

**Unitary Development Plan 2004  
Supplementary Planning Guidance  
Development Sites**

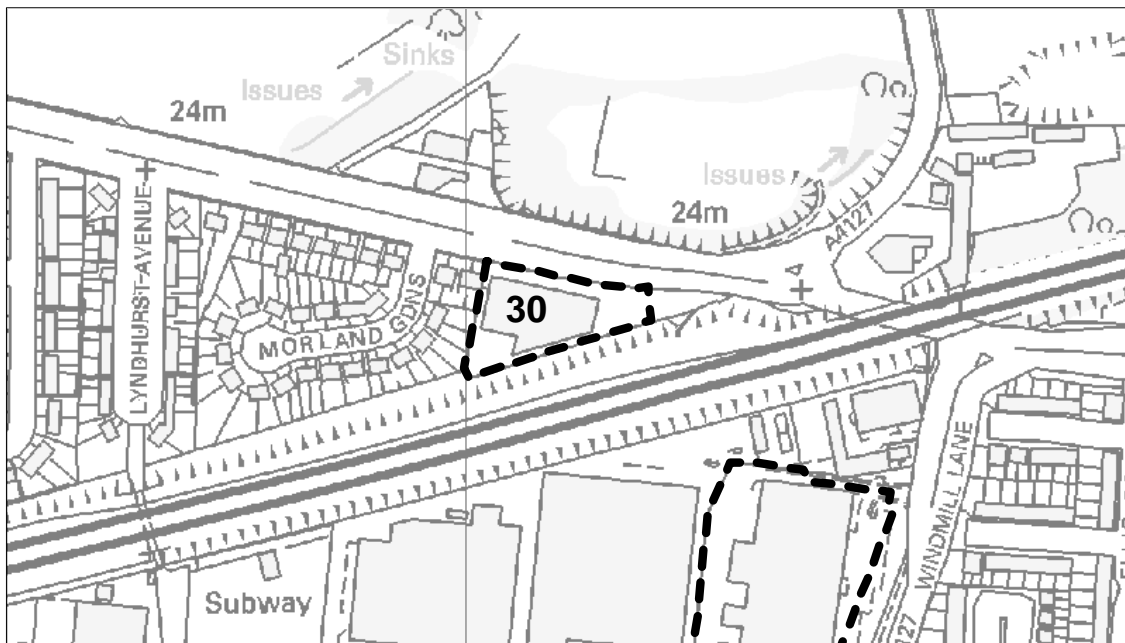
This document should be read with the Planning and Transport Statement for the Southall area.

<b>Site</b>	<b>30</b>
<b>Address</b>	220 Uxbridge Road (former car sales), UB1
<b>Area</b>	Southall
<b>Site Area</b>	0.5 ha (1.0 acre - 5,000 m <sup>2</sup> )

**SUMMARY**

<b>Development Aims</b> Quality residential development
<b>Land Uses</b> Residential
<b>Overall Capacity</b> using 1:1 PR and 75% coverage 5,000 m <sup>2</sup> (vacant)
<b>Key Design Principles</b> Residential flats; bulk and massing kept in character with adjoining development, issues associated with noise
<b>Key Transport Issues</b> Single access point because of high traffic flow on dual carriageway, parking at rear

**SITE PLAN**



*For more information contact the Planning Policy Team on 020 8825 5428*

## INDICATIVE DEVELOPMENT CAPACITY\*

<b>Overall Capacity</b>	
Existing Estimate (m <sup>2</sup> ):	0
Potential floor space (m <sup>2</sup> ):	5,000 (1:1 plot ratio and 75% site coverage)

<b>Housing</b>			
Existing Estimate (m <sup>2</sup> ):	u/k		
Potential floor space (m <sup>2</sup> ):	5,000	Potential Number of Units:	50
		(subject to addressing noise issues)	(mixed)

<b>Retail/Leisure</b>			
Existing Estimate (m <sup>2</sup> ):	-		
Potential floor space (m <sup>2</sup> ):	-	Potential Jobs:**	-

<b>Employment</b>			
Existing Estimate (m <sup>2</sup> ):	-		
Potential floor space (m <sup>2</sup> ):	-	Potential Jobs:**	-

<b>Community Facilities</b>			
Type:	-		
Existing Floor space (m <sup>2</sup> ):	-		
Potential floor space (m <sup>2</sup> ):	-		

<b>Public Open Space</b>	
Type:	Local Park
Deficiency Area	Yes
Potential OS:	Potential contribution to Local Park provision in the area

<b>Key Transport Infrastructure Considerations (See General Planning Information)</b>			
Bus Routes:	-	Rail / Tube:	-
Roads / Juncs:	-	Traffic Management:	Yes
Cycle Routes:	Yes	Pedestrian Routes:	-
City Car Club:	-	Green Travel Plan:	-
Servicing:	Yes	Car Parking:	Yes
Comments: Residential development may be subject to 'low car housing' policy, rear servicing and car parking; potential for contributions to improve the adjoining cycle route			

<b>Site Adjustment</b>	
Potential Units / Jobs:	Use PR of 1:1
Justification: Rail line and the wedge-like shape of the site constrains development across the whole site, adjoining residential dwellings are semi detached	

\* This indicative development capacity should be used as an approximate guide only – potential floor space is based upon an estimation using site coverage and building heights. Where uses currently exist but the floorspace is unknown this is indicated using the symbol u/k

\*\*Jobs estimation see appendices

## **SITE LOCATION, DESCRIPTION AND PLANNING STATUS**

### **Site description**

- Vacant site except for a number of advertising bill boards
- Formerly a car sales yard

### **Town planning land use/Context**

- Community Regeneration Area
- Public Open Space Deficiency Area (Local Park Severe Deficiency)
- Area more than 400m from a Designated Shopping frontage
- Within a green corridor

### **Current site activity**

- Vacant except for a number of advertising bill boards

### **Current planning/development control status**

- Redevelopment of the site involving erection of two 2-storey and one 3-storey linked blocks to provide 19 x 2 bedroom flats, one part five and part six storey block with basement to provide 7 x 1 bedroom and 53 x 2 bedroomed flats; alterations to vehicular access and provision of parking. Decision: NFA - P/2000/1754
- Demolition of existing garage buildings and erection of 3-4 storey buildings comprising a total of 44 flats (one, two and three-bed units) for affordable housing, car parking, landscaping, refuse storage and access from Uxbridge Road (Screening Direction - First Secretary of State) - P/2003/1961

### **Relevant Policy Considerations**

- Community & Local Neighbourhood Renewal Strategy
- Heathrow City Growth & LDA Framework

### **Current access context**

- On main distributor (A4020)
- Within 100m of several bus stops serving 5 bus routes
- On designated cycle route
- PTAL 2

## **CONSTRAINTS AND OPPORTUNITIES**

### **Constraints**

- High noise and vibration levels
- Heavy traffic flow along dual carriageway, no right turn out of site
- Servicing and vehicle access to the site
- Adjoining residential two-storey semi detached dwellings

### **Opportunities**

- Residential flats development at a sympathetic scale to adjoining residential buildings
- Single vehicle access point to reduce impact of ingress/egress

- Landscaped frontage to improve surrounding environment and screen development from adverse effects of vehicle traffic

## **DEVELOPMENT PRINCIPLES**

### **Preferred Uses/Mix**

- Residential flats - 1 to 3 bedrooms

### **Urban Form**

#### *Site/block layout*

- Single residential block of flats, three to four storeys in height
- Building line consistent with adjoining development
- Attenuation of rail and traffic effects
- Single access to site, parking at rear

#### *Character*

- Mixed residential development with landscaped boundaries

### **Access/Transport**

- Single vehicle access to site to avoid adverse effects on traffic flow
- Car parking at rear

### **Public Open Space/Public Environment**

- Landscaped frontage to improve pedestrian environment and screen development from traffic effects

### **Land Use development and Management Issues**

- Should noise not be acceptably attenuated, other uses, such as commercial may become appropriate.
- This site is within or adjacent to a designated conservation site, which has value for wildlife, Developers should contact the London Wildlife Trust. A landscape management plan is also recommended for all development on this site

## SITE PHOTO



## AERIAL PHOTO

