

LICHFIELDS

Civic Centre Car Park, Uxbridge

Townscape and Visual Appraisal
Hillingdon Council

August 2026

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1.0 Introduction

- 1.1 This Townscape and Visual Appraisal (TVA) has been prepared by Lichfields on behalf of the Hillingdon Council to accompany an application for planning permission for a new specialist residential care home at the site of the Civic Centre Car Park, Uxbridge ('the Site').
- 1.2 The Site has an area of approximately 0.70ha and is situated on Cricket Field Road to the south of Uxbridge Town Centre (see Figure 1) in the London Borough of Hillingdon (LBH).
- 1.3 The TVA has been prepared to provide an analysis of the potential townscape and visual effects arising from the proposed development. It has been undertaken in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd edition (GLVIA3) and associated Landscape Institute guidance.
- 1.4 A more detailed overview of the methodology and criteria applied to the assessment is provided in Appendix 1. Reference has also been made to the relevant planning policy context (see Section 2 and Appendix 2).
- 1.5 In summary, the appraisal considers:
- The townscape character of the Site and its surroundings,
 - The visual role of the Site in the surrounding area,
 - The sensitivity of the existing townscape and views to change, having regard to the susceptibility of receptors to change and the value of the townscape and visual resources,
 - The scale and extent of the change to the townscape and views that would result from the proposal; and
 - The effects of the proposal on key townscape and visual receptors, and whether the change would be beneficial, neutral or adverse.
- 1.6 The appraisal has been based on photographs and visualisations produced by Lichfields, and CGIs produced by Hunters.

Structure of the Report

- 1.7 The report contains the following further sections:

- **Section 2: Summary of planning policy context** – provides a high-level overview of the key planning policy requirements,
- **Section 3: Baseline conditions** – defines the scope of the study area and sets out the existing townscape character of the Site and surrounding area, the main visual receptors and key representative views,
- **Section 4: The proposed development** – summarises the proposals,
- **Section 5: Townscape and visual appraisal** – considers the potential for townscape and visual effects and whether these are beneficial, neutral or adverse in light of the townscape character of the Site/surrounding area; and
- **Section 6: Summary and conclusions** – summarises the findings of the analysis.



Figure 1: Site location plan (basemap: Google Earth, 2020); Site boundary indicated with redline

2.0 Summary of planning policy context

- 2.1 The relevant statutory development plan comprises The London Plan (TLP; adopted March 2021) and the Hillingdon Local Plan (HLP) Part 1: Strategic Policies (SP; adopted November 2012) and Part 2: Development Management Policies and Site Allocations and Designations (DMP/SAD; adopted January 2020).
- 2.2 As of August 2026, LBH has commenced a Local Plan Review, but this is still in its early stages. An updated London Plan has been published for consultation but is also at an early stage in its preparation and has no weight as a material consideration.
- 2.3 The following local and national policy/guidance is relevant as a material consideration:
- Hillingdon Townscape Character Study (HTCS; October 2023),
 - National Planning Policy Framework (NPPF; August 2026),
 - National Design Guide (NDG; January 2021),
 - National Model Design Code (NMDC; July 2021); and
 - National Planning Practice Guidance: Design.
- 2.4 The Site is located to the immediate south of Uxbridge Town Centre (see Figure 2). A Conservation Area (Old Uxbridge/Windsor Street) is situated approximately 200m to the north. Hillingdon Civic Centre (c.40m to the north of the Site) and St. Andrew's Church (c.200m to the east) are Grade II listed buildings.
- 2.5 There are no strategic or locally protected views affecting the Site.
- 2.6 The key townscape and visual policy considerations are as follows:
1. Does the proposal make efficient use of land and contribute to an increase in the density of the area in which it is located, taking into account existing character? Is the proposal a 'high building' and, if so, is the Site an appropriate location for a 'high building' in principle? (TLP Policy GG2; HLP SP Policy BE1; HLP DMP/SAD Policy DMHB 10; NPPF Policies L2, L3),
 2. Has the proposal responded to its context, including its history, character, site features and setting? Would the development integrate with and enhance its surroundings including through the arrangement of plots and buildings, mass/scale, architectural character and materials/detailing? Would it contribute to local distinctiveness or create a positive new identity? (TLP Policies GG1, D3; HLP SP Policy BE1; HLP DMP/SAD Policy DMHB 11; NPPF Policy DP3; NDG),
 3. Would the proposal create a well-designed, high-quality place that is liveable and functions well? Will it provide good connections to the wider area? Will it include appropriate built form that defines streets and spaces, promotes compact forms of development, creates focal points and enhances views? Will public spaces be safe, inclusive and accessible, with legible routes integrating natural surveillance and places to meet? Would the proposal be visually attractive, distinctive and characterful? Would it incorporate and connect to green space and enhance tree coverage? Have existing trees and natural features been retained and street trees introduced where possible? (TLP Policies D3, D8; HLP SP Policies BE1, EM 4; HLP DMP/SAD Policies DMHB 11, DMHB 12, DMHB 14; NPPF Policy DP3; NDG),
 4. Is the proposal of the highest architectural and urban design quality? Has consideration been given to the relevant requirements of local and/or national design guidance? Has the design evolved as a result of effective engagement? (TLP Policies GG2, D3; HLP SP Policy BE1; HLP DMP/SAD Policy DMHB 11; NPPF Policy DP3).
- 2.7 A more detailed summary of the relevant policy context is provided in Appendix 2.

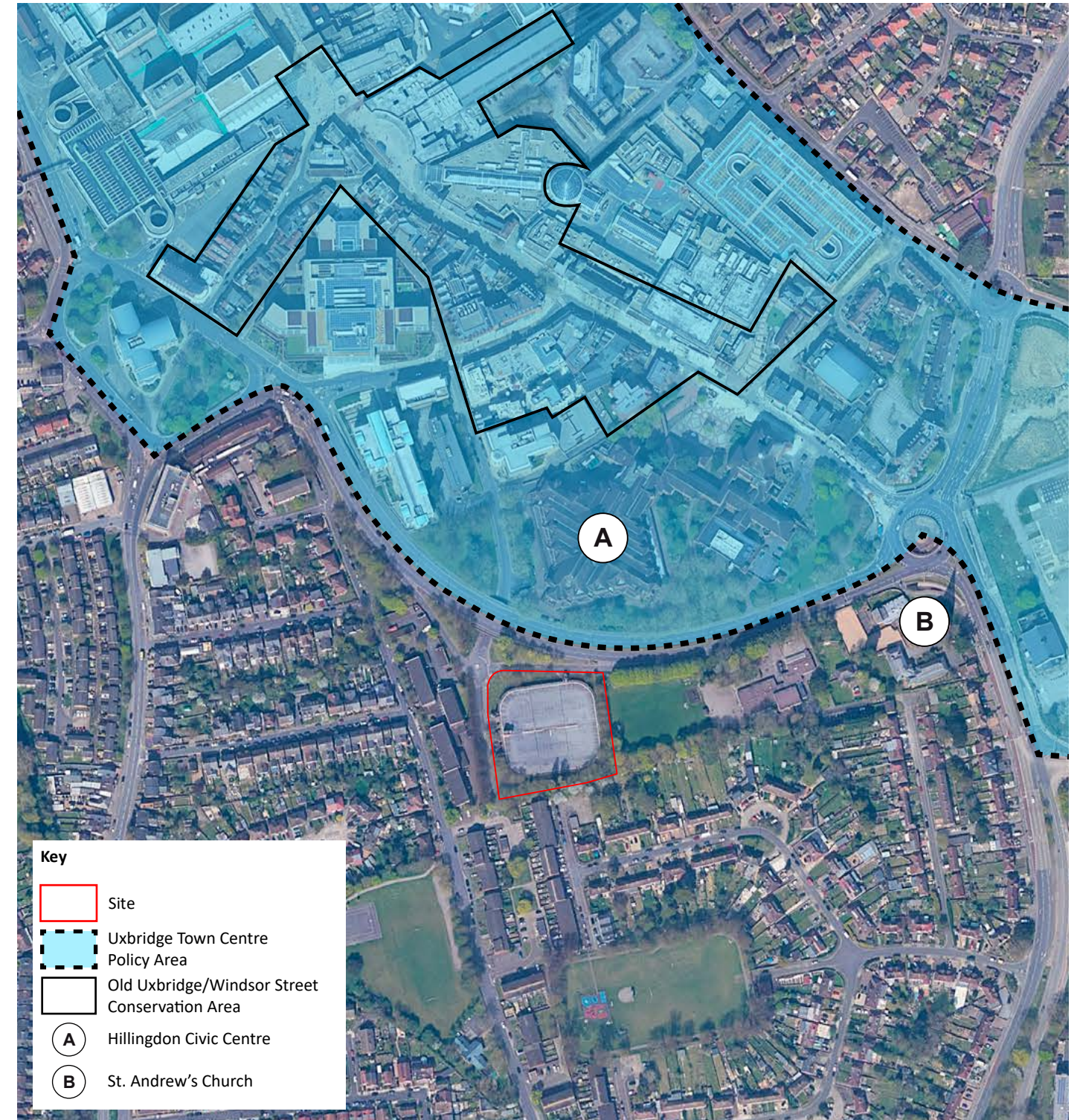


Figure 2: Policy context plan (basemap: Google Earth, 2020)

3.0 Baseline conditions

- 3.1 The baseline has been established by a combination of desk study and fieldwork.
- 3.2 The desk study has included a review of relevant information that defines the townscape character of the Site and surrounding area, including Ordnance Survey (OS) mapping, aerial photography, historic mapping and the HTCS. A Zone of Theoretical Visibility (ZTV) plot has been prepared (using GIS) to help to define the zone within which the proposal may be visible.
- 3.3 Fieldwork has recorded the character and qualities of the Site and the surrounding area, confirmed the ZTV and established the locations of people who may experience changes in their visual amenity as a result of the proposal. Fieldwork was undertaken in June 2026 during clear weather conditions with good visibility.

Site and surrounding area

- 3.4 The existing Site (see Figure 3) contains a three-storey car park, accessed via Cricket Field Road to the west. The structure is built from brick and concrete with rounded corners and curved metal rails at each level. The uppermost parking deck is open and accessed via ramps at the centre. External stairs and a lift core (which extrudes above the top level) are present along its northern/western frontages. The car park is bounded by grassed areas along the northern/western edges of the Site. Also present towards the boundaries are mature trees and vegetation, including a total of 15 Category B trees (the majority located along the Site's northern edge) and 2 Category C trees/tree groups.
- 3.5 Cricket Field Road runs northwards into the Town Centre, passing underneath the Hillingdon Road bypass which circumvents the Town Centre. South of the car park entrance, a pedestrian footpath/cycleway connects with an adjacent residential cul-de-sac comprising 2/3-storey terraced housing. Immediately to the east of the Site are playing fields for St. Andrew's Primary School; approximately 200m further east is the Grade II-listed St. Andrew's Church. The wider area includes a mix of broadly commercial/retail uses within the

Town Centre, with primarily residential areas to the south and west – the housing stock ranging in both age and typology.

- 3.6 The existing car park has a functional character consistent with its use; the structure's large, linear footprint and inactive frontages result in a lack of permeability and legibility across the Site, limiting the sense of place. Trees provide enclosure in places and a softening of the edge condition. Overall, the Site has a Low value.



Photo 1



Photo 2



Photo 3

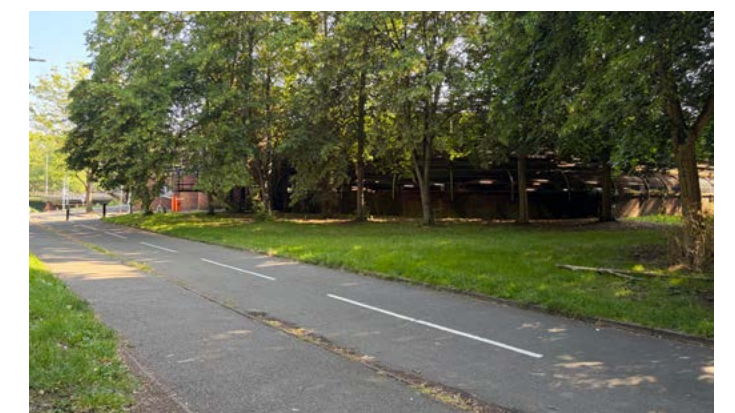


Photo 4



Photo 5



Photo 6

Figure 3: Site photographs (Lichfields, 2026)

Townscape character

- 3.7 To establish the townscape character of the surrounding area and the Site's contribution to this character, fieldwork and desk study have been undertaken to define broad areas that, on the whole, have similar townscape characteristics (noting that there may be some anomalies within them).
- 3.8 For each character area identified, the key characteristics – the physical, experiential, aesthetic and perceptual factors – that give the area its distinct sense of place are set out. Based on the GLVIA3 (para. 5.5) and the NDG (para. 34), the following aspects of townscape character have been considered (where relevant):
- The context and setting,
 - Topography and relationship to built form,
 - Historic evolution,
 - The urban grain – pattern and scale of streets, development plots and buildings,
 - Land use and activity,
 - Movement patterns,
 - The scale, mass, form and proportion of buildings,
 - Building style, details and use of materials including vernacular traditions; and
 - The public realm including the role of open spaces and vegetation.
- 3.9 These aspects are usually positive features but can also be negative in a degraded environment. The townscape receptors that may be sensitive to change arising from development are those positive characteristics are that could be directly or indirectly affected.
- 3.10 The value of the townscape has also been assessed having regard to any designations and the value of its component parts. The existing townscape quality and value is categorised as high, medium, low or very low, based on the scoring criteria in Appendix 1, Table 1.

Wider context and setting

- 3.11 The HTCS describes Uxbridge as “a significant town centre in West London”, noting that:
- “much of the historic fabric of the town centre core is still intact. The High Street and Windsor Street contain a good number of important historic buildings... and are of significant importance to the character of the centre...”¹*
- 3.12 Hillingdon Road is described as a “significant vehicular thoroughfare [which] cuts the town centre away from... residential hinterland to the south”, with pedestrian crossings/subways facilitating access between the two areas.

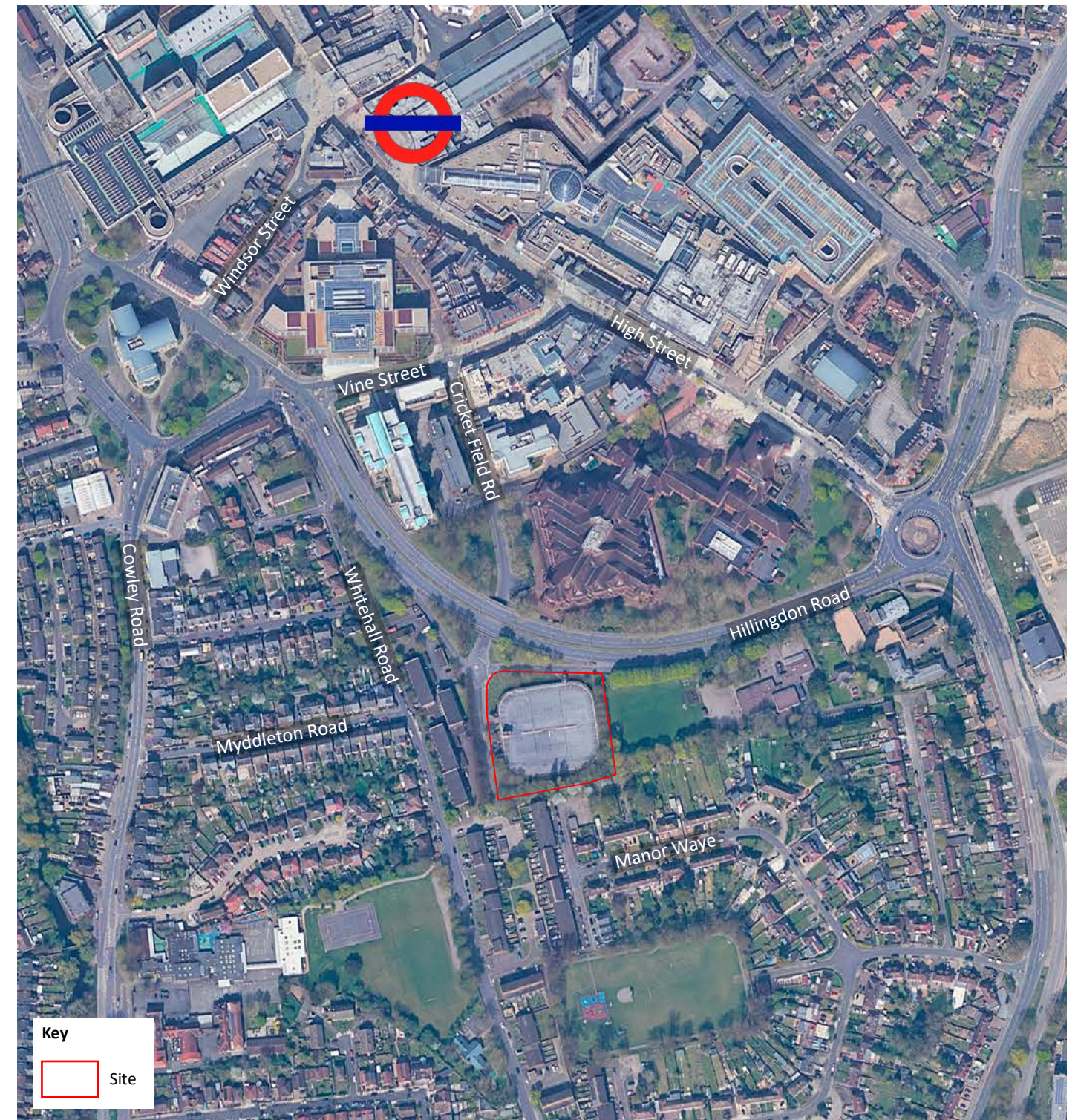


Figure 4: Wider context plan (basemap: Google Earth, 2020)

Topography

3.13 The Site is generally flat, ranging from c.36.5m Above Ordnance Datum (AOD) at the north-west corner to c.38m AOD at the south-east corner. The immediate surrounding context (see Figure 5) comprises a similarly even datum. Further west, the land falls gradually into the valley of the River Colne and Fray's River (with a low point of c.30m AOD). An area of higher ground is located to the north-east of the Town Centre (c. 60m AOD) extending along Park Road, whilst the landform slopes gently downwards towards the River Pinn further eastwards.

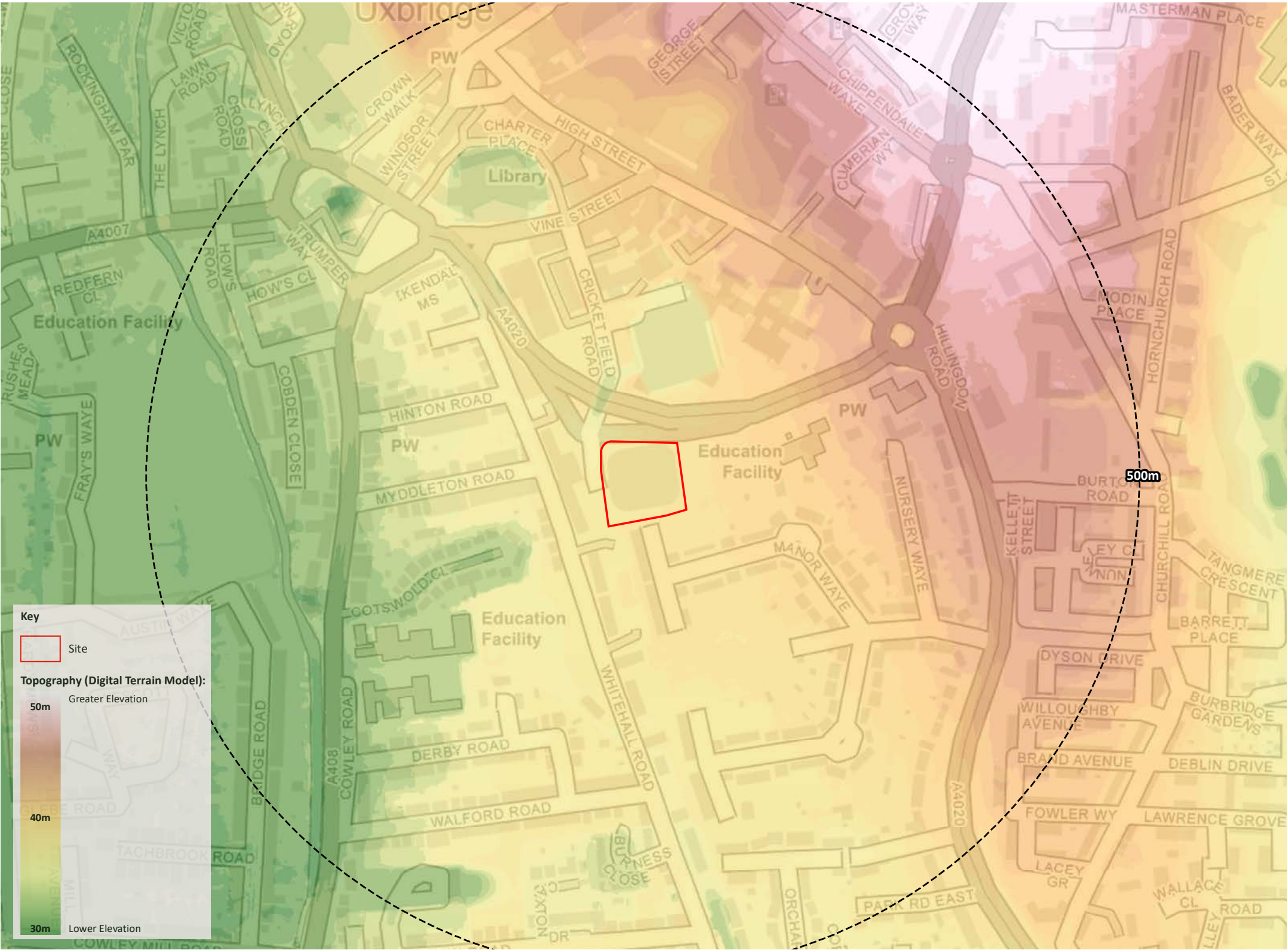


Figure 5: Topography plot (Lichfields, 2026)

Zone of Theoretical Visibility

- 3.14 The Zone of Theoretical Visibility (ZTV) is the area within which views of the proposed development could be obtained. This has informed the extent of the study area defined within this TVA.
- 3.15 A ZTV plot (see Figure 6) has been created using ESRI ArcGIS software (version 10.8.2), with the modelling based on the following datasets:
- LiDAR Digital Surface Model (DSM), 1m spatial resolution, temporal coverage: 2023; Environment Agency, 2026; and
 - OS Open Map Local; Ordnance Survey, 2026.
- 3.16 The ZTV identifies areas (shown in pink) where there is a potential line of sight between the proposal and the viewer, assuming a viewer height of 1.6m (the median of average male and female heights). The extent of visibility is based on the maximum AOD height of the proposal, and accounts for the existing ground terrain, built features and trees/vegetation.
- 3.17 The modelling is based on data obtained from the last return LiDAR signal, which is typically flown during winter months – meaning that it shows the lowest potential level of screening from vegetation cover. It should be noted that the extent of visibility can be overrepresented in a ZTV; for example, the plot may indicate visibility through vegetation cover where a theoretical line of sight is present, but the coverage may be so dense that it would be difficult to discern a building through it.
- 3.18 The ZTV (in combination with fieldwork) has indicated the potential for views of the proposal within a c.500m radius of the Site, including (but not limited to):
- The southern edge of Uxbridge Town Centre and Old Uxbridge/Windsor Street Conservation Area, including along Hillingdon Road, Cricket Field Road (to the north of the Site) and Cross Street,
 - Parts of residential areas to the south and west where streets align with the Site, including Manor Way and Myddleton Road; and
 - Open spaces including Rockingham Recreation Ground to the west.

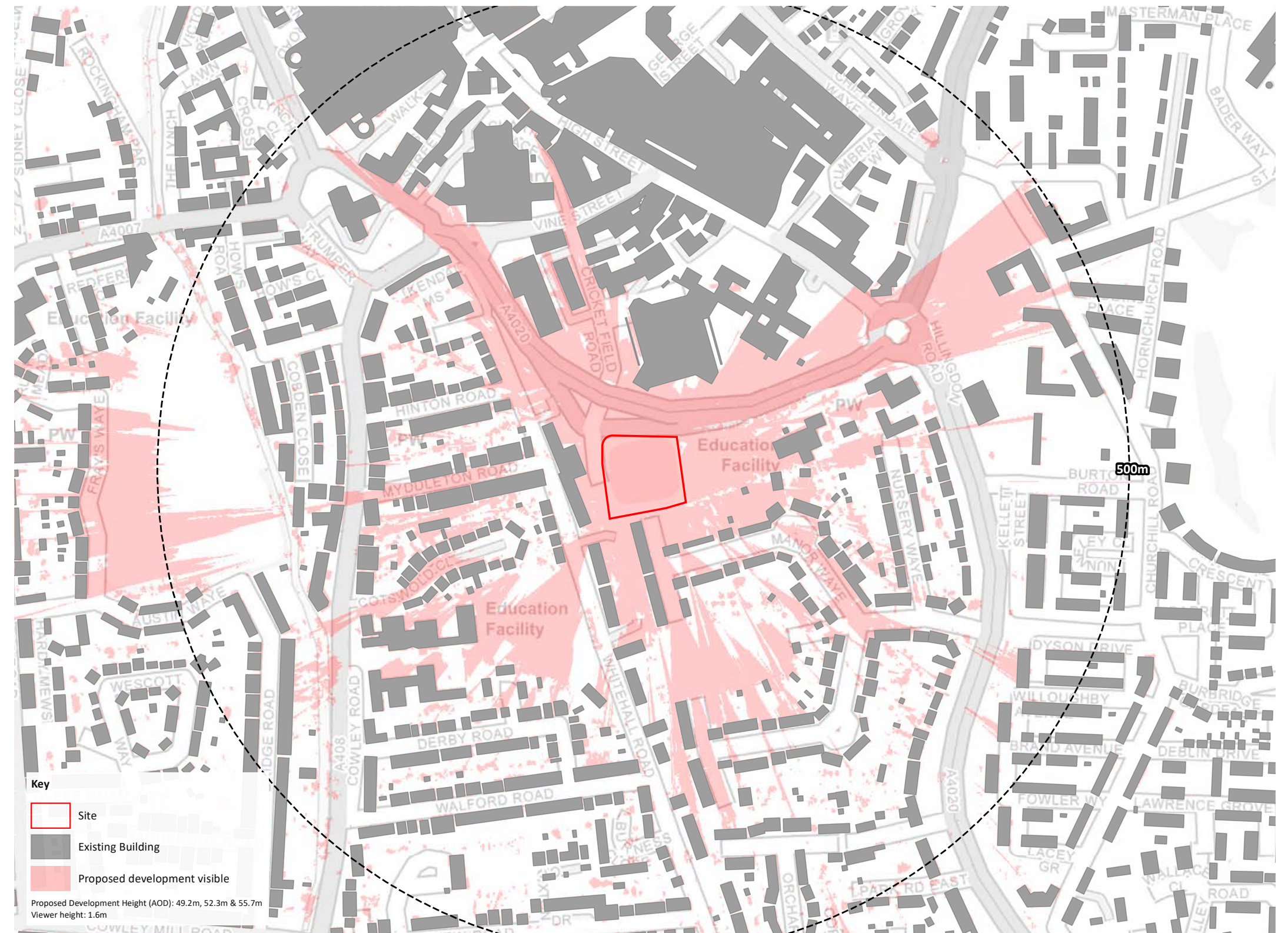


Figure 6: Zone of Theoretical Visibility plot (Lichfields, 2026)

Historic evolution

- 3.19

The HTCS notes that:

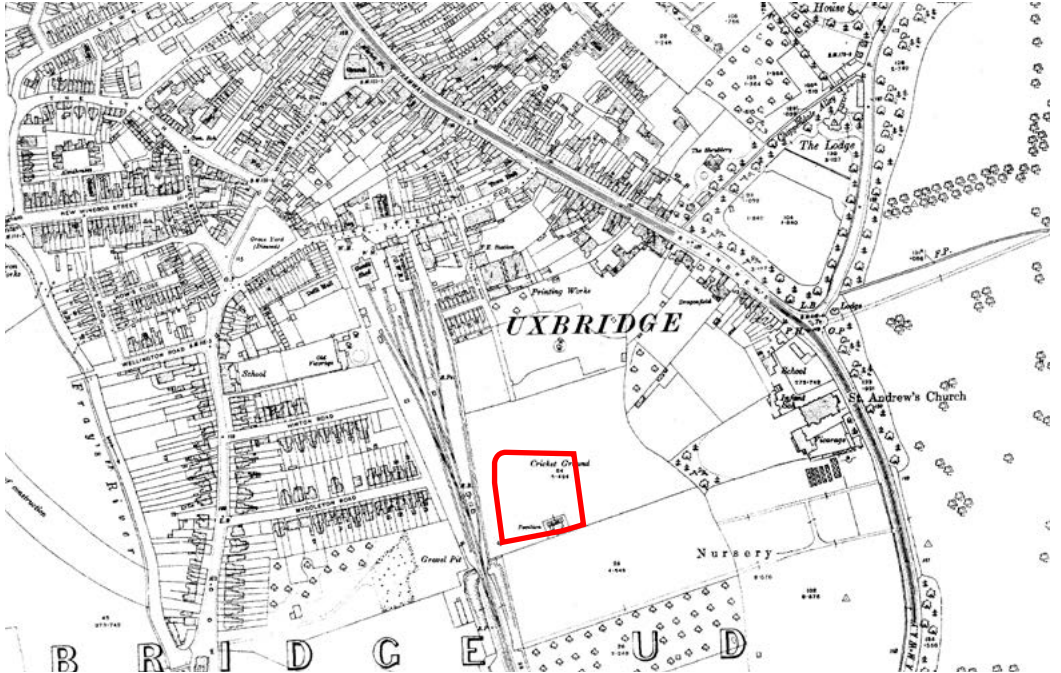
“Uxbridge grew up alongside the River Colne on the ancient route between London and Oxford. In the 18th century Uxbridge was a major corn market and flour milling centre. It was also important for business and as a civic centre for West Middlesex and Buckinghamshire.”²²
- 3.20

Uxbridge’s historic Town Centre was already well established by the end of the 19th century. The majority of development at this time was situated along the High Street, between the High Bridge Crossing over the Grand Union Canal/River Colne to the west and Hillingdon End junction to the east adjacent to St. Andrew’s Church, which dates from the mid-19th century. Mapping from this period (see Figure 7, Map 1) indicates that the Site was part of a large field bounding the Town Centre, situated between the estate grounds of Maryport Lodge to the east and the former Uxbridge branch of the Great Western Railway to the west.
- 3.21

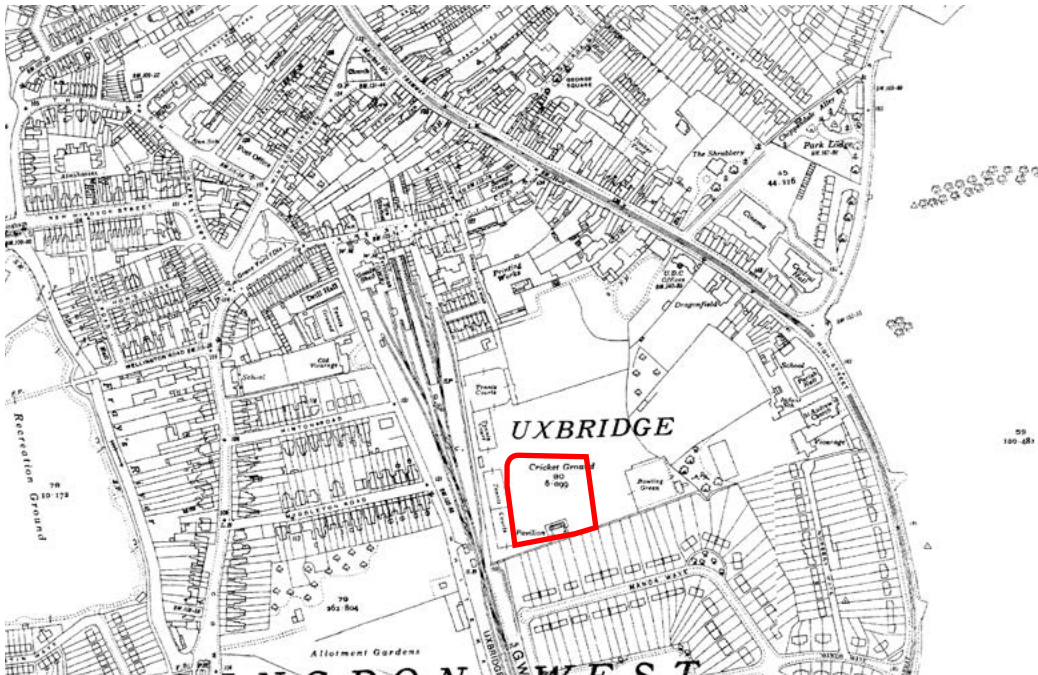
By the 1920s, the field encompassing the Site was in use as a cricket ground, with a pavilion along its southern edge (see Figure 7, Map 2). Cricket Field Road extended southwards from the Town Centre to the ground’s northern boundary. Housing had been constructed to the west of the railway line. By the end of the inter-war period, further development had been introduced to the south along Manor Waye (see Figure 7, Map 3); tennis courts were present on the Site at this time. Uxbridge Underground Station opened in 1938, replacing a former station further to the north. The GWR Uxbridge branch line was closed during the 1960s; by the following decade, housing had been built in its place (see Figure 7, Map 4). The car park on the Site was constructed during this time, along with the bypass and the Civic Centre to the north. The Site and surrounding context has since remained largely unchanged.



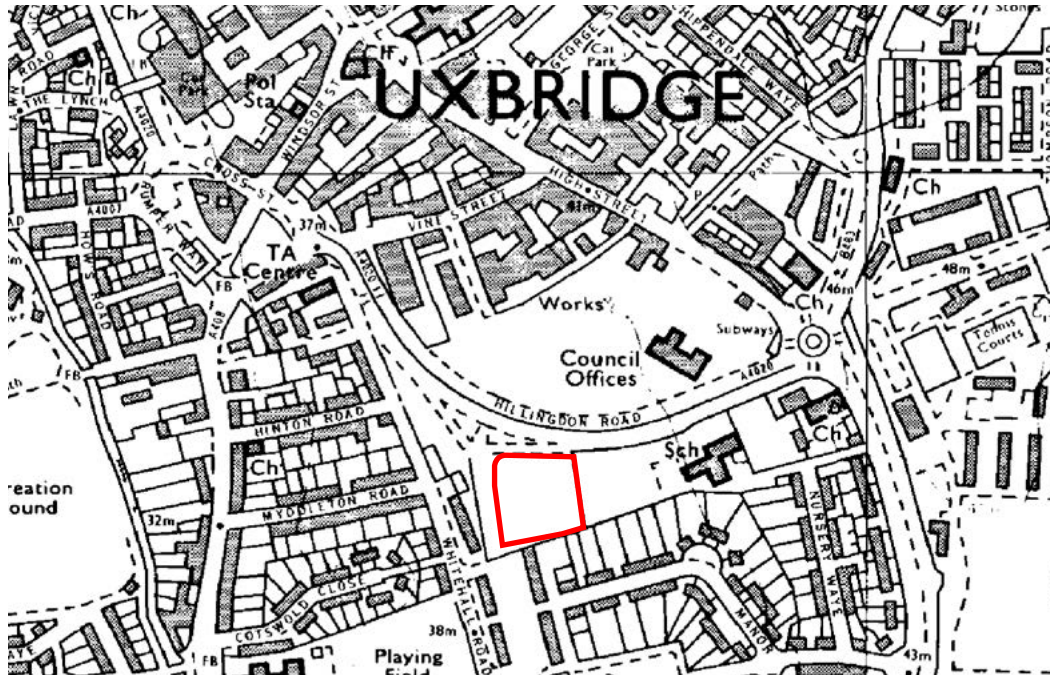
Map 1: 1881-1888



Map 2: 1914



Map 3: 1934-1935



Map 4: 1977

Figure 7: Historic mapping (Promap, 2026)

Townscape character and quality

3.22 The HTCS defines a series of ‘urban typologies’ across the Borough; i.e. buildings and places within built-up areas which share common characteristics. These have formed a starting point for the analysis of the townscape character and quality of the Site and surrounding area in combination with a review of the ZTV plot and fieldwork; some typologies have been combined where they have broadly similar characteristics and where their sensitivity to change as a result of the proposal is expected to be the same. For the purposes of this appraisal, a series of Townscape Character Areas (TCAs) have therefore been established as follows:

- TCA1: Uxbridge Town Centre,
- TCA2: Manor Way; and
- TCA3: Between Whitehall Road and Cowley Road.

3.23 Their location and extent are identified on Figure 8. Their character and quality are summarised on the following pages, with reference to Table 1, Appendix 1.

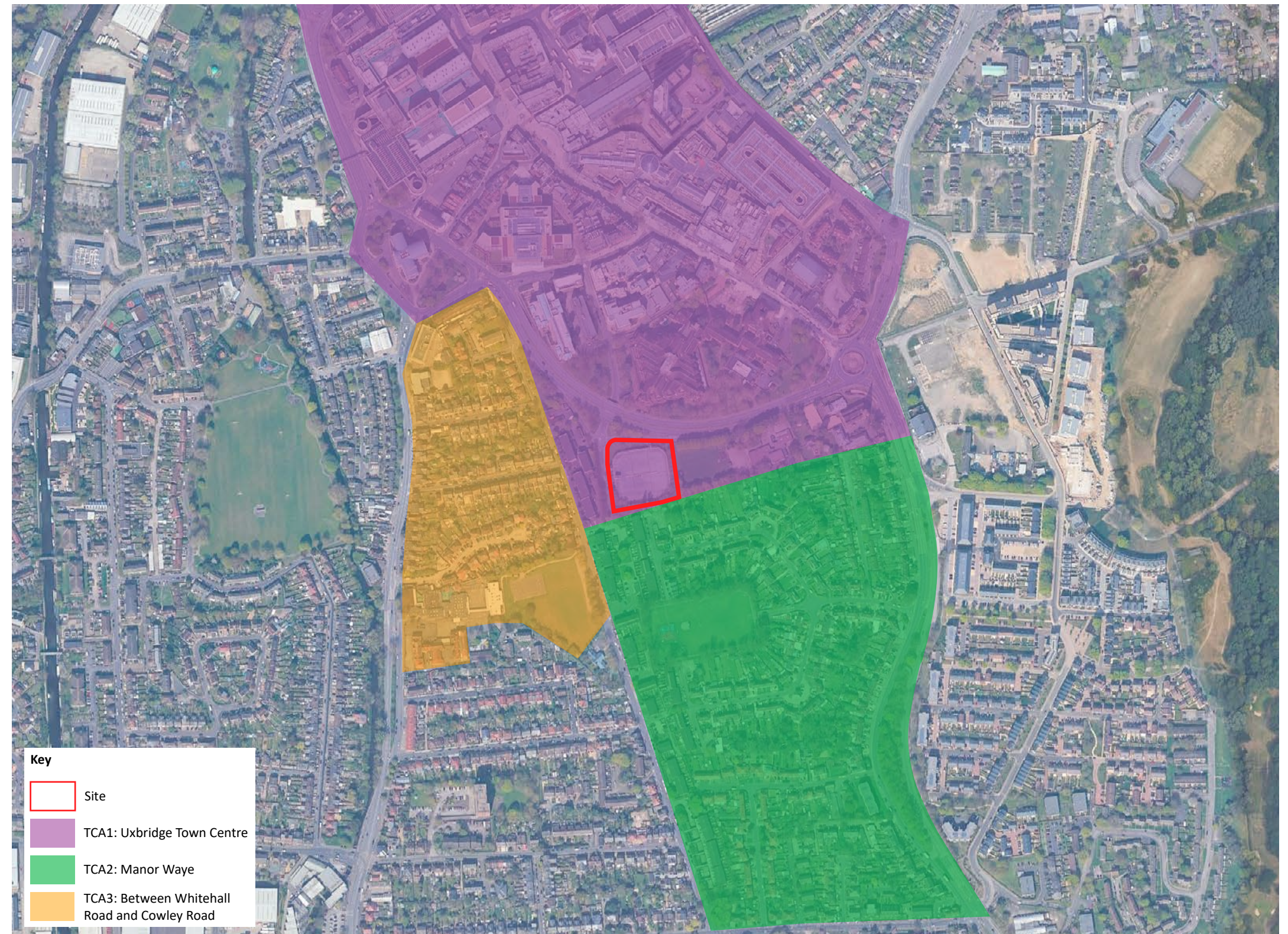


Figure 8: Townscape Character Area location plan (Lichfields, 2026)

Townscape Character Area 1: Uxbridge Town Centre

- 3.24 The Site is located along the southern edge of this area. Its key characteristics are as follows:
- 3.25 Historic evolution – The Town Centre of Uxbridge originated along the High Street, with development spreading outwards from this key route to the north-east and south-west throughout the late 19th and early 20th century.
- 3.26 Land use and activity – The area includes a variety of civic, retail, office, commercial and leisure uses. It is a focus for activity during the day and into the evening with people accessing shops, employment and other services as well as travelling to and from the Underground Station. The main shopping area is located along the High Street and includes The Chimes and The Pavilions Shopping Centres. Commercial buildings are mainly concentrated to the west of the area along Vine Street and the northern section of Cricket Field Road.
- 3.27 Street and movement patterns – There is a stark contrast in scale between peripheral main roads/ the bypass at the edges and historic streets and pedestrianised areas towards the centre. High Street is an historic arterial route which is partially pedestrianised.
- 3.28 Urban grain, building/plot layout and relationships – The urban grain is varied, being relatively tight-knit along the historic routes through the area's centre with irregularly shaped blocks housing small, narrow plots. Larger blocks are found at the periphery where the Town Centre has been redeveloped or expanded. Building footprints in these areas generally fill the blocks with small areas of rear/courtyard car parking or back-of-house areas present.
- 3.29 Built form, scale and massing – Buildings of 3-5 storeys are situated along the High Street, forming terraces with pitched, mansard and dormer roofs. Many of the newer buildings towards the area's extents are of much larger scale and have blockier, rectangular forms with stepping and flat roofs. These have some intervisibility throughout the area as a result and are generally oriented towards main roads at the edges. The area includes several tall buildings of up to approximately 11 storeys in height (generally comprised of rectangular and L-shaped footprints).

- 3.30 Architectural style, details and materials – The area has a mix of architectural styles reflecting the varied building ages and uses throughout. Those along the High Street are mostly constructed from red/buff brick or dark timber in the Tudor style. Newer buildings towards the edges of the TCA utilise curtain wall glazing, cladding panels and light-coloured stone.
- 3.31 Landscape elements and public realm – There are few notable landscape elements within the Town Centre given its tight-knit distribution of building plots and large-scale contemporary buildings. There are some interstitial areas of adjacent landscaping/planting – such as those around the Civic Centre fronting Hillingdon Road to the south – along with an expansive paved square adjacent to the High Street; the latter also includes street trees and widened areas of pedestrianised space fronting the Station and Shopping Centre entrances.
- 3.32 This area is robust and well-established with a mix of retail, office and civic uses. The varied ages of development results in a dynamic townscape area. Though permeability and connectivity are limited in places by the large-scale plots and busy roads at the edges of the TCA, the partially pedestrianised High Street has good legibility along its extent with a tight-knit urban grain that provides visual separation from the wider area. There are limited open areas/green spaces in which to dwell, though street planting along the High Street provides some visual amenity. Overall, TCA2 has a Medium to High townscape value.



Townscape Character Area 2: Manor Way

3.33 This area is located to the south/south-east of the Site. Its key characteristics are as follows:

3.34 Historic evolution – The was developed as a residential estate during the first half of the 20th century, partially on land formerly used as a nursery.

3.35 Land use and activity – A relatively quiet residential area.

3.36 Street and movement patterns – Hillingdon Road and Whitehall Road define the eastern and western edges of the area respectively. Manor Way is a cul-de-sac laid out in a semi-formal arrangement around a central recreation ground; Orchard Way to the south has a general T-shaped arrangement with several crescents along its extent.

3.37 Urban grain, building/plot layout and relationships – Urban blocks are of varied shape and a generally consistent size. Most are perimeter blocks with development set back from the street edge to varying degrees, with the centres accommodating gardens. Those along Manor Way and Orchard Way are arranged in a symmetrical layout. Buildings have a mostly consistent alignment except where they are set further back to define and enclose open spaces. There is a generally fine grain of long narrow plots, with many of the houses having deep rear gardens.

3.38 Built form, scale and massing – Built form is between one and two storeys. House types comprise semi-detached and short terraced runs. Buildings have generally square plans with predominantly hipped roof forms, projecting front gables and some dormer roofs present on bungalows.

3.39 Architecture, details and materials – Buildings feature mainly render or roughcast render on their frontages with red tiled roofs. Detailing is limited with white-framed casement windows and tall rendered chimney stacks present.

3.40 Landscape elements – The area includes small sections of shared green and open space integrated within the layouts. There is a larger area of open space – Manor Way Recreation Ground – at the centre which features playing fields and a playground. Houses have generously sized front and rear gardens, the former demarcated by brick walls, gates and hedges along their edges. Crescent layouts are set back behind small, grassed verges containing mature trees.

3.41 This typology has a coherent layout, whilst built form has a generally plain but consistent appearance. The inclusion of landscape features allows for greater connectivity through the area and contributes to visual amenity. Overall, the TCA has a Medium value.



Townscape Character Area 3: Between Whitehall Road and Cowley Road

3.42 This area is located to the west/south-west of the Site, extending southwards from the junction of Vine Street/Cowley Road, with its southern edge defined by Whitehall Infants/Junior Schools. Its key characteristics are as follows:

3.43 Historic evolution – The area (situated to the west of a former railway line) was partly developed as of the late 19th century. Terraced housing, a boys' school, works building and parsonage were present within its northernmost section; much of the area to the south consisted of open fields and gravel pits. Development extended southwards through the early 20th century with the laying out of the modern street pattern. Apartments were constructed along the northern edge in the mid-20th century; allotments to the south were subsequently redeveloped as an infant's school.

3.44 Land use and activity – A mostly residential character with school buildings to the south. Retail units along the busy Cowley Road at the western edge.

3.45 Street and movement patterns – Cowley Road connects with Hillingdon Road to the north, running broadly in parallel with Whitehall Road at the area's eastern edge. Several secondary roads connect the west and east boundaries (e.g. Myddleton Road), creating permeability. Cul-de-sacs are also present to the south, including Whitehall Close and Cotswold Close – the latter connecting to Whitehall Road via a footpath.

3.46 Urban grain, building/plot layout and relationships – A series of trapezoidal-like urban blocks which expand in width from north to south. Those at the northern/southern extents have more square proportions where cul-de-sacs and/or schools are present at their centres; built form is otherwise generally situated at the block perimeters, slightly set back from the edge. Terraces/semi-detached dwellings form narrow plots arranged perpendicular to the block boundary, with some irregular-shaped plots along cul-de-sac streets and/or where positioned adjacent to the school sites.

3.47 Built form, scale and massing – Typically two storeys, increasing to three at the northern edge. Semi-detached dwellings form rectangular or T-shaped footprints. A varied pitched/hipped

roofscape with ridgelines running perpendicular/parallel with streets; some dwellings include projecting front gables above squared/chamfered double-height bays along the primary frontage, along with recessed porches.

3.48 Architectural style, materials and details – House styles are typical for their period of construction, with a materials palette that includes red/stock brick, red/grey tile, light render and roughcast. Façade composition creates variety along the streetscape, with red brick accent detailing on lintels/surrounds and cornices, white-painted window bays/sills and patterned timber eaves found on many older dwellings. Mid-20th century apartments have fewer details though incorporate projecting balconies and re-entrant corners which create articulation and rhythm across their longer frontages.

3.49 Landscape elements – The majority of individual dwellings have long, narrow rear gardens. Trees front the eastern edge of the school playing fields along Whitehall Road; other street trees are present in places, along with some low-level planting within small front gardens.

3.50 The area's residential character/scale, tight-knit streets and detail quality of the Victorian/early 20th century housing gives it a good sense of place; apartment buildings to the north lack some cohesion, though provide a buffer from busy roads to the north. Overall, the TCA has a Medium value.



Visual baseline

Visual receptors

3.51 Visual receptors are people within the surrounding area whose views or visual amenity could be affected by development proposals. The extent to which people perceive changes to views or visual amenity as being detrimental is largely dependent on their expectation and activity. Examples of visual receptors that are more susceptible to changes to views include:

- Users of public open spaces, whose focus is on amenity,
- Visitors to tourist attractions; and
- Users of public rights of way, whose focus is on amenity.

3.52 Examples of other receptors who, as a result of their context or activity tend to be less susceptible to visual change, include:

- Motorists, their passengers and people using public transport whose views are transient and generally not focussed on visual amenity (unless using a tourist route); and
- People at work or engaged in other activities such as shopping or active recreation.

3.53 Desk study and fieldwork have been undertaken to establish the visual receptors within the wider area that are influenced by the proposed development.

3.54 Visual receptors relevant to the study include:

- Motorists/their passengers, people travelling on public transport and cyclists using roads within the local area,
- Pedestrians using roads and footpaths; and
- Users of open spaces.

Key representative views

3.55 The analysis has considered a selection of publicly accessible views obtained from the surrounding area that are representative of the experience of different types of visual receptor. The views have been chosen to reflect the typical views over a range of distances and some of the main receptors (as noted above) of changes to views and visual amenity.

3.56 The representative view locations are:

1. Junction of Cricket Field Road/Hillingdon Road,
2. Footpath/cycleway south of Cricket Field Road,
3. Hillingdon Road (eastbound),
4. Hillingdon Road (westbound),
5. Manor Way (north of Manor Way Recreation Ground),
6. Junction of Cowley Road/Myddleton Road,
7. Junction of Cross Street/Windsor Street,
8. Junction of Cricket Field Road/Vine Street; and
9. Rockingham Recreation Ground.

3.57 These are shown on Figure 9, and photographs from these locations and associated details are provided in Section 5. The scope of the visual appraisal has been shared with LBH prior to submission.

3.58 Baseline photography was undertaken on 19th June 2026 in clear weather conditions with good visibility. Equivalent Type 2 (3D model (non-photographic)) Level 1 (wireline) and Level 3 (rendered model) visualisations are included for each view to demonstrate the proposed condition, following guidance contained in TGN 06/19 (see Appendix 1).

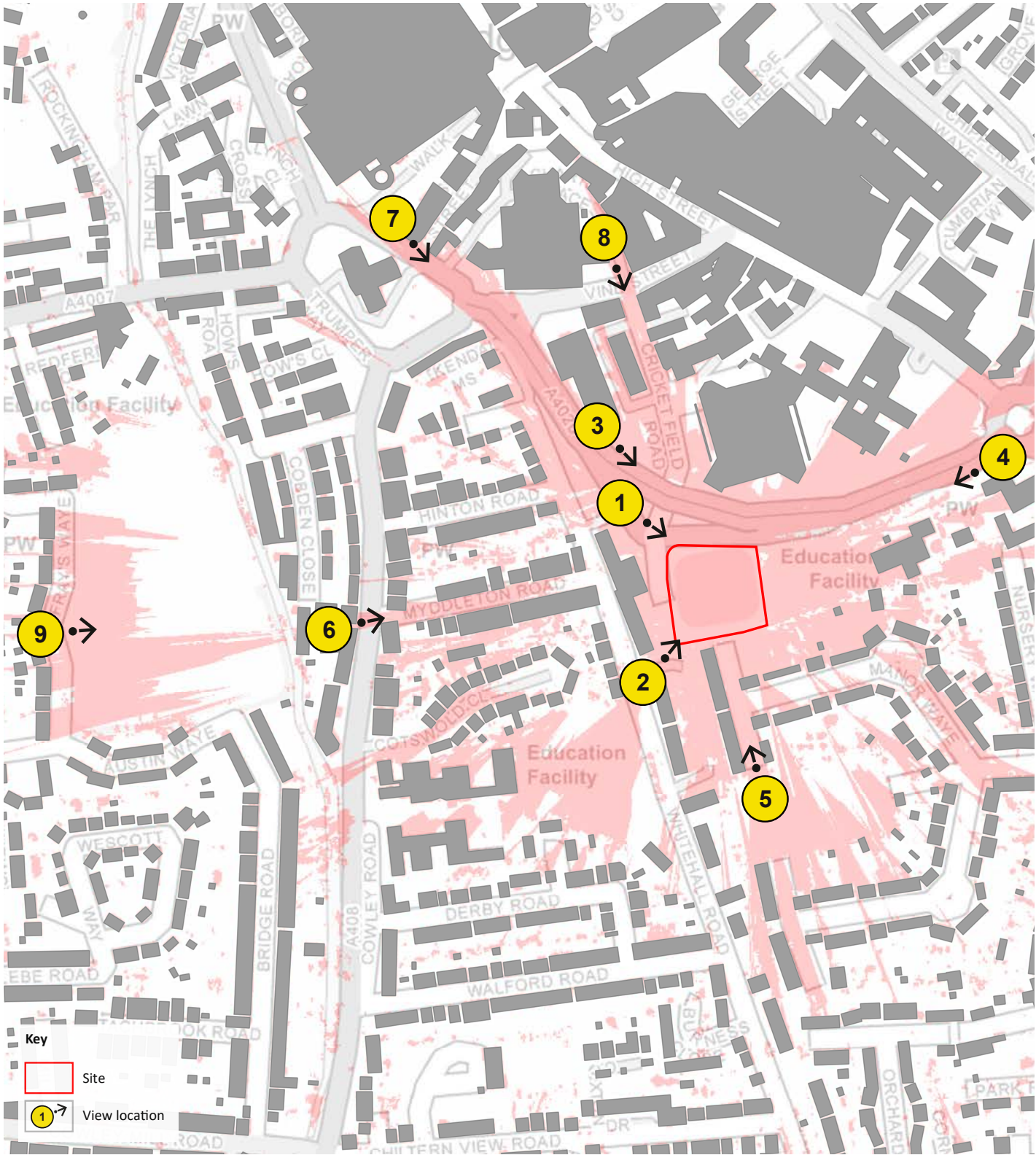


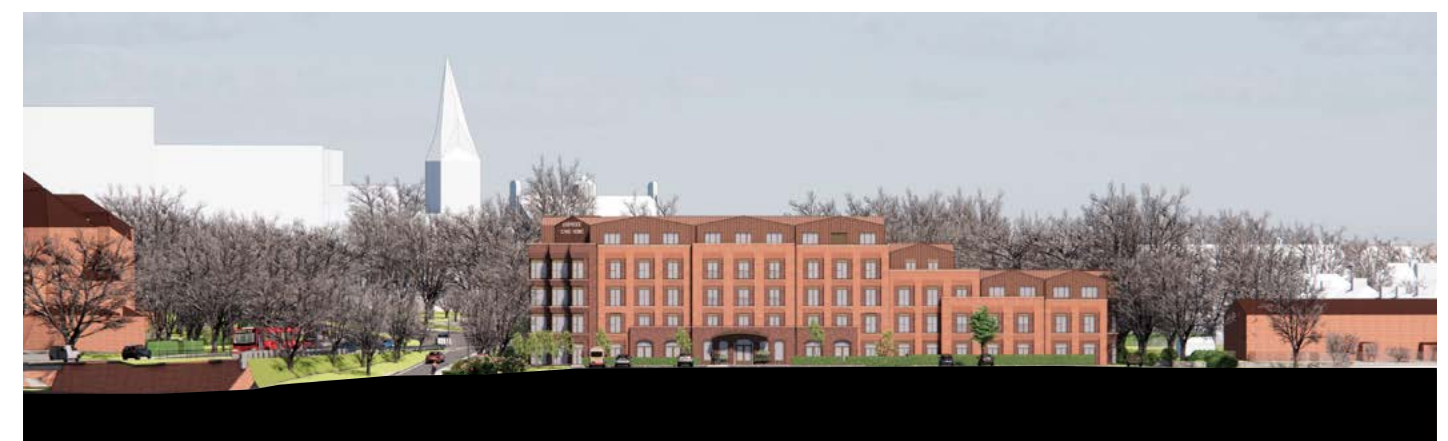
Figure 9: Viewpoint location plan (Lichfields, 2026)

4.0 The proposed development

- 4.1 The proposal's key features as relevant to this TVA are summarised below.
- 4.2 The existing car park would be demolished. One Category B/moderate value tree along the Site's northern edge is proposed to be removed, in addition to one Category U/poor value tree and the partial removal of trees from 2 Category B tree groups to the south of the car park.
- 4.3 The new care home would be housed within a single building with an 'F-shaped' plan form. The proposal would gradually step down in height from north to south: the northernmost wing (fronting Hillingdon Road) and part of the western wing (running parallel with Cricket Field Road) would be five storeys; the central wing (running parallel with the northern wing) would be four storeys, with the southernmost section sitting at three storeys in height. The main entrance to the building would be situated at the centre of the west-facing elevation.
- 4.4 Many of the boundary-facing frontages would incorporate stepping along their elevations as well as a set-back top level. The latter would be shaped by a series of pitched gables masking a flat section of roofscape at the centre of each wing. The north-west corner of the building would comprise a series of stepped façade bays with a chamfered top storey.
- 4.5 The proposed materials palette includes a mix of light and dark red facing brick in both stretcher and vertical stack bond form; the darker shades would be present around the main entrance at ground level, at the north-west corner and as part of recessed window bays at ground to fourth floor levels across the building. The top level/pitched roof elements would be clad in brown-toned standing seam sheet metal cladding. An olive-green colour is proposed for external window/door frames and Juliet balcony railings; projecting balconies providing external dining areas for residents are proposed at two of the building's inner corners. The elevational design would incorporate soldier course detailing and corbelled brickwork, along with stone window cills and copings.
- 4.6 Private outdoor spaces for residents are proposed to the north and south of the central wing, and would include courtyard gardens, patios, meadows and activity lawns. Ground floor rooms facing these spaces would also incorporate private gardens enclosed by hedge planting. An external seating area enclosed by hedge planting is proposed along the western frontage of the building adjacent to the main entrance. Parking would be located within the western section of the Site, accessed via a new entrance along Cricket Field Road; the roadway itself will remain broadly unchanged, with the footpath/cycleway to the south-west retained. Pedestrian crossings will be introduced at the car park entrance and exit, and the footway along the adjacent section of Cricket Field Road widened. The car park will be bounded by native hedge planting, which will continue along the northern boundary. In total, 34 new trees are proposed (resulting in a net increase) to the west and north of the new building and within the private courtyard gardens, comprising mostly native species.
- 4.7 Further details on the proposed design are included in the Design and Access Statement and application drawings.
- 4.8 There are no cumulative schemes which are relevant to this appraisal.



Proposed site plan (Hunters)



Proposed west elevation (Hunters)

5.0 Townscape and visual appraisal

Effect on townscape character

5.1 The townscape effects have been considered at both a site-wide and character area level (see Table 5.1). An assessment of the changes to townscape character has been made having regard to:

- The sensitivity of the townscape to change (a combination of its value and susceptibility); and
- The extent to which the townscape would change and whether the proposed change would be beneficial, neutral or adverse overall in townscape terms.

5.2 A balanced view is taken in cases where there are both positive and negative changes to different aspects of the townscape, and a narrative discussion of positive and negative factors is provided. Consideration is given as to whether the overall effects on receptors are adverse, neutral or beneficial. A neutral effect is one where, on balance, the changes are entirely consistent with the existing townscape or would be neither positive nor harmful overall.

5.3 Further details of the methodology are provided in Appendix 1.

Table 5.1: Appraisal of townscape effects

Character Area	Value	Susceptibility to Change	Overall Sensitivity	Degree of Change	Effect on Townscape character
The Site	Low	Low – redevelopment of previously developed site of robust character.	Low	High – Removal of existing 3-storey car park and introduction of a residential typology within a taller building form (up to 5 storeys). The northern frontage would broadly match that of the car park; the western elevation would be set further back behind new formal landscaped areas/at grade parking. The majority of boundary trees/vegetation would be retained (with the removal of 2 individual trees and partial removal of 2 tree groups), and additional planting (including 34 new trees) introduced along with new residents’ courtyards.	Moderate Beneficial – The proposal would provide the Site with an increased sense of place and identity, drawing on positive aspects of its immediate townscape context. The building’s active frontages would introduce natural surveillance to the Site edges and immediate surroundings, improving overlooking and the perception of safety along Cricket Field Road and the adjacent footpath/cycleway. The distribution of height across the Site would be appropriate, the building stepping down towards the existing low-rise townscape to the south. Stepping and setbacks would articulate the building’s form, creating a sense of rhythm along the frontages and defining a clear base, middle and top – the latter broken down through pitched roof gables which would soften the building profile and relate positively to that of the Civic Centre. The proposed materials palette would be of high quality, giving the elevations texture and definition through detailing; the mix of natural brick tones and an olive-green accent colour would have a positive relationship with the local built context – including the Civic Centre – as well as the existing/proposed boundary vegetation. There would be a net increase in trees on the Site, which along with new landscaped areas would provide additional softening and amenity at the boundaries; the private courtyards would be located away from the busy Hillingdon Road.
TCA1: Uxbridge Town Centre	Medium to High	Medium – Site is close to heritage assets (e.g. the Civic Centre), albeit well-separated by Hillingdon Road; existing car park is not a positive element within the townscape.	Medium – sensitivity limited by the separation provided by Hillingdon Road.	Low – The proposal would redevelop an existing multi-storey car park with a taller building form in a care home use. It would be situated at the southern edge of TCA1, in a relatively prominent location along Hillingdon Road and adjacent to a crossing point from the Town Centre to the surrounding area – though both the road and trees either side would maintain a sense of separation between the proposal and wider character area.	Minor Beneficial – The form and height of the proposal would be in keeping with the Civic Centre to the north, whilst stepping down to the south to make an appropriate transition to an adjacent residential area. The stepped north-west corner and use of red brick, pitched/gabled roof forms and recessed windows would relate positively to the style and appearance of the Civic Centre and complement other buildings within the TCA including St. Andrew’s Church. The building would more positively define the frontages to Hillingdon Road and Cricket Field Road. Its northern elevation would present a more visually interesting and active frontage facing the wider TCA, providing overlooking and natural surveillance along Hillingdon Road and the adjacent footpath/cycle link. New planting would maintain and reinforce the tree-lined character of Hillingdon Road, whilst providing amenity and softening at the Site boundaries.

Character Area	Value	Susceptibility to Change	Overall Sensitivity	Degree of Change	Effect on Townscape character
TCA2: Manor Waye	Medium	Low – Site situated adjacent to the north-western corner of the TCA, which deviates from the otherwise relatively intact original estate layout.	Low – sensitivity limited by localised changes to the north-west section of the TCA adjacent to the Site	Low – The proposal would be located to the immediate north of TCA2. There would be no direct physical effects. The top of the building would be visible from localised areas within its northern section, including from the westernmost extent of Manor Waye (where it forms a cul-de-sac running north-south). Limited intervisibility as a result of largely retained tree groups/woodland areas along the Site’s southern boundary and the fine urban grain/scale of buildings relative to streets.	Minor Beneficial – The reduction in height across the building would create a gentle transition between the proposal and existing 2-3 storey buildings at the area’s northern extent, with the tallest elements of the building to the north of the Site appearing set back where glimpsed as a result. Stepping along the elevations and pitched roof gables would break down the longer frontages, combining with the fenestration to create a more domestic sense of scale which would relate positively to the terraces to the south of the Site. New landscaping and an increase in natural surveillance would enhance the condition of the footpath/cycleway connecting the area with the Town Centre. The visual amenity introduced through new trees and other planting would be in keeping with that provided by similar landscape features across the wider TCA.
TCA3: Between Whitehall Road and Cowley Road	Medium	Low – Area separated from the Site by intervening development to its east; TCA comprises a mix of residential typologies/ building styles which have been introduced over time.	Low – sensitivity limited by the separation provided by intervening buildings.	Low – The proposal would be located to the east of TCA3. There would be no direct physical effects. The top of the building would be visible from limited, localised areas including Myddleton Road. Intervisibility would be reduced elsewhere as a result of the prevailing street layout/street width relative to the scale of built form.	Minor Neutral – The proposal’s appearance would be in keeping with the prevailing material character across the area. Where seen, the proposal would be a background element within a layered townscape; from a localised section of the area, it would be seen incidentally alongside the St. Andrew’s Church spire, which would continue to be discernible as a local landmark. The pitched/gabled roof forms would break down its profile, giving the building a domestic sense of scale more in keeping with the terraces throughout the TCA.

Visual effects

- 5.4

The visual appraisal has been undertaken with reference to 9 representative views. It gives an overview of the likely range of visual effects and receptors affected.
- 5.5

The visual effects have been assessed by considering and combining:

• The capacity of the receptors (or people) to accept changes to views dependant on their activity and perception and the values attributed to that view (the nature of the visual receptor); and

• The predicted degree (or magnitude) of change to the view (its scale, extent and permanence) – i.e. the nature of the change.
- 5.6

The effect has been assessed as being on a scale of Nil, Negligible, Minor, Moderate and Major having regard to the definitions in Table 7, Appendix 1. Consideration has been given as to whether the effect overall would be beneficial, neutral or

adverse having regard to the visual characteristics of the townscape and the change arising from the proposal. Where there are both positive and negative aspects of change, a judgement is made on the overall balance of effects and a narrative given to explain the rationale.

- 5.7

The appraisal has been undertaken with reference to visualisations (produced in VU.CITY), CGIs, application drawings and fieldwork. The visualisations do not include the proposed landscape elements, which are shown in the equivalent CGIs.
- 5.8

The appraisal of visual effects is set out on the following pages.

View 1: Junction of Cricket Field Road/Hillingdon Road

Role of site in view / baseline description

Visibility of site

The north-west corner of the Site is prominent, with the car park visible.

Key elements in view

Key elements include the existing car park structure, mature trees and grassed areas at the edges of the Site; Cricket Field Road (incorporating a junction with Hillingdon Road) and the car park entrance are visible, with glimpses of the footpath/cycleway beyond to the right.

Sensitivity

Receptors

Motorists/those in vehicles, cyclists and pedestrians.

Value of view

Low – General townscape view; not protected. The car park presents an inactive frontage and, despite some unique design elements, has an overall functional character and makes a limited contribution to visual amenity. Trees soften the scene and provide enclosure.

Susceptibility

Motorists/those in vehicles and cyclists are focused on their journey at the junction; Low.

Pedestrians have some awareness of surrounding visual amenity; Medium.

Sensitivity

Motorists/those in vehicles and cyclists – Low.

Pedestrians – Low; limited by the immediate junction and inactive frontage opposite.

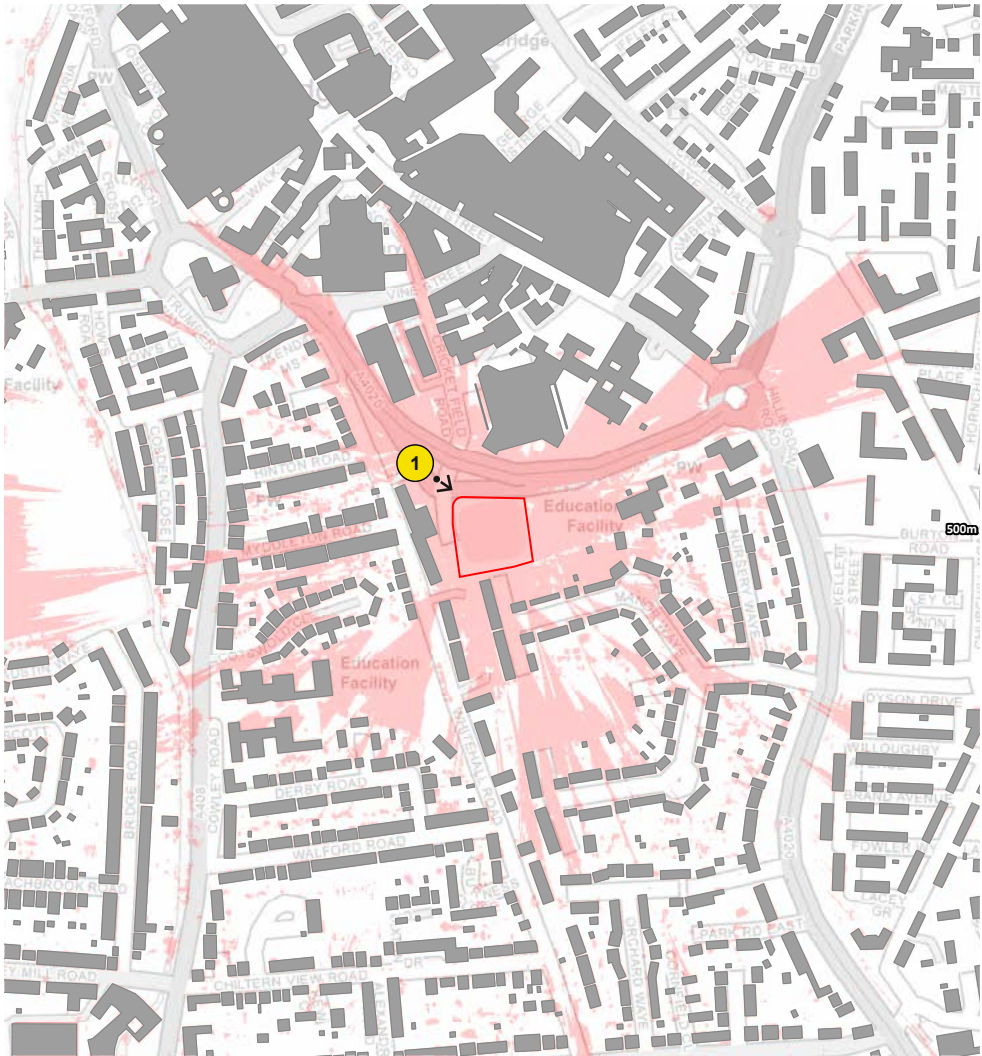
Nature of change

The north-west corner/western frontage of the new building would replace the car park. Its taller form would appear prominent, though would be set back relative to the car park along its western frontage; the northern elevation would be partially screened by trees. New landscape elements including planting would be seen at the corner of the Site adjacent to the junction, alongside a new entrance to a parking area via Cricket Field Road. The majority of existing trees within the view would be retained. There would be a High degree of change.

Visual effect

The change to a residential/care home use would introduce a taller building form which would have improved active frontages providing overlooking/natural surveillance along both Hillingdon Road and Cricket Field Road. The stepped corner and pitched gables would break down and articulate the massing at roof level, creating a sense of depth and rhythm in conjunction with fenestration, setbacks and stepping along the elevations. The materials palette would be of high quality; contrasting brick/cladding tones would define a clear base, middle and top, announcing the building entrance on the western frontage. New low-level planting and trees would introduce additional visual amenity towards the foreground of the view, aiding in softening the adjacent road environment whilst partially screening the parking area behind.

There would be a Moderate Beneficial visual effect.



Extract from Viewpoint Location Plan



Image details	
Visualisation type	Type 2/AVR Level 3
Camera (existing photo) Lens	Canon EOS 5D 24mm
Date Time (photo capture)	19/06/2026 08:04
Grid Co-ordinates	505632E; 193746N
Direction of View	SE
Ground level	35.9m AOD
Virtual camera height	1.6m (above ground level)
Enlargement	96% @ A1





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Bearing 132° Pitch 0° Focal Length 24mm 21/06/2026 16:00



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View 2: Footpath/cycleway south of Cricket Field Road

Role of site in view / baseline description

Visibility of site

The south-west corner of the Site is prominent.

Key elements in view

Key elements include the existing car park structure, partially visible behind tall, mature trees; within the foreground is a grassed area at the corner of the Site and an adjacent cycleway/footpath. Cricket Field Road is visible at the left-hand extent of the view, with glimpses of Hillingdon Road where it bridges over the former. Filtered views of taller buildings within the Town Centre can be obtained in winter.

Sensitivity

Receptors

Cyclists/pedestrians.

Value of view

Low – General townscape view; not protected. The enclosed nature of the view results in there being no particularly notable features of interest beyond some localised amenity provided by the trees. Though partially screened, the car park's inactive frontage is still perceptible and detracts.

Susceptibility

Cyclists and pedestrians have some awareness of surrounding visual amenity along the cycleway/footpath; Medium.

Sensitivity

Cyclists and pedestrians – Medium; due to awareness of local visual amenity provided by trees.

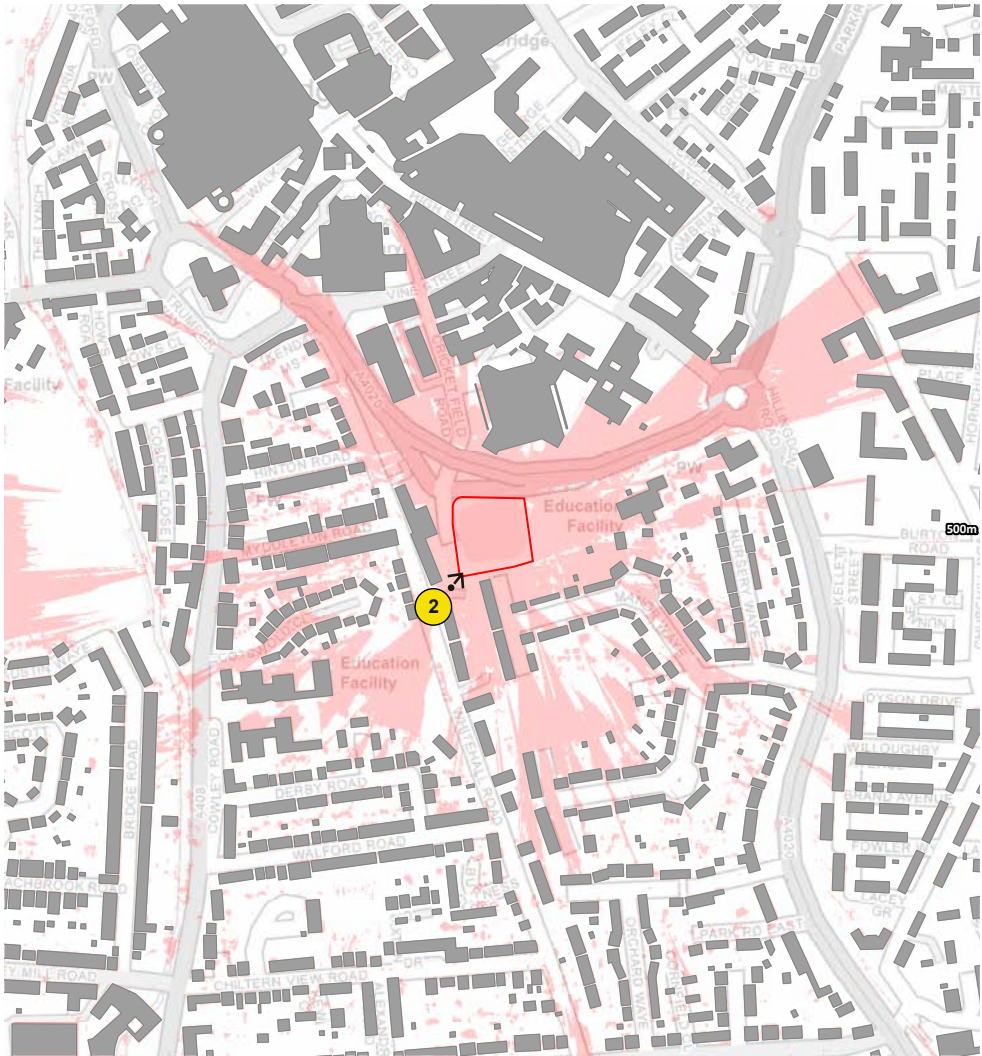
Nature of change

The south-west corner/western frontage of the new building would be seen through a gap between existing and new trees (with some partial removal of existing Category B tree groups to facilitate the development). In front of the building, a parking area would be visible behind new hedge planting along the Site's western edge. Visibility would increase through the branches in winter. There would be a Medium degree of change in summer and a High degree of change in winter.

Visual effect

The new building would step down in height to the south, creating a visually interesting profile in conjunction with pitched roof gables which would present as domestic in scale. It would have a more attractive appearance, active frontage and an increased legibility of form compared to the existing car park. Stepping along the frontage and fenestration would add depth and visual interest to the elevation. The west elevation would be set back relative to the car park frontage, increasing the extent built form glimpsed behind to in winter. The mix of natural red/brown tones for the brickwork would provide texture and relate positively to the wider townscape. The retained and proposed tree coverage at the boundary would mitigate those to be removed, partially screening/softening the external parking areas along with low-level planting and hedges which would create a more defined and attractive frontage along the Site boundary and cycleway/footpath.

There would be a Moderate Beneficial visual effect in summer and a Major Beneficial visual effect in winter.



Extract from Viewpoint Location Plan



Image details

Visualisation type	Type 2/AVR Level 3
Camera (existing photo) Lens	Canon EOS 5D 24mm
Date Time (photo capture)	19/06/2026 08:14
Grid Co-ordinates	505649E; 183642N
Direction of View	NE
Ground level	37m AOD
Virtual camera height	1.6m (above ground level)
Enlargement	96% @ A1





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