Unitary Development Plan 2004
Supplementary Planning Guidance
Development Sites

<table>
<thead>
<tr>
<th>Site</th>
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<tbody>
<tr>
<td>Address</td>
<td>Cambridge Yard, Hanwell, W7</td>
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<tr>
<td>Area</td>
<td>Hanwell</td>
</tr>
<tr>
<td>Site Area</td>
<td>1.0 ha (2.5 acres - 10,700 m²)</td>
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SUMMARY

Development Aims
Provide upgraded workshop units, improve local built environment; live/work option; cultural quarter option; masterplan with comprehensive redevelopment

Land Uses
Employment, general industry

Overall Capacity using 1:1 PR and 75% coverage
10,700 m² (4,700 m² additional over existing)

Key Design Principles
Environmental improvements; easier access and circulation; retain townscape

Key Transport Issues
Parking restrictions; servicing issues

SITE PLAN

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

www.ealing.gov.uk
INDICATIVE DEVELOPMENT CAPACITY*

<table>
<thead>
<tr>
<th>Overall Capacity</th>
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<tbody>
<tr>
<td>Existing Estimate (m²):</td>
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<tr>
<td>Potential floor space (m²):</td>
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<th>Housing</th>
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<table>
<thead>
<tr>
<th>Retail/Leisure</th>
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<td>Potential floor space (m²):</td>
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<tr>
<td>Potential Jobs:**</td>
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<table>
<thead>
<tr>
<th>Employment</th>
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<tr>
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<td>Potential floor space (m²):</td>
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<thead>
<tr>
<th>Public Open Space</th>
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<tbody>
<tr>
<td>Type:</td>
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<tr>
<td>Deficiency Area</td>
<td>Severe</td>
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<td>Potential OS:</td>
<td>Small local park</td>
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<table>
<thead>
<tr>
<th>Key Transport Infrastructure Considerations (See General Planning Information)</th>
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<tbody>
<tr>
<td>Bus Routes:</td>
<td>Yes</td>
</tr>
<tr>
<td>Roads / Juncs:</td>
<td>Yes</td>
</tr>
<tr>
<td>Cycle Routes:</td>
<td>Yes</td>
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<tr>
<td>City Car Club:</td>
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<tr>
<td>Servicing:</td>
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<td>Comments: Live/work option</td>
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<table>
<thead>
<tr>
<th>Site Adjustment</th>
<th>None</th>
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<tbody>
<tr>
<td>Potential Units / Jobs:</td>
<td></td>
</tr>
<tr>
<td>Justification:</td>
<td></td>
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</tbody>
</table>

* 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
- Site close to Hanwell Town Centre
- Just off Lower Boston Road - A3002
- Comprises range of Edwardian single and double storey general industrial units
- Surrounded by residential units

Town planning land use/Context
- Edge of town centre envelope
- Employment site
- Open Space severe deficiency area
- Uses - B2 - (general industry)

Current site activity
- 23 businesses currently operating
- 1 vacancy

Current planning/development control status
- Continued use of premises for a mixed use comprising B1 (administrative office) and B2 (car repairs and ancillary car repairs). Decision: Conditional Approval - P/2004/3768
- Pre-application enquiry relating to residential scheme in designated employment area - PA/2003/2665

Relevant Policy Considerations
- Community & Local Neighbourhood Renewal Strategy

Current access issues
- Just off Lower Boston Road - A3002
- Within close proximity of bus stops serving several bus routes to Brentford (E8, 83, 207, 607)
- Lower Boston Road is a designated cycle route
- PTAL 3

CONSTRAINTS AND OPPORTUNITIES

Constraints
- Access for large vehicles restricted to Boston Road only
- Future land uses restricted by adjoining residential properties
- May have contaminated uses
- Possible 24 hour operation
- Possible masterplan if comprehensively redeveloped
- Possible TIS and Environmental Statement required if comprehensively redeveloped

Opportunities
- Reconfigure site layout to benefit users and adjoining residential area
- Start up units possible
Upgrade of current units possible
Possible access off Lower Boston Road
Could be include into larger scheme with adjoining employment uses (masterplan required)
Improved architectural quality and pedestrian environment
Local park opportunity - S106?
Possible retail if expanded area to take in adjacent retail park

DEVELOPMENT PRINCIPLES

Preferred Uses/Mix
- Employment; live/work/cultural
- With possible retail only if integrated with adjacent sites

Urban Form
Site/block layout
- Perimeter block – single aspect addressing the Wicks Estate
- Dual access from Cambridge and Lower Boston Road
- Improved landscaping to create barrier between residential and new units
- Maintain 1:1 PR due to amenity of adjacent residential

Character
- Keep current heights to reduce overlooking
- Small scale industrial units
- Quality public realm
- Potential to improve local character with landscaping

Access/Transport
- New access from Lower Boston Road.
- Close access from Mauder Road
- Connection to bus layover and taxi rank at Haven Green
- Possibly junction improvements at Cambridge and Lower Boston Road
- Parking restraint

Public Open Space/Public Environment
- Local park opportunity off Mauder Road

Land Use development and Management Issues
- Site requires a Flood Risk Assessment as it is within the Fluvial Flood Plain and over 1 hectare in size
Design Principles

- Estate pavilion form
- Create parking service courts
- Development along west boundary away from residential
- Common access road
- Pocket park off Maunder Road
- Access off Cambridge Road
- Possible pedestrian or vehicular link through adjacent estate onto Lower Boston
- Possibly full refurbishment and retention as an option

* This diagram provides a possible site layout only and should not be seen as prescriptive. Further study into details may give rise to alternative options and the final scheme will need to meet all relevant policies.
Site 70 1

Site 70
Address: Waterside Trading Estate, Trumpers Way, W7
Area: Hanwell
Site Area: 3.7 ha (9.2 acres - 37,200 m²)

SUMMARY

Development Aims
Employment generating industrial estate, landscaped boundaries to screen adjoining Major Open Space Area

Land Uses
Employment generating uses including workshops, light industry, general industry and limited ancillary offices

Overall Capacity using 1:1 PR and 70% coverage
The site has the potential to develop existing floorspace from circa 23,000 m² to 37,200 m² creating an additional 14,200 m²

Key Design Principles
Rationalised estate layout, new internal street layout, new access points

Key Transport Issues
new internal street layout, new access points, servicing issues

SITE PLAN

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

<table>
<thead>
<tr>
<th>Overall Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Estimate (m²): 23,000</td>
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<tr>
<td>Potential floor space (m²): 37,200 (1:1 plot ratio and 75% site coverage)</td>
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<table>
<thead>
<tr>
<th>Housing</th>
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<tbody>
<tr>
<td>Existing Estimate (m²): u/k</td>
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<tr>
<td>Potential floor space (m²): -</td>
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<tr>
<td>Potential Number of Units: -</td>
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<table>
<thead>
<tr>
<th>Retail/Leisure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Estimate (m²): -</td>
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<tr>
<td>Potential floor space (m²): -</td>
</tr>
<tr>
<td>Potential Jobs:** -</td>
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<table>
<thead>
<tr>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Estimate (m²): -</td>
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<tr>
<td>Potential floor space (m²): 37,200</td>
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<tr>
<td>Potential Jobs:** 740</td>
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<table>
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<tr>
<th>Community Facilities</th>
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<td>Type: -</td>
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<tr>
<td>Existing Floor space (m²): -</td>
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<tr>
<td>Potential floor space (m²): -</td>
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<table>
<thead>
<tr>
<th>Public Open Space</th>
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</thead>
<tbody>
<tr>
<td>Type: -</td>
</tr>
<tr>
<td>Deficiency Area -</td>
</tr>
<tr>
<td>Potential OS: -</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Key Transport Infrastructure Considerations (See General Planning Information)</th>
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<tbody>
<tr>
<td>Bus Routes: -                    Rail / Tube: -</td>
</tr>
<tr>
<td>Roads / Juncs: -                 Traffic Management: -</td>
</tr>
<tr>
<td>Cycle Routes: -                  Pedestrian Routes: Yes</td>
</tr>
<tr>
<td>City Car Club: -                 Green Travel Plan: -</td>
</tr>
<tr>
<td>Servicing: Yes                   Car Parking: Yes</td>
</tr>
<tr>
<td>Comments: Parking restraint, servicing issues, improvements to pedestrian footpaths in the area</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Site Adjustment</th>
<th>None</th>
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</thead>
<tbody>
<tr>
<td>Potential Units / Jobs:</td>
<td></td>
</tr>
<tr>
<td>Justification:</td>
<td></td>
</tr>
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</table>

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**Jobs estimation see appendices
SITE LOCATION, DESCRIPTION AND PLANNING STATUS

Site description
- Mid size industrial estate with a number of ‘L’ shaped industrial buildings, dual access points on the southern boundary of the site off Trumpers Way

Town planning land use/Context
- Major Employment Location
- Waterway adjacent to site (Brent River)
- Adjacent to a Major Open Area and Green Corridor and Conservation Area
- The site is within an Area of more than 400m from a designated shopping frontage
- Uses - B1, B2 (Offices, light industry, general industry)

Current site activity
- Wide range of industrial/light industrial and commercial activity on site

Current planning/development control status
- Change of use of premises from vacant warehouse to office (Class B1) accommodation and external alterations to front elevation. Decision: Conditional Approval - P/2003/3750

Relevant Policy Considerations
- Community & Local Neighbourhood Renewal Strategy

Current transport issues
- Adjacent to proposed cycle route
- Adjacent to the London Walks Grand Union Canal Footpath / River Brent footpath, the Inner Orbital Link and the Local Brent Valley Walk
- Within 5 min walking distance of a bus stop serving 1 bus route (E8)
- PTAL 1

CONSTRAINTS AND OPPORTUNITIES

Constraints
- Existing successful industrial estate
- Surrounding by Metropolitan Open Land
- Accessed via a residential area
- Access to Trumpers Way from Boston Road is poor.
- Site adjoins the St Marks Church and Canal Conservation Area and Canalside Conservation Area.
- Address the river
- Community concerns over safety along Trumpers Way

Opportunities
- Opportunity to develop a rationalised estate layout
- Opportunity to better screen employment uses from the adjoining Major Open Space
- Potential for contributions to adjacent footpaths along the Brent River
DEVELOPMENT PRINCIPLES

Preferred Uses/Mix
- Employment generating uses (B2) including workshops, light industry and general industry. Because of the proximity of residential development to Trumpers Way distribution uses (B8) may not be suitable in this location
- Ancillary uses

Urban Form
Site/block layout
- Rationalised block layout
- Landscaped boundaries to screen adjoining Major Open Space
- Pedestrian links to the adjoining Major Open Space and the Brent River walkways

Character
- Well landscaped light / general industrial estate which does not impact visually on the adjoining Major Open Space

Access/Transport
- Servicing and access issues
- Parking restraint, on site parking to avoid on street parking
- Potential to link a cycle route across to Warren Farm

Public Open Space / Public Environment
- Landscaped boundaries to screen adjoining Major Open Space
- Concerns over safety to be addressed along Trumpers Way, in particular quality street lighting to be introduced

Land Use development and Management Issues
- Estate Management opportunity
- Prior written consent from the Environment Agency is required for any applications on this site where development is within 8 metres of a main river
- Site requires a Flood Risk Assessment as it is within the Fluvial Flood Plain and over 1 hectare in size
- Prior written consent from the Environment Agency is required for any application on this site where development is on contaminated land or within 250m of a landfill site, due to potential risk to groundwater
- 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
INDICATIVE DEVELOPMENT DIAGRAM*

Design Principles
- Rationalised block layout
- Landscaped boundaries to screen adjoining Major Open Space
- Pedestrian links to the adjoining Major Open Space and the Brent River walkways
- Address the river
- Central parking focus

* This diagram provides a possible site layout only and should not be seen as prescriptive. Further study into details may give rise to alternative options and the final scheme will need to meet all relevant policies.
Site 71
Address 64-88 Uxbridge Road, Hanwell, W7
Area Hanwell
Site Area 0.15 ha (0.40 acres - 1,500 m²)

SUMMARY

Development Aims
Quality town centre opportunity; improved public realm

Land Uses
Mixed use, retail/office/residential and transport

Overall Capacity using the UDP standard 2:1 PR and 75% coverage
3,000 m² (1,350 m² additional over existing) Possible 2.5:1 PR opportunity

Key Design Principles
Perimeter block with high street frontage; offset hard public square

Key Transport Issues
Parking restrictions; servicing; shared parking for residents; managed servicing

SITE PLAN

For more information contact the Planning Policy Team on 020 8825 5428
## INDICATIVE DEVELOPMENT CAPACITY*

<table>
<thead>
<tr>
<th>Category</th>
<th>Overall Capacity</th>
<th>Housing</th>
<th>Retail/Leisure</th>
<th>Employment</th>
<th>Community Facilities</th>
<th>Public Open Space</th>
<th>Key Transport Infrastructure Considerations (See General Planning Information)</th>
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<tr>
<td>Overall Capacity</td>
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<td>Community Facilities</td>
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<tr>
<td>Public Open Space</td>
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<tr>
<td>Bus Routes:</td>
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<td>Rail / Tube:</td>
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<td></td>
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<tr>
<td>Roads / Juncs:</td>
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<td>Traffic Management:</td>
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<td></td>
</tr>
<tr>
<td>Cycle Routes:</td>
<td>Yes</td>
<td>Pedestrian Routes:</td>
<td>Yes</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>City Car Club:</td>
<td>Yes</td>
<td>Green Travel Plan:</td>
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</tr>
<tr>
<td>Servicing:</td>
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<td>Car Parking:</td>
<td>Yes</td>
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<tr>
<td>Potential Units / Jobs:</td>
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<tr>
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**Jobs estimation see appendices
SITE LOCATION, DESCRIPTION AND PLANNING STATUS

Site description
- Prominent site in the heart of Hanwell town centre on Uxbridge Road
- Two storey retail units with long back yards
- Backing onto Lidl and £ Stretcher car parks
- Predominantly small units

Town planning land use/Context
- Within Hanwell town centre envelope
- District Centre designation
- Open Space severe deficiency area
- Uses -
  - A1, A3 - (Shops, professional, food and drink)
  - B1 - (Business, Offices)
  - D1 - (dental clinic)

Current site activity
- Active, retail and business
- Parking for supermarket

Current planning/development control status
- No recent relevant planning history

Relevant Policy Considerations
- Hanwell Town Centre Strategy
- Community & Local Neighbourhood Renewal Strategy

Current access issues
- On high street location (main distributor) with bus routes
- Within 10 min walking distance of Hanwell Station.
- On Strategic Route - A4020 – Uxbridge Road
- Within 100m of several bus stops serving 5 bus routes (83, 207, 607, E8, E3)
- On designated cycle route
- Private parking to rear serving 60 cars
- Speed restrictions along Uxbridge Road
- PTAL 4
CONSTRAINTS AND OPPORTUNITIES

Constraints
- Current active uses
- Rear car parks servicing supermarket
- Servicing access
- Multiple ownerships
- Aspect for residential and dual aspect
- Character of existing cottages

Opportunities
- Highly accessible site in a town centre location
- Precedent set for 3-4 storey frontage onto Uxbridge Road
- Residential/offices over retail
- Mixed use opportunity with possible community use included
- Improved architectural quality and pedestrian environment
- Opportunity to improve town centre public space provision

DEVELOPMENT PRINCIPLES

Preferred Uses/Mix
- Mixed use - retail, restaurants with offices/residential over and transport

Urban Form
Site/block layout
- Development should retain high street frontage but improve pedestrian connections.
- Dual aspect is possible onto rear car parks
- Improved block structure with the corner site being accentuated
- Town square opportunity converting adjoining parking to hard space off high street

Character
- Town centre with mix of scales and uses; permeable frontages and quality public realm
- Potential to change the character of the town centre

Access/Transport
- Parking restraint - Zone 1 parking - maximum parking requirement is lower

Public Open Space Public Environment
- Improve public realm

Land Use development and Management Issues
- Multiple ownership
- TC Management Contributor
Site 74

Address 16 Boston Road, Hanwell, W7
Area Hanwell
Site Area 0.08 ha (0.20 acres - 800 m²)

SUMMARY

Development Aims
Mixed use activity to town edge

Land Uses
Mixed use, retail/residential.

Overall Capacity using the UDP standard 2:1 PR and 75% coverage
1,600 m² (1,350 m² additional over existing)

Key Design Principles
Perimeter block with retail street frontage; backland terraces

Key Transport Issues
Parking restrictions; servicing; parking for residents

SITE PLAN

For more information contact the Planning Policy Team on 020 8825 5428
## INDICATIVE DEVELOPMENT CAPACITY*

<table>
<thead>
<tr>
<th>Category</th>
<th>Existing Estimate (m²):</th>
<th>Potential floor space (m²):</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>250</td>
<td>1,600 (2:1 plot ratio and 75% site coverage)</td>
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<tr>
<td><strong>Housing</strong></td>
<td>u/k</td>
<td>1,300</td>
<td>Potential Number of Units: 9 mixed</td>
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<tr>
<td><strong>Retail/Leisure</strong></td>
<td>250</td>
<td>300</td>
<td>Potential Jobs:** 6</td>
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<tr>
<td><strong>Employment</strong></td>
<td>-</td>
<td>-</td>
<td>Potential Jobs:** -</td>
</tr>
<tr>
<td><strong>Community Facilities</strong></td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Public Open Space</strong></td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Key Transport Infrastructure Considerations (See General Planning Information)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus Routes:</td>
<td>Yes</td>
<td>Rail / Tube:</td>
<td></td>
</tr>
<tr>
<td>Roads / Juncs:</td>
<td>-</td>
<td>Traffic Management:</td>
<td></td>
</tr>
<tr>
<td>Cycle Routes:</td>
<td>-</td>
<td>Pedestrian Routes:</td>
<td></td>
</tr>
<tr>
<td>City Car Club:</td>
<td>Yes</td>
<td>Green Travel Plan:</td>
<td></td>
</tr>
<tr>
<td>Servicing:</td>
<td>Yes</td>
<td>Car Parking:</td>
<td>Yes</td>
</tr>
<tr>
<td>Site Adjustment</td>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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
- Small site at edge of Hanwell town centre on Boston Road
- Retail unit with long back yard - car show room
- Backing onto residential backland development
- Between two residential properties

Town planning land use/Context
- Within Hanwell town envelope
- District Centre designation
- Adjacent to Buildings of Façade or Group Value
- Open Space severe deficiency area
- Uses -
  - A3 - (Car show room)

Current site activity
- Active, retail and business

Current planning/development control status
- Erection of a pair of two storey dwellinghouses. Decision: Refused - P/1999/0094

Relevant Policy Considerations
- Hanwell Town Centre Strategy
- Community & Local Neighbourhood Renewal Strategy

Current access issues
- On Strategic Route - A3002 - Boston Road
- Within 100m of several bus stops serving 1 bus routes
- 15 min walk from Hanwell station
- On designated cycle route
- Speed restrictions along Boston Road
- PTAL 3
CONSTRAINTS AND OPPORTUNITIES

Constraints
- Current active uses
- Neighbouring residential properties
- Servicing access
- Edge of town location
- Consider land assembly of adjoining land

Opportunities
- On main A road – Boston Road.
- Precedent set for 2 storey frontage onto Boston Road
- Residential over retail
- Two retail units with terraced units at rear
- Improved architectural quality and pedestrian environment

DEVELOPMENT PRINCIPLES

Preferred Uses/Mix
- Mixed use - retail with residential over
- Residential to rear

Urban Form
- Development should retain high street frontage
- Take building line from 12/14 Boston Road
- Improved block structure

Character
- Town centre fine grain; quality public realm
- Potential to improve the character of area

Access/Transport
- Parking for residential
- Access to backland units
- Servicing of retail
- Cycle route contributions

Land Use development and Management Issues
- Site requires a Flood Risk Assessment as it is within the Fluvial Flood Plain
INDICATIVE DEVELOPMENT DIAGRAM*

Design Principles
- Retail ands flats to address Boston Road
- Rear gardens/parking/servicing
- Access down side road to backland mews development
- Gardens and parking

* This diagram provides a possible site layout only and should not be seen as prescriptive. Further study into details may give rise to alternative options ands the final scheme will need to meet all relevant policies.
**Unitary Development Plan 2004**
Supplementary Planning Guidance
Development Sites

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

<table>
<thead>
<tr>
<th>Site</th>
<th>75</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>33 York Avenue, Hanwell, W7</td>
</tr>
<tr>
<td>Area</td>
<td>Hanwell</td>
</tr>
<tr>
<td>Site Area</td>
<td>0.30 ha (0.60 acres - 2,500 m²)</td>
</tr>
</tbody>
</table>

**SUMMARY**

<table>
<thead>
<tr>
<th>Development Aims</th>
<th>Improve housing stock in town centre; community uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Uses</td>
<td>Residential and/or community uses</td>
</tr>
<tr>
<td>Overall Capacity</td>
<td>using the UDP standard 2:1 plot ratio and 75% site coverage 5,000 m² (1,990 m² additional over existing)</td>
</tr>
<tr>
<td>Key Design Principles</td>
<td>Block infill, address streets</td>
</tr>
<tr>
<td>Key Transport Issues</td>
<td>Parking, servicing</td>
</tr>
</tbody>
</table>

**SITE PLAN**

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

[Site Plan Image]
### INDICATIVE DEVELOPMENT CAPACITY*

#### Overall Capacity

<table>
<thead>
<tr>
<th></th>
<th>Existing Estimate (m²):</th>
<th>Potential floor space (m²):</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing</strong></td>
<td>3,000</td>
<td>5,000 (2:1 plot ratio and 75% site coverage)</td>
</tr>
<tr>
<td><strong>Existing Estimate</strong></td>
<td>1,000</td>
<td>2,000 Potential Number of Units: 20 (mixed)</td>
</tr>
<tr>
<td><strong>Retail/Leisure</strong></td>
<td>-</td>
<td>- Potential Jobs:** -</td>
</tr>
<tr>
<td><strong>Employment</strong></td>
<td>2,000</td>
<td>Potential Jobs:**</td>
</tr>
<tr>
<td><strong>Community Facilities</strong></td>
<td>Health centre</td>
<td>Potential floor space (m²): 3,000</td>
</tr>
<tr>
<td><strong>Public Open Space</strong></td>
<td>-</td>
<td>- Potential OS: -</td>
</tr>
</tbody>
</table>

#### Key Transport Infrastructure Considerations (See General Planning Information)

<table>
<thead>
<tr>
<th>Bus Routes:</th>
<th>Rail / Tube:</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roads / Juncs:</th>
<th>Traffic Management:</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>Yes (poss)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cycle Routes:</th>
<th>Pedestrian Routes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City Car Club:</th>
<th>Green Travel Plan:</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Servicing:</th>
<th>Car Parking:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Comments: Residential development may be subject to ‘low car housing’ policy.

#### Site Adjustment

<table>
<thead>
<tr>
<th>Potential Units / Jobs:</th>
<th>100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justification: Potential to increase jobs with alternative employment use - B1 option at 1 job to 100 m². The mix will determine job provision.</td>
<td></td>
</tr>
</tbody>
</table>

* 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
- Site off The Broadway in Hanwell town centre
- Dominant use is a warehouse (employment) with a surgery adjacent
- Surrounded by residential
- Accessed from Broadway and York Avenue

Town planning land use/Context
- Within Hanwell town centre envelope
- District Centre designation
- Bordering Conservation Area
- Open Space severe deficiency area
- Uses -
  - A1, A3 - (Shops, professional, food and drink)
  - B1 - (Business, Offices)
  - D1 - (surgery)

Current site activity
- Active uses on site

Current planning/development control status
- Demolition of existing buildings, erection of a four storey apartment block of 18 flats and a ground floor health centre fronting Broadway and a two storey block of four flats fronting York Avenue with parking. Decision: Approved with conditions - P/2001/4078
- Variation of condition 8 (limiting the number of professional staff to three) to allow 8 staff pursuant to planning permission ref.40324 for demolition of existing buildings, erection of four storey apartment block of 18 flats and a ground floor health centre fronting Broadway and a two storey block of four flats fronting York Avenue with parking. Decision: Current - P/2003/2609
- Demolition of existing house; Replacement two storey (including living accommodation in the roof) residential building to provide five flats; parking and access. Decision: Withdrawn - P/2004/2475

Relevant Policy Considerations
- Hanwell Town Centre Strategy
- Community & Local Neighbourhood Renewal Strategy

Current access issues
- Within walking distance of Hanwell high street
- Within walking distance of Strategic Route - A4020 - Uxbridge Road (The Broadway)
- Within 100m of several bus stops serving 4 bus routes
- On designated cycle route
- Private parking 5 cars
- Speed restrictions along The Broadway
- Within 10 min walking distance of Hanwell Station.
- PTAL 3
CONSTRAINTS AND OPPORTUNITIES

Constraints
- Current active uses
- Neighbouring residential properties
- Servicing access
- Limited access into York Road
- Adjacent electrical sub stations on east and west side of site
- Close to high street
- Mix of uses on site

Opportunities
- Close to high street - visually
- Precedent set for 3 storey frontage The Broadway (Cherington Road)
- Residential mixed with commercial and/or community
- Dual access - development should address both roads.
- Servicing if applicable could be off side roads allowing rear servicing
- Improved architectural quality and pedestrian environment

DEVELOPMENT PRINCIPLES

Preferred Uses/Mix
- Residential
- Community uses

Urban Form
*Site/block layout*
- Perimeter block infill
- Developments to address surrounding roads
- Unless community use (hall) could be set back from Cherington Road with forecourt

*Character*
- Town centre with mix of scales and uses; permeable frontages and quality public realm
- Potential to improve the character of the town centre

Access/Transport
- Parking
- Servicing

Land Use development and Management Issues
- Possible contribution to town centre management
INDICATIVE DEVELOPMENT DIAGRAM*

Design Principles
- Perimeter block development
- Possible redesign of York Close with residential
- Bring forward building line on Cherington Road
- Address both surrounding roads
- Onsite parking
- Backland residential option with improved environment

* This diagram provides a possible site layout only and should not be seen as prescriptive. Further study into details may give rise to alternative options and the final scheme will need to meet all relevant policies.
SITE PHOTO

AERIAL PHOTO
<table>
<thead>
<tr>
<th>Site</th>
<th>78</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>79-101 Uxbridge Road and land to rear, Hanwell, W7</td>
</tr>
<tr>
<td>Area</td>
<td>Hanwell</td>
</tr>
<tr>
<td>Site Area</td>
<td>0.40 ha (1.00 acres - 4,000 m²)</td>
</tr>
</tbody>
</table>

**SUMMARY**

**Development Aims**
Quality Town centre mixed use scheme; improved public realm

**Land Uses**
Mixed use, retail/office/residential; possible community uses

**Overall Capacity** using the UDP standard 2:1 PR and 75% coverage
8,000 m² (4,800 m² additional over existing)

**Key Design Principles**
Perimeter block with high street frontage; quality space to church forecourt

**Key Transport Issues**
Parking restrictions; servicing; shared parking for residents

**SITE PLAN**

For more information contact the Planning Policy Team on 020 8825 5428
## INDICATIVE DEVELOPMENT CAPACITY*

<table>
<thead>
<tr>
<th>Component</th>
<th>Existing Estimate (m²)</th>
<th>Potential floor space (m²)</th>
<th>Potential Number of Units</th>
<th>Potential Jobs: **</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Overall Capacity</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Estimate (m²)</td>
<td>3,200</td>
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<tr>
<td>Potential floor space (m²)</td>
<td>8,000 (2:1 plot ratio and 75% site coverage)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Estimate (m²)</td>
<td>1,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential floor space (m²)</td>
<td>2,000</td>
<td></td>
<td></td>
<td>40 (mixed)</td>
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<tr>
<td>Potential Number of Units</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Retail/Leisure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing Estimate (m²)</td>
<td>1,000</td>
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</tr>
<tr>
<td>Potential floor space (m²)</td>
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<td>Potential Jobs: **</td>
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<td><strong>Employment</strong></td>
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<tr>
<td>Existing Estimate (m²)</td>
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<td>Potential floor space (m²)</td>
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<td>Potential Jobs: **</td>
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<td>80</td>
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<td><strong>Community Facilities</strong></td>
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<tr>
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<tr>
<td>Existing Floor space (m²)</td>
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<td>Potential floor space (m²)</td>
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<tr>
<td><strong>Public Open Space</strong></td>
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<td></td>
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<tr>
<td>Type:</td>
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<tr>
<td>Deficiency Area</td>
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<tr>
<td>Potential OS:</td>
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<td></td>
</tr>
<tr>
<td><strong>Key Transport Infrastructure Considerations (See General Planning Information)</strong></td>
<td></td>
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<tr>
<td>Bus Routes:</td>
<td>Yes</td>
<td>Rail / Tube:</td>
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<tr>
<td>Roads / Juncs:</td>
<td>-</td>
<td>Traffic Management:</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Cycle Routes:</td>
<td>Yes</td>
<td>Pedestrian Routes:</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>City Car Club:</td>
<td>Yes</td>
<td>Green Travel Plan:</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Servicing:</td>
<td>Yes</td>
<td>Car Parking:</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Site Adjustment** None

Potential Units / Jobs:

Justification:

* 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
- Prominent site on Uxbridge Road
- Two/three storey retail/residential units - Victorian, red brick
- Backing onto garage court used by car show room
- Adjoining St Mellitus Church
- Gateway site into Hanwell Town Centre

Town planning land use/Context
- Within Hanwell town centre envelope
- District Centre designation
- Adjacent to Buildings of Façade or Group Value
- Open Space severe deficiency area
- St. Mellitus Church (Grade II) - adjoins site
- Uses -
  - A1, A3 - (Shops, professional, food and drink)
  - B1 - (Business, Offices)
  - D1 - (dental clinic, pharmacy)

Current site activity
- Active, retail and business

Current planning/development control status
- Change of use of office building (A2) as a place of worship with ancillary facilities. Decision: Conditional Approval - I/1998/0571

Relevant Policy Considerations
- Hanwell Town Centre Strategy
- Community & Local Neighbourhood Renewal Strategy

Current transport issues
- Within 10 min walking distance of Hanwell Station
- On Strategic Route - A4020 - Uxbridge Road
- Within 50m of several bus stops serving 4 bus routes
- On designated cycle route
- Private parking to rear serving 30 cars
- Speed restrictions along Uxbridge Road
- PTAL 4
CONSTRAINTS AND OPPORTUNITIES

Constraints
- Current active uses
- Retention of existing high street frontage
- Impact on adjoining locally listed St Mellitus Church and graveyard
- Rear car parks
- Servicing access
- Multiple ownerships

Opportunities
- Highly accessible site in a town centre location
- Precedent set for 3 storey frontage onto Uxbridge Road
- Residential/offices over retail
- Mixed use opportunity with possible community use included
- Improved architectural quality and pedestrian environment
- Opportunity to improve town centre public space provision
- Retention of existing units possible

DEVELOPMENT PRINCIPLES

Preferred Uses/Mix
- Mixed use - retail, restaurants with offices/residential over
- Community use possible at rear

Urban Form

Site/block layout
- Development should retain high street frontage
- Residential and community uses to benefit from improved garden
- Church aspect improved - open space to front

Character
- Town centre with mix of scales and uses; permeable frontages and quality public realm
- Potential to improve the character of the town centre

Access/Transport
- Parking and servicing issues, particularly with the supermarket
- Well served by bus services running east-west (along Uxbridge Road)
- Managed off street servicing due to residential component
- Residential development may be subject to ‘low car housing’ policy

Public Open Space/Public Environment
- Green square at gateway in front of church - improved aspect/gateway

Land Use development and Management Issues
- Multiple ownership
- TC Management Contributor