Heritage, Townscape and Visual Impact Assessment

25-30 Bakers Road, Uxbridge

March 2019

MONTAGU EVANS

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EXECUTIVE SUMMARY

The Heritage, Townscape and Visual Impact Assessment (HTVIA) provides an assessment of the impact of the Proposed Development on heritage, townscape and visual receptors. 'Heritage' and 'Townscape and Visual' are treated as separate disciplines and separate assessments are provided in accordance with legislation, planning policy and best practice guidance.

The assessment as a whole is informed by 10 accurate visual representations (AVRs). The verified views are a tool to inform the assessment of impact to heritage, townscape and visual receptors.

The location of the viewpoints has been informed by architectural and historic accounts of the area, an appraisal of the existing Site and surroundings, and relevant policy designations. The viewpoint locations were identified by the local planning authority during pre-application discussions.

Policy Designations

Policy designations outline the strategic aspirations for an area, contribute to the understanding of its function and the potential for, or even lack of, change.

Uxbridge is identified by the development plan as the main urban centre in Hillingdon and a Metropolitan Centre in the wider context of London. The Local Plan Part 1 encourages the growth of retail, leisure and employment uses in Uxbridge town centre to support its Metropolitan status. It will be promoted as a key location for offices and hotel development.

Employment growth will be directed towards suitable sites in, inter alia, Uxbridge town centre with a particular focus around transport nodes. The Site is located to the north of Uxbridge station and benefits from a PTAL rating of 6A. It is therefore a highly sustainable location and, in conjunction with the policy designations, is conducive to development at a greater density, subject to satisfying other policy criteria.

The Proposed Development is not considered tall relative to its surroundings; however, within this overarching strategic context, it is recognised that parts of Uxbridge may be appropriate locations for tall buildings. The height of buildings should be appropriate to the surrounding townscape.

Heritage

The Site does not contain any heritage assets, although there are heritage assets in the wider area and the Proposed Development therefore has the potential to impact their setting and, therein, significance. The (built) heritage assessment has considered the significance of designated and non-designated heritage assets and the impact of the Proposed Development upon that significance.

The HTVIA has considered 70 heritage assets within a 500m radius from the Site boundary. For the majority of assets the Proposed Development will have no impact on their setting or, therein, significance. This is due to significant separating distance, topography and interposing development.

Several assets in closer proximity to the Site will experience some change to their setting, where the Proposed Development appears in background views. Where visible, the Proposed Development would be seen within the context of tall and a large development and not incongruent to the existing street scene. It would thus have a neutral impact to these heritage assets.

The assessment has identified a degree of harm to both the St Margaret's Church and Old Uxbridge / Windsor Street Conservation Area. The harm arises from the visual impact of the Proposed Development in views from Windsor Street, where it would be seen within the background context in conjunction with the castellated church tower.

The identified harm in both instances would be 'less than substantial' in the terms of the NPPF. On a sliding scale this would be very low. In accordance with paragraph 196 of the NPPF, the harm should be balanced against the planning benefits of a proposal for that scheme to be acceptable. This includes urban design and land use benefits, which are set out within this HTVIA and the supporting documents for the application.

Townscape and Visual

The townscape assessment has considered the Proposed Development within its urban context, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces.

Bomb damage suffered during World War II and subsequent clearance split the historic core of the town centre into three principal parts, comprising the north and south High Street, and Windsor Street. The Site forms part of a 3-acre post-war redevelopment area adjacent to Uxbridge Underground Station. The existing building on the Site is an office block, understood to have been constructed in the 1960s. The office is not of architectural merit.

The Proposed Development includes the redevelopment of the Site with a ground plus nine storey building. It will include provision of a hotel and retail unit, in accordance with the aspirations of the development plan. It would improve the character, appearance and function of the area. It would be congruent to the existing and emerging context of development in the town centre and will form part of its wider regeneration.

The visual assessment has considered the impact of the Proposed Development upon visual receptors. The assessment relates to how people will be affected by changes in views and visual amenity at different places, including publicly accessible locations. Visual receptors are always people (although usually visual receptors are defined according to use e.g. residential, business, road, footpath etc.), rather than landscape features.

On the whole, the Proposed Development would be congruent to the existing context of tall and large development to the north of Uxbridge Station. The intensification of the Site with hotel-led development would support the growth of Uxbridge as the main urban centre in Hillingdon and a Metropolitan Centre in the wider context of London.

Summary

The Proposed Development has evolved through an understanding of the Site, its surrounding context and the aspirations of the development plan.

The overall impact must be considered within the context of transformational change envisaged by development plan for Uxbridge town centre. In the context of an identified allocated site, and the provision of much needed hotel development, the extent of impact should therefore be considered acceptable on balance. The Proposed Development represents an opportunity for optimisation of brownfield land. It would improve the character and function of the townscape, in accordance with the development plan.

1.0

Introduction

1.0 INTRODUCTION

1.1 Montagu Evans LLP has been instructed by LaSalle Investment Management (hereby referred to as the 'Applicant') to provide consultancy services and produce this Built Heritage, Townscape and Visual Impact Assessment (the 'HTVIA') in support of proposals that are subject an application for planning permission at 25-30 Bakers Road, Uxbridge ("the Site").

1.2 The Site is located in the London Borough of Hillingdon (the 'Council'). **Figure 1.1** outlines the boundary of the Site. An aerial view of the Site from google maps is provided at **Figure 1.2**.

1.3 The existing Site forms part of an urban block bounded by High Street (west), Belmont Road (north) and Bakers Road (east). To the south, the fourth side of the Site is bounded by a narrow public right of way, known as Cocks Yard.

1.4 The existing building on the Site is an office block, understood to have been constructed in the 1960s. The office is not of architectural merit.

1.5 To the rear of the building at the Site is a service yard for properties within the urban block, and a basement car park, both of which are accessed from Bakers Road, via a two-way ramp beneath the existing building at the Site.

1.6 The proposals (the 'Proposed Development') seek the comprehensive redevelopment of the Site, comprising:

Demolition of existing premises and provision of hotel and retail unit, along with refurbishment of existing car park and surface area, and associated works.



Figure 1.1 Site Plan



Figure 1.2 Aerial View. Source: Google (base map). Dashed line indicates additional area, basement only, where the car parking will be refurbished (ground floor and above unaffected)

Purpose of the Report

1.7 The HTVIA provides an assessment of the impact of the Proposed Development on heritage, townscape and visual receptors.

1.8 The Site does not contain any heritage assets, although there are heritage assets in the wider area and the Proposed Development therefore has the potential to impact their setting and, therein, significance. The (built) heritage assessment will consider the significance of designated and non-designated heritage assets and the impact of the Proposed Development upon that significance.

1.9 The townscape assessment will consider the Proposed Development within its urban context, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces.

1.10 The visual assessment will consider the impact of the Proposed Development upon visual receptors. The assessment relates to how people will be affected by changes in views and visual amenity at different places, including publicly accessible locations. Visual receptors are always people (although usually visual receptors are defined according to use e.g. residential, business, road, footpath etc.), rather than landscape features.

1.11 The assessment is informed by accurate visual representations (verified views). The location of the viewpoints has been informed by architectural and historic accounts of the area, an appraisal of the existing Site and surroundings, and relevant policy designations.

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2.0

Methodology

2.0 METHODOLOGY

2.1 This section provides an overview of the assessment framework. The method is the product of legislation, policy and best practice guidance.

Study Area

2.2 The study area comprises:

- All built heritage assets (500m radius):
  - listed buildings;
  - conservation areas;
  - registered parks and gardens;
  - scheduled ancient monuments; and
  - locally listed buildings (non-designated heritage receptors).
- Townscape character areas (500m radius);
- Visual receptors (500m radius).

2.3 Site observations, a manual desk-based review of OS maps, characterisation studies and relevant heritage receptors were used to determine the study area. The study area has been informed by building locations and heights, topography and townscape features, and an understanding of the scale of the Proposed Development.

2.4 The study area may be defined as the anticipated extent of visibility (from a height of approximately 1.5m (eye level) above the ground). It is acknowledged and accepted that judgments made by a surveyor are subjective, which provides limitations to the identification of a visual envelope. There will be areas within the study area where visibility is not possible e.g. due to interposing development.

Site Visit

2.5 A site survey of the baseline situation was undertaken by Montagu Evans during July 2018 to understand the immediate setting of the Site and to identify the townscape character and appearance.

Assessment Process Framework

Heritage

2.6 The term 'heritage asset' is used within this assessment to describe both designated (e.g. Listed Buildings, Registered Park and Garden, Registered Battlefield or Conservation Area) or non-designated (identified by the local authority e.g. building of townscape merit etc) assets. For the purposes of this HTVIA, built heritage receptors do not include archaeological remains.

2.7 Paragraph 189 of the National Planning Policy Framework (2018) states:

> *In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.*

2.8 'Significance' (for heritage policy) is defined in the NPPF (Annex 2) as:

> *the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.*

2.9 This is reaffirmed by Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015).

2.10 It is commonly agreed that Grade I and II* buildings are of "exceptional" and "particularly important" interest; therefore these are generally afforded a higher heritage value. This differentiation is best summarised by the drafting of paragraph 189 of the NPPF (2018), which states that the "*level of detail (to describe the significance of heritage assets) should be proportionate to the assets' importance*"; thus, a grading is appropriate. We have given due and proportionate regard to all heritage assets assessed.

2.11 Where a proposal may have an effect on the surroundings in which the heritage asset is experienced, a qualitative assessment is made of whether, how and to what degree setting contributes to the significance of heritage assets. Setting is defined in the NPPF as:

> *the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*

2.12 The assessment of setting is informed by the check-list of potential attributes outlined by the Historic England guidance document Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017) (hereafter "GPA3: Setting").

2.13 GPA3: Setting identifies five steps towards assessing the implications of development proposals which may affect the setting of heritage assets (it is consistent with other guidance):

a. Identify which assets and their settings are affected;
b. Assessing the degree to which these settings and views contribute to the significance of the heritage asset(s) or allow significance to be appreciated;
c. Assess the effects of the proposed development, whether beneficial or harmful, on the significance or the ability to appreciate it;
d. Explore ways to maximise enhancement and minimise harm;
e. Making and document the decision and monitor outcomes.

2.14 Part e is incumbent on the decision maker, through the provision of conditions.

Townscape and Visual

2.15 The framework for assessment of townscape and visual impact has been prepared using the Guidelines for Landscape and Visual Impact Assessment, Third Edition (Landscape Institute and Institute of Environmental Management and Assessment, 2013) ('GLVIA3'). We have also had regard to the methodology set out in An Approach to Landscape Character Assessment (2014) prepared by Natural England.

2.16 The two components of TVIA are:

1. Assessment of townscape effects: assessing effects on the townscape as a resource in its own right; and
2. Assessment of visual effects: assessing effects on specific views and on the general visual amenity experienced by people.

Townscape

2.17 Townscape is the "*built-up area, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces, and the relationship between buildings and open spaces*", as defined in GLVIA3.

2.18 An initial assessment defined distinct and recognisable patterns of elements, or characteristics that make one area different from another, rather than better or worse. This process, defined as townscape character assessment, is the process of identifying and describing variation in the character of townscape.

2.19 The assessment was informed by both field survey and desk based research of secondary sources, with reference to existing character assessments where applicable. The assessment allowed the description of character areas/types, their key characteristics and for them to be mapped with boundaries. The mapped boundaries suggest a sharp change from one townscape area. On site, however, this often represents a zone of transition. Townscape character areas are identified and assessed according to their built form, materials, maintenance, and statutory and non-statutory designations.

2.20 The objective of identifying the existing context is to provide an understanding of the townscape in the area that may be affected – its constituent elements, its character and the way this varies spatially, its geographic extent, its history, its condition, the way the townscape is experienced and the value attached to it.

Visual

2.21 Visual impact assessment relates to how people will be affected by changes in views and visual amenity at different places, including publicly accessible locations. Visual receptors are always people (although usually visual receptors are defined according to use e.g. residential, business, road, footpath etc.), rather than landscape features.

2.22 The aim of the visual baseline is to establish the area in which the development may be visible, the different groups of people who may experience views of the development, the places where they will be affected and the nature of the views and visual amenity at those points.

2.23 The baseline study identifies individuals and/or defined groups of people within the area who will be affected by changes in the views, 'visual receptors'. The following visual receptors are identified by GLVIA3 as being likely to be the most susceptible to change:

- Residents at home;
- People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape and on particular views;
- Visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience;
- Communities where views contribute to the landscape setting enjoyed by residents in the area.

2.24 It should be noted that the assessment does not comprise a 'residential amenity assessment', which considers private viewpoints from residential properties. This is separate from townscape and visual assessment (refer to GLVIA3, paragraph 6.17).

2.25 Assessment viewpoints were identified based on a comprehensive review of the surrounding area, including the following criteria:

- Heritage receptors; and/or
- Townscape character; and/or
- Where the development may be prominent; and/or
- Be visible from concentrations of residential areas; and/or
- Open spaces (parkland, publicly accessible space); and/or
- Potentially sensitive receptors (e.g. schools); and/or
- Accessibility to the public; and/or
- The viewing direction, distance and elevation; and/or
- Townscape and transport nodes.

2.26 The Site is not located within any strategic views as determined by the adopted London View Management Framework (LVMF) (2012).

2.27 The visual assessment is supported by Accurate Visual Representations (AVRs), which provide the basis for the assessment of the Proposed Development and its effect on the identified views. Each viewpoint is reproduced at **Section 7.0** in the following formats:

- **Existing** – baseline photography; and
- **Proposed** – 'existing' plus wire line (AVR1) or render (AVR3) of the Proposed Development.

2.28 The methodology for the compilation of AVRs prepared by Glass Canvas is provided at **Appendix 1.0**.

2.29 The objective of a photomontage is to simulate the likely visual changes that would result from a proposed development, and to produce printed images of a size and resolution sufficient to match the perspective in the same view in the field.

2.30 Accurate visual representation is two-dimensional and cannot capture the complexity of the visual experience. It is an approximation of the three-dimensional visual experience the observer would receive on site. Neither do they capture transient significant effects arising from noise or traffic on perception, or that wider range of expectations and associations that anyone in an urban scene may have. A visit to the location from which the photographs were taken is strongly encouraged to appreciate and understand the visual impact.

2.31 The text accompanying each view seeks to contextualise it. Inevitably one must accept that judgement is involved in this specialist area on the basis of the above and the importance of design quality in the operation of policy. In preparing any written assessment, allowances are made for these factors as well as the assessor's knowledge of the scheme.

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3.0

Legislation and Planning Policy

3.0 LEGISLATION AND PLANNING POLICY

3.1 This section sets out the planning policy context for the redevelopment of the Site, including national and local guidance.

Legislation

Planning (Listed Buildings and Conservation Areas Act) 1990

3.2 The Site does not comprise any statutorily listed buildings and is not located in a conservation area. With respect to this application, the applicable statutory provisions are section 66(1), which states:

"In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Development Plan

3.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates that where in making any determination under the Planning Acts, regard is to be had to the development plan, and the determination must be made in accordance with that plan unless material considerations indicate otherwise.

Development Plan Policy	Key Provisions
London Plan (2016)	7.4 (Local Character) 7.6 (Architecture) 7.8 (Heritage Assets and Archaeology)
Hillingdon Local Plan: Part 1 – Strategic Policies (2012)	Policy E2 (Location of Employment Growth) Policy E4 (Uxbridge) Policy HE1 (Heritage) Policy BE1 (Built Environment)
Saved 1998 Unitary Development Plan (UDP) Policies (2007)	Policy BE26 Policy BE36 Policy BE10 Policy BE13 Policy BE14 Policy BE15

Table 3.1 Development Plan Policy

National Policy

National Policy	Key Provisions
National Planning Policy Framework (NPPF) 2018	Chapter 12 Paragraph 127 Paragraph 128 Paragraph 130 Paragraph 131 Chapter 16 Paragraph 189 Paragraph 190 Paragraph 192 Paragraph 193-6

Table 3.2 National Planning Policy

Material Consideration

3.4 In addition to legislation and policy, the assessment will take into consideration relevant planning guidance and any material considerations, including:

- National Planning Practice Guidance (online);
- Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA) (2013);
- An Approach to Landscape Character Assessment (2014);
- Photography and photomontage in landscape and visual impact assessment: Landscape Institute Advice Note 01/11;
- Historic England, Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (2015)
- Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets (2017);
- Tall Buildings: Historic England Advice Note 4 (2015);
- Accessible Hillingdon SPD (2017);
- Rockingham bridge Conservation Area Leaflet (2012); and
- Uxbridge Lock Conservation Area Character Appraisal (2008).

Emerging Policy

Draft New London Plan Showing Minor Suggested Changes (August, 2018)

3.5 The London Plan is currently undergoing a full review.

3.6 The draft policies pertinent to the assessment of heritage, townscape and visual impact are contained in Chapter 3 (Design) and Chapter 7 (Heritage and Culture). They broadly reflect existing policy and include Draft Policy D1 (London's form and characteristics), which states that development design should respond to the local context and respect heritage assets that make up the local character.

3.7 Draft Policy HC1 (Heritage Conservation and Growth) generally reflects Policy 7.8 of the existing London Plan and states that proposals affecting the setting of heritage assets should conserve their significance and identify enhancement opportunities by integrating heritage considerations early on in the design process.

3.8 The plan remains at an early stage, although carries some weight.

Hillingdon's Local Plan Part 2

3.9 Hillingdon's Local Plan Part 2 was sent out for consultation in May 2018.

- Hillingdon's Local Plan: Part 2 – Site Allocations and Designations
- Hillingdon's Local Plan: Part 2 – Development Management

Planning Policy Discussion

3.10 Policy designations outline the strategic aspirations for an area, contribute to the understanding of its function and the potential for, or even lack of, change.

3.11 Uxbridge is identified by the development plan as the main urban centre in Hillingdon and a Metropolitan Centre in the wider context of London. The Local Plan Part 1 states:

The town centre currently supports 100,000 square metres (sq.m) of retail floorspace and the growth of retail, leisure and employment uses in Uxbridge town centre will be encouraged to support its Metropolitan status. Uxbridge requires 18,855 sq.m net of comparison goods floorspace between 2011 and 2026 and it will be promoted as a key location for offices and hotel development.

3.12 Strategic Objective 14 of the Local Plan Part 1 seeks to "provide 9,000 new jobs and accommodate most economic growth in Uxbridge and the Heathrow Opportunity Area". One of two main identified challenges is the requirement within the London Plan to deliver a proportion of new hotel growth. Policy E2: Location of Employment Growth identifies this employment growth will be directed towards suitable sites in, inter alia, Uxbridge Town Centre with a particular focus around transport nodes.

3.13 As part of achieving Policy E2, the "Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations".

3.14 The Site is located to the north of Uxbridge station and benefits from a PTAL rating of 6A. It is therefore a highly sustainable location and, in conjunction with the policy designations, is conducive to development at a greater density, subject to satisfying other policy criteria.

3.15 Policy E4: Uxbridge states:

The Council will strengthen the status of Uxbridge Town Centre as a Metropolitan Centre by delivering growth set out in Table 5.4 and promoting Uxbridge as a suitable location for retail, offices, hotels, recreation and leisure, entertainment and culture, evening and night-time economy, education, community services, and mixed-use development. The Council will secure improvements to Uxbridge public transport interchange and the town centre boundary will be expanded as shown on Map 5.2

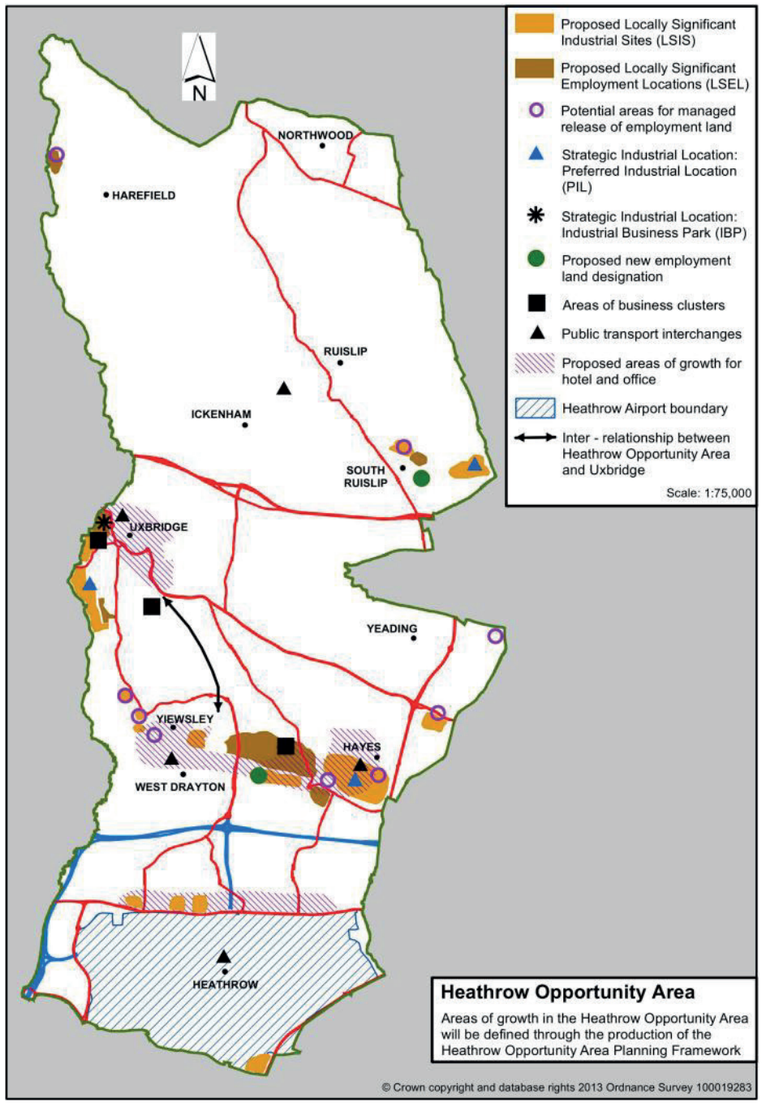


Figure 3.1 *Locations for Employment Growth. Source: Hillingdon Local Plan Part 1*

3.16 Within this overarching strategic context, policies HE1 and BE1 seek to conserve and enhance heritage assets, and ensure a contextual design response to proposed development. The policies align with London Plan policies 7.4, 7.6 and 7.8.

3.17 The Proposed Development is not considered tall relative to its surroundings, although the supporting text to Policy BE1 states:

> *Tall buildings may be acceptable in a limited number of suitable locations where the Council considers that they will not seriously harm the surrounding area and its heritage assets, and will also deliver wider benefits to the proposed Opportunity Area. Parts of Uxbridge and Hayes may be appropriate locations for tall buildings, subject to the Council preparing a characterisation study and tall buildings assessment together with such considerations as the Obstacle Limitation Surfaces for Heathrow Airport. The height of buildings should be appropriate to the surrounding townscape.*

3.18 Uxbridge is not identified by Policy BE36 of the UDP as an area being particularly sensitive to high buildings and structures.

4.0

Historic Development

4.0 HISTORIC DEVELOPMENT

4.1 This section provides a description of the historic development of the Site and that of the surrounding area. The section and has been informed by secondary sources, including:

- A History of the County of Middlesex: Volume 4, Harmondsworth, Hayes, Norwood with Southall, Hillingdon with Uxbridge, Ickenham, Northolt, Perivale, Ruislip, Edgware, Harrow with Pinner, *Victoria County History* (1971);
- A History of the County of Middlesex: Volume 3, Shepperton, Staines, Stanwell, Sunbury, Teddington, Heston and Isleworth, Twickenham, Cowley, Cranford, West Drayton, Greenford, Hanwell, Harefield and Harlington, *The Hundred of Elthorne*, Victoria County History (1962)
- London 3: North West in *The Buildings of England*, Cherry & Pevsner (1991).

Early History

4.2 Uxbridge may be traced back to the Saxon period, despite no mention in the Domesday Book (1086). St Margaret's Church, which still stands in the town, dates originally from the 12th century, at which point a market was also established.

4.3 Uxbridge gradually became a prosperous market town. Its position on the main thoroughfare between Oxford and London supported a large number of inns accommodating passing trade, and gave the settlement a linear focus along the Oxford/London Road.

4.4 During the English Civil War (1642-1651), Uxbridge was garrisoned for the Parliamentarians, and in 1645 was the site of a meeting between their representatives and King Charles I (1600-1649), being near to the Royalist stronghold at Oxford. The meeting was held at Place House, which is now the Crown and Treaty Public House. Negotiations between the two sides were not a success, owing largely to the King's unwillingness to yield to his opponents.

4.5 By the 18th century, up to 40 stage coaches were passing through the town, in addition to private vehicles, most of which would stop to take refreshment and rest their horses. A new, covered market was erected in 1788 to replace one built in 1561.

4.6 Uxbridge was linked with Birmingham through the opening of the Grand Junction Canal in 1794, which allowed the safe transport of goods produced in the Midlands for sale in London and its environs.

19th century

4.7 The town entered a period of decline during the 19th century. With the 1838 opening of the Great Western Railway, faster, cheaper travel to and from London became available for goods and passengers. Defensive of their roadside trade, local people were opposed to the creation of a rail link to the town, and consequently the railway went through West Drayton, 2.5 miles away (**Figure 4.1**).

4.8 The relative speed of the railway led to a sharp decline in the use of the canal and road systems through Uxbridge. An Act of Parliament in 1846 authorised a branch line called the Great Western and Uxbridge Railway, but the scheme did not proceed owing to a lack of local investment. Following the acquisition of the line by the GWR, a single broad gauge line was opened for passenger and goods traffic in 1856, and linked to the mainline at West Drayton. A through train to Paddington was established in 1876.

4.9 In 1918, the Royal Flying Corps (later renamed the Royal Airforce) took up residence at Hillingdon House, and the site became RAF Uxbridge.



Figure 4.1 Line showing the route of the Great Western Railway (source: A History of the GWR)

1864-1866 OS

4.10 The first Ordnance Survey of the area was published in 1864-1886 (**Figure 4.2**). The morphological framework comprised a strong linear arrangement focussed on the route of the London Road that, at this time, was a defining characteristic of the town's arrangement. Built form was arranged with narrow frontages and long plots, derived from the medieval burgage plots which previously existed. To the north and south, the urban core gave way to small, enclosed fields, with new residential development indicated in the environs of Vine Street Station.

4.11 An exception to this framework was Windsor Street, which ran perpendicular to St Margaret's Church. The OS map shows the adjoining Market House fronting the High Street. To the south, the Uxbridge Station is visible.

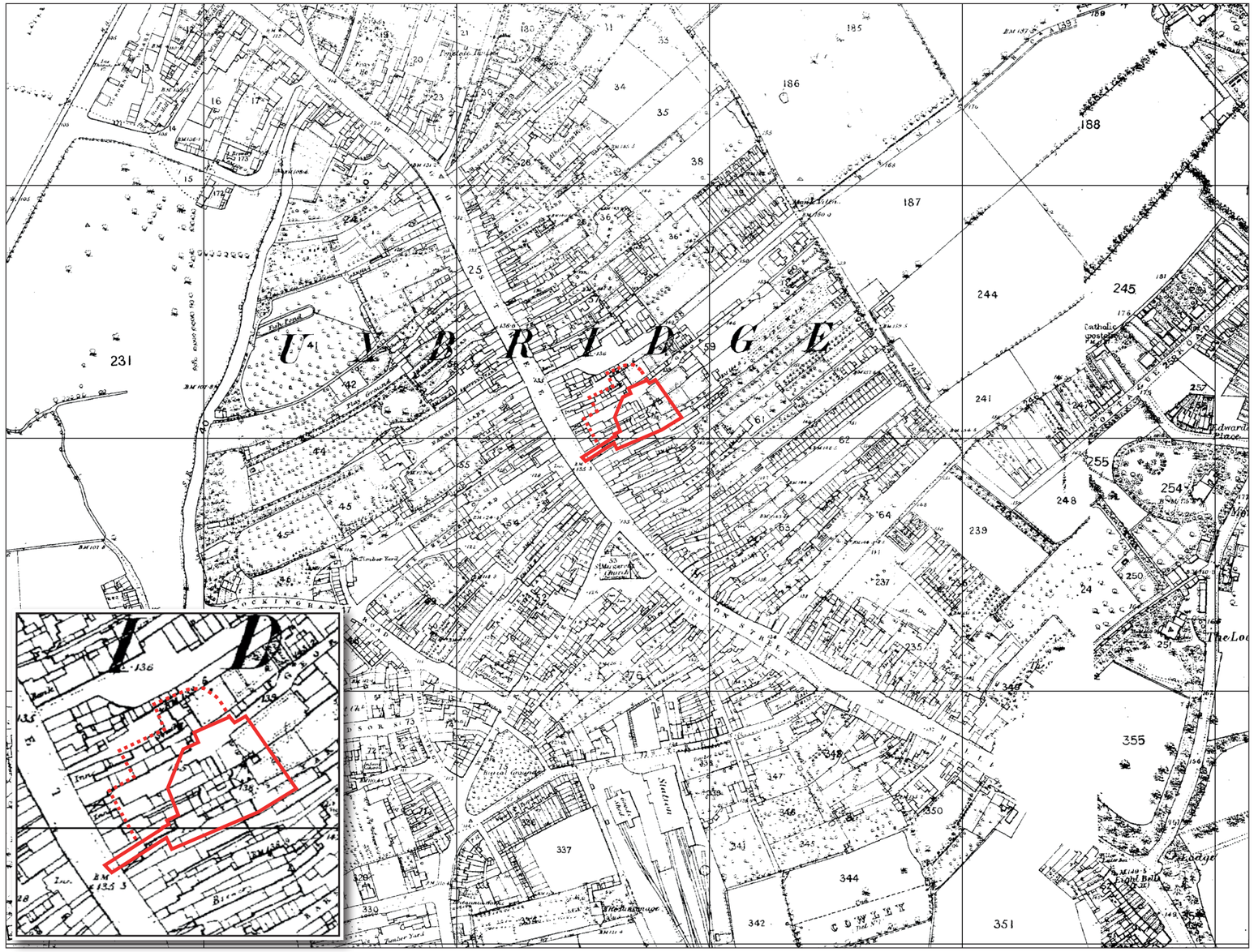


Figure 4.2 1864-1886 OS

1895-1896 OS

4.12 The 1895-1896 OS (**Figure 4.3**) shows the expansion of the town with new residential development, which had begun to encroach on the open space to the east of the Colne, as well as in the environs of Buckingham Road (now The Lynch) and west of St Andrews Road.

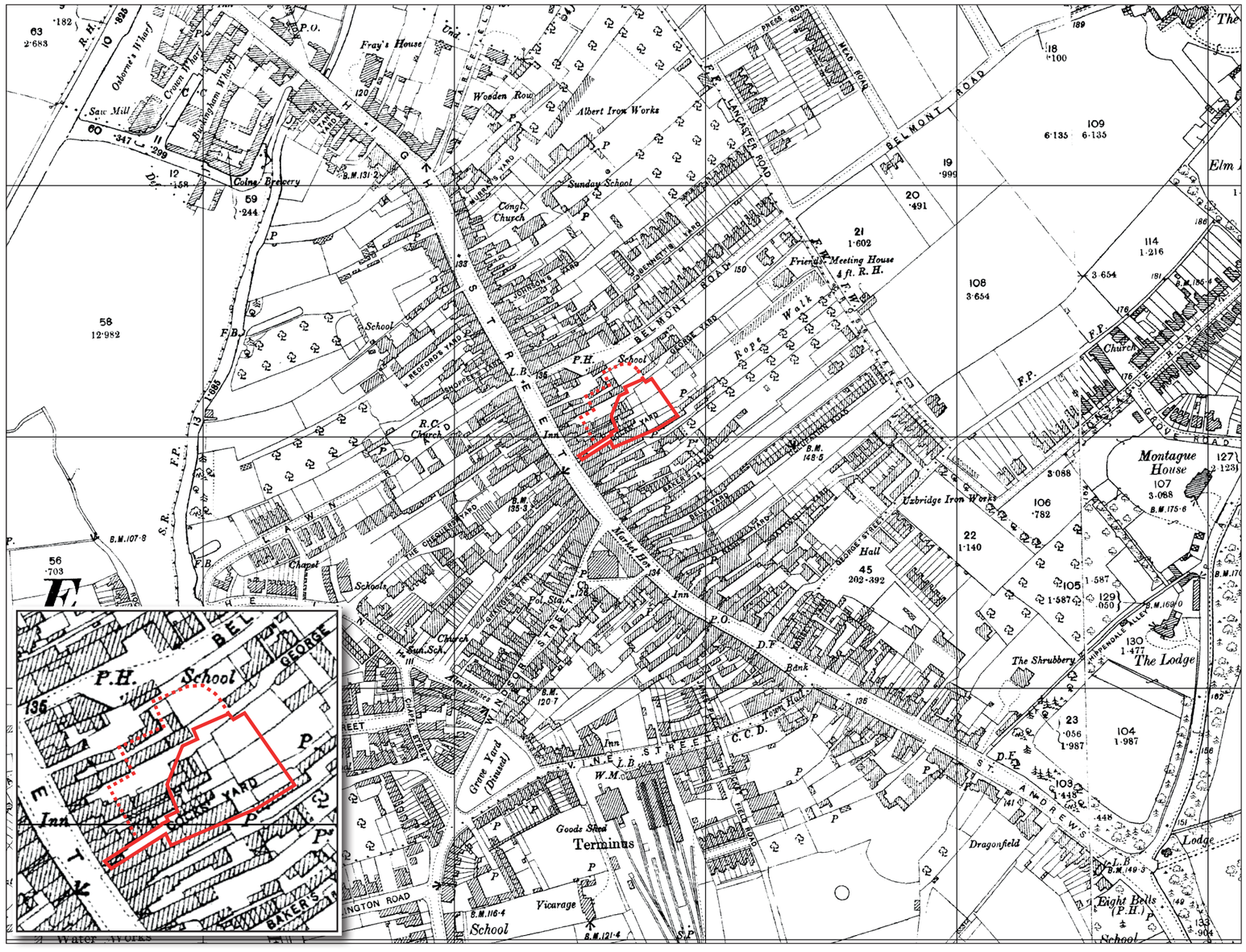


Figure 4.3 1895-1896 OS

1934-1935 OS

4.13 The 1934-1935 OS (**Figure 4.5**) shows a considerable increase in the density of residential development at the former fringes of the town. The open space to the north east had been largely infilled, and the surroundings of Vine Street Station included residential properties, community buildings such as a school and tennis ground, and a printing works. To the north east, residential development had extended further from the High Street, and a new train station provided links to central London via the Piccadilly line.

4.14 A further station, shown to the north east, had opened in 1904 and was known as Uxbridge High Street. The line linked to Denham West Junction, and there was originally an intention to connect the line to Vine Street Station, but this was abandoned and the station closed in 1939.

4.15 The aerial photograph at **Figure 4.4** shows the tight grain and historic layout of the town centre prior to the war, which contrasts with the core of commercial buildings in the 1970s OS at **Figure 4.7**. The centre of Uxbridge was considerably damaged by incendiary bombs between June 1944 and March 1945 (**Figure 4.6**).



Figure 4.4 Aerial Photograph from 1933 (source: Britain From Above)

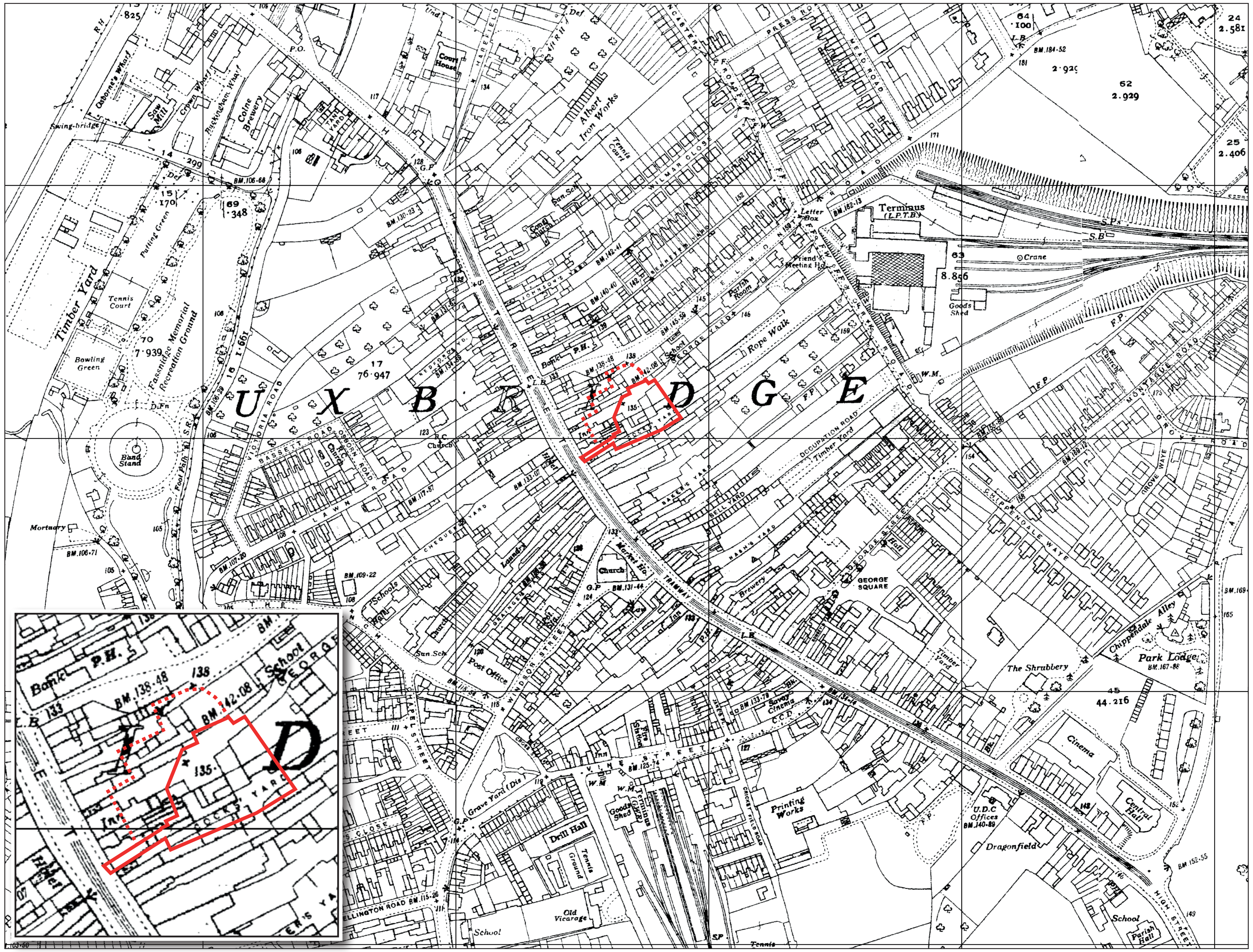


Figure 4.5 1934-1935 OS

1972-1977 OS

4.16 The results of post-war rebuilding evident in the 1970s OS at **Figure 4.7**, which shows the replacement of many of the former buildings along the High Street. The bomb damage split the historic core of the town centre into three principal parts, comprising the north and south High Street, and Windsor Street. The new buildings had considerably larger footprints, and did not adhere to the historic arrangement of narrow burgage plots, and the alterations are described in Pevsner as *"a brutally destructive ring road and a ruthlessly new shopping area in the north west central corner*".

4.17 A 'new' 1938 Uxbridge Station is shown facing the High Street, close to St Margaret's Church. The station was one of several within London to be designed by Charles Holden.

4.18 The original Uxbridge Station to the south of the High Street continued to operate until 10 September 1962, when the service from West Drayton was withdrawn and Uxbridge Vine Street station was closed to passengers. Goods traffic ceased two years later and the only stretch of the line north of West Drayton to survive longer than this was that as far as Middlesex Oil Depot, some distance south of Cowley, which closed in 1979. Demolition of Uxbridge Vine Street station occurred in 1969. The OS map shows Hillingdon Road covering the former station site.

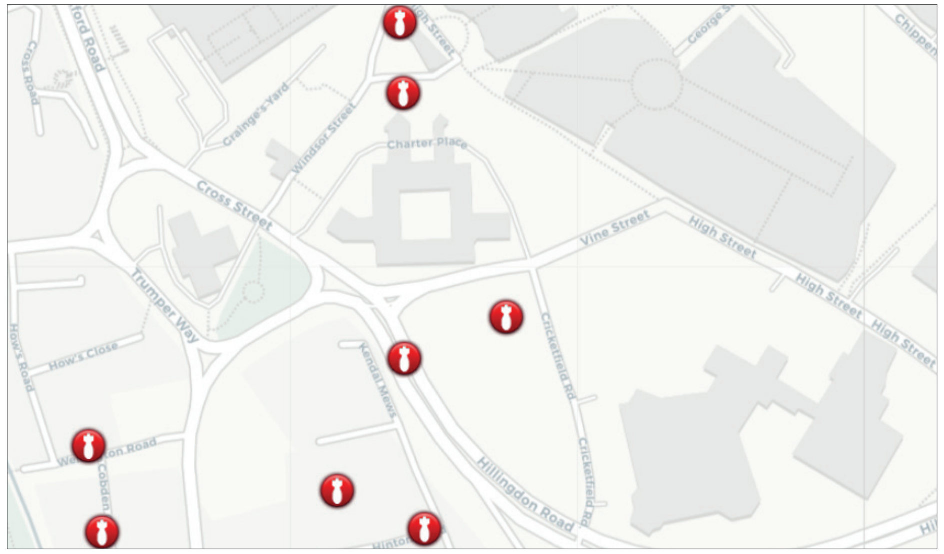


Figure 4.6 Bomb damage map of Uxbridge (source: National Archives)

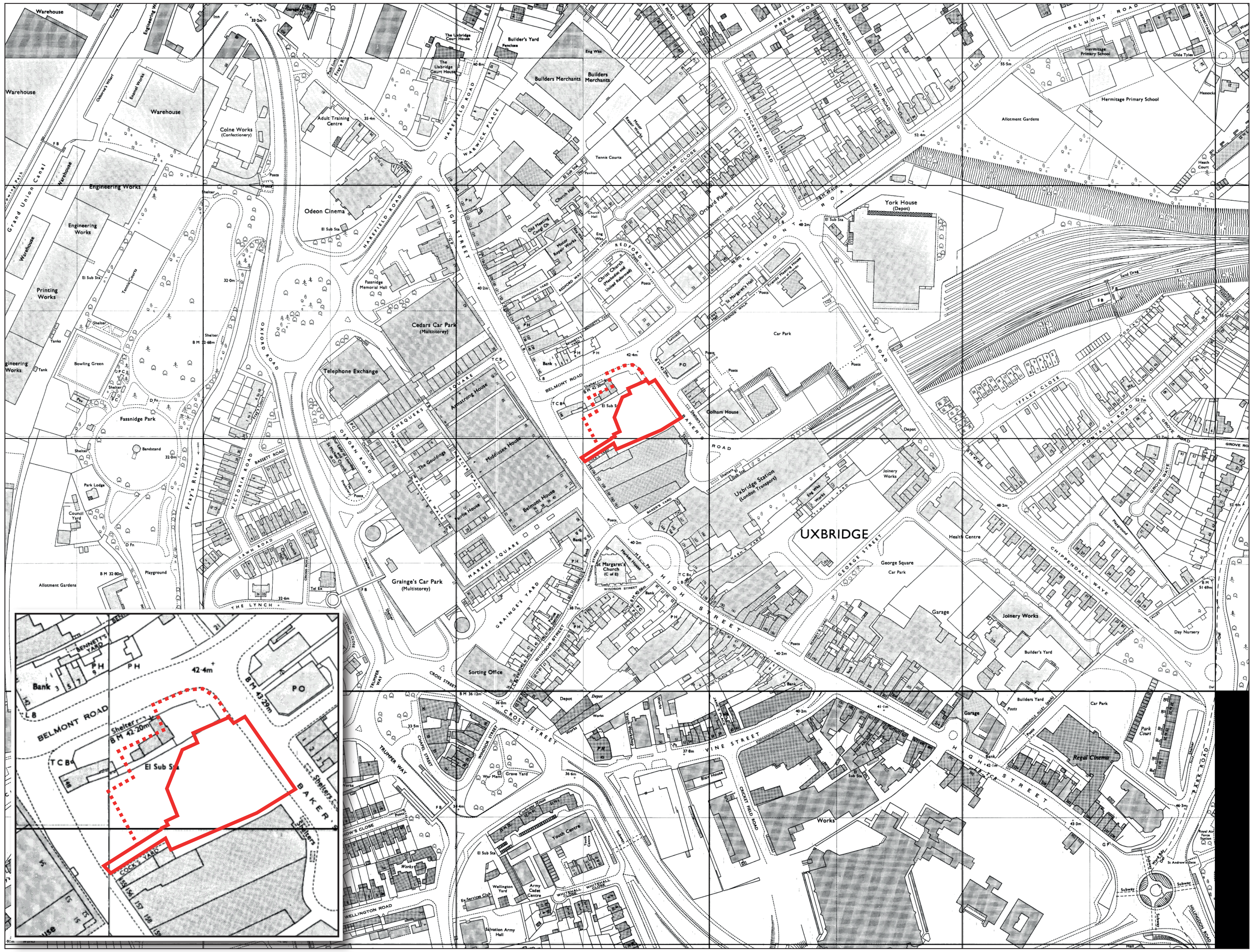


Figure 4.7 1972-1977 OS

4.19 A number of vacant plots remain in the town centre, including along Baker's Road, which is primarily occupied by a large car park. A new station was opened in December 1938, and remains today.

4.20 The remainder of the open land at the north east of the town had been landscaped as public open space, and named Fassnidge Park. A number of engineering and printing works are shown on the town's western fringes.

4.21 The 1990 OS at **Figure 4.8** shows the results of the redevelopment along Baker's Road. A bus station was constructed to the north, and a new, large urban block alongside the station.

4.22 The town today retains some of its medieval burgage plots along the High Street.

4.23 In recent years, Bakers Road and its environs have seen a number of new mixed-use developments, including at Belmont House, Apex House, and the Travelodge. These have developed a commercial heart in the centre of Uxbridge, which is larger in scale than earlier development along the High Street and Windsor Street.

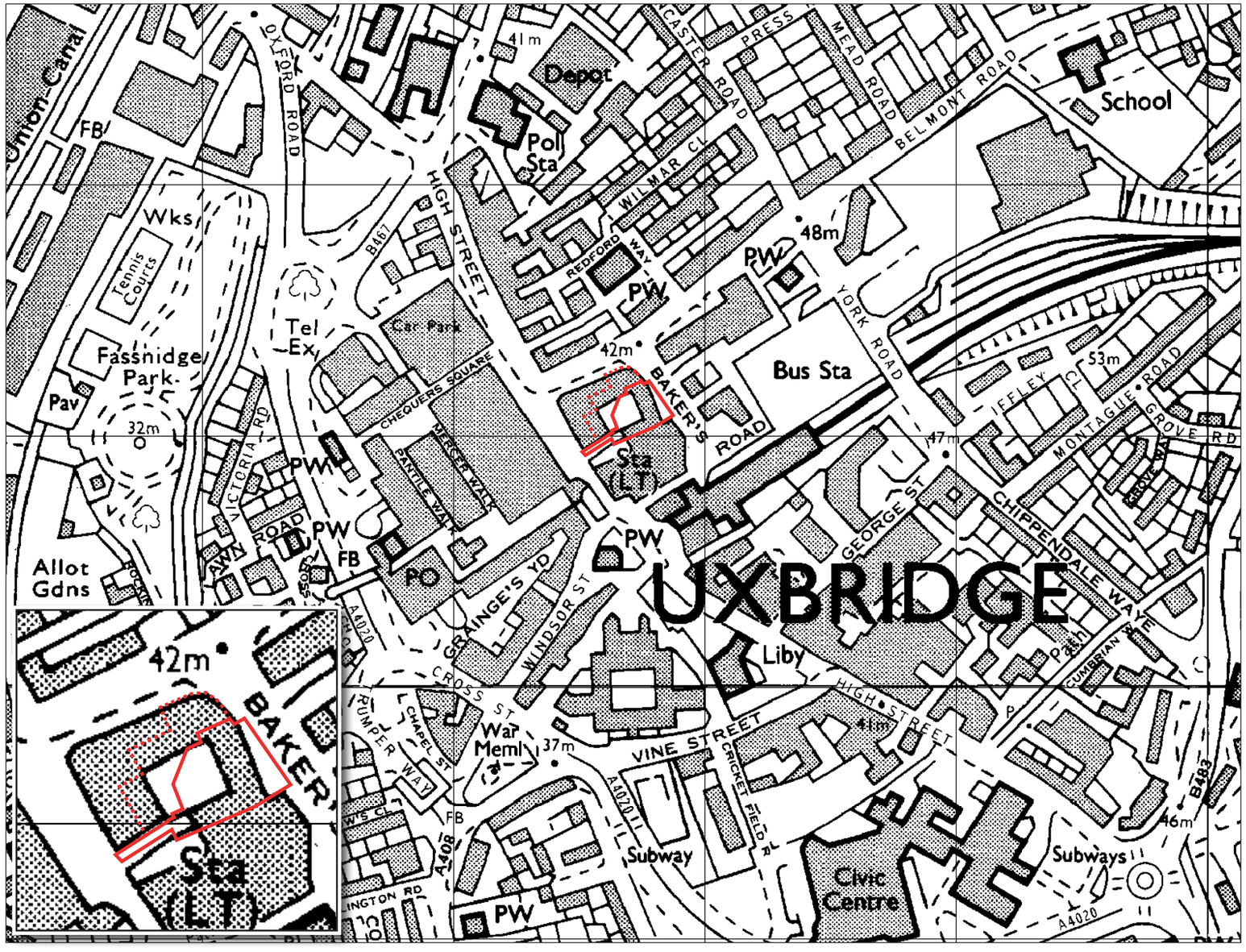


Figure 4.8 1990 OS

5.0

Heritage

5.0 HERITAGE

5.1 The identification of heritage assets has been based on the methodology set out in **Section 2.0**. The locations of all heritage assets within the study area are identified in the Heritage Asset Plan at **Figure 5.1**.

5.2 Owing to the nature and the height of the Proposed Development, the scale and orientation of other buildings in the surrounding area, and the screening provided by the existing building forms, the effect on the setting of some built heritage assets is restricted. For the purposes of this HTVIA professional judgement has been used to select those built heritage assets that are likely to experience change to their setting, and by extension, potentially, their heritage significance.

5.3 Our initial appraisal of the baseline identified those assets which are both physically and functionally separated from the Site, and which do not share a historical relationship with the land or built form there. These have not been taken forward to full assessment as the heritage significance of these assets is unlikely to be affected.

5.4 The following assets have therefore been scoped out of further assessment:

- Uxbridge Lock Conservation Area;
- Rockingham Bridge Conservation Area;
- Discotheque Royle (grade II*);
- The Crown and Treaty Inn (grade II*);
- Hillingdon Civic Centre (grade II);
- 51 and 53 Montague Road (grade II);
- Entrance Gateway to Former Graveyard (grade II);
- The Shrubbery (grade II);
- Norman Reeves Motors (grade II);
- 74 and 75, High Street (grade II),
- 76 High Street (grade II);
- Wall and railings above former Mill Stream (grade II);
- 274 High Street (grade II);
- 18 and 19 High Street (grade II);
- 10 and 11, High Street (grade II);
- Randall's Department Store (grade II);
- Uxbridge War Memorial (locally listed);
- 223 High Street (locally listed);
- Woodbridge House (locally listed);
- Rockingham Bridge (locally listed);
- 55 and 57, 52-58, 59, 60-64, 66 & 68, 74 & 76 Montague Road (locally listed);
- 81 High Street (Locally Listed)
- Uxbridge Magistrates Court (Locally Listed)
- 278, 279, 280 and 280a High Street, 273 High Street (locally listed)
- Charter Place (locally listed);
- 93-99, 101-105, 107-117 Park Road (locally listed); and
- Old Stable, 59 Park Road (locally listed).

5.5 Equally, as a piece of street furniture set within a modern urban town centre, the Proposed Development is not considered to impact the three K6 telephone boxes located outside Uxbridge London Regional Transport Station and further two at the south end of Windsor Street. The Grade II listed telephone boxes designed Sir Giles Gilbert Scott, possess historic and architectural (design) interest as surviving examples of a recognisable type by Scott, and as part of the historic street furniture in the area. Reference is made to their contribution to the setting of Uxbridge London Underground Station due to their close proximity and date of construction / design.

5.6 In the context of the definition of setting offered in the NPPF, (which advises this is 'surroundings in which a heritage asset is experienced'), this defines the setting of heritage assets in very broad terms. Indeed, such a broad scope means than many development proposals may be held to come within the setting of a heritage asset. Most would agree however that aside from some generic inter-visibility, a great number of such proposals could not reasonably be held to engage with or alter the setting of heritage assets in a material way.

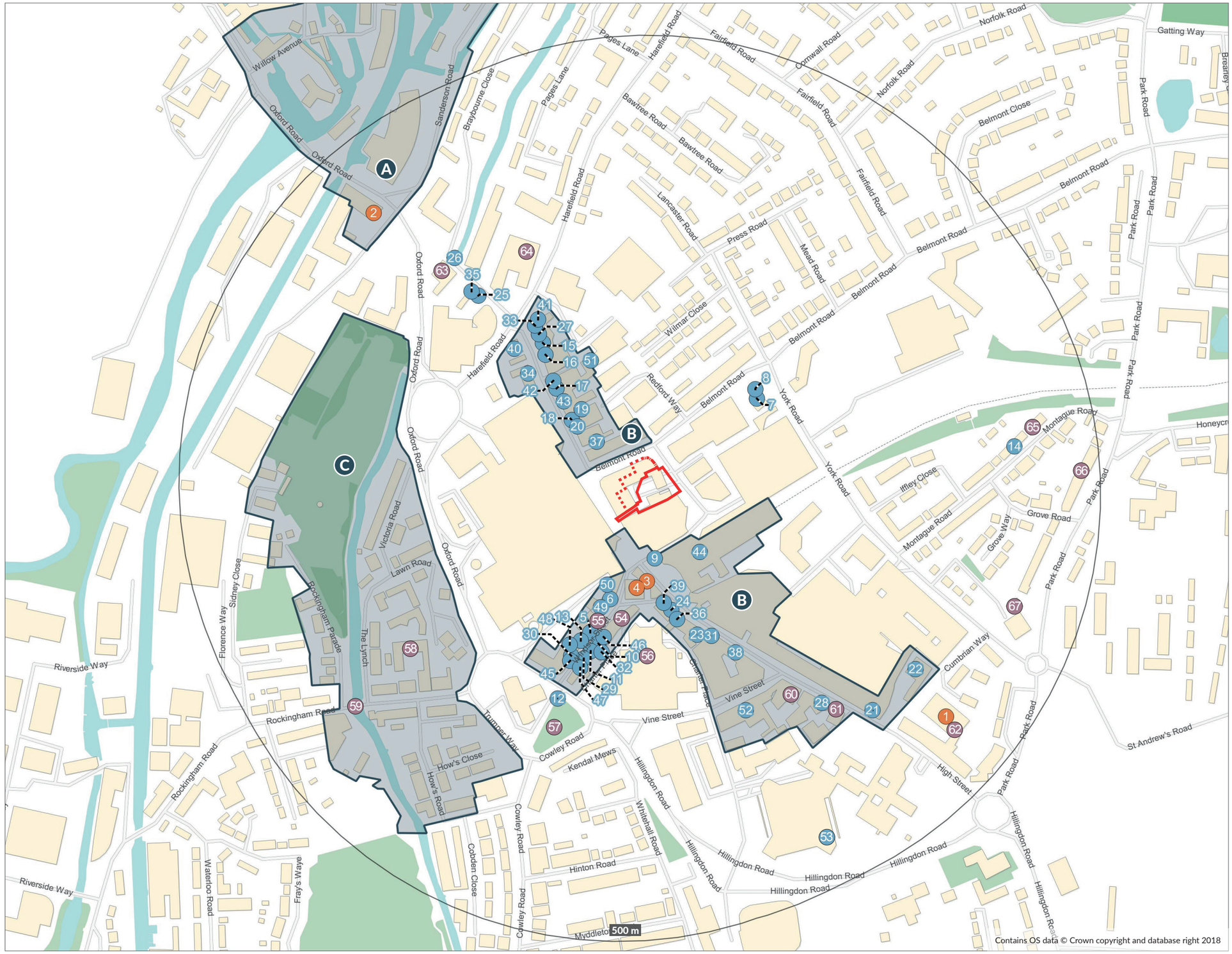
Old Uxbridge / Windsor Street Conservation Area

5.7 The Windsor Street Conservation Area was designated in 1973. It was amalgamated with Old Uxbridge in 1987 to create the Old Uxbridge / Windsor Street Conservation Area, whilst the boundary was revised in 1988. The Conservation Area is currently on the Historic England 'At Risk' register and is stated to be in 'poor' condition and 'deteriorating'.

5.8 The present day Old Uxbridge/ Windsor Street Conservation Area covers the historic portions of the High Street and Windsor Street. The town centre suffered heavy bomb damage during World War II and, as a consequence, the Conservation Area is divided into two separate parts. To the north, the area comprises the eastern side of the High Street from Belmont Road and extending to the B467. To the south, the area extends from Cumbrian Way to Windsor Street.

5.9 The Conservation Area includes the surviving remnants of the historic market town following World War II bomb damage and post-war redevelopment. The architectural style of buildings within the Conservation Area is diverse, although a homogeneous appearance is achieved through development sharing a common two to three storey building height, ground floor commercial units, pitched roofs and chimney stacks. Nearly all the existing timber-framed buildings, many of which date from the 17th century, have altered or rebuilt frontages.

5.10 The fine grain development includes three surviving inns in High Street – the 'Three Tuns', the 'King's Arms', and the 'George' –which incorporate 15th and 16th century work. Due to the arrival of the railways and canal, the volume of traffic along the London road fell away sharply during the period after 1840, and by 1880 road traffic through Uxbridge had almost ceased. As a result, several of the inns and adjoining stables in High Street were demolished or converted into private dwellings. Many of the buildings in High Street appear to have been re-fronted or more extensively altered between 1840 and 1880.



HERITAGE ASSET PLAN

Application Site

Conservation Areas

A. Uxbridge Lock
B. Old Uxbridge / Windsor Street
C. Rockingham Bridge

Listed Buildings

Grade II*

1. Discotheque Royle
2. The Crown and Treaty Inn
3. The Market House
4. Church of St Margaret

Grade II

5. 46-48, Windsor Street
6. 51, 52, 52A and 53, Windsor Street
7. Friends' Meeting House
8. Wall on North and West Sides of Small Graveyard Surrounding Friends' Meeting House
9. Three K6 Telephone Kiosks Outside Uxbridge London Regional Transport Station
10. 13 and 14, Windsor Street
11. 16, 16A, 17 and 17A, Windsor Street
12. Entrance Gateway To Former Graveyard
13. 43-45, Windsor Street
14. 51 and 53, Montague Road
15. The Falcon Public House
16. 122 and 123, High Street
17. 127 and 128, High Street
18. 134 and 135, High Street
19. Wall To East of No. 134
20. The Crown and Sceptre Public House
21. Norman Reeves Motors
22. The Shrubbery
23. 20, High Street
24. 25-27, High Street
25. 74 and 75, High Street
26. Wall and Railings
27. Above Former Mill Stream
28. 119, High Street
29. 274, High Street
30. 18-20, Windsor Street
31. 39 and 40, Windsor Street
32. 18 and 19, High Street
33. 15, Windsor Street
34. 118, High Street
35. Old Bank House
36. 76, High Street
37. The Three Tuns Public House
38. Wall Along South East Side of Alley
39. 10 and 11, High Street
40. Midland Bank
41. The Cedars
42. Garden Walls To North and East of No. 118
43. 126 and 126A, High Street
44. 129-133, High Street
45. Uxbridge Underground Station
46. 2 K6 Telephone Kiosks Outside Post Office, South End of Windsor Street
47. 10-12, Windsor Street
48. 21 and 21A, Windsor Street
49. 41 and 42, Windsor Street
50. 50, Windsor Street
51. The Queen's Head Public House
52. Watts Hall
53. Randalls Department Store
54. Civic Centre

Locally Listed Buildings

54. 4, 5, 5A & 5B, 6 & 7 Windsor Street
55. 49 Windsor Street
56. Charter Place
57. Uxbridge War Memorial
58. Woodbridge House
59. Rockingham Bridge
60. 278, 279, 280 & 280A High Street
61. 273 High Street
62. 223 High Street
63. 81 High Street
64. Uxbridge Magistrate's Court
65. 55 & 57, 52-58, 59, 60-64, 66 & 68, 74 & 76 Montague Road
66. 93-99, 101-105, 107-117 Park Road
67. Old Stable, 59 Park Road

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Location: 25/30 Bakers Road, Uxbridge

Date: December 2018

Scale: 1:7500 @ A3

Figure 5.1 Heritage Asset Plan

▲ North

5.11 The centrepiece of the historic market town is the Grade II* listed Market House and adjacent St. Margaret's chapel, a 13th-century foundation largely rebuilt in the 15th century. Market House features in axial views north and south along High Street, the bell-cupola being a distinctive and attractive townscape feature. St Margaret's terminates the views north along Windsor Street.

5.12 An exception to the predominantly fine grain development is the Grade II listed Underground Station designed by Charles Holden, which is a significant crescent building set within a substantial area of hard landscaped public realm. Foundry Terrace was cleared in 1935, and other dwellings were demolished to make way for the new London Transport station opened in 1938. The construction of the station in axis with the market-house effectively emphasized the centre of the modern town.

5.13 The heritage value of the Conservation Area is derived from its special interest as the core of the historic market town of Uxbridge, containing a diverse range of historic buildings with ground floor shop fronts, and the grade II* Market House and Church of St Margaret as its focus. The intrinsic relationships between features in the Conservation Area contribute to the legibility of its heritage value as the core of an historic settlement.

Setting

5.14 The Conservation Area designation is experienced within a context comprised of mixed development, including large 20th century buildings and modern shopping centres. Post-war clearance schemes resulted in the partial redevelopment of the town centre. On a 3-acre site immediately north of the Uxbridge station a bus station and car park were laid out and the approach roads to these facilities improved.

Draft proposals for the town centre redevelopment published in 1961 provided for the eventual rebuilding of much of High Street as a pedestrian precinct with shops, restaurants, and markets, and the construction of a relief road to the south-west, leaving the old graveyard as a traffic island. The Chimes shopping centre sits behind the frontages of development along High Street, although the coarse grain massing of the building is readily perceptible from within the Conservation Area.

The scale and grain of development decreases further out from the High Street and Windsor Street, as the retail and commercial buildings focussed at the town centre give way to wider residential areas.

Assessment

5.15 The Site is located north of the southern section the Conservation Area, in close proximity to the bus station. It forms part of the 3-acre redevelopment site following post-war clearance. It presently comprises a range of low-rise 20th century buildings that are not of distinguished architectural quality and which do not contribute positively to the setting of the Conservation Area.

5.16 The Site is largely segregated from the Conservation Area by virtue of the existing road network and public realm. It may be accessed from Belmont Road and a pedestrian footpath to the north of the Underground Station.

5.17 Accordingly, the impact of the Proposed Development to the Conservation Area will be limited to inter-visibility from locations within the townscape. Viewpoints 3, 4, 5, 6, 7, 9 and 10 at **Section 7.0** are all located within the Conservation Area.

5.18 The impact from view 3, located in the foreground of Market House, is negligible. The upper storeys of the Proposed Development may be glimpsed over the top of modern development on the north side of High Street, not located within the Conservation Area.

5.19 View 4 is located to the south of the northern section of the Conservation Area. It looks from the High Street towards modern development in close proximity to the bus station. The Proposed Development will be clearly perceptible in the view, above modern development in the foreground. It would be within the context of existing tall and large development in the backdrop. The Proposed Development would not change the ability of the observer to recognise and appreciate the historic features in the foreground.

5.20 View 5 demonstrates the visual impact of the Proposed Development as the observer arrives at Uxbridge Station from the south. The Proposed Development would be seen above the station. The station has an existing context of tall development breaching its parapet and the Proposed Development would form part of this, which is not incongruent to the urban environment. In the axial view looking at its principal symmetrical elevation the Proposed Development would not backdrop the station and would only be seen in oblique views, to the north.

5.21 Further south of view 5, the Proposed Development would not be visible from locations along High Street, as demonstrated by view 6.

5.22 Views 9 and 10 demonstrate the visual impact of the Proposed Development from the northern section of High Street. It will be possible to glimpse the Proposed Development through gaps in the building line. Where visible, it would be subservient to development in the foreground, on the east side of High Street. The impact within these views would be neutral and not detracting from the ability to appreciate the character and appearance of the area.

5.23 The Proposed Development will not be visible from the southern end of Windsor Street due to the curvature of the road, which curtails longer views. As the observer travels north views of the upper storeys of the Proposed Development are obtained, across the rooftops of development on the north side of the street (see view 7). The Proposed Development would form part of the background context, located off to the north of the castellated tower to St Margaret's. Notwithstanding, the Proposed Development would be an incongruent feature in the view and detract from the primacy of the tower.

5.24 The Conservation Area has an established context of modern development in its immediate environs, including the section between its northern and southern parts. Notable amongst these is the Pavilions Shopping Centre on the west side of High Street, The Chimes Shopping Centre, the frontage of which is covered by the CA designation, and a number of 20th century commercial buildings to the east. The contrast between the finer grain and varied character of the historic spaces forms part of the experience both within the Conservation Area, and in moving through the town centre.

5.25 The Proposed Development would be situated within an area of modern development to the rear of Uxbridge station. Change in this immediate environs is ongoing, as low quality 1960s and 70s buildings are replaced with high quality mixed-use developments of 4-9 storeys; including Belmont House, the Apex Building, the Travelodge and Harman House.

5.26 The Proposed Development would introduce a tall building into the setting of the CA, but this would be seen in the context of the existing development within the commercial heart of Uxbridge. Whilst the Proposed Development would be a perceptible feature from within the CA, this would be seen in the context of the existing modern and tall development in this part of Uxbridge, and would not affect the intrinsic heritage value of the historic ensemble within the CA, or the visitor's ability to appreciate that value.

Church of St Margaret (grade II*)

5.27 The Church of St Margaret was added to the statutory list in 1950.

5.28 The church dates originally from the late 12th or early 13th century, though the remaining fabric is later, as shown on the phasing plan at **Figure 5.2**. It is first mentioned in 1245, when it was the scene of a series of hearings in which the Abbot of Bec brought an action for non-payment of tithes against the rector of Great Wratting, in Suffolk. The Chronicles of Evesham suggest that there was a church here in the 11th century, but this is not conclusive.

5.29 The church is dedicated to St Margaret of Antioch, and is named in a number of documents kept at St George's Chapel, Windsor, as the 'chapel at Uxbridge'. For much of its history, the church functioned as a Chapel of Ease to nearby St John the Baptist's Church in Hillingdon, and was not given its own parish until 1827.

5.30 It has a flint rubble exterior with stone dressings, with an embattled parapet and offset buttresses. The north tower of the church dates to the late 14th century, with the nave and narrow north aisle being added in the 15th century.

5.31 To the interior, the church has a mid-15th century hammer beam roof, and 19th century features installed as part of a restoration undertaken in 1872. The tower had largely been rebuilt circa 1820.

5.32 It was further reordered in 1985-1988 by Micheal Reardon Associates, who converted part of the church to a café.

5.33 The church possesses considerable historic and architectural interest as an important early feature in the streetscape, and as a good example of a medieval chapel of ease. It has a long historical association with the locality, and contributes to the character of the historic market town.

Setting

5.34 The Church of St Margaret is positioned at the juncture of Windsor Street and the High Street, with the road layout isolating the church from development at each, creating a roundabout-type arrangement in its immediate setting. The historic form of the church is a landmark in views north along Windsor Street, and forms part of the ensemble of historic buildings in this part of the Conservation Area. Its present setting includes the emerging cluster of taller buildings at Bakers Road, as well as the large 20th century shopping centres along the High Street.

5.35 There is no historical or functional relationship between the Church and the Application Site, which does not presently contribute to its significance, or the appreciation thereof.

Assessment

5.36 The impact of the Proposed Development relative to the setting of St Margaret's Church is set out above within the assessment of the Conservation Area.

5.37 The Proposed Development will not be visible from the southern end of Windsor Street due to the curvature of the road, which curtails longer views. As the observer travels north views of the upper storeys of the Proposed Development are obtained, across the rooftops of development on the north side of the street (see view 7). The Proposed Development would form part of the background context, located off to the north of the castellated tower to St Margaret's. Notwithstanding, the Proposed Development would be an incongruent feature in the view and detract from the primacy of the tower.

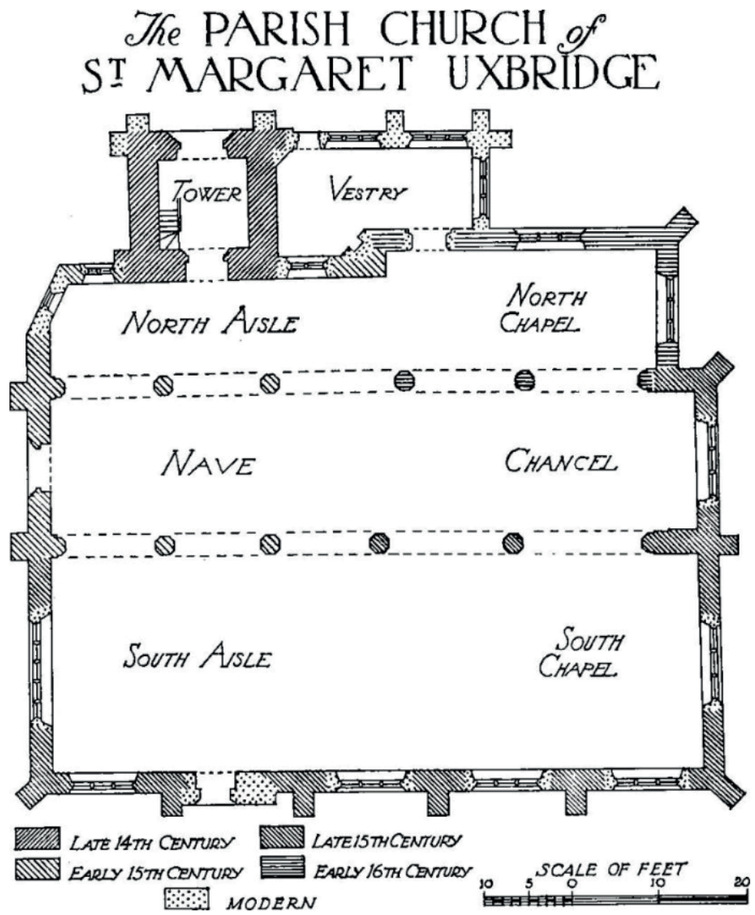


Figure 5.2 Plan of St Margaret's Church showing main phases of construction (source: Victoria County History)

The Market House (grade II*)

5.38 The Market House was added to the statutory list in 1950. It is a two storey market hall dating to 1788, with a long straight frontage to High Street of eleven bays. The line of the rear wall is slightly concave in plan, with the result that St. Margaret's church, which lies immediately behind, is hemmed in and largely hidden from view. The Market House is supported on 51 Tuscan columns but the colonnades, originally open, are now glazed externally. The three central bays of the High Street front have roundheaded first-floor windows, are raised by an extra story, and have a crowning pediment. The whole building is surmounted by a clock turret supporting a circular bell cupola.

5.39 The building stands on the site of a former market hall, fating back to, at least, the 13th century. The Market House has an intrinsic link with the development of Uxbridge as a prosperous market town.

5.40 It forms the centrepiece of the town centre along with the Grade II* listed St. Margaret's chapel, a 13th-century foundation largely rebuilt in the 15th century. Market House features in axial views north and south along High Street, the bell-cupola being a distinctive and attractive townscape feature.

5.41 The building possesses historic and architectural interest as a good example of an 18th century market hall.

Setting

5.42 The setting of the Market House currently includes the cluster of larger buildings in the environs of Bakers Road, and the large 20th century shopping centres along the High Street, and visitors understand it as a remnant of an earlier phase of development within the modern town centre.

5.43 The architectural quality of the Market House can best be appreciated in views from the north, which take in its front elevation. The position of the building opposite Uxbridge Station means that this is a view appreciated by those arriving to the area, and the close arrangement of the two contributes to the heritage value of both.

5.44 The Site does not presently contribute to the heritage value, or the appreciation of the Market House.

Assessment

5.45 The Proposed Development would not impact the ability of the observer to recognise and appreciate the Market House within either principal view along High Street.

5.46 The impact from view 3, located in the foreground of Market House, is negligible. The upper storeys of the Proposed Development may be glimpsed over the top of modern development on the north side of High Street, not located within the Conservation Area.

5.47 The Proposed Development would form part of this wider setting, which would be understood in the context of the existing taller development to the north.

5.48 The overall impact of the Proposed Development on Market House would be neutral. The Proposed Development would preserve the setting of the Market House, in accordance with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Uxbridge Underground Station (grade II)

5.49 Uxbridge Underground Station was added to the statutory list in 1983.

5.50 The station was constructed in the late 1930s to designs by Adams, Holden and Pearson with LH Bucknell. It is concrete, with red brick facades, and comprises a wide crescent with shops at ground floor, and a continuous band of windows to the first floor. There is a central opening with symbolic sculpture above, leading to an inner hall which has flattened concrete arches creating a vista towards the platforms, with shops and a booking office inside. The station building, one of a notable series designed by Charles Holden for the London Passenger Transport Board in the 1930s, has an impressive and spaciously planned interior.

5.51 The station has historic and architectural interest as an attractive 1930s tube station by a known architect.

Setting

5.52 Uxbridge Underground Station is situated on the east side of the High Street, to the south of Bakers Road and north of George Street. It is principally appreciated in views from the south, which take in its curved aspect, and the linear route through the station.



Figure 5.3 View through Uxbridge underground station

5.53 Its central location befits its function, and the wide pedestrian area to the street allows for its appreciation, and marks its significance as a major transport hub in the local area. The High Street is heavily trafficked with taxis and other vehicles moving through the area. The grade II* Market Hall is a prominent feature opposite the entrance to the station, which contributes to the legibility of the historic market town.

5.54 To either side of the station are large, modern shopping centre buildings, which form part of its modern context. The three K2 telephone boxes are located close to the northern end of the station, and form part of the street furniture. This setting makes a mixed contribution to the setting of the listed buildings.

Assessment

5.55 Viewpoint 5 in the Visual Assessment at **Section 7.0** shows the appearance of the Proposed Development in the environs of the receptor.

5.56 The Proposed Development would be seen above the station in approach views from the south High Street. The station has an existing context of tall development breaching its parapet and the Proposed Development would form part of this, which is not incongruent to the urban environment. In the axial view looking at its principal symmetrical elevation the Proposed Development would not backdrop the station and would only be seen in oblique views, to the north.

5.57 The proposals would not, therefore, compete with the primacy of the station. The overall impact of the Proposed Development on Uxbridge Underground Station would be neutral. The Proposed Development would preserve the setting of the station, in accordance with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Watts Hall (grade II)

5.58 Watts Hall was added to the statutory list in 1978. It was built as a chapel in 1716, and a schoolroom was added in 1828. It was further altered under John Sulman in 1883. It has a mostly rendered brick exterior.

5.59 The building possesses historic and architectural interest as an early 18th century former chapel, which provides evidence of the historic development of the locality.

Setting

5.60 The building has a contained setting within the surrounding residential development. To the west are a range of single storey outlets, and the rear elevations of the buildings to the High Street. The setting does not meaningfully contribute to the significance of the building.

Assessment

5.61 The Proposed Development would be situated approximately 100m to the south east of the building. Due to the tight street arrangement in the environs of the building, it is unlikely that Watts Hall would be seen in conjunction with the Proposed Development. If any views were to occur, these would be understood as part of the wider development towards the town centre, and would not change the significance or appreciation of the listed building.

Group 1: Friends Meeting House and ancillary structures

Friends Meeting House (grade II,) Wall on north and west sides of small graveyard surrounding Friends' Meeting House (grade II)

5.62 The Friends Meeting House was added to the statutory list in 1974, and comprises a two storey, late 18th century building in stock brick with a low pitched slate roof.

5.63 The wall was added to the statutory list in 1974, and dates from the late 18th century. It is stock brick with two pairs of square gate piers.

Contribution of setting to significance

5.64 The Friends Meeting House is situated immediately north of an area of large modern development, set within brick boundary walls defining the extent of the graveyard.

5.65 The Meeting House is best appreciated in views south from the north-west, towards its front elevation. Within this view, the Meeting House has an existing context of large commercial development enclosing the listed building and graveyard. The Meeting House is enclosed to the east and north by York Road and Belmont Road, with the roundabout at the juncture of the two bringing traffic close to the listed structures.

5.66 The setting makes a neutral contribution to the appreciation of the assets' heritage value.

Assessment

5.67 The Site is located to the south-west of the Friends Meeting House. Existing views south-west from York Road comprise tall development back dropping the Meeting House. The Proposed Development is likely to be occluded by the exiting development, although, if visible, would not change the primary setting of the listed structures. Whilst there is the potential for some inter-visibility from Belmont Road, these would be incidental, and have no effect on the buildings' significance or appreciation.

Group 2: north of the High Street, south of Harefield Road

118, High Street (grade II)

5.68 118 High Street was added to the statutory list in 1950. The building comprises a mid-17th century structure with an 18th century front, of two storeys with an attic and sunk basement in brown brick with a parapet.

5.69 The building possesses historic and architectural interest as a good example of a 17th and 18th century house in this part of Uxbridge, illustrating its historic development.

Garden Walls to North and East of No. 118 (grade II)

5.70 The garden walls were added to the statutory list in 1973. They comprise a late 17th/ early 18th century red brick wall surrounding a garden. The wall possesses historic and architectural interest as a good example of an early boundary treatment in the area.

119, High Street (grade II)

5.71 119 High Street was added to the statutory list in 1973 and is a two storey building with an old timber frame concealed by a later 18th century red brick front.

5.72 The building possesses historic and architectural interest as a good example of a predominantly 18th century house in this part of Uxbridge.

Old Bank House (grade II)

5.73 Old Bank House was added to the statutory list in 1950 and comprises a three storey brown brick house with red brick quoins and a rusticated stucco ground floor.

5.74 The building possesses historic and architectural interest as part of the historic fabric illustrating the development of Uxbridge.

The Falcon Public House (grade II)

5.75 The Falcon Public House was added to the statutory list in 1973. It has three storeys, in painted brick, built in the early 19th century.

5.76 The Falcon Public house possesses historic and architectural interest as a good example of a 19th century public house which forms a remnant of this phase of the historic development of Uxbridge.

122 and 123 High Street (grade II)

5.77 122 and 123 High Street were added to the statutory list in 1974. They are 2 storey buildings with early-to-mid-18th century frontages.

5.78 The buildings possess historic and architectural interest as remnants of the 18th century streetscape in this part of Uxbridge.

126 and 126A, High Street (grade II)

5.79 126 and 126a were added to the statutory list in 1973, and comprise an early-mid 19th century building of three storeys, with a mid-19th century shop front to each side.

5.80 The buildings possess historic and architectural interest a good examples of 19th century buildings in this part of Uxbridge, which retain early shopfronts.

127 and 128 High Street (grade II)

5.81 127 and 128 High Street were added to the statutory list in 1973, and form a pair of two storey houses dating to circa 1700.

5.82 The buildings possess historic and architectural interest as good examples of early 18th century houses which contribute to the understanding of the historic development of the area.

129-133 High Street (grade II)

5.83 129-133 High Street were added to the statutory list in 1973, and are a range of timber framed buildings dating to the 17th century or earlier, with later facades.

5.84 The buildings possess historic and architectural interest as good examples of early, possibly 17th century development in the local area.

134 and 135 High Street (grade II)

5.85 134 and 135 High Street were added to the statutory list in 1973, and comprise an early-mid 18th century house of two storeys in light brown brick with red brick dressings.

5.86 The buildings possess historic and architectural interest as good examples of early 18th century houses which provide evidence of the early streetscape in the area.

Wall to east of No. 134 (grade II)

5.87 The wall was added to the statutory list in 1973, and dates from circa 1700, built in red brick.

5.88 The wall has historic and architectural interest as a good example of an early 18th century boundary wall.

The Crown and Sceptre Public House (grade II)

5.89 The Crown and Sceptre Public House was added to the statutory list in 1973, and is a two storey timber framed building constructed in the 17th century.

5.90 The building has historic and architectural interest as a good example of a 17th century timber framed building, which provides evidence of the early development in this part of Uxbridge.

Wall along south east side of alley (grade II)

5.91 The wall was added to the statutory list in 1974, and comprises a 17th century or earlier red brick wall, with flat buttresses and a plinth.

5.92 The wall possesses historic and architectural interest as a good example of a boundary wall possibly pre-dating the 18th century, which provides evidence of the historic development of the locality.

The Cedars (grade II)

5.93 The Cedars was added to the statutory list in 1950, and comprises a three storey, red brick house with Roman Doric pilasters to the entrance and an old tile roof.

5.94 The building possesses historic and architectural interest as part of the historic fabric illustrating the development of Uxbridge.

Setting

5.95 These buildings are situated at the northern part of the Old Uxbridge/ Windsor Street Conservation Area, along the High Street.

5.96 Harefield Road (B467) to the north is a busy traffic route at the northern extent of this group, and development in its surroundings includes large office and commercial buildings, focussed on the roundabout with the High Street.

5.97 The busy retail frontages along the High Street contribute to a high pedestrian footfall. The prominent, varied advertising and market-type retail on the street is a distracting element in the setting of the buildings which detracts from the appreciation of their historic form and facades.

5.98 Within the street scene, development in the setting of the buildings is mixed, and includes 20th century infill and the Tesco Metro/ multi-storey car park, which is a prominent feature. The wider setting comprises the urban development of Uxbridge, and includes large, post-war shopping centres which contrast with the scale and style of the listed buildings.

5.99 There are some views along the High Street towards the Site, which detract from the appreciation of the historic street frontages and listed buildings there within, and is an unattractive feature in its setting.

5.100 The strong linear character of the High Street, and the regular shop fronts at ground floor level make a positive contribution to the setting of the buildings, and the legibility of their town centre location.

Assessment

5.101 Views 9 and 10 demonstrate the visual impact of the Proposed Development from the northern section of High Street. It will be possible to glimpse the Proposed Development through gaps in the building line. The new building would come in and out of view as the visitor travelled along the road, and would form part of the transient experience of moving through the town centre.

5.102 Where visible, it would be subservient to development in the foreground, on the east side of High Street. The immediate character of the buildings' settings would not change, and the focus would remain on the strong linear route of the High Street, lined with a range of shop fronts.

5.103 The impact within these views would be neutral and not detracting from the ability to appreciate the special interest of the listed buildings in the area. The Proposed Development would not affect the significance, or the appreciation of the listed buildings in this group.

Group 3: High Street, south of Windsor Street

Midland Bank (grade II)

5.104 The Midland Bank was added to the statutory list in 1973, and comprises a three storey, mid-19th century building with a rusticated ground floor and roughcast front elevation.

5.105 The building possesses historic and architectural interest as a good example of a mid-19th century bank building.

20 High Street (grade II)

5.106 20 High Street was added to the statutory list in 1973, and forms a 16th century timber framed building with 17th century and modern alterations.

5.107 The building possesses historic and architectural interest as a good example of a partially 16th and 17th century building in this part of Uxbridge, which illustrates an early phase of development in the locality.

25-27 High Street (grade II)

5.108 25-27 High Street was added to the statutory list in 1973, and is a mid-19th century building with four storeys and a yellow brick and stucco exterior.

5.109 The building possesses historic and architectural interest as a good example of a mid-19th century building in the locality.

The Three Tuns Public House (grade II)

5.110 The Three Tuns Public House was added to the statutory list in 1973, and is a two storey timber framed building, dating partially to the 16th and partially to the 17th century. It has a carriageway to the right and grained stucco pilasters to the ground floor.

5.111 The building possesses historic and architectural interest as a good example of a 16th and 17th century building in the locality, which provides evidence of the historic development in this part of Uxbridge.

Setting

5.112 These receptors are situated within the southern part of the main town centre focussed on the High Street. The southern part of the street has a mix of independent and chain retail outlets, has a wide pavement, forming a main route north towards the pedestrianised area. The area retains its historic arrangement and linear focus.

5.113 The roundabout arrangement at the Church of St Margaret defines the extent of the historic buildings to the east and modern retail outlets to the west. The post-war buildings on the north side of the street are an unattractive feature which detracts from the setting of the heritage assets, and defines their setting in this direction.

5.114 The setting makes a neutral contribution to the appreciation of assets' domestic character.

Assessment

5.115 View 6 demonstrates that the Proposed Development would not be visible from locations to the southern part of the High Street.

5.116 The Proposed Development would be seen in some views north west towards the Site, coming into view as the visitor moved towards the west. It would be understood as part of the surrounding modern development in the wider context of the listed buildings, including those on the north side of the road.

5.117 View 5 demonstrates the visual impact of the Proposed Development as the observer arrives at Uxbridge Station, travelling north along the High Street. From this location and within the immediate foreground of the listed buildings within the group, the Proposed Development would be seen to the north, in the backdrop of the station.

5.118 The proposals would not compete with the appreciation of the listed buildings, but would appear as a background element as part of a varied urban context. There is an existing context of tall development in the wider area and the Proposed Development would form part of this, which is not incongruent to the urban environment.

5.119 The Proposed Development would not affect the significance, or the appreciation of the listed buildings in this group.

Group 4: Windsor Street

39 and 40, Windsor Street (grade II), 41 and 42 Windsor Street (grade II), 43-45 Windsor Street (grade II), 46-48 Windsor Street (grade II)

5.120 These buildings were added to the statutory list in 1969 (43-48) and 1974. The buildings form a group of timber framed houses with shopping fronts at ground floor level. They range in date from 16th to 18th century, and some have later frontages.

5.121 The buildings possess historic and architectural interest as a remnant of the earlier streetscape in the area, comprising good examples of 16th - 18th century houses.

50, Windsor Street (grade II)

5.122 50 Windsor Street was added to the statutory list in 1974.

5.123 The building is an early 19th century house with three storeys and a shopping front at ground floor. The frontage has a shop front, with sash windows to first and second floor.

5.124 The building possesses historic and architectural interest as a good example of a 19th century house, which forms a group with the surrounding contemporaneous development along Windsor Street.

51, 52, 52a and 53, Windsor Street (grade II)

5.125 51, 52, 52a and 53 Windsor Street were added to the statutory list in 1974.

5.126 The buildings comprise a range of early 17th century timber framed buildings, each of two storeys with one window. The range has a high pitched roof and plastered walls.

5.127 The building possesses historic and architectural interest as a good example of an early 17th century timber framed range which provides evidence of the early streetscape in the area.

The Queen's Head Public House (grade II)

5.128 The Queen's Head Public House was added to the statutory list in 1987.

5.129 The building is a two storey, early 19th century building with five bays and a yellow brick front. Detailing includes a tiled roof and brick dentil cornice and half tiled ground floor. The left hand side has a carriageway.

5.130 The building possesses historic and architectural interest as a good example of an early 19th century public house.

10-12 Windsor Street (grade II), 13 and 14, Windsor Street (grade II), 15, Windsor Street (grade II), 16, 16a, 17 and 17a, Windsor Street (grade II), 18-20 Windsor Street (grade II), 21 and 21a Windsor Street (grade II)

5.131 The heritage assets in this group are situated along Windsor Street, and were added to the statutory list in 1974.

5.132 They predominantly comprise 17th century timber framed buildings of 2-3 storeys with brick and roughcast frontages and shop fronts to ground floor level. No. 15 is early-mid 19th century.

5.133 The buildings possess historic and architectural interest as a remnant of the earlier streetscape in the area, comprising good examples of 17th - 19th century houses.

49, The Fig Tree, Windsor Street (Locally Listed)

5.134 49 Windsor Street comprises a purpose built police station, constructed in 1871 in an Italianate style. It has two storeys and a yellow stock brick exterior, and has since been converted to a public house.

4, 5, 5a & 5b, 6 & 7 Windsor Street (Locally Listed)

5.135 Nos, 4 and 5, 5a & 5b Windsor Street incorporate 17th century timber frames behind 19th century frontages with shop fronts at ground floor. 6 & 7 date to the 18th century, with two storeys and an attic, in painted brick.

Setting

5.136 These receptors are situated along Windsor Street, a route through the centre of the historic market town which is lined with a range of low-scale historic development, unified by the ground floor shop fronts.

5.137 The varied appearance of the buildings along the road make a positive contribution to their respective settings. Modern infill largely responds to the scale and electric style of the listed buildings, as well as the continuous, historic building line.

Outside of Windsor Street, the surrounding town centre makes a limited contribution to the setting of the buildings; the modern, larger scale retail buildings are understood separately from the historic enclave, and create a sense of containment. The town centre and retail uses in the surrounding area make a positive contribution to the market town character of the setting. The Application Site makes no contribution to the setting of the buildings.

Assessment

5.138 The Proposed Development will not be visible from the southern end of Windsor Street due to the curvature of the road, which curtails longer views. As the observer travels north views of the upper storeys of the Proposed Development are obtained, across the rooftops of development on the north side of the street (see view 7).

5.139 The Proposed Development would form part of the background context, located off to the north of the castellated tower to St Margaret's. Where visible, it would be subservient to development in the foreground, on the north-west side of Windsor Street. Whilst impacting the primacy setting of the church, the Proposed Development would not impact the ability of the observer to appreciate the fine grain development along Windsor Street.

5.140 The Proposed Development would not affect the significance, or the appreciation of the listed buildings in this group.

Map Ref	Name	Grade	Full Assessment Required
1	Discotheque Royale	II*	No
2	The Crown and Treaty Inn	II*	No
3	The Market House	II*	Yes
4	Church of St Margaret	II*	Yes
5	46-48 Windsor Street	II	Yes
6	51, 52, 52a and 53 Windsor Street	II	Yes
7	Friends' Meeting House	II	Yes
8	Wall on north and west sides of small graveyard surrounding Friends Meeting House	II	Yes
9	Three K6 telephone kiosks outside Uxbridge London Regional Transport Station	II	Yes
10	13 and 14, Windsor Street	II	Yes
11	16, 16a, 17 and 17a, Windsor Street	II	Yes
12	Entrance gateway to former Graveyard	II	No
13	43-45 Windsor Street	II	Yes
14	51 and 53 Montague Road	II	No
15	The Falcon Public House	II	Yes
16	122 and 123 High Street	II	Yes
17	127 and 128 High Street	II	Yes
18	134 and 135 High Street	II	Yes
19	Wall to east of no. 134	II	Yes
20	The Crown and Sceptre Public House	II	Yes
21	Norman Reeves Motors	II	No
22	The Shrubbery	II	No
23	20 High Street	II	Yes
24	25-27 High Street	II	Yes
25	74 and 75 High Street	II	No
26	Wall and railings above former mill stream	II	No
27	119 High Street	II	Yes
28	274 High Street	II	No
29	18-20 Windsor Street	II	Yes
30	39 and 40 High Street	II	Yes
31	18 and 19 High Street	II	No
32	15 Windsor Street	II	Yes
33	118 High Street	II	Yes
34	Old Bank House	II	Yes
35	76 High Street	II	No
36	The Three Tuns Public House	II	Yes
37	Wall along south east side of Alley	II	Yes
38	10 and 11 High Street	II	No
39	Midland Bank	II	Yes
40	The Cedars	II	Yes
41	Garden Walls to north and east of no. 118	II	Yes
42	126 and 126a High Street	II	Yes
43	129 to 133 High Street	II	Yes
44	Uxbridge Underground Station	II	Yes
45	2 K6 telephone kiosks outside Post Office, south end of Windsor Street	II	Yes
46	10-12 Windsor Street	II	Yes
47	21 and 21a Windsor Street	II	Yes
48	41 and 42 Windsor Street	II	Yes
49	50 Windsor Street	II	Yes
50	The Queens Head Public House	II	Yes
51	Watts Hall	II	Yes
52	Randalls Department Store	II	No
53	4, 5, 5a & 5b, 6 & 7 Windsor Street	Locally Listed	No
54	49 Windsor Street	Locally Listed	Yes
55	Charter Place	Locally Listed	Yes
56	Uxbridge War Memorial	Locally Listed	No
57	Woodbridge House	Locally Listed	No
58	Rockingham Bridge	Locally Listed	No
59	278, 279, 280 and 280a High Street	Locally Listed	No
60	273 High Street	Locally Listed	No
61	Civic Centre	Locally Listed	Yes
62	223 High Street	Locally Listed	No
63	81 High Street	Locally Listed	No
64	Uxbridge Magistrates Court	Locally Listed	No
65	55 & 57, 52-58, 59, 60-64, 66 & 68, 74 & 76 Montague Road	Locally Listed	No
66	93-99, 101-105, 107-117 Park Road	Locally Listed	No
67	Old Stable, 59 Park Road	Locally Listed	No
A	Uxbridge Lock Conservation Area	N/A	No
B	Old Uxbridge/ Windsor Street Conservation Area	N/A	Yes
C	Rockingham Bridge Conservation Area	N/A	No

Table 5.1 Summary of Heritage Assets

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6.0

Townscape

6.0 TOWNSCAPE

6.1 This section assesses the effect of the Proposed Development on the character, appearance and function of the townscape surrounding and including the Site.

6.2 For the purposes of this study, we have categorised the townscape within a 500m radius of the site into seven areas of distinct character (**Figure 6.1**), broadly comprising residential spaces, commercial cores, public spaces, and larger-scale commercial development. These character areas are referred to as:

- **Character Area 1**: Residential development to north of Belmont Road;
- **Character Area 2**: Uxbridge town centre;
- **Character Area 3**: Residential development east of York Road;
- **Character Area 4**: Residential development west of Oxford Road/ Hillingdon Road;
- **Character Area 5**: Public recreation space;
- **Character Area 6**: Fassnidge Park; and
- **Character Area 7**: Canalside large footprint development.

6.3 The Site is relatively contained, due to the density and scale of surrounding development, the relatively flat topography, and the alignment of the surrounding streets. These characteristics limit the primary effects of the proposals to local townscape impacts, and prevent any material impact from the Proposed Development on Character Areas 1, 4, 5, 6, and 7. In our assessment below, therefore, we provide commentary on the salient townscape considerations for those areas identified, and, where appropriate, a fuller assessment of the potential impact of those areas whose character and function may be affected by the Proposals.

Character Area 1: Residential development to north of Belmont Road

6.4 This area is characterised by 20th century housing development, including some terraces, detached and semi-detached properties with private gardens to the rear. Fine grain terraces, some of which are 19th century, are situated in the block between Belmont/ Mead/ Press Roads, with coarser development towards the north and east. Buildings are predominantly red brick, with some tile hanging and stucco render decoration. Planting in gardens provides relief from the suburban environment.

6.5 Hermitage Primary School, on the south side of Belmont Road, supports the residential use of the area, and is larger in scale than surrounding development.

6.6 Associated Viewpoints: **N/A**

Character Area 2: Uxbridge town centre

6.7 This is a large character area which comprises the main body of commercial and office development at the core of Uxbridge, focussed around the High Street. The A4020 (Oxford Road) is a main thoroughfare between Oxford and London, and defines the western boundary of the character area.

6.8 Built form in the area reflects its long use as the retail heart of the town and is accordingly mixed in scale, style and materials. Towards the north and along secondary streets such as Windsor Street are a range of converted fine grain residential buildings with shop fronts at ground floor. St Margaret's Church forms a landmark at the juncture Windsor Road and the High Street.

6.9 At the core of the area are large shopping centres with large footprints, ranging from 5-7 storeys in height with residential uses above ground floor retail. A section of the High Street is pedestrianised, and traffic rerouted around the back of Bakers Road, where built form comprises 20th century mid-rise retail and office buildings.

6.10 At the south of the Character Area is Hillingdon Civic Centre, a neo-vernacular civic building which forms a transition between typical domestic forms in areas 3 and 4, and the larger scale of buildings within Character Area 2.

6.11 The current building at the Site is of low-scale and is utilitarian in appearance. It comprises a vacant office building with a car park entrance at ground floor level, which contributes to a dilapidated, under-used character in this part of the town centre. We consider that it makes a negative contribution to the townscape. There is a footpath through to Cocks Yard, which is a contained space with no natural surveillance, which contributes to a potentially hostile environment.

6.12 Associated Viewpoints: **1, 2, 3, 4, 5, 6, 7, 9 10**

Character Area 3: Residential development east of York Road

6.13 This area comprises residential development contained by the train line to the north and York Road/ Chippendale Waye to the west.

6.14 Built form predominantly comprises 20th century houses, though some earlier development remains along Montague Road. The area has a uniform scale and grain; built form is of two storeys, and properties have private gardens to the rear.

6.15 Associated Viewpoints: **N/A**

CHARACTER AREA PLAN

- Application Site
- 1 Character Area 1: Residential development to north of Belmont Road
- 2 Character Area 2: Uxbridge town centre
- 3 Character Area 3: Residential development east of York Road
- 4 Character Area 4: Residential development west of Oxford Road/ Hillingdon Road
- 5 Character Area 5: Public recreation space
- 6 Character Area 6: Fassnidge Park
- 7 Character Area 7: Canalside large footprint development

Location:
25/30 Bakers Road, Uxbridge

Date:
December 2018

Scale:
1:7500 @ A3

Figure 6.1 **Townscape Character Area Plan**

▲ North

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OPEN SPACE PLAN

- Application Site
- Open Spaces

500 m

Location:
25/30 Bakers Road, Uxbridge

Date:
December 2018

Scale:
1:7500 @ A3

Figure 6.2 **Open Space Plan**

▲ North

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Character Area 4: Residential development west of Oxford Road/ Hillingdon Road

6.16 This character area predominantly comprises two storey century residential development, including a mix of semi-detached and terraced houses. The scale and grain of development is broadly consistent, and the predominant materials are stock and red brick, with some stucco decoration. Some earlier houses are situated along Myddleton Road, and are smaller in scale and on narrower plots than surrounding later development.

6.17 To the east, along Cowley Road, some former houses have been converted to accommodate shop fronts at ground floor, with a range of scales and fascias. Along Trumper Way, the road opens into five lanes, feeding into the major arterial routes of the A4007 and A4020.

6.18 Associated Viewpoints: **8**

Character Area 5: Public recreation space

6.19 This character area comprises a large area of public amenity space situated within Character Area 4. The area is laid out with sports pitches and a playground, and supports the residential use of the surrounding area.

6.20 The space is bordered to the east by Fray's River, which is traversed by a pedestrian footbridge over Wellington Road. The space is bounded by dense tree cover to the west, which partially screens surrounding development.

6.21 Associated Viewpoints: **N/A**

Character Area 6: Fassnidge Park

6.22 This character area is comprised of a four acre public park, which was laid out in the Edwardian period. The park includes public amenity facilities, such as a bowling green, tennis courts and a playground, as well as formal garden with a bandstand and beds of planting arranged around paths and areas of open lawn.

6.23 Whilst the area has an open character, this is contained due to a dense belt of mature trees around the perimeter, which filters views in and out. Fray's River, to the east, divides the park from the urban development of the town centre, and is traversed by a bridge at each end of the park.

6.24 Associated Viewpoints: **N/A**

Character Area 7: Canalside large footprint development

6.25 This character area is broadly linear, and defined by the relationship between built form and the linear route of the canal, which unifies the area.

6.26 Development alongside the canal comprises buildings of a range of styles and periods, which are low-rise with generous footprints, creating a strong horizontal emphasis through the area. Some of these buildings comprise former industrial structures which were deliberately sited alongside the canal. Towards the north of the area is the Swan and Bottle Public House, which has a car park adjacent to the waterway.

6.27 Much of the character area has a secluded feel, owing to the canal side environment, which is contained within dense tree belts. Moving through the character are, the flanking development comes in and out of view,

6.28 Associated Viewpoints: **N/A**

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7.0

Townscape Effects

7.0 TOWNSCAPE EFFECTS

7.1 The Proposed Development comprises a new hotel building with 140 rooms, with nine floors above ground and a basement. A full description of the Proposed Development is provided in the Design and Access Statement prepared by Gaunt Francis Architects.

7.2 The Site is located in Character Area 2: Uxbridge Town Centre. It forms part of a 3-acre post-war redevelopment area adjacent to Uxbridge Underground Station. The existing building on the Site is an office block, understood to have been constructed in the 1960s. The office is not of architectural merit.

7.3 The townscape quality of the Site itself will be improved through the Proposed Development. The dilapidated building and car park on the Site will be replaced with a considered building which presents active uses at ground floor, including a small retail unit and hotel reception area. The existing footpath to Cocks Yard is improved with a wider northern entrance, creating a more welcoming pedestrian experience.

7.4 At nine storeys above ground, the Proposed Development would be taller than the neighbouring properties along Bakers Road and the High Street. The additional height is not incongruent to its context, which includes the adjacent Travelodge, Pavilions Shopping Centre, and a number of commercial buildings to the west and south.

7.5 The hotel use will complement that of the adjacent Travelodge, and will improve the functioning of the area, which is presently under-used.

7.6 The redevelopment of the Site will replace the unattractive, under-scaled buildings in this character area with high quality blocks that address their townscape context.

7.7 The existing boarded up retail units will be replaced with working, active shops, contributing to a more vibrant street scene, and creating a destination for pedestrians and shoppers at the nearby High Street. The glazed first floor will improve natural surveillance over this under-used area of the townscape, as well as forming an attractive feature in the streetscape.

7.8 The Proposed Development would improve the character, appearance and function of the area.

7.9 In the wider area, the Proposed Development is likely to only be visible from Character Area 1: Residential development to north of Belmont Road.

7.10 The Proposed Development would not be visible from much of this character area due to the orientation of the street layout, and the large scale of development in its surroundings. Views of the Proposed Development will be experienced from the southern part of the Character Area, near to Redford Way and Belmont Road, where it will be seen in conjunction with other buildings beyond at the town centre, and so will not be incongruent to the existing and established context.

8.0

Visual

8.0 VISUAL

8.1 The HTVIA is supported by ten AVRs. The location of the AVRs is provided at **Figure 8.1**. A description of the existing baseline condition and the likely impact of the Proposed Development is set out below alongside each view.

VIEW LOCATION PLAN

- Application Site

1. Belmont Road
2. Bakers Road
3. Windsor Street at High Street
4. Hight Street at Belmont Road
5. High Street south of Windsor Street
6. High Street at Civic Centre
7. Windsor Street
8. Lawn Road
9. High Street opposite Beasley's Yard
10. High Street north of Harefield Road

Location:
25/30 Bakers Road, Uxbridge

Date:
December 2018

Scale:
1:7500 @ A3

Figure 8.1 View Location Plan

▲ North

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VIEW 1: BELMONT ROAD

EXISTING

8.2 This viewpoint is situated to the north east of the Site, oriented south west, at the junction between Belmont Road and Bakers Road.

8.3 This view has a utilitarian character to the rear of the High Street and is of no particular architectural quality or visual amenity. The foreground of the view comprises the open space of the junction, and the viewer's eye is drawn along the linear route of Bakers Road towards the rear of the grade II listed Uxbridge Underground Station in the background, which terminates the view. The left hand side of the view is framed by a five storey office building along Belmont Road.

8.4 The buildings to the right hand side of the view are of a consistent height with two storeys above ground in brown brick, and a flat roof, which creates an uninteresting, unresolved composition and blocky appearance.

8.5 The set-back car park entrance at the Site creates a void at ground floor level, and the adjacent temporary structures create a cluttered appearance at ground level.

8.6 This view would primarily be experienced by pedestrians leaving Uxbridge Station/ bus depot, and road users moving through the area. Their focus would be on wayfinding, and the road ahead.



PROPOSED

8.7 The Proposed Development would be readily perceptible from this location. The ground and first floor would continue the existing horizontal emphasis of the street scene. The projecting glazed first floor in particular, would add visual interest to the frontage, whilst providing natural surveillance to the street.

8.8 The height of the Proposed Development would not be incongruent to the existing townscape context. It would respond to the height of the adjacent office building on the east side of the street and would significantly improve the view through the provision of a well-resolved building that addresses the street and provides active frontages to the east.

8.9 The blind elevation to the north is given interest and depth through the different colour and texture of the brickwork, and the projecting central section. The result is an interesting, well-proportioned building which will enhance what is presently a utilitarian, poor quality view.

8.10 The Proposed Development would enhance the visual amenity of people experiencing the view.



VIEW 2: BAKERS ROAD

EXISTING

8.11 This viewpoint is situated close to the roundabout at the south of Bakers Road, oriented north-west towards the Application Site. It is situated close to the rear entrance to Uxbridge Station, and the associated bus stop, and the viewer would be aware of people arriving at and departing from the station, particularly at peak commuter times.

8.12 The foreground of the view comprises the wide, tarmacked space of the roundabout, which has a tall streetlamp at its centre. The angled pavement surrounding the roundabout contributes to the sense of openness, and narrows in the middle ground to funnel views along Bakers Road towards Burdett Road in the background of the view. The scale of development varies significantly between the right hand side of the view, framed by the Travelodge, and the low-rise range of buildings to the left.

8.13 These buildings to the left hand side of the view comprise a mix of low-quality mid-20th century commercial buildings, with flat roofs and a strong horizontal emphasis derived from the linear arrangement of their fenestration and ground floor shop fronts. The view is framed by the four storey retail building facing the Bakers Road roundabout at its left hand extent.

8.14 This view would primarily be experienced by pedestrians leaving Uxbridge Station/ bus depot, and road users moving through the area. Their focus would be on wayfinding, and the road ahead.



PROPOSED

8.15 The Proposed Development would be seen in the middle ground of the view, behind the existing low-rise buildings facing the roundabout. Its scale would respond to that of the adjacent Travelodge, and the two would frame the street.

8.16 The differing elevational treatments of the front and rear parts of the building, separated by the glazed stair core, ensure that the building appears as several volumes. As a consequence, the massing of the building is relieved.

8.17 At street level, the active frontage would contribute to a more welcoming pedestrian environment, and the glazed first floor to the east would respond to the height of the adjacent buildings on the east side of Bakers Road.

8.18 The Proposed Development would improve the visual amenity of the streetscene for those experiencing this view.



VIEW 3: WINDSOR STREET AT HIGH STREET

EXISTING

8.19 This viewpoint is situated to the south west of the Application Site, at the junction of Windsor Street and the High Street, oriented north east.

8.20 The foreground of the view takes in the pedestrianised shopping area along the High Street, which includes a number of market stalls as well as assorted street furniture such as benches and bollards marking the line of the road to the right.

8.21 The middle ground of the view comprises a number of large post-war retail units, comprising 3-4 storeys in brick with varied fenestration. The projecting glazed entrance at Sports Direct draws the viewer's attention, and is the tallest element in the view. The scale of the retail buildings screens views further north, but office development in the background is partially visible to the right hand side.

8.22 This view would primarily be experienced by pedestrians and road users moving through the area. Their focus would be on wayfinding, and the road ahead.



PROPOSED

8.23 The fore and middle ground of the view would not change as a result of the Proposed Development.

8.24 The upper parts of the new building would be partially visible in the background of the view, behind the existing retail buildings. These views would be over a distance of approximately 80m, which, in conjunction with the different brick tone of the elevational treatment, would ensure that the two structures were read separately by the viewer.

8.25 There would be no change to visual amenity as a result of the Proposed Development.



VIEW 4: HIGH STREET AT BELMONT ROAD

EXISTING

8.26 This viewpoint is situated part way along the High Street, at the junction with Belmont Road, oriented south east towards the Application Site.

8.27 The foreground of the view comprises the open space of the wide pavement and the road, partially bounded by railings. To the left hand side, the viewer's eye is drawn to Barclays Bank, which is an attractive, prominent feature in the middle ground, which is the tallest feature seen from this viewpoint.

8.28 The curved frontage of the building at 30 Bakers Road occupies the centre of the view, and has a strong horizontal emphasis derived from its flat roof and the regular rhythm of the cladding to the upper parts. Some taller residential development is visible in the background.

8.29 To the viewer's right, views along the High Street are partially screened by street furniture and vegetation, but the cupola of the Market House (grade II*) is visible in the background.

8.30 The view would primarily be experienced by pedestrians and road users moving through the area. Their attention would be on wayfinding, and on the road ahead. The combination of the road, pedestrian footway, and shop frontages at ground floor level, mean that the viewer's attention is likely to be focussed at street level, and the wider environment, whilst visible, would not be a main element of the experience of the view.



PROPOSED

8.31 The foreground and middle ground of the view would not change.

8.32 The upper parts of the Proposed Development would be experienced as part of the background of the view, seen over a distance of approximately 50m. The differing elevational treatments of the building ensure that the building appears as several volumes. As a consequence, the massing of the building is relieved.

8.33 The Proposed Development will be clearly perceptible in the view, above modern development in the foreground. It would be within the context of existing tall and large development in the backdrop. Visual change in these views will be limited, and this combined with the wider views of the surrounding area, including those views along the High Street, means that the change to the view is unlikely be significant to the viewer.



VIEW 5: HIGH STREET SOUTH OF WINDSOR STREET

EXISTING

8.34 This viewpoint is situated close to the junction of the High Street and Charter Place, oriented north east towards the Application Site.

8.35 The foreground includes the area of pedestrian space in front of the grade II listed Uxbridge Station, which is contained by a gate and regular bollards. The use of the area is marked by the benches and statue in the environs of the station entrance.

8.36 The curved aspect of the station creates a sense of openness, and frames the view to the right hand side. Taller development is visible above the parapet of the station, and the similar brown brick of the adjacent retail structures impedes the appreciation of the station building. The projecting curved atrium at sports direct is a prominent feature of the view, which draws the viewer's eye in the middle ground.

8.37 The linear route of the High Street is lined with commercial and residential buildings, and partially screened by tree planting.

8.38 The view would be experienced primarily by pedestrians and shoppers moving through the area, or towards the station. Their attention would predominantly be contained by the immediate streetscene and the retail frontages at ground level.



PROPOSED

8.39 The fore and middle ground of the view would not change, and the viewer's attention would remain focussed on their activities at street level.

8.40 The Proposed Development would be seen in the background of the view, over a distance of approximately 110m. It would create a sense of depth through its contrasting red and cream brick elevational treatment, which differentiate the building from those along the High Street.

8.41 The differing elevational treatments of the front and rear parts of the building, separated by the glazed stair core, ensure that the building appears as several volumes. As a consequence, the massing of the building is relieved.

8.42 These elements would allow the station to remain distinct, and the ability to appreciate its value from this viewpoint would be preserved.

8.43 Overall, the Proposed Development would have a neutral impact to visual amenity from this viewpoint.



VIEW 6: HIGH STREET AT CIVIC CENTRE

EXISTING

8.44 This viewpoint is situated towards the southern end of the High Street, close to the car park of Gibbs Gillespie, oriented north-west.

8.45 The foreground of the view comprises the open space of the junction, and the corner entrance and return of the three storey building on the west side of the High Street.

8.46 The large Chimes Shopping Centre is a dominant feature which frames the view to the right, with a varied building line and projecting central section. The viewer's eye is drawn along the road towards the north. Views towards the background are screened by tree planting along the High Street, which terminates the view.

8.47 The view would be experienced primarily by shoppers and pedestrians moving through the area, as well as a smaller number of road users. Their focus would be on their respective activities, and wayfinding through the area.



PROPOSED

8.48 The Proposed Development would be entirely screened by the existing development on the east side of the High Street.

8.49 There would be no change to visual amenity at this viewpoint as a result of the Proposed Development.



VIEW 7: WINDSOR STREET

EXISTING

8.50 This viewpoint is situated part way along Windsor Street, oriented north east towards the grade II* listed Church of St Margaret.

8.51 The Church forms the focal point of the view, situated in the middle ground, and views towards it are framed by the historic development lining Windsor Street, including a number of listed buildings.

8.52 Development in the view is of 2-3 storeys, predominantly comprising 18th and 19th century houses which now accommodate shop fronts at ground floor level. The modern retail building on the north side of the High Street is partially visible to the left of the church.

8.53 The view would predominantly be experienced by shoppers and pedestrians moving through the area, as well as a smaller number of road users. Their focus would be on their respective activities, and wayfinding through the area.



PROPOSED

8.54 The Proposed Development would be viewed from this location over a distance of circa 190m.

8.55 The view is located in the Old Uxbridge / Windsor Street Conservation Area (see **Section 5.0**), and includes several listed buildings. The heritage assets add to the amenity value of the view, although a separate assessment of the impact of the Proposed Development to their heritage value is provided at **Section 5.0**.

8.56 The Proposed Development will not be visible from the southern end of Windsor Street due to the curvature of the road, which curtails longer views. As the observer travels north views of the upper storeys of the Proposed Development are obtained, across the rooftops of development on the north side of the street. The Proposed Development would form part of the background context, located off to the north of the castellated tower to St Margaret's. Notwithstanding, the Proposed Development would be an incongruent feature in the view and detract from the primacy of the tower. It would therefore have a slight adverse impact to the visual amenity of people experiencing the view.



VIEW 8: LAWN ROAD

EXISTING

8.57 This viewpoint is situated to the west of the Application Site, part way along Lawn Road, oriented east.

8.58 The fore and middle ground of the view has a residential character, derived from the two storey terrace of houses to the left hand side of the view, and three storey block of flats to the right. Uxbridge Christian Science Church is visible in the middle ground, and is supported by the residential use.

8.59 The extent of the residential development is marked by a brick wall in the middle ground, beyond which the rear of taller development fronting the High Street is visible. This is varied in appearance and includes the rear of the Pavilions Shopping Centre, a brick and concrete car park and blocks of flats clad in various materials, contributing to a poor quality, unbalanced scene.

8.60 The view would be experienced primarily by residents at home, and visitors to the Church.



PROPOSED

8.61 The Proposed Development would be entirely screened by the existing development on the east side of the High Street.

8.62 There would be no change to visual amenity at this viewpoint as a result of the Proposed Development.



VIEW 9: HIGH STREET OPPOSITE BEASLEY'S YARD

EXISTING

8.63 This viewpoint is situated part way along the High Street, close to the pedestrian alleyway towards Beasley's Yard, oriented south east towards the Application Site.

8.64 The view is oriented at an oblique angle across road, towards the range of grade II listed buildings on the east side of the High Street. The foreground is open, taking in the wide pavement and road.

8.65 These form an attractive range of varied scale, predominantly comprised of historic residential buildings with shop fronts at ground floor level, with some modern infill. The viewer's eye is drawn along the linear route of the road towards the background, where the Site is a prominent and unattractive feature near the centre of the view, with a curved return to Belmont Road.

8.66 The view would be experienced primarily by pedestrians and shoppers moving along the High Street, as well as road users. Their focus would be on activities at street level, including the range of shop fronts.



PROPOSED

8.67 The Proposed Development may be glimpsed through gaps in the building line on the north-east side of the street. Where visible, it would be subservient to development in the foreground, on the north-east side of High Street. The upper portion of the tallest element of the Proposed Development would be experienced as part of the varied roof-scape seen from this location, over a distance of approximately 115m.

8.68 As described in the existing condition, the viewer's focus would be on the activity at street level, and the change to the background, whilst noticeable, would not materially affect the experience of the view.

8.69 Visual amenity would be preserved through the Proposed Development.



VIEW 10: HIGH STREET NORTH OF HAREFIELD ROAD

EXISTING

8.70 This viewpoint is situated close to the junction of High Street and Harefield Road, oriented south along the High Street towards the Site.

8.71 The foreground of the view comprises the open space of the junction, which draws the viewer's eye along linear route of the road, with the clock tower of the grade II* Market House forming a terminating landmark in background of the view.

8.72 Development on both sides of the High Street frames the view, with that to the viewer's left hand side comprising a range of historic and modern development, including former residential buildings with shop fronts at ground floor, and purpose-built modern commercial buildings. To the viewer's right, the blank elevation of The Cedars (grade II) is a prominent feature, beyond which only a partial, oblique view of buildings on this side of the road.

8.73 The view would be experienced primarily by pedestrians and road users travelling along Harefield Road or moving towards the High Street. Their attention would be on wayfinding, and the road ahead.



PROPOSED

8.74 A small corner of the Proposed Development would be partially visible behind the building line to the left hand side of the view. This would be seen over a distance of approximately 260m, and would not change the focus of the view, or its character.

8.75 The Proposed Development would have no effect on visual amenity from this viewpoint.



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APPENDIX 1: Glass Canvas Methodology

AVR / VVM Methodology Statement

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February 2019
25 Bakers Road, Uxbridge

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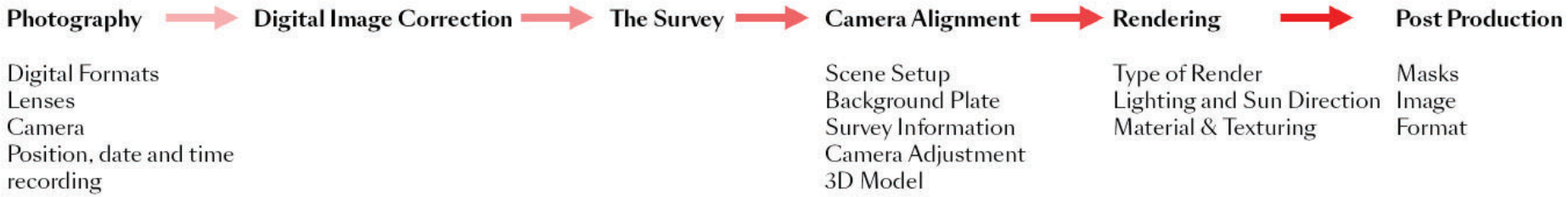
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Visually Verified Montages (VVM's)
1. Overview

The methodology applied by Glass Canvas Productions Limited to produce verified images and views contained within this document is described in detail below.

This document describes the methods, equipment and processes used in the production of Accurate Visual Representations (AVR's) or sometimes referred to as Verifiable Photomontages and have been produced in accordance with the standards proposed to in The London View Management Framework Draft SPG March 2012.



Visually Verified Montages (VVM's)
2. View Selection

The selected views were made in consultation with the architects, planning consultants and the planners taking into account relevant planning policy and guidance.



LONDON VIEW
MANAGEMENT FRAMEWORK

SUPPLEMENTARY PLANNING GUIDANCE

MARCH 2012
LONDON PLAN 2011
IMPLEMENTATION FRAMEWORK

MAYOR OF LONDON

Visually Verified Montages (VVM's)
3. The Photography

a) Digital Photography

With the advances in digital photography we now have the ability to match the quality of film photography in a digital format. Because of the benefits of time and efficiency digital photography is preferred where possible.



b) Lenses

For local views a wide angle lens is used of 24mm-35mm in digital. This enables the maximum amount of the new development and the surrounding area to be seen.
For intermediate distances standard mm or short telephoto lenses are deployed. For longer distances a 210mm-360mm lens is used.

The table below shows the distance lens chart according to subject matter.

Distance to Subject	View	5x4 plate camera lens	Digital Camera
0-800 meters	Local	72mm to 90mm	24mm to 35mm
800-5000 meters	Intermediate	150mm to 210mm	50mm to 70mm
5000+ meters	Distant	240mm to 360mm	70mm to 200mm



c) Cameras

For digital photography Jeremy Young uses:
Camera: Camo WRS 1600

Visually Verified Montages (VVM's)
4. Position date and time recording

The photographer is provided with reference photos of researched viewpoints and an ordnance survey map identifying the position of the viewpoints from which the required photographs are to be taken. All photos are taken from a consistent height of 1.60meters above ground level with the use of a tripod. This height above ground level closely approximates the average eye level of an adult human.

A plumb line is taken from a vertical point directly below the centre of the lens. The point where the plumbline touches the ground is marked and photographed for reference. This point is then located by the survey team and is used for the exact location of where the camera was positioned. The date and time of each photo is recorded by the photographer. This data can be used to set up a world sunlight system in the computer to accurately depict the lighting conditions.

In most situations if a physical point (survey reference point) can be used (corner of a paving slab or curb stone) this then avoids the use of paint markings on the ground. This is especially important when conducting any works within listed buildings or heritage sites.





Visually Verified Montages (VVM's)
5. Image Processing

The digital images are 'Processed' in house. We put the RAW file format through digital imaging software called Capture One. This software enables us to have total control of the colour, exposure,- focus and white balance. The image is also bank corrected which means the horizon in each digital image is precisely horizontal.

Visually Verified Montages (VVM's)
6. Image Correction

The Native digital resolution is too large for standard verified views so we resize it to 5024 pixels across keeping the aspect ratio intact. This process is done in Photoshop.

In spite of the selection of the best photographic equipment, lenses are circular which do result in a degree of distortion at the perimeter of the image. The outer edges of the image are therefore not used for point matching. The area to be used for matching is called the safe zone and will be covered in section 8.



a) Panoramic views

As mentioned above there is an inevitable amount of distortion which is a particular issue in regard to panoramic views, where a series of images are stitched together. For this reason only the central image focusing on the development can be verified. However panoramic views are particularly useful in getting an appreciation of a scheme, with regards to its surroundings.

b) Preparing an image for matching

Once the image has been exported and resized Glass Canvas finds the horizon of the image by extending vanishing point lines until they converge. When the horizon has been aligned it can be used to calculate the height of the image in pixels from the horizon to the top of the image. The same number of pixels is added to the bottom of the image. The reason for doing this is so that the cameras target in 3DMax needs only to be adjusted in the x and y axis. By employing this method we are able to produce more accurate alignments.

Visually Verified Montages (VVM's)
7. The Survey

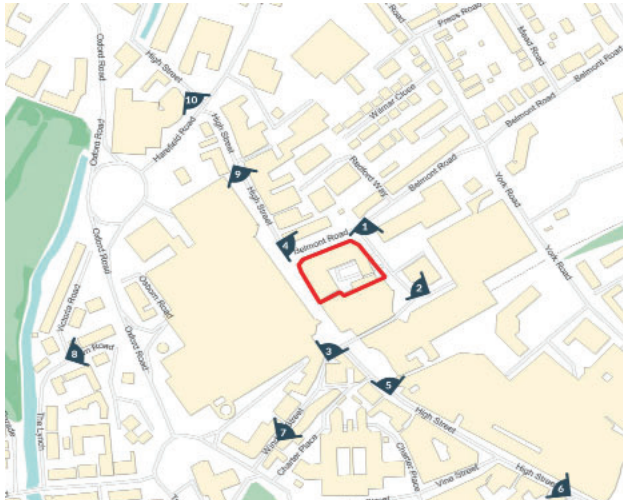
Glass Canvas use EDI to provide the neccessary GPS survey data information.

The survey is calculated in the Ordnance survey national grid (OSGB36) format by the use of global positioning system. The ordnance survey national grid (OSGB36) was chosen because it is the most widely used and because it also allows the captured data to be incorporated into other available digital products such as OS maps. The height datum is the Ordnance survey Newlyn Datum which is also captured via GPS.

Glass Canvas provides the survey team with a print of the background photograph with marked points which we need surveying. This photograph contains the critical points for survey and also secondary string lines. These 'lines' are two surveyed points that are connected by a vector. The combination of this data allows accurate alignment of the surveyed information with the background plate.

The data from the surveyor is provided to us as a 3D AutoCAD file in Ordnance survey grid coordinates. An excel spreadsheet containing all the Northing, Easting and height information for each surveyed point and camera positions are provided for analysis.

Photo 8	518772.2	178361.09	10.499 Photo Location	
8-1	518729.51	178342.36	20.532 Top of bridge safety barrier	Far centre left
8-2	518729.51	178342.35	19.233 Bottom of bridge safety barrier	Far centre left
8-3	518724.96	178349.61	10.392 Bottom left of column	Near centre right
8-4	518726.13	178350.26	10.386 Bottom right of column	Near centre right
8-5	518655.47	178344.17	15.459 Top left of window	Far centre right
8-6	518656.55	178345.13	15.455 Top right of window	Far centre right

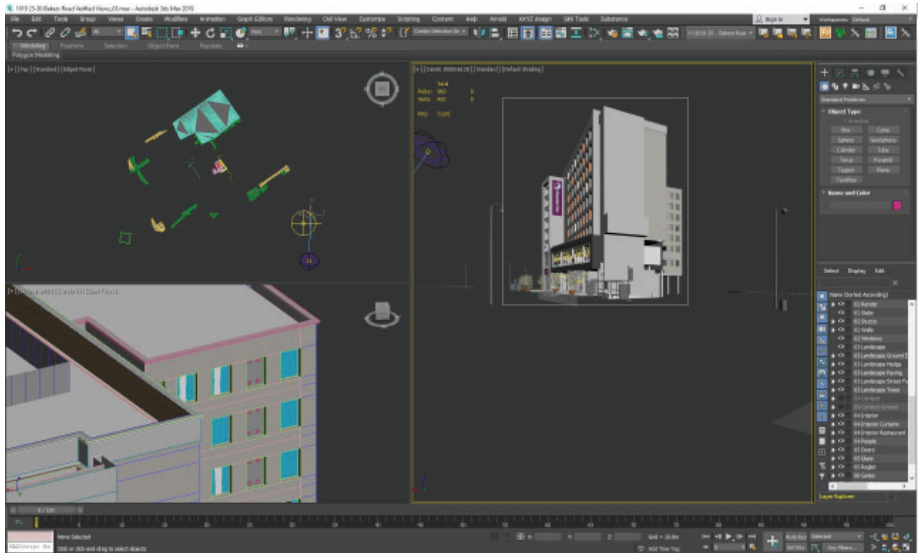




Visually Verified Montages (VVM's)
8. Camera Alignment

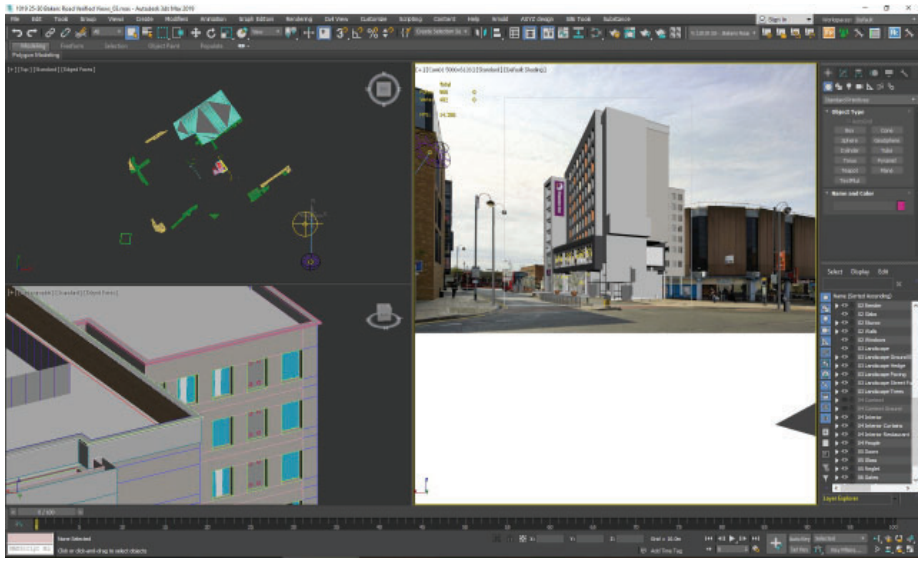
a) Scene setup

For the scene setup the 3D studio max scene is set up in mm. The Ordinance survey map is imported and checked as to its scale and its location in accordance with the OS coordinate system. A 3D model of the proposed scheme is then located within the context. The 3D model has been built in accordance with the architects drawings and instructions. The proposed development is then merged and is positioned with the use of the OS map in its desired location. The architect will have supplied the height of the ground floor datum line so the model can be moved to the exact height.



b) Background plate

In one of the view ports the background plate is loaded and the safe frame turned on. The safe frame shows the aspect ratio of the render in the view port. The render output is then matched to that of the image; this in turn adjusts the aspect ratio.



Visually Verified Montages (VVM's)
8. Camera Alignment

c) Survey information

The survey information is imported into the max scene. The survey points are then accurately located in real world space. The lines that have been drawn between selected points are made render-able so that they can be seen on the render (for matching purposes, they are turned off once the camera is locked), so that the surveyed points can be seen markers are place on the points to aid the matching process.

d) Camera adjustment

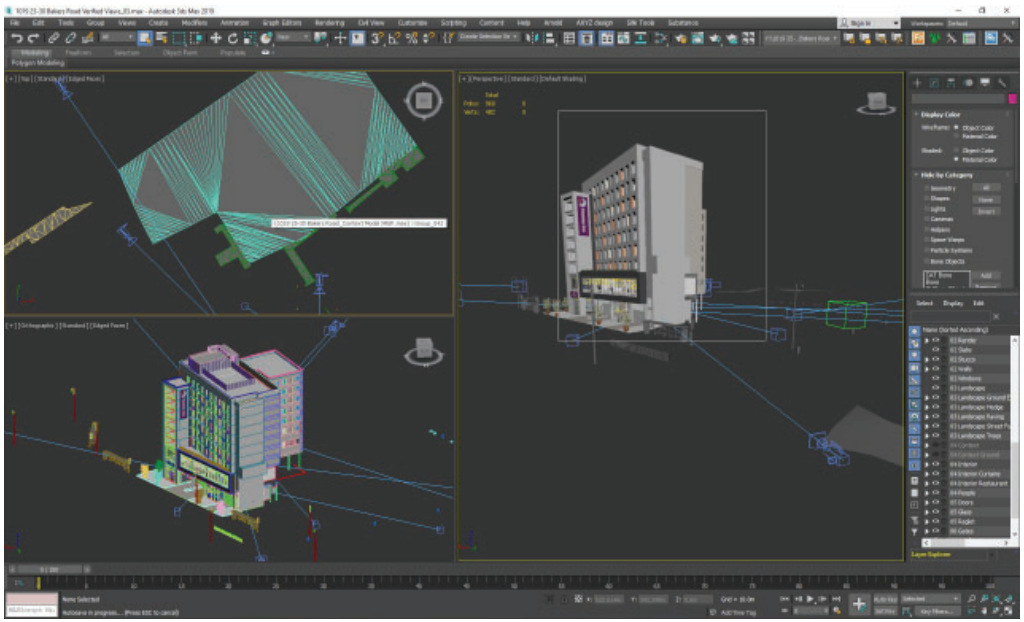
The position of the camera is known with a coordinate. Once the camera is positioned on this point it has to be raised by 1.60 meters so as to be in the exact position as the camera that took the photo. The target also has to be lifted 1.6meters as well.
The 3D Max camera has the lens set to that of the physical camera that took the original photo.

When the correct lens information has been entered the target then has to be adjusted on the X and Y axis. This should locate the points on the points of the background plate.

Visually Verified Montages (VVM's)
8. Camera Alignment

e) Model

Once the camera is set up the completed model is then ready to have a lighting system set up. Because the time of the photo was recorded it is possible to input the information of the location and time and get an accurate skylight result.



Visually Verified Montages (VVM's)
9. Post Production

Post production is done in Adobe Photoshop CS5. The elements of the new render and the original background plate are put together to create the final image.

a) Masking

Masking is used to put the new verified scheme in the correct place with regard to foreground objects. This is created by making a mask layer and subtracting what is not needed from the rendered image.

b) Image

The rendered layer with the scheme is adjusted to have the correct brightness and contrast as to 'sit' in the image without looking alien.

c) Formats

Once all the elements of the scene are processed the Photoshop file contains multiple layers, one of which is the surveyed points. This layer is turned off when it is saved out as an uncompressed TIFF (without layers). It is there so that if required we at Glass Canvas can prove the validity of the match. The file with all the layers is saved as a PSD which is a Photoshop file format and is stored on our secure servers.









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