further information please refer to Archeological Desk based Assessment prepared for Hillingdon Council in 2014 by CgMs

	Conservation Area	Character
1	Black Jacks and Copper Mill Lock, Harefield	Canalside
2	Botwell: Nestles, Hayes	Industrial
3	Botwell: Thorn EMI, Hayes	Industrial
4	Bulls Bridge, Hayes	Canalside
5	Cowley Church (St. Lawrence), Uxbridge	Ancient remains
6	Cowley Lock, Uxbridge	Canalside
7	Cranford Park	Estate, park and riverside environment
8	Denham Lock, Uxbridge	Canalside
9	Eastcote Park Estate	Residential estate
10	Eastcote Village	Historic centre and environment
11	The Glen, Northwood	Residential estate
12	The Greenway, Uxbridge	Residential area
13	Harefield Village	Historic village and setting
14	Harlington Village	Historic village
15	Harmondsworth Village	Historic village
16	Hayes Village	Historic village and environment
17	Hillingdon Village	Historic village and school
18	Ickenham Village	Historic village, residential streets and historic manor
19	Longford Village	Historic village core and 1930s development
20	Morford Way, Eastcote	Residential estate
21	Northwood Town Centre	Commercial centre
22	Northwood, Frithwood	Large residential houses in Arts and Crafts style
23	Old Uxbridge / Windsor Street	Historic high street
24	Ruislip Manor Way	Residential area
25	Ruislip Village	Historic village core
26	Springwell Lock	Canalside environment
27	Uxbridge Lock	River/canalside
28	Uxbridge Moor	Canalside
29	West Drayton	Historic village and setting
30	Widewater Lock	Canalside
31	Rockingham Bridge	Historic settlement, residential and park environment

	Area of Special Local Character	Character
A	Barnhill Estate, Yeading	Residential estate
B	Dene Road, Northwood	Residential street
C	Copsewood Estate, Northwood	Residential estate
D	Gatehill Farm Estate, Northwood	Residential estate
E	Hillside, Northwood Hills	Residential area
F	Moat Drive, Ruislip	Residential area
G	Midcroft, Ruislip	Residential area
H	Garden City, West Drayton	Residential area
J	Central Avenue, Hayes	Residential estate
K	Hillingdon Court Park	Residential area surrounding parkland
L	North Uxbridge	Residential area and common
M	East and West Walk, Hayes	Residential area
N	Old Northwood	Residential area
O	Orchard View/Clayton Road, Cowley	Residential area
P	Raisins Hill Estate, Eastcote	Residential estate and parkland

	Scheduled Ancient Monuments	Description
a	Brackenbury Farm Moated Site, Ickenham	Medieval moated site with a grade II* listed house, Breakspear Road South.
b	Manor Farm Moat, Ickenham	Large medieval moated site surrounding the Manor House, Long Lane, Ickenham
c	Park Pale, Ruislip	Earthwork forming the boundary of the medieval deer park.
d	Pynchester Moat, Ickenham	Medieval moated site by the River Pinn, located in the woods near Cophall Road West. This is the only surviving moat in Hillingdon that's still complete.
e	Ruislip Motte and Bailey	An early medieval motte and bailey, the grade II listed Manor House being built within the bailey at Manor Farm, Ruislip.

MORPHOLOGY

The borough exhibits extremes in terms of morphology (its 'bone-structure') - from fine grain Victorian terraced streets and historic village centres, through to very large industrial and airport buildings, some over 300 metres in width.

In general, the south of the borough has seen the introduction of coarser grain development on a much more substantial scale. Particular zones within the borough which have this characteristic are Uxbridge town centre, industrial and new mixed use developments around the canal and rail corridors, and office and hotel developments along the Bath Road. Over the previous 10 years, this pattern of development has been intensified with additional coarser grain development emerging along the M4 & Elizabeth Line corridors.

The finest grain in the borough is found in the historic centres and rural fragments dotted across the area. Some fine grain examples include the Victorian terraced neighbourhoods adjacent to Uxbridge town centre and Harefield village centre.

The plan also shows the carefully formed streets of the planned estates which characterise the southern central area of the borough.

The morphology plan also shows areas where larger scale new development has been permitted and is under construction.

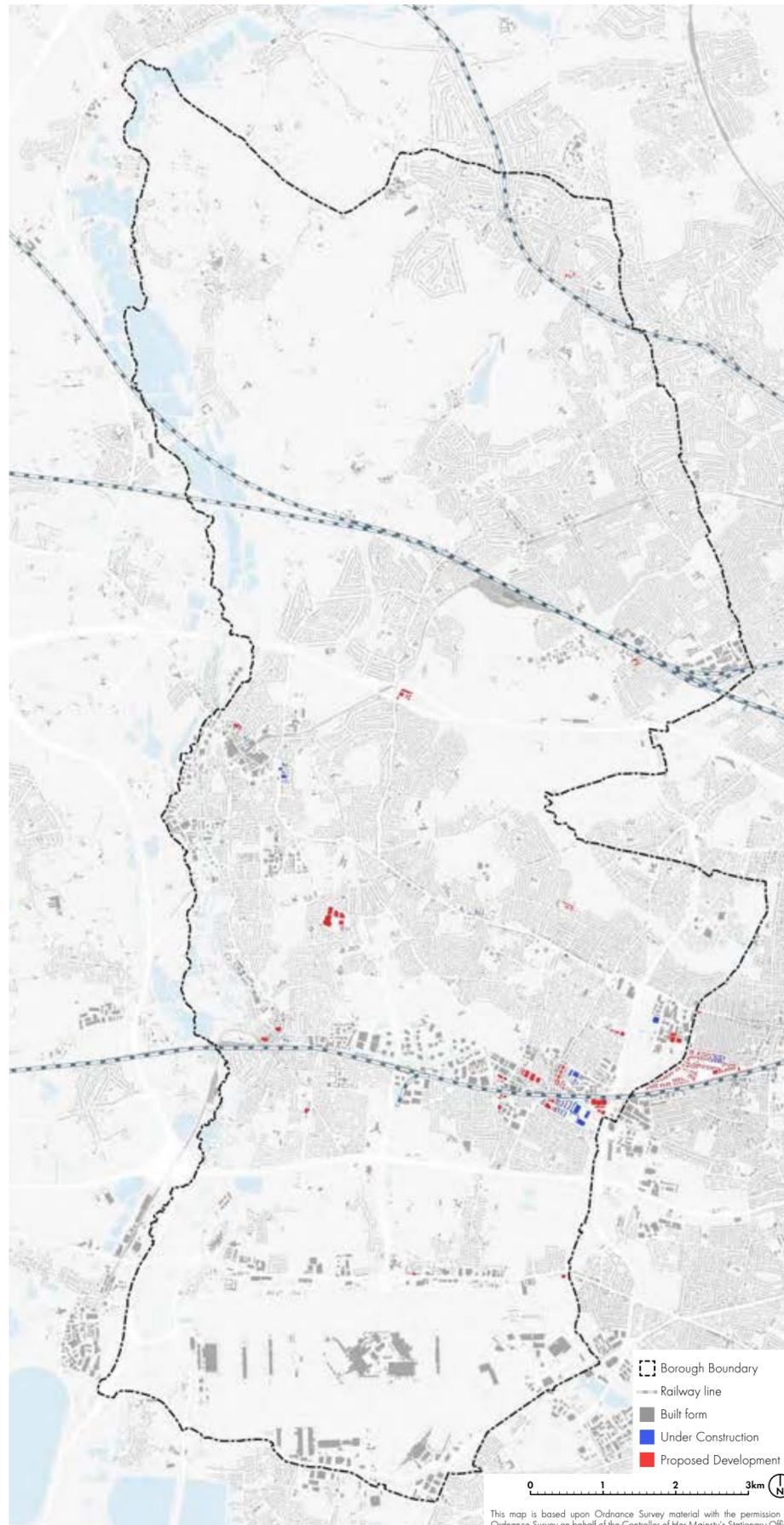


Figure 11: Morphology plan

2022 AERIAL

This aerial photograph of the borough is effective in demonstrating the extremely green character of Hillingdon, both in terms of the large area of open land but also in the way which the low density suburban areas allow for generous gardens and tree planting. Other outstanding features are the large roofs of the industrial buildings north of the M4 in Hayes, the dramatic footprint of Heathrow and the belt of flooded gravel pits along the Colne Valley along the western edge of the top half of the borough.



View along Metropolitan line, Eastcote
© Hillingdon Council



View from Long Lane towards HS2 construction site, Ickenham
© Hillingdon Council



View from Station Rd towards Old Vinyl factory, Hayes
© Hillingdon Council

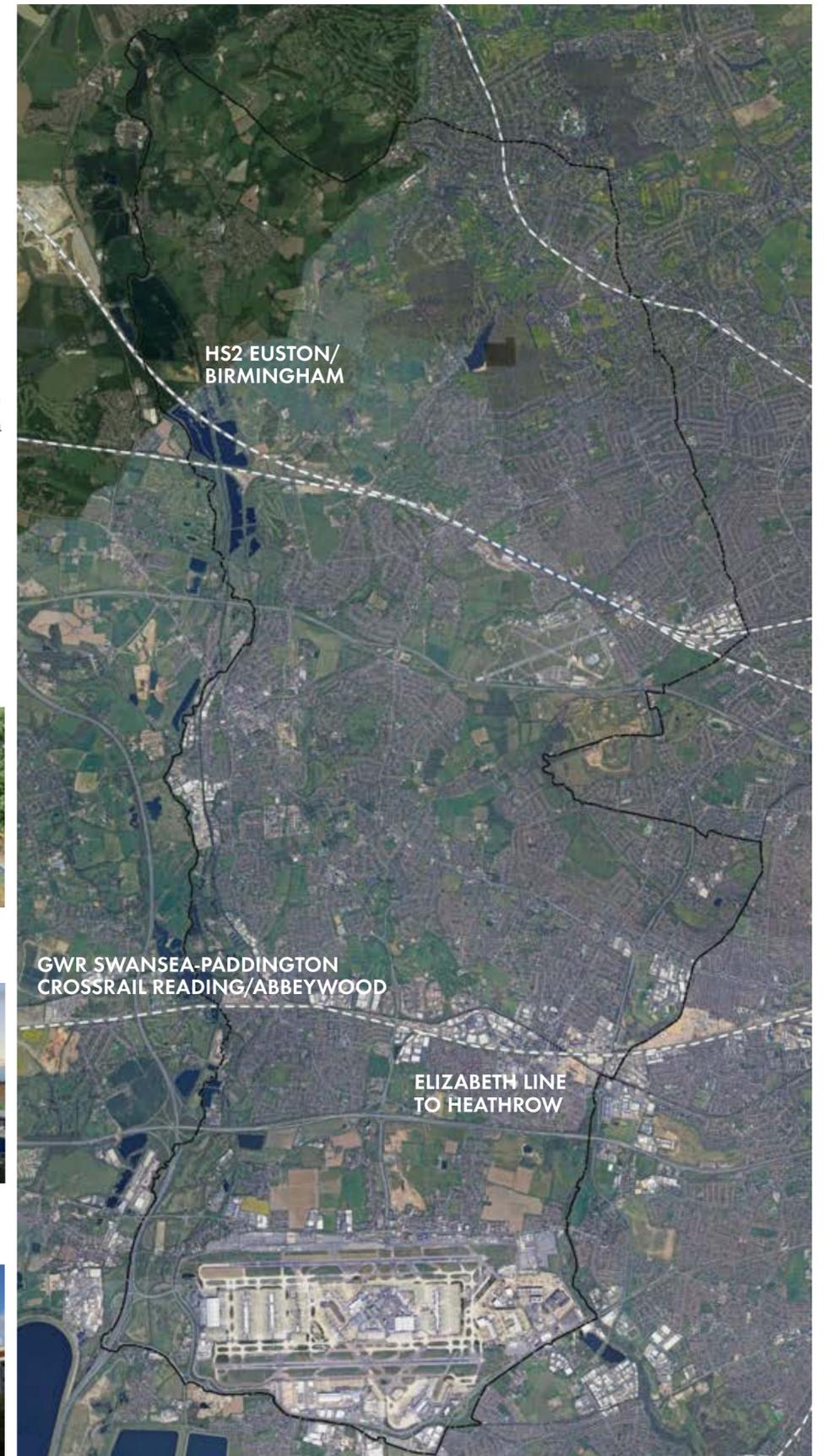


Figure 12: Aerial photograph

CENTRES

Uxbridge metropolitan centre is the most sizeable of the centres in the borough. It retains key elements of its history as a market town, but significant retail development followed the Metropolitan Railway connection and the town has continued to expand as a location for both retail and business.

District centres such as Ruislip and Hayes provide important access to shops and services for the rest of the borough.

The Council has also designated three minor town centres and seven local centres through the Local Plan.

There are also a large number of designated local parades, which consist of small to medium shopping parades which fulfill a daily convenience shopping need.

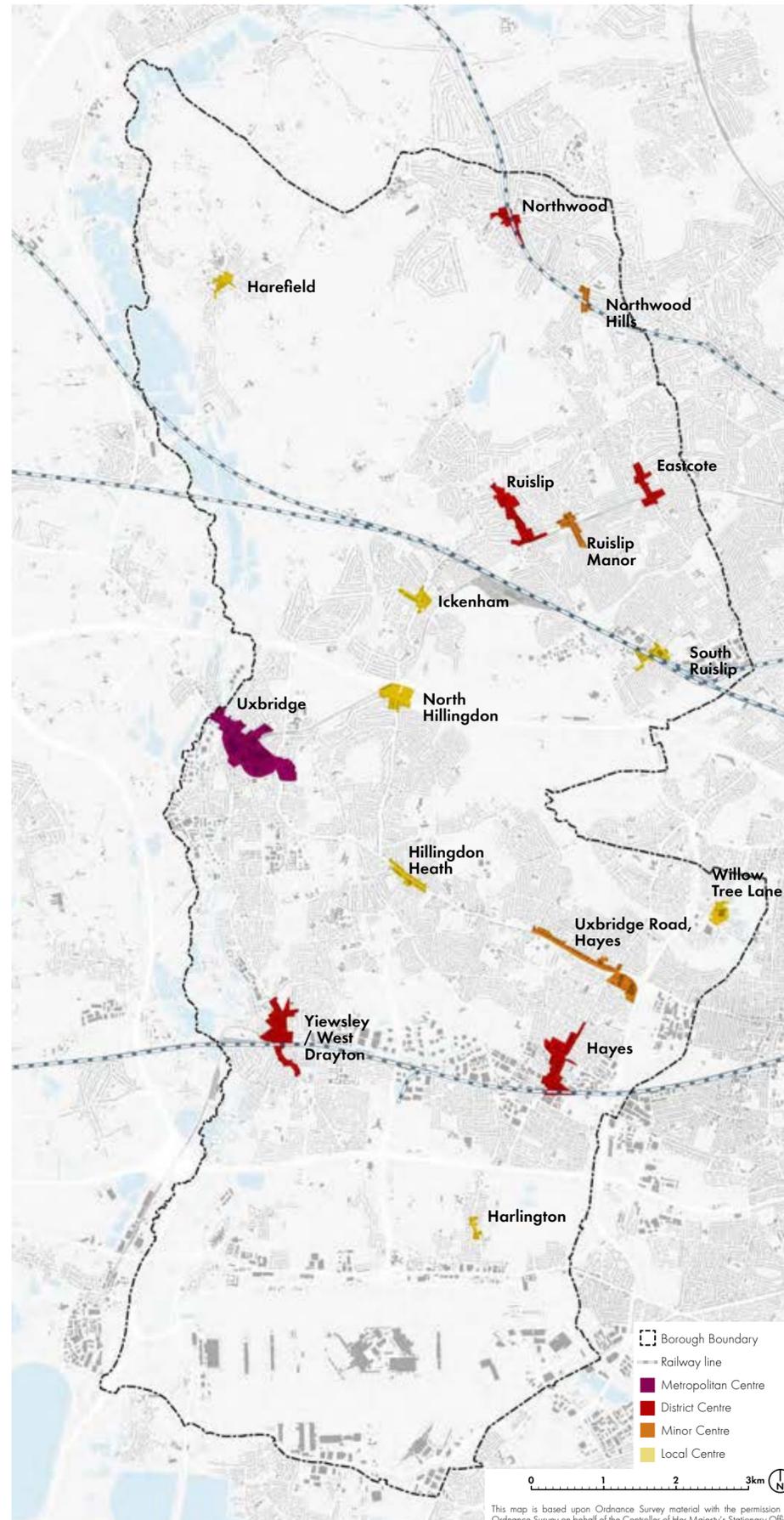


Figure 13: Centres



Harefield
© Hillingdon Council



Northwood
© Hillingdon Council



Uxbridge
© Hillingdon Council



Ickenham/West Ruislip
© Hillingdon Council



Yiewsley
© Hillingdon Council



Hayes
© Hillingdon Council

AIRPORTS

Aviation is part of the history of the borough and has had a significant impact on its character and appearance. The flat terrain in the centre of the borough around Ruislip was exploited by a number of early aviation pioneers including Claude Grahame-White, with aircraft construction developing in Hayes through the Fairey Aviation Company. Since these early beginnings the borough has been home to a number of airports, two of which survive today.

Today, Heathrow is one of the busiest and largest international airports in the world. It covers an area of 1,227ha and manages an average of 1,299 air transport movements per day (2017 figures). Having such a substantial airport within the borough naturally has a significant impact on the character. The north of the airport is defined by a number of large hotels and airport related businesses which are characterised by an eclectic mix of architectural styles. This is a significant departure from the suburban housing, town centres and semi-rural areas that characterise the townscape of the rest of the borough.

RAF Northolt is an older airfield (opened in 1915), but of much smaller scale. The airfield was an active base during the Second World War, and more recently has become the RAF's focus for its London-based operations. During Heathrow's construction RAF Northolt was London's main airport.

Heathrow handled 80.9 million passengers in 470,000 flights in 2019, which translates to 1270 daily flights. In comparison Northolt is a much smaller airport largely used for military operations and handling 12,000 commercial passenger movements per year with an average daily flight rate of 27.

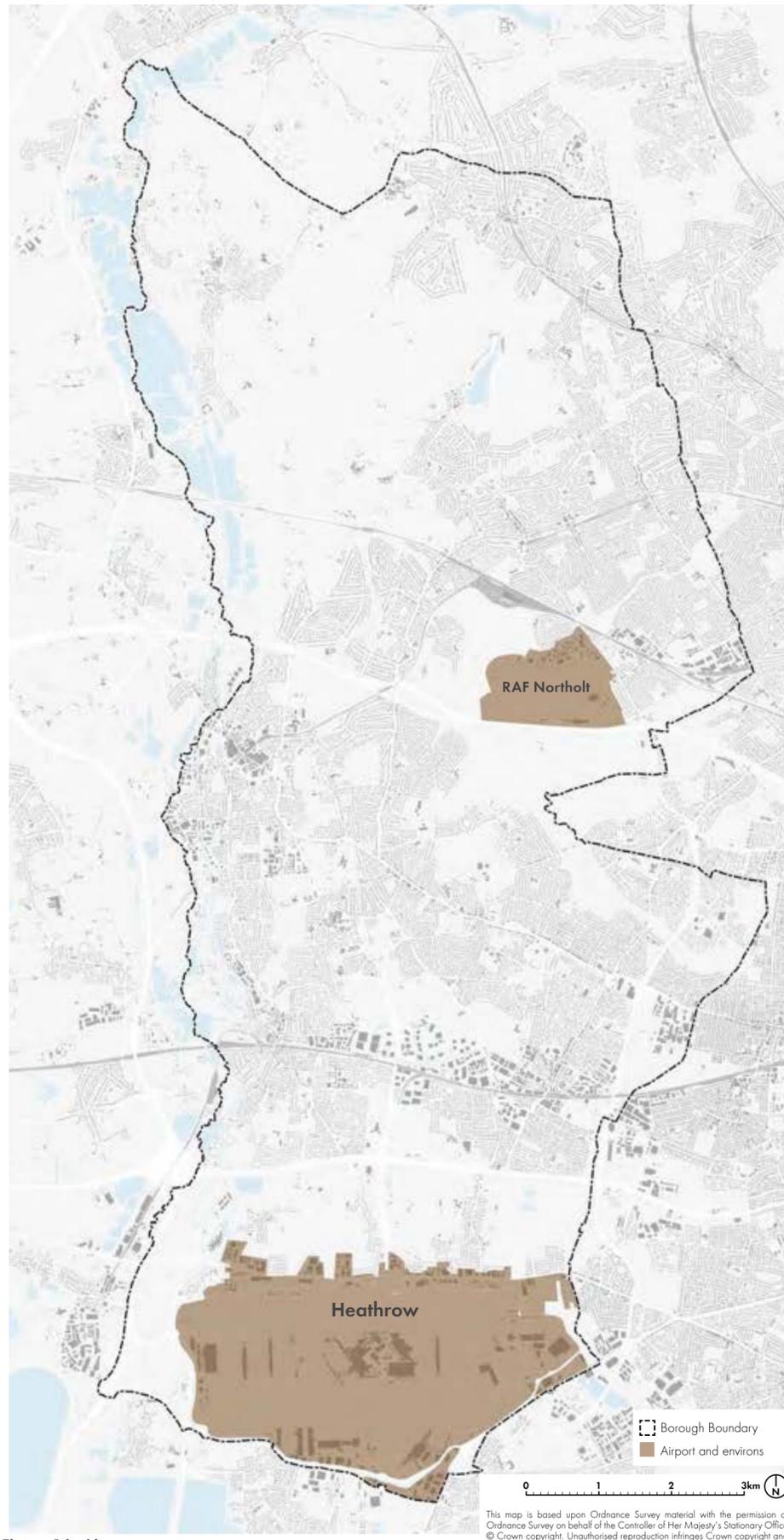


Figure 14: Airports

EMPLOYMENT AND INDUSTRIAL LAND

Hillingdon has multiple sites that are identified as Strategic Industrial Locations (SILs), which are "the capital's main reservoir of land for industrial, logistics and related uses. SILs are given strategic protection because they are critical to the effective functioning of London's economy. They can accommodate activities which - by virtue of their scale, noise, odours, dust, emissions, hours of operation and/or vehicular movements - can raise tensions with other land uses, particularly residential development."¹

Hillingdon has also designated several Locally Significant Industrial Locations (LSILs) which are "locations that have particular local importance for industrial and related functions as Locally Significant Industrial Sites."²



Hanson estate, West Drayton
© Hillingdon Council



Industrial Estate, Hayes
© Hillingdon Council

1 The London Plan, Greater London Authority, March 2021, pg. 252.
2 ibid, pg. 257.

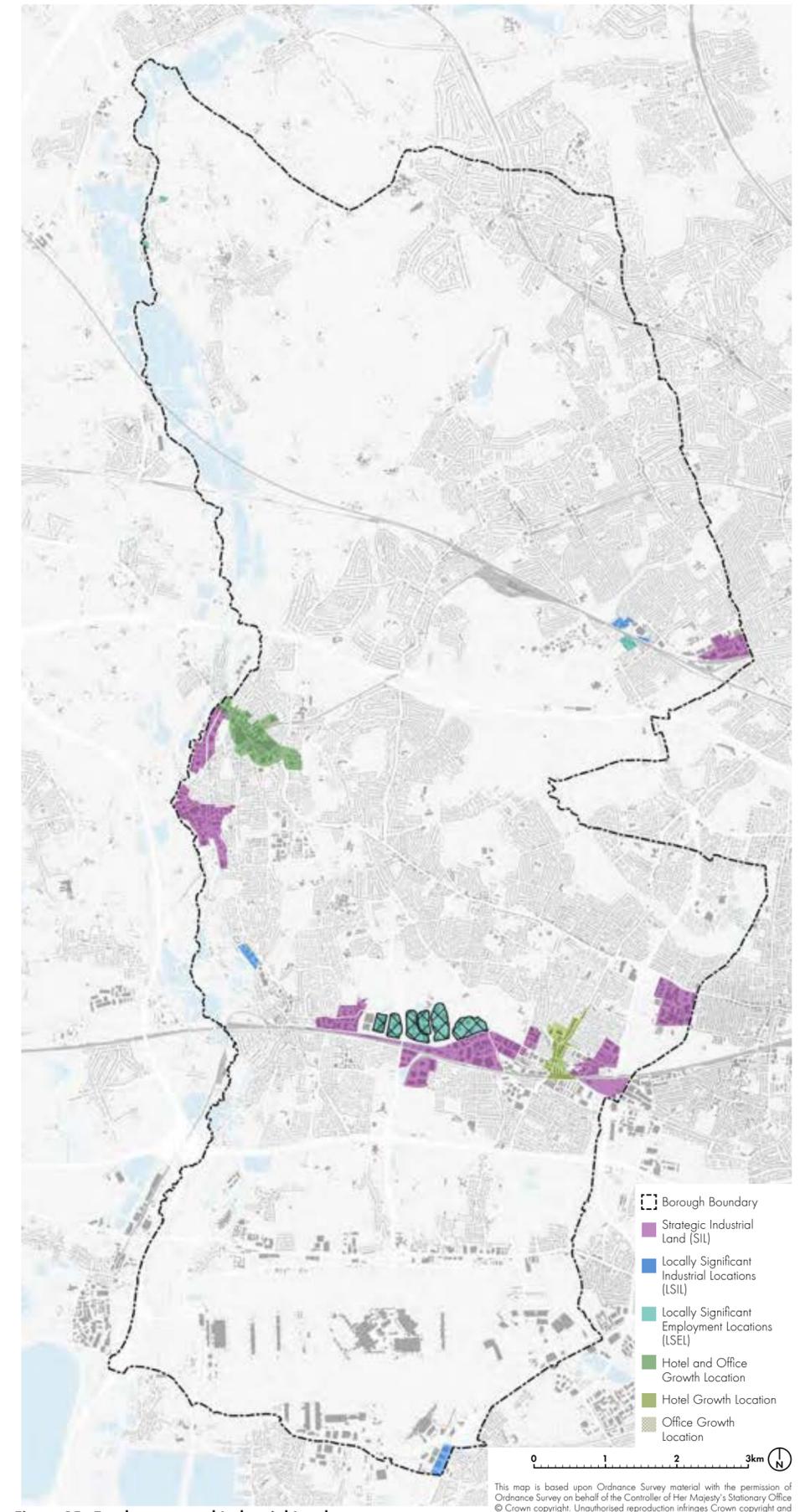


Figure 15: Employment and Industrial Land



Little Britain Lake, Uxbridge

WATERWAYS & FLOODING

The western side of the borough is heavily influenced by the presence of water. The River Colne, the Grand Union Canal and a number of flooded former gravel pits combine to dominate the landscape character, and in many locations their routes through built up areas create a strong and attractive townscape character.

The Grand Union Canal has had a great impact on the townscape character in the borough as it weaves its way through Uxbridge, Yiewsley/West Drayton and Hayes. The canal follows the terrain, running south along the Colne Valley and then south to Yiewsley.

Elsewhere in the borough, smaller watercourses and tributaries to the River Colne create attractive juxtapositions between urban and more rural characters. The Yeading Brook flows south from the area around RAF Northolt, along a green corridor which is followed by the Hillingdon Trail. Further west the River Pinn links historic settlements at Ruislip and Ickenham before flowing through RAF Uxbridge and the Brunel University campus.

There are several areas of the Borough that are classified as Tier 2 & 3 Flood Risk. Additionally, there are localised issues with surface water flooding throughout the borough.



Surface Flooding in Hillingdon
© John Jacks, 2014

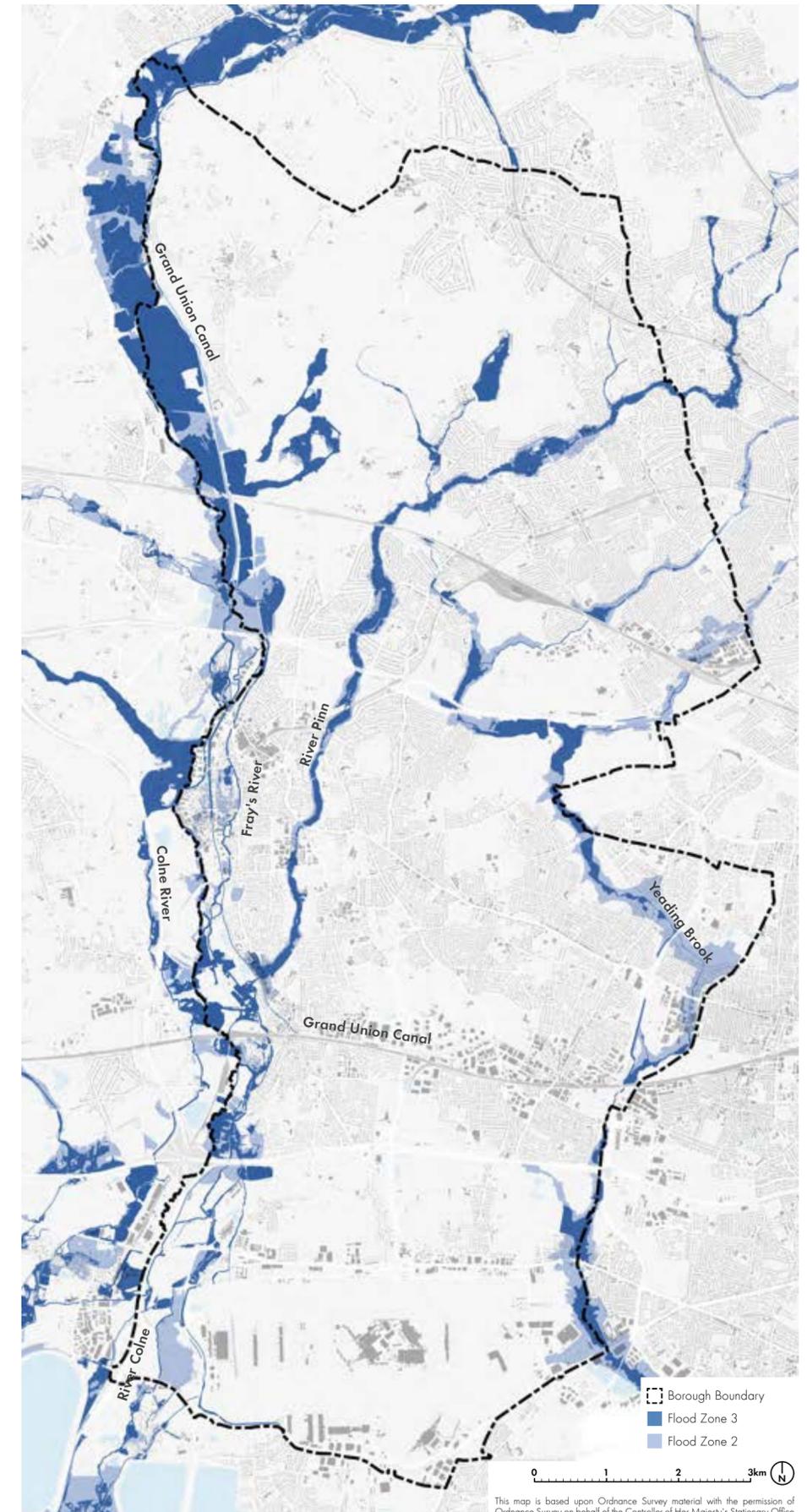


Figure 16: Watercourses and water bodies

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View across the borough from Northwood towards Ruislip Woods

GREEN BELT & METROPOLITAN OPEN LAND

The borough has 4,870 ha of Green Belt, with much covering the northern third of the borough. The Green Belt has successfully protected against the coalescence of settlements in the borough.

In the north of the borough much of the Green Belt is characterised as gently undulating farmland with relatively open views towards the Colne Valley. Significant areas of ancient woodland also exist between Northwood and Ruislip.

In the south of the borough the Green Belt is a little more fragmented, but does provide a useful buffer between the main residential areas and Heathrow airport.

A key feature of the Green Belt in Hillingdon is the inclusion of working farmland within the urban area. As such, not all of these landscape remnants are publicly accessible.

Metropolitan Open Land is strategic open land within the urban area. It plays an important role in London's green infrastructure – the network of green spaces, features and places around and within urban areas. MOL protects and enhances the open environment and improves Londoners' quality of life by providing localities which offer sporting and leisure use, heritage value, biodiversity, food growing, and health benefits through encouraging walking, running and other physical activity.



Green Belt land to the north west of Cranford

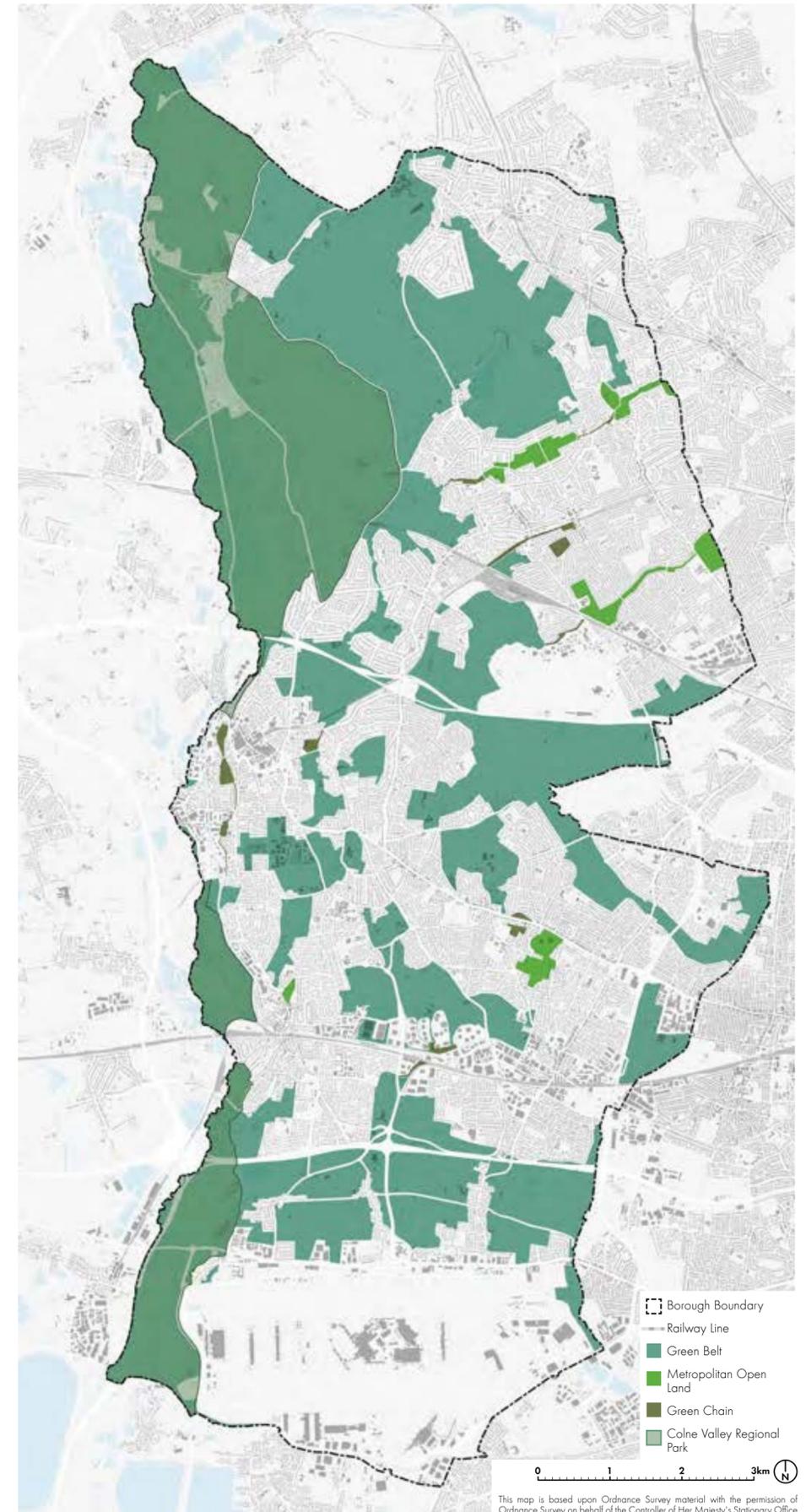


Figure 17: Designated Open Space

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View across the borough, Harefield

GREEN SPACES

Hillingdon is one of London's greenest boroughs with over 5,000 acres of open countryside.

Hillingdon contains:

- 200 parks and open spaces that cover approximately 1,800 acres, containing a mixture of habitats with over 11,500 species.
- Over 8,000 individual trees and woodlands protected by Tree Preservation Orders and over 15,000 highway and Hillingdon Homes trees.
- 1 National Nature Reserve: Ruislip Woods surrounds Ruislip Lido, a 60-acre lake.



Harmondsworth Moor
© Hillingdon Council

Please note this map provides broad designations to extensive areas and does not mirror adopted planning policies in the Development Plan.

Borough Boundary	Public Open Spaces	Institutional Green Spaces
Railway Line	Urban Green Space	Institutional Grounds
	Public Park	School Grounds
	Religious Ground	Allotments
	Cemetery	Allotments
	Recreational Spaces	Private Green Spaces
	Playing Field	Private Gardens
	Bowling Green	Other
	Tennis Court	Agricultural Land
	Golf Course	Scrub
	Other Sports Facility	Marsh & Scrub
	Amenity Green Space	Marsh
	Amenity Open Spaces	Rough Grassland
	Transport Amenity Spaces	Rough Grassland & Scrub

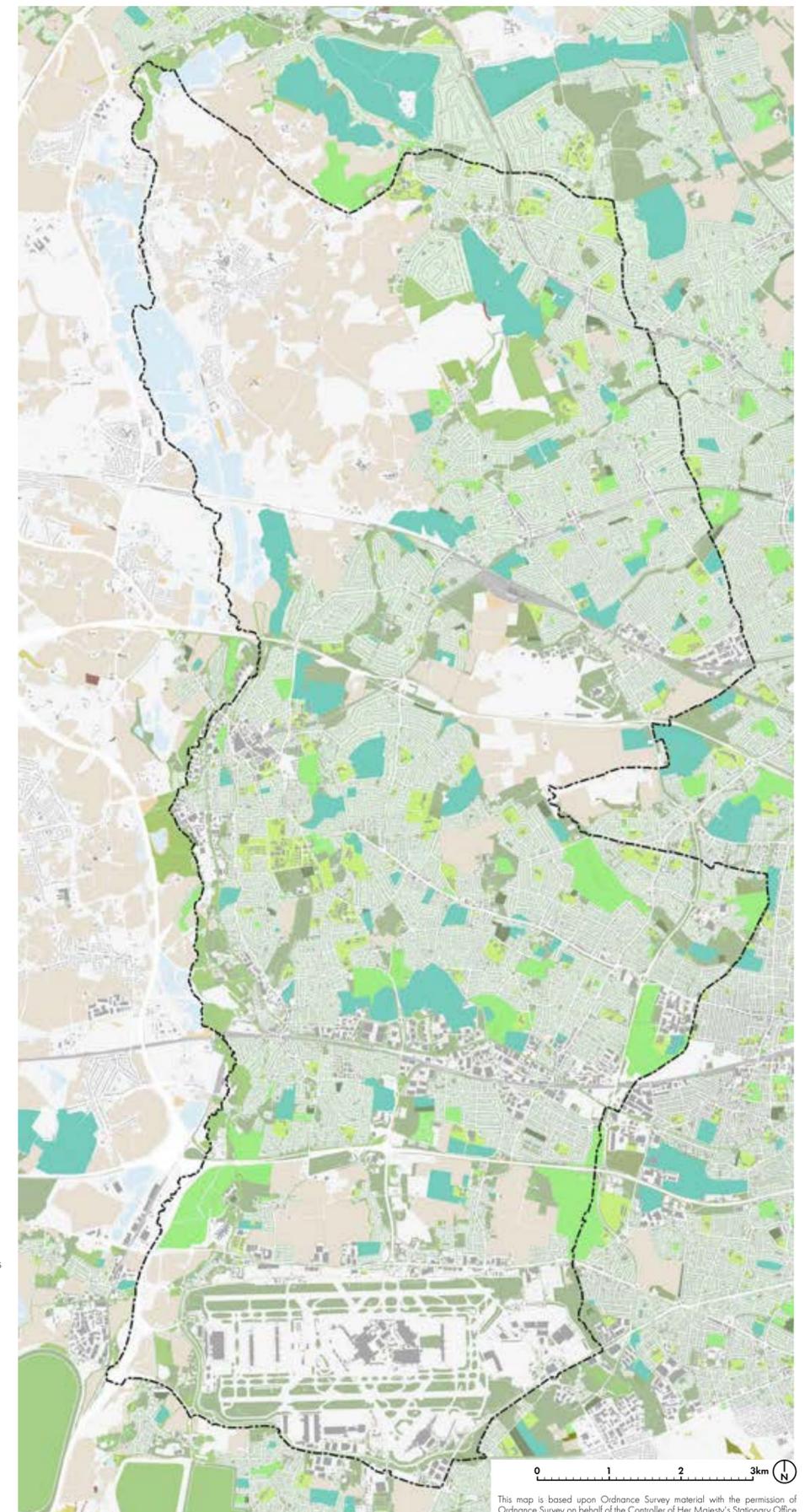


Figure 18: Green Spaces

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*It should be noted that this is indicative and is not of sufficient accuracy to be used in decision-making.

TREES

Hillingdon is a very leafy borough with forests and many tree-lined streets. The higher concentration of forests and street trees are found in the more affluent and suburban north of the borough. While the north of the borough is on more elevated land, the concentration of forested areas limit long views across the borough.

However within the more urban areas such as Uxbridge and Hayes tree cover is limited. In order to mitigate the urban heat island effect, a particular aim should be to protect and increase tree coverage in urban areas.



Northwood Road, Harefield
© Hillingdon Council



Blyth Road, Hayes
© Hillingdon Council



Trees on roundabout near Chippendale Way
© Hillingdon Council

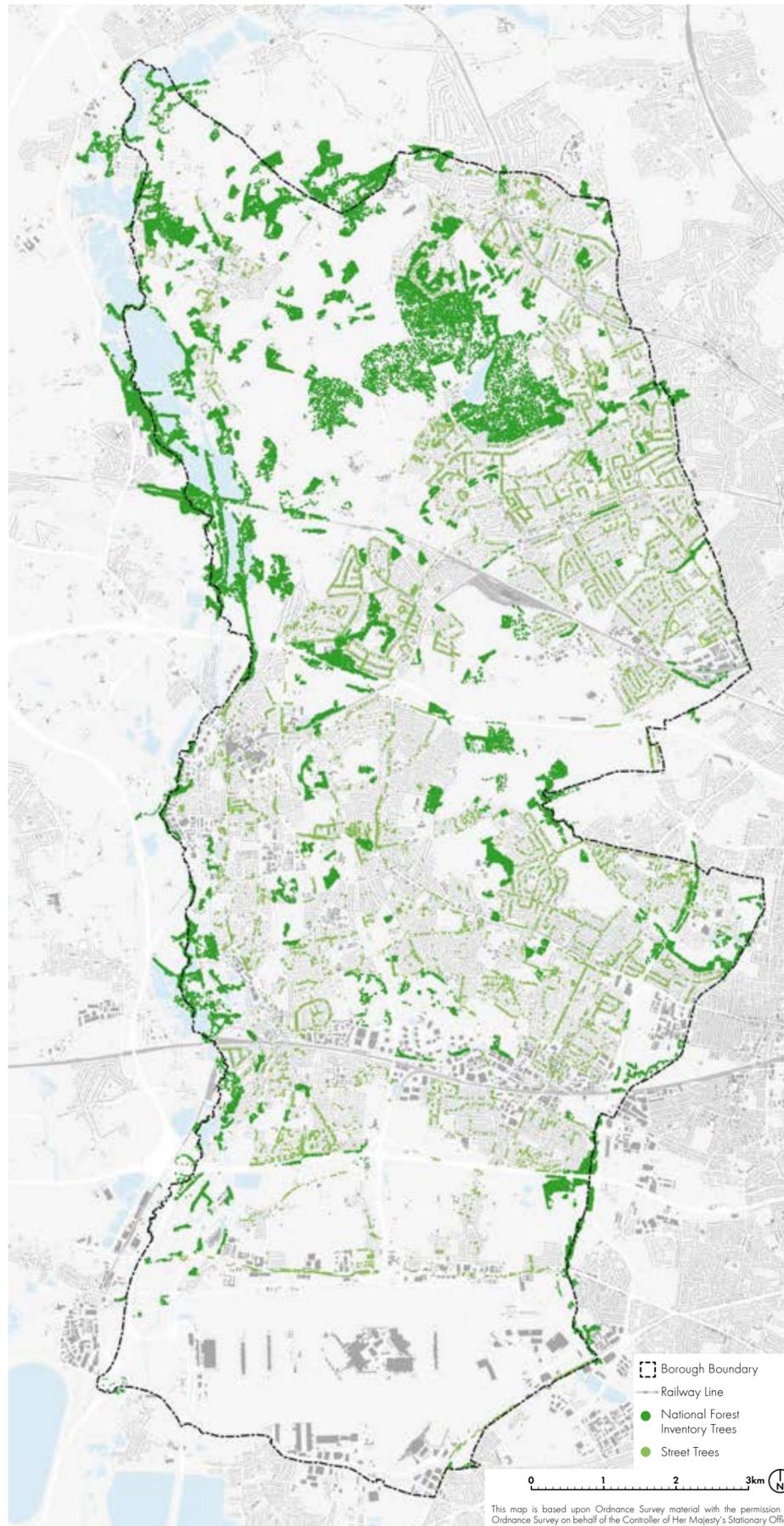


Figure 19: Tree Cover

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NATURE RESERVES

Hillingdon has several locally and nationally designated nature reserves which are established to protect some of the most important habitats, species and geology. They are a public resource which allows users to connect with nature, wildlife, habitats, geology and landscapes.



Savay Lake, Denham



Canal towpath near Denham Lock
© Hillingdon Council

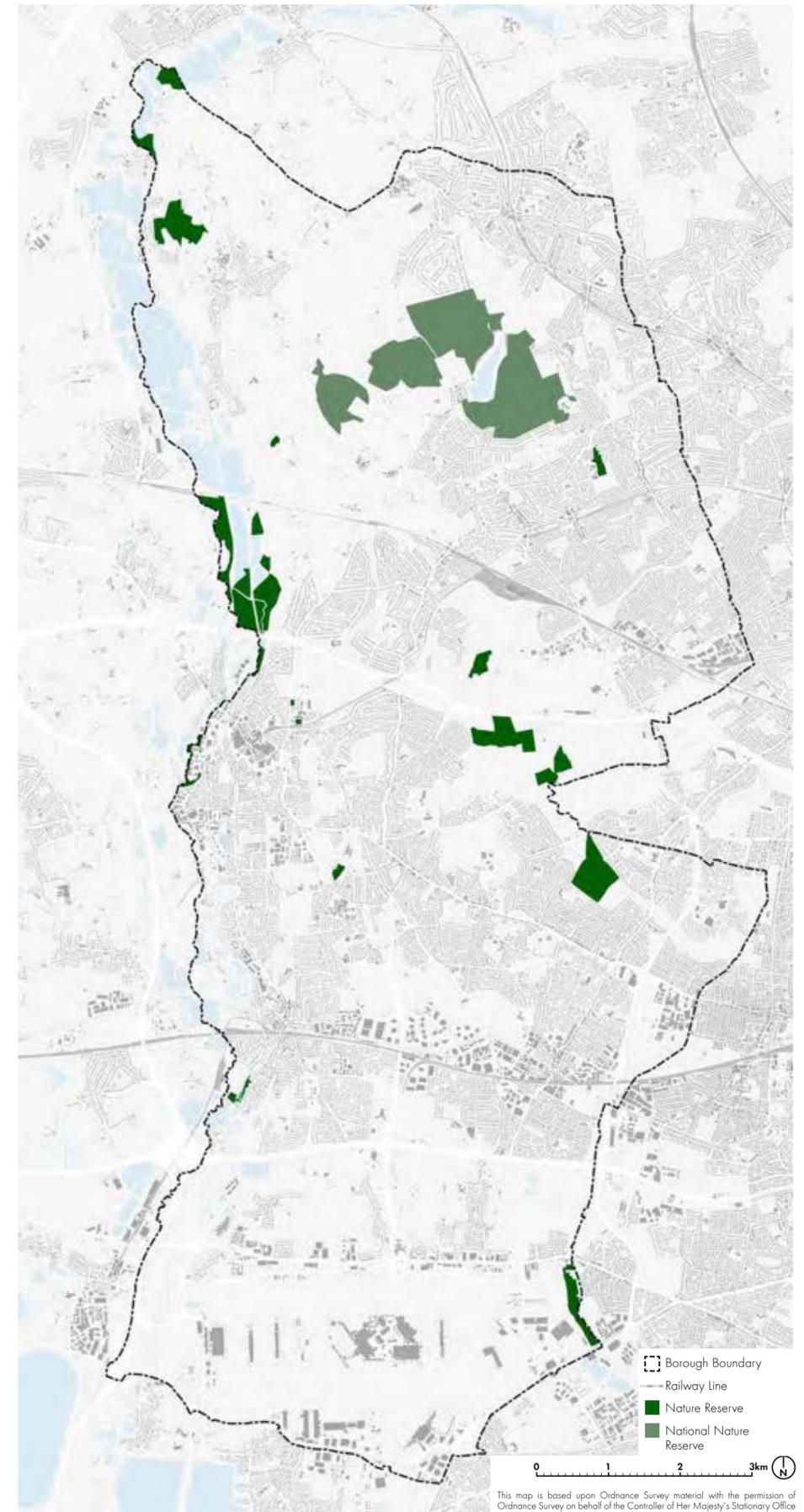


Figure 20: Nature Reserves

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*It should be noted that this is indicative and is not of sufficient accuracy to be used in decision-making.

TOPOGRAPHY

Hillingdon is a predominantly flat and relatively low lying landscape. The main changes in topography are found in the northern part of the borough as the land rises towards Harefield and Northwood as the landscape approaches the Chilterns further to the north and west.

Along the western boundary of the borough is the River Colne Valley. As such the north west of the borough supports some attractive views westwards out across the Colne Valley.

The topography has had a major impact on the defining features of the borough such as the canal, whose alignment was largely governed by the desire to follow the contour line around the hills rather than require major engineering works.

As well as showing the elevation, this plan also demonstrates the relative lack of undulation in the southern part of the borough, making it ideal terrain for a large airport.

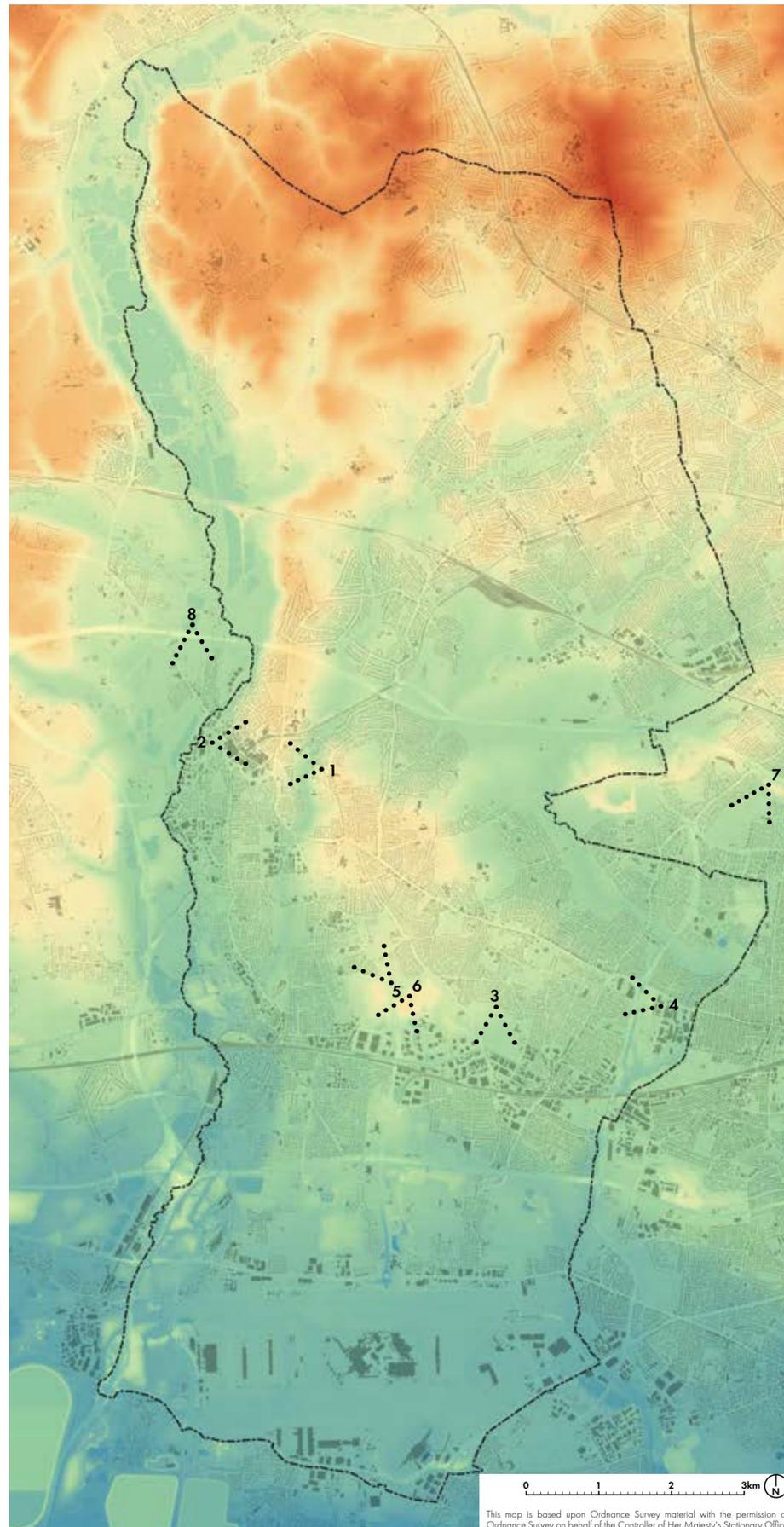
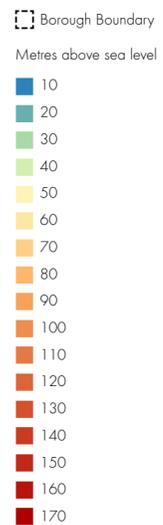


Figure 21: Topography

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View 1, from Downing Park near Hillingdon House
© Hillingdon Council



View 2, from Fasnidge Park
© Hillingdon Council



View 3, from Lake View Country Park
© Hillingdon Council



View 4, from Minet Country Park
© Hillingdon Council



View 5, towards Uxbridge from Stockley Park
© Hillingdon Council



View 6, towards Heathrow from Stockley Park
© Hillingdon Council

PUBLIC TRANSPORT CONNECTIONS

The rail and tube connections have been instrumental in steering the growth and evolution of the borough's urban areas over the last century.

The first line to run through the borough was the Great Western Railway, providing access into Paddington via West Drayton and Hayes. Taking a similar route to the Grand Union Canal, this line created an additional barrier for local north-south movement in the southern part of the borough. A spur originally ran from this line up to Uxbridge via Cowley, but was closed in 1962.

The most significant rail development was the Metropolitan Railway, which opened in 1887 and run through the borough to Rickmansworth.

The Uxbridge branch was subsequently opened in 1904. These two lines enabled major suburban development and allowed residents to commute to London.

In 1977 the Piccadilly line was extended to connect London with Heathrow airport. The recently opened Elizabeth Line has enhanced connections between Central London and Heathrow via West Drayton and Hayes. This brings a major improvement to the accessibility in the south of the borough. West Drayton and Hayes and Harlington, as well as Heathrow Terminals are now directly connected with central London with journey times of 40 and 51 minutes to Farringdon and Canary Wharf respectively. This has and will continue to have significant economic benefits for the borough, making it a more desirable place to live, study and work.

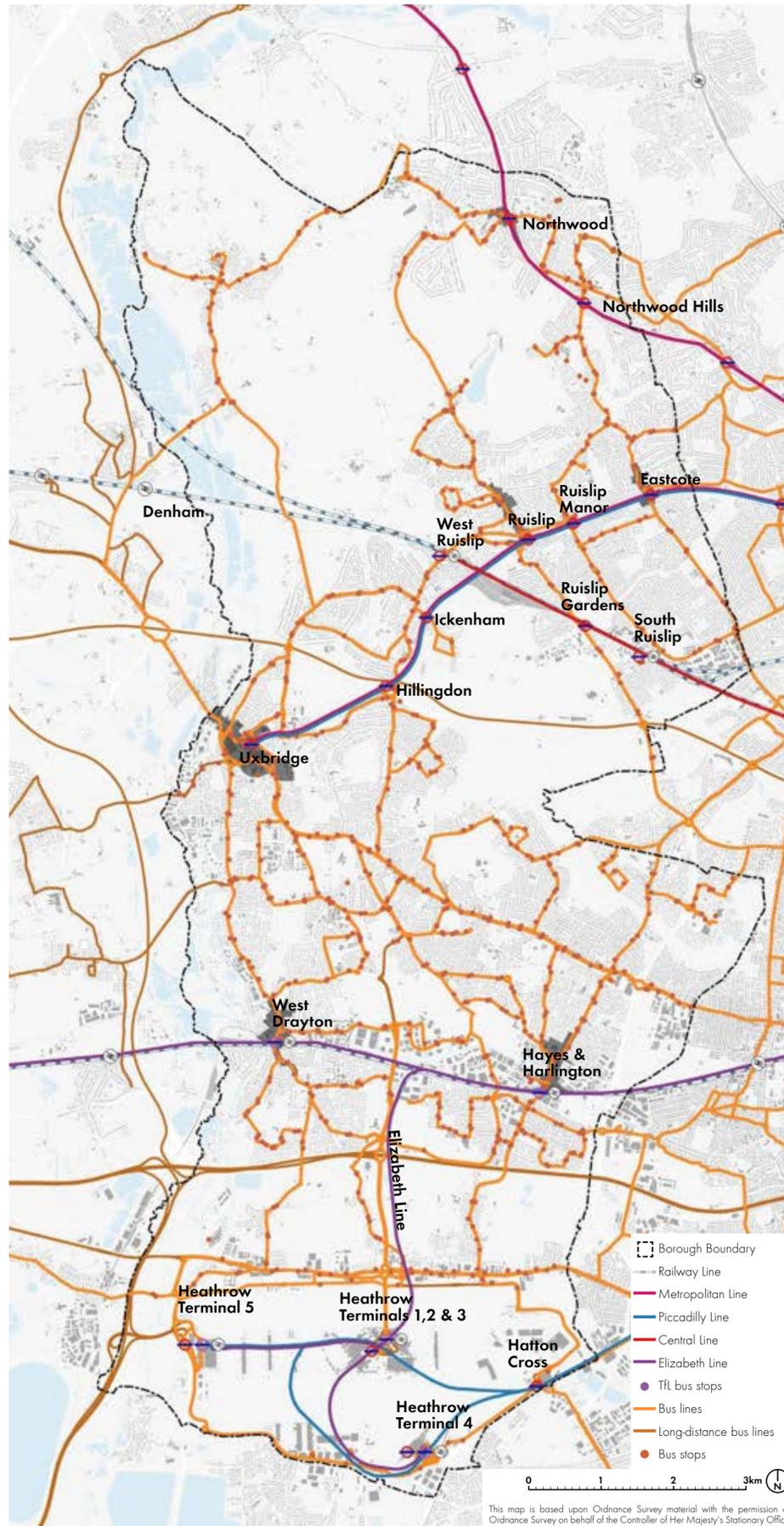


Figure 22: Public transport connections

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While the borough's residents are largely reliant on private vehicles for the majority of trips (56% according to Hillingdon's Third Local Implementation Plan 2019-41), the public transport connections are essential to enable some of the total 97,000 commuters to Hillingdon and 61,000 commuters from Hillingdon to complete their journeys to and from their places of work (2011 Census).

The pressure for development around Hayes has greatly increased over the past ten years with a large number of major new schemes being brought forward. The emerging development has the potential to radically change the face of this part of the borough, and will need to continue to be carefully managed to ensure the character shift is wholly positive.

The HS2 route is proposed to run through the northern half of the borough, albeit underground for much of this section. The main impacts will be felt at the point the route breaks from underground to above ground, west of Ruislip, and then when it crosses the Colne River Valley. Work on the Colne Valley Viaduct has started. The bridge will span 3.4km across a series of lakes and waterways between Hillingdon and the M25.

Although the borough is likely to be affected by this new route, HS2 will not stop in the London Borough of Hillingdon.



HS2 Colne Valley viaduct © Grimshaw Architects



Hayes & Harlington Station © Hillingdon Council 2022



Uxbridge Bus/Tube interchange seen from Bakers Road © Hillingdon Council 2022

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

Hillingdon's urban centres generally enjoy relatively good access to public transport. Most centres have at least one rail connection linking them to central London.

Uxbridge has the highest level of accessibility given its role as a public transport hub for underground rail and bus services.

Most town centres have good access to the public transport network, aided by the strong bus corridor along Uxbridge Road. The village of Harefield stands out as having the lowest access to public transport among local centres. Several existing residential areas suffer from poor public transport access, whilst the North to South connections remain typically poor within the borough.

**It should be noted that the data use for the PTAL mapping is the latest data from TfL from 2020. Therefore, it does not account for the opening of the Elizabeth Line. It should also be noted that PTAL ratings will be subject to incremental changes in line with changes in public transport.*



Uxbridge Station, © Hillingdon Council

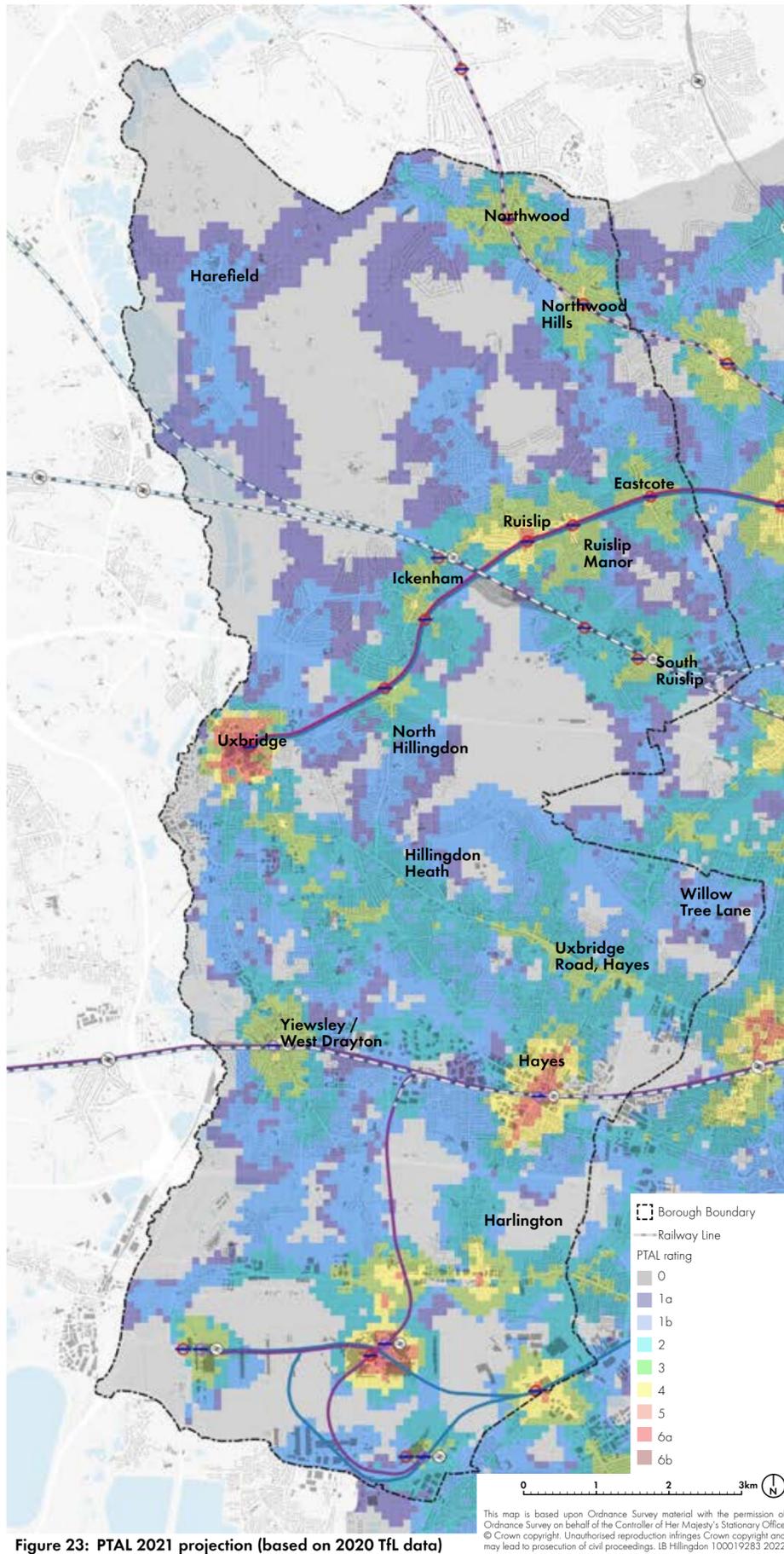


Figure 23: PTAL 2021 projection (based on 2020 TfL data)

PRINCIPAL ROAD NETWORK

The borough benefits from very good access to the principal road network. Access to the M25 is facilitated by a number of junctions along the western edge of the borough. The M40/A40 dissects the borough in half, and together with the M4/A4 further south enables very good east-west connections across and out of the borough. These connections have helped support economic growth in the borough.

Whilst there are strong east-west public transport links to and from the borough, north-south journeys are limited and often indirect. The A40 creates a major barrier, severing the north from the south. Hillingdon contains a number of gyrators which favour car flow over pedestrian movement.

The close alignment of canal and railway line add a further north/south movement barrier. The A40 contains 3 vehicle crossing points and just 3 pedestrian only points. The M4 contains only 4 vehicle crossing points and 6 pedestrian points.



View from Stockley Park Bridge ©



View from Stockley Park Bridge © Hillingdon Council

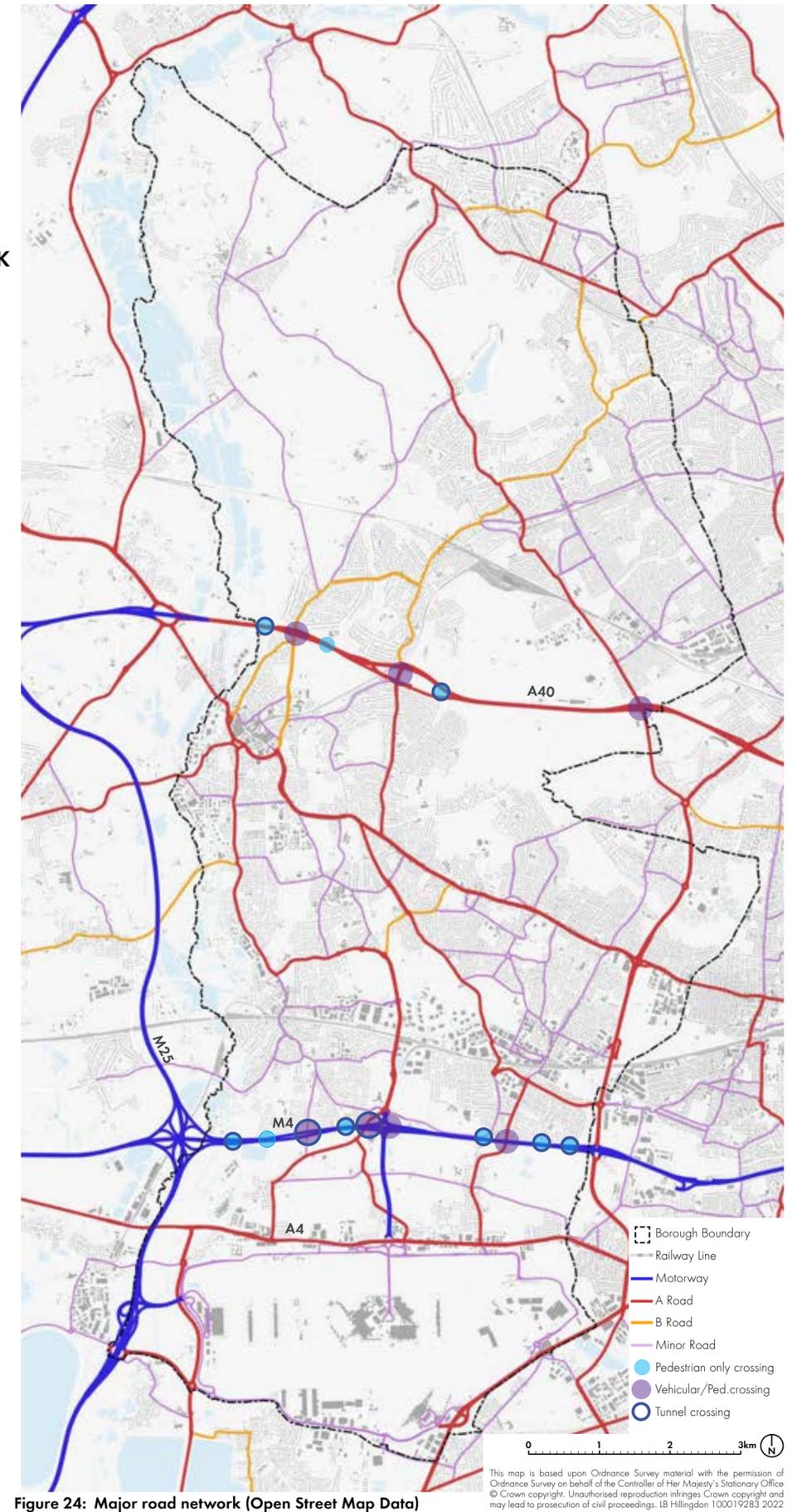


Figure 24: Major road network (Open Street Map Data)

ACTIVE TRAVEL NETWORK

The Mayor of London's Transport Strategy sets a target that 75% of all trips in Outer London will be made on foot, by cycle or on public transport by 2041.

The Third Local Implementation Plan 2019-2041 (LIP) sets out that "the borough lacks a coherent cycle network, reducing the ability for people to partake in active travel" which is further evidenced by the 2021 Census findings that only 1.1% of Hillingdon's residents cycle to work and only 5% walk to work. The majority (38.8%) travel to work by private car.

The borough LIP identifies that "Hillingdon has the opportunity to fill the gap for areas with lower Public Transport Accessibility Levels (PTAL) by providing active travel links to public transport hubs (Elizabeth line stations), facilitating multi-modal journeys and maximising the potential of the existing public transport network." Currently, the cycle network is provided in the East, West and South of the borough, however connections must be improved.



West Drayton, Cycle Route over railway © Hillingdon Council



Cycle Route from Uxbridge Town Centre to Brunel © Hillingdon Council

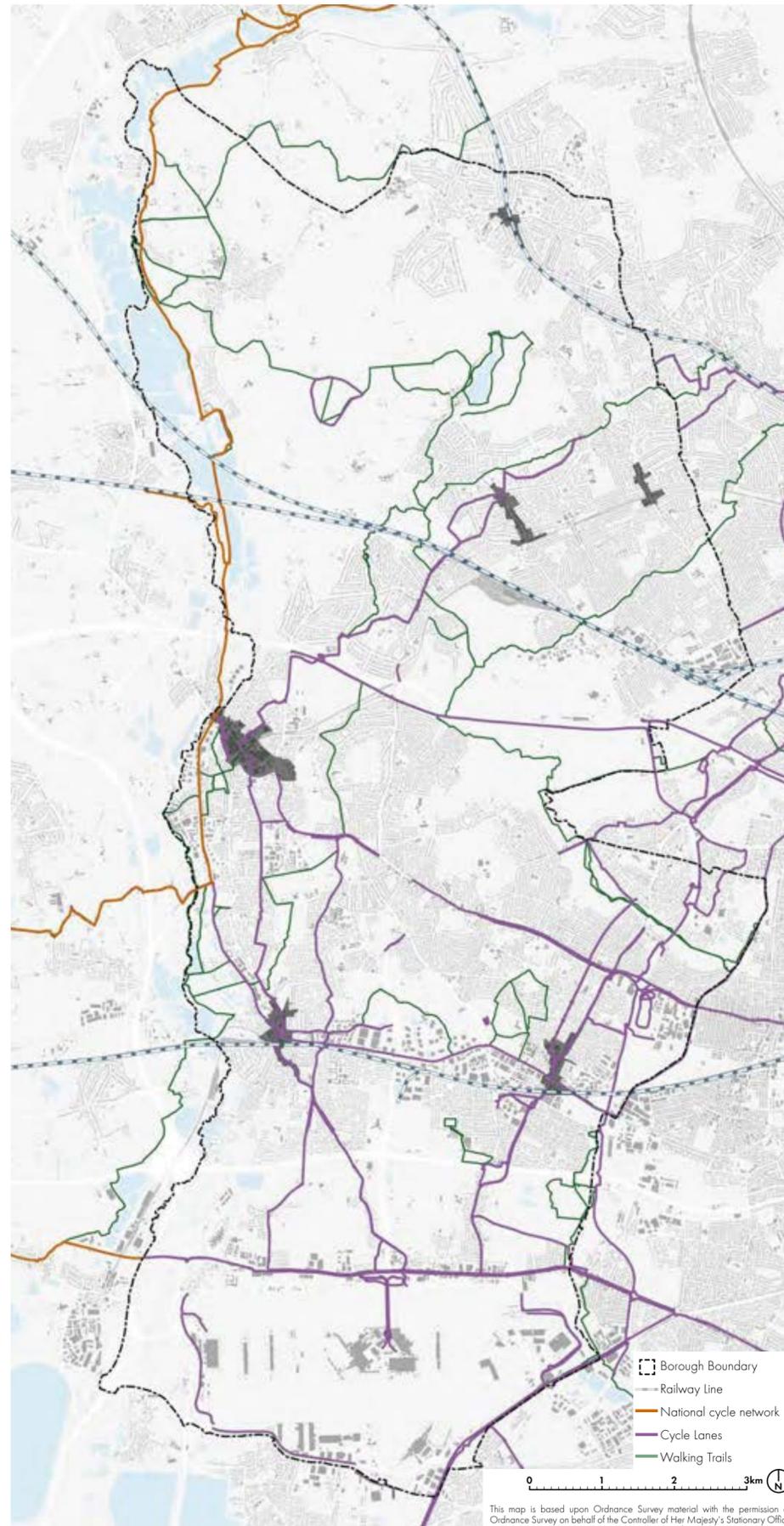


Figure 25: Local and national cycle network

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AIR POLLUTION

Particulate Matter

The Government Clean Air Strategy 2019 establishes that 'air quality is the largest environmental health risk in the UK. It shortens lives and contributes to chronic illness. Health can be affected both by short-term, high-pollution episodes and by long-term exposure to lower levels of pollution.'

The Government strategy is to 'progressively cut public exposure to particulate matter pollution (PM2.5) as suggested by the World Health Organization... to meet the WHO annual mean guideline limit of 10 µg/m3.' The London Plan 2021 Policy SI 1 requires compliance with the "World Health Organisation targets for... pollutants such as Particulate Matter"

The PM2.5 concentrations can have up to a +/- 1ug/m3 error in the results so values 9ug/m3 have been mapped across the borough.



Long Lane, West Ruislip © Hillingdon Council



Uxbridge Road, Hayes © Hillingdon Council

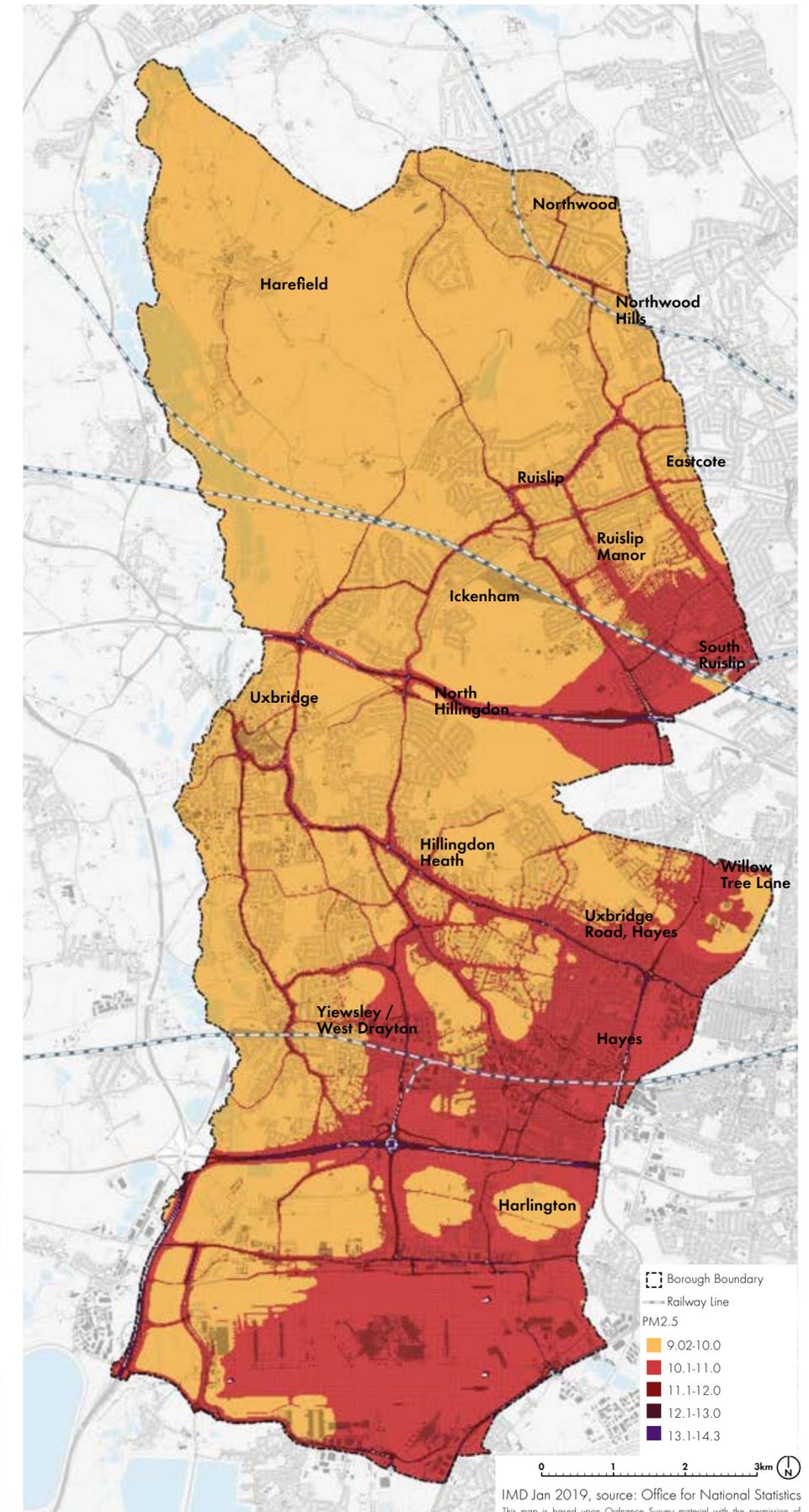


Figure 26: PM2.5 Annual Mean Values (µg/m3) (LAEI, 2019)

IMD Jan 2019, source: Office for National Statistics
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AIR POLLUTION

NO₂ Air pollution

The majority of NO₂ air pollution is concentrated in the south of the borough around Heathrow Airport and along the major road corridors through the borough.

The Air Quality Standards Regulations 2010 require that the annual mean concentration of NO₂ must not exceed 40 µg/m³ and that there should be no more than 18 exceedances of the hourly mean limit value (concentrations above 200 µg/m³) in a single year.

The annual mean limit value is 40µg/m³, these are modelled concentrations and the error of the model can be +/- 4µg/m³ so data is shown for values over 36µg/m³.



Heathrow Airport © Hillingdon Council

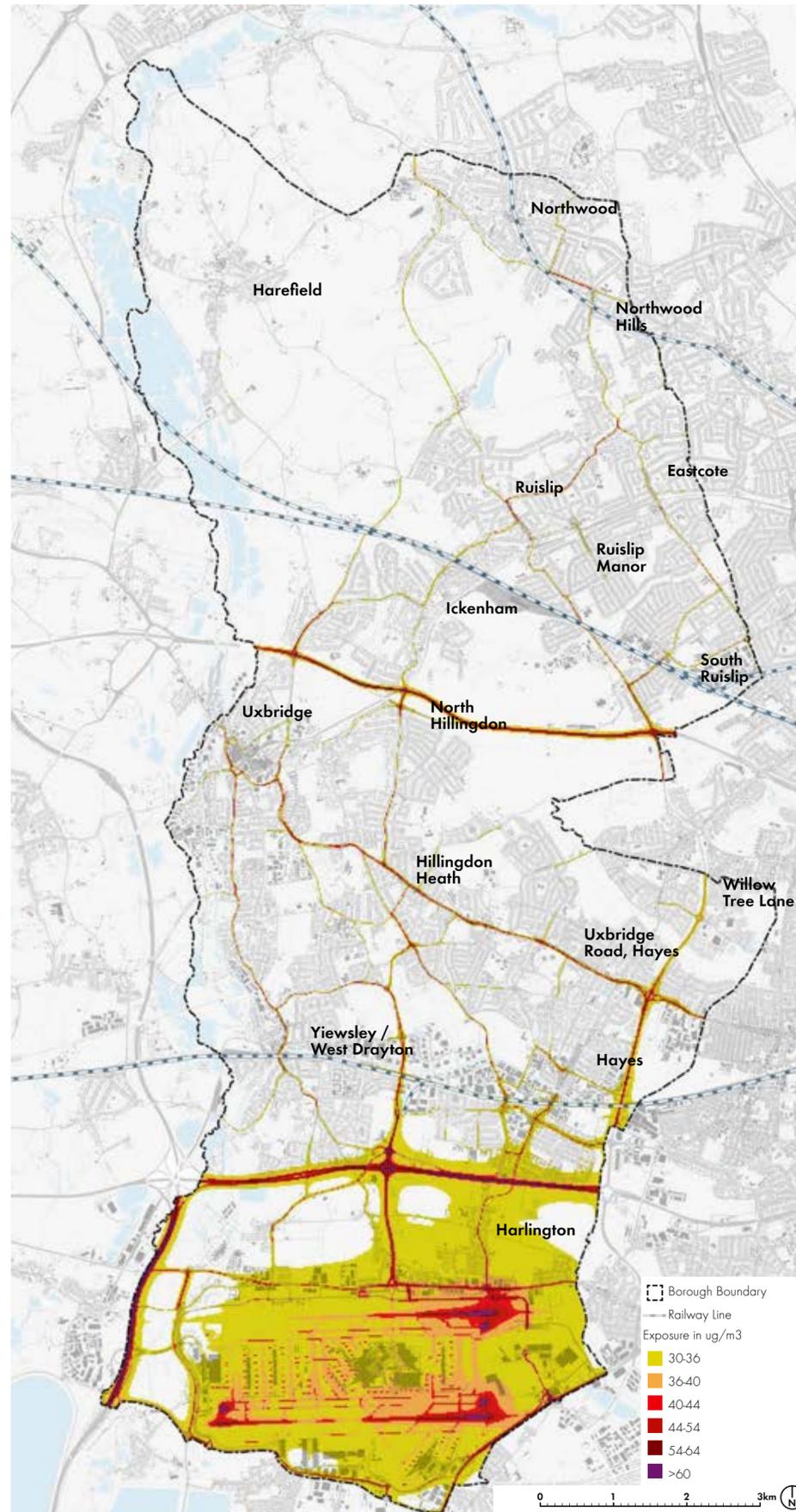


Figure 27: NO₂ Annual Mean Values (µg/m³) (LAEI, 2019)

IMD Jan 2019, source: Office for National Statistics
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AIR QUALITY MANAGEMENT

The southern two-thirds of the borough was designated an Air Quality Management Area (AQMA) in September 2003 due to high levels of nitrogen dioxide above recognised national and international limits for health. This air pollution is associated with the major road network in the borough, the operation of trains along the Great Western Mainline and the operation of Heathrow Airport.

In 2013, the GLA introduced Air Quality Focus Areas in areas across London with the most acute risk of excessive air pollution. There are several areas within Hillingdon that have been identified as Focus Areas which have been expanded by the council to fully encompass the GLA Focus Areas and to ensure that the sources contributing to the high levels of pollution, for example surrounding congested roads, are included.¹ These areas are shown in the figure to the right.



Eastcote Road, Ruislip
© Hillingdon Council

¹ Air Quality Action Plan 2019-2024, Hillingdon Council, 2019

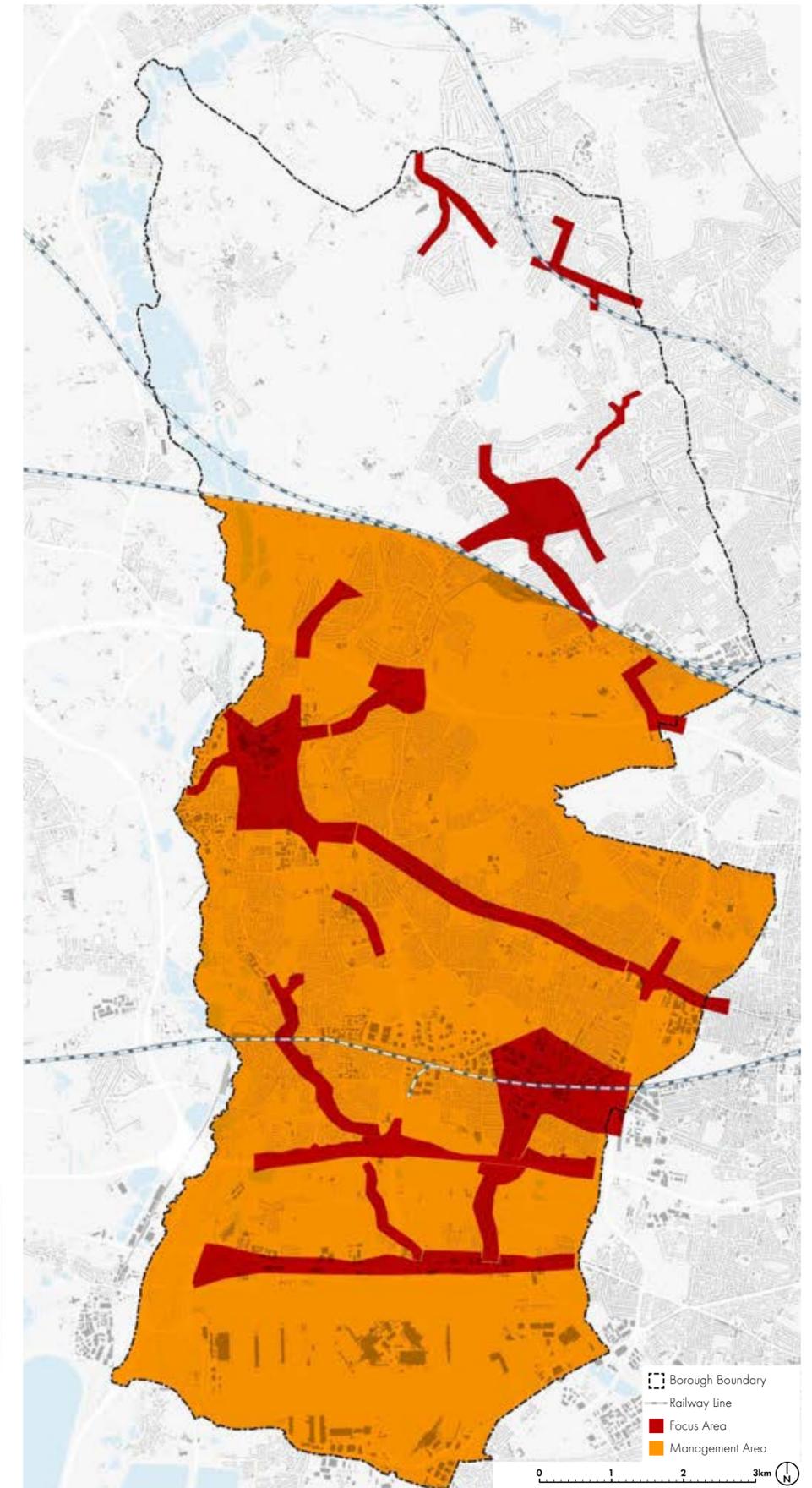


Figure 28: Air Quality Management Areas and Focus Areas

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INDEX OF MULTIPLE DEPRIVATION (IOMD)

National ranking, Sept. 2019

- Seven domains of deprivation:
- Income Deprivation (22.5%)
 - Employment Deprivation (22.5%)
 - Education, Skills and Training Deprivation (13.5%)
 - Health Deprivation and Disability (13.5%)
 - Crime (9.3%)
 - Barriers to Housing and Services (9.3%)
 - Living Environment Deprivation (9.3%)

At a borough-wide level, Hillingdon is a relatively affluent place. However, this masks significant local differences from north to south as can be seen in this presentation of the IOMD data which shows the relative affluence of areas and provides an overall national ranking.

In general, areas in the southern half of the borough are significantly more deprived than neighbourhoods in the north. Neighbourhoods around Hayes and West Drayton are most deprived with several areas (4.3% of the borough) falling into the 20% most deprived areas in the country.

The borough has seen improvement between the 2015 and 2019 figures, although this has mostly increased in neighbourhoods which are in the least deprived categories.

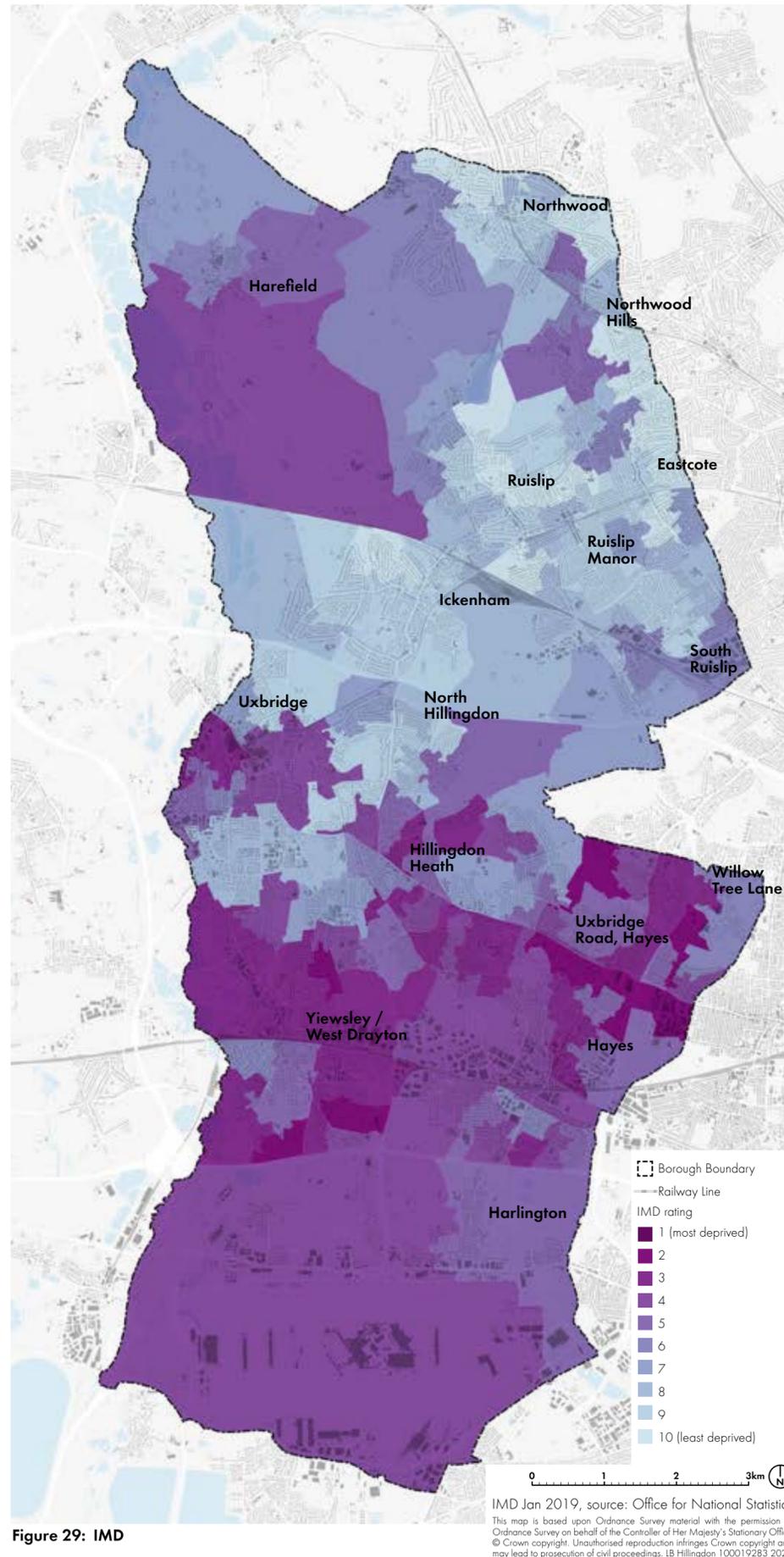


Figure 29: IMD

IMD Jan 2019, source: Office for National Statistics
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POPULATION DENSITY

Number of persons per hectare

The average residential population density across Hillingdon is significantly lower than the London average, as would be expected given its Outer London context and the extensive areas of Green Belt. The 2021 Census figures record that there was an average of 2,644 residents per kilometre in the borough, compared to a London average of 5,598 residents per square kilometre. This relatively low figure is somewhat misleading given that at least a third of the borough's land is open countryside or undeveloped. However, even adjusting the density calculation to omit large areas of open space it is noted that the density is still low by London standards.

The highest population densities are found in urban centres in the southern half of the borough. Neighbourhoods and developments around Hayes and the lower sections of Uxbridge Road have the highest population densities. In most cases it is the Garden City style estates which achieve the highest densities, as do most of the surviving Victorian terraced streets.

Redevelopment and residential growth around transport nodes such as Hayes is resulting in these areas accommodating a greater number of people per hectare. Many new developments around Hayes station mark a shift in building forms and densities with higher rise flatted development.

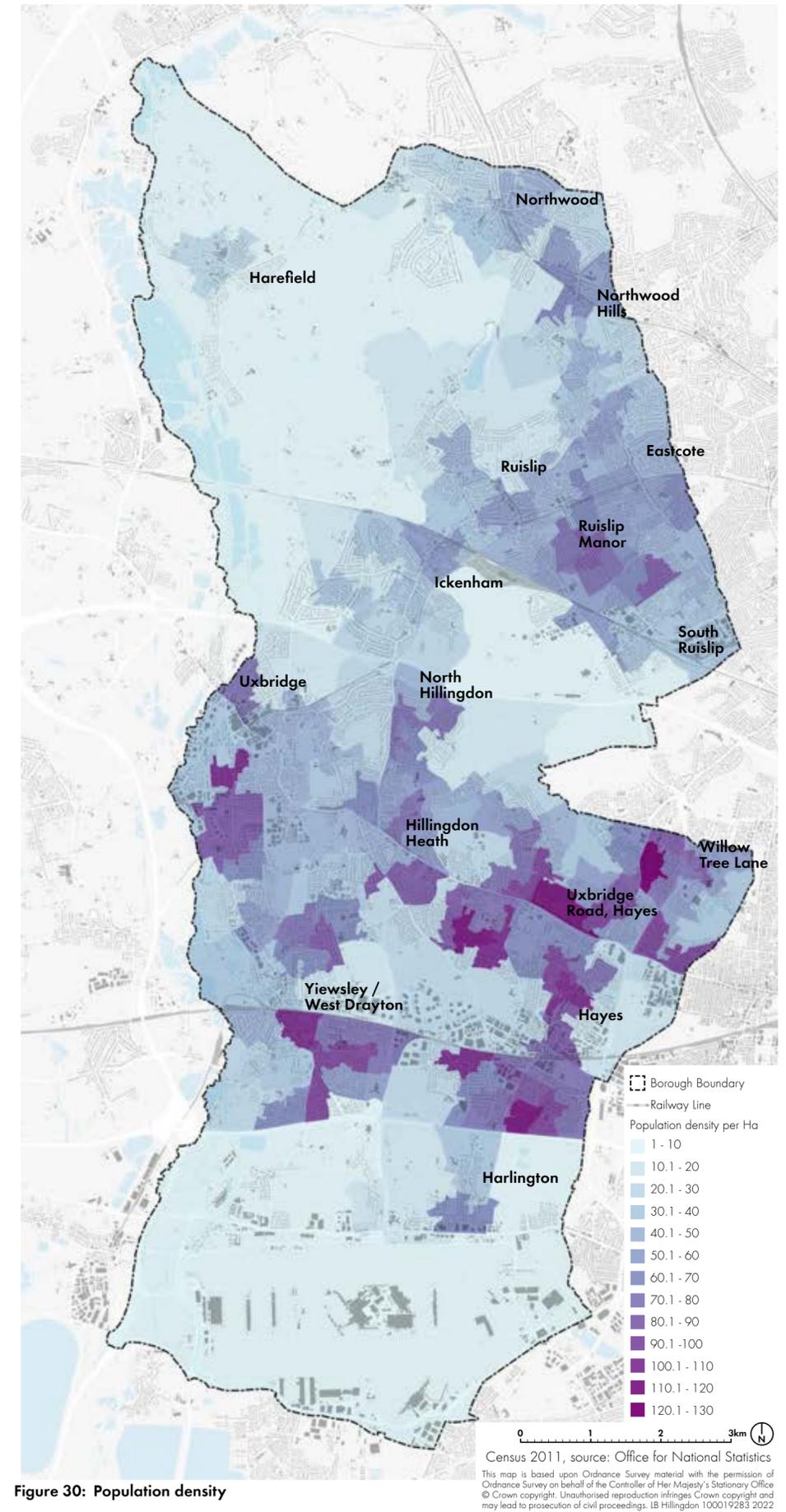


Figure 30: Population density

Census 2011, source: Office for National Statistics
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TENURE TYPES

Count of households

The number of households in Hillingdon was 109,200 in 2021 and is expected to rise by around 7% to 116,013 by 2028 (Hillingdon Housing Strategy 2021/22-2025/26).

According to the census data from 2021, 57.8% of borough residents own their own homes, followed by 26% of properties being privately rented, 16.1% socially rented from the Council.¹ As of May 2021, there were 10,101 council owned, low cost rented homes in the borough.²

High numbers of social rented households (over 300 households per super output area) are found in Uxbridge and around Hayes where a number of high rise blocks are located, and around Willow Tree Lane and Attlee Road near Yeading.

Compared to London Hillingdon has a high percentage of larger household sizes:

- 1 person in household 24.4%
- 2 people in household 27.1%
- 3 people in household 18.8%
- 4 or more people in household 29.8%

A very high percentage of Hillingdon's residents live in houses 68.9% (compared to London 45.9%) and only 30.8% in flats. However 0.3% live in a temporary structure.

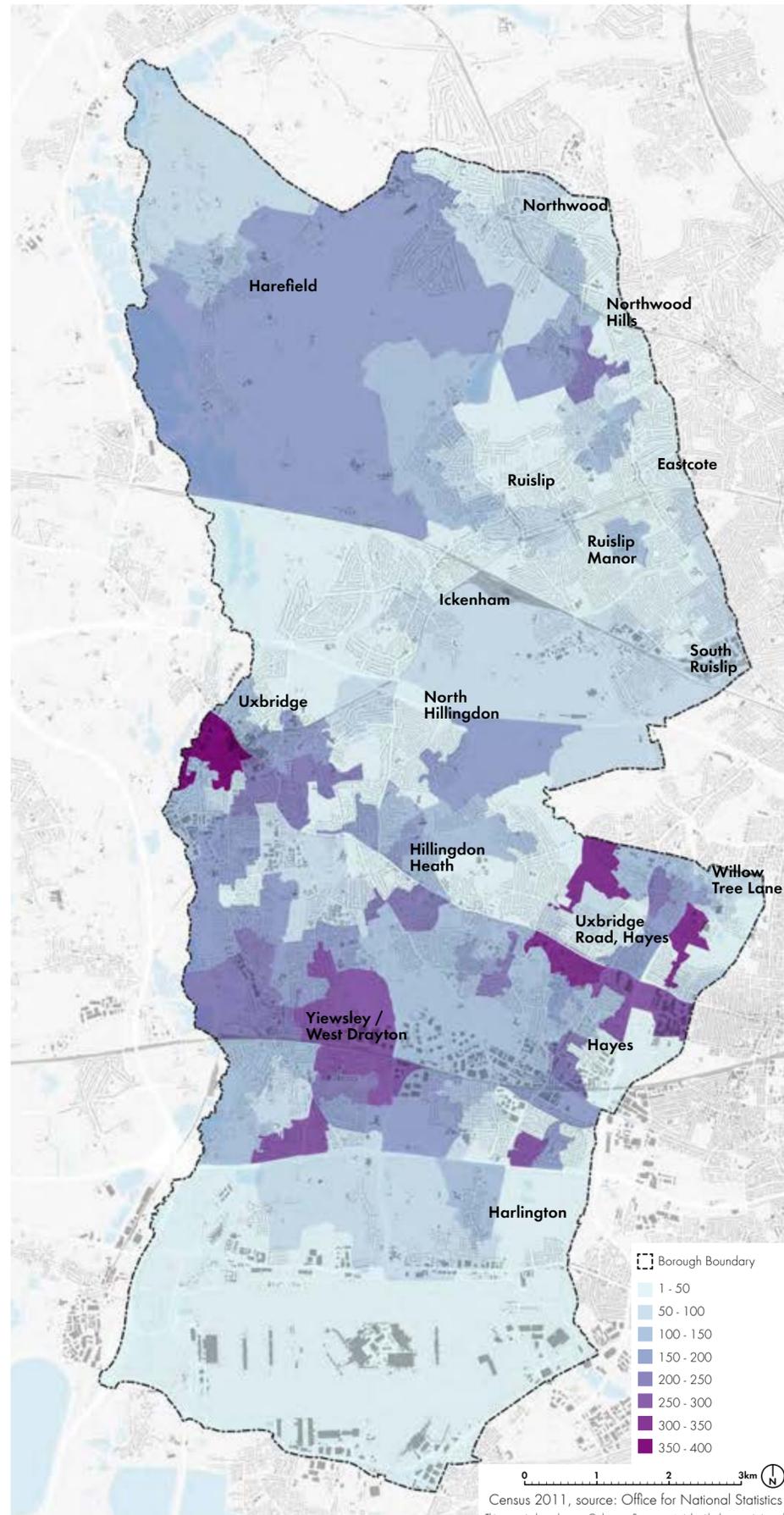


Figure 31: Social rented housing

¹ Hillingdon Borough Profile, Business Performance Team Residents Services, January 2019
² Hillingdon Housing Strategy 2021/22 to 2025/26

Census 2011, source: Office for National Statistics
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AGE

Median Age

According to the 2021 census, the age breakdown for the borough was as follows:

- 25% of the borough population is aged 19 or under
- 29% were aged 20-39
- 32% were aged 40-64
- 10% were aged 65-79
- 4% were aged over 80

The distribution of age across the borough is spatially divided with the areas to the north of the borough having a much older median age (around 38-57 years old), while the areas to the south of the borough have a substantially younger population (around 23-36 years old on average).

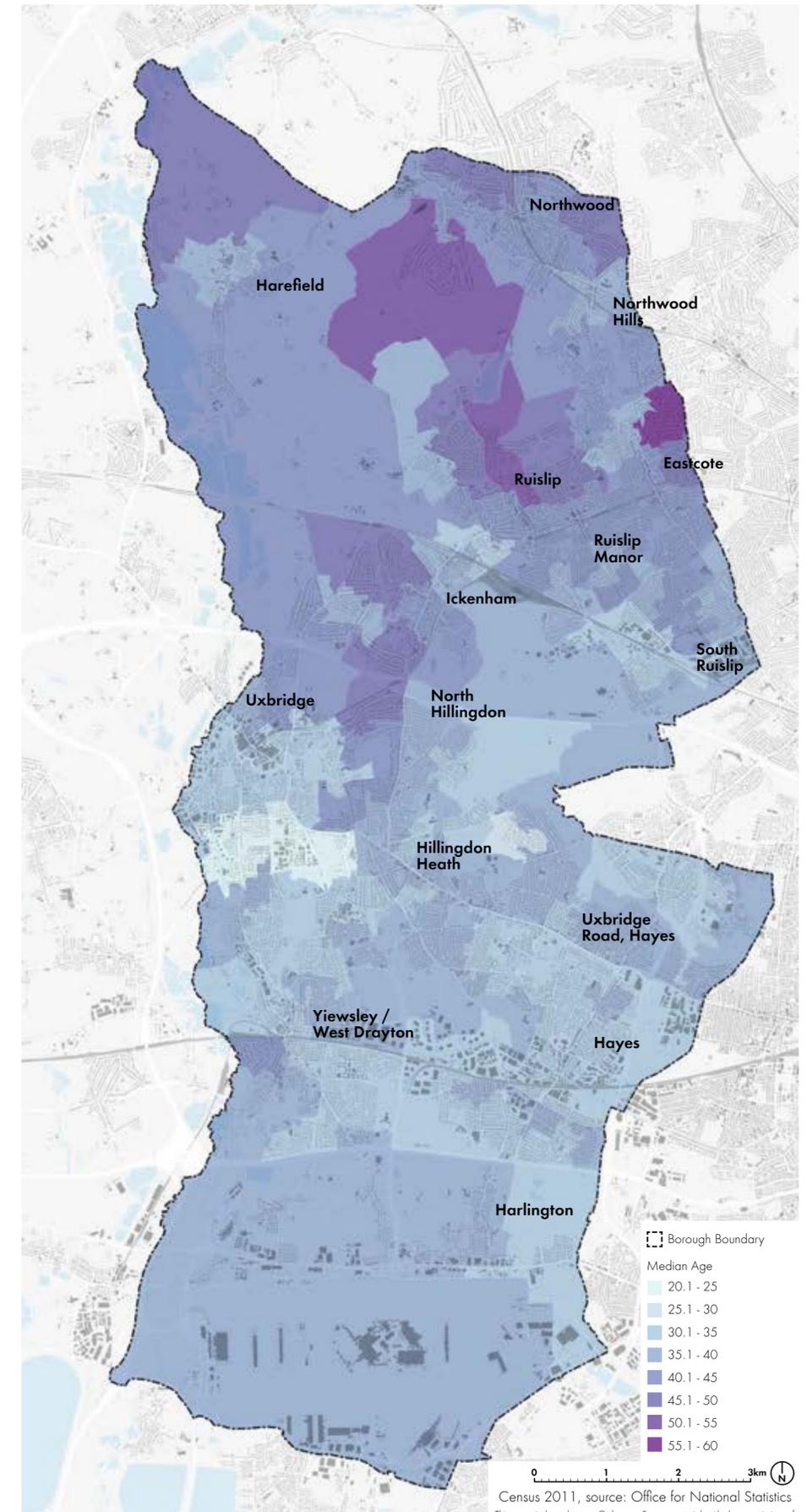


Figure 32: Population density

Census 2011, source: Office for National Statistics
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CAR OWNERSHIP

Percentage of households with no car

Hillingdon has some of the highest private car ownership rates within Greater London. The most recent statistics from TfL from 2019 indicate that 24% of households in Hillingdon do not own a car. This is compared to the average 33% of households in outer London and 45.3% in all of Greater London who do not own a car.

Of the 76% of households in Hillingdon which own a car, they have an average of 1.2 cars per household.¹

As noted in the Active Travel section, the Mayor of London's Transport Strategy sets a target that 75% of all trips in Outer London will be made on foot, by cycle or on public transport by 2041.

Car ownership impacts on streetscape, limits urban greening and has an adverse impact on active travel infrastructure.



Northwood High Street
© Hillingdon Council

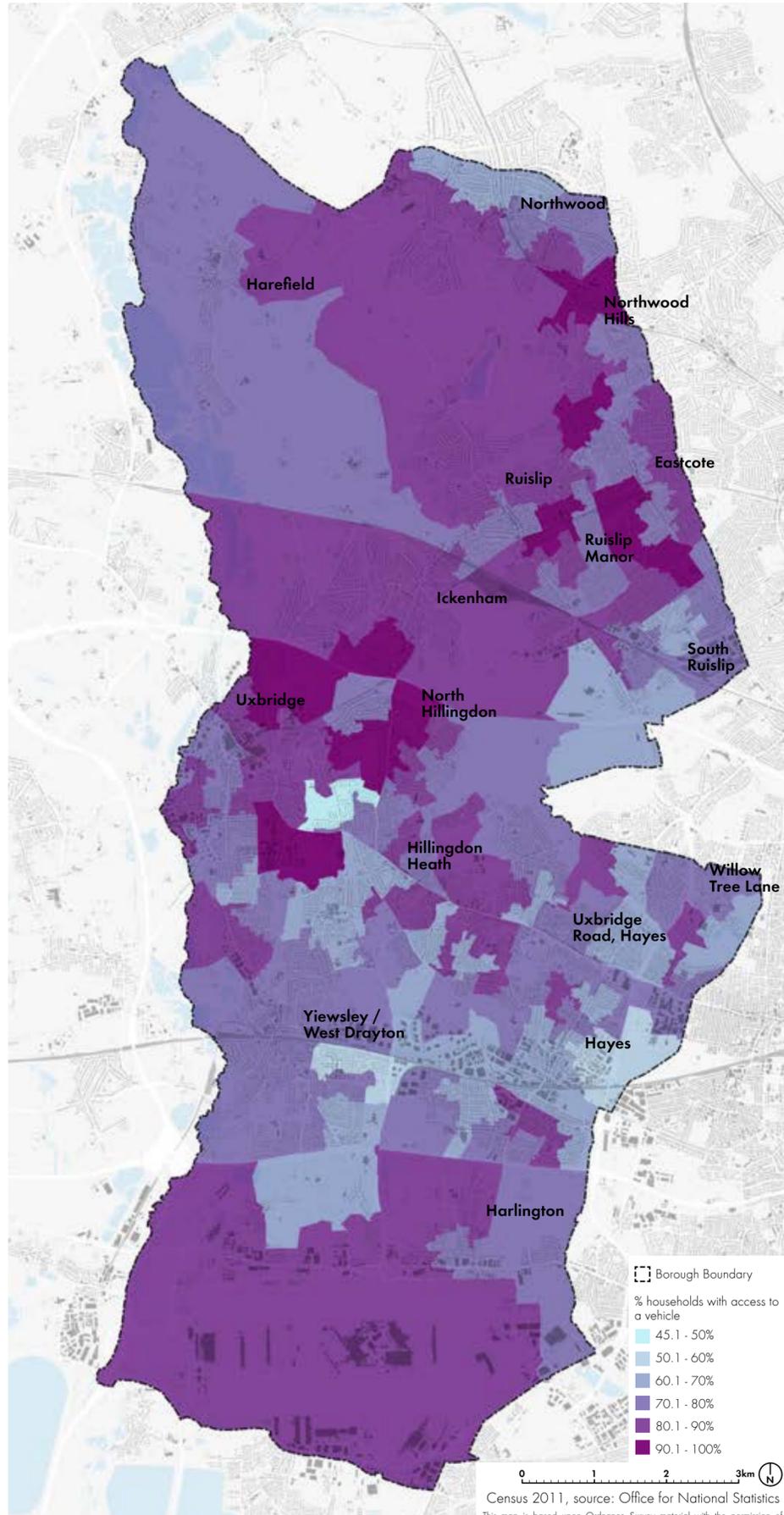


Figure 33: Access to a private car

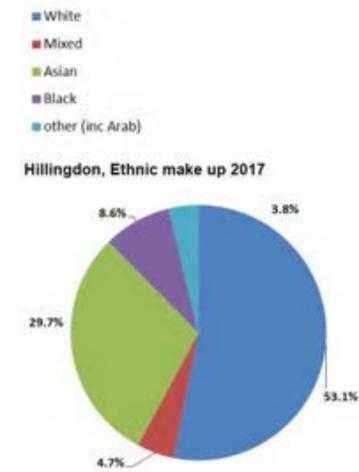
ETHNICITY

% BAME Persons

According to the ONS Census data White British population decreased from 60.6% in the 2011 Census to 48.2% in the 2021 Census; at the same time Hillingdon's BAME population increased from 39.4% to 51.8%.

Of the BAME population the largest group with 33.3% consists of people who identify as Asian, Asian British or Asian Welsh.

Ethnic diversity varies spatially across the borough with the south east having a much more ethnically diverse population.



Ethnic make up of Hillingdon Council in 2017, extracted from the Hillingdon Borough Profile published in 2019, which is similar to the Census 2021 findings.

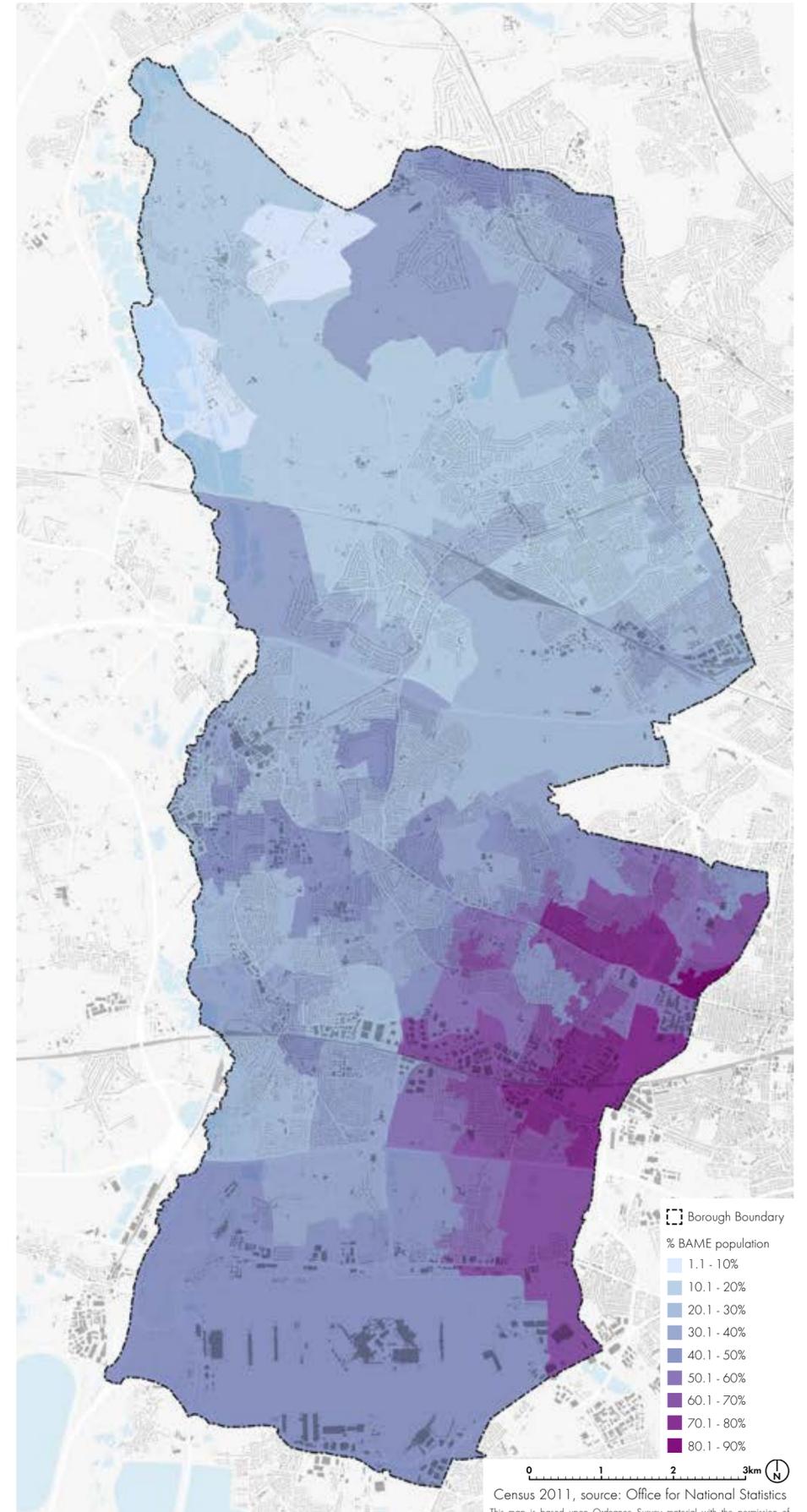


Figure 34: Ethnically diverse population

¹ TfL London Travel Demand Survey and data provided by TfL



4. URBAN TYPOLOGY

4. URBAN TYPOLOGY

MORPHOLOGICAL TOWNSCAPE TYPOLOGIES

Typology is the systematic classification of things according to their common characteristics. By identifying the various townscape characters found in Hillingdon and then identifying where they are present it is possible to describe the form of the borough in detail. It also provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.

16 broad morphological types have been identified in Hillingdon including a range of residential development forms, a mix of non-residential development types and a category which recognises the important role played by historic villages and towns in defining the morphological structure of the borough. A further 43 fine scale character types have been defined which identify areas by their individual characteristics including building form and period.

Each character type in the set is described in text and photography, accompanied by an aerial photograph and figure-ground plan to help explain the urban form. Short summaries of key characteristics and key opportunities and

constraints are provided for easy reference and the colour coding is keyed to the colours on the map.

This typology classification has been devised to reflect the particular character and form of Hillingdon's townscape. It should be noted that the examples given and description presented relate to typical characteristics of buildings. There are a great many subtle variations in style and form of the buildings and in some cases the distinction between one category and another is not clear cut.

This map represents the uses for ground floor only.

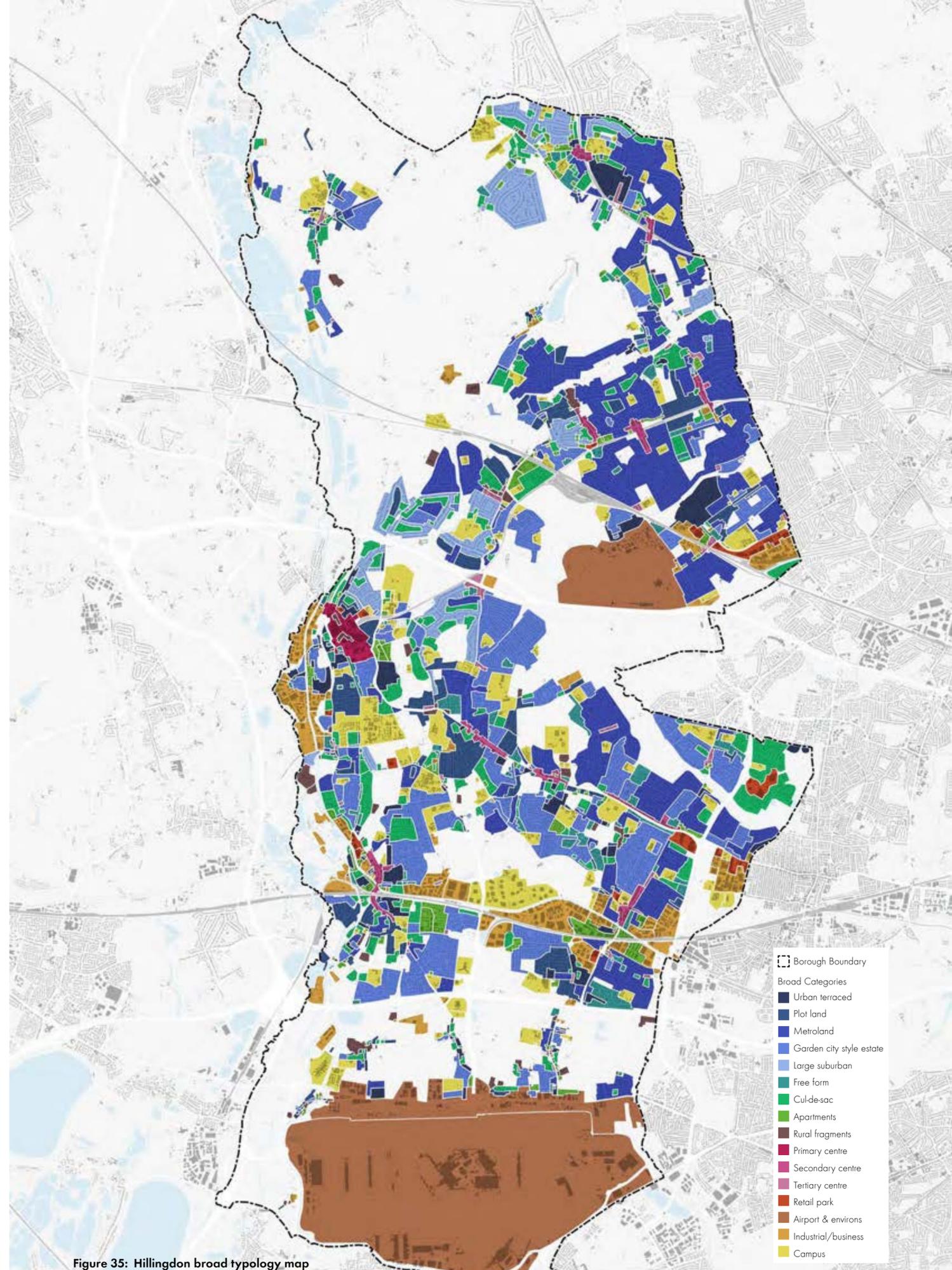
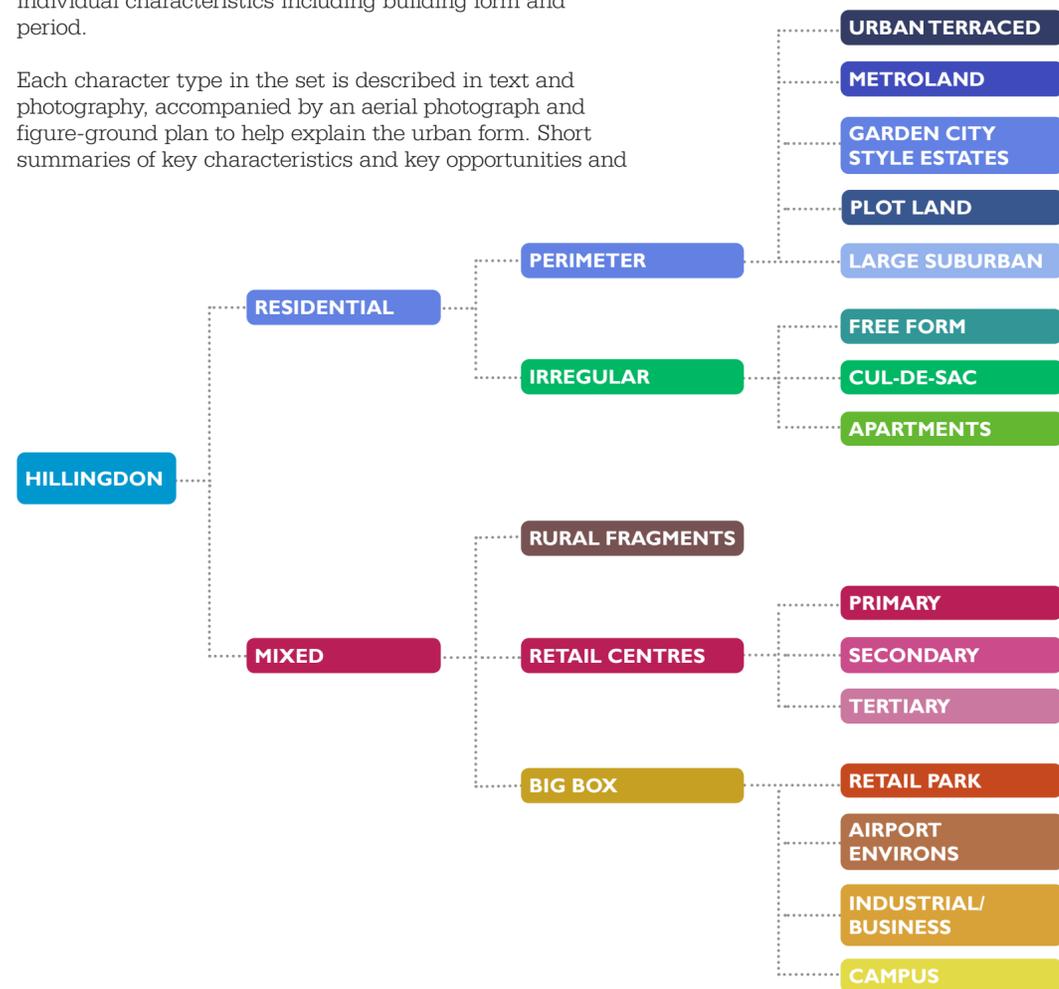


Figure 35: Hillingdon broad typology map

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Buildings Furzeham Road, West Drayton
© Hillingdon Council

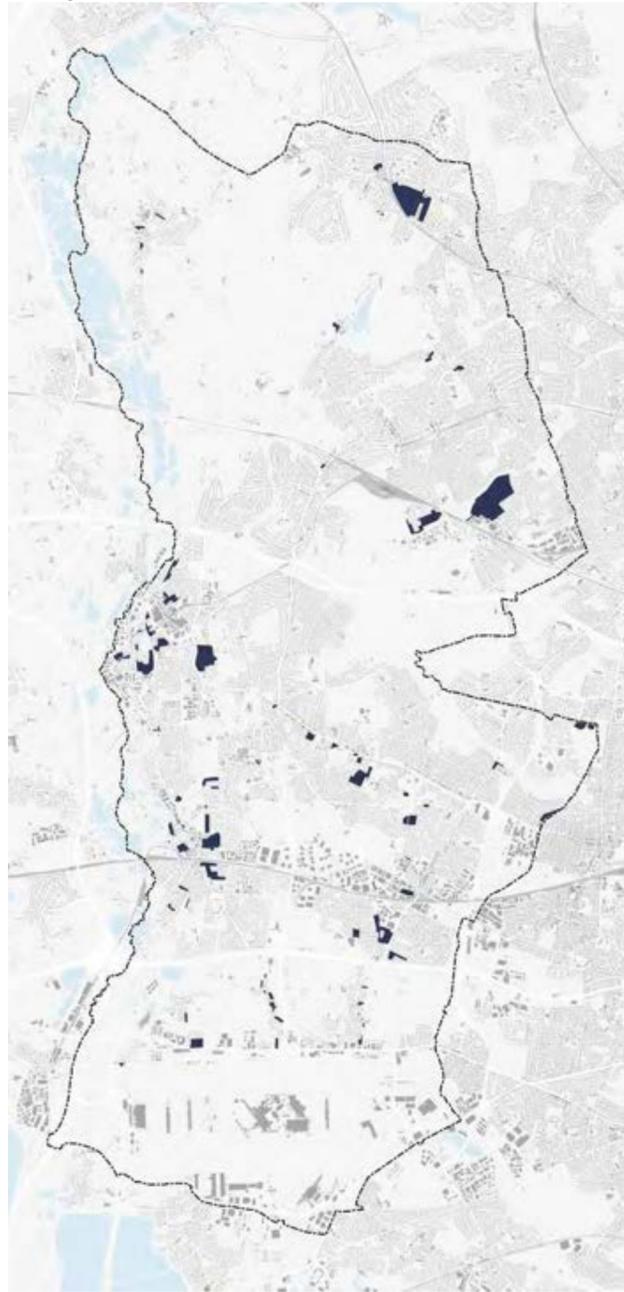
URBAN TERRACED

The urban terraced form describes area of development which are predominantly terraced housing, most commonly associated with Victorian or Edwardian periods of development. However, in Hillingdon, there are many urban terraced areas which are either modern, post-war or post-millennium developments.

Victorian and Edwardian terraced buildings normally have characteristic architectural features such as bay windows with sash windows and fan-lights over the front door-indicative of a generous floor-ceiling height. The typical block form for this kind of housing is a regular grid of rectangular blocks, typically around 80-90m deep with gardens in the centre of the block backing onto one-another. Whilst a regular grid is the optimal form of development, there are also many examples of irregular perimeter blocks. Buildings in this type are predominantly two storey and terraced. In some instances they are constructed as semi-detached or even detached houses, but grouped together with narrow passages between houses and closely spaced gable ends to give the effective appearance of being terraced. Plots are generally narrow, in the order of 5-6m which creates a strong rhythm along the street. The pitch of the roof runs parallel to the road and the buildings are deep in plan, with the characteristic L-shape of Victorian houses.

In the 20th century, the terraced form was re-invented for inter and post-war housing. This "new kind of terrace was much shorter, usually in runs of four or six, and formed part of the large new municipal estates built between the wars along Garden City lines, with private gardens front and back and set in low density, green streetscapes."¹ There are several examples of inter and post-war terraces in Hillingdon.

In most terraces, front gardens are typically short, up to 5m. Parking for this type is typically on-street. The relatively high density of this form of development coupled with close proximity to transport and services makes urban terraces relatively sustainable.



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Figure 36: Urban terraced map



Aerial View, Urban Terrace Cranmer Road, Hayes
© Google Maps



Figure Ground Map, Cranmer Road, Hayes
© AlliesMorrison



View Brandville Road, West Drayton,
© Hillingdon Council



Terrace, Ruislip
© Hillingdon Council



Contemporary terraces, St. Andrews Park development, Uxbridge
© Hillingdon Council

¹ A Brief Introduction to Terraced Housing, Historic England Blog, 2019.

Key characteristics

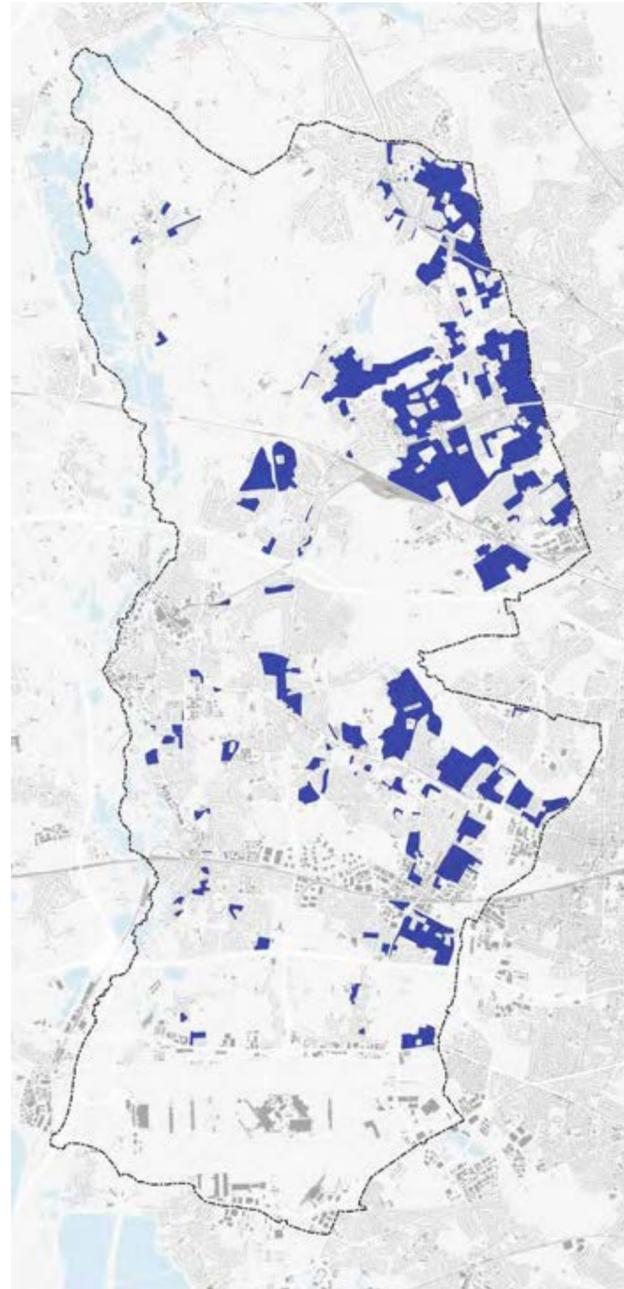
- Terraced buildings defining perimeter blocks and providing a good degree of active frontage to streets.
- Narrow plot width, typically 5-6m with a distinctive L-shaped plan.
- Vertically proportioned two-storey brick buildings with sash windows and often bay windows.
- Strong consistency of materials and details within a group of buildings.
- Symmetry and grouping of features such as doors and bay windows.
- Typical density range for this typology is 40-50 dph.

Opportunities and constraints for these areas

- The strong group identity of terraced buildings means that the consistent character of the group is vulnerable to incremental change. Alterations, such as the cladding, painting or rendering of a property, loss of original windows, doors or bay structures and the installation of satellite dishes can have a significant impact on the appearance of the group as a whole.
- In some instances where gardens are sufficiently large, the original boundary, surface and garden greenery can be lost to provide parking, breaking up the quality of the street frontage.
- The loss of original roofing materials and chimneys is an issue for this typology, both of which can have a significant impact on streetscape character.



Buildings Deane Croft Road, Pinner
© AlliesMorrison



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Figure 37: Metroland

METROLAND

Metroland is the term used to describe the classic inter-war suburban housing which is found in many parts of Hillingdon. The term was coined by the marketing department of the Metropolitan Railway company but has since come to be associated with the large swathes of inter-war housing in north-west London and further afield.

In Hillingdon, for the purposes of this characterisation, the typology Metroland refers to privately built inter-war suburban housing.

Metroland development displays a number of influences. Whilst the early buildings display the gradual transition from Edwardian housing, the proportions are generally less vertical with wider plot widths. Buildings tend to be detached or semi-detached with a hipped roof and more generous spacing between buildings which gives a more open feel to the street. Architectural elements tend to shed the more formal urban character of the earlier building and adopt a more relaxed feel, with asymmetrical compositions and use of materials and details that evoke a rural character.

It was very common for areas of suburban housing to be built as large developments. As a result, many areas have a consistent pattern of buildings with a similar scale and form which can give an attractive, unified character. The streets are wider and the front gardens are typically between 5 and 10m deep. This means that street trees and other soft landscaping play a particular role in softening and unifying character. Some areas of metroland development were built out as consistently single storey development.

Key characteristics

- Perimeter block development, often with an informal rather than a regular structure. Some layouts feature "islands of planting" and extensive grass verges (as in Eastcote Park estate) while others include a small cul-de-sac in the centre of the block.
- Architectural form which evokes 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.
- Typical density range for this typology is 15-20 dph.



Aerial View, Deane Croft Road, Pinner
© Google Maps



Figure Ground Map, Deane Croft Road, Pinner
© AlliesMorrison



Street view Deane Croft Road, Pinner
© AlliesMorrison



Semi detached house, Ruislip
© Hillingdon Council



Semi detached terraces, Forris Avenue, Hayes
© Hillingdon Council

Opportunities and constraints for these areas

- Whilst group identity for metroland streets tends to be strong there is often sufficient variation which helps to make modest changes acceptable. However, where buildings are part of a symmetrical pair substantial change such as loss of a hipped roof to a gable can have a significant detrimental impact.
- Side extensions, including development over garages can reduce the open feel of some streets, reducing the gaps between buildings.
- Loss of front gardens and front boundaries to accommodate parking is a common issue for the overall quality of the streetscene.



METROLAND

The positive image of Metroland area with its leafy streets is under threat. The analysis of Ryefield Avenue/Merton Avenue in its current form illustrates how the accumulative effect of individual frontgarden conversion into parking bay changes the character of the entire road and creates a harsh unhuman environment.

The analysis shows that paving over front gardens reduces the permeable area from 44% to 29% per plot.

Negative consequences are:

- Loss of on-street parking and unnecessary widening of road encouraging speeding
- Loss of front gardens
- Loss of street trees
- Uneven pavement area, concrete and asphalt surfaces are less permeable than paved area and hence increase risk of flooding
- Increase of urban heat island effect
- Loss of biodiversity



Paved over Frontgardens, Ryefield Avenue, Uxbridge
© Google Street View



Aerial View, Ryefield Avenue, Uxbridge
© Bing Maps



Street View, Midhurst Avenue, Uxbridge
© Hillingdon Council

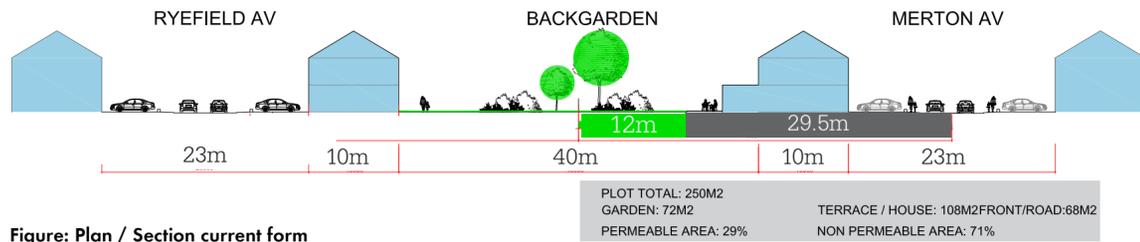


Figure: Plan / Section current form

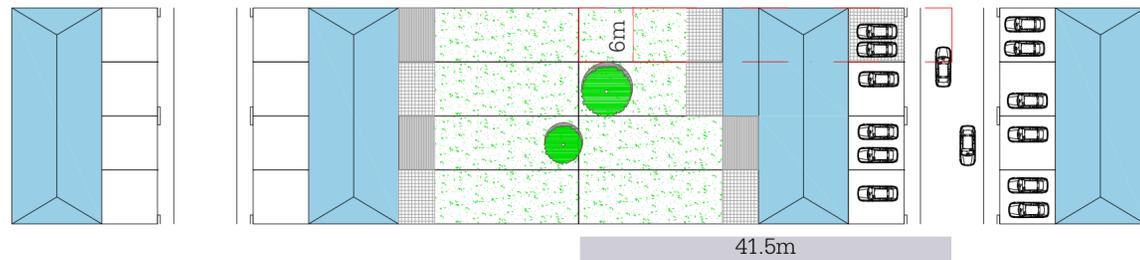


Figure: Section showing Metroland concept



Single tree, Paved over Frontgardens, Clyfford Road, Ruislip
© Hillingdon Council



Street View, Sweetcorn Lane, Uxbridge
© Hillingdon Council



Street View, Tiverton Road, Ruislip
© Hillingdon Council



Paved over Frontgardens, Victoria Avenue, Hillingdon
© Hillingdon Council



Buildings Lime Avenue, West Drayton
© AlliesMorrison

GARDEN CITY STYLE ESTATES

Garden city style development shares many common characteristics with Metroland development. However, there are a number of distinctive features which reflect the different social basis for the development. Whilst the classic metroland areas were the product of private developers and sold to private purchasers, garden city style development was more likely to have been developed by the public sector, although in Hillingdon there are a number of examples of this style built by private interests.

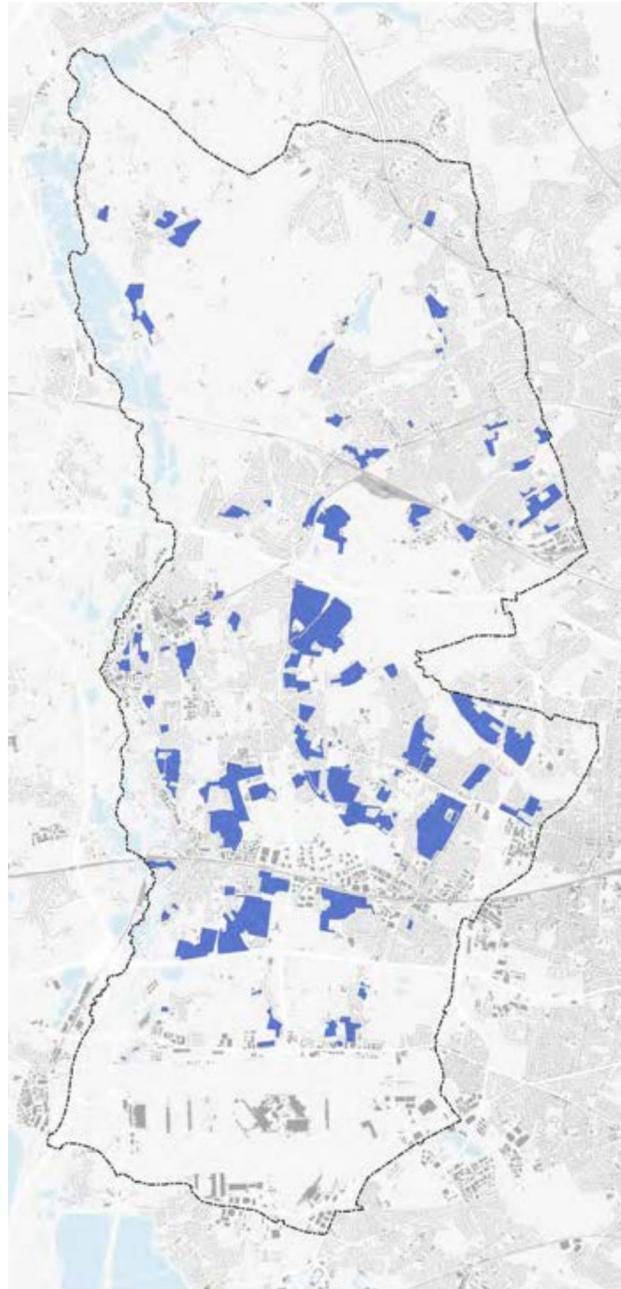
Buildings are commonly grouped into terraces which often display an overall composition and symmetry, emphasising their collective identity. The style of buildings is generally solid but plain, with simple detailing and flat fronts in place of the elaborate gables and bays associated with Metroland development. It is common to find buildings arranged around a shared green space, a form of layout which is less likely with Metroland development. A number of estates also include allotment space that form an important part of their layout.

The block form of garden city estate development follows a conventional perimeter block approach. However, this tends to be flexible rather than regular with plan forms often displaying an overall composition of different shapes. Buildings are generally two storeys with either a square or wide plan form. Combined with the fact that buildings tend to be grouped in short terraces, this results in a building form with more horizontal proportions. Some strong examples in the borough include the Great Western Railway estates around Coldharbour Lane.

Whilst Metroland housing frequently made allowances for car ownership, garden city estate housing rarely did in the original design. Although the streets are often sufficiently generous to provide on-street parking, there are a high proportion where the gardens and verges have been lost to provide parking.

Key characteristics

- 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.
- Typical density range for this typology is 20-30 dph.



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Figure 38: Garden city style estate map



Aerial View, Townfield Square, Hayes
© Google Maps



Figure Ground Map, Townfield Square, Hayes
© AlliesMorrison



Street view near Central Avenue, Hayes
© Hillingdon Council



Semi detached house, Long Lane, Ickenham © Hillingdon Council



Semi detached terraces, Central Avenue, Hayes
© Hillingdon Council

Opportunities and constraints for these areas

- The fact that groups of buildings were designed as overall compositions means that the character of the group is particularly vulnerable to modifications or additions such as cladding or extensions. Proposals to add new buildings to the end of rows should be resisted.
- Parking can have a significant impact on this type of development, either through impact on gardens and front boundaries or through loss of verges to create parking spaces
- The loss of original roofing materials and changes to front gardens have a significant impact on the quality of these neighbourhoods, as does the infilling of green spaces.



Copperfield Avenue, West Drayton
© AlliesMorrison

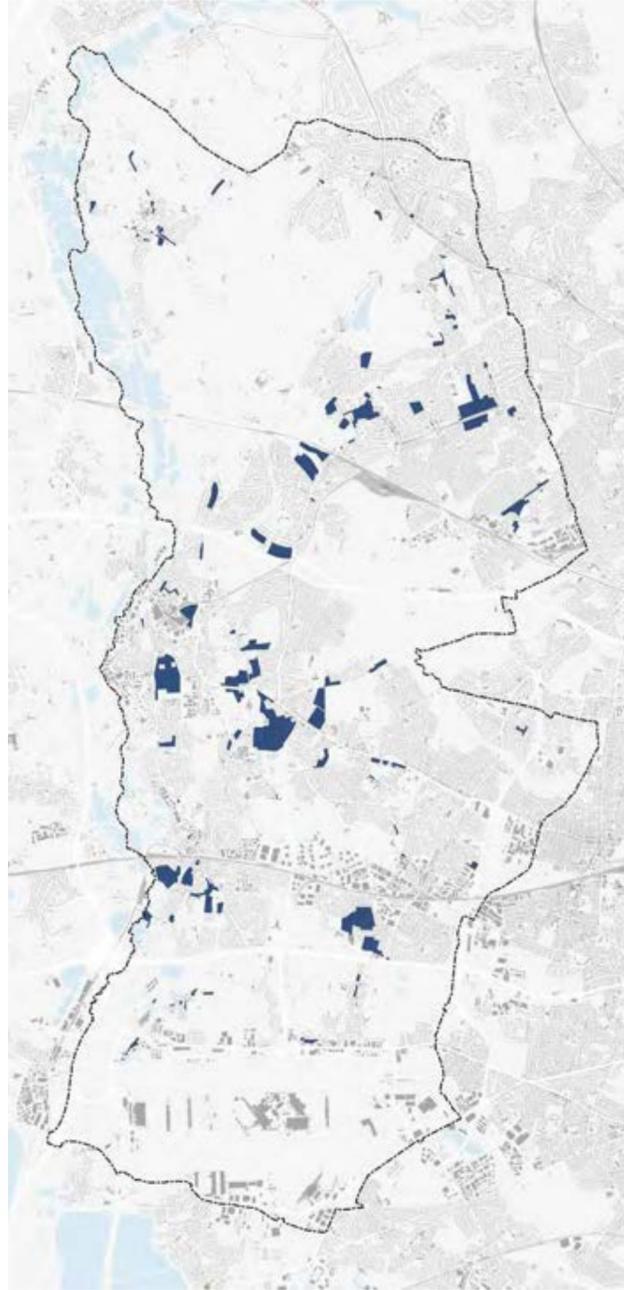
PLOTLAND

Plotland development shares many features with the Metroland character type. It usually features a simple perimeter block form, is built to a similar overall density and many of the buildings incorporate similar use of materials and details.

However, plotland development differs significantly in that, unlike the large estates which were built to a relatively high degree of conformity by major public or private developers, these areas of development were built piecemeal. Streets were laid out and individual plots constructed to the wishes of a builder working speculatively on one or two plots or by a purchaser commissioning a house to suit their wishes.

As a result, plotland development has a number of distinctive features. The buildings are almost all detached, despite the relative compactness of the plots. They tend to be relatively simple volumes and many of the houses present a gable to the public realm with the ridge running perpendicular to the street. In some areas bungalows predominate, although variations and adaptations over time mean that some have accommodation in the roof space.

As with other areas of development, gradual modifications to properties by successive owners has continued to change the character of these buildings from their original design. However, whereas planned estates could be said to have a clear identity or collective design which is worthy of protection, plotland development has always enjoyed a more diverse and fragmented character.



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Figure 39: Plotland map



Aerial View, Micawber Avenue, Uxbridge
© Google Maps

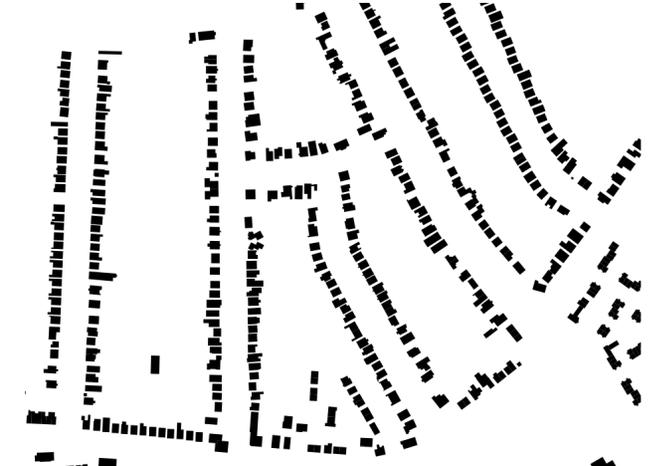


Figure Ground Map, Micawber Avenue, Uxbridge
© AlliesMorrison



Bungalows, Eastcote
© Hillingdon Council



Bungalow, Ickenham
© Hillingdon Council



Milton Court, Ickenham
© Hillingdon Council

Key characteristics

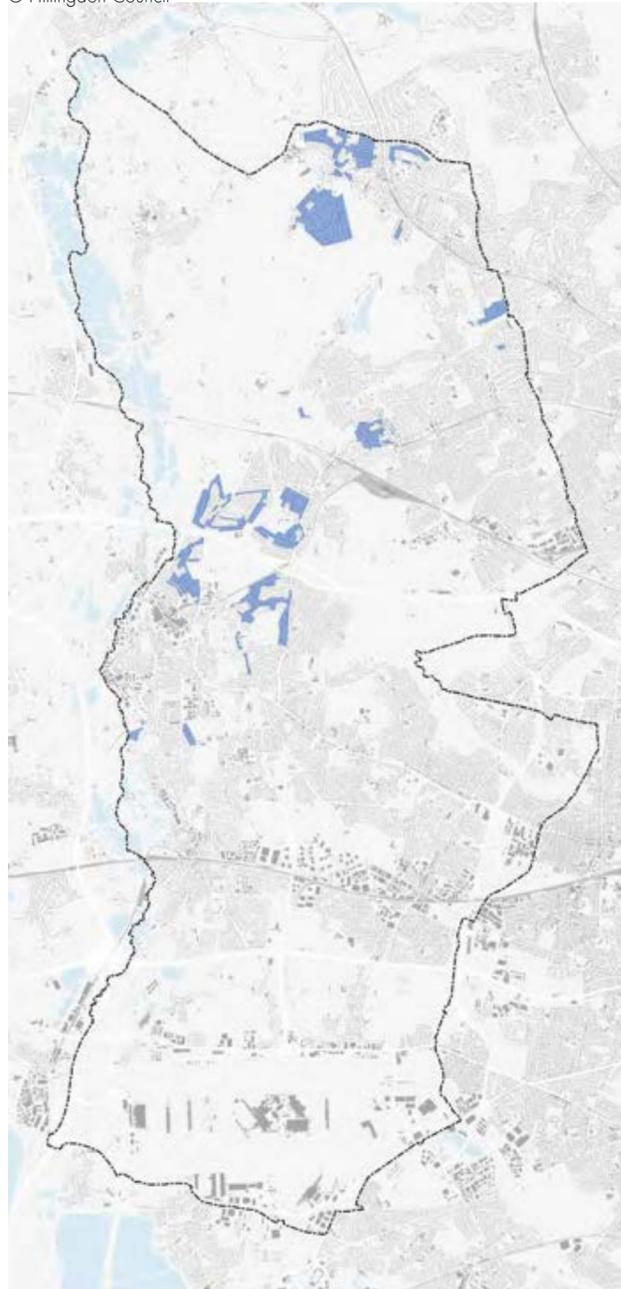
- Similar density and urban form to Metroland development.
- Typically built by small building firms or individual owners and incorporating a range of designs.
- Unified by simple parameters such as building line and broad scale.
- Detached properties despite the small scale, often with a gable to the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

Opportunities and constraints for these areas

- Plotland areas are more likely to be able to accommodate gradual change over time as variation between plots is an essential feature of the type. However, they are regarded as vulnerable to significant changes in scale, particularly where bungalows are proposed to be replaced with more significantly larger houses.
- As with other forms of suburban development, the impact of cars on the front gardens and boundary treatments can have a detrimental impact.
- Large roof additions and extensions can be a particular issue for this typology, particularly where a uniformity of scale has been established.



Large suburban housing, Northwood
© Hillingdon Council



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Figure 40: Large suburban map

LARGE SUBURBAN

Some suburban areas of the borough are built to very low densities. These areas have a very different character to the more regimented plots of the classic Metroland suburbs. There tends to be a large degree of individuality of building style and most buildings will have been built to suit the brief of a private homeowner or a speculative developer.

Whilst the design approach can vary significantly, there are common themes. These evoke a rural rather than urban character, often through informal overall composition, wide proportions and incorporation of features such as dormer windows, substantial gables and chimney stacks.

With large plots forming a key feature of the type, the landscape of the gardens plays a significant role in defining the character of the streets. Front boundaries often screen houses from the street, whilst hedges and trees contribute to a strong overall impression of green space. It is typical to find properties with drive-way space for several cars.

Whilst this type of development can be sensitive to inappropriate changes given the generally high quality of design, the variations between plots means that new buildings need not be obtrusive if well designed. However, large plots in locations with better transport links are at risk of demolition and replacement with a number of smaller units or flatted blocks, or having their gardens sold off for development. Although there are sensitive design solutions for new flatted interventions, there can be impacts in terms of scale and bulk of new buildings and also the impact on green space if gardens are lost to car parking or the street frontage is lost.

The low density and car-based approach of this form of development makes it relatively unsustainable.

Key characteristics

- Large individual plots with substantial houses. The style of the houses varies, 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 the green infrastructure can play 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.
- Typical density range for this typology is 1-10 dph.



Aerial View, Nicholas Way, Northwood
© Google Maps



Figure Ground Map, Nicholas Way, Northwood
© AlliesMorrison



Large suburban housing in Northwood
© Hillingdon Council



Building, Ruislip
© Hillingdon Council



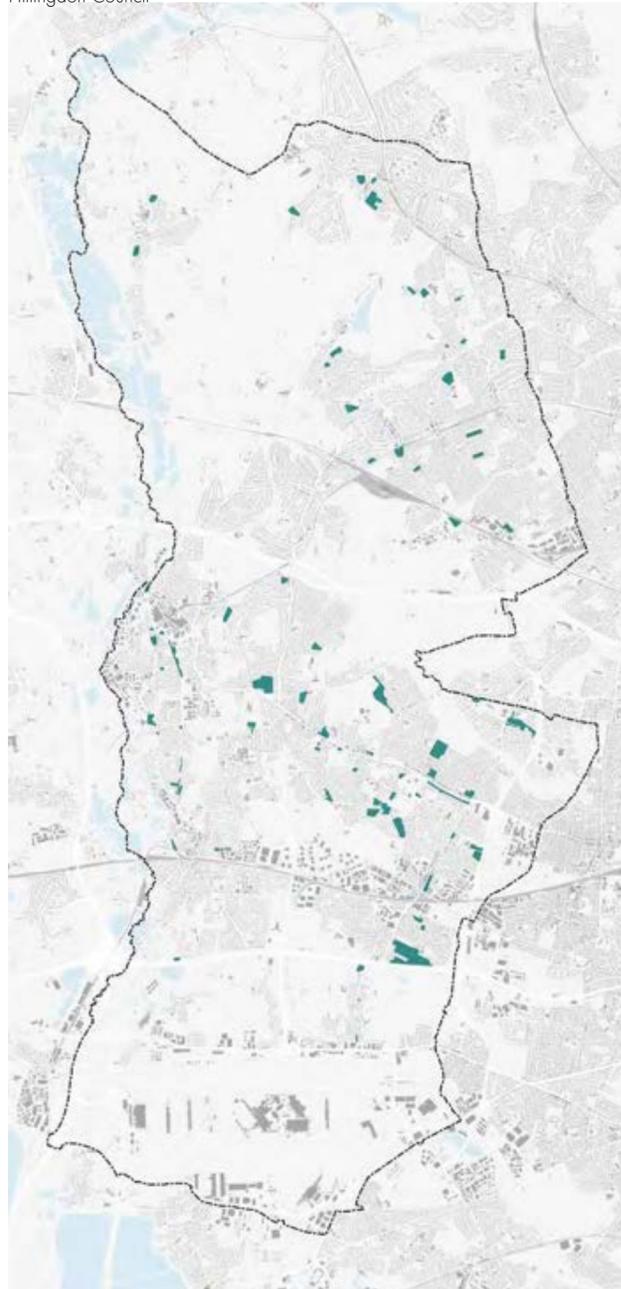
Building, Northwood
© AlliesMorrison

Opportunities and constraints for these areas

- Loss or adaptation of existing buildings to flats or their replacement with smaller dwellings resulting in more intensive use of site and loss of gardens to parking.
- Back-land development is a particular threat for this typology, and can have a significant adverse impact on character.



Exmouth Road, Hayes©
Hillingdon Council



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Figure 41: Free form map

FREE FORM

Free form development is a product of post-war housing development. Unlike conventional development which follows a perimeter block form and establishes a clear network of streets this type of development fragments the normal urban structure.

The ethos of free form development was that pedestrians would benefit from being separated from the car. Estates were therefore designed to provide pedestrian circulation separate from vehicles. This often results in areas where the buildings have their main front door onto a pedestrian path whilst car parking is separated out into yards or courts elsewhere.

This creates a layout which is very permeable, offering many routes for pedestrians. However, this is often not matched by good legibility and such areas can be very confusing and unsafe, as the traditional relationship of buildings facing onto the street, with defensible private space to the rear, is abandoned. The lack of conventional streets with buildings overlooking them and a mix of traffic and pedestrians can mean some pedestrian routes do not feel as safe as a conventional street.

Key characteristics

- 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.
- Typical density range for this typology is 40-70 dph, heavily dependent on the height of the structures.



Aerial View, Portland Road, Hayes
© Google Maps

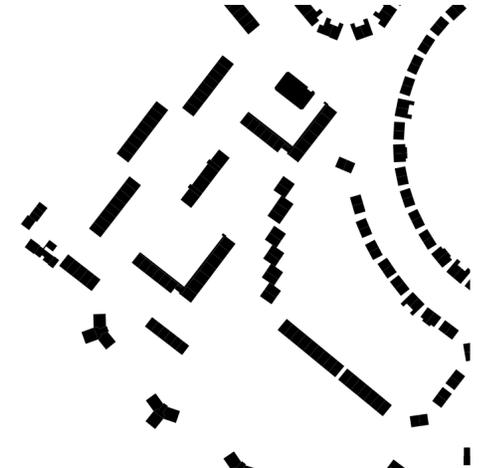


Figure Ground Map, Portland Road, Hayes
© AlliesMorrison



Moorfield Road, Uxbridge
© Hillingdon Council



Highgrove Estate, Ruislip
© Hillingdon Council



Whitehall Road, Uxbridge
© Hillingdon Council

Opportunities and constraints for these areas

- Areas of free form development are very challenging to improve without wholesale change - a fundamental shift would be needed in order to restore a more conventional urban block structure.
- Where there is flexibility to redefine the space around buildings this could present an opportunity to clarify distinctions between public and private space and improve safety.

CUL-DE-SAC

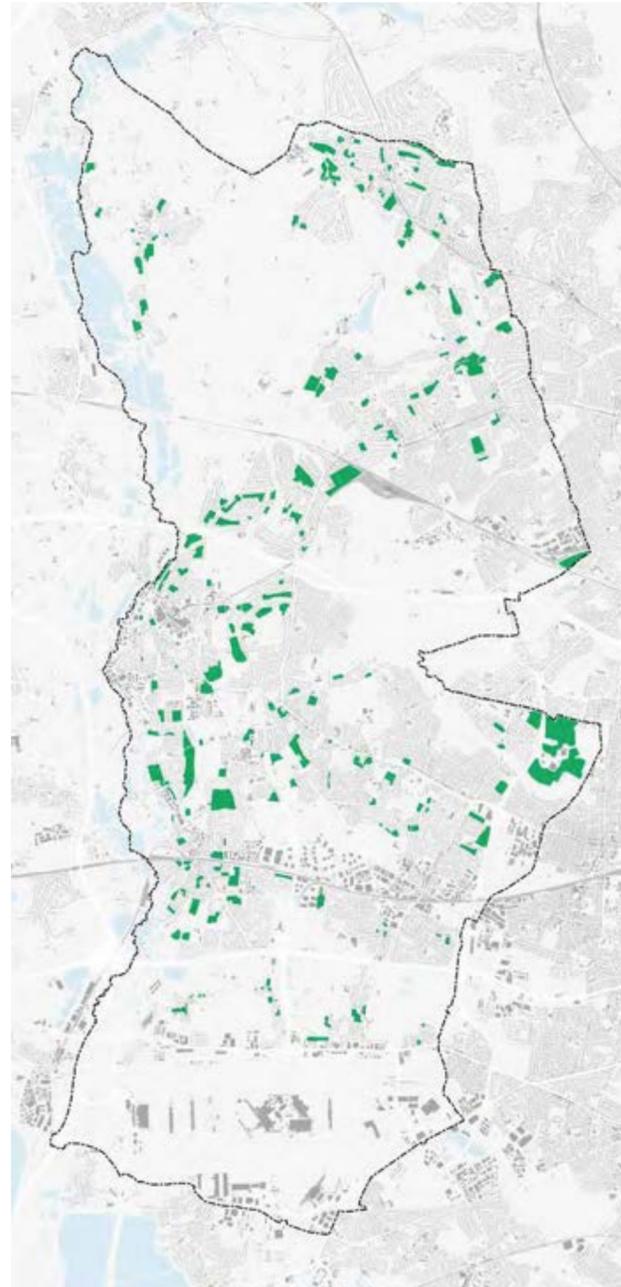
Cul-de-sacs have over a century of history in planned urban areas, first established as a permissible form in Unwin and Parker's proposals enshrined in the Hampstead Garden Suburb Act of 1906 which overturned earlier 1875 legislation which banned their use. Whilst some examples are found in the low density garden suburbs within the low density perimeter block typology, the cul-de-sac in this category is principally found in postwar suburban developments.

These post war developments usually feature a very clear hierarchy of a main distributor road from which flow a series of cul-de-sacs, some as small as a dozen houses and others which include a branching layout with housing. The distributor road provides the main, and sometimes only, route around an estate, carrying all car and bus traffic. This is often designed to a generous standard and in some examples will be devoid of building frontages as they all turn inwards to face into cul-de-sacs. These cul-de-sacs are then designed to a smaller and more intimate scale, with narrower carriageways and a turning head at the end. The overall effect has been strongly influenced by the highway design manuals of the post war period.

Cul-de-sac areas are frequently criticised both for their lack of legibility and permeability. The use of consistent building types repeated throughout an amorphous layout can make it difficult to distinguish easily between different streets. The nature of the layout is also to funnel movement on to the main spine road, making walking and cycling around the area much less efficient than it could be - there are few other choices and the routes are often far less direct than necessary. This reliance on car-based journeys and way in which the form limits the potential for long term regeneration makes the cul-de-sac a less sustainable form of development than more conventional perimeter blocks.

Key characteristics

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



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Figure 42: Cul-de-sac map



Aerial View, Kingsash Drive, Hayes
© Google Maps



Figure Ground Map, Kingsash Drive, Hayes
© AlliesMorrison



Wrays Way, Yeading © Hillingdon Council



Narborough Close, Ickenham
© Hillingdon Council



Watford Road, Northwood
© Hillingdon Council

Opportunities and constraints for these areas

- The free-form layout of cul-de-sac development, without a conventional block structure, means that they are less able to adapt over time.
- The form of development accommodates car use but is also reliant on it. Given the relative lack of clear, direct and safe pedestrian routes this is hard to address.
- In many schemes, the standard designs can be affected by additions and extensions, and without careful detailing of interventions they can quickly deteriorate the character of the neighbourhood.
- This typology often acts as a movement barrier which can create issues of permeability and wayfinding.

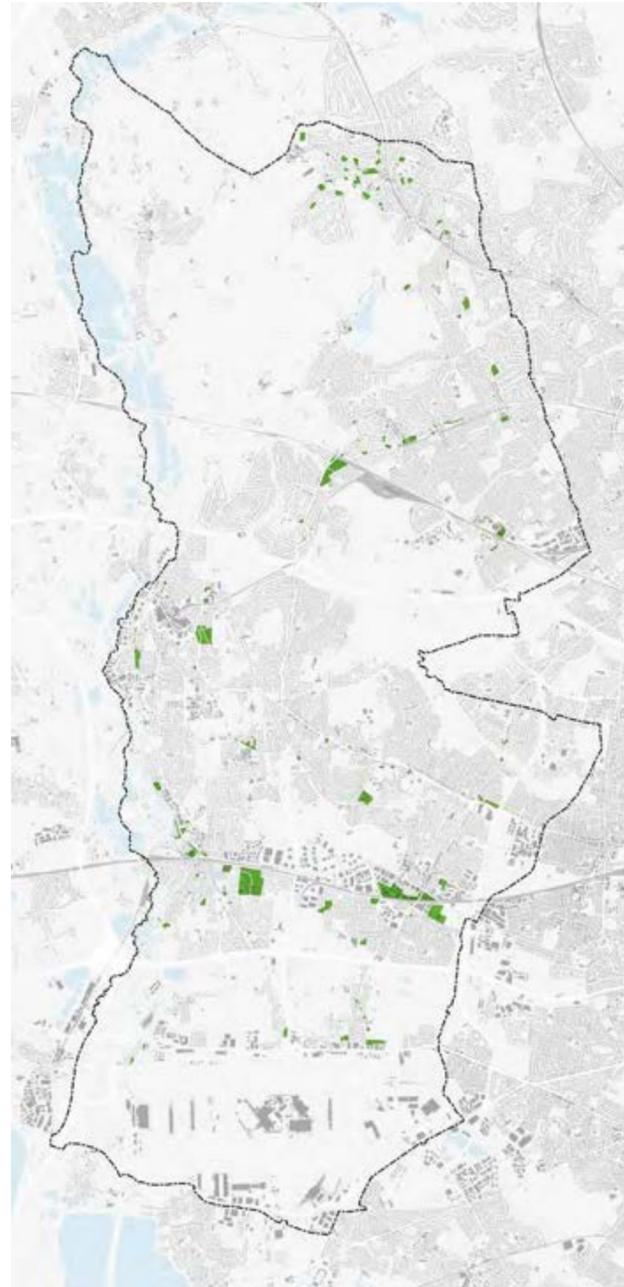


APARTMENTS

Although Hillingdon is known for low density suburban housing there are a growing number of apartment buildings, particularly in urban centres in locations with strong transport connections. This can have positive aspects in terms of increasing the intensity of population in certain areas and hence improving the potential to maintain sustainable shops and services. However, the design and scale of these buildings need to be carefully considered in relation to the context.

The issues typically relate to the areas of parking required to service the blocks and the potential for parking areas to have a weak relationship with the street. In some examples, street activity is lost due to poor front to back relationships and a lack of public and private space definition.

A further issue is the loss or conversion of large suburban houses to flats, resulting in increasingly bulky buildings in suburban streets and loss of gardens to parking.



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Figure 43: Apartments map



Aerial View, Waterloo Road, Uxbridge
© Google Maps



Figure Ground Map, Waterloo Road, Uxbridge
© AlliesMorrison



Apartment block, Hayes
© Hillingdon Council



Apartment block, Ruislip
© AlliesMorrison



Apartment block, Uxbridge
© Hillingdon Council

Key characteristics

- Predominantly medium-rise development between 3 and 7 storeys with a few taller examples.
- Many buildings have a weak relationship with the public realm.
- Architectural forms vary, but development in growth areas in the southern part of the borough is more likely to take a modern/urban form whilst elsewhere buildings tend to follow a more conventional model.
- Away from urban centres the provision of parking becomes a key issue in terms of external space.
- Typical density range for this typology is 60-200 dph.

Opportunities and constraints for these areas

- Although these buildings are not tall by central London standards they can have a bulk and form which is dominant given the generally low-rise context.
- Apartment buildings have a diminished relationship with the street compared to individual houses, and can have poor front/back relationships or public/private space definition.
- More intense development should be focussed towards areas which can provide good sustainable transport links and a mix of services.
- Some larger footprints can disturb the existing urban grain and character of an area.



HISTORIC FRAGMENTS

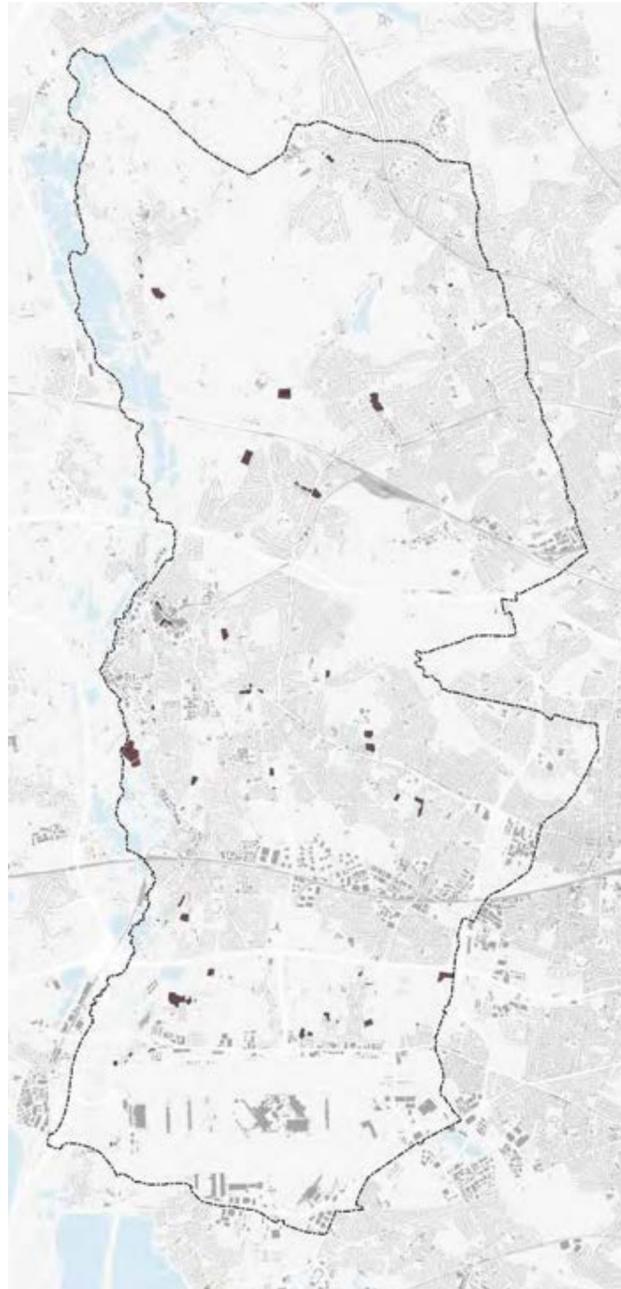
The remaining historic villages are one of the most striking features of Hillingdon. In some cases, these remain in open land, but in many cases these fragments have been absorbed into larger, later developments. The historic townscape is important to the borough in providing a sense of identity and history to the more modern suburbs.

The impact that these historic fragments have on the modern settlement is more than just the impact of their presence. Although large areas of the borough have been built to carefully designed street layouts, the pre-existing routes remain as key connections. The historic rural architecture has also had a substantial impact on the architecture of the suburbs, where the designs can be seen to attempt to recapture the arcadian dream and repeat it plot by plot.

The historic fabric is very evident, given that a significant proportion of development in the borough is postwar. However, historic fragments are vulnerable to changes in context, particularly when these buildings are located in a town centre. In these instances, development pressures may gradually denude their setting and potentially dilute their value. As many buildings are located on historic routes that continue to play an important transport role, they can be at risk from the impact of increased traffic, and changes to road and pavement layouts. Their setting can also be affected by the design and location of street furniture, including road signage.

Key characteristics

- Historic development which pre-dates the suburban growth of Hillingdon.
- Frequently seen as elements retained within a wider modern townscape.
- Fine grain fabric with individual characters.
- Often imitated, particularly by inter-war suburban development.



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Figure 44: Historic fragments map



Aerial View, Harmondsworth
© Google Maps



Figure Ground Map, Harmondsworth
© AlliesMorrison



Listed buildings, Harmondsworth
© Hillingdon Council



The Plough, Sipson
© Hillingdon Council



The Crown and Treaty Pub, Uxbridge
© Hillingdon Council

Opportunities and constraints for these areas

- Generally protected from inappropriate change through listing and conservation area designations.
- At risk of change to setting, particularly through nearby bulky development or the impact of highways.



PRIMARY CENTRE

Uxbridge Town Centre is Hillingdon's only Metropolitan centre, and offers a mix of shopping and services on a scale not found elsewhere in the borough. It also plays an important role as an employment location, with a number of significant office buildings in the centre, including the Council's own premises.

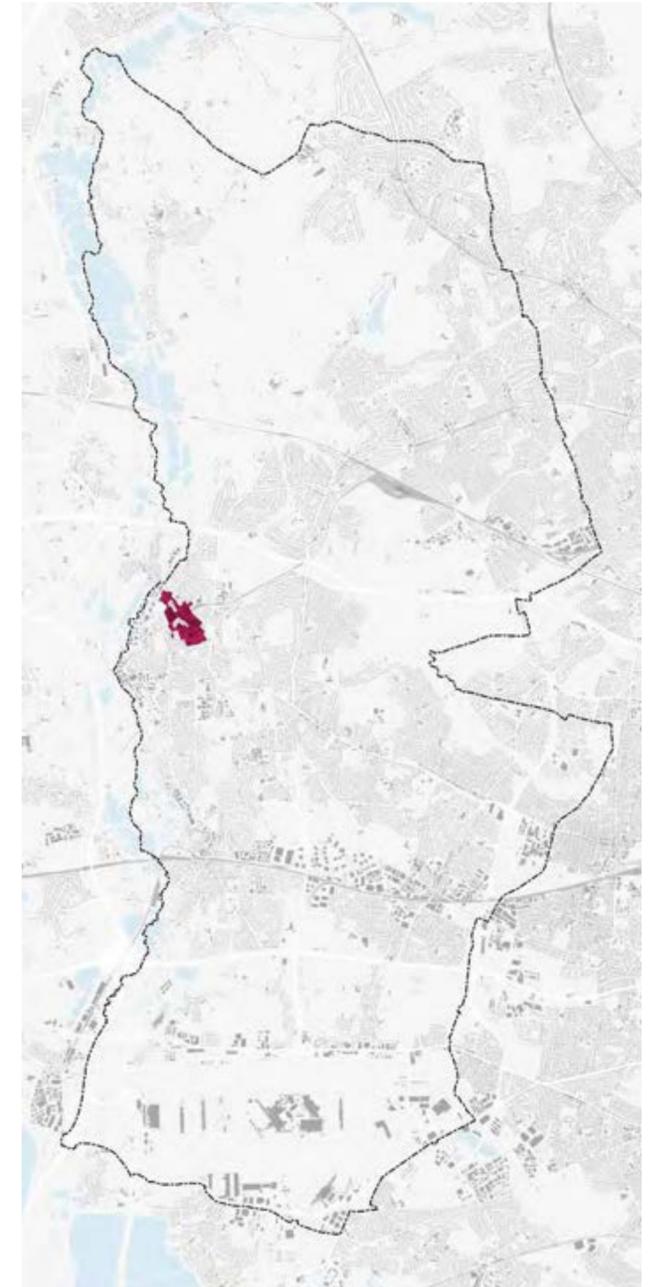
The centre of the town is a combination of a number of influences, including some consolidated areas of historic buildings such as Windsor Street while parts of the High Street retain an historic scale and grain. Other areas of the town centre have been developed to a substantial scale, including two large shopping centres, the Mall Pavilions and The Chimes Uxbridge. There are also a number of other large office buildings some of which are home to major national and international companies, such as Coca Cola, GiffGaff and General Mills.

The Council's own offices are located in Hillingdon Town Centre and were built between 1973 and 1976 to a design by architects RMJM. Its use of materials and forms appears to be strongly influenced by the interwar suburbs in the borough.

Although the original historic urban form of the High Street still survives, this is now a pedestrianised route with traffic looping round the south and western side of the town centre. The road acts as a barrier to connections with the town centre, which is reinforced by the buildings. The St Andrews Park has been partially redeveloped and connection with the High Street will be established through the final phases. It is therefore important to note that the definition for the purposes of this study is with regard to urban character rather than the planning policy designation of the Local Plan.

Key characteristics

- Some good areas of historic building fabric and elements of the historic street pattern.
- Pedestrianised town centre with large shopping malls which internalise a large proportion of the commercial and leisure activity.
- Predominant character beyond the traditional High Street area of large commercial buildings from the post war period.
- Concentration of bulkier buildings up to ten storeys although these tend not to be point blocks.
- Dominance of vehicle movements and parking on the southern and western sides of the town centre which creates a barrier to connections.



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Figure 45: Primary centres map

Substantial changes have taken place in Uxbridge in the post-war period. This is evident in the high proportion of late twentieth century buildings around the centre. A key trigger for change was the re-routing of the main road (now the A4020) away from the High Street by the creation of a new bypass road. This change from the early 1970s had a profound impact on the form of the town centre and particularly the connections from outlying areas to the High Street.

The Oxford Road/Hillingdon Road now acts as a significant barrier to pedestrians approaching the town centre from the south and west, a barrier further compounded by the character of new buildings which rose out of large-scale redevelopment.

The nature of the new road means that most of the buildings that have been developed in subsequent years present inactive or even completely blank facades to the public realm. In many cases these are lower levels of parking associated with office development above, but in the case of The Pavilions Shopping Centre the facade facing Oxford Road is entirely given over to decked parking.

Many of these buildings are also built to a substantial scale, being bulky on plan as well as being relatively tall. This delivers large areas of office accommodation or retail space, but it has established a belt of 'island' buildings between the Oxford Road/Hillingdon Road and the High Street which creates a strong barrier effect.

The areas to the north and east of the High Street are under similar pressures for bulky building forms, as can be seen with the development of The Chimes shopping centre and its associated decked car park on Chippendale Way as well as developments around the station. These are similar in scale and bulk to the developments on the south and western side of the High Street. Whilst they provide an element of barrier effect to surrounding residential areas, the character of the roads is more moderate, making them less hostile and easier to cross.

The town centre itself has a remaining core of historic buildings, most notably in the conservation areas focussed around the High Street/Windsor Street area and the stretch of the High Street between Belmont Road and Harefield Road.



Oxford Road, Atrium office building opposite Fasnidge Park Entrance
© Hillingdon Council

- Roads which act as a barrier to pedestrians
- Fine-grain / historic town centre buildings
- x Barrier effect of buildings
- Island buildings
- Zone of poor permeability
- Conservation areas

Figure 46: Uxbridge Town Centre



Aerial View, Uxbridge Station
© Google Maps



Figure Ground Map, Uxbridge Station
© AlliesMorrison



Highstreet, Uxbridge
© Hillingdon Council



Windsor Street, Uxbridge
© Hillingdon Council



St. Andrews Roundabout, Uxbridge
© Hillingdon Council

Opportunities and constraints for these areas

- The impact of major roads on the town centre should be addressed in order to link the surrounding context with the high street and transport hub.
- The pressure for tall and bulky buildings should be balanced carefully against the setting of remaining historic buildings and the Old Uxbridge / Windsor Street Conservation Area.
- Parts of the centre are sensitive to major change and need careful masterplanning to manage the impacts on the settings of heritage assets.
- The historically small scale of shop frontages needs to be maintained in certain locations.
- The quality of the streetscape and public realm is critical to the overall character of the centre.



SECONDARY CENTRES

There are several town centres in the borough which are categorised as secondary centres. This broadly equates to the planning designation of District and Minor town centres and includes locations such as Eastcote, Hayes, Northwood, Ruislip and Yiewsley/West Drayton.

The common features of these centres is that they provide a good mix of shops and services at a local level, enabling people to meet their regular weekly needs. They are sufficiently large to support banks and other services but one would not normally expect to see any significant comparison (i.e. non-food) shopping.

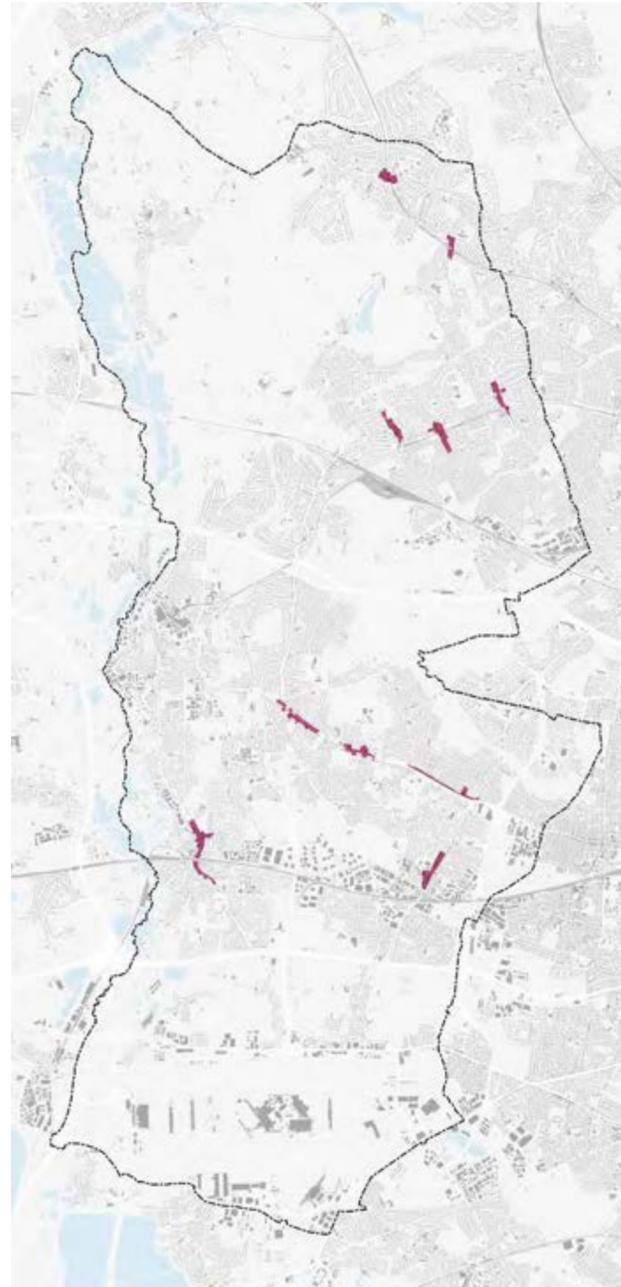
Centres such as Ruislip, Eastcote and Northwood and, to a lesser extent, Hayes benefitted from the urban expansion which took place around rail stations. In some cases, fragments of historic development are embedded in the later development, a particularly good example of which can be seen at the northern end of Ruislip Town Centre. These centres tend to have a relatively cohesive architectural identity, much like the wider suburbs.

By contrast, Yiewsley/West Drayton has mixed, more organic origins relating to both the canal and the railway with a relatively rich mix of buildings.

Although classified as a Minor Centre in planning terms, the long stretch of the Uxbridge Road has been categorised as a secondary centre in terms of townscape character. Although this is essentially a centre on a single side of the road, the sheer scale of the development and provision of public transport makes it significant in the borough-wide context. Building heights along this section vary and are explored further in Section 5.

Key characteristics

- Range of shops and services which allow many people to meet their regular weekly needs. Mix of some high street brands and independent shops.
- Principally associated with suburban expansion of the borough.
- Centres generally comprise ground floor commercial use with 2-3 storeys of residential over – with deck access in some cases.
- Sometimes containing elements of historic fabric and with an overall character which makes reference to the historic buildings.



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Figure 47: Secondary centres map



Aerial View, Northwood Station
© Google Maps



Figure Ground Map, Northwood Station
© AlliesMorrison



High street, Northwood
© Hillingdon Council



High street, Yiewsley
© Hillingdon Council



Uxbridge Road
© Hillingdon Council

Opportunities and constraints for these areas

- Hayes and West Drayton are likely to continue to undergo significant change due to the opening of the Elizabeth Line. This will continue to lead to pressure for more intense development and taller buildings
- To a lesser extent the centres along the Piccadilly Line face pressure for taller buildings and intensification of development - this needs to be balanced against the much more suburban character and access to facilities.
- High streets are changing and should be open to different options to aid the evolution of these town centres and ensuring they remain thriving and vibrant places.
- A lack of urban greening which makes these high street less pleasant than they could be, contributing towards urban heat island and flooding. Visually the highstreet could become much more attractive if signage would be improved.



TERTIARY CENTRES

Tertiary centres are the smallest mixed-use centres in the borough, typically covering those which are referred to as minor centres, local centres and parades in planning policy. They are typically parades of shops which meet the day-to-day needs of the local population and are mainly focussed around convenience retail and everyday services. The fact that they also tend to be in locations not favoured by larger retailers means that they can also act as good locations for very specialist uses which people will seek out when needed rather than relying on passing trade.

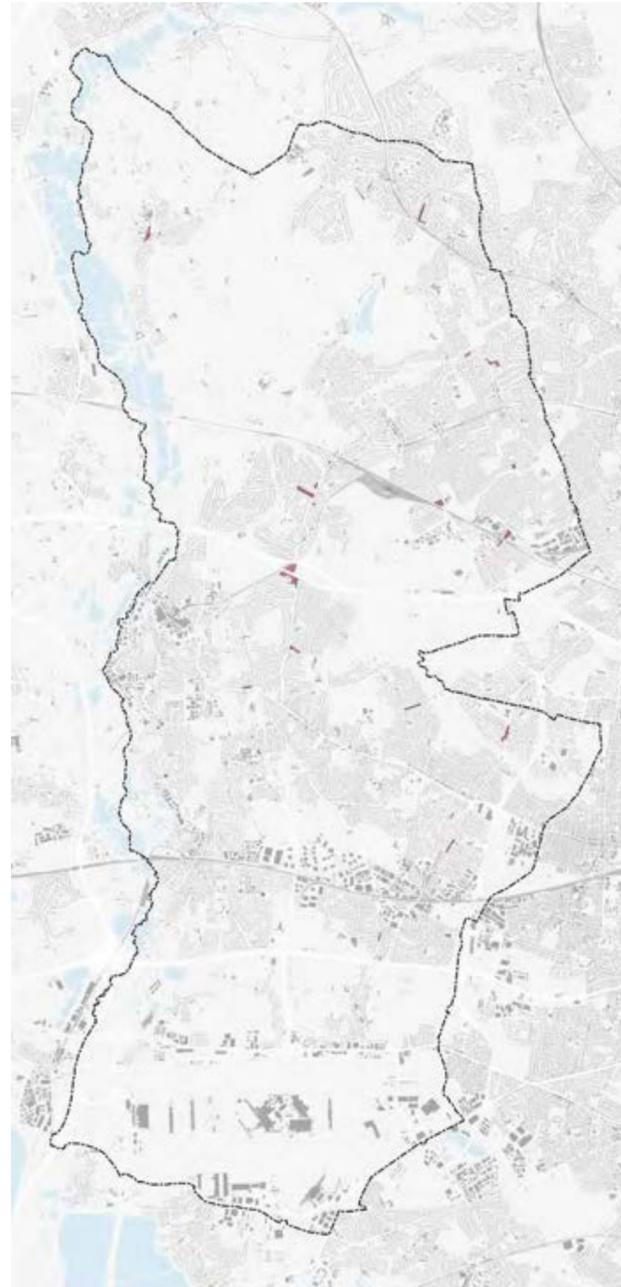
Many of the tertiary centres in Hillingdon have their origins in older settlements. Examples such as Cowley, Ickenham and Harlington retain historic buildings and street form and are more likely to have the traditional components of a village centre such as a parish church or public house associated with them. Other examples, such as the parade on Dawley Road in the south of the borough, were built at the same time as the surrounding properties.

The varied origins of these centres means that they display a range of built form. However, as with the secondary centres it is common for them to be slightly more urban in character than any surrounding suburbs. Buildings are likely to be terraced and may also be taller than the context, indicating a subtle focus of activity in otherwise low-density areas.

Most of the tertiary centres are not associated with tube or train stations.

Key characteristics

- 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.
- Most tertiary centres are located away from major transport nodes.



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Figure 48: Tertiary centres map



Aerial View, Long Lane, Uxbridge
© Google Maps



Figure Ground Map, Long Lane, Uxbridge
© Hillingdon Council



High street, Long Lane, Uxbridge
© Hillingdon Council



High street, Swakeleys Road, Ickenham
© Hillingdon Council



High street, Northwood
© Hillingdon Council

Opportunities and constraints for these areas

- Where there is a gradual loss of local retailers, the nature and extent of tertiary centres should be considered. Any reduction in retail and service provision should be managed to consolidate rather than fragment the centre's retail and service offer.
- Standards of shop front design and maintenance are most likely to be low in tertiary centres where business margins are small. Given that these centres often relate to historic fabric, guidance may be beneficial and controls enforced where they exist.
- The impact of shop fronts is considerable in these smaller scale settings, and therefore a disciplined approach is needed, avoiding high level box signs and garish fascias.
- A lack of urban greening which makes these high street less pleasant than they could be, contributing towards urban heat island and flooding. Visually the highstreet could become much more attractive if a signage strategy would be applied.



RETAIL PARK

Large format retail and leisure units located in out-of-town retail parks are found in a number of locations around Hillingdon. Big box retail has become an almost inevitable aspect of modern life, both a consequence of and a catalyst for our continuing reliance on cars for everyday shopping. Large supermarkets and DIY stores have been a feature of this type of building, and this retail format has also been adopted by chains which were previously considered to be high-street based, including clothing, footwear, sports and furniture stores.

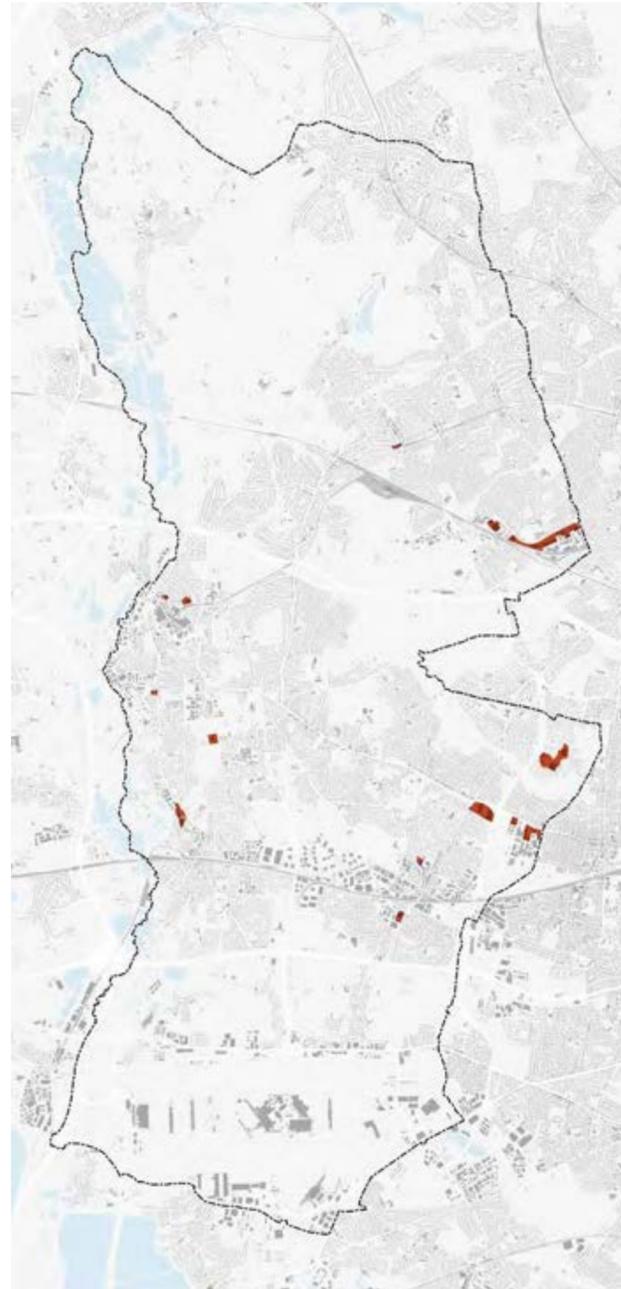
A further component of these areas is the growing trend to see leisure uses included within established out of town retail areas, perhaps reflecting the increasing importance of retail as one of our principal leisure activities and hence its natural integration with more conventional leisure uses such as restaurants and cinemas.

The defining features of big box development are as follows. Firstly, the buildings are very large, far out of scale with the town centre stores they compete with and usually with generous services areas to the rear. They tend to be simple in design terms, mainly conforming to the description of a “decorated shed”.

Secondly, they are typically arranged around a large shared car park, reducing the attractiveness of access on foot. Finally, to work commercially, the whole enterprise needs to be highly visible. This places a great premium on the external branding and signage of the buildings, but also in finding high visibility locations on main roads.

Key characteristics

- Large format buildings, typically relating to car parking rather than a conventional street layout.
- With the exception of the front entrance the external envelope of large format retail buildings tends to be very plain and utilitarian.
- Signage and branding play a big part in the visual identity of retail parks.
- Buildings tend to have a relatively short lifespan as retail trends change.
- Large format retail has steadily encroached into industrial areas through trade counter retail.



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Figure 49: Retail park map



Aerial View, Lombardy Shopping Park, Hayes
© Google Maps



Figure Ground Map, Lombardy Shopping Park, Hayes
© Hillingdon Council



Lombardy Shopping Park, Hayes
© Hillingdon Council



Chantry Close, Yiewsley
© Hillingdon Council



Brook Retail Park, Victoria Road, Ruislip
© Google Street View

Opportunities and constraints for these areas

- This form of development rarely makes much concession to the townscape character of the surrounding area.
- Big box retail and leisure often exists within industrial locations due to shared need for larger sites.
- The form is inherently unsustainable - with short building life-spans, a low FAR and a development model based on access by car.
- The lack of landscape and impact on microclimate can be a real issue for this typology.



AIRPORT ENVIRONS

The area around Heathrow, primarily along the A4 corridor, is almost completely removed from its context. Most of the development services the airport.

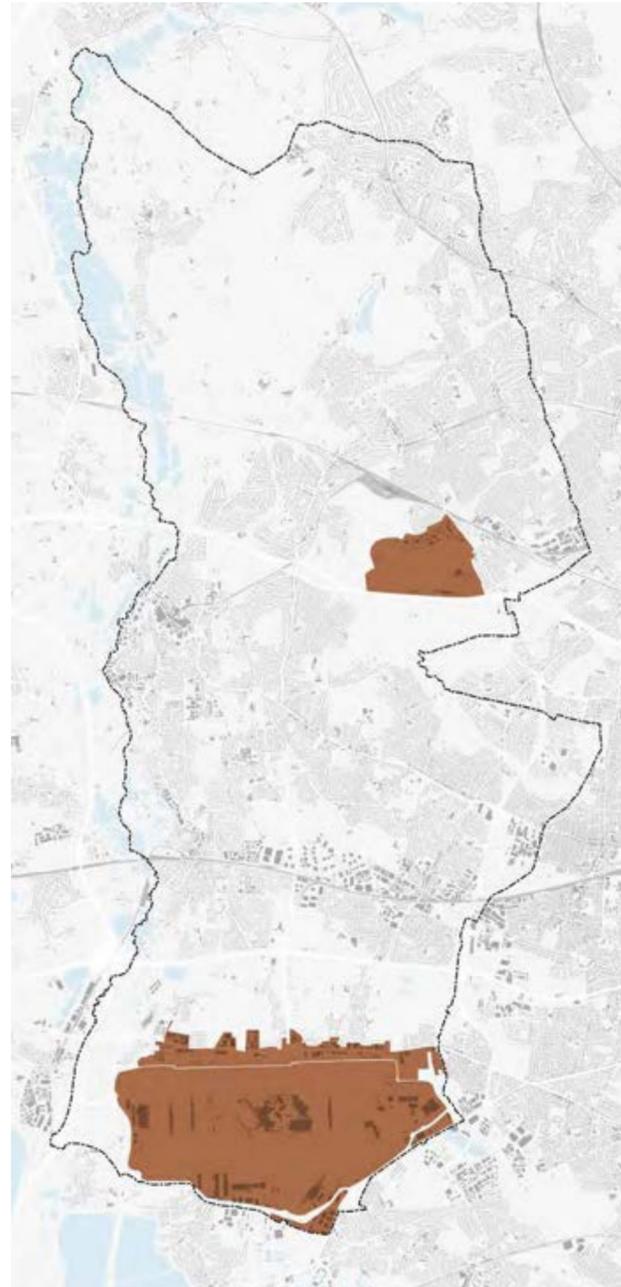
The architectural styles vary widely, drawing on a range of international themes and relating primarily to vehicular movement rather than pedestrians. Hotels are the dominant land use with people arriving and departing by car to connect with flights.

The scale of the large hotels and business buildings is typically around four to five storeys. However, given the very generous space in between and the large areas of parking, they do little to define coherent public space.

It is recognised that this situation is atypical, is particular to the context of a major airport such as Heathrow and that the nature of the existing place meets very specific needs. There is no current consolidated urban design approach to the airport fringe development along the Bath Road and there is a need to raise the design quality seen in this location.

Key characteristics

- Large format buildings on big plots.
- Varied architectural influences including a range of international styles.
- Strongly car-based environment with relatively little focus on the public realm.
- Relates primarily to the airport with little impetus to engage with the surrounding area.
- 'Las Vegas' like character with many hotels in styles of different times



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Figure 50: Airport environs map



Aerial View, Bath Road, Harlington
© Google Maps



Radisson Blu Edwardian Hotel, Bath Road, Harlington
© Hillingdon Council



Northolt Airport, Western Avenue, Hayes
© Hillingdon Council

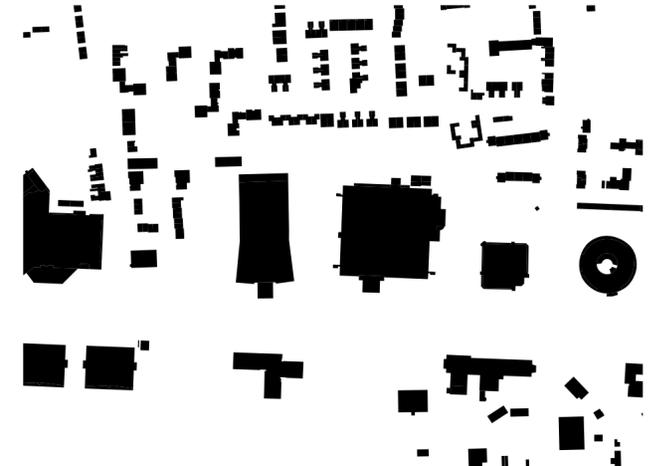


Figure Ground Map, Bath Road, Harlington
© Hillingdon Council



Airport Bowl, Bath Road, Harlington
© Hillingdon Council

Opportunities and constraints for these areas

- Proximity to the airport is a significant constraint on development - any new residential use is likely to be challenging due to noise levels and the pressure for airport-related uses will rise if flight numbers increase.
- Development is likely to continue to be primarily car-based. Consideration needs to be given as to how this can be planned in a managed way whilst also improving the overall public realm.
- At present the existing buildings do not conform to any overall structure or urban design framework, the only notable restraint being building heights due to airport related obstacles.
- Design quality needs to be raised and landscape given greater consideration.

INDUSTRIAL / BUSINESS

Hillingdon's industrial legacy is a key defining factor in the character of the borough which leaves a strong mark on its present form. As has been previously noted, the route of the Grand Union Canal through Hillingdon became the focus for a multitude of industries supporting the capital. Whilst the use of the canal dwindled, the presence of the railway in the same part of the borough ensured that industry was still supported, and the areas defined through this evolution still exist today.

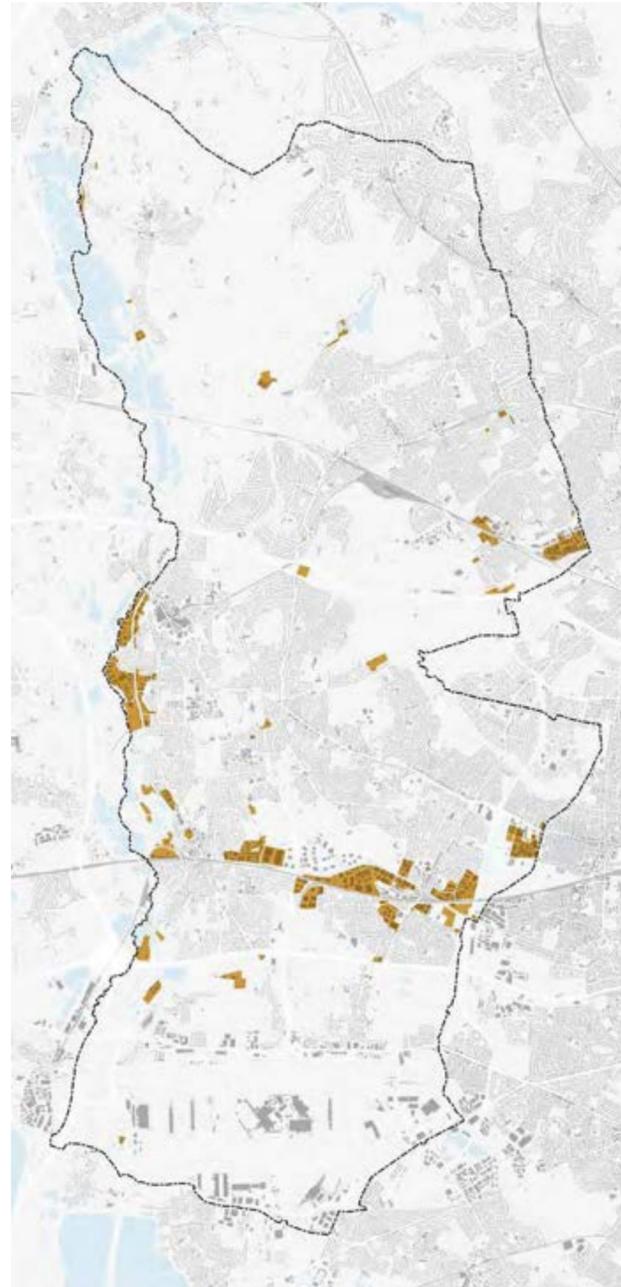
As the industrial areas are often the result of a long and gradual process of development, they display a range of forms. However, most tend towards low, wide buildings in relatively plain designs with simple boundary treatments which prioritise security requirements more than any other consideration. Some of the older areas have more densely developed building footprint. Where redevelopment has occurred this has tended to create simpler and more open layouts which are better able to accommodate vehicles.

A number of significant historic industrial areas and buildings are located along the canal corridor such as Benlow Works and Enterprise House. The former EMI site in Hayes is unusual with striking and substantial buildings. However, this site is no longer in industrial use and is in the process of being regenerated through residential led mixed use redevelopment. Other industrial areas which have a canal frontage are also under pressure for change to residential use which is in contention with much of the area's designation as Strategic Industrial Land or Locally Significant Industrial (LSIS) Sites.

In addition to the older industrial buildings, Hillingdon also has a stock of modern business buildings. These tend to be low to medium rise and car-based in nature. Some have more considered landscaping treatment which starts to blur the boundary between this character type and campus development.

Key characteristics

- Predominantly plain low-rise buildings in older industrial areas with some examples of more modern office buildings elsewhere.
- Development has a focus on car-based development with a high volume of larger vehicle movements in some areas.
- Utilitarian approach to public realm, with practicality and security tending to be the primary concerns.



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Figure 51: Industrial/business map



Aerial View, Industrial land, Hayes
© Google Maps



Figure Ground Map, Industrial land, Hayes
© Allies Morrison



Benlow Works, Silverdale Road, Hayes
© Hillingdon Council



Virtus Data Centre, Horton Road, Hayes
© Hillingdon Council



Industrial Estate, Horton Bridge Road, Hayes
© Hillingdon Council

Opportunities and constraints for these areas

- Industrial areas, particularly those in close proximity to transport connections or overlooking the canal are vulnerable to pressure for change to residential use.
- Big box retail and leisure often exist within industrial locations due to shared need for larger sites.
- Canal access and street frontages need to be improved.
- Improving the quality and quantity of visible frontages that face towards more important receptors is essential. There are particular redevelopment and refurbishment opportunities along the canal corridor.
- Quality early industrial buildings need protecting.
- Strategic Industrial Land (SIL) and Locally Significant Industrial (LSIS) Site designations to be considered.

CAMPUS

Campus development is normally associated with business or institutional uses such as schools, colleges, hospitals or civic buildings. They are typically characterised by "collections" of buildings, often set within the middle of a site, and areas of open space which may include playing fields or formal landscape.

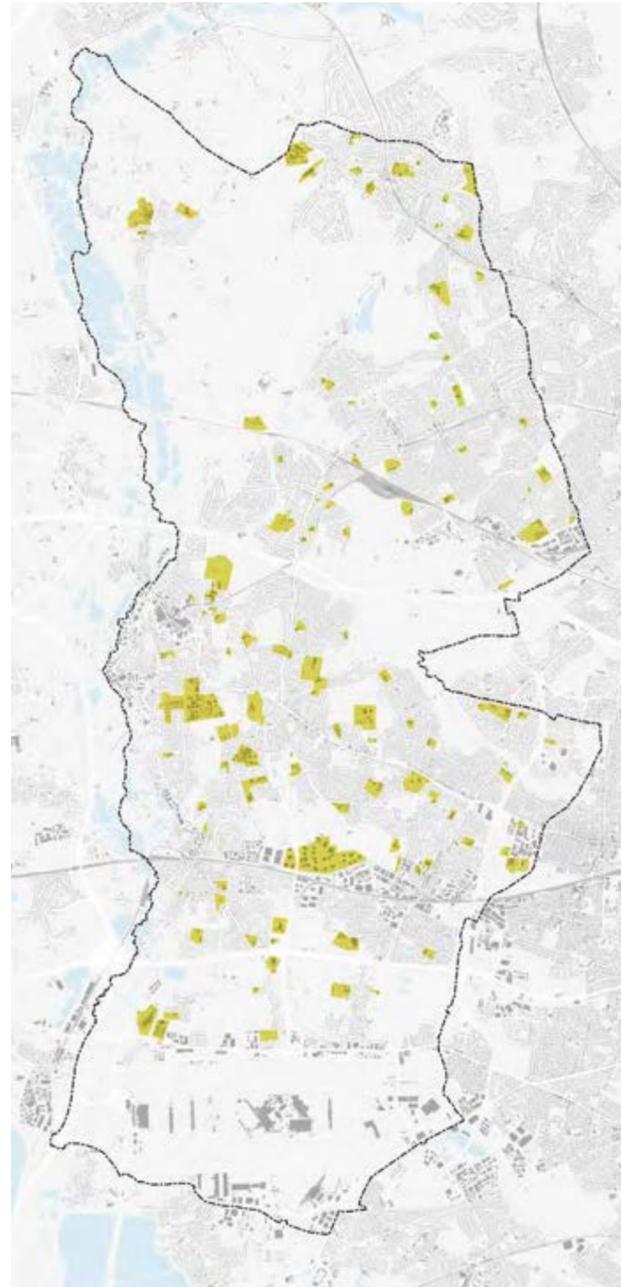
In Hillingdon, there are a number of large sites such as Brunel University, Mount Vernon Hospital, Stockley Park and RAF Northolt which follow this form. In each case the campus is composed of a number of buildings, often set in landscape rather than on a conventional street, but the area has its own network of routes.

Given that for many buildings such as schools and hospitals security is a significant issue it is quite typical to find that a campus has a defined boundary with security which either discourages or prevents general access. This can act as a barrier in the wider area and have an effect on pedestrian connections due to lack of through routes.

The architectural form varies significantly. Some examples such as Stockley Park (listed Grade II) feature consistent areas of buildings due to the nature and origins of their development. Other campuses show a much more gradual accretion of development over time.

Key characteristics

- Groups of buildings isolated from their surrounding context, often with security or monitoring to discourage or prevent casual access.
- Internal network of streets and spaces.
- Strong landscape character.
- Range of architectural character - it is quite common to see a gradual accretion of buildings over time with a varied style and design.



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Figure 52: Campus map



Aerial View, Brunel University, Uxbridge
© Google Maps



Street view, Brunel University, Uxbridge
© Hillingdon Council



Guru Nanak Sikh Academey, Springfield Rd, Hayes
© Hillingdon Council



Figure Ground Map, Brunel University, Uxbridge
© Allies Morrison



Stockley Park, Hayes
© Hillingdon Council

Opportunities and constraints for these areas

- Due to the lack of integration with their surrounding context, campus areas can act as a barrier to movement in the wider urban area
- Campus areas often gradually intensify over time to meet growing needs. Where this happens within a fixed boundary it can lead to pressure for taller or larger buildings which may not be in a suitable location relative to other issues
- Single ownership of large areas can provide good opportunities for establishing strategies to ensure greater coherence and quality moving forward.
- Campus entrances need to relate to primary movement routes to aid wayfinding

CORRIDORS

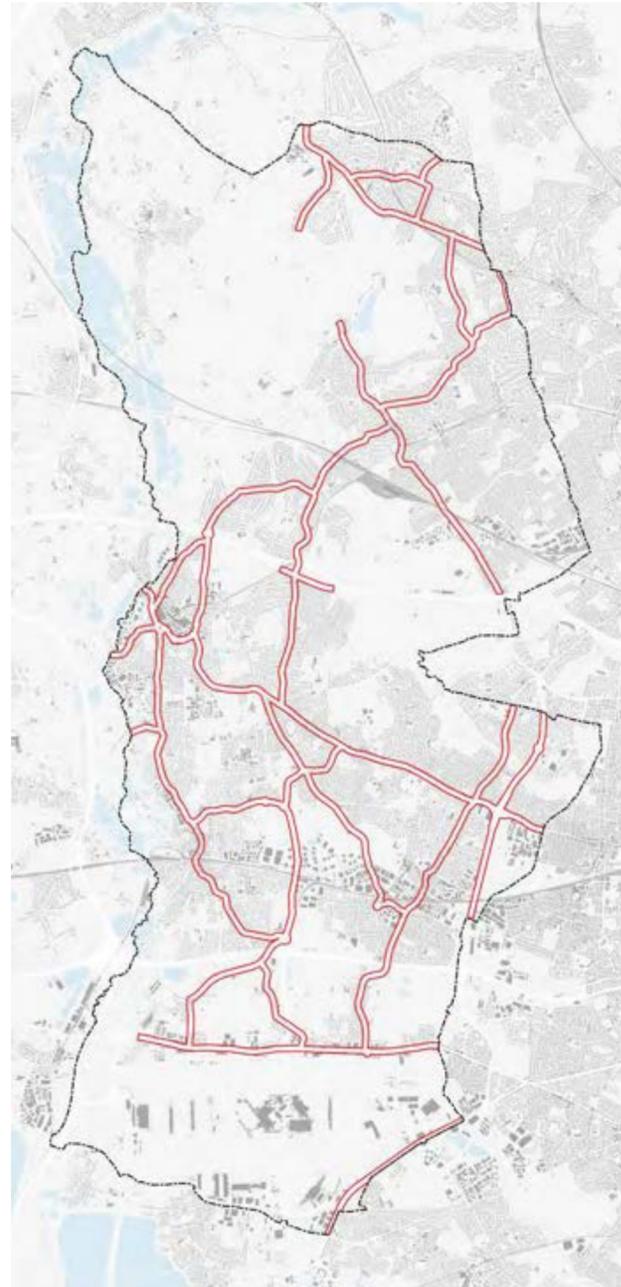
Hillingdon is crossed in east west direction by two major motorways, the A40 in the centre of the borough and the M4 in the south. These provide strategic connections between central London and the southwest of the UK. Several other road corridors provide strategic vehicular access to Hillingdon and the wider sub-region. This includes Bath Road and Uxbridge Road that broadly run parallel to the motorways and a number of north-south routes. Figure 54 identifies Hillingdon's urban corridors.

Many of these corridors have been developed along historic routes and are often the most direct routes between places and centres. Currently these corridors are traffic dominated and designed for vehicular movement, and the majority cater only poorly (or not at all) for cycling or walking. The principal objective for these corridors should be to enhance their facilities for cycling and walking, by providing segregated cycle ways and wider footways and safe crossing points for places, and establishing a generally greener and friendlier environment.

Whilst corridors may pass through otherwise coherent areas, their movement function make them stand out as character areas in their own right. The quality of development along corridors varies. Corridors running through Metroland or Garden City Estate areas were usually well designed for with building lines stepping back, green margins and tree planting. In the north of the borough some corridors are very green, with development being hidden from view behind walls, hedges or green buffers. Along other corridors the townscape is fragmented, and often comprise buildings from different ages, a mix of forms and functions, and a heterogeneous character. Especially where development is affected by high traffic volumes, air and noise pollutions, values may be lower and buildings affected by disinvestment, lack of maintenance and repair. This can contribute to a poor appearance of these corridors and detract from the overall character of the borough. Corridors with a varied urban fabric may offer greater opportunities for change and intensification, especially where they are well served by access to public transport. Change could take the form of infill developments on larger sites or redevelopment of poorly performing properties with more efficient development of a use and scale that is appropriate to the function and connectivity of the corridor.

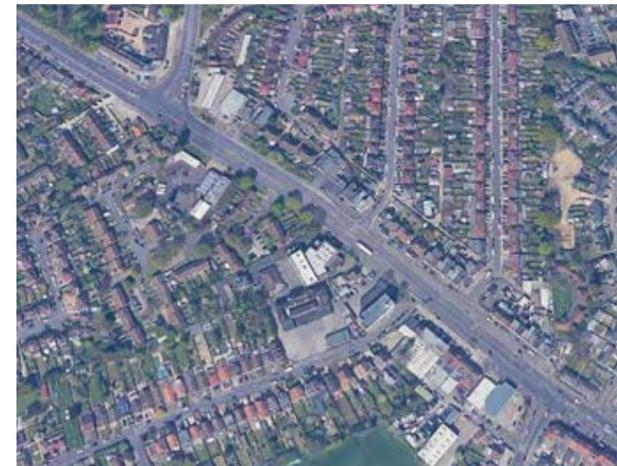
Key characteristics

- Well connected routes across the borough
- Major traffic routes
- Poor walking and cycling environment
- Often provides a fragmented and incoherent character
- Some parts affected by disinvestment



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Figure 53: Corridors map



Aerial View, Junction Uxbridge Rd/Long Lane, Uxbridge
© Google Maps



Figure Ground Map, Junction Uxbridge Rd/Long Lane, Uxbridge
© Allies Morrison



Street view, Uxbridge Road, Hayes
© Hillingdon Council



Street view, Long Lane, Ickenham
© Hillingdon Council



Street View, Sipson Rd, Sipson
© Hillingdon Council

Opportunities and constraints for these areas

- Need to improve cycle and walking facilities along corridors
- Enhance urban greening of corridors including tree planting to improve appearance and to mitigate air pollution
- Opportunity for incremental change and intensification with development that better responds to function and form of the corridor in areas with fragmented character
- Development along areas of change should be guided by an areas specific plan or design codes to ensure a coherent response to the corridor and the enhancement of character, as indiscriminate development with different scales, forms and building lines could cause further fragmentation of the corridor environment



5. HILLINGDON'S PLACES

5. HILLINGDON'S PLACES

Hillingdon is a collection of places rather than one single homogenous entity. The typology review has shown the extensive range of characters across the borough.

The borough has evolved as a collection of villages and larger settlements which have grown and, in many instances, coalesced over time. Whilst the definition between places may no longer be so geographically clear, each place still retains its own character and identity. This is evident in the street pattern and architecture of the original centres and names used to describe places.

This section of the report looks at some of the main places and neighbourhoods which have distinctive characteristics and whose place names mean something to local people.

The places and neighbourhoods have been divided into the following zones which reflect the evolution and structure of the borough:

North of M4

Northern Metropolitan neighbourhoods

- Northwood
- Northwood Hills
- Copsewood Estate

Northern countryside

- Harefield

Ruislip Metropolitan neighbourhoods

- Ruislip Common
- Ruislip
- Ruislip Manor
- Ruislip Gardens
- Eastcote Villages
- Eastcote
- South Ruislip
- Ickenham

South of M4

Uxbridge

Uxbridge Road

- Hillingdon North
- South Hillingdon
- Hayes End
- Hayes Park
- Colham Green
- Woodsend/Hayes
- Yeading

Canalside towns

- Cowley
- Yiewsley
- West Drayton
- Hayes

Southern villages

- Cranford
- Harefield
- Sipson
- Harmondsworth
- Longford

Heathrow

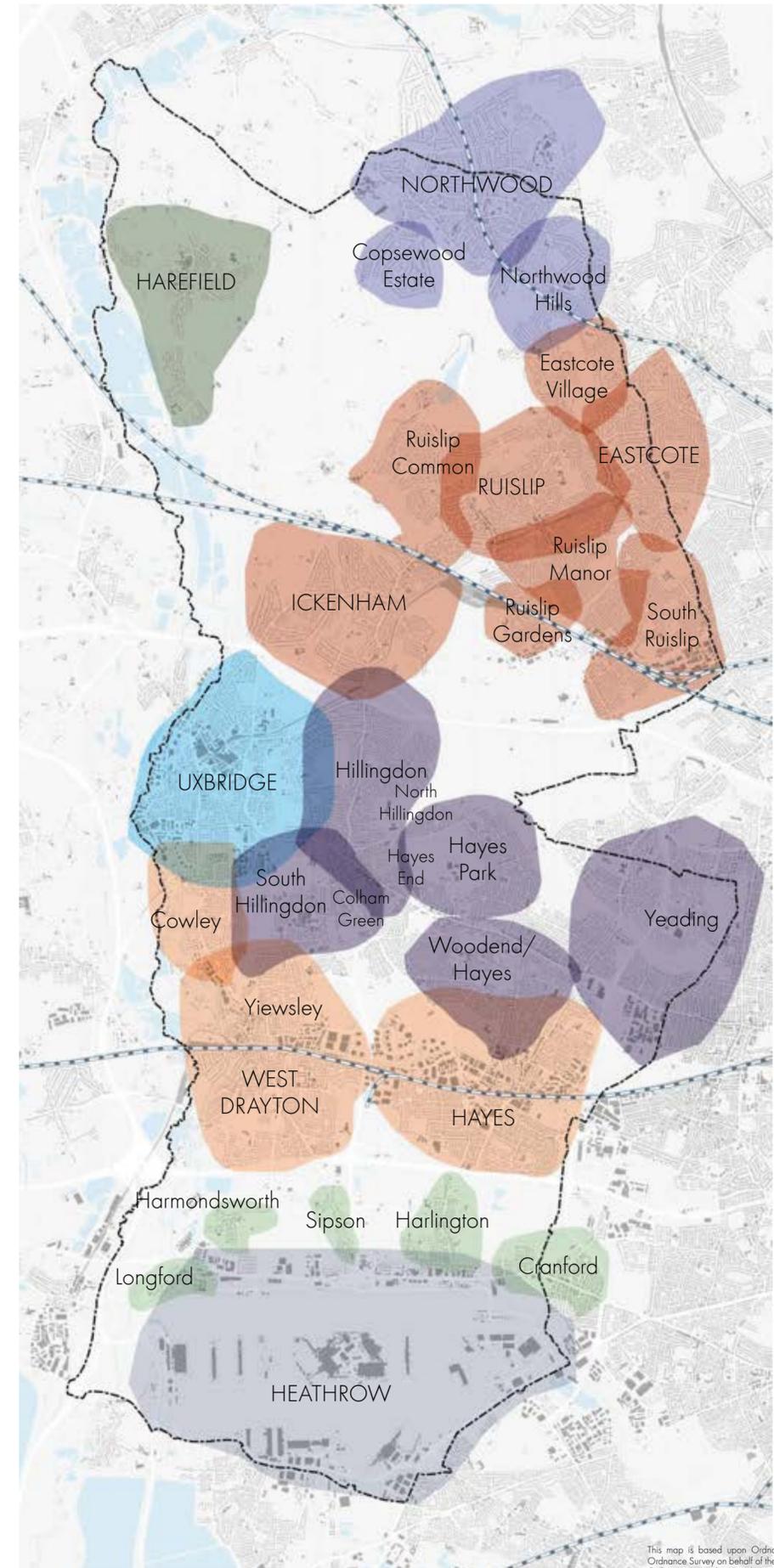


Figure 54: Hillingdon's Places

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NORTHERN METROPOLITAN NEIGHBOURHOODS

The Rickmansworth branch of the Metropolitan line opened up the most northern parts of the borough to suburban development. Formerly this area had been primarily rural farmsteads and estates. Eastbury Hall and Kirby Hall were the main estates in this area, with a series of farmsteads stretching out along the rural roads.

From the end of the 19th century, this part of the borough was transformed. The town centre of Northwood was developed around Northwood station and took on a distinct identity. The early "Metroland" suburban developments which came forward around Northwood Hills were of a lower density and a higher quality than some of the later developments further south in the borough.

Northwood

Until the late 19th century the land on which the town centre is now located was Green Lane Farm. Today, Northwood is the principal centre in this northern part of the borough and has evolved into an attractive and vibrant centre. The hillside topography gives the town centre a particular character and routes running into the centre from the surrounding residential areas provide attractive views and visual connections.

The residential areas include a significant range of styles and accommodation types, from the maisonettes of The Glen (1950s) to the large suburban terraced style streets of Chester Road (late 19th/early 20th century). Overall it predominantly comprises late Victorian and Edwardian properties.

Northwood Hills

Northwood Hills was developed in the 1930s. The neighbourhood was developed primarily by Belton Estates under the stewardship of Harry Ernest Peachey. Some distinct estates were brought forward under his leadership, including the Hillside area of bungalows (now an Area of Special Character), and the Gatehill Estate (also now an Area of Special Character).

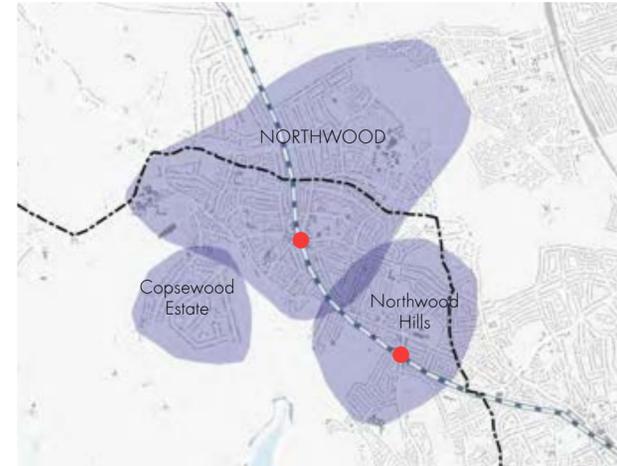
Copsewood Estate

A leafy green estate of large suburban residencies are found on Duck's Hill Road, Capsewood Way and Linksway.



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Figure 55: Hillingdon's Places - northern metropolitan neighbourhoods



Map Northern Metropolitan Neighbourhood © UI



Northwood Station, Northwood © Hillingdon Council



Northwood town centre © Hillingdon Council



Northwood Hills Station, Northwood © BenBrooksbank



Large suburban housing, Wieland Road, Northwood © Hillingdon Council



Hallowell Road © Google Street View



Vernon Hospital, Grade II listed, Northwood © Hillingdon Council

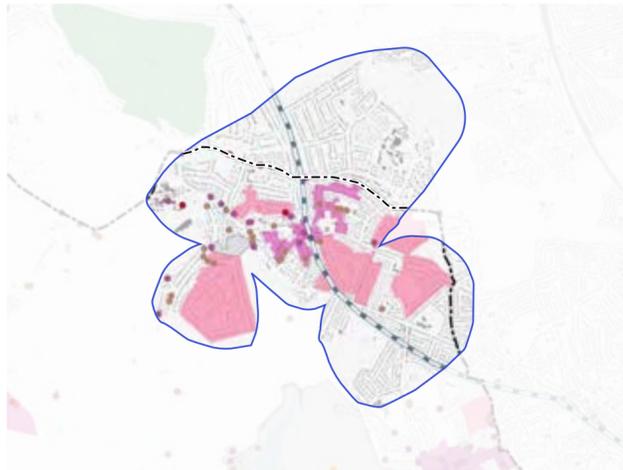


NORTHERN METROPOLITAN NEIGHBOURHOODS



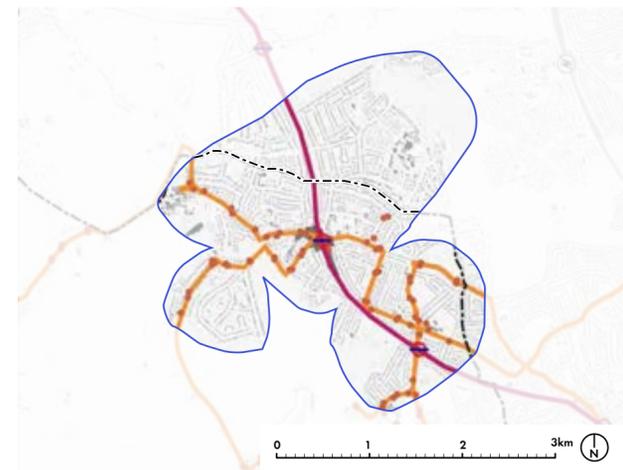
- Residential
- Commercial
- Institutional / Campus
- Railway line
- - - Borough boundary
- Neighbourhood boundary

Northern Metropolitan Character Areas © UI



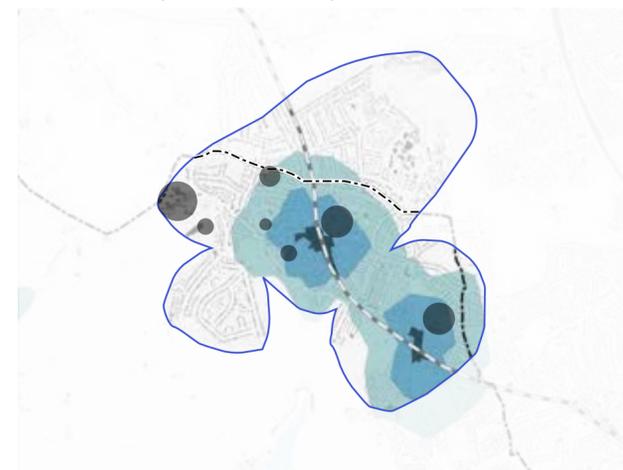
- Conservation Area
- Area of Special Local Character
- Grade 1
- Grade 2* listed
- Grade 2 listed
- Locally listed
- Railway / Tube line
- - - Borough boundary
- Neighbourhood boundary

Northern Metropolitan Heritage Assets © UI



- Bus route / Bus stop
- Railway / Tube line
- - - Borough boundary
- Neighbourhood boundary

Northern Metropolitan Public Transport Connections © UI



- Town centre
- 2. 400m / 5 min walking distance
- 3. 800m / 10min walking distance
- Campus movement barrier
- Railway / Tube line
- - - Borough boundary
- Neighbourhood boundary

Northern Metropolitan Town Centre Walkability © UI

Opportunities and constraints for Northwood

- Mainly residential and requires residents to commute
 - Large number of campuses create movement barriers
 - Neighbourhood served well by buses / Metropolit. line
 - Large extent covered in Conservation/Area of Special Local Character, which makes it an attractive place to live in
 - Some parts of the neighbourhood outside 10min walking distance, which means people will use car
- > Improve active travel connection for Copswood Estate
 - > Improve active travel connection for Three River residents
 - > Enhance Hallowell Rd to create active travel link between stations



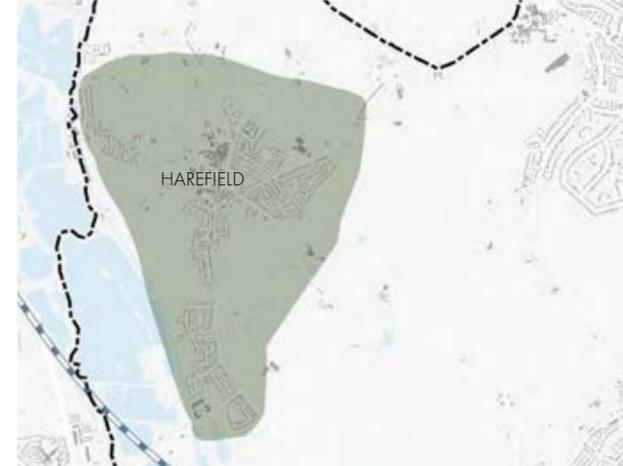
NORTHERN COUNTRYSIDE

Much of the north western corner of the borough remains the open and wooded countryside it has been for centuries. Rural farms remain, albeit much rationalised.

Harefield is the only settlement and centre in this part of the borough, and it has a long history - recorded as *Herefelle* in the Domesday Book (1086).

Harefield is home to a number of key buildings including Harefield House (built in mid 18th century) and Harefield Hospital (opened in 1937). The historic village centre remains largely in tact. Growth of the village has been drawn out along the settlement's approach routes, with significant Garden City style development at South Harefield in the mid 20th century.

This area also has some significant industrial areas, which are concentrated along the canal.



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Figure 56: Hillingdon's Places - northern countryside



Harefield village centre, Harefield
© Hillingdon Council



Harefield village green
© Hillingdon Council



Harefield village green with Pond, Harefield
© Hillingdon Council



View from Breakspear Rd towards Northwood, Harefield
© Hillingdon Council



Merle Avenue, Harefield
© Hillingdon Council



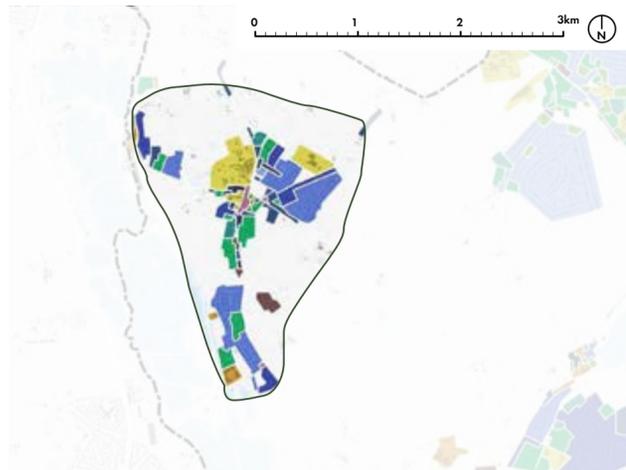
Harefield academy, Harefield
© Hillingdon Council



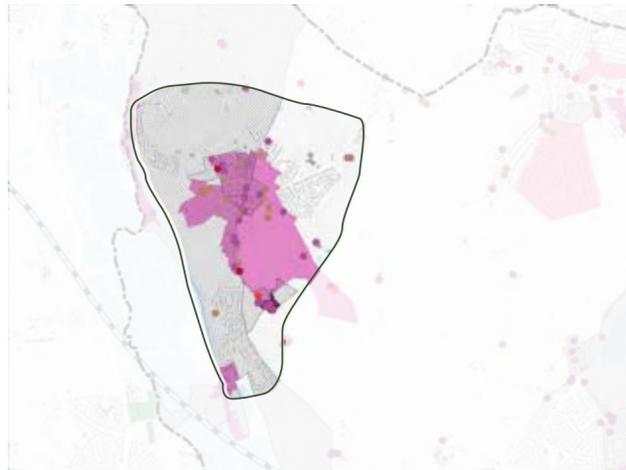
Pond Close, Harefield
© Hillingdon Council



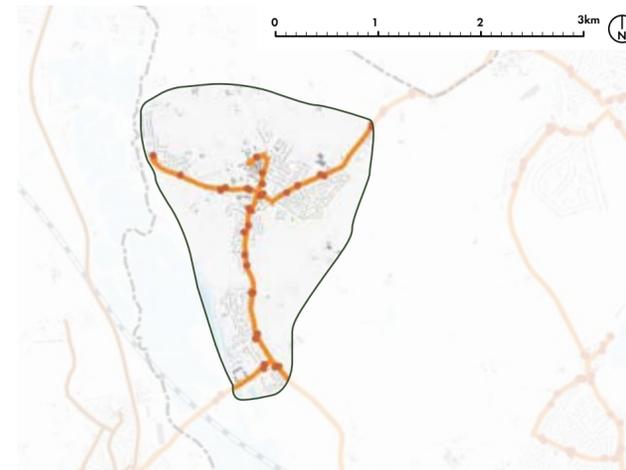
NORTHERN COUNTRYSIDE



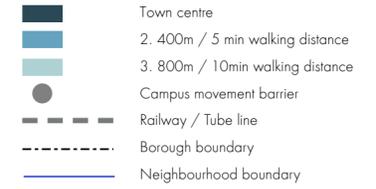
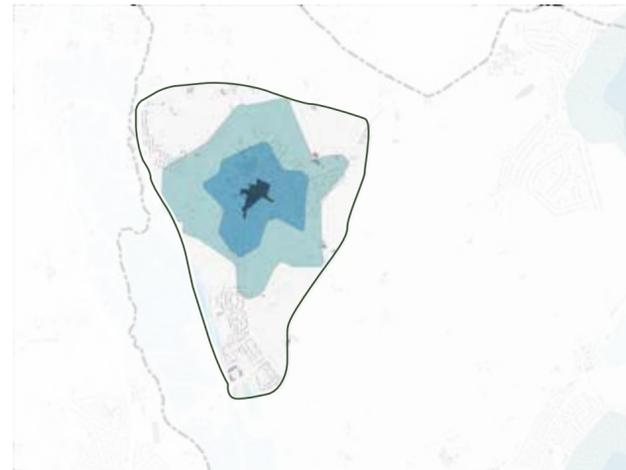
Northern Countryside Character Areas © UI



Northern Countryside Heritage Assets © UI



Northern Countryside Public Transport Connections © UI



Northern Countryside Town Centre Walkability © UI

Opportunities and constraints for Northwood

- It is sparsely populated, but hosts Hillingdon's third largest hospital and a small secondary school
 - Harefield is quite isolated due to surrounding fields. It is only served by bus and National cycle route no. 6 (Watford, St. Albans)
 - All of Harefield constitutes a Conservation Area and surrounding views make it an attractive place to live in
 - South Harefield outside 10min walking band
- > Improve active travel connection for South Harefield
 - > Improve bus connection to Ruislip
 - > Improve active travel connection to Ruislip via Breakspear Rd North



RUISLIP METROPOLITAN NEIGHBOURHOODS

The villages of Ruislip and Ickenham and the hamlet of Eastcote were the only settlements in this part of the borough until the 20th century. The arrival of the Uxbridge branch of the Metropolitan line and the 1914 Soutar plan completely transformed the area.

Over a relatively short period of time, suburban development took over the hinterlands of these villages and brought with them significant extensions to the service centres. Ruislip became the dominant centre and the focus for retail and non-residential development.

Ruislip

Ruislip as a name now covers a significant area, although to most local residents Ruislip itself is focused around Ruislip High Street and the residential areas to the immediate west and east. Separate suburban residential estates were developed to the west and south of the heart of Ruislip. The significant Metroland neighbourhood around Bury Street is known by some as Ruislip Common, given its proximity to the extensive wooded common land to the north.

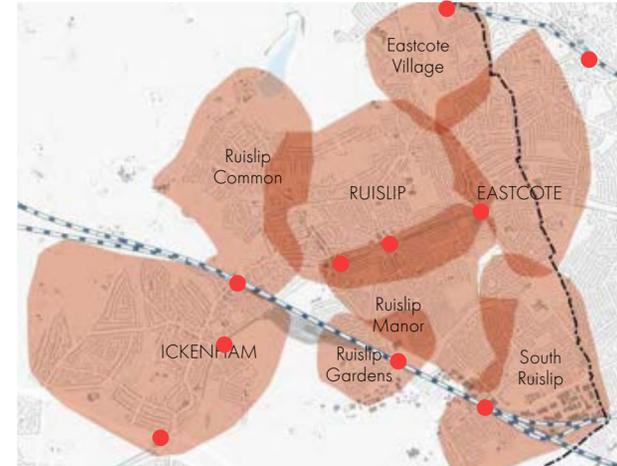
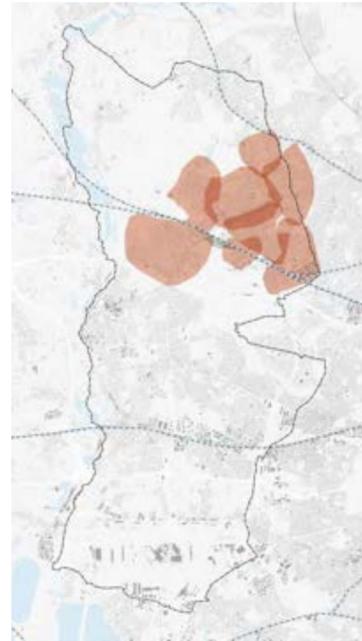
Ruislip Manor forms the central belt of Metroland development set within a formal grid structure and centred on the spine of Victoria Road. Ruislip Gardens was developed to the south west linked to the main line and Central line station, and took on a similar, but less dense, style to Ruislip Manor.

Residential development in South Ruislip took place from 1914 onwards, but occurred in earnest once the mainline station opened in 1932. The Dean Estate followed after the war, and South Ruislip became a focus for post-war housing development. Without the historic village centre or new centre, South Ruislip has traditionally lacked the full local services of the other Ruislip neighbourhoods.

Eastcote

At the beginning of the 20th century, Eastcote was a small village of around 120 cottages. Eastcote House and estate dominated the village and it was the estate land that housing developers Comben and Wakeling bought and developed to the north east of the new Eastcote station. The main developers of Eastcote were Telling Brothers, Rotherham and Nash Estates, all influenced by the Soutar Plan and the later more wide ranging Ruislip and Northwood UDC 1910 Plan.

Today Eastcote as a neighbourhood focuses on the tube station and extends eastwards to the north and south of the rail line. The original Eastcote village, however, is further north and has a much more rural character.



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Figure 57: Hillingdon's Places - Ruislip's metropolitan neighbourhoods

Ickenham

In the village of Ickenham, it was the sale of Swakeleys House that heralded the arrival of Metroland suburbia. The estate land was developed into the large suburban residential streets of Swakeleys Drive, Court Road and Ivy House Road. Further developments followed in the 1930s such as "Ickenham Garden City" on the site of Milton Farm.



High street, Ickenham © Hillingdon Council



High street, Ruislip © Hillingdon Council



Heacham Avenue, West Ruislip © Hillingdon Council



Station Arrival, Ruislip © Hillingdon Council



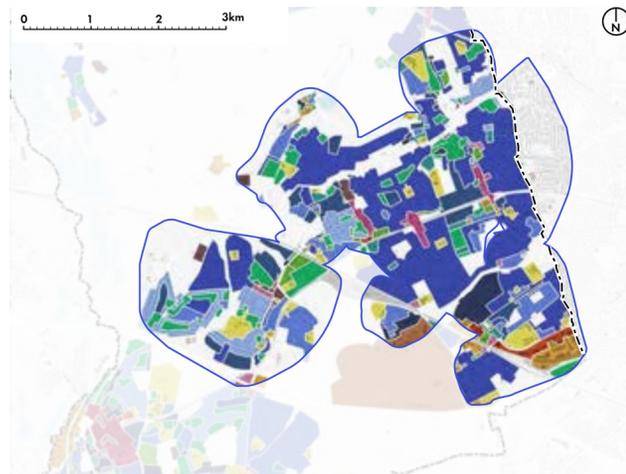
Station, Ickenham © GoogleStreetView



Harefield academy, Ruislip © Hillingdon Council



RUISLIP METROPOLITAN NEIGHBOURHOODS



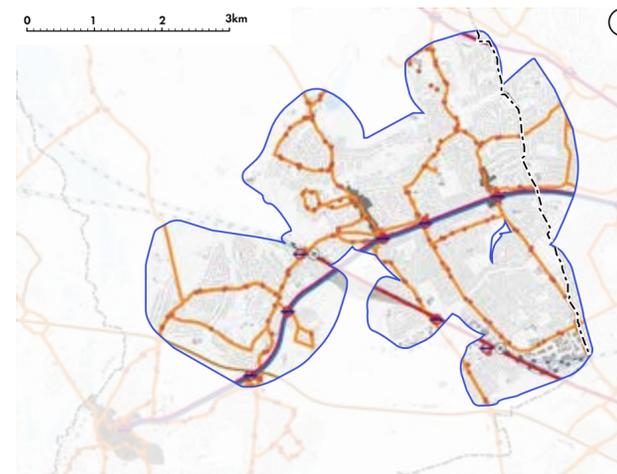
- Residential
- Commercial
- Institutional / Campus
- Railway line
- - - Borough boundary
- Neighbourhood boundary

Ruislip Metropolitan Character Areas © UI



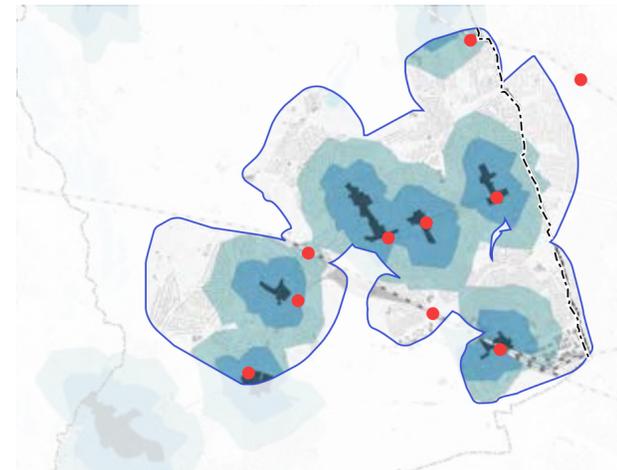
- Conservation Area
- Area of Special Local Character
- Grade 1
- Grade 2* listed
- Grade 2 listed
- Locally listed
- Railway / Tube line
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- Neighbourhood boundary

Ruislip Metropolitan Heritage Assets © UI



- Bus route / Bus stop
- Railway / tube line
- - - Borough boundary
- Neighbourhood boundary

Ruislip Metropolitan Public Transport Connections © UI



- Town centre
- 2. 400m / 5 min walking distance
- 3. 800m / 10min walking distance
- Campus movement barrier
- - - Railway / Tube line
- - - Borough boundary
- Neighbourhood boundary
- Station

Ruislip Metropolitan Town Centre Walkability © UI

Opportunities and constraints for Ruislip neighbourh.

- Is a vibrant residential neighbourhood with a number of high streets acting as social and economic centre
- Area well connected with London with 10 stations along different tube lines.
- Residents of northern Ruislip don't have a town centre within 10min walking distance and hence car dependency.
- Ruislip is characterised by Metroland housing with tree lined streets, containing many listed buildings which makes it an attractive neighbourhood.
- > Improve active travel connection in Metroland area
- > Make active travel consistent along Long lane to link Ickenham with Ruislip, improve Ickenham station environment.
- > Reduce space taken up by private cars



UXBRIDGE

Uxbridge is a significant town centre in West London and designated as a Metropolitan Centre. Historically, it has always been an important economic centre on the trade route between London and Oxford. As well as being on the Oxford-London route, the town also benefitted from the arrival of the Grand Union Canal which stimulated a whole corridor of industrial growth to the south.

Much of the historic fabric of the town centre core is still in tact. The High Street and Windsor Street contain a good number of important historic buildings and these streets are designated as a Conservation Area. These historic areas are of significant importance to the character of the centre and are sensitive to change.

The Metropolitan Railway reached the town in 1904 along with the tram connection. In the 1920s and 1930s the town grew significantly with new residential neighbourhoods alongside new schools, churches and cinemas.

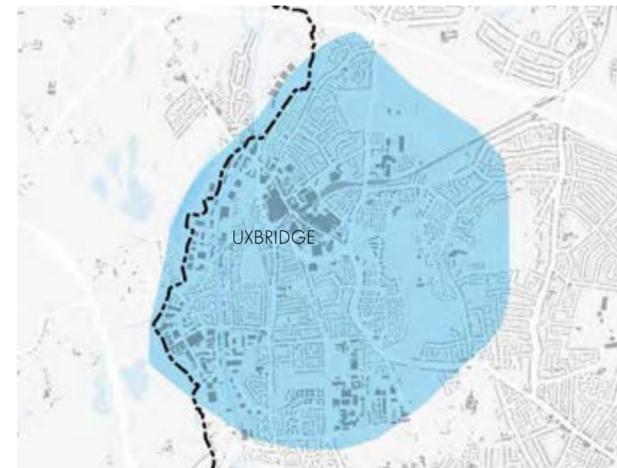
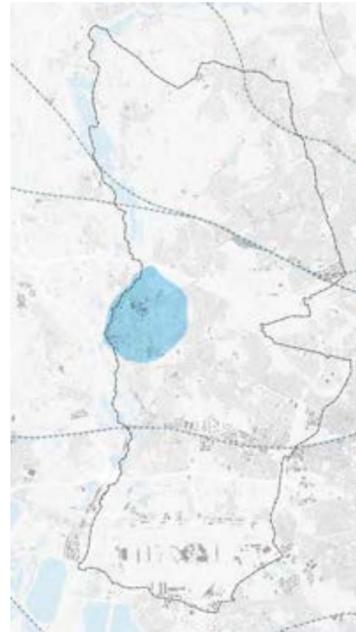
An extensive plant nursery to the south of RAF Uxbridge existed until 1958 when the business folded. This site was to become Brunel University, for which construction commenced in 1962.

Uxbridge town centre is bordered by a bypass to the south west of the town centre. This significant vehicular thoroughfare cuts the town centre away from its residential hinterland to the south. This same route also limits the town centre's connection to the Grand Union Canal and Colne River which run to the west of the town.

In the 1960s plans were put forward to modernise the historic town centre. These plans resulted in the opening of a major new shopping centre in 1973, subsequently refurbished as the Pavilions Shopping Centre. The town centre has seen further retail development in the form of the The Chimes Shopping Centre, built in 2001.

With the arrival of the Civic Centre in 1977 Uxbridge is the administrative centre of the borough and is also home to large number of headquarters such as Coca Cola, Mondelez, Arri and E&J Gallo Winery. Significant industrial areas continue in Uxbridge, largely focused around the canal to the west and south of the town.

A range of residential typologies exist around the town, from Victorian urban terraces to modern cul-de-sac developments.



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Figure 58: Hillingdon's Places - Uxbridge



High street and Civic Centre, Uxbridge
© Hillingdon Council



View towards office building from pedestrian bridge, Uxbridge
© Hillingdon Council



Chippendale Way, Uxbridge
© Hillingdon Council



Station Square, Uxbridge
© Hillingdon Council



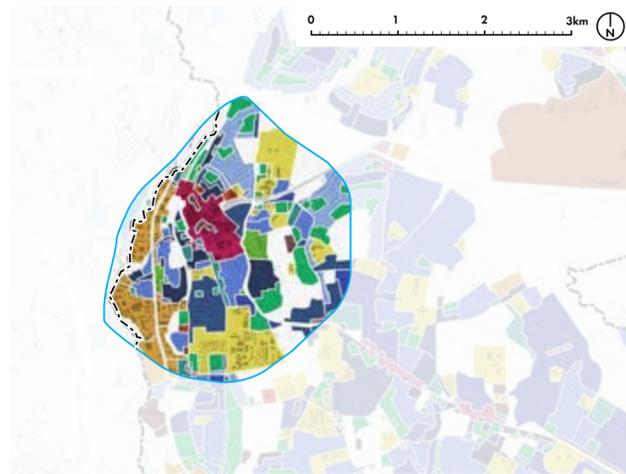
View towards terraced housing, The Lynch, Uxbridge
© Hillingdon Council



Brunel University Campus, Uxbridge
© Hillingdon Council

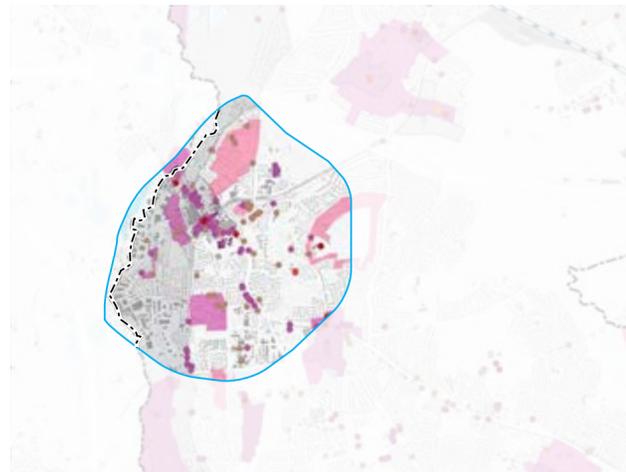


UXBRIDGE



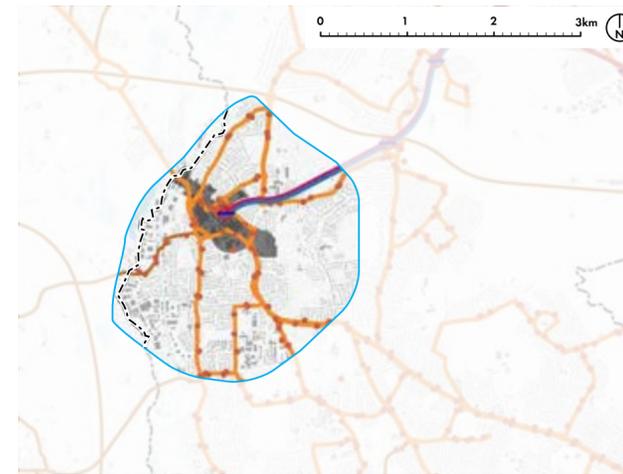
- Residential
- Commercial
- Institutional / Campus
- Railway line
- - - Borough boundary
- Neighbourhood boundary

Uxbridge Character Areas © UI

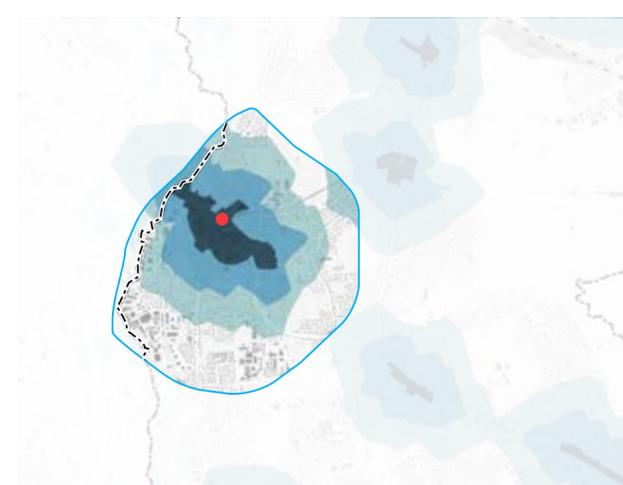


- Conservation Area
- Area of Special Local Character
- Grade 1
- Grade 2* listed
- Grade 2 listed
- Locally listed
- - - Railway / Tube line
- - - Borough boundary
- Neighbourhood boundary

Uxbridge Heritage Assets © UI



- Bus route / Bus stop
- Railway / tube line
- - - Borough boundary
- Neighbourhood boundary



- Town centre
- 2. 400m / 5 min walking distance
- 3. 800m / 10min walking distance
- Campus movement barrier
- - - Railway / Tube line
- - - Borough boundary
- Neighbourhood boundary
- Station

Uxbridge Town Centre Walkability © UI

Opportunities and constraints for Uxbridge (UB)

- UB is an area of different uses and very lively
- Metrop./Piccadilly line connect UB with central London
- Different uses require different building typologies and as UB continuously grew and buildings of different styles and forms create a diverse townscape
- Close to M4 and M25
- Uxbridge town centre defined by ring of dual carriage way.
- Brunel university outside 10min walking distance
 - > Improve active travel connection to increase footfall in town centre
 - > Connect Brunel University/ town centre with a continuous safe cycle route
 - > Future development to enhance listed built heritage



UXBRIDGE ROAD

A central band of neighbourhoods exists in the borough, broadly arranged either side of the Uxbridge Road. Uxbridge Road has been connecting Central London with Oxford from the early middle ages. Most of the neighbourhoods have grown from historic settlements and villages, but each have been influenced by the importance of the Uxbridge Road.

Yeading

Yeading is an historic settlement which grew as a result of the Grand Union Canal and associated industries. Yeading remained a predominantly rural area until the Second World War. After the war a series of large Council housing estates were developed. These were supplemented by privately developed cul-de-sac style residential areas in the 1980/90s.

Woodend/Hayes and Hayes Park

To the south of Uxbridge Road are the extensive residential estates of Woodend/Hayes. The Garden City style estate around Central Avenue dominates the area, and this is located adjacent to the historic village centre on Church Road. Hayes retains an attractive core, good open spaces and large estates.

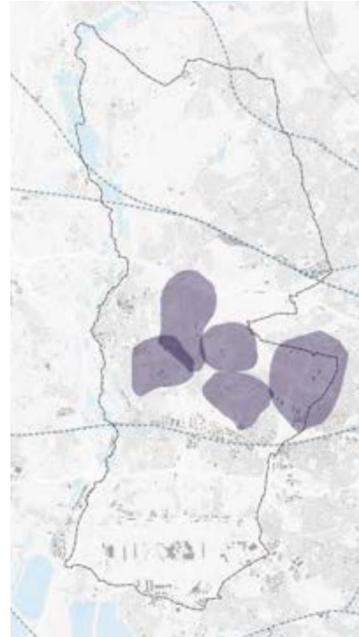
To the north of Uxbridge Road are similarly sized estates around the edge of Hayes Park. These estates have more of a Metroland character to them and consequently are built to a lower density.

Hillingdon

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 historic heart is found on the Uxbridge Road at the intersection with Royal Lane. Hillingdon Heath is further east and forms a local centre on Uxbridge Road. The larger residential estates to the north are a mix of Metroland and Garden City styles, some benefitting from Hillingdon Court Park.

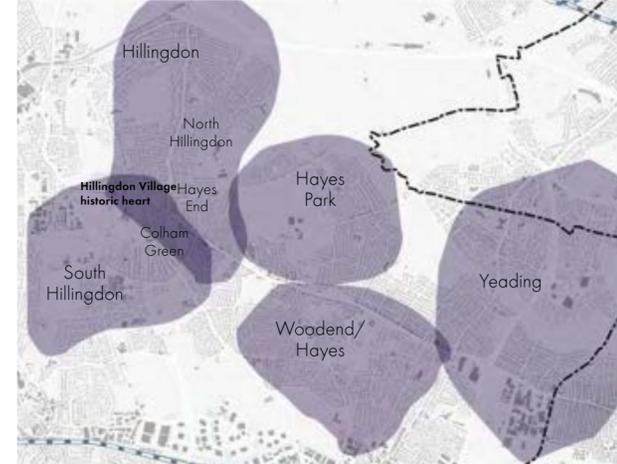
South Hillingdon

To the south of Uxbridge, on either side of the river Pinn and open space, are a series of estates, many in Garden City style and of higher densities than those found elsewhere in the area.



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Figure 59: Hillingdon's Places - Uxbridge Road



Office building, Hayes Park
© Hillingdon Council



Tudor Way, North Hillingdon
© Hillingdon Council



St. Laurence Cowley Church, South Hillingdon
© Hillingdon Council



Uxbridge Road, Hayes
© Hillingdon Council



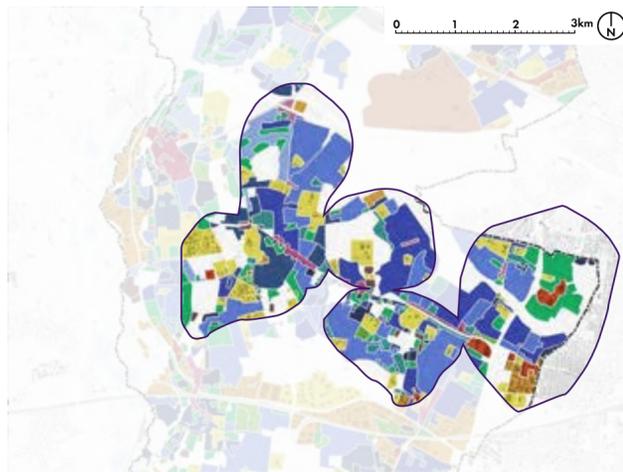
Balmoral Drive, Yeading
© Hillingdon Council



Regents Close, off Uxbridge Road, Colham Green
© Allies Morrison

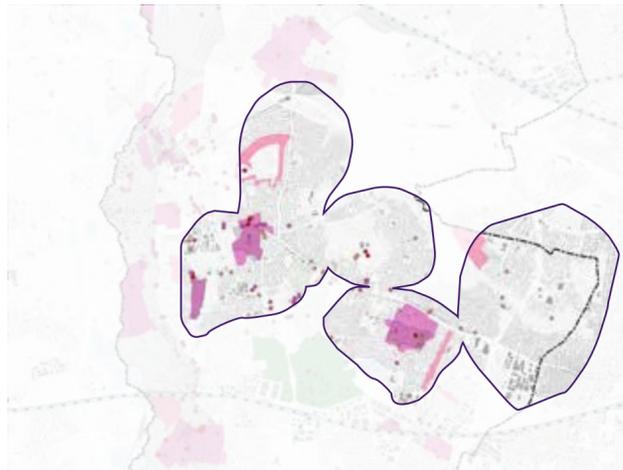


UXBRIDGE ROAD



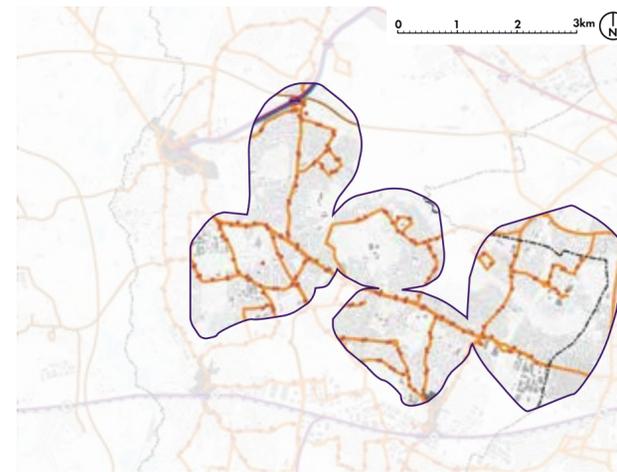
- Residential
- Commercial
- Institutional / Campus
- Railway line
- Borough boundary
- Neighbourhood boundary

Uxbridge Road Character Areas © UI

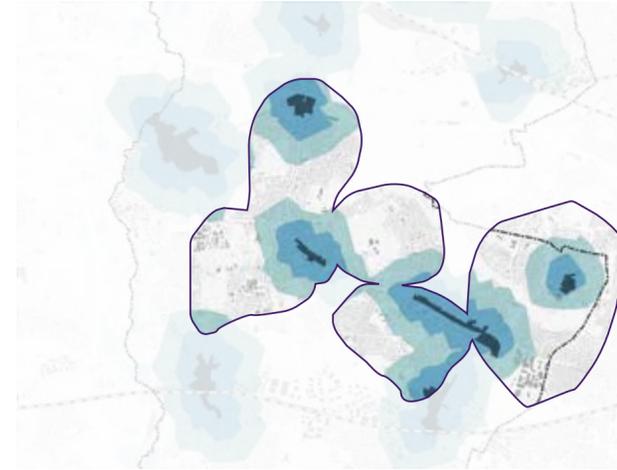


- Conservation Area
- Area of Special Local Character
- Grade 1
- Grade 2* listed
- Grade 2 listed
- Locally listed
- Railway / Tube line
- Borough boundary
- Neighbourhood boundary

Uxbridge Road Heritage Assets © UI



- Bus route / Bus stop
- Railway / tube line
- Borough boundary
- Neighbourhood boundary



- Town centre
- 2. 400m / 5 min walking distance
- 3. 800m / 10min walking distance
- Campus movement barrier
- Railway / Tube line
- Borough boundary
- Neighbourhood boundary
- Station

Uxbridge Road Town Centre Walkability © UI

Opportunities and constraints for Uxbridge Rd

- Hayes Park, Barra Hall Park and 10 Acres Wood define the outer edges and create rural outer edge contrasting with busy Uxbridge Road which links individual neighbourhoods.
- This area contains equal amounts of commercial and residential use, which is unique. There are a number of schools which restrict permeability
- There are less listed buildings compared to other areas.
- Public transport limited to bus routes which are primarily connecting east/west and restrict access to tube stations.
- > Improve active travel connection to stations
- > Improve North South connections
- > Future development should consider impact on green public open space



THE WESTERN ROAD goes streaming out to seek the cleanly wild,
 It pours the city's dim desires towards the undefiled,
 It sweeps betwixt the huddled homes about its eddies grown
 To smear the little space between the city and the sown:
 The torments of that seething tide who is there that can see?
 There's one who walked with starry feet the western road by me!

From "Uxbridge Road" by Evelyn Underhill in 1875

UXBRIDGE ROAD - A ROUTE STUDY

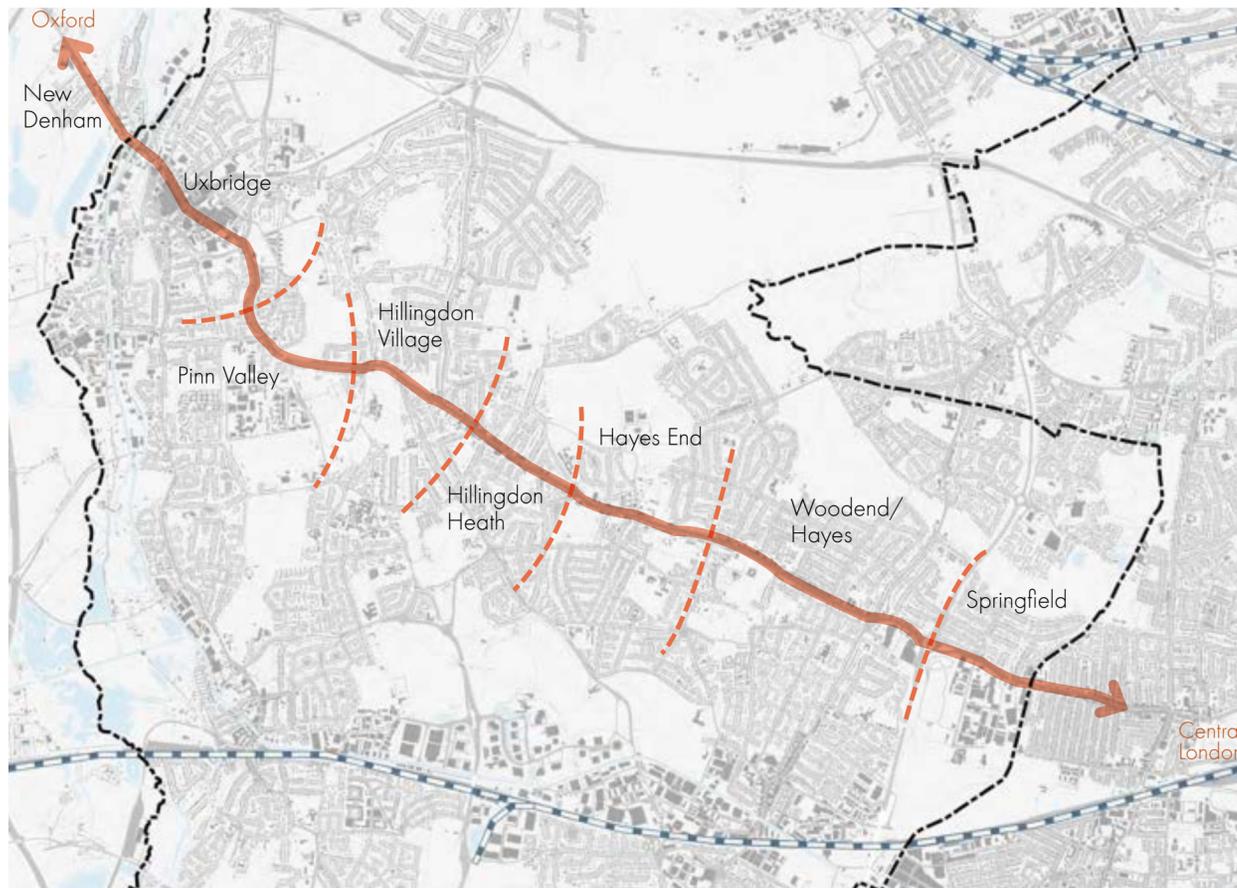


Figure 60: Uxbridge Road corridor © UI

Uxbridge Road is an ancient road between London and Oxford. Today it has been superseded by the M40 but the route between Shepherd's Bush Green and Uxbridge remains important. A significant section between Southall and Uxbridge passes through the borough and provides a principal east-west connection.

Over its history many hamlets, villages and shopping parades have grown up along its route. It continues to be a focus for thousands of residents living to the north and south of it - primarily as a transport connection, but also as a location for shops and services.

The centres and villages along the Uxbridge Road have coalesced to the point that the entire route is now fully urbanised. There are limited breaks on the road frontages,

but the route has a somewhat varied character when travelling through commercial and non-commercial areas.

Two key variables which affect the character of the route are:

- Intensity of development - at either end of the route are two zones of higher density development around Hayes and Uxbridge where building heights get higher and building footprints more bulky.
- Landscape character and street trees - the degree of green infrastructure varies along the route, with some sections having a strong central green reservation as well as street trees either side of the street, whilst other sections running through local centres have very little or no greenery.



Uxbridge © HC



Pinn Valley / Hillingdon Hill © AM



Hillingdon village © HC



Hillingdon Heath © HC



Hayes End © AM



Woodend/Hayes Town © HC



CANALSIDE TOWNS

The Grand Union Canal has had a lasting impact on the borough. Whilst it has often been hidden behind relatively large scale industrial areas, the canal is increasingly taking centre stage in the southern parts of the borough. The canal provides large open skies and people are attracted to the adjacent wildlife. However the canal is also causing severance and currently there are limited access points, some not being inclusive.

The neighbourhoods of Hayes, Yiewsley and Cowley all owe their existence to the canal and the significant economic purpose this gave each of the settlements. In latter years, when the canal's role diminished, the towns were further boosted by the arrival of the Great Western Railway which supported their continued economic growth. In these areas, the residential neighbourhoods have quite a different form to those further north in the borough. Many areas were developed as housing for workers and frequently took on a denser (urban terrace) format.

Hayes / Hayes Town

Hayes Town has a much longer history than the Grand Union Canal. However it was canal-related industries that gave the settlement real purpose in the 18th and 19th century and led to substantial growth. The arrival of the railway further supported Hayes as a major industrial location - encouraging EMI and Nestlé to locate here. Victorian terraced streets and later Garden City style estates developed as part of the town.

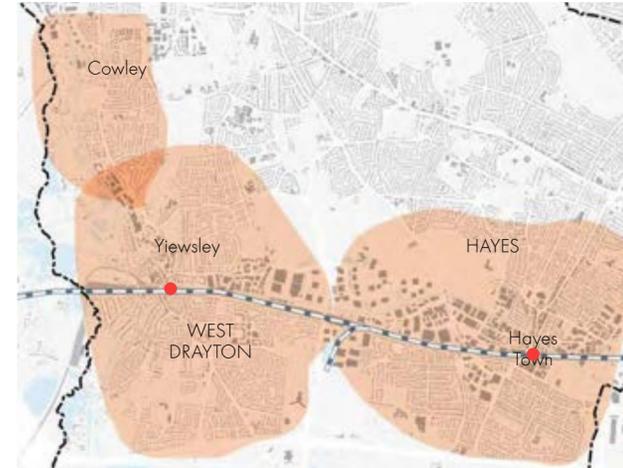
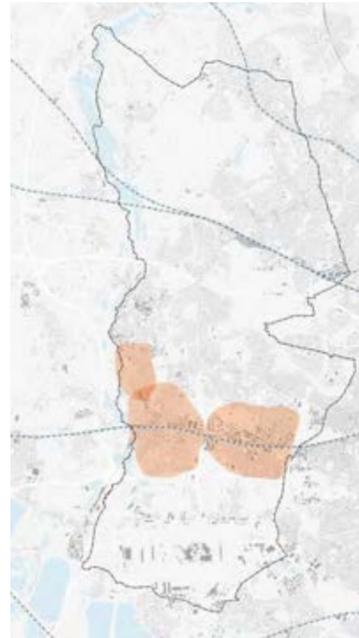
Today the name Hayes is applied to a wide area, sometimes extending up to Yeading and Hillingdon. For the purposes of the characterisation the core area of Hayes / Hayes Town around the canal and railway has been drawn.

Yiewsley/West Drayton

West Drayton is historically the more dominant settlement, with Yiewsley remaining very small until the railway came. The development of West Drayton station and the industrial and residential growth that followed had a significant impact. Significant areas of Garden City style suburban housing areas were developed to the south and north of the centre and station, supporting the smaller areas of urban terraces that preceded them. West Drayton has a historic green to the south of the centre.

Cowley

This neighbourhood developed around Cowley Lock on the Grand Union Canal. Significant residential development took place in the 1930s, principally by Uxbridge Council. Today, the gap between Cowley and Uxbridge has been lost, but the area retains a distinct character with small scale industries including a traditional boat repair yard.



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Figure 61: Canalside towns location



Data Centre, Grand Union Canal, Hayes © HC



Yiewsley, Grand Union Canal © HC



Hayes, Nine Acres Close © HC



Nestlé, Grand Union Canal, Hayes © HC



Yiewsley, Grand Union Canal © HC



Cowley, Grand Union Canal © HC



CANALSIDE TOWNS



- Residential
- Commercial
- Institutional / Campus
- Railway line
- Borough boundary
- Neighbourhood boundary

Canalside Towns Character Areas © UI

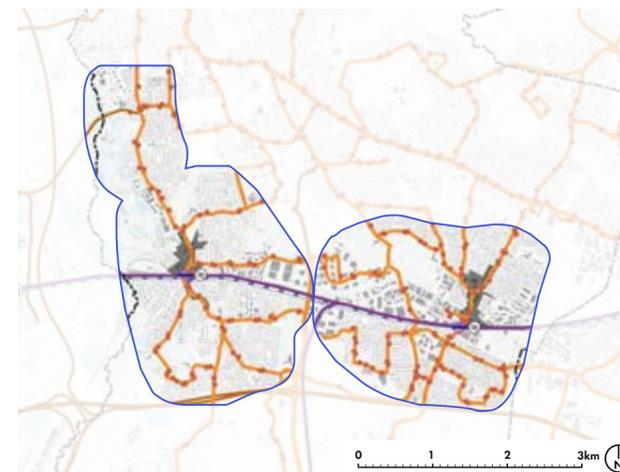


- Conservation Area
- Area of Special Local Character
- Grade 1
- Grade 2* listed
- Grade 2 listed
- Locally listed
- Railway / Tube line
- Borough boundary
- Neighbourhood boundary

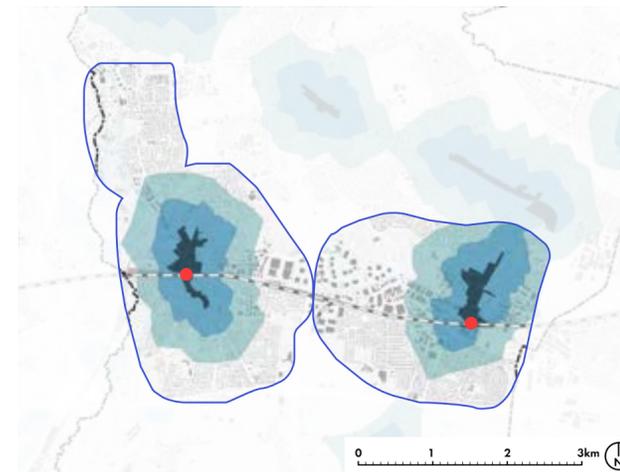
Canalside Towns Heritage Assets © UI



Hayes, Severn by Grand Union Canal and GWR line, Hayes © HC



- Bus route / Bus stop
- Railway / tube line
- Borough boundary
- Neighbourhood boundary



- Town centre
- 2. 400m / 5 min walking distance
- 3. 800m / 10min walking distance
- Campus movement barrier
- Railway / Tube line
- Borough boundary
- Neighbourhood boundary
- Station

Canalside Towns Town Centre Walkability © UI

Opportunities and constraints for Uxbridge Rd

- The canal was primarily built to support the local brick industry and industrial use expanded with arrival of the railway line, much of its built heritage is protected
 - The area contains 2/3 residential and 1/3 industrial use
 - Cowley is poorly connected to town centre and the station
- > Complete resurfacing of Canal tow path, create inclusive access points particularly where a high street meets the canal
 - > Create new public realm near the tow path so people can enjoy the canal environment
 - > Development to be complementary towards the canal and to include a green buffer zone



SOUTHERN VILLAGES

In the south of the borough a series of historic villages sit within open land to the north of Heathrow. The open land is designated as Green Belt and, combined with the impact of the airport, the villages have seen relatively little growth over the last fifty years.

Longford

Longford is a historic settlement based around a ford on the River Colne. Development is focused around the Bath Road and a small number of connecting streets. The village is now home to a number of hotels linked to Heathrow Airport, but otherwise has seen no substantial redevelopment.

Harmondsworth

Harmondsworth has significant built heritage including a 12th century church and a 14th century Great Barn. The centre is based around the historic high street with some of the post-war residential development extending to the south. To the East Harmondsworth Moor is an important wildlife habitat stretching from Thorney Mill to Bath Road. Near Bath Road British Airways Headquarter is embedded into landscape.

Sipson

The village of Sipson is focused around Sipson Road immediately to the west of the M4 connection to Heathrow. The homes in the village are predominantly suburban, and there is no significant centre to the village.

Harlington

The village of Harlington has developed along the High Street, with residential estates added to the west of the high street off West End Lane. A mix of housing styles and sizes exist. The village centre stretches along the High Street with the historic church forming an important landmark, at the northern end.

Cranford

A small area of Cranford is contained within the borough of Hillingdon. The residential streets of Eton Road and Langley Crescent were developed in the Metroland style, albeit in a different architectural style to that found in the heart of the borough.



Sheepcote Close, Cranford © HC

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Figure 62: Hillingdon's Places - Southern villages



King William, Sipson © HC



King William, Harmondworth © HC



View towards Heathrow, Sipson © HC



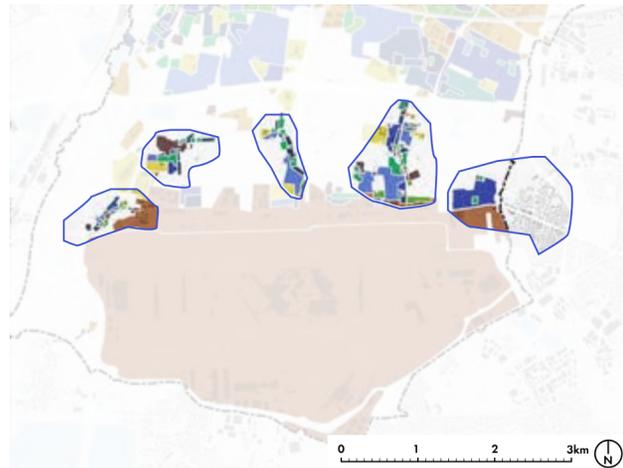
Great Barn, Harmondsworth © AM



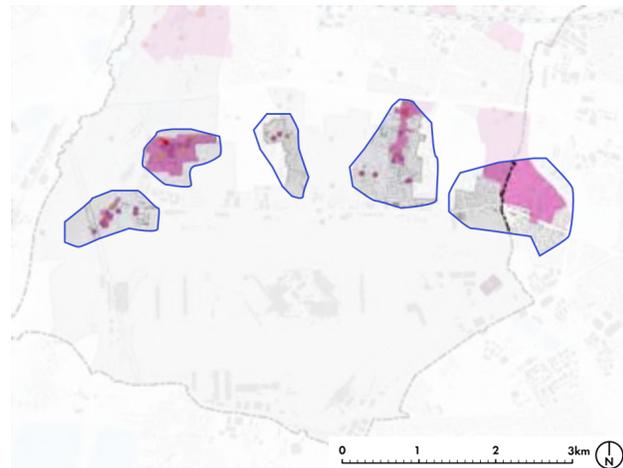
British Airways Headquarter, Harmondsworth © HC



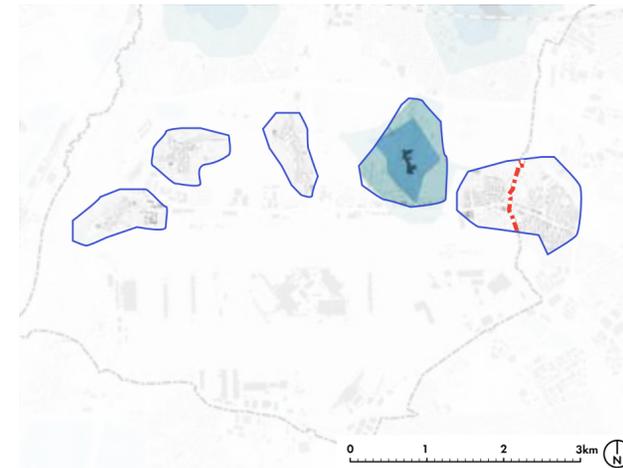
SOUTHERN VILLAGES



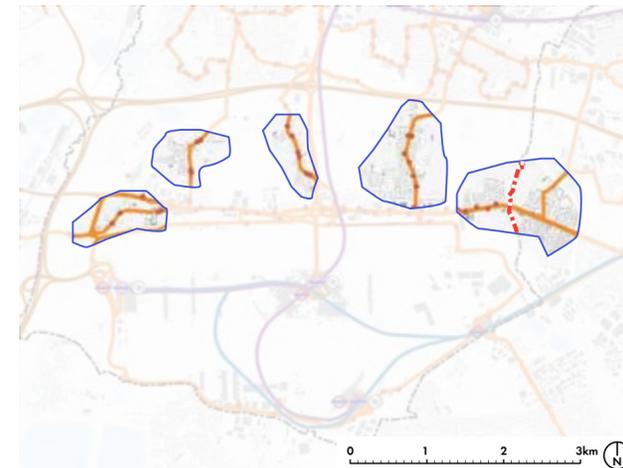
Southern Villages Character Areas © UI



Southern Villages Heritage Assets © UI



Southern Villages Town Centre Walkability © UI



Opportunities and constraints for Southern Villages

- The villages are quite isolated by surrounding agricultural use
 - The majority of buildings are listed and the villages are generally quite picturesque contrasting to the adjacent airport environment
 - They are primarily residential and only Harlington contains a high street
 - Public transport provides north south connection by bus, but east west connection are lacking
- > Improve East West connectivity (active travel) to allow children to reach schools independently
- > Improve access to Harmondsworth Moor and limit industrial use within Green Belt

BATH ROAD - A ROUTE STUDY

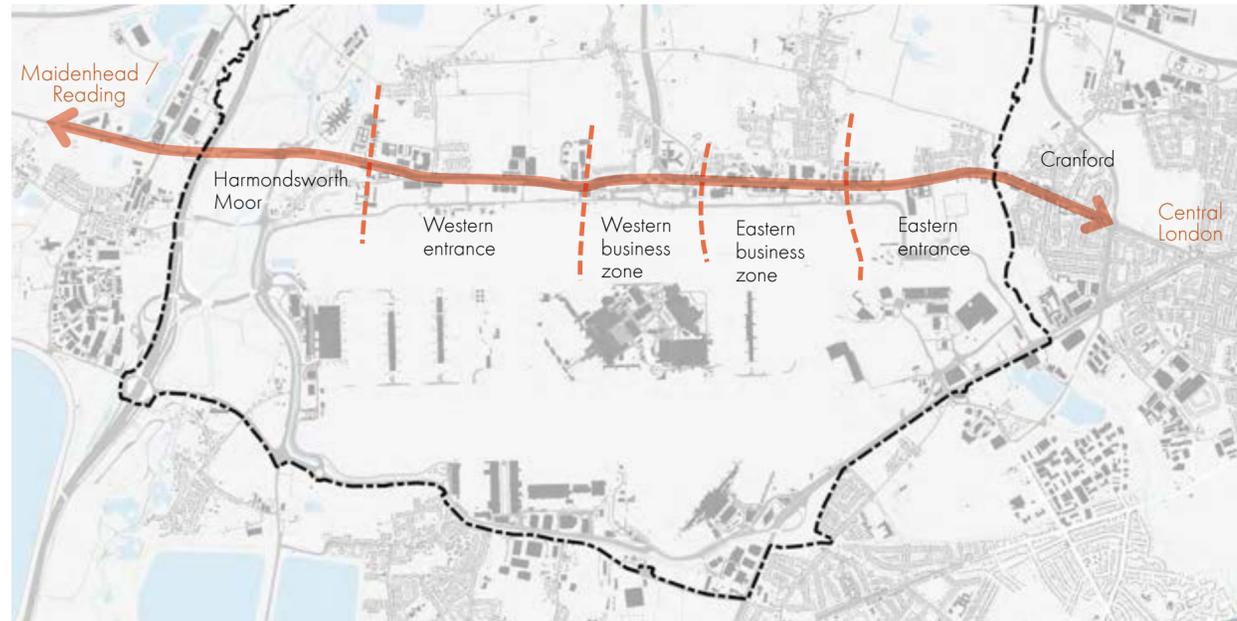


Figure 63: Bath Road corridor © UI

The Bath Road runs through the southern part of the borough, along the northern edge of Heathrow. Historically, a key route, the road today bears little resemblance to its historic form as a trade and coaching road.

Today, the section through the borough has very little remaining character linked to the surrounding communities and centres, and is much more about supportive infrastructure to Heathrow. As a result of the large single uses which have developed adjacent to the route, often set some way back from the street edge, the character has become more international, and in many ways is similar to some of the major arterials leading out of North American cities.

Whilst there are common features to the character of the route throughout this section, there are distinct zones where landscape and activity shift to create different environments.

The common features are:

- Significant building set backs from the road edge - much more exaggerated than is found elsewhere in the borough - and much more akin to the campus typology as seen at Stockley Park; and

- Wide roadway with limited enclosure to the street - this is particularly pronounced on the south side of the route where large areas of car parking and airport infrastructure create a very open feel.

The changes in activity, landscape and format create a number of distinct zones along the route:

- Eastern entrance - strong green character with relatively consistent street trees on both sides and stronger planting in some sections, with quite a comfortable mix of residential and business uses.
- Eastern business zone - business and hotel uses dominate in this section, creating a rhythm of large single use buildings set within varying levels of landscape setting. Street trees and planting reduce in consistency and impact.
- Western business zone - wider setbacks and larger building footprints set within larger areas of landscape, has a noticeably more spacious feel with less street definition. Car parking in sections along the south of the route contribute to the more open feel.
- Western entrance - greener, almost boulevard style planting, with street trees providing the definition and enclosure to the street with open views behind. Residential influence on north side with street trees and planting increasing as one moves westwards.
- Harmondsworth Moor - strong countryside influence with heavy planting along road edge, and very few buildings on either side.



Eastern entrance (Border Hillingdon/Hounslow) © HC



Edge of Cranford © HC



Business zone © HC



Heathrow Airport and infrastructure © HC



Agricultural hinterland between Sipson/Harmondsworth © HC



Colnbrook bypass, Premier Inn Hotel © HC



SUMMARY

Comparing transport infrastructure diagram and places it makes it evident that is a collection of places rather than one single homogenous entity. Levels of urbanisation increase from North to South.

Highspeed railway lines, motor and waterways create a severance between neighbourhoods and North South connectivity requires improvement.

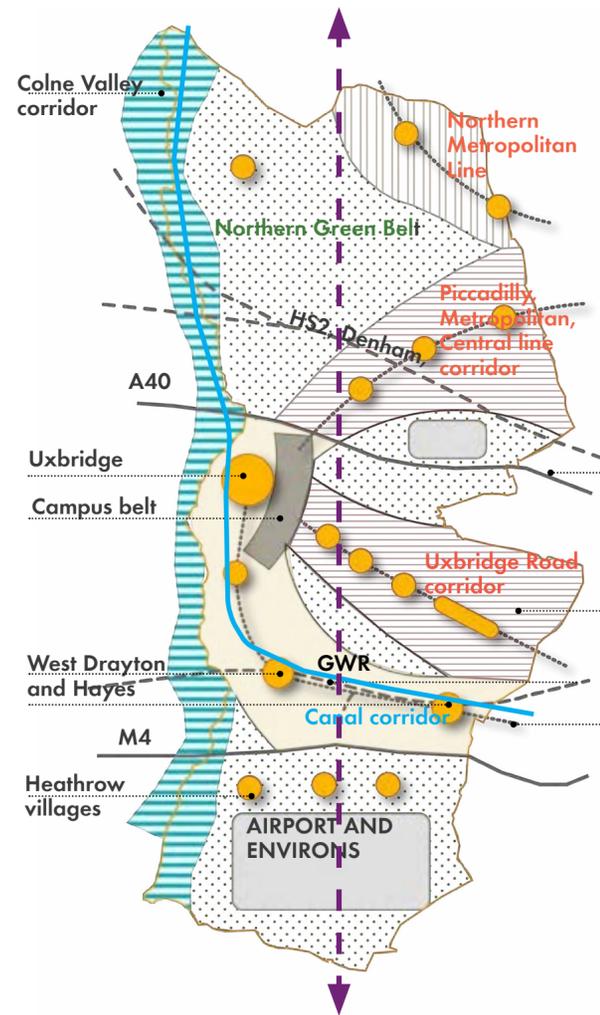


Figure: Transport Infrastructure Diagram

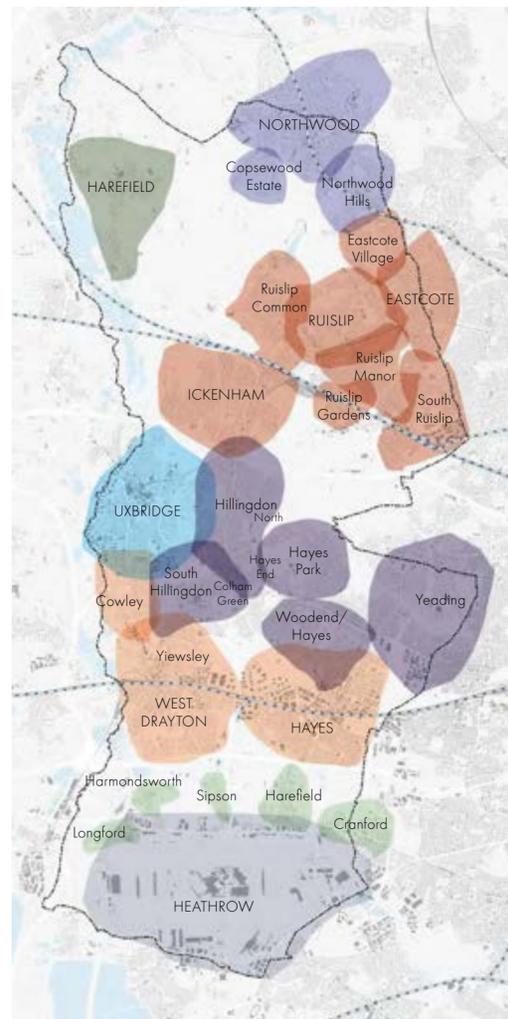


Figure: Hillingdon's Places



Modin Place, View towards Hillingdon House, Uxbridge © HC



Former Nestle factory, Hayes © HC



6. DENSITY

6.0 DENSITY

CHARACTER TYPOLOGIES

The London Plan requires Local Authorities to "undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth." (Policy D1).

Additional to the 2013 urban typology analysis focusing on use and access, the 2022 revision of this character study has undertaken a detailed character analysis considering building age and style, which is indicated in Figure 64.

Typologies often derive from different periods of development and display common characteristics in respect of their layout, building typology and form, organisation and height, densities and their inherent place qualities. The character typological assessment complements the morphological assessment presented in Chapter 5 of this study. It offers more detailed information about an area and provides a robust basis for character specific guidance on enhancement and change in Hillingdon.

Many areas are not totally coherent and include other buildings or institutions that are different. Where these do not establish a significant character area of their own they are included in the prevailing larger character typology areas. The character of some areas is as such that they comprise a mix of different scale buildings of varied heights and from different periods, resulting in little overall coherence in the built form. In these instances the variety of forms has been recognised as a characterising feature and used to determine the extent of such 'mixed' areas (mixed use centre, mixed typology, urban street block (mixed use) and post-war mixed typology).

The typological areas have also been used as the spatial areas to calculate residential density (using address data base) and context height mapping (using Lidar data). Each has also been assessed for its coherence, design quality, social and cultural significance, sensitivity to change and opportunity for growth in the following section.

The assessment has identified the following character typologies:

Street based/ perimeter block arrangement

- Pre-1919 terraces (small)
- Pre-1919 terraces (large)
- Pre-1919 villas
- Early 20th century 'Garden Suburb' Estate
- 1919-1950s suburban semi-detached
- 1919-1950s suburban estate
- 1919-1950s bungalow
- Modern suburban
- Urban street block (low rise)
- Urban street block (high rise)
- Urban dense contemporary
- Travellers housing
- Single home on large plot
- Post millenium, masterplanned housing scheme
- Mixed semi-detached and short terraces
- Mixed resi typology

Modernist-led freeform layout

- Post-war low rise
- Post-war slab block/mid-rise
- Post-war slab point block/slab
- Post war mixed typology

Retail led

- Mixed use town centres
- Local Centres Fine Grain
- Local Centres Mixed
- Big Box Retail

Employment led

- Converted warehouse/ factories
- Office park
- Industrial estates, distribution and storage, depots

Institutional

- Hospitals and Healthcare
- Social / elderly
- Prisons and Barracks
- Schools, Colleges and universities
- Place of worship
- Stadia and leisure
- Cultural Use
- Stand Alone Hotel

Other

- Historic Conversion
- Historic Set Piece
- Historic Village
- Infrastructure
- Vacant Site
- Converted Farmsted
- Airports
- Airport Environs

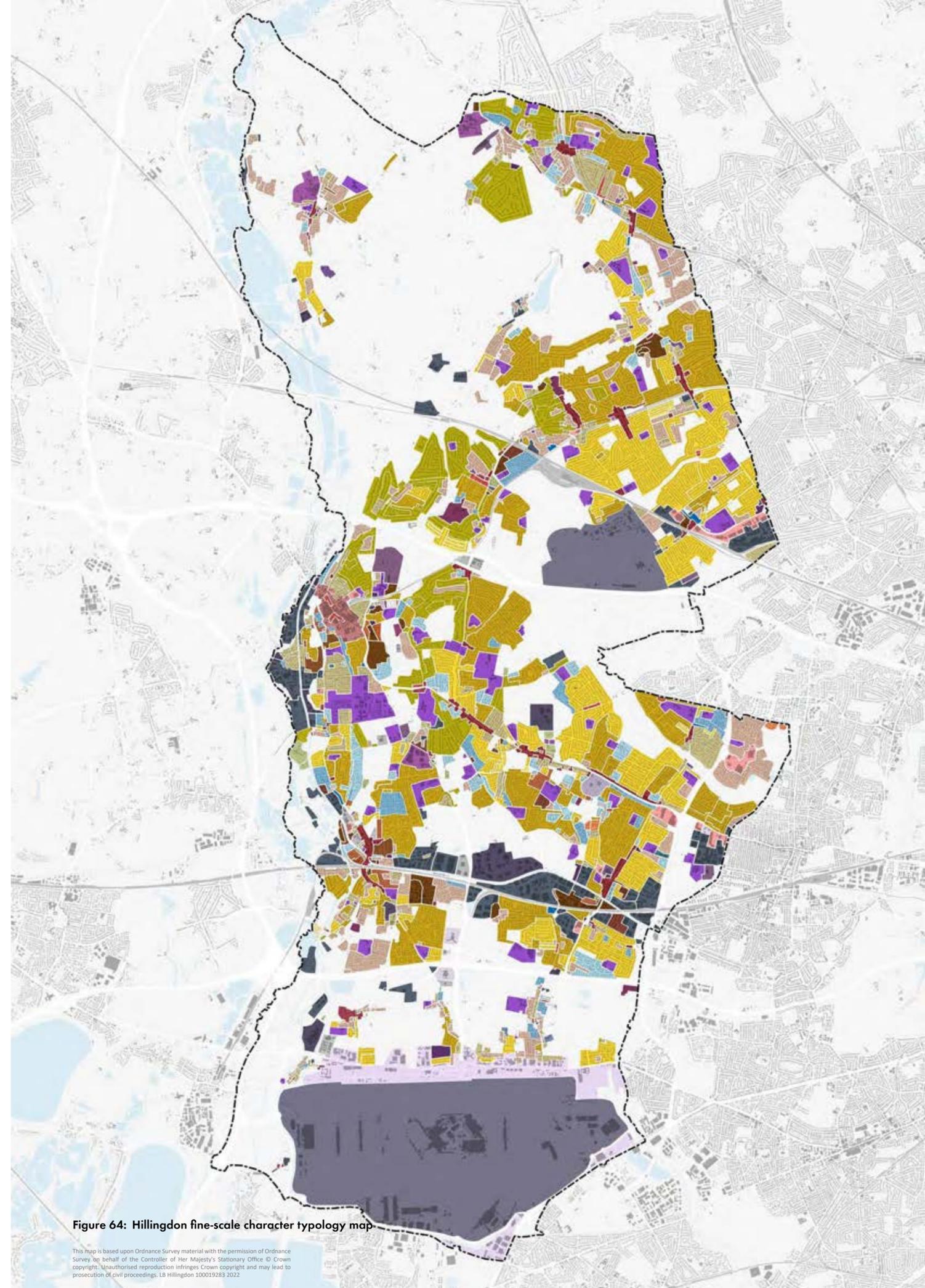


Figure 64: Hillingdon fine-scale character typology map

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URBAN ROAD CORRIDORS

Bath Road and Uxbridge Road run broadly parallel to the motorways M4 and A40. Together with a number of north-south connections they provide strategic road access.

Many of these corridors have developed on the back of historic routes and often they are the most direct routes across the Borough. Their principal function is for vehicular movement and public transport whilst they often poorly (or not at all) provide for cycling or walking. A principal aim for all of these corridors will be to enhance their facilities for cycling and walking with the provision of grade segregated cycle ways, wider footways and safe places for people to cross, and a generally greener and friendlier environment.

Whilst corridors may pass through otherwise coherent areas, their movement function make them stand out as character areas in their own right. The quality of development along corridors varies.

In some of areas corridors are well defined, for examples where they pass through the metroland and garden city estate typological areas that have purposeful responded to them with their pattern of development, or in plot land areas, where buildings are well set back from the street behind walls, hedges or green buffers.

In other areas however, corridors comprise of a mix of development from different ages, with varied forms and functions, and display a fragmented and heterogeneous townscape. Especially where traffic is intense and development is affected by significant air and noise pollutions, buildings may be lower value and affected by disinvestment, lack of repair and neglect. This can contribute to an overall poor appearance of these corridors and impact on the perception of the borough as a whole.

Corridors, like Bath or Uxbridge Road, with a more diverse urban fabric may offer greater opportunities for incremental change and intensification, especially where they are well served by access to public transport. This could see infill development or the redevelopment of poorly performing properties with new mixed-use buildings of a scale and form that is appropriate to the function and connectivity of the corridor.

Key characteristics

- Well connected routes across the borough
- Major traffic routes
- Poor walking and cycling environment
- Often provides a fragmented and incoherent character
- Some parts affected by disinvestment

Opportunities and constraints

- Need to improve cycle and walking facilities along corridors
- Enhance urban greening of corridors including tree planting to enhance the appearance and help combat air pollution
- Opportunity for incremental change and intensification with development that better responds to function and form of the corridor in areas with fragmented character
- Development along areas of change should be guided by an area's specific plan or design codes to ensure a coherent response to the corridor and the enhancement of character, as indiscriminate development with different scales, forms and building lines could cause further

Borough Boundary	Retail led
Fine-grain Categories	Mixed use town centres
Street based/ perimeter block arrangement	Local Centres Fine Grain
Pre-1919 terraces (small)	Local Centres Mixed
Pre-1919 terraces (large)	Big Box Retail
Pre-1919 villas	Institutional
Early 20th century 'Garden Suburb' Estate	Hospitals and Healthcare
1919-1950s suburban semi-detached	Social / elderly
1919-1950s suburban estate	Prisons and Barracks
1919-1950s bungalow	Schools, Colleges and universities
Modern suburban	Place of worship
Urban street block (low rise)	Stadia and leisure
Urban street block (high rise)	Cultural Use
Urban dense contemporary	Stand Alone Hotel
Travellers housing	Employment led
Single home on large plot	Converted warehouse/ factories
Post millennium, masterplanned housing scheme	Office park
Mixed semi-detached and short terraces	Industrial estates, distribution and storage, depots
Mixed resi typology	Other
Modernist-led freeform layout	Historic Conversion
Post-war low rise	Historic Set Piece
Post-war slab block/mid-rise	Historic Village
Post-war slab point block/slab	Infrastructure
Post war mixed typology	Vacant Site
	Converted Farmstead
	Airports
	Airport environs

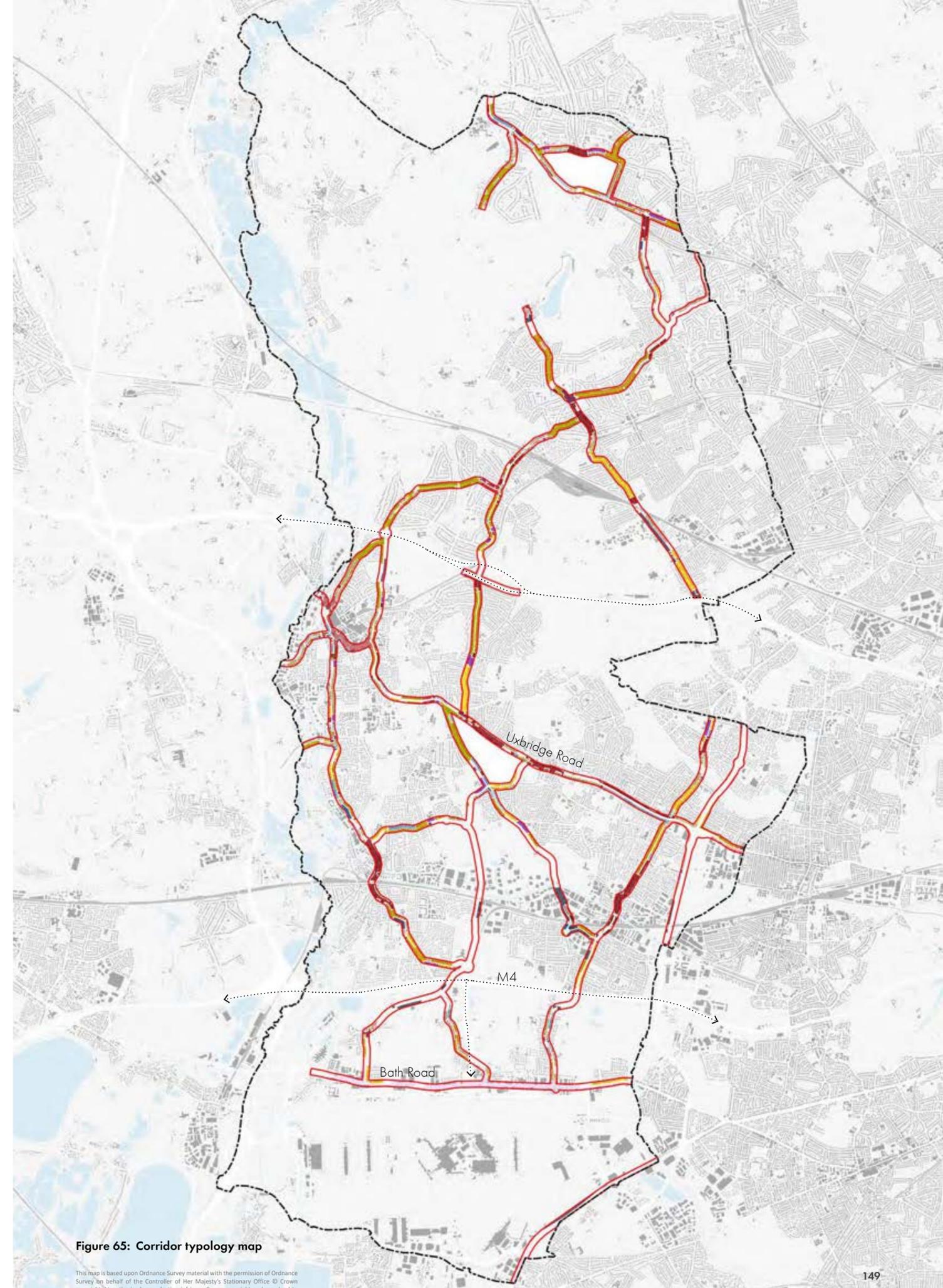


Figure 65: Corridor typology map

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DENSITY

Density assessments provide useful intelligence on how efficient land is being used and associated activity levels in Hillingdon. Combining density calculation with accessibility levels can highlight where development in the borough makes optimal use of land, and where there are opportunities for intensification.

This chapter provides the following four different indicators of density:

- **Housing density** - number of residential units per hectare per character area
- **Gross Floor area ratio (FAR)** - estimated total floor space (footprint x estimated number of floors) / character area
- **Gross Plot coverage** - % of character area covered by development
- **Number of residential units per building**

Apart from the last one, densities have been calculated at the level of the character areas to provide a fine grain understanding of the borough and consistency with other parts of the study. Note, that the surface area of character areas excludes road space.

Housing Density

Figure 66 shows Housing Density in LB Hillingdon. It calculates the number of residential units per hectare on the level of the character area.

The mapping shows that a majority of Hillingdon has a low housing density (1-50 units/hectare) which is characteristic of suburban development. The map also shows that there are concentrated areas with higher densities (80-100+units per hectare) primarily within town centres and post-millennium masterplanned developments.

Gross Floor to Area Ratio

Figure 67 shows the Gross Floor Area Ratio (Gross FAR) in LB Hillingdon for character areas. The Gross FAR is calculated based on an estimation of the overall floor area (building footprint x estimated number of floors) set against the size of the character areas. Number of floors were established based on the overall building height divided by typical average floor heights in respect of the prevailing land use characteristics for each character area.

The Gross FAR provides a useful alternative measure to residential density that includes all development including commercial floor space. It provides a more realistic understanding of the density of development and the capacity of an area to accommodate intensification.

Gross plot coverage

Figure 68 show the Gross Plot Coverage of character areas in Hillingdon. Plot coverage is the percentage of the total footprint area of development in respect to the total area of a character area. It is a measure of how much area of the character area is covered by development. Character areas with low plot coverage may indicate development opportunity.

The Gross Plot Coverage map demonstrates that the majority of the borough has a low gross plot coverage of 0-30%. Areas with the greatest plot coverage in the Borough are located in Uxbridge town centre, West Drayton and South Ruislip .

Number of Units per building

Figure 69 shows the number of residential units per building. This helps to identify if areas are predominantly single occupation houses, converted houses with self-contained flats or apartment buildings.

The assessment shows that the majority of the borough is composed of single occupation home with small pockets of buildings with more units. It is evident from this mapping that larger apartment buildings (50+ units) are concentrated around centres such as Uxbridge, West Drayton, Hayes and West Ruislip.

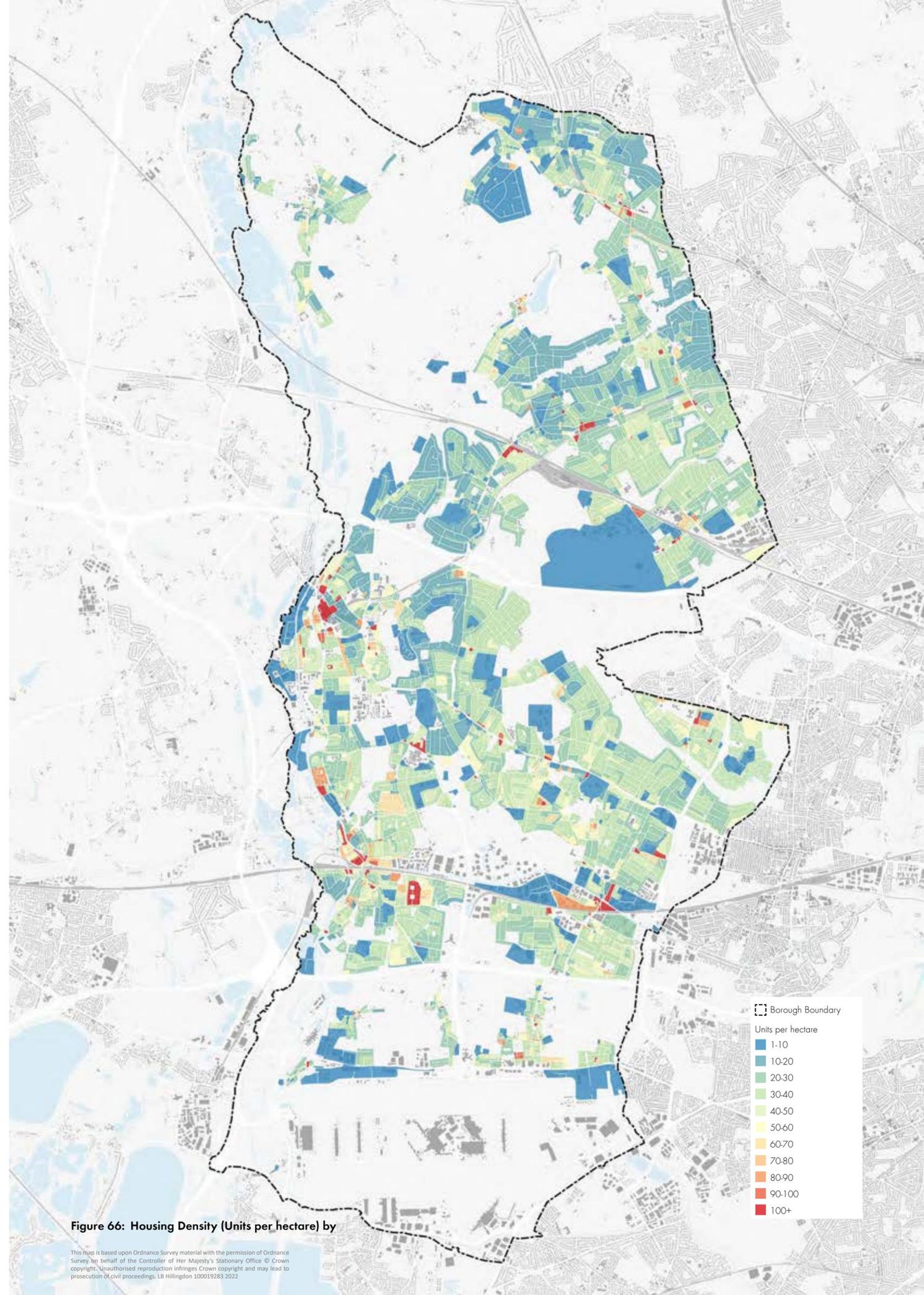


Figure 66: Housing Density (Units per hectare) by

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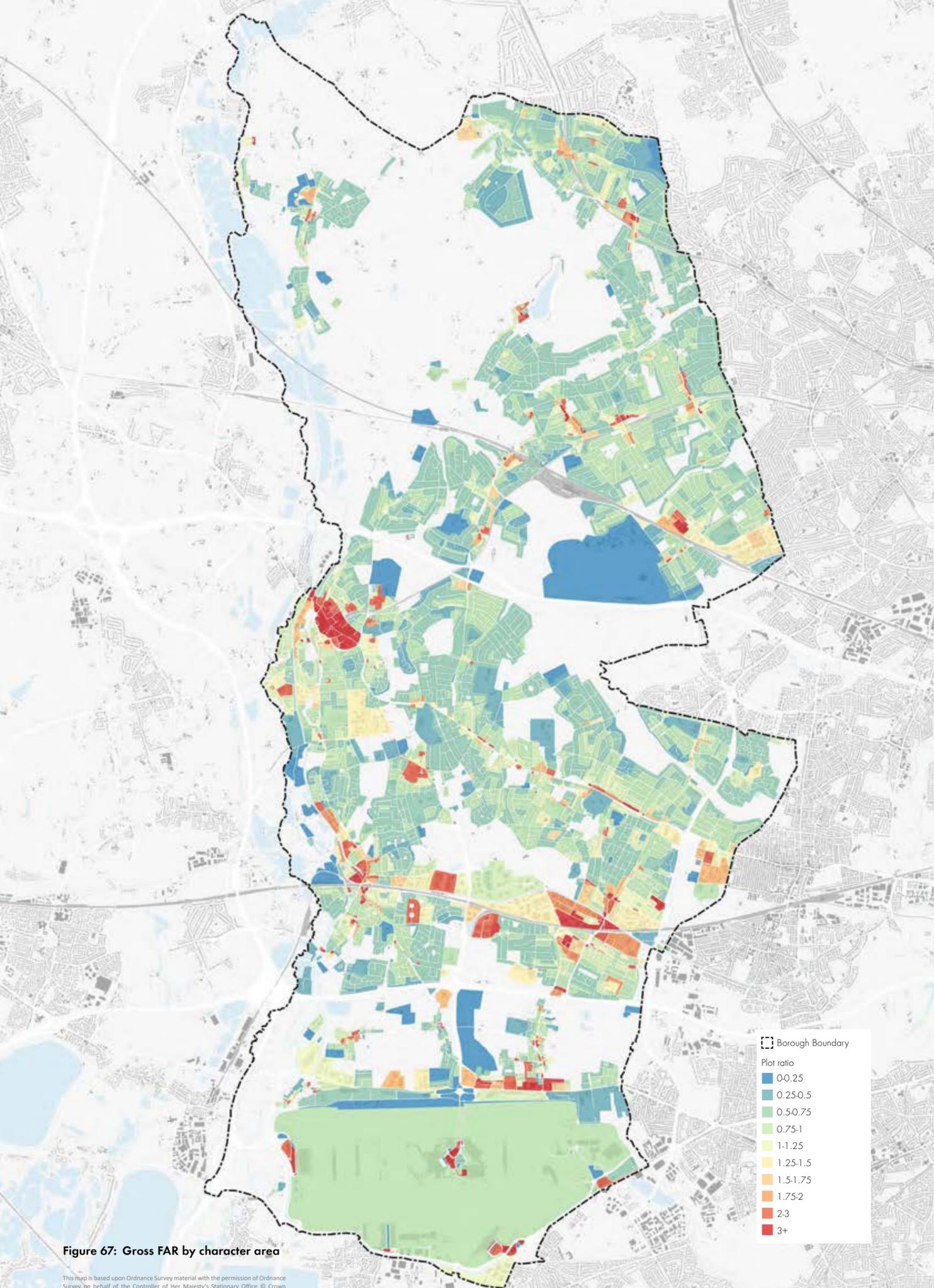


Figure 67: Gross FAR by character area

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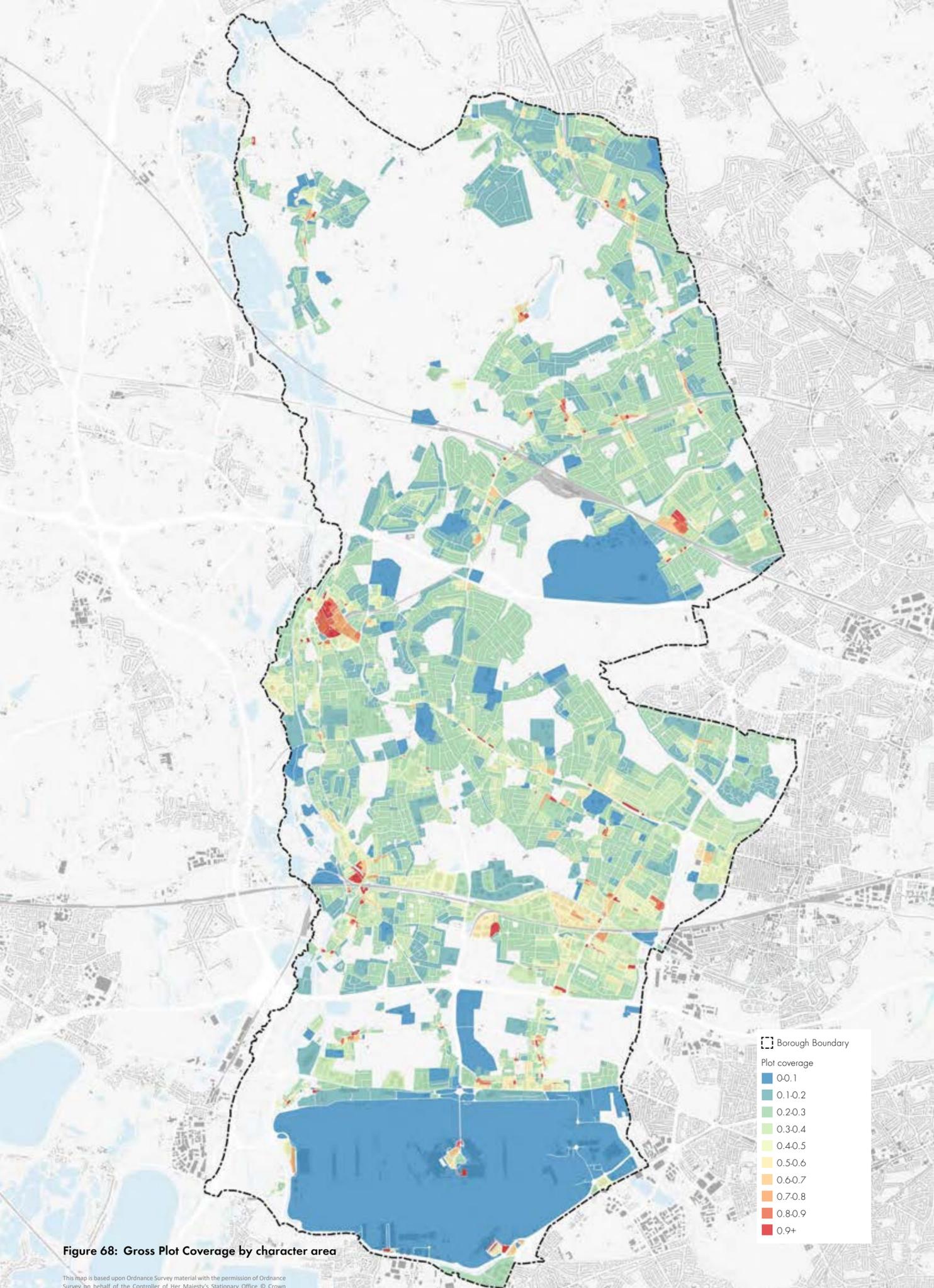
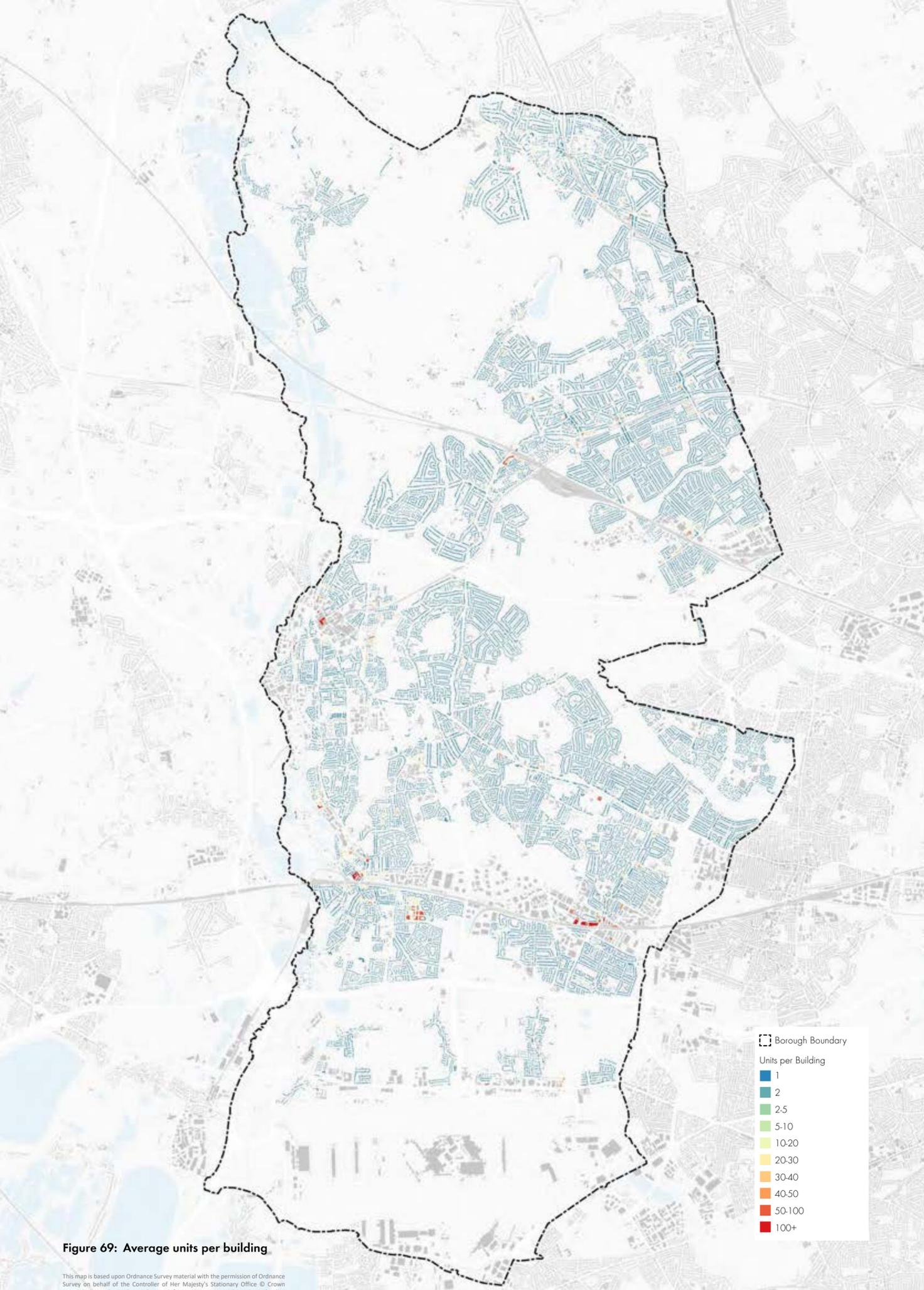


Figure 68: Gross Plot Coverage by character area

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7. BUILDING HEIGHTS & TALL BUILDINGS

7.0 BUILDING HEIGHTS & TALL BUILDINGS

BUILDING HEIGHTS IN HILLINGDON

Hillingdon is a largely low-rise borough. The majority of buildings are 3 - 9m tall, typically one or two residential storeys, often with an additional roof space. Slightly increased heights of 9 to 15m, equivalent of three to four residential storeys, can be found in highstreets, town centres, industrial and commercial areas. There are only a few places where the general heights are above 15m. These include parts of the town centres of Uxbridge, Yiewsley / West Drayton and Hayes, where general building heights of 15m to 30m, equivalent of five to nine residential storeys can be found. Another area is Heathrow Airport where the average building height is 21m.

A number of taller structures exist in Hillingdon that can be seen on the skyline. Their heights typically are between 21 and 30m (equivalent to 7 to 9 residential storeys), or between 30 and 40m (equivalent to 10 to 13 residential storeys). Only a few buildings are taller, one in Uxbridge (office building, 45m) and one on Uxbridge Road (hotel, 44m), with the remainder

being all situated at Heathrow Airport. The tallest building in Hillingdon is the 86m tall Aviation Tower at Heathrow Airport.

The diagram below illustrates that building heights are defined both by number of storeys and variant floor to floor heights. As an example it shows that, the 5 storey office block ('His Master's Voice') in Hayes is as tall as the nearby 11 storey residential block. This is due to the varying floor to floor height.



Figure 70: Building height diagram

BUILDING HEIGHT RESTRICTION

Hillingdon is host community to two major airports, Heathrow and Northolt. Additionally further to the West of Harefield lies Denham Airfield.

Heathrow is operated by Heathrow Airport Holding Limited and Northolt by the Ministry of Defence.

Only Heathrow has set out building height restriction as shown to the right.

Northolt and Airfield review each application case by case.

Hayes as an approx AOD of 32.0m with a defined height limit of 67.95m. This results in possible 11 residential storeys (assuming 3m floor to floor height).

Uxbridge has an approx. AOD height of 43m with a defined height limit of 172.95m. This results in possible 43 residential storeys (assuming 3m floor to floor height).

Buildings within the yellow height restriction zone could reach between 11 and 43 storeys.

- Borough Boundary
- Building Height restriction
 - >172.95 ASML Outer Horizontal Surface
 - 67.95 > 172.95 ASML Height alteration
 - =67.95 ASML Inner Horizontal Surface
 - < 67.95 ASML Inner Horizontal Surface

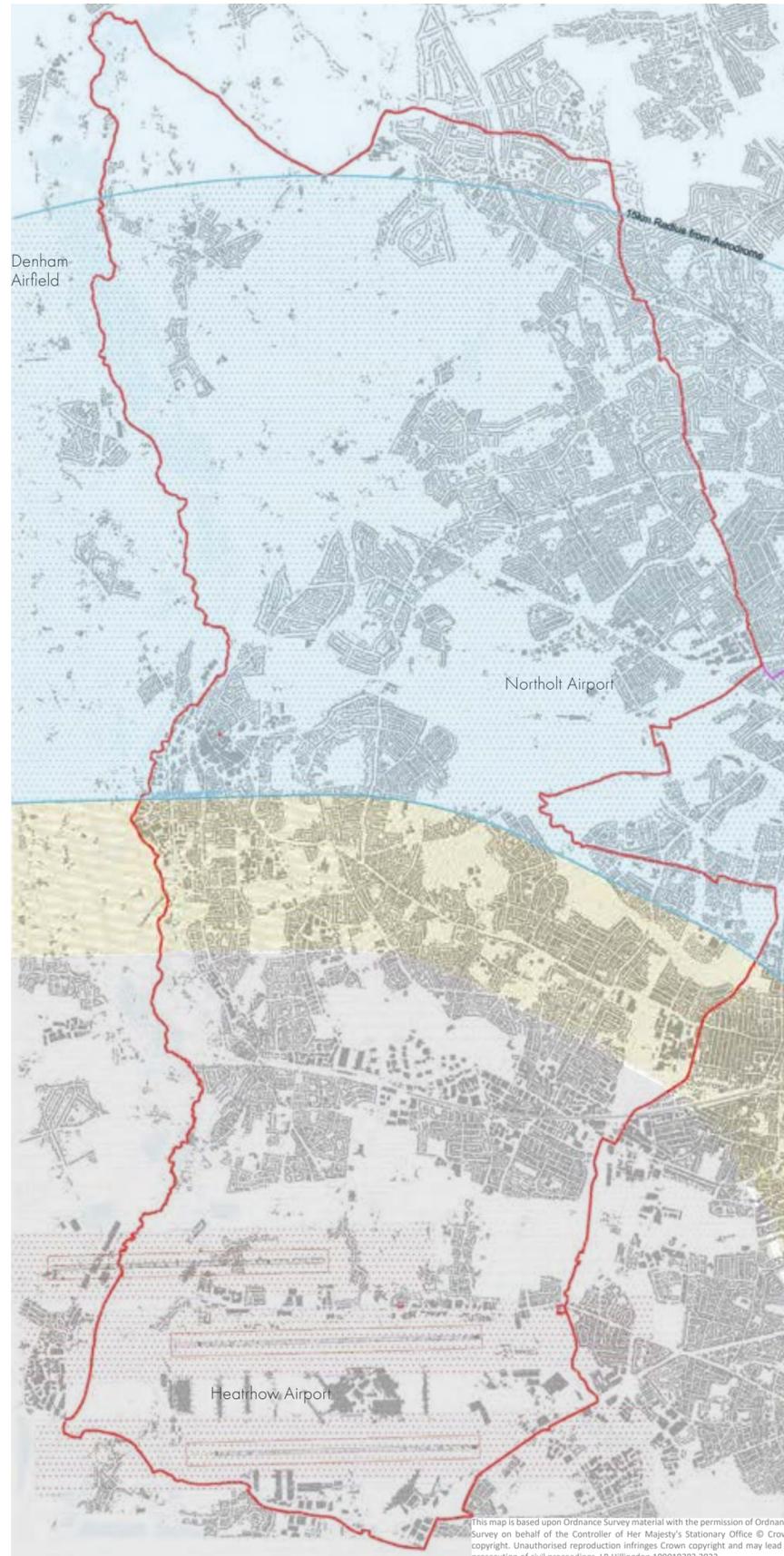


Figure 71: Building height restriction



View from Lake Farm Country Park Park with Hayes's skyline © HC



View from Rockingham Recreation ground with Uxbridge skyline © HC

EXISTING BUILDING HEIGHTS

Hillingdon is primarily a low rise borough with the majority of buildings between 1 to 3 storeys. There are concentrated pockets of taller buildings around Uxbridge, Hayes and Harlington, Heathrow, West Drayton and around the Brunel University Campus, Hillingdon Hospital, Bath Road and the Great Western Railway corridor.

Figure 72 shows a map with existing building heights in Hillingdon. Building heights are the maximum heights within each building polygon (Ordnance Survey Base, 2022) derived from digital topographical data (DTM lidar data set dated 2020).

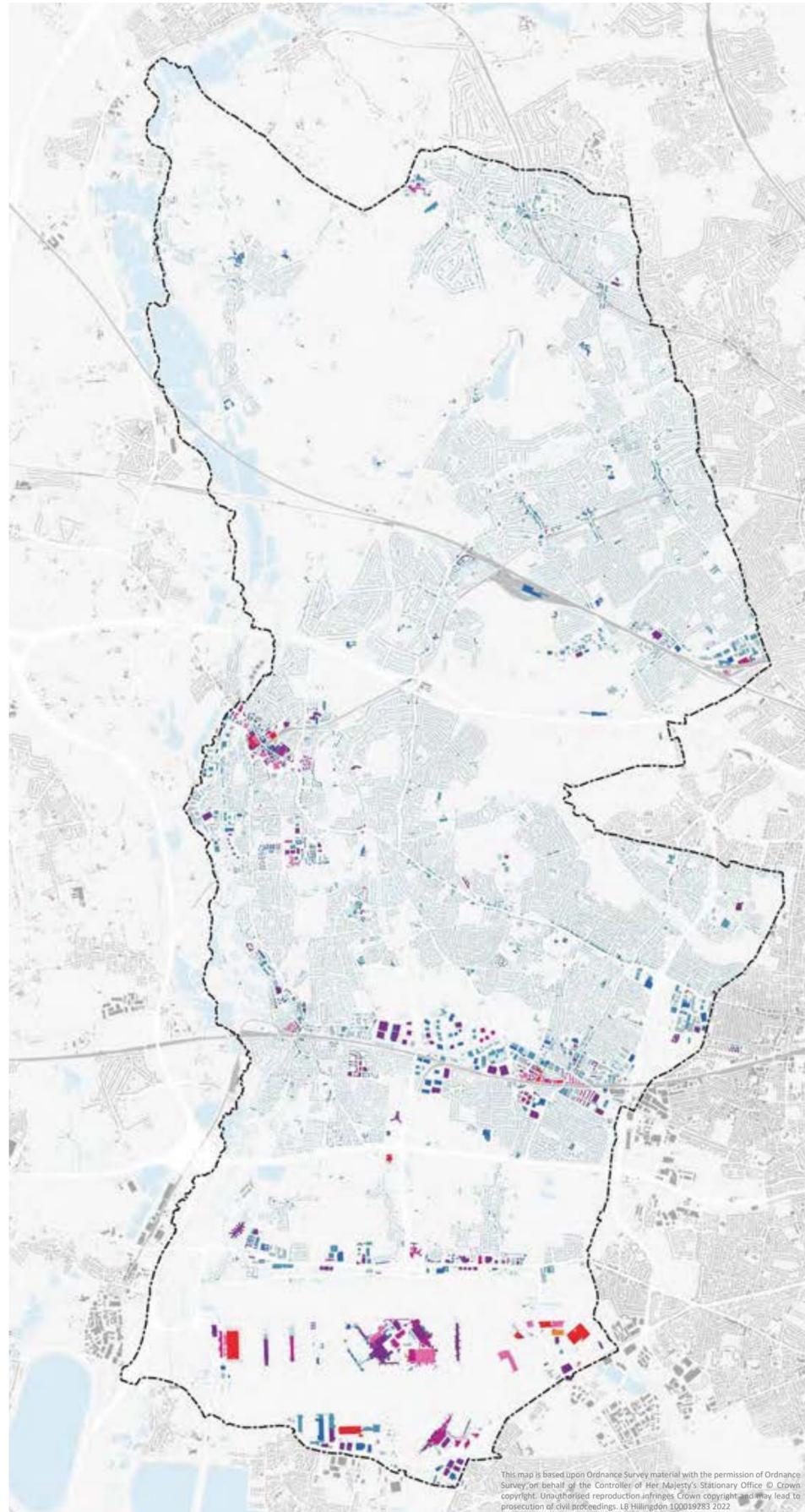


Figure 72: Existing Building Height map

EMERGING BUILDING HEIGHTS

Figure 73 shows existing building heights in the borough with an overlay of the heights of large planning permissions that have recently been constructed or are likely to come forward. This provides an understanding of how heights are changing in Hillingdon.

The emerging building height mapping shows that greater heights are being brought forward in some areas of the borough as part of larger masterplanned developments. In particular this is evident around Hayes and Harlington, Hillingdon hospital and around Minet Park.

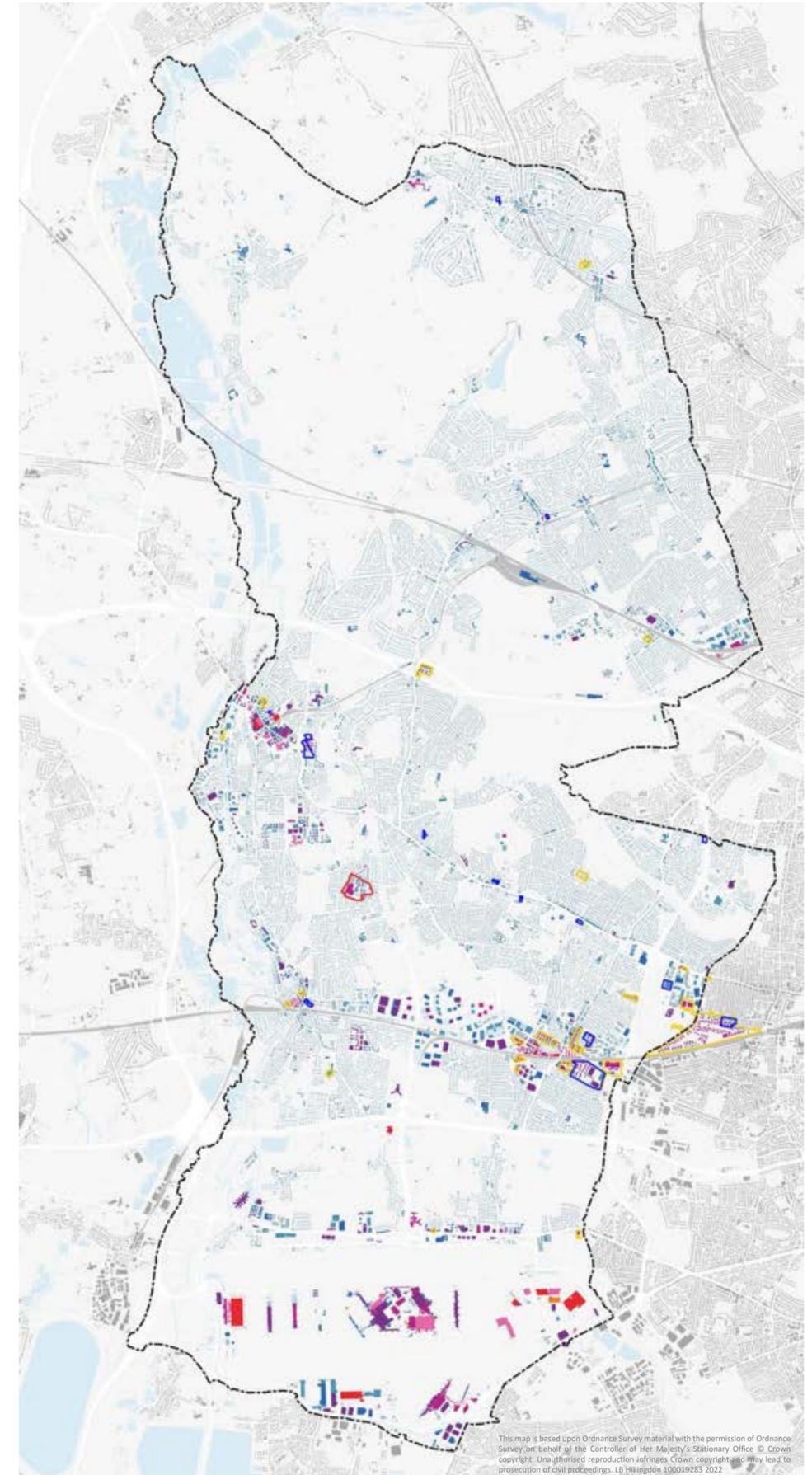


Figure 73: Existing and Emerging Building Height map



DEFINITION OF TALL BUILDINGS

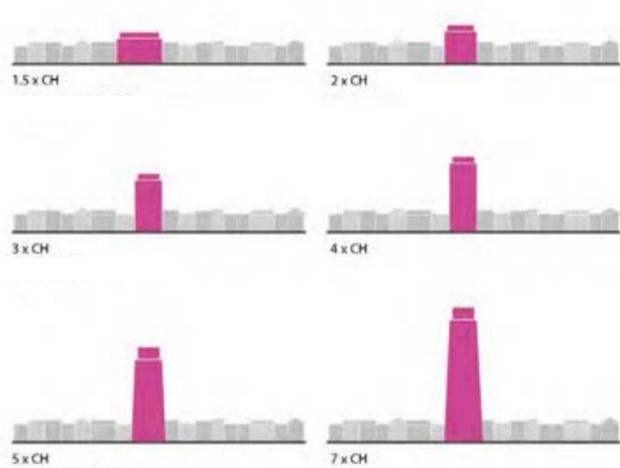


Figure 74: The height of buildings can be expressed as 'context height ratio'

Tall buildings are defined in the London Plan (2021) as those that are substantially taller than their surroundings and cause a significant change to the skyline. The Characterisation and Growth Strategy LPG provides further guidance on how to define tall buildings, which has been interpreted for the London Borough of Hillingdon.

A tall building is considered tall in respect to the height of its context. A ten-storey building might be a (very) tall building in a predominantly two-storey suburban area, yet would be considered only as a local high point in an urban five to six storey context. The context height is not just the height of the tallest adjacent building, but a more aggregated measure of heights in the surrounding area. Context heights in Hillingdon are explored further on page 166.

London Plan policy D9 requires local authorities to define for specific locations at what height a building is considered tall. The London Plan (2021) further states that buildings should not be defined as tall anywhere in Greater London if they are less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey, regardless of context heights or potential impact on the skyline. Figure 79 provides area specific tall building thresholds that should be used to define if a building is considered tall in a certain location.

Buildings can be categorised by the ratio of their existing or proposed height to the height of the surrounding context. It is recommended that the following four categories are used to determine if a building is defined as tall, as well as the scale of the tall building. This would allow for a differentiation in policy approach between tall buildings of different scales.

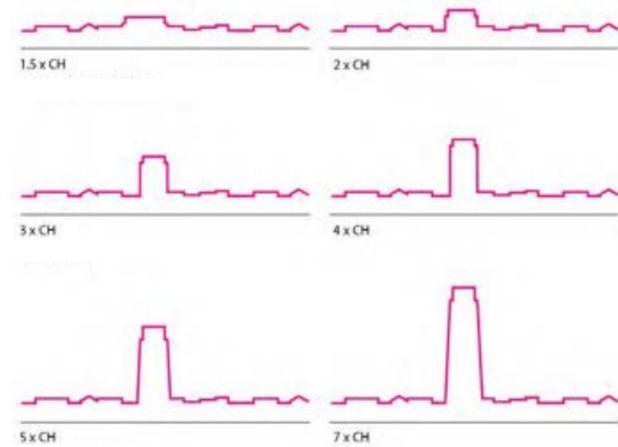


Figure 75: The context height expressed as an impact on the skyline

Classification of Buildings by their context height ratio

Category Name	Context Height Ratio	Tall Building
Large Building	up to 1.5/2x CH (defined by tall building threshold - see section 7.3)	no
Local Scale Tall Building	above 1.5/2x CH (defined by tall building threshold - see section 7.3) up to 3x Context Height	yes
District Scale Tall Building	3x Context Height to 5x Broad Context Height*	yes
Metropolitan Scale Tall Building	above 5x Broad Context Height*	yes

*Note, the Broad Context Height is defined by the all building thresholds (see Section 7.4)

Large Buildings

Large buildings are buildings that are slightly higher than the surrounding context but below the tall building threshold. These are not to be considered tall buildings when implementing Development Plan policies. Their additional height is less likely to impact on the skyline overall and will primarily affect the adjoining spaces. Being below the tall building threshold does not mean that a large building is automatically acceptable. Proposals for large buildings will still need to be assessed against other design policies and guidance to ensure they are appropriate for their location and do not lead to unacceptable impacts on the local area.

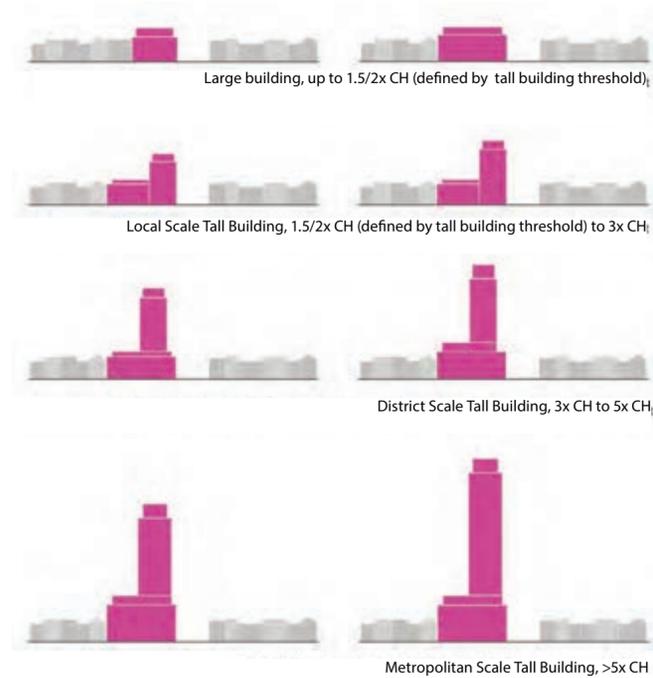


Figure 76: Diagram of tall building classifications by their context height

Local Scale Tall Building

Buildings above the tall building threshold (see figure 79) up to 3x the Context Height will be perceived as outstanding prominent exceptions in an area, but are likely to have a proportionate height relationship with their surrounding context. They are commonly perceived as constituent parts of the urban context and integrate with the surrounding townscape character. Their impact on the skyline is primarily local.

District Scale Tall Building

Tall buildings that are between 3x Context Height and 5x the Broad Context Height* that will be markedly outstanding and create a pronounced contrast with their context. These buildings can feel domineering, and often require development of intermediate height in the immediate surroundings to locally mitigate their impact. Tall buildings in this category will also be visible over a far larger area and from many parts of the borough.

*Note, the Broad Context Height captures the average height across a larger area within which a tall building of this scale will be perceived. It is defined by tall building thresholds in Section 7.4.

Metropolitan Scale Tall Buildings

A tall building that rises 5x the Broad Context Height, or above, will be visible over large parts of the city and will be a notable feature on the wider London skyline. Such a building can create a jarring contrast and feel disjointed from the wider surrounding context. Normally a metropolitan scale building requires other development in their immediate surrounding that robustly increases the local context height, to mediate its height with the wider surroundings.

Building Height and Civic Importance

Legible cities or places are those where the prominence of tall buildings correspond to a clear meaning either by marking special locations in the urban fabric or by having a particular, important function. Where a location is expressed through a tall building, its height should be proportionate to the relative civic importance of the place or function it marks in the hierarchy of places in the wider context of the town or district. A place's civic importance may derive from a special function such as a transport hub, civic building, infrastructure or facility, or by being a place of confluence of movement routes or activities, such as a centre, gateway or node. The marking of a development project per se is not by itself a sufficient justification for a tall landmark building.

Generally local scale tall buildings should be marking places or functions of local importance. District scale tall buildings should only be proposed in places of district wide importance, while Metropolitan scale tall buildings should be reserved for the exceptional occasion when the building represents a significant aspect of metropolitan ie. London wide significance.

Tall building recommendation

Given the existing character, function and height context in Hillingdon the majority of permissible tall buildings would be expected to be of local scale. Only in the most exceptional circumstances may it be appropriate to promote a building of district scale, and only in places that are significant for the entire borough, and that merit marking on the skyline.

Apart from Heathrow Airport, there is no other place in Hillingdon that can be considered as of London wide significance to merit a metropolitan scale tall building. The Aviation Tower at Heathrow Airport is at the upper end of the District Scale Tall Building height category, almost reaching the Metropolitan Scale threshold, and the only building in Hillingdon of this scale. It is therefore not currently envisioned that there would an appropriate location for a metropolitan scale tall building in the near future in Hillingdon.

EXISTING CONTEXT HEIGHTS

In order to establish how tall a building is in relation to its context, it is necessary to understand the prevailing height context within which the tall building will be perceived. Context heights are measured by taking the average building height (excluding any tall buildings) within a defined area of shared characteristics and building typologies. Figure 138 defines the local context heights by character typologies.

The context height mapping underlines the findings of the building height analysis that Hillingdon is a low rise borough with only few clearly identifiable areas where heights are increased.

EMERGING CONTEXT HEIGHTS

Figure 139 provides the context height mapping for the borough including major development schemes that have planning permission and that will change the prevailing height in an area.

The emerging context heights show that emerging development in Hayes and Harlington will increase the context heights in this area in the future if all permitted development is brought forward.

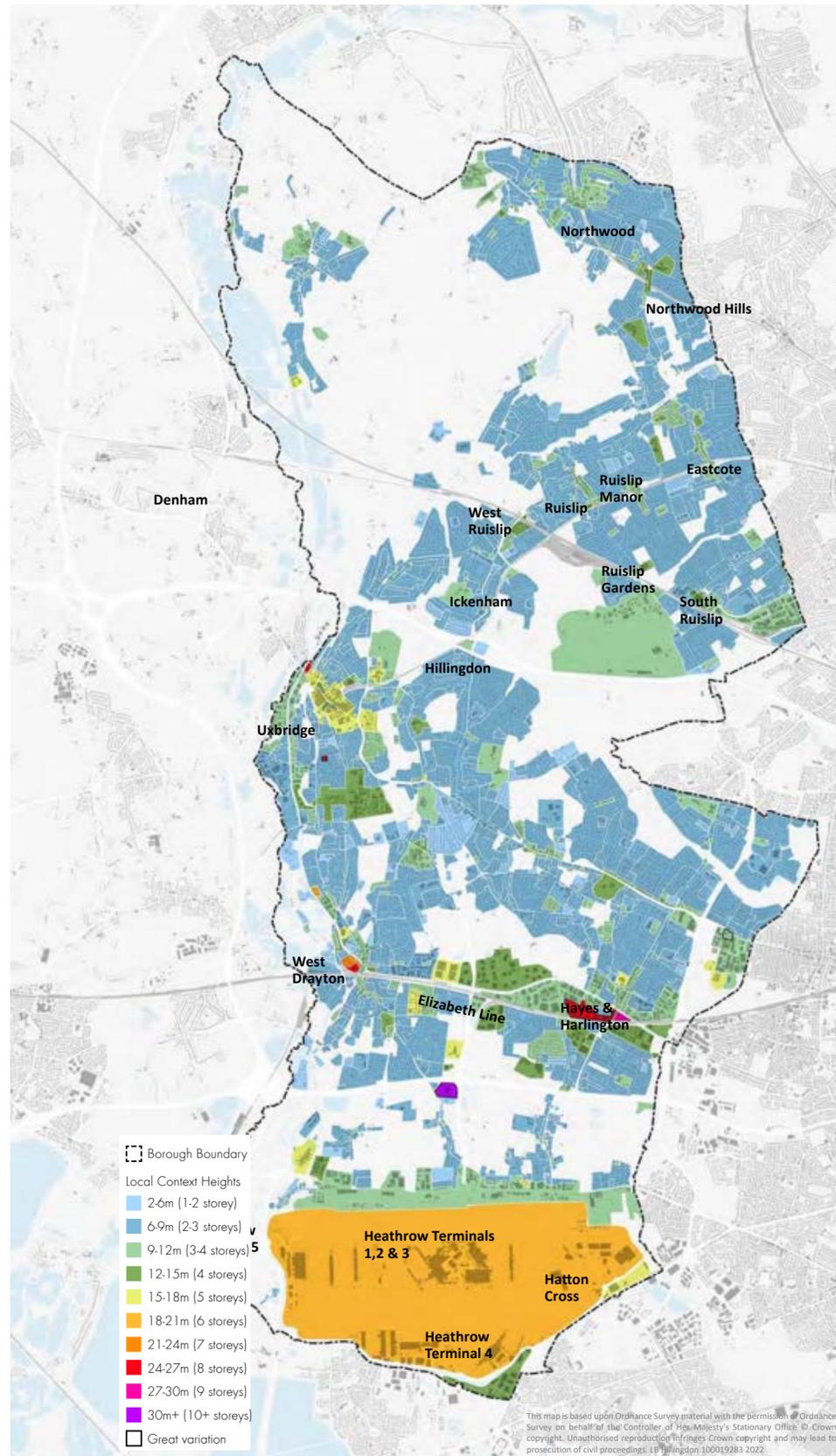


Figure 77: Existing Context Heights

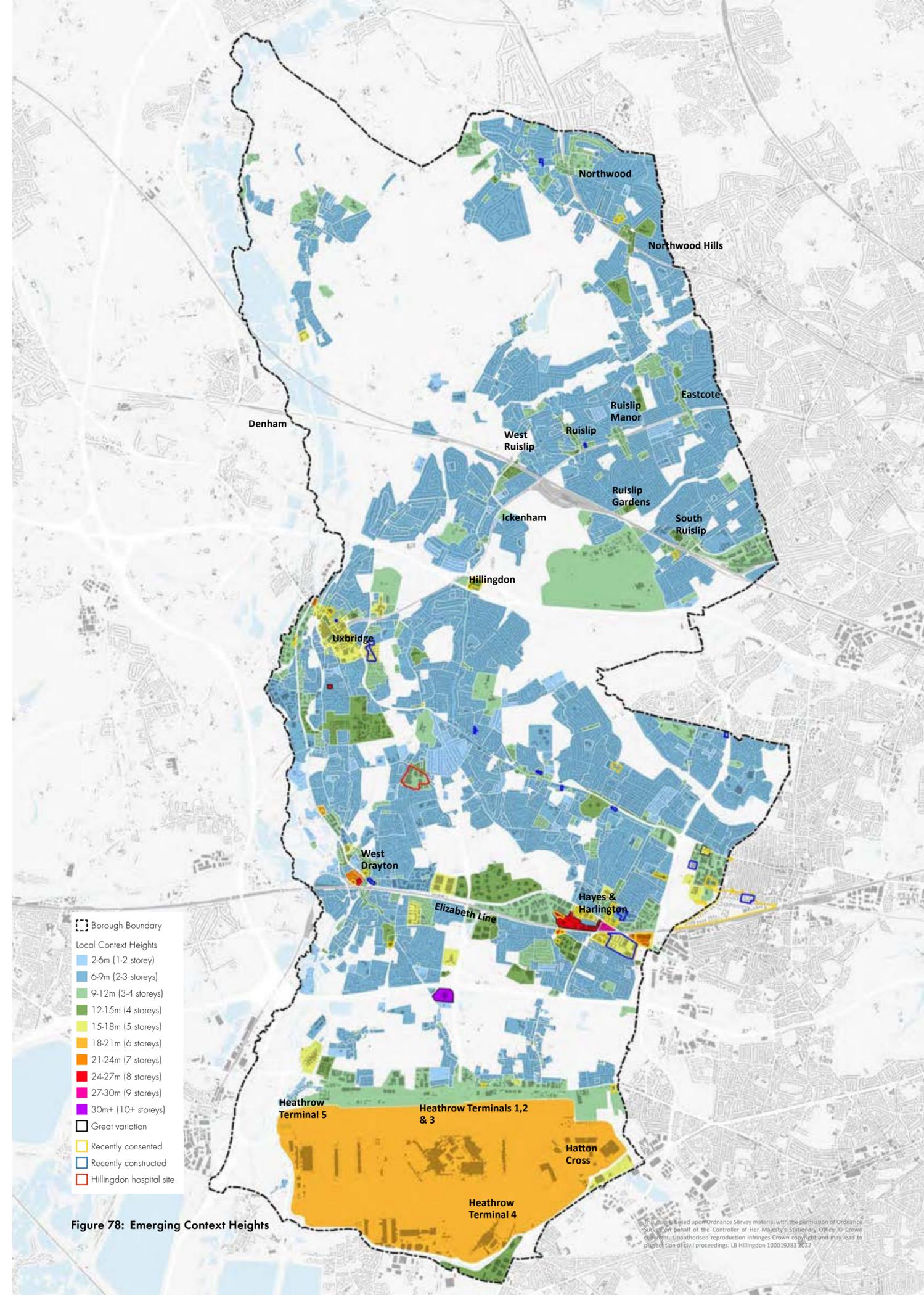


Figure 78: Emerging Context Heights



TALL BUILDING THRESHOLDS AND TALL BUILDINGS IN HILLINGDON

London Plan Policy D9 requires Local Authorities to define what is considered a tall building for specific areas.

This study defines two height zones in Hillingdon with different tall building thresholds. The table below sets out the tall building thresholds and how they have been defined.

Tall Building Thresholds

Height Zone	Typical Context Height of Character Areas	Broad Context Height	Tall building threshold
LOW including low (exception)	character areas with a Local Context Height up to 15m (up to 4 storeys)	12m (3-4 storeys)	21m (7 storeys and above)
URBAN including urban (future)	character areas with a Local Context Height above 15m (5 storeys and above)	18m (5-6 storeys)	27m (9 storeys and above)

The Height Zones are based on the context height maps for the borough. Principally areas with a context height below 15m fall into the LOW height zone, whilst areas with a context height of 15m and above fall into the URBAN height zone.

However, the assessment has made a number of adjustments based on a review of the data, and an understanding of the potential for change and sensitivity of areas. The adjustment has moved a small number of areas from the urban to the low height zone, as they are an anomaly in their wider surrounding context due to the local presence of higher or taller buildings. A number of other areas were identified as urban (future) height, as greater general heights are already present or expected and acceptable in the future.

The height zones and tall building thresholds are identified in Figure 79. This also highlights areas where the tall building threshold was adjusted.

Buildings that are equal or above the threshold height are considered tall in their area and will need to be scrutinised against tall building policies. Buildings below the threshold height but above the context height are not considered tall but large buildings. Their appropriateness will need to be established against locally applicable design criteria including how well they respond to the existing character or place making but should not trigger the implementation of tall building policies.

The Broad Context Height is being used for the definition of the threshold between District and Metropolitan Scale Tall Buildings. The Broad Context Height is considered 12m for the Low Height Zone and 18m for the Urban Height Zone for this purpose.



Tall building behind terraced housing, Hayes © HC



Tall building behind small office blocks, Uxbridge © HC

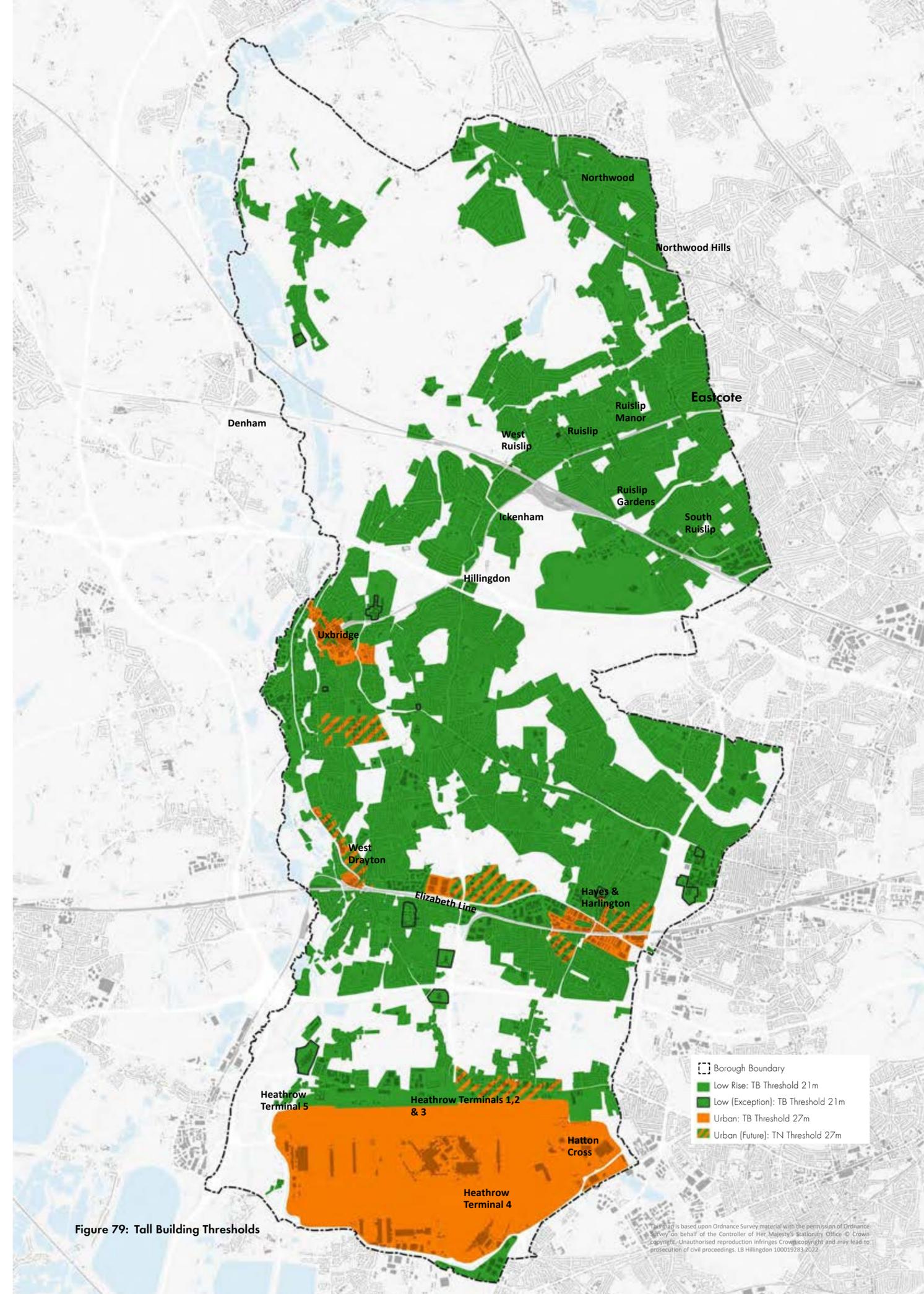


Figure 79: Tall Building Thresholds

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TALL BUILDING HEIGHTS

Figure 80 maps existing and permitted tall buildings in Hillingdon based on the tall building thresholds.

The majority of Hillingdon's tall buildings are concentrated around Heathrow airport and around the town centres at Uxbridge and Hayes & Harlington. There are very few tall buildings in the north of the borough.

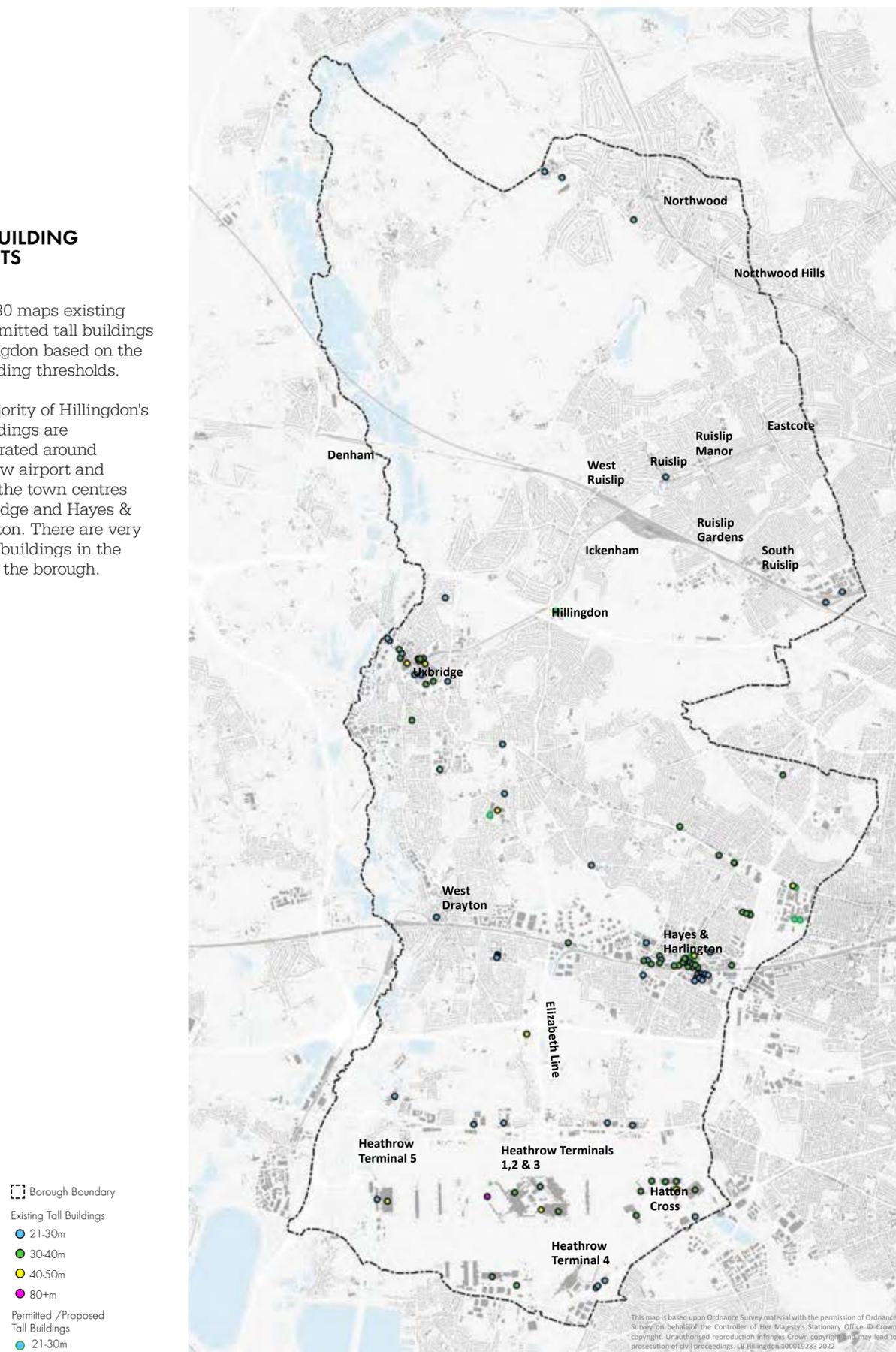


Figure 80: Tall Building Heights

LANDMARK TALL BUILDINGS

Figure 81 maps tall building classifications, according to their relative height in relation to their surrounding context height. This enables the tall buildings to be sorted into three categories based on their overall visibility and function in the urban hierarchy. The analysis includes permitted tall buildings.

The buildings have been classified as:

Local Scale Tall Building

Above 1.5x and up to 3x the Context Height

District Scale Tall Building

Above 3x Context Height and up to 5x the Broad Context Height

Metropolitan Scale Tall Building

Above 5x the Broad Context Height

There are no tall buildings of Metropolitan Scale in LB Hillingdon.



Figure 81: Landmark Tall Buildings

