

LOCAL PLAN POLICY OPTIONS



JUNE 2013

DRAFT



London Borough
of Hounslow



DEVELOPINGHOUNSLOW

**CRANFORD &
HESTON**

**OSTERLEY &
SPRING GROVE**

BRENTFORD

CHISWICK

HOUNSLOW

BEDFONT

ISLEWORTH

RIVER THAMES

HANWORTH

FELTHAM

FOREWORD

Hounslow is a borough of opportunities which is changing fast. To make sure these changes are in the best interests of our residents we need to make sure that the local planning system can respond positively to change; promotes high quality development and regeneration; protects what local communities value the most, and makes sure we have the services and infrastructure in place to make our communities sustainable in the long term.

The Local Plan is the most important planning policy document as it sets out our vision for the development of the borough over the next 15 years, and we want to hear what you think. It includes options for how we guide future development, and how we make sure that we have the homes, jobs, schools, shops, services and leisure facilities we need to make life enjoyable. It also includes conservation of our natural and built environments, and the local distinctiveness that makes the districts of Hounslow so unique.

We want residents, businesses and local service providers to be central to how the Local Plan is shaped. It is important that we all benefit from future investment in Hounslow and the prosperity this will bring. This latest consultation has been shaped by your input into our previous Core Strategy consultations (now replaced by the Local Plan) and we encourage you to continue to take part and make your views known.

Councillor Steve Curran
Lead Member for Planning and Regeneration, and Housing

HANWORTH ROAD

LONDON ROAD

BATH ROAD

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01 INTRODUCTION

INTRODUCTION

The Local Plan is a local development plan document that will set out the council's proposals for the future development of the borough over the next 15 years through a suite of new planning policies. All local authorities are required to prepare a Local Plan with the objective of contributing to the achievement of sustainable development, addressing the spatial implications of economic, social and environmental change.



The key elements of the development strategy put forward in the 'Policy Options' are:

- Allocating development sites for delivery of 7,800 new homes primarily within the Hounslow and Brentford areas.
- Securing the regeneration of Hounslow and Brentford town centres to deliver new retail and leisure facilities.
- Promoting new employment growth in designated areas through the provision of 200,000 sq m of additional office floorspace.
- Seeking major transport infrastructure to improve public transport access to the Golden Mile as one of the borough's strategic employment locations.
- Opposing further expansion of runway or terminal capacity at Heathrow Airport
- Supporting the development of a new stadium for Brentford Football Club at Lionel Road.
- Promoting the redevelopment of Feltham Arenas as a sporting and recreation hub
- Supporting the restoration and enhancement of Boston Manor and Gunnersbury as major heritage and open space assets.
- Allocating sites for the expansion of schools in Feltham, Hounslow and Brentford to accommodate the increase in pupil numbers.

PROCESS

Hounslow's new Local Plan will replace all of the policies and proposals in the existing local development plan currently made up of the Brentford Area Action Plan (2009), the Employment Development Plan Document (2008) and the saved policies in the Unitary Development Plan (2007) together with supporting Supplementary Planning Documents and/ or Guidance. The Local Plan process also replaces the previous local development plan terminology of Local Development Frameworks led by a Core Strategy which the council had previously been preparing.

The Policy Options for the Local Plan is the first stage in the preparation of the council's new Local Plan. However, the council has used feedback received through two earlier consultations on its then emerging Core Strategy (a predecessor to the Local Plan) to inform the development of the options where possible. There are also options presented for new policy areas which haven't previously been consulted on – most notably proposed development site allocations and development management policies.

Following the Policy Options consultation, there will be one further public consultation on a draft Local Plan, also known as the 'proposed submission' Local Plan. Following this consultation, the Local Plan will then be submitted for an independ-

INTRODUCTION

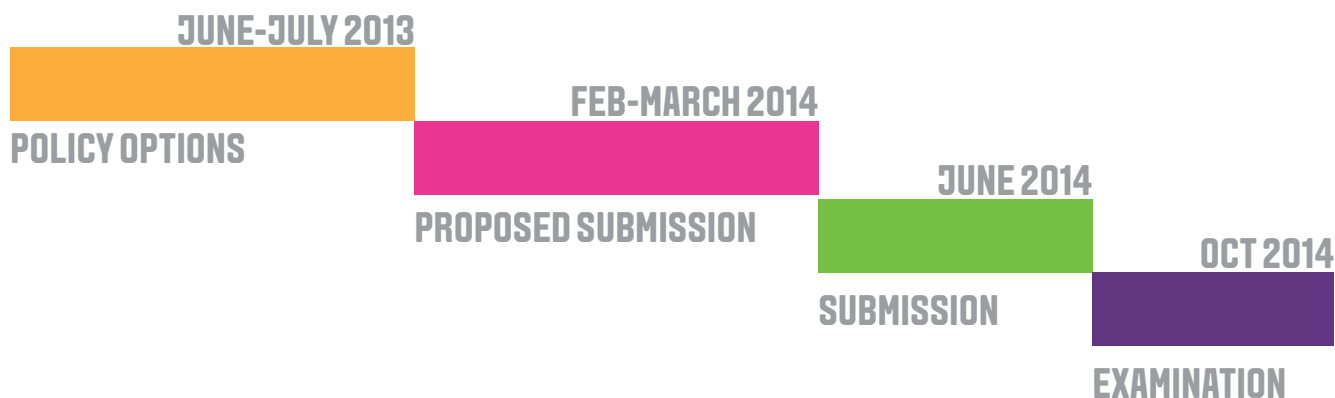
ent examination. The examining Inspector will assess whether the Local Plan has been prepared in accordance with legal and procedural requirements, and whether it is 'sound' with reference to the following tests:

- The plan has been positively prepared based on a strategy which seeks to meet the objectively assessed development and infrastructure requirements, and whether it is reasonable to do so and consistent with achieving sustainable development.
- The plan is justified as the most appropriate strategy when considered against the reasonable alternatives, and based on proportionate evidence.
- The plan is effective in that it is deliverable over the plan period and based on joint working on cross boundary strategic priorities.
- The plan is consistent with national policy, enabling the delivery of sustainable development in accordance with the policies in the NPPF. There is also a requirement for Local Plans in London to be in general conformity with the London Plan.

SUSTAINABILITY APPRAISAL

The Local Plan is subject to a number of statutory impact assessments, including Sustainability Appraisal (incorporating Strategic Environmental Assessment) and Habitats Regulations Assessment. Each of the options presented in the consultation document have been assessed for their impact on the economy, community and environment and have been appraised for their impact against sustainability objectives. This sustainability appraisal process has enabled the assessment of reasonable alternatives options including a comparison of their likely impacts. The Sustainability Appraisal is published as a document alongside the Policy Options document for consultation.

TIMETABLE



PUBLIC CONSULTATION

The Policy Options and accompanying Sustainability Appraisal are published for public consultation for a six week period from 14th June to 26th July 2013.

Please consult the council's webpage to view the document and to respond using our online questionnaire:

www.hounslow.gov.uk/consultation

Alternatively, please contact the Planning Policy Team using the details below:

Email: ldf@hounslow.gov.uk

Tel: 020 8583 5202

Web: www.hounslow.gov.uk/localplan

POLICY CONTEXT

The starting point for developing policy options for the Local Plan is to address the requirements set out in national and regional planning policy guidance. Policy options for the Local Plan are only provided where the opportunity for proposing reasonable alternatives to national and regional policy exist in order to meet local objectives or respond to local distinctiveness. Where an issue is adequately addressed and no alternative options are available, the policy options indicate that national or regional policy will apply.

NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of Local Plans.

The core principle of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through plan making. Sustainable development is defined positively seeking to meet the needs of the borough unless the adverse impacts would outweigh the benefits, or the NPPF indicates development should be restricted. It is the role of the planning system to balance the three dimensions of sustainable development - economic, social and environmental – to ensure that new development has a beneficial impact on the local economy, environment and people's quality of life, and to mitigate or protect the area from significant adverse impacts.

The NPPF requires that Local Plans:

- Plan positively for the development and infrastructure required in the area.
- Cover a 15-year timeframe, taking account of longer term requirements.
- Be based on co-operation with neighbouring

authorities, public, voluntary and private sector organisations.

- Indicate broad locations for strategic development of a key diagram and land-use designations on a policies map.
- Allocate sites to promote development.
- Identify area where it may be necessary to limit freedom to change the use of buildings
- Identify land where development would be inappropriate, for instance for its environmental or historic significance.
- Contain a clear strategy for enhancing the natural, built and historic environment.

More generally, the NPPF sets out guidance in relation to key planning principles including building a strong economy; ensuring the vitality of town centres; promoting sustainable transport; delivering a wide choice of affordable homes; good design; promoting healthy communities; protecting open space and the built environment; conserving the historic environment; and meeting the challenge of climate change. The policies in the Local Plan must be consistent with the principles and policies set out in the NPPF and address all of the Local Plan preparation requirements.

POLICY CONTEXT

LONDON PLAN

The London Plan is the Spatial Development Strategy produced by the Mayor of London setting the strategic plan for development in London over the next 20-25 years. The Local Plan is required to be in general conformity with the London Plan. The London Plan is also part of the statutory development plan for the borough and has to be taken in account in the determination of planning applications.

The London Plan sets out a significant number of requirements in relation to Local Plan preparation which must be addressed in the development of the policy options. The Mayor also establishes a strategic approach in relation to key policy areas leaving limited scope for alternative policy options at the local level. Key policy requirements set out in the London Plan in relation to Hounslow and the emerging Local Plan include:

- A minimum housing delivery target of 470 additional homes per annum throughout the plan period.
- Set an affordable housing target, including separate targets for affordable rented and intermediate housing.
- Identify and protect Strategic and Locally Signifi-

cant Industrial Locations

- Establishes the borough's town centre hierarchy identifying Hounslow as Metropolitan centre, Chiswick as a Major Centre and Brentford and Feltham as District centres.
- Sets out detailed principles in relation to minimising carbon dioxide emissions and sustainable design and construction.
- Strongly opposes any further expansion of Heathrow Airport involving an increase in the number of aircraft movements.
- Sets out maximum car parking standards
- Continuing the protection of Metropolitan Green Belt and Metropolitan Open Land.
- Identification of the Heathrow Opportunity Area (shared with LB Hillingdon) as an area to accom-

modate significant new housing and employment growth.

A BRIEF HISTORY OF HOUNSLOW

- 1150 River Brent is forded
- 1150 Chiswick Eyot
- 1150 St Mary the Virgin Church
- 1211 Holy Trinity Priory founded
- 1415 Syon Monastery founded
- 1400s Gunnersbury Manor
- 1570 Osterley Manor
- 1623 Boston Manor House
- 1713 Hogarth House
- 1727 Chiswick House

Roman

Saxon

Medieval

Middle ages

Tudor & Renaissance

Georgian

The Romans established an important trade route (now London Rd) through the area linking Londinium with the Roman town of Silchester. The Saxon period left a large legacy for the area, with many of its place names being from that period. This includes a settlement at Chiswick eyot, at Brentford where the River Brent meets the Thames, around Syon by the banks of the River, ceremonial site at Osterley, burial site at Cranford and at Mayfield Farm, East Bedfont.

The historic hundred of Isleworth (part of the County of Middlesex) contained a number of important, distinct settlements; Chiswick, Brentford, Turnham Green, Isleworth and Slan. Large expanses were rural/semi-rural, and settlements were clustered around and along routes and parish churches. They relied upon trade, from people going to City of London and Westminster. Apart from the Heath and marshy Spring Grove the area was good quality agricultural land.

The Tudor and Renaissance period saw notable changes, as the area was desirable, being upriver (clean water) and upwind (clean air) meant Estates and Manor Houses were beginning to be built for wealthy merchants and bankers, such as Osterley Park and Boson Manor House. The sizeable Hounslow Heath (4,000 acres) were hunting grounds for the Royal family along with being home to water powered gunpower mills and bandits.

Georgian architecture - Chiswick House and large Georgian townhouses for wealthy scholars (e.g. Chiswick Mall) Growth during this period was centred in and around existing villages and towns, and along the main roads as the coach service industry grew and prospered. Often, this was just houses with fields and market gardens directly behind. The Grand Junction Canal significantly altered the landscape, with boats bringing in coal and slate

A BRIEF HISTORY OF HOUNSLOW

1838

Great Western Railway

1875

Bedford Park construction

1838

Golden Mile Art Deco buildings

1970

Brentford Towers

2002

GSK Global Headquarters opened

2012

Public realm

Victorian / Edwardian

These settlements, especially Hounslow suffered a massive loss of trade when the Great Western Railway was built in 1841 to Bristol, reducing the amount of horse and coach traffic along the London Road to nothing by 1847.

Rapid urbanisation transformed the area during the Victorian period, particularly towards the later half of the 19th century. Railways arrive to the area with the and later on the underground network in the early 1880's.

Interwar period

Age of the automobile - construction of the Great West Road as a bypass to Brentford.

The growth of suburbia and home ownership allowed by the increasing availability of the car. Ribbon development along and off the GWR, with the low density, semi-detached home proving a popular type for a new commuter generation. Houses laid out on large plots in closes and cul-de-sacs, with wide windows, and large front and back gardens (Garden City influenced)

Postwar period

Push for de-densification and 'slum' clearance after the war, aligned with health movement and NHS. Advances in construction - mass construction techniques and reinforced concrete were employed in new council estates which replaced older pieces of townscape.

End of Middlesex as a county - creation of LB of Hounslow in 1965
Need for bigger roads catering for increase in vehicle traffic - GWR extended in 1950's and M4 opened in 1965

Late Twentieth century

The growth and prosperity of London has gone hand in hand with regeneration projects. Conservation movement
Purpose built, high density, modern apartment blocks are being built particularly in and around town centre locations.

Increased desire for tall buildings

BOROUGH OVERVIEW

Geographically situated in outer West London, Hounslow is a large borough covering approximately 22 square miles. Stretching from Chiswick in the east to the boundaries of Heathrow Airport in the west, the transition from the urban environment of the suburbs to the semi-rural environment of the urban fringe takes place within Hounslow. Taken as a transect the borough is more urban, dense and compact in the east around Chiswick and Brentford changing to a more suburban, lower density look and feel as you move westwards towards Feltham and Hanworth. The borough also has a mix commercial and industrial land uses, and is interlaced with several waterways including the River Thames and large areas of open space.

For many visitors to London, Hounslow is the gateway to the capital. It is ideally located for national transport links with easy access to Heathrow and motorways linking Central London to the south west, Wales, the Midlands and beyond. It is also a borough with a strong heritage represented by historic landmarks such as Chiswick House and Syon Park showing the borough's early development. More recently, Hounslow has grown around London's developing road and waterway networks with areas such as the A4 Great West Road now functioning as one of London's strategic employment centres. Communities are focused around the town centres – Chiswick, Hounslow, Brentford and Feltham and their suburbs, and the urban villages of Heston, Bedfont, Isleworth, Hanworth

and Cranford. Each of these localities has its own character and attractions reflecting their different history and functions.

The borough is currently home to over 255,000 people and is expected to grow by a further 30,000 to 280,000 by 2030. The people are diverse, from many backgrounds, ages, abilities and faiths, but they share great ambitions for our borough and its future. By 2030, a quarter of the population will be under the age of 18 and nearly 15% will be over the age of 65, with 4% over the age of 80. This will present particular challenges in terms of community infrastructure and particularly education and health provision. The size of households is also projected to decrease leading to the 12th highest increase in the country in the number of households from 97,000 in 2011 to 113,000 in 2021 – an annual average increase of 1,750 households. This level of anticipated growth is significant above the borough's average rate of housing growth over the last eight years of 840 units per annum.

The latest house price data (Oct to Dec 2012) shows the average housing price for the borough is £352,106. This ranks the borough 20th in London in terms of average, and is over £100,000 higher than the UK average of £238,293. Consequently, many of the newly forming households will find it difficult to access the housing market. The 2011 census identifies approximately 85% is privately owned with the remainder provided by the council or Register Providers – previously known as Housing Associations. In terms of tenure, the largest grouping is now the private rented sector which has doubled from 15.4% to 30.2% in 10 years. The next largest is the owner occupiers with a mortgage at 28.5%, which has dropped from 42.4% in 2001, followed by those who own their home outright at 26%. The doubling in the proportion of private rented housing together with the decline in the number of owner occupiers over the last ten years also indicates issues of affordability as house prices have continued to rise, as well as a change in the character of the residential

BOROUGH OVERVIEW

population as a high proportion of private rented properties is likely to lead to a greater churn in the local population. Notably, the level of shared ownership housing remains low at 1.8% having increase from 1.5% in 2001.

The borough's economic geography characterised by distinct concentrations of commercial and industrial activities in the borough's town centres and along our road, rail and waterway routes. These intrinsic locational advantages have enabled the borough to attract a number of major international companies that together constitute a significant element of Hounslow's workplace economy, alongside 10,000 smaller businesses. It is also an economy heavily influenced by Heathrow airport, whose supply chain accounts for between 10-20% of Hounslow's economic base.

In terms of employment hubs, Chiswick is the only town centre that acts as a key employment location driven by the edge of centre Chiswick Business Park providing 200,000 sq m of high quality, modern offices, together with the attractiveness of town centre in terms of good tube access, restaurants and cafes, independents shops and large civic open spaces. Hounslow, despite being the borough's only Metropolitan town centre, has primarily secondary office stock that together with poor quality amenities has proved unattractive to potential employers. This pattern is repeated on a smaller scale in Brentford and Feltham town centres. Consequently the

borough's key employment locations are located outside of the town centres. These include major industrial sites at North Feltham Trading Estate, Transport Avenue and the Great West Road, and office locations at Bedfont Lakes, Chiswick Park and the Great West Road. These areas are also where the majority of the borough's major employers are located. In terms of the prospects of the borough's town centres more generally, and significant growth and regeneration potential has been identified within Hounslow and Brentford, whilst the approach to Feltham and Chiswick will focus on consolidation and enhancement.

The total number of employee jobs within the borough is 143,000, compared to resident working age population of 176,000, of which 133,000 are economically active. Overall unemployment levels are comparatively low at 7.4% (Sept 2012) compared to the London average of 8.9% and UK average of 7.9%. In terms of employments sectors, the borough's profile is characterised by a high incidence of transport-related activities, busi-

nesses linked to the creative industries as well as some head office functions. Importantly however, data on commuting highlights that generally Hounslow businesses do not employ Hounslow residents, with 60% of the people who work in the borough living outside the borough. More notably, it is also possible to identify that large numbers of the high quality jobs in the borough are taken by in-commuters, while Hounslow residents work in lower paid jobs elsewhere. This indicates a need to address the mismatch between the skills of the resident population and the employment opportunities within the borough, both to reduce the levels of congestion caused by commuting and to enable Hounslow residents to access higher paid local jobs.

In terms of the borough's future economic prospects, a high rate of business formation in the borough suggests the economy is highly entrepreneurial. The borough is also identified as being with the top 15% in the UK Competiveness Index further highlighting its intrinsic competitiveness

BOROUGH OVERVIEW

linked to its locational advantages. There is also evidence both in the London Office Policy Review 2012 and the borough's Employment Land Review of ongoing demand for the borough's high grade office space from multinational corporations in high growth sectors such as hi-tech, media and pharmaceutical companies. Demand from these companies is expected to continue to be strong to 2030.

Hounslow is ranked 118th most deprived local authority of 326 in England, based on an average score for 139 small geographical areas in Hounslow, each of which has about 1,500 people. Over half of Hounslow's population lives within the lower half of the national scale of deprivation; and 0.6% of the local population live in an area which is ranked among the 10% most deprived in England, while about 2% live in areas in Hounslow ranked in the 10% most deprived in London. The wards of Hanworth and Cranford are the most deprived wards locally – and along with seven other Hounslow wards are in the most deprived half of areas in London – while no areas in Hounslow are considered to be amongst the 10% least deprived nationally. Hounslow South is the least deprived ward in Hounslow.

Hounslow, like many other outer London boroughs has developed along key road and rail routes, which now carry heavy volumes of traffic to and from central London. Heathrow Airport, immediately to the west of Hounslow, also gener-

ates significant traffic. Congestion throughout the day is exacerbated by commuter traffic. There is also considerable commercial traffic. New developments located away from town centres and good public transport links have also resulted in people being increasingly dependent on the private car, adding to the congestion of the borough's roads. The places with the best public transport accessibility are the four town centres reflecting their role as local hubs.

Heathrow Airport immediately to the west of the borough has a significant impact on the economic wellbeing and quality of life of our community. It is currently an important source of employment and wealth generation both directly and through its use of the local supply chain – over 11,000 Hounslow residents are employed at the airport. Yet it also causes through its very size, a distortion of the local economy in favour of a single industry, generates serious congestion on our road and rail networks and has a negative environmental and health impact in the form of noise and air pollution. The council continues to oppose further expansion at Heathrow as well as seeking further action to mitigate its negative effects on the local community.

Noise is a problem for many residents in Hounslow, disrupting conversation or other activity, which can increase stress or disturb concentration, rest or sleep. In addition to the noise generated from flights in and out of Heathrow airport

(there are approximately 471,000 flights per annum over the borough), road traffic is a major contributor of noise pollution across the borough, London and across the UK.

The majority of air pollution within London Borough of Hounslow comes from transport sources, associated with busy or congested roads including the A4, M4, A30 and the use of cars, delivery vehicles and heavy goods vehicles related to the close proximity of Heathrow airport. In the west of the borough, the level of air pollution is dominated by the presence of Heathrow airport. Hounslow exceeds the nitrogen dioxide levels set by the National Air Quality Strategy. Council policy aims to reduce the level of specific pollutants, especially those associated with road traffic. The whole borough is now classified as an Air Quality Management Area (AQMA). An AQMA is an area where one or more air quality objectives are not expected to be met unless action is taken to

BOROUGH OVERVIEW

improve air quality. Currently, carbon monoxide, sulphur monoxide and ozone levels in the borough do not exceed EU targets, and existing policies are seen to be sufficient. The levels of these pollutants are not considered a priority for local air quality management in Hounslow.

The borough has one of the largest amounts of open space in London. The Green Belt covers open space in the west of the borough up to Hounslow Heath, which is south west of Hounslow Town Centre. Most of the larger open spaces which do not sit within the Green Belt designation are designated as Metropolitan Open Land; includes Osterley Park, Chiswick House and Grounds, Dukes Meadows, Gunnersbury Park, Boston Manor Park and Syon Park to name a few. There are also a number of smaller open spaces and parks in the borough and play a valuable role in providing for more informal recreation including dog walking and children's play. In addition to the recreational open spaces, the borough also has multiple nature conservation areas, the most important of which is Kempton Waterworks (including the reservoirs), situated in the far south of the borough is designated as a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR site as part of the wider South West London Waterbodies designation.

The quality of the Council owned open spaces is generally quite good across the borough; however there are some notable differences from west to

east. There is by far the largest amount of Council owned open space in the west, which due to its location on the edge of the borough and outskirts of London forms much of the Green Belt designation as well. Some of the lowest quality open spaces are in the west and Heston and Cranford areas, with the higher quality spaces located in Isleworth, Brentford and Chiswick

The Blue Ribbon Network is London's strategic network of water spaces which covers the River Thames, canals, tributary rivers, lakes, reservoirs and docks alongside smaller waterbodies. The main body of water in the borough is the River Thames which runs along the south eastern boundary from Isleworth to Chiswick. Other rivers in the borough include the River Crane, Longford River and Duke of Northumberland's River. Hounslow also has part of the Grand Union Canal which runs from the north of the borough between Osterley and Boston Manor Park south into Brentford where it joins the Thames. All of these waterways are key elements of the borough's environment and make a significant contribution to the landscape, ecology and local amenity of the area.

In terms of built heritage, the borough has a rich and varied heritage landscape including 27 conservation areas covering some 994 hectares. The majority are concentrated in the east of borough, in Chiswick, Brentford and Isleworth. These are also the location of the borough's five Great Estates of Chiswick, Gunnersbury, Boston Manor,

Osterley and Syon – a unique and distinct aspect of the borough and which contribute significantly to the environmental and cultural wealth of the borough. There are 885 buildings both commercial and domestic which are statutorily listed buildings, as well as 262 locally listed buildings of townscape character. These buildings have a considerable influence on the townscape of Hounslow. It is important that any new development preserves and enhances these buildings and their settings. There are also a small number of scheduled monuments, a dozen Archaeological Priority Areas. The list of heritage assets is regularly being updated reflecting that the appreciation of special interest evolves, with new assets being uncovered and new demands and pressure on our heritage landscape requiring additional protection.

KEY CHALLENGES

TOWN CENTRES

- The borough has four town centres – with Hounslow as the largest followed by Chiswick, Feltham and Brentford. Hounslow and Brentford town centres have large sites which provide opportunities for regeneration.
- There is a need to both increase retail provision and diversify the offer in terms of leisure and cultural activities in Hounslow, Brentford and Feltham town centres, in contrast to Chiswick where the maintaining the existing level of retail will be key to the town centre's success.

ECONOMIC DEVELOPMENT

- Hounslow has a strong economy which is expected to grow over the plan period however; this growth needs to address the mismatch between the skills of the resident population and the high-skilled employment opportunities in the borough.
- Chiswick is the only town centre performing well in employment terms, and the majority of the boroughs major employers remain out of centre in business clusters on the Great West Road and in Bedfont Lakes and Chiswick Business Park.
- Hounslow has several areas of deprivation, particular within the areas of Hanworth and Cranford.

HOUSING

- The population of the borough will increase by 12% over the next 20 years amounting to 30,000 new residents and an annual average increase of 1,749 households to 2021 indicating a significant need for additional housing.
- The affordability of housing is a key local issue with many newly forming households being priced out of both owner occupation and increasing private rented housing.

COMMUNITY INFRASTRUCTURE

- By 2030 over a quarter of borough's population will be under 25 and nearly 15% will be over 65.
- The council has identified the need for minimum of 34 additional forms of entry at secondary school level equating to four or five new secondary schools and up-to six new primary schools.
- It is anticipated that there will be increasing demand on local health services. A new health centre will be provided in Heston together with improvements throughout the borough to move towards more community based care.



KEY CHALLENGES

BUILT HERITAGE AND CHARACTER

- The borough has a rich built heritage including several great estates including Syon Park and Chiswick House and 27 conservations areas.
- There are nearly 900 statutorily listed buildings a small proportion of which have been identified as being at risk and in need of repair.
- The borough has a varied built character changing from urban to suburban as you move eastwards through the borough, protection of this local distinctiveness is a key community priority.

ENVIRONMENTAL QUALITY

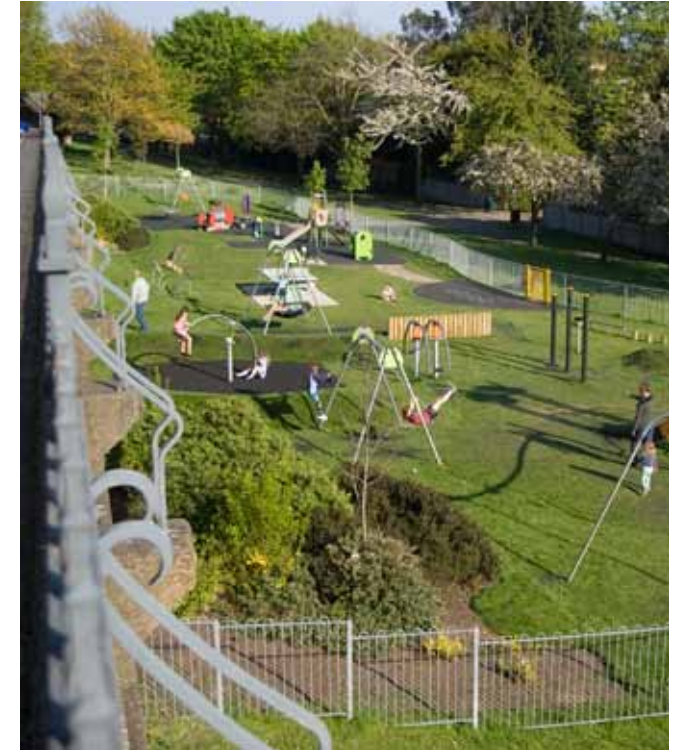
- Noise and air pollution are serious issues for borough residents as result of the aeroplanes landing at and taking off from Heathrow, and the congestion on the borough's major arterial routes.
- Air pollution levels in the borough regularly exceed European Union targets.
- Large areas in the east of the borough are at risk of flooding due their proximity to the River Thames.

GREEN AND BLUE SPACES

- The borough has significant areas of green belt the majority of which is Metropolitan Green Belt or Metropolitan Open Land. Whilst the green belt continues to perform a valuable function stopping urban sprawl, much of the land is of relatively poor quality an not in an active appropriate use.
- The main waterbody in the borough is the river Thames which runs along the south eastern boundary from Chiswick to Isleworth.

TRANSPORT

- The borough's is bisected by a number of heavily congested arterial routes which act as the main access routes to London by car from the west and Heathrow airport.
- The borough's four town centres are the most accessible locations by public transport reflecting their role as local service hubs.
- Heathrow airport has a significant impact on the economic and social well-being of our communities as a significant local employer but also as a cause of significant noise and air quality issues.





02 SPATIAL STRATEGY

PROPOSED LOCAL PLAN VISION

The purpose of the Local Plan is to guide the development of the borough over next 15 years. The development proposed should be delivered in a way that prioritises and addresses the key challenges outlined above. However, as with other parts of the plan, it is important to highlight that the proposals in the plan must also be developed within the existing framework of national and regional policy guidance, together with other borough-level plans and strategies,

The first stage in this process is the development of vision, objectives and spatial strategy that together make clear the outcomes the Local Plan is seeking to achieve, and how this will be delivered on the ground.

The starting point for the development of this vision is the borough's Sustainable Community Strategy – Future Borough which identifies an overarching vision for Hounslow in 2030 together with a more detailed 'Vision for Place' which describes the key aspirations for the development of the borough over the next 20 years and draws out the following key themes:

- Four thriving town centres supported by a number of distinct, vibrant city villages;
- Promoting the borough's historical and green assets together with an improved cultural offer
- Meet the infrastructure needs of the growing population;

- Create opportunities for families to afford their own home together with quality retirement housing so that people can live in Hounslow throughout their lives;
- Manage the impact of climate change on the local community;
- Develop transport links to increase the use of public and active travel options

The Future Borough vision has also been translated into a set of outcomes and those relevant to the Local Plan are set out below.



Place

- We will enjoy and maximise use of our built and natural environment – protecting and enhancing it
- We will live in an attractive, well designed, sustainable borough with good access to infrastructure and services
- We will reduce our impact on the environment and protect ourselves from its effects

Economy

- We will be better educated and more skilled
- We will have more and better local employment opportunities for residents of the borough
- We will be an attractive borough in which to invest and do business

Ambition Projects

- Regeneration of our town centres
- Leisure and/ or performance venue
- Green high tech industry
- University borough



PROPOSED LOCAL PLAN VISION

There is a close relationship between the key challenges and the vision set out in the Sustainable Community Strategy which together act as the starting point for the Local Plan vision. It is proposed to develop the Local Plan vision based on three outcomes.

The three outcomes have been translated into an overarching spatial strategy and eight objectives that set the framework for development over the next 15 years. Following the consultation on the policy options, a vision for the Local Plan will be developed based on the implementation of the objectives and the spatial strategy, describing how the borough will develop over the plan period.



OUR VISION IS BASED ON 3 OUTCOMES

CAPTURE BENEFITS

Capture the benefits of growth and use the inward investment potential to deliver the regeneration our town centres; grow our strategic employment areas such as the Golden Mile; and deliver a sustainable mix of high quality housing.

IMAGE

Change the image of borough by securing physical improvements to the built environment, town centres, heritage assets and open space, protecting and promoting local distinctiveness, and providing people with more opportunities to live, work and access services locally create a more sustainable pattern of development.

ENVIRONMENTAL CHALLENGES

Addressing our environmental and resource challenges through a mitigation and adaption to climate change and pollution, and promoting more sustainable patterns of development and the use of public transport.

SPATIAL STRATEGY HAS TWO FOUNDATIONS

AND IS TRANSLATED INTO EIGHT OBJECTIVES

SECURING GROWTH AND REGENERATION

REINFORCING LOCAL CHARACTER & IDENTITY

PROPOSED SPATIAL STRATEGY

The spatial strategy describes how the delivery of the plan's vision and objectives will change the borough physically over the next 15 years. The areas of the borough that will experience the most significant growth are Brentford and Hounslow with over 3,000 new homes in each area, reflecting the availability of land, attractiveness for investment and regeneration and their good accessibility. Such growth will need to be managed sensitively to ensure that the character of the existing areas is retained, that supporting infrastructure is provided and investment is secured in the local economy, particularly within the town centres.

The remainder of the borough is predicted to see much more modest growth reflecting its suburban character, the large areas of open space and more limited public transport accessibility. There will however be specific areas of targeted investment to meet local regeneration needs such as within areas with the highest levels of deprivation, or to deliver key infrastructure projects such as new schools, leisure facilities and the restoration of some of the borough's most significant heritage assets.

The Vision will be delivered through the implementation of the Plan's objectives. Eight objectives are proposed in the Local Plan, developing those consulted on in the Core Strategy - Preferred Strategy in July 2011 (the predecessor to the Local Plan). The objectives have been expanded to describe in more detail the outcomes sought through the Local Plan. They have also been used to structure the subsequent policies options.



SECURING REGENERATION THROUGH GROWTH



REINFORCING LOCAL CHARACTER AND IDENTITY

PROPOSED SPATIAL STRATEGY

THE SPATIAL STRATEGY IS BASED ON TWO INTERWOVEN AIMS...

SECURING REGENERATION THROUGH GROWTH

The areas of the borough that provide the most opportunity for change are focused around Hounslow and Brentford town centres, the A4 Great West Road 'Golden Mile'. This proposed pattern of development is reflected in the linear layout of proposed development site allocations, which cluster within and between these growth areas. Further additional potential also exists within the Heathrow Opportunity Area around Feltham town centre which will be explored through a more detailed Area Action Plan.

The options for the Local Plan seek to deliver growth at a rate slightly above current London Plan targets and projections as the catalyst for regeneration and renewal. The key focus for this growth will be the borough's town centres, and in particular Hounslow and Brentford, which are currently underperforming in terms of their shopping, leisure and cultural provision. Key development sites have been identified in both of the town centres which have the capacity to deliver the additional commercial and residential development required to create a step change in

their facilities and performance. At the end of the plan period Hounslow town centre will provide an additional 23,500 sq m of retail and 14,000 sq m of commercial floor space to bring it into line with the other Metropolitan town centres throughout London. Brentford is planned to grow by a more modest 8,000 sq m of retail in line with its District centre status. There will also be improvements to the look and feel of the two High Streets, with new street layouts and designs that will create places to linger and take pleasure from. The focus will also be on promoting a significant leisure offer which takes advantage of the enhanced streets, and in Brentford the waterside location. New cafes, restaurants, cinemas and other cultural provision will change the dynamic of these centres with visitors wishing to stay longer and creating a new, vibrant evening economy. Chiswick and Feltham town centres, which continue to perform strongly, will see more modest development building on and adding to their existing character, particularly on sites on the periphery of the town centres where more scope exists for redevelopment.

The delivery of a variety of new homes will encourage and enable people to choose to live in Hounslow throughout their lives will be fundamental to delivering a sustainable pattern of growth. Provision is made in the plan for 7,800 new homes over the next 15 years which is above our strategic target of 7,400. The delivery of additional growth of this scale is conditional on a significant proportion of these homes being affordable to residents on low and middle incomes, and a commitment to exemplary design that can attract those who currently commute into the borough to work, to choose to live in the borough. The majority of the new homes will be delivered in the centre of the borough between and within Hounslow and Brentford town centres, where the greatest opportunities for redevelopment exist. Additional sites have also been identified on former employment and council-owned sites across the borough where redevelopment would enhance the character of the local area, and link in with the existing public transport network.

The simultaneous growth of homes and employ-

SPATIAL STRATEGY

01

ment opportunities is a key objective of this plan. It will therefore be vital to match the proposed residential growth with an increase in local employment opportunities. In addition to the new retail and leisure development planned in our town centres, there is an identified need for the provision of an additional 200,000 sq m of new office floor space, equating to approximately 14,000 new jobs in the next 15 years. It will be vital for the borough to secure the new employment floor space required to deliver these employment opportunities, and to ensure that additional business rate income is secured to fund local services and infrastructure in the future. The majority of new employment growth will be within existing strategic employment locations within Chiswick and Brentford. Chiswick Business Park is now in its final phase of expansion but has stimulated further employment investment within the Chiswick area. The majority of additional employment growth will therefore be on sites along the A4 Golden Mile which will include the expansion of the BSKyB Headquarters and the regeneration of the for-

mer Gillette factory site. With existing levels of industrial demand being retained particularly in the west of the borough where much of the activity is Heathrow related, the borough's existing industrial estates will also continue to be protected for the role they play in supporting logistics, general industry and waste management uses.

A significant part of the west of the borough from Hounslow town centre, out through Feltham, Hanworth, Bedfont and Cranford is also identified in the London Plan as part of the Heathrow Opportunity Area, together with a large area of the adjoining borough of Hillingdon. The potential for 9,000 new homes and 12,000 jobs across a 700 hectare area is identified in the London Plan. Within Hounslow borough, this capacity is linked to the continued rejuvenation of Feltham as a town centre and to the development of the borough's strategic industrial offer. This plan makes provision for some intensification on the edge of Feltham town centre and the continued protection of North Feltham Trading Estate as a designation Strategic Industrial Location. However, given

the constraints of large areas of green belt, the public safety zone, aerodrome safeguarding and noise contours arising from the airport and the limited additional capacity planned on the public transport network, the borough's contribution of the envisaged growth potential of the Heathrow Opportunity Area will be limited. The council proposes to prepare additional area-based development plan documents for the Heathrow and Feltham areas.



SPATIAL STRATEGY

REINFORCING LOCAL CHARACTER AND IDENTITY

National and regional guidance clearly states that planning needs to recognise, be informed by, and promote the local character and identity of each place. This forms a key component of securing sustainable development. Hounslow's Character and Context Study (2013) identified ten recognisable districts across the borough in order to describe and assess their individual and collective characteristics. The ten districts were identified through an iterative process involving historical research, community consultation, field surveys and urban design analysis.

Hounslow is made up of a number of historic settlements, with many dating back thousands of years. The development pattern of the borough is heavily influenced by the Roman Road (now called London Road) and the River Thames with small settlements (Chiswick, Brentford, Hounslow, Isleworth, Bedfont) growing along and around these important trade routes. These settlements were connected by lanes passing through agricultural fields, markets gardens and

orchards; this pattern of routes is still evident today in the form of streets such as Upper Sutton Lane, Vicarage Farm Road etc. Although most of the buildings before the 16th century have gone, a great variety exists from the 17th, 18th and 19th centuries, many can be seen in the historic settlement cores and thoroughfares in for example Heston, Hounslow and Isleworth. Buildings and their location in the overall landscape give a strong sense of place and tell us much about the set-



tlements and how people lived, adding layers of collective social and cultural interest. Intact historic street patterns, religious houses, great estates, place names and relics are still evident across the borough creating a distinctive sense of place. Valuing and protecting this fabric is vital to ensure local character is strengthened and enhanced for future generations.

Hounslow's Districts

To achieve this, the Local Plan will build on the work in the Character and Context Study in broadly dividing the borough into ten districts each with their own distinctive character (this work has been consulted upon informally with a number of local resident associations and remains in development). It is important for successful planning that new development understands and adds to the unique character and identity of each district, in a way which fuses modern needs and demands whilst respecting the existing fabric of the place. No area will stay exactly the same, change to lesser and greater

SPATIAL STRATEGY

02

degrees will occur in each of the ten districts, making it important to promote sensitive planning based on the opportunities and constraints in each district.

To ensure that the borough wide strategy is delivered in a way that is sensitive to local distinctiveness, a proposed local spatial vision for each of the ten districts is provided as an option

for consideration. The visions are intended to provide specific local guidance to decision makers on whether a proposal accords with the overall character and identity of the area. Each vision is presented together with a short history of the development of the area taken from Character and Context Study, and a summary of the Local Plan proposals for each area including the type and scale of planned development. The alternative

option would be not to include local visions but to guide the overall character of development in each area based on the overall spatial strategy, together with more general design policies on local distinctiveness.



KEY DIAGRAM



OBJECTIVES

OBJECTIVE ONE SUPPORTING OUR TOWN CENTRES

01

Maintaining our town centres as a focus for the community and to attract investment, through an improved retail and service offer; new leisure and cultural facilities, and new residential quarters. Enhanced public realm and environmental improvements will also help build their identity.

How will this objective be implemented?

- Identify the role of the borough's four town centres - Brentford, Chiswick, Hounslow and Feltham including the scale and type of retail, leisure, office, cultural, community and residential development.
- Identify and support the delivery of the physical improvements necessary to make them successful and unique places.
- Define the extent of each town centre including the primary shopping area and designated frontages, and put in place policies to protect their retail function.
- Promote the vitality and viability of the borough's town centres by setting an impact threshold for out-of-centre development and by identifying sites to accommodate the need for additional retail floorspace.
- Support the introduction of markets where they complement the existing retail offer.

OBJECTIVE TWO PROMOTING ECONOMIC GROWTH AND INWARD INVESTMENT

02

Encourage inward investment and facilitate job growth by maintaining the supply of employment land, allocating development sites to accommodate forecasted employment growth and supporting our existing employers to expand. Make Hounslow an attractive place to do business by creating an environment conducive to entrepreneurs and ensuring our residents are appropriately skilled.

How will this objective be implemented?

- Provide capacity to accommodate future employment growth through the allocation of employment development sites and by maintaining a balance in the supply and demand for employment land.
- Protect the economic role of the Great West Road by supporting the retention and expansion of existing businesses, linked to delivery of public transport accessibility improvements.
- Improve the service offer within our town centres to ensure that they provide the social, cultural and leisure facilities required to attract and retain businesses and their workforce.
- Secure opportunities to improve local skills and access to employment.

OBJECTIVES

OBJECTIVE THREE

DELIVERING SUSTAINABLE, MIXED COMMUNITIES

03

Provide a mix of housing types and tenures to meet the needs of our growing population including affordable housing, aspirational family homes and high quality provision for the elderly to allow people to choose to live in Hounslow throughout their lives and create stable mixed communities.

How will this objective be implemented?

- To provide 7,800 new homes within the borough through the identification of new housing development sites and protection of the existing housing stock.
- Set a target to maximise the delivery of new affordable homes in view of the significant identified need.
- Set targets for the type of new homes required including the size of dwellings and mix of housing reflecting the findings of the Housing Market Assessment, and protect the existing housing stock.
- Set standards for the quality of new homes and residential extensions/ conversions, and protection of residential amenity.
- Manage the requirement for non-self contained housing such as student accommodation and Houses in Multiple Occupation.
- Consider the need to resist new housing development on back garden land.
- Meet the identified need for additional gypsies and traveller pitches.

OBJECTIVE FOUR

REINFORCING LOCAL CHARACTER AND IDENTITY

04

Recognise the varied character of Hounslow's districts and seek to preserve and enhance their special qualities, heritage assets and overall townscape quality and appearance. Combine this with the promotion of well-designed development that meets the needs of 21st century urban living and contributes positively to the character of an area.

How will this objective be implemented?

- Set high standards for design quality and seek innovation.
- Identify, protect and sustain the borough's heritage assets.
- Identify areas sensitive to, or suitable for, tall buildings.
- Identify character areas and design cues to guide the design of new developments, and areas sensitive to change.
- Seek a high standard of public realm within all new developments and ensure that they integrate and improve the surrounding street scene.

OBJECTIVES

OBJECTIVE FIVE

MAXIMISING THE BENEFITS OF OUR GREEN AND BLUE INFRASTRUCTURE

05

To protect, maintain and improve the openness, access, amenity, biodiversity, health and recreational value of the borough's green spaces and to link together with blue spaces through new green infrastructure links to facilitate health and well being in our communities.

How will this objective be implemented?

- Protect the public open space hierarchy set out in the council's Open Space Strategy.
- Set public open space standards, as the basis for maintaining the quantity of space required to meet the future needs of the borough's residents and promote healthy and active lifestyles.
- Address areas of open space deficiency through the provision of new public open space within developments.
- Protect the hierarchy of international, national and locally designated sites of importance for biodiversity as identified in the Biodiversity Action Plan.
- Promote the preservation and restoration of priority habitats and species as identified in the Biodiversity Action Plan.
- Promote the Blue Ribbon Network as a significant physical and cultural asset, encouraging greater use of the waterways for transport, freight, recreation and leisure.

OBJECTIVE SIX

DELIVERING COMMUNITY INFRASTRUCTURE

06

To ensure the delivery of appropriate infrastructure providing a range of community, education, health, cultural, sport and entertainment facilities that will support the borough's growing community and which are seen as a positive reason for visiting, living and working in the borough.

How will this objective be implemented?

- To support the provision of additional school places to meet growing demand through existing school expansions and the identification of sites for the provision of new schools.
- Work with local health providers to promote health and well-being through the supporting of new health infrastructure and promoting active lifestyles.
- Protect and promote the provision of accessible community and social facilities where these cater for the needs of our communities.
- Set standards for the provision of new sports and recreation facilities within the borough.
- Support the provision of local shops and services which provide for the day to day needs of their local communities.

OBJECTIVES

OBJECTIVE SEVEN

ENSURING ENVIRONMENTAL QUALITY

07

To protect from, mitigate and seek to reduce the detrimental effects of noise, poor air quality and general environmental pollution through strong environmental standards. Promote the mitigation of, and adaptation to, climate change through requirements for sustainable design and construction; reduced carbon emissions; the management of flood risk; and conservation of resources.

How will this objective be implemented?

- Mitigate and reduce the adverse impacts of noise pollution on health and quality of life including the identification of spaces of relative tranquillity.
- Ensure compliance with the objectives of the council's Air Quality Action Plan in view of the borough's status as an Air Quality Management Area.
- To prevent unacceptable risks and effects from pollution and land instability on health, the natural environment and general amenity.
- Set out proposals for the development of decentralised energy networks and Allowable Solutions for carbon offsetting.
- Ensure the implementation of the highest standards of sustainable design and construction to reduce carbon emissions and to take account on the impacts of climate change.
- Prevent inappropriate development in areas at risk of flooding, and to reduce flood risk overall including the use of sustainable urban drainage.

OBJECTIVE EIGHT

ENHANCING CONNECTIVITY

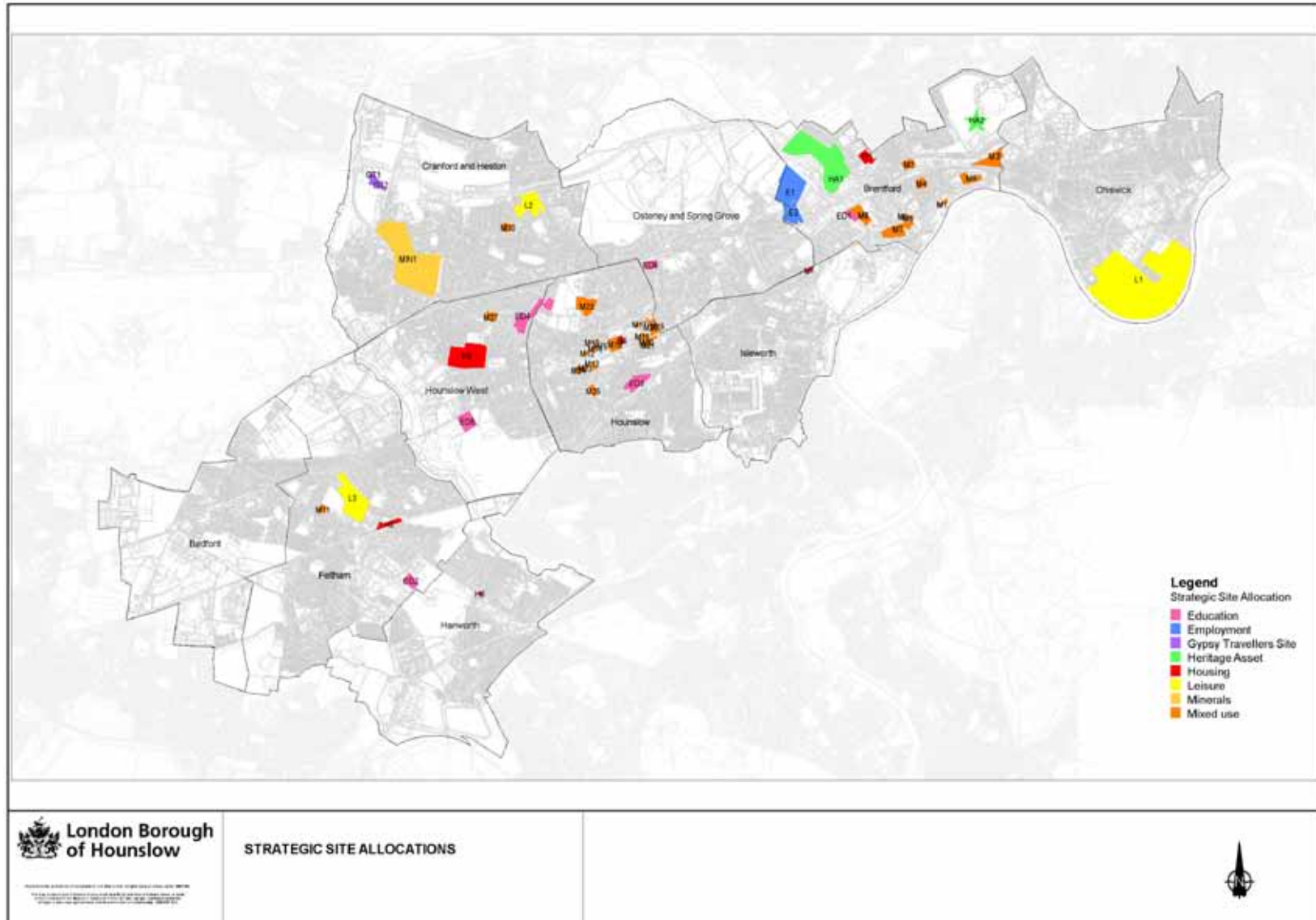
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Promote ease of movement for all through enhancing public transport, cycling and walking measures to provide genuine alternatives to private vehicles for the majority of journeys. Improve the provision of telecommunications infrastructure to increase the attractiveness of Hounslow to business, and reduce the need for commuting.

How will this objective be implemented?

- Ensure that development which generates high levels of trips is located in places with high public transport accessibility levels.
- Set maximum parking standards for all new developments and promote electric vehicles.
- Identify improvements to the accessibility and capacity of the public transport network within the borough including the protection of land for transport functions.
- Maximise the opportunity for the transport system to improve health outcomes by removing barriers to the uptake of active travel modes.
- To ensure that the transport system is managed appropriately to reduce traffic congestion and maximise the capacity of the network where this would support Plan objectives.
- Object to the development of additional runway and/ or terminal capacity at Heathrow Airport.
- Ensure a modern telecommunications infrastructure to support and promote business and reduce levels of commuting.

DISTRICTS AND SITE ALLOCATIONS



CHISWICK

HISTORY AND CONTEXT

Chiswick as it is known today began in five distinct locations: Old Chiswick, Strand-on-the-Green, Turnham Green, Little Sutton around Sutton Manor (later Court); and Stamford Brook. In medieval times the chief occupations were fishing, water transport, boat building and farming.

Later, Chiswick's fine location attracted wealthy Londoners who built large mansions of which only the exemplary Chiswick House remains. The coming of the railways in 1849 and greater employment opportunities brought a dramatic population increase with an associated housing boom. Most notable developments are New Town (now demolished), the Glebe and Grove Park estates and above all Bedford Park, considered the first garden suburb.

The area is best known for its historic house and gardens, its riverfront walks and pubs and its thriving High Road. In form, Chiswick is like a small city in its own right, with a commercial, built up core to the north (along the High Road) which gradually gives way to residential development of decreasing age and density to the south, culminating in open fields and the riverfront.

PLANNED GROWTH

Development type	Existing planning permissions	New sites
Homes	14 units	0 units
Retail	0	0
Employment	0	0
Schools	0	0

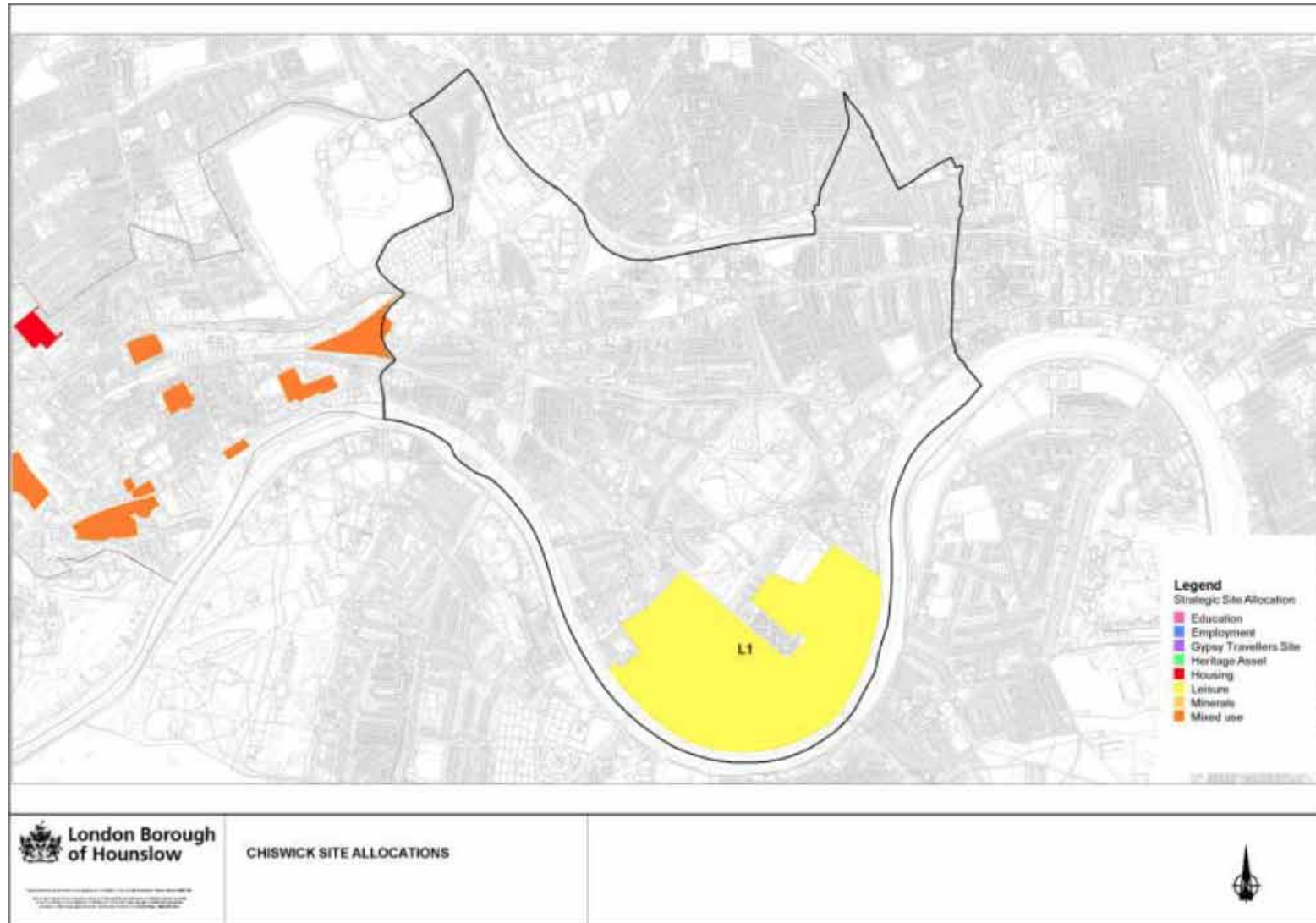


PROPOSED LOCAL PRIORITIES

1. Maintain and protect the character of Chiswick town centre as a historic High Road with a strong representation of independent shops and businesses.
2. Protect and enhance the special qualities and heritage character of the High Road, it's three to four storey buildings with retail ground floor frontages with residential
3. Improve the public realm along the High Road, including addressing refuse and recycling storage, access and design
4. Seek to create a new conservation area for the High Road that will protect and enhance its heritage and townscape value.
5. Protect and promote Dukes Meadows as an area of sport and leisure provision including its large playing fields,
6. Improve the public realm along the A4 Great West Road, planting of street trees to absorb noise and pollution and exploring opportunities to improve existing crossings.
7. Promote Chiswick's connection with the River Thames through the protection of river-related facilities and enhancement of the waterside environment.

CHISWICK

SITE ALLOCATIONS IN CHISWICK



CHISWICK

DUKES MEADOW

Allocation	Leisure
District	Chiswick
Site Reference	L1
Address	Dan Mason Drive, London W4 2SH
Source	New site
PTAL	1a
London Plan Character Setting	Urban
Site Area (ha)	89.31 hectares
Existing use	Metropolitan open land with a mix of sporting clubs, allotments and open landscape
Proposed use	Open air recreational and relevant ancillary buildings to create a national hub of sporting excellence.
Phasing	Phase 1, 2, & 3
Land ownership	Mixed



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BRENTFORD

HISTORY AND CONTEXT

A Roman and British settlement existed at Brentford c100AD along the site of the Roman road from London to Staines, which lay just north of the present High Street and especially close to the River Thames. Due to this strategic location, Brentford not only became an important trading centre - the town developed more rapidly than Hounslow - with a market and fair, but was the site of numerous battles. By the 18th century Brentford had become a major administrative centre and, with the coming of the canal and the railways, an important industrial centre and transport hub. It thus developed a character somewhat out of keeping with its Arcadian surroundings.

Brentford has a unique and varied townscape with distinctive built and natural environments that are significant to its identity and sense of place. These include waterways and waterside environments, historic buildings, the A4 Great West Road 'Golden Mile' - London's western gateway, and a large number of cultural and recreational assets. There is a rich mix of residential and commercial development interspersed with open space. Large commercial developments dominate the Great West Road. The town centre provides for smaller commercial and retail development and is flanked by new high density residential development.

PLANNED GROWTH

Development type	Existing planning permissions	New sites
Homes	2,021 units	1,486 units
Retail	0	8,000 sqm
Employment	220,000 sqm	0
Schools	0	4-5 primary school forms of entry

PROPOSED LOCAL PRIORITIES

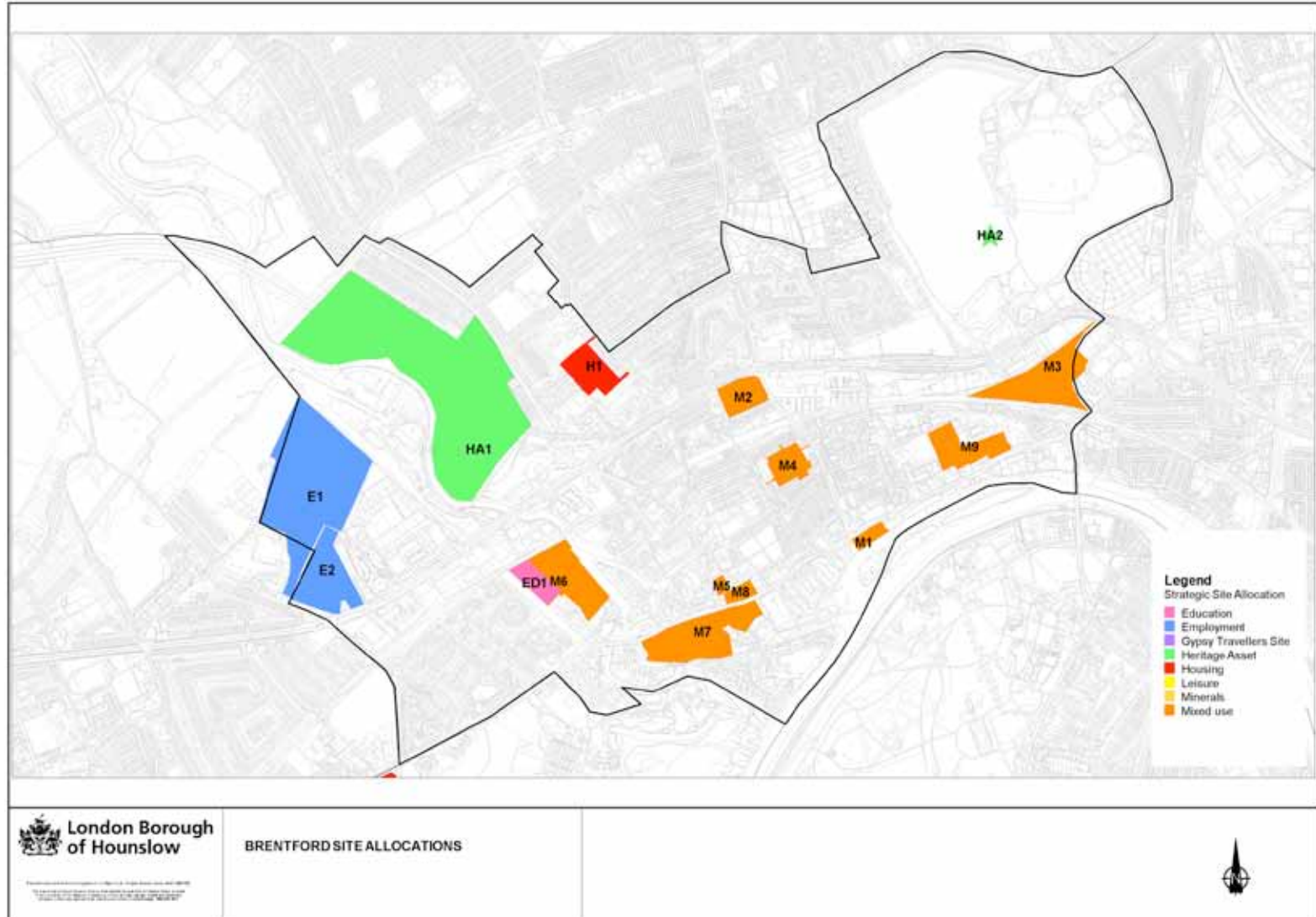
1. Regenerate Brentford town centre as a vibrant district centre that celebrates the town's heritage and waterside location.
2. Promote the A4 Golden Mile as a strategic employment area by supporting the expansion of existing employers, seeking to deliver a fundamental change in the accessibility of the area by public transport, improving the visual environment including a reduction in advertisement clutter and retaining the commercial character of the roadside, as well as improving the connections to Brentford town centre.
3. Promote the provision of major public transport improvements for the Great West Road including a new rail link to the Crossrail line at Southall.
4. Support the relocation of Brentford Football Club to a site on Lionel Road South.
5. Make provision for an additional 5 forms of additional primary school level.

6. Secure the future of the Waterman's Arts Centre including the promotion of its potential relocation to Brentford town centre.
7. Support Brentford's distinctive role for the provision of waterside industries and support facilities, and reconnect the area with its unique waterside location.
8. Secure the restoration and regeneration of Gunnersbury Park and Mansions, and Boston Manor House and Grounds
9. Target the social, economic and environmental improvements to the North Road, Haverfield and Brentford Towers estates as areas with high levels of deprivation (identified Areas of Regeneration).



BRENTFORD

SITE ALLOCATIONS IN BRENTFORD



BRENTFORD

COMMERCE ROAD BUS GARAGE

Allocation	Education
District	Brentford
Site Reference	ED1
Address	Commerce Road, Brentford TW8 8LR
Source	New Site
PTAL	2
London Plan Character Setting	Urban
Site Area (ha)	1.31
Existing use	Bus Depot
Proposed use	Retention of the bus depot or if the bus depot is relocated, a new three form entry primary school and bus turning circle.
Phasing	Developable Phase 2
Land ownership	Private



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BRENTFORD

BSKYB

Allocation	Employment
District	Brentford
Site Reference	E1
Address	Centaurus Business Park, Syon Lane, Isleworth, TW7 5QD
Source	Existing Development Plan Document
PTAL	2
London Plan Character Setting	Suburban
Site Area (ha)	14.49
Existing use	Media Campus (B1) and Warehousing (B8)
Proposed use	Enlarged media campus (B1)
Phasing	Deliverable Phase 1
Land ownership	Private



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GILLETTE

Allocation	Employment
District	Brentford
Site Reference	E2
Address	Gillette Corner, Great West Road, Isleworth, TW7 5NP
Source	Existing Development Plan Document
PTAL	2
London Plan Character Setting	Suburban
Site Area (ha)	4.32
Existing use	Mixed employment incorporating HQ office and manufacturing and warehousing. (B1, B2 and B8)
Proposed use	Industrial -B1b, B1c and high value B2 (B1a may be acceptable where ancillary)
Phasing	Deliverable Phase 1
Land ownership	Private



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BRENTFORD

BOSTON MANOR HOUSE AND PARK

Allocation	Heritage Asset
District	Brentford
Site Reference	HA1
Address	Boston Manor Road, Brentford, TW8 9JX
Source	New Site
PTAL	
London Plan Character Setting	Urban
Site Area (ha)	29.12
Existing use	Historic parkland, listed buildings, sporting facilities and open parkland.
Proposed use	Restoration of the historic buildings and parkland, together with improved sports facilities.
Phasing	Phase 1, 2, & 3
Land ownership	Public



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GUNNERSBURY PARK

Allocation	Heritage Asset
District	Brentford
Site Reference	HA2
Address	Gunnersbury Park, London,
Source	W3 8LQ
PTAL	New Site
London Plan Character Setting	Urban
Site Area (ha)	72
Existing use	Grade II* English Heritage registered park, 22 listed buildings, museum, sports facilities and parkland.
Proposed use	Restoration of core heritage parkland, refurbishment of listed buildings including potential enabling development and creation of a sporting hub.
Phasing	Phase 1, 2, & 3
Land ownership	Public



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REYNARD MILLS

Allocation	Housing
District	Brentford
Site Reference	H1
Address	Windmill Road, Brentford, TW8 9LY
Source	New Site
PTAL	2
London Plan Character Setting	Urban
Site Area (ha)	2.35
Existing use	Industrial Trading Estate (B1/B8 use)
Proposed use	Residential
Phasing	Developable Phase 2
Land ownership	Private



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BRENTFORD

ALBANY RIVERSIDE

Allocation	Mixed Use
District	Brentford
Site Reference	M1
Address	High Street, Brentford, TW8 0BB
Source	Existing Development Plan Document
PTAL	3
London Plan Character Setting	Urban
Site Area (ha)	0.63
Existing use	Waterman's Arts Centre plus adjoining commercial uses.
Proposed use	Mixed use with a range of residential and provision of appropriate commercial, including reprovision of arts centre. This reprovision can be off-site.
Phasing	Developable Phase 2
Land ownership	Mixed



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BRENTFORD

ALFA LAVAL

Allocation	Mixed use
District	Brentford
Site Reference	M2
Address	Great West Road, Brentford, TW8 9BU
Source	Existing Planning Permission
PTAL	3
London Plan Character Setting	Urban
Site Area (ha)	1.8
Existing use	Vacant mixed employment site
Proposed use	Mixed use including residential and commercial uses
Phasing	Deliverable Phase 1
Land ownership	Private



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BRENTFORD DIAMOND

Allocation	Mixed use
District	Brentford
Site Reference	M3
Address	Lional Road South, Brentford, TW8 0JA
Source	New Site
PTAL	3
London Plan Character Setting	Urban
Site Area (ha)	5.0
Existing use	Industrial and waster transfer
Proposed use	Mixed use – Community Football Stadium with enabling development.
Phasing	Developable Phase 2
Land ownership	Private



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BRENTFORD

BRENTFORD FOOTBALL CLUB

Allocation	Mixed Use
District	Brentford
Site Reference	M4
Address	Griffin Park Braemar Road, Brentford, TW8 0NT
Source	Existing Planning Permission (planning reference - 00143/A/P50)
PTAL	3
London Plan Character Setting	Urban
Site Area (ha)	1.63
Existing use	Football Stadium
Proposed use	Housing to enable development of the new football club on Lionel Road and potential provision of a primary school (3 Form Entry)
Phasing	Deliverable Phase 1
Land ownership	Private



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BRENTFORD

BRENTFORD POLICE STATION

Allocation	Mixed Use
District	Brentford
Site Reference	M5
Address	Half Acre Brentford, Middlesex, TW8 8DH
Source	New Site
PTAL	4
London Plan Character Setting	Urban
Site Area (ha)	0.27
Existing use	Police station
Proposed use	Residential/ Commercial/ Education (provision of a primary school -3 Form Entry)
Phasing	Developable Phase 2
Land ownership	Private



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BRENTFORD

COMMERCE ROAD

Allocation	Mixed Use
District	Brentford
Site Reference	M6
Address	Commerce Road, Brentford, TW8 8LR
Source	Existing Outline Planning Permission (planning reference 00297/R/P3)
PTAL	2
London Plan Character Setting	Urban
Site Area (ha)	5.03
Existing use	Industrial
Proposed use	Mixed Use
Phasing	Deliverable Phase 1
Land ownership	Mixed

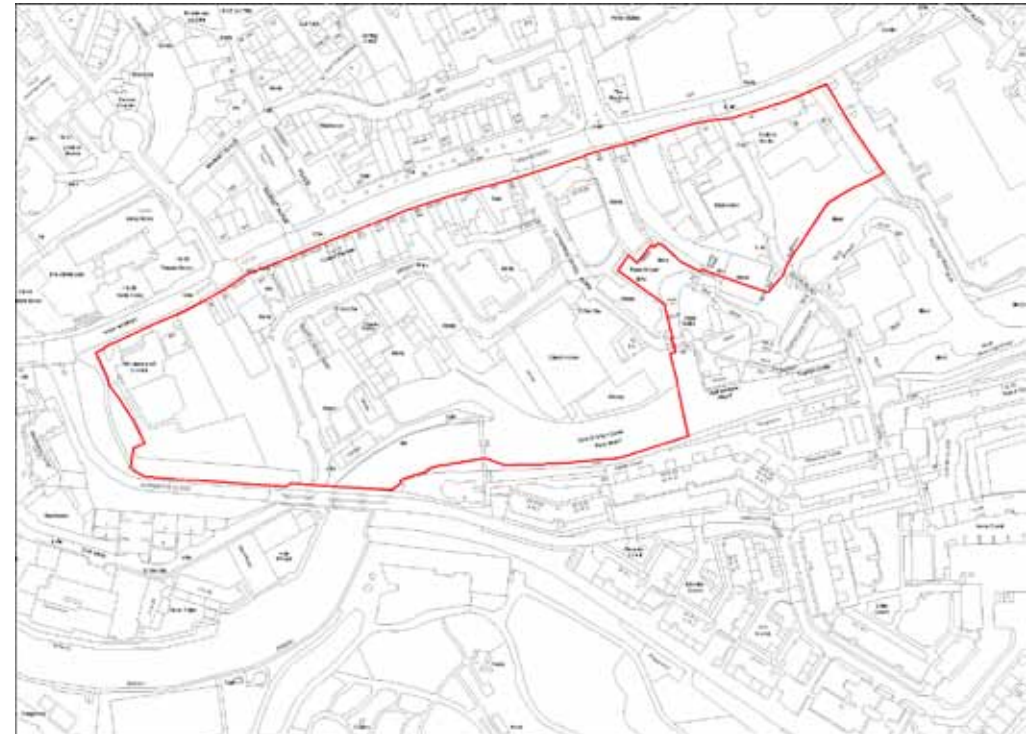


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BRENTFORD

BRENTFORD WATERSIDE

Allocation	Mixed use
District	Brentford
Site Reference	M7
Address	Land south of the High Street, Brentford, TW8 0BB
Source	Existing Development Plan Document 3
PTAL	Urban
London Plan Character Setting	Urban
Site Area (ha)	5.25
Existing use	Mixed use - retail, commercial, light industrial, residential and waterside related uses.
Proposed use	Mixed use comprising of residential, retail, leisure, cultural, community and waterside related uses and provision for town centre car parking.
Phasing	Developable Phase 1 & 2
Land ownership	Mixed



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BRENTFORD

MORRISONS SUPERMARKET AND CAR PARK

Allocation	Mixed use
District	Brentford
Site Reference	M8
Address	High St, Brentford, TW8 0JG
Source	Existing Development Plan Document
PTAL	4
London Plan Character Setting	Urban
Site Area (ha)	0.6
Existing use	Retail
Proposed use	Retail led mixed use with provision for town centre car parking
Phasing	Developable Phase 2
Land ownership	Private

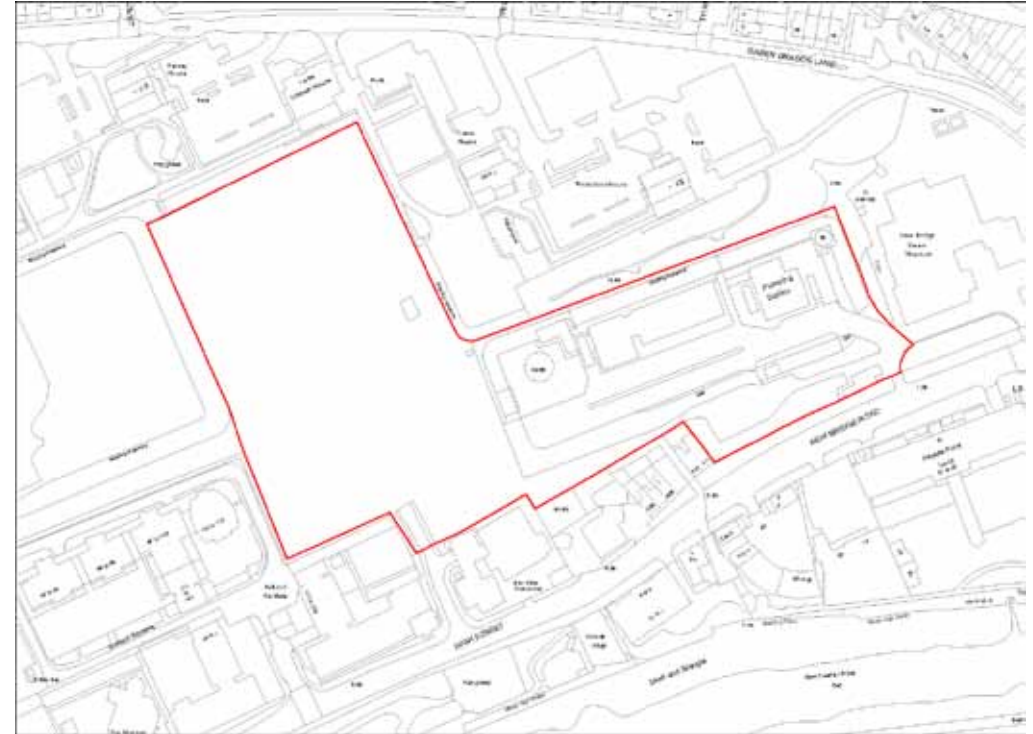


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BRENTFORD

THAMES WATER SITE

Allocation	Mixed Use
District	Brentford
Site Reference	M9
Address	Kew Bridge Road, Brentford, TW8 0EF
Source	Existing Planning Permissions (planning reference - 00657/B/P21 and 657BP15)
PTAL	3
London Plan Character Setting	Urban
Site Area (ha)	2.67
Existing use	Thames Water operational land
Proposed use	Mixed Use Development, residential and commercial with open space and build- ings of historic interest.
Phasing	Deliverable Phase 1
Land ownership	Private



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OSTERLEY AND SPRING GROVE

HISTORY AND CONTEXT

There has been human settlement in this area since prehistoric times. Later the Romans colonised the area to the south and built what is now London Road. An early version of Osterley House appeared in the late 16th century and by the mid 18th century the surrounding park had been laid out. To the south, market gardens and orchards supplied London with fresh produce. By the late 19th century, encouraged by the coming of the railway, the more concentrated settlement of Spring Grove was evolving in the south of the study area northwards from London Road.

Aside from Osterley Park, the study area is predominantly residential in land use and may be classified as mostly inter-war outer suburban. The area can be subdivided into the largely homogeneous Osterley to the north of and along the southern edge of the Great West Road, and the more diverse Spring Grove, with its 19th century core, which shares its fringe character with neighbouring Hounslow and Isleworth.

PLANNED GROWTH

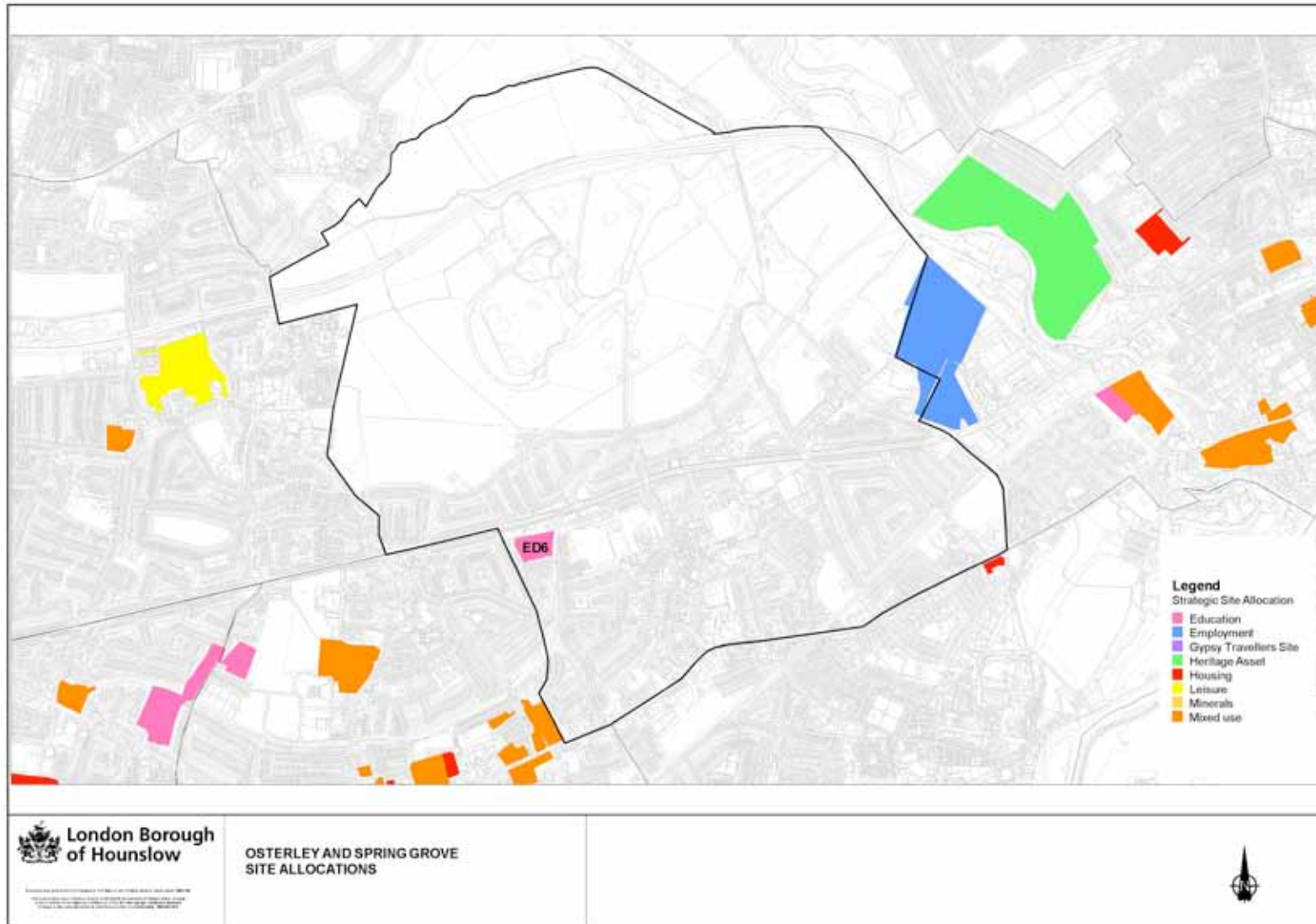
Development type	Existing planning permissions	New sites
Homes	68 units	176 units
Retail	0	0
Employment	0	0
Schools	0	0



PROPOSED LOCAL PRIORITIES

1. Osterley and Spring Grove will continue to be a residential area with a wealth of historic buildings and well preserved 19th century core. Sensitive infill development will provide a positive contribution to the townscape
2. Allocate a site for the provision of a new Special Education Needs school on the existing open space off Gresham Road.
3. Protect existing local shopping provision on Thornbury Road.
4. Promote Osterley House and Park as key heritage and green asset.
5. Protect views to Osterley Park and from within and across existing areas of Metropolitan Open Land.

OSTERLEY AND SPRING GROVE



OSTERLEY AND SPRING GROVE

GRESHAM ROAD

Allocation	Education
District	Osterley and Spring Grove
Site Reference	ED6
Address	Gresham Road, Hounslow, TW3 4BX
Source	New Site
PTAL	2
London Plan Character Setting	Central
Site Area (ha)	1.79
Existing use	Local Open space
Proposed use	New SEN primary and secondary school.
Phasing	Developable Phase 1
Land ownership	Public



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ISLEWORTH

HISTORY AND CONTEXT

Isleworth is an established riverside settlement with a rich history dating back 4,000 years. Today, the area contains a varied townscape with buildings from C17th – C21st; with a delightful C18-19th core centred on Church Street, C14th All Saints Church Tower and Grade I listed Syon House to the north. Isleworth benefits from one of the finest remaining naturalistic landscapes along the River Thames, and derives much of its special character from this relationship and its influence on its settlement pattern.

It's also home to a number of important sub-regional uses; Syon Estate, West Middlesex Hospital and Mogden Sewage Works. The area has undergone significant growth in the past 100 years, with interwar and postwar housing estates sprawling out to cover market garden orchards, and later infill developments (1980s-2000s) have filled in any remaining gaps in the townscape. Subsequently, there is little room for new development and this is reflected in the planning approach.

PLANNED GROWTH

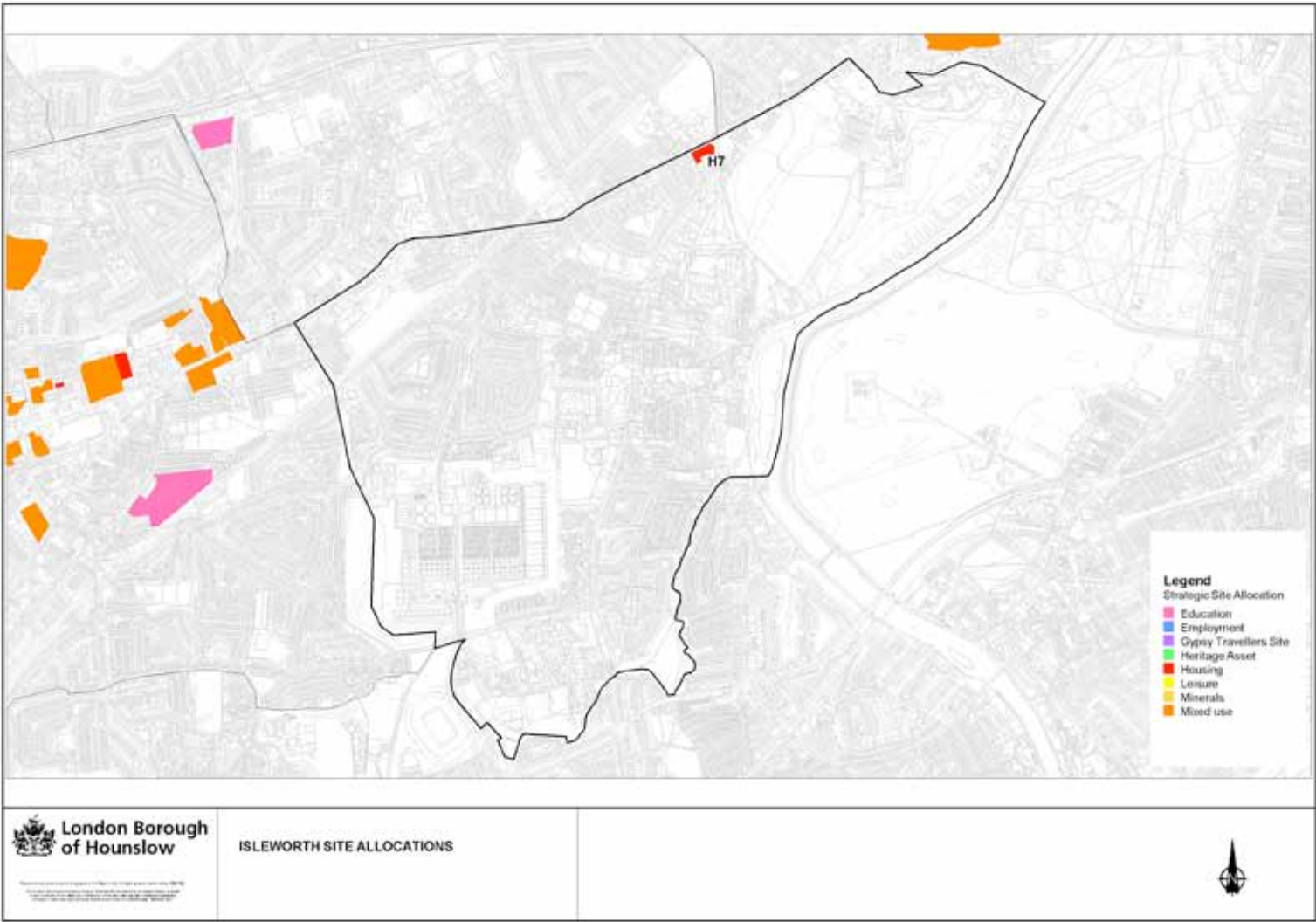
Development type	Existing planning permissions	New sites
Homes	9 units	37 units
Retail	0	0
Employment	0	0
Schools	0	0



PROPOSED LOCAL PRIORITIES

1. Maintain and improve its riverside village character through preserving and protecting its varied townscape.
2. Utilising any opportunities to improve pedestrian access to and along the Duke of Northumberland River and River Crane whilst improving the riverside habitats for the diverse wildlife that exists
3. Safeguard Mogden Sewage Works and work with Thames Water to address and mitigate the environmental impacts on neighbouring residents.
4. Promote and support enterprise and commerce on South Street to ensure a vibrant and prosperous local centre for the area.
5. Target social, economic and environmental improvements to the Ivybridge and Worton estates as areas with high levels of deprivation (identified Areas of Regeneration).
6. Safeguard Isleworth Ait and views to this important local nature reserve

ISLEWORTH



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ISLEWORTH

JOHN BUSCH HOUSE

Allocation	Housing
District	Isleworth
Site Reference	H7
Address	277 London Road, Isleworth, TW7 5AX
Source	New Site
PTAL	2
London Plan Character Setting	Urban
Site Area (ha)	0.41
Existing use	Office
Proposed use	Residential
Phasing	Developable Phase 2
Land ownership	Private



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HOUNSLOW

HISTORY AND CONTEXT

There has been a settlement in Hounslow since the 13th century and most likely earlier. It took the form of the High Street (which follows the line of the Roman Road), which was for many centuries all that existed. The town prospered due to the coaching industry, as it was the right distance from Hyde Park to make a night-stop and to refresh horses before the dangers of Hounslow Heath. Hounslow grew substantially the London South Western Railway loop line was built from Barnes to Hounslow in 1950, with land being sold for development. St Stephens Road and Inwood Park are such developments built during this growth period. The long High Street remains the focus of the area but redevelopments over the last 25 years have significantly altered the urban grain and flow.

In terms of the residential areas, there is a distinct divide between the areas north and south of the mainline railway line. With much of the southern area consisting of much lower density inter and post-war housing with little variation or other uses.

PLANNED GROWTH

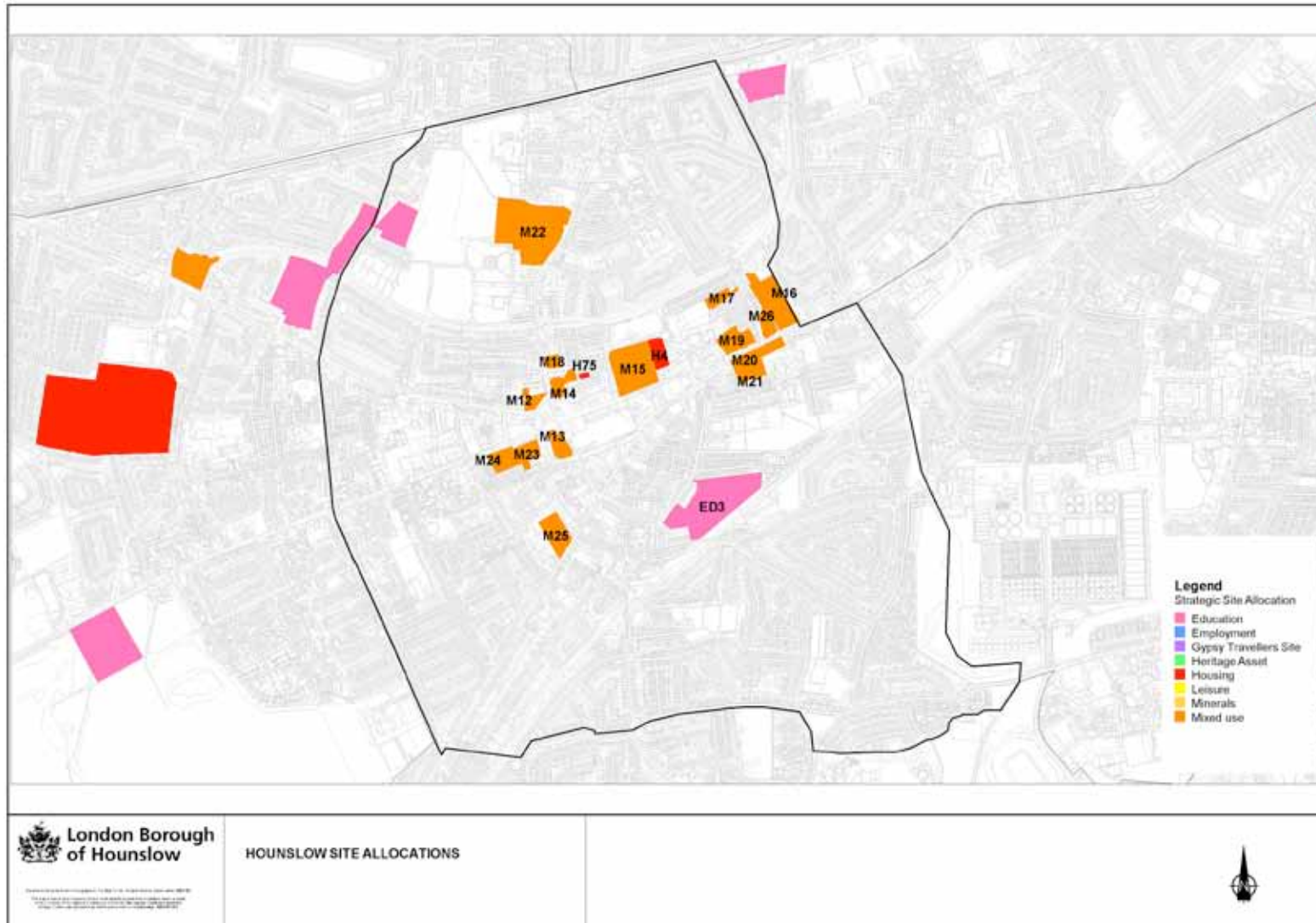
Development type	Existing planning permissions	New sites
Homes	302 units	2,898 units
Retail	23,450 sq m	0
Employment	0	14,000 sq m
Schools	0	8 primary school forms of entry



PROPOSED LOCAL PRIORITIES

1. Take forward the vision in the Hounslow town centre master plan to create 'A cosmopolitan 24 hour town centre community...offering an exciting cultural experience that cannot be found elsewhere in West London', securing the future of Hounslow as a metropolitan town centre.
2. Enhance the quality of the existing retail offer through significant new retail development within the High Street Quarter
3. Diversification of the town centre economy to include flexible business, leisure and community uses.
4. The creation of new social spaces within the high street for cultural events,
5. Upgrade and redesign the existing public realm to improve the overall appearance of the town.
6. Improve visitor access by bus, rail, bicycle and foot.
7. Provide new opportunities for town centre living that will attract a sustainable mix of residents.
8. Explore the potential for the relocation of the council's offices to a site within in Hounslow town centre.
9. Make provision for additional X forms of entry at primary school level.
10. Make provision for a new 8 forms of entry
11. No development is planned within the residential areas to north and south of the town centre.

HOUNSLOW



HOUNSLOW

ALLOTMENTS AT STANLEY ROAD

Allocation	Education
District	Hounslow
Site Reference	ED3
Address	Stanley Road, Hounslow, TW3 1YA
Source	New Site
PTAL	
London Plan Character Setting	Urban
Site Area (ha)	4.52
Existing use	Allotments
Proposed use	New primary or secondary school.
Phasing	Developable Phase 2
Land ownership	Public



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HOUNSLOW

POST OFFICE SORTING OFFICE

Allocation	Housing
District	Hounslow
Site Reference	H4
Address	Matisse Road, Hounslow, TW3 9BA
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.64
Existing use	Post Office Sorting Office and phone exchange
Proposed use	Residential
Phasing	Developable Phase 3
Land ownership	Private



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HOUNSLOW

MONTAGUE ROAD CAR PARK

Allocation	Housing
District	Hounslow
Site Reference	H5
Address	Montague Road, Hounslow, TW3 1JY
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.08
Existing use	Public car park
Proposed use	Residential
Phasing	Developable Phase 2
Land ownership	Public



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HOUNSLOW

BATH ROAD

Allocation	Mixed use
District	Hounslow
Site Reference	M12
Address	Bath Road, Hounslow, TW3 3BN
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.4
Existing use	Public car park
Proposed use	Civic Use, Offices, Residential
Phasing	Deliverable Phase 1
Land ownership	Public



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HOUNSLOW

BELL ROAD

Allocation	Mixed use
District	Hounslow
Site Reference	M13
Address	Bell Road, Hounslow, TW3 3NR
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.53
Existing use	Retail and car parking
Proposed use	Leisure, Commercial and Residential
Phasing	Developable Phase 2
Land ownership	Private



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HOUNSLOW

CENTRAL HOUSE

Allocation	Mixed Use
District	Hounslow
Site Reference	M14
Address	Lampton Road, Hounslow, TW3 1HY
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.54
Existing use	Commercial (B1a)
Proposed use	Offices, Residential, Lesuire and Civic uses.
Phasing	Developable Phase 2
Land ownership	Private



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HOUNSLOW

HIGH STREET QUARTER

Allocation	Mixed Use
District	Hounslow
Site Reference	M15
Address	Hounslow, TW3 9DA
Source	Existing Development Plan Document
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	2.59
Existing use	Car Park (private and public)
Proposed use	Retail/ Residential/ Commercial
Phasing	Developable Phase 2
Land ownership	Public



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HOUNSLOW

HOUNSLOW HOUSE

Allocation	Mixed use
District	Hounslow
Site Reference	M16
Address	London Road, Hounslow, TW3 1PD
Source	Existing Development Plan Document / Permission for retail only
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	1.22
Existing use	Office, retail and warehousing
Proposed use	Residential, Retail and Office
Phasing	Developable Phase 2
Land ownership	Private



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HOUNSLOW

KINGSLEY ROAD

Allocation	Mixed Use
District	Hounslow
Site Reference	M17
Address	Kingsley Road, Hounslow, TW3 1NX
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.43
Existing use	Community use and car park
Proposed use	Civic uses and Residential
Phasing	Developable Phase 2
Land ownership	Private



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HOUNSLOW

LAMPTON ROAD

Allocation	Mixed Use
District	Hounslow
Site Reference	M18
Address	Lampton Road, Hounslow, TW3 1JG
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.26
Existing use	Day nursery
Proposed use	Residential and Commercial uses
Phasing	Developable Phase 2
Land ownership	Public



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HOUNSLOW

LONDON ROAD NORTH

Allocation	Mixed use
District	Hounslow
Site Reference	M19
Address	London Road, Hounslow, TW3 1NW
Source	Part of site has permission - 00610/BB/P1 (101 units)
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.9
Existing use	Commercial
Proposed use	Retail, Residential
Phasing	Deliverable Phase 1 & 2
Land ownership	Mixed



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HOUNSLOW

LONDON ROAD SOUTH SITE A

Allocation	Mixed Use
District	Hounslow
Site Reference	M20
Address	London Road, Hounslow, TW3 1RB
Source	Hounslow Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.74
Existing use	Retail and Residential
Proposed use	Retail and Residential
Phasing	Developable Phase 2
Land ownership	Mixed

HOUNSLOW

LONDON ROAD SOUTH SITE B

Allocation	Mixed Use
District	Hounslow
Site Reference	M21
Address	London Road, Hounslow, TW3 1RB
Source	Hounslow Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.74
Existing use	Public Car Park
Proposed use	School expansion and residential above. Expansion of Hounslow Town Primary from 3 form entry to 5 form entry.
Phasing	Developable Phase 2
Land ownership	Mixed

HOUNSLOW

CIVIC CENTRE

Allocation	Mixed Use
District	Hounslow
Site Reference	M22
Address	Lampton Road, Hounslow, TW3 4DN
Source	Existing Development Plan Document
PTAL	3
London Plan Character Setting	Central
Site Area (ha)	4.86
Existing use	Council offices
Proposed use	Residential and/ or education
Phasing	Developable Phase 2
Land ownership	Public



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HOUNSLOW

STAINES ROAD EAST

Allocation	Mixed use
District	Hounslow
Site Reference	M23
Address	Staines Road, Hounslow, TW3 3JS
Source	Hounslow Town Centre Masterplan
PTAL	6a
London Plan Character Setting	Central
Site Area (ha)	0.65
Existing use	Retail
Proposed use	Residential and Commercial (including flexible office space)
Phasing	Developable Phase 3
Land ownership	Private



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HOUNSLOW

STAINES ROAD WEST

Allocation	Mixed use
District	Hounslow
Site Reference	M24
Address	Staines Road, Hounslow, TW3 3LF
Source	Hounslow Town Centre Masterplan
PTAL	5
London Plan Character Setting	Central
Site Area (ha)	0.74
Existing use	Retail and Lesiure
Proposed use	Residential and Commercial (including flexible office space)
Phasing	Developable Phase 3
Land ownership	Private



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HOUNSLOW

VACANT SITE, HANWORTH ROAD

Allocation	Mixed use
District	Hounslow
Site Reference	M25
Address	Hanworth Road, Hounslow, TW3 3UA
Source	Existing Development Plan Document
PTAL	5
London Plan Character Setting	Central
Site Area (ha)	1.1
Existing use	Vacant Site
Proposed use	Residential
Phasing	Developable Phase 2
Land ownership	Private



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HOUNSLOW

BUS GARAGE

Allocation	Mixed Use
District	Hounslow
Site Reference	M26
Address	Kingsley Road, Hounslow, TW3 1PA
Source	Existing Development Plan Document 6a
PTAL	Central
London Plan Character Setting	Central
Site Area (ha)	1.14
Existing use	Bus Garage
Proposed use	Retention of the bus garage and interchange or its relocation can be secured, residential development.
Phasing	Developable Phase 3
Land ownership	Private



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HOUNSLOW WEST

HISTORY AND CONTEXT

Hounslow West has a recent history of settlement, previously it was part of the wide expanses of Hounslow Heath, until development started to occur after the Metropolitan District Railway arrived and Hounslow Barracks station was built in the 1880's (renamed Hounslow West in 1925). This military link continues to this day, with another important historical feature in the form of the Cavalry Barracks on Beavers Lane, which was built in 1793.

The distinction between Hounslow and Hounslow West is subtle and many might not appreciate any changes in character. Having said that, the cluster of restaurants, shops and cafes in and around Hounslow West tube station has a distinct character which is different to the busier and more built up Hounslow down the road.

There are a number of housing estates, nearly all built pre- or post-World War II which share many similar characteristics yet have subtle differences in style, material or detail. These residential estates now constitute much of modern Hounslow West and give it its suburban character.

PLANNED GROWTH

Development type	Existing planning permissions	New sites
Homes	34 units	243 units
Retail	0	1,000 sq m
Employment	0	0
Schools	0	0

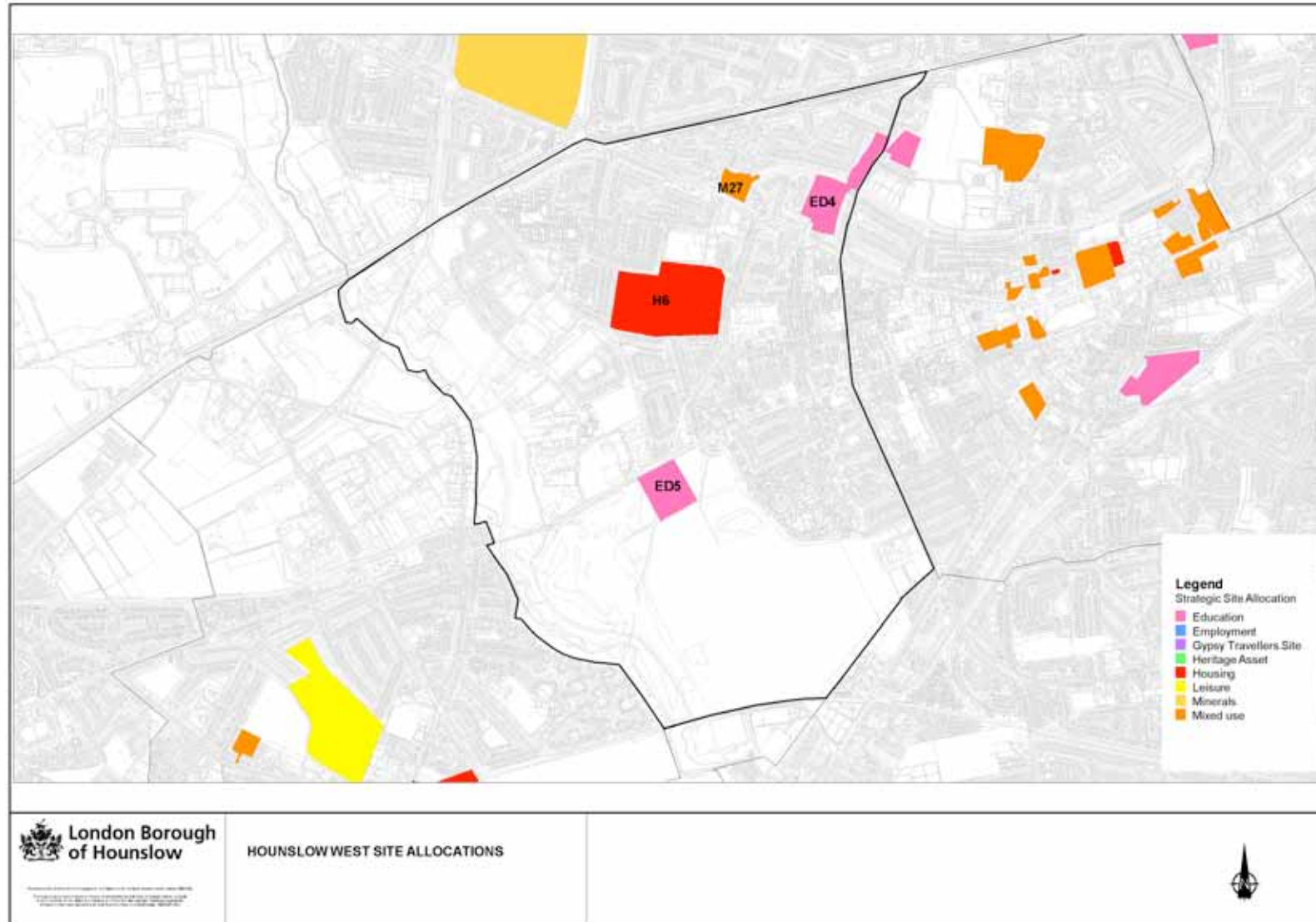


PROPOSED LOCAL PRIORITIES

1. Protect the vibrant collection of shops, restaurants and cafes along Bath Road.
2. Promote the greater utilisation of land surrounding Hounslow West Station.
3. Continue the protection of the special architectural and historical buildings at Hounslow Barracks.



HOUNSLOW WEST



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HOUNSLOW WEST

WELLINGTON PRIMARY SCHOOL

Allocation	Education
District	Hounslow West
Site Reference	ED4
Address	Sutton Lane, Hounslow, TW3 4LB
Source	New Site
PTAL	2
London Plan Character Setting	Central
Site Area (ha)	7.06
Existing use	Primary school plus sports field and open space.
Proposed use	School expansion from two form entry to three or four form entry.
Phasing	Developable Phase 1
Land ownership	Public



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HOUNSLOW WEST

HEATH NURSERIES

Allocation	Education
District	Hounslow West
Site Reference	ED5
Address	Staines Road, Hounslow Heath, Hounslow, TW4 5AB
Source	New Site
PTAL	2
London Plan Character Setting	
Site Area (ha)	4.18
Existing use	Former Garden Centre
Proposed use	New school. Proposed 3 storey 8FE Secondary School with offsite playing fields or an SEN school.
Phasing	Developable Phase 1
Land ownership	Public



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HOUNSLOW WEST

CAVALRY BARRACKS

Allocation	Housing
District	Hounslow West
Site Reference	H6
Address	Beavers Lane, Hounslow, TW4 6HD
Source	Existing Development Plan Document
PTAL	1b
London Plan Character Setting	Suburban
Site Area (ha)	14.72
Existing use	Army Barracks
Proposed use	Residential
Phasing	Developable Phase 3
Land ownership	Public



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HOUNSLOW WEST

HOUNSLOW WEST STATION

Allocation	Mixed use
District	Hounslow West
Site Reference	M27
Address	Bath Road, Hounslow, TW3 3DH
Source	Existing Development Plan Document
PTAL	4
London Plan Character Setting	Suburban
Site Area (ha)	1.57
Existing use	LUL Station Car Park
Proposed use	Residential, Commercial and Retail
Phasing	Developable Phase 2
Land ownership	Private



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CRANFORD AND HESTON

HISTORY AND CONTEXT

Cranford and Heston, located in the north-west of the borough, were once two separate villages with quite different identities. Today, they are merged together with swathes of inter-war and post-war housing dissected by busy highways. The area is a secluded and quiet part of the borough, which retains a feeling of remoteness reinforced by its limited accessibility. There has long been a close association with aircraft in this area; Heston Aerodrome existed here from 1929 to 1947 until the larger Heathrow airport was built which sits to the immediate west of Cranford and Heston.

The historic cores of Heston Lane and Cranford High Street are denser than the residential areas surround them, providing a mix of uses with shops, business and civic uses clustered with a mixture of housing from small Victorian terraces to larger detached homes set back from the street. Cranford High Street no longer really functions as a high street, with most activity occurring on the Bath Road where there are a number of hotels, shops, cafes, businesses and also Cranford Library. This is in contrast to Heston where there is a clear centre and focal point in and around Heston Road, New Heston Road and Church Road. There exists a varied collection of shops including; a few pubs, library and a church which all cluster in and around the memorial gardens.

PLANNED GROWTH

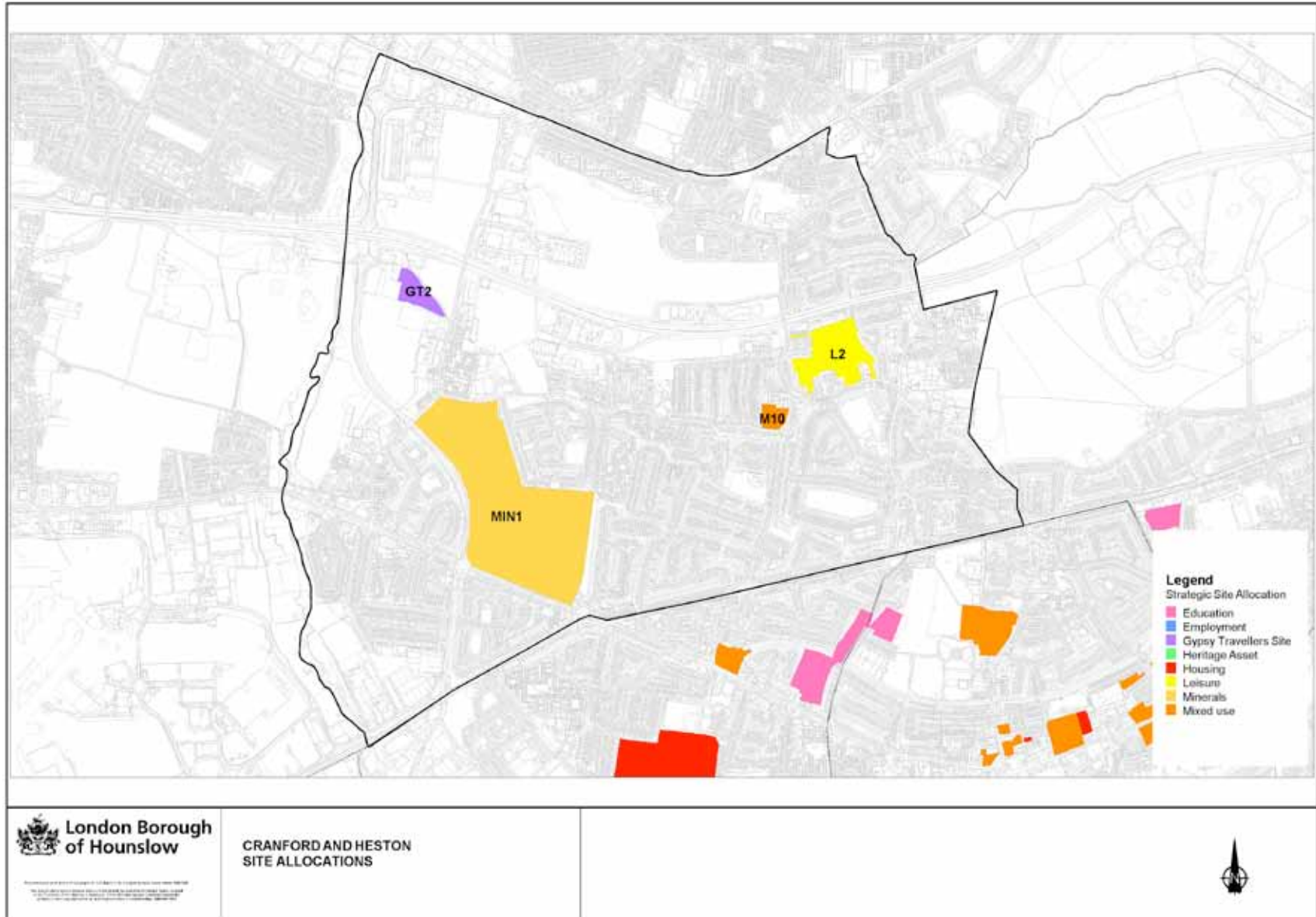
Development type	Existing planning permissions	New sites
Homes	37 units	236 units
Retail	0	0
Employment	0	0
Schools	0	2 primary school forms of entry



PROPOSED LOCAL PRIORITIES

1. Cranford and Heston will continue to be a residential area that will see smaller infill development.
2. Ensure new development mitigates noise impacts arising from close proximity to Heathrow Airport;
3. Continue the protection of local shopping centres including Heston shopping centre and Bath Road in Cranford;
4. Safeguard Rectory Farm as an aggregates site that should be investigated with regard to potential mineral extraction should development come forward;
5. Promote the improvement and expansion of existing gypsies and travellers site at Hartlands.
6. Safeguard part of the Western International Market sites for a waste facility, as identified in the West London Waste Plan.
7. Support the redevelopment of Heston Leisure Centre.
8. Support the redevelopment of Heston Health Centre.

CRANFORD AND HESTON



CRANFORD AND HESTON

HARTLANDS EXISTING SITE

Allocation	Gypsy and Travellers Site
District	Cranford and Heston
Site Reference	GT1
Address	The Hartlands, Heston, TW5 9RY
Source	New Site
PTAL	1b
London Plan Character Setting	Suburban
Site Area (ha)	1.44
Existing use	Existing Gypsy and Travellers site within the green belt
Proposed use	Remove from the green belt to retain and improve the provision of Gypsy and Traveller pitches.
Phasing	Phase 1, 2, & 3
Land ownership	Public



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CRANFORD AND HESTON

THE HARTLANDS

Allocation	Gypsy and Travellers Site
District	Cranford and Heston
Site Reference	GT2
Address	The Hartlands, Heston, TW5 9RY
Source	New Site
PTAL	1b
London Plan Character Setting	Suburban
Site Area (ha)	0.97
Existing use	Green Belt
Proposed use	Remove site from the green belt and make provision for additional Gypsy and Traveller pitches.
Phasing	Phase 1, 2, & 3
Land ownership	Public



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CRANFORD AND HESTON

HESTON LEISURE CENTRE

Allocation	Leisure
District	Cranford and Heston
Site Reference	L2
Address	New Heston Road, Heston, TW5 0LG
Source	New Site
PTAL	2
London Plan Character Setting	Suburban
Site Area (ha)	2.15
Existing use	Leisure centre and open space
Proposed use	Reprovision of new leisure centre, improved park together with necessary enabling development
Phasing	Developable Phase 1
Land ownership	Public

CRANFORD AND HESTON

RECTORY FARM

Allocation	Minerals
District	Cranford and Heston
Site Reference	MIN1
Address	A312 / The Parkway and A4 Bath Road (Bath Road/Cranford Lane) Heston, TW5 9UU
Source	New Site (planning reference 00315/E/ P18)
PTAL	2
London Plan Character Setting	Suburban
Site Area (ha)	42.55
Existing use	Green belt and Farmland
Proposed use	Minerals extraction and restored parkland
Phasing	Developable Phase 1 & 2
Land ownership	Private



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CRANFORD AND HESTON

CRANFORD LANE

Allocation	Mixed use
District	Cranford and Heston
Site Reference	M10
Address	Cranford Lane, Heston, TW5 9EP
Source	New Site
PTAL	2
London Plan Character Setting	Suburban
Site Area (ha)	1.31
Existing use	Residential and Health Facility
Proposed use	Residential and Community uses (including a Health
Phasing	Developable Phase 2
Land ownership	Mixed



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BEDFONT

HISTORY AND CONTEXT

Bedfont may have been settled during the Bronze Age, Iron Age and Roman periods. Bedfont first appears as a Saxon settlement on the Roman road to Staines. It formed an ancient parish in the Spelthorne Hundred of Middlesex, centred on St Mary's Church. Industry came in 1630 in the form of sword smithing utilising a mill on the Duke of Northumberland's River. The mill was later used for gunpowder manufacture which continued until 1926. In the 17th and 18th centuries the Staines Road became a major coaching route with six inns in Bedfont alone.

Today Bedfont is predominantly residential and may be classified as post-war outer suburban. There are however large areas devoted to employment uses such as trading estates, utilities and a business park. The main historic core lies to the west of the study area, focused on the parish church and the village green of East Bedfont. Short rows of late 19th century houses lie to the east along the major routes, where the study area merges almost imperceptibly with that of Feltham. There are very large areas of open space, much of it natural or semi-natural, reflecting the area's Greater London fringe location.

PLANNED GROWTH

Development type	Existing planning permissions	New sites
Homes	0 units	0 units
Retail	0	0
Employment	0	0
Schools	0	0



PROPOSED LOCAL PRIORITIES

1. Continue the protection of industrial land including the North Feltham Trading estate Preferred Industrial Land, many of which contain Heathrow-related business operations.
2. Protect the extensive open landscape of the green belt whilst encouraging leisure, agricultural uses which complement this landscape
3. Open up access to and along the two artificial rivers (Longford and Duke of Northumberland).

FELTHAM

HISTORY AND CONTEXT

Feltham first appears as a Saxon settlement in woodlands south of the Roman road to Staines some 300 years before the Norman Conquest. It formed an ancient parish in the Spelthorne Hundred of Middlesex, centred on St Dunstan's Church. In 1802 an Act of Enclosure saw much common land privatized for small agricultural use which had by the late 19th century developed into large farms and market gardens. The coming of the railway in 1848 expanded the town northwards and for the first time a High Street proper appeared.

Today Feltham is predominantly residential with large areas devoted to employment uses and may be classified as mostly post-war outer suburban. Feltham town centre saw comprehensive redevelopment in the mid-2000s and continues to be a major regional attractor. The area is served by train and underground from central London and by buses from the rest of the borough. Feltham is one of the greenest areas in Greater London, with three rivers, easy access to Hounslow Heath, semi-rural land to the north and southwest, a lake-dotted country park to the west, historic Hanworth Park to the south as well as its own large recreation spaces.

PLANNED GROWTH

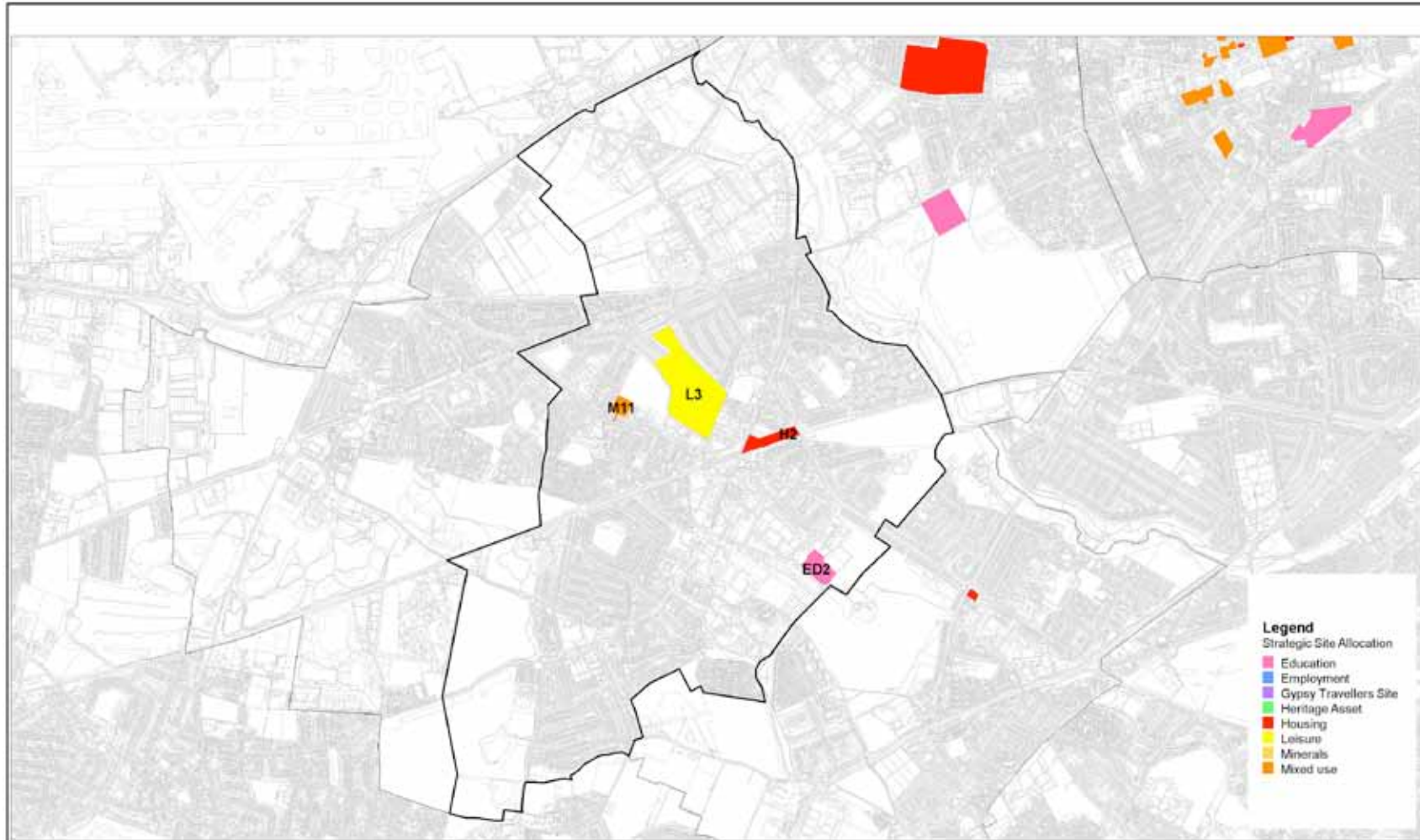
Development type	Existing planning permissions	New sites
Homes	130 units	99 units
Retail	0	0
Employment	0	0
Schools	0	1-3 primary school forms of entry (shared with Hanworth)




PROPOSED LOCAL PRIORITIES

1. Build on the current success of Feltham town centre by exploring opportunities to intensify uses on sites surrounding the town centre in accordance with the principles of the Heathrow Opportunity Area.
2. Promote Feltham town centre for new restaurant and café uses to increase town centre activity in the evening.
3. Continue the protection of industrial land including the North Feltham Trading estate Preferred Industrial Land, many of which contain Heathrow-related business operations.
4. To maximise and improve links to the town centre's environmental assets such as the Longford River and Feltham Green.
5. Enhancement of the existing sports and recreation provision on Feltham Arenas together with wider environmental improvements.
6. Explore options for improving access and movement across the railway which currently acts as a pinch point into the town centre.
7. Make provision for an additional X forms of entry at primary school level.

FELTHAM



 **London Borough
of Hounslow**

FELTHAM SITE ALLOCATIONS



FELTHAM

NEW FOREST ROAD

Allocation	Education
District	Feltham
Site Reference	ED2
Address	Forest Road, Feltham, TW13 7UB
Source	New Site
PTAL	2
London Plan Character Setting	
Site Area (ha)	2.25
Existing use	Industrial
Proposed use	Education - primary school
Phasing	Phase 1
Land ownership	Private



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FELTHAM

LAND SOUTH OF ASTRONAUT HOUSE

Allocation	Housing
District	Feltham
Site Reference	H2
Address	Hounslow Road, Feltham, TW14 9AY
Source	Existing Development Plan Document
PTAL	4
London Plan Character Setting	Urban
Site Area (ha)	2.06
Existing use	
Proposed use	Housing
Phasing	Developable Phase 3
Land ownership	Private



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FELTHAM

FELTHAM ARENAS

Allocation	Leisure
District	Feltham
Site Reference	L3
Address	Shakespeare Avenue, Feltham TW14 9HX
Source	New Site
PTAL	
London Plan Character Setting	Urban
Site Area (ha)	
Existing use	Open space and recreation
Proposed use	Area for enhanced sports and recreational facilities
Phasing	Developable Phase 1, 2 & 3
Land ownership	Public



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FELTHAM

FELTHAM EX SERVICES MENS CLUB

Allocation	Mixed Use
District	Feltham
Site Reference	M11
Address	Feltham Ex service mens club Off Bedfont Lane, Feltham, TW14 9NW
Source	New Site
PTAL	1a
London Plan Character Setting	Urban
Site Area (ha)	1.05
Existing use	Residential and/ or education (primary school - relocation and expansion of St Lawrences)
Proposed use	
Phasing	Developable Phase 1
Land ownership	Public



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HANWORTH

HISTORY AND CONTEXT

Much of Hanworth's earlier history revolves around its manor, of which only part of the moat remains, the present structure having been built in the mid C18th. During Tudor times the manor was used as a base for hunting on the then adjacent Hounslow Heath. The adjacent church is of early medieval origin. The actual village of Hanworth evolved at the major crossroads to the southeast. Nurseries, market gardens and farms developed throughout the 19th century, the largest of which, Butt's Farm, was developed as housing in the 1950s. Water treatment and storage utilities appeared to the south in the late 19th century

The area is predominantly residential and may be classified as post-war outer suburban. There are some large areas devoted to employment uses in the form of trading estates and utilities both centrally and on the fringes. Most of the residential areas are fairly homogeneous though there are small pockets of diversity of character. The main historic core is focused on the parish church and the site of the manor at the south end of the very substantial Hanworth Park.

PLANNED GROWTH

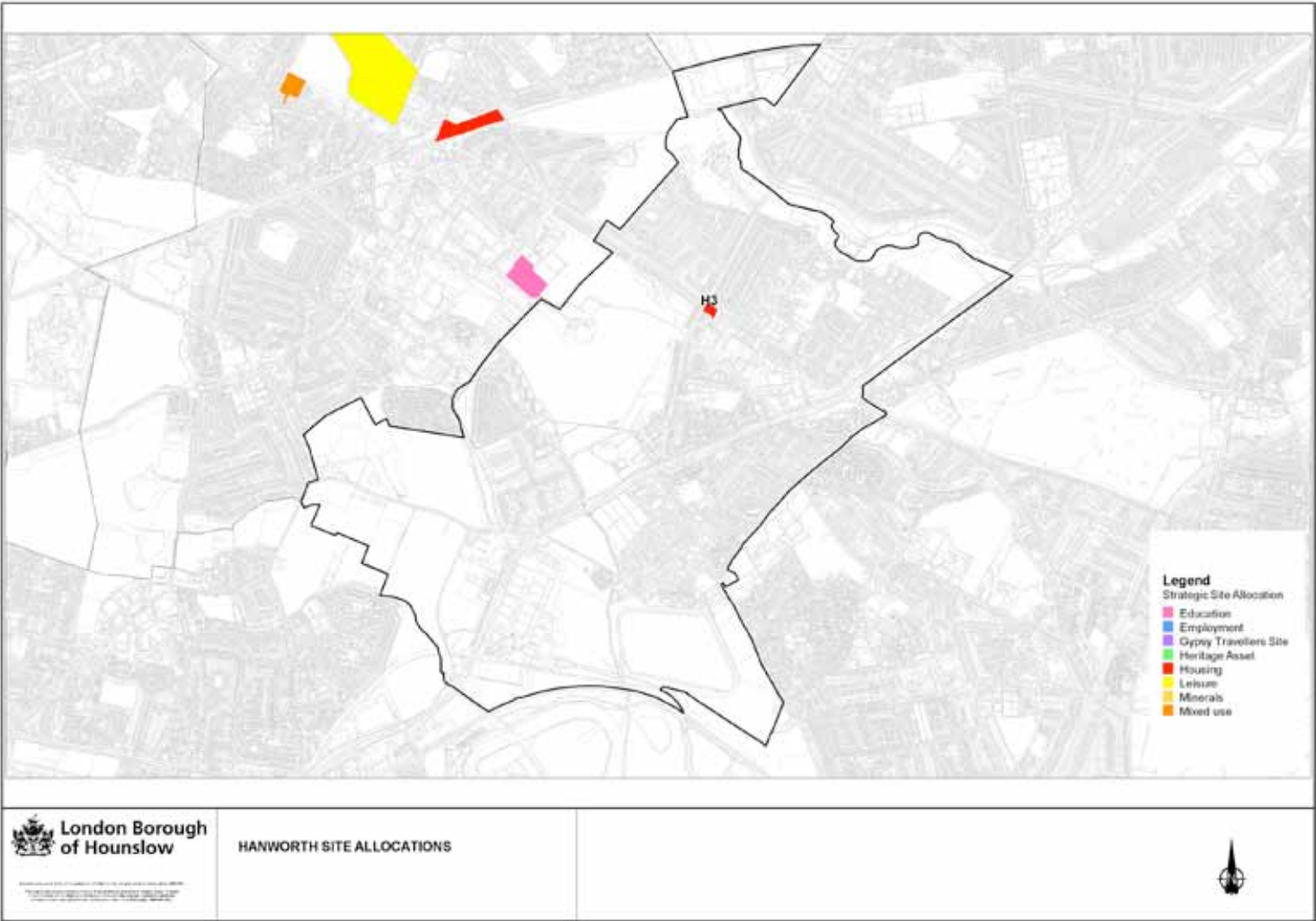
Development type	Existing planning permissions	New sites
Homes	0 units	16 units
Retail	0	0
Employment	0	0
Schools	0	1-3 primary school forms of entry (shared with Feltham)




PROPOSED LOCAL PRIORITIES

1. Continue the protection of local shopping provision including Hanworth local shopping centre.
2. Promote improvements to heritage assets including Hanworth House and Park.
3. Target social, economic and environmental improvements to the identified Areas for Regeneration with high levels of deprivation including Butts Farm, South Road area, Elmwood Avenue, Bear Road/ Swan Road and Hounslow Road area.
4. Continue the protection of existing Locally Significant Industrial Estates.

HANWORTH



 London Borough
of Hounslow

HANWORTH SITE ALLOCATIONS



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HANWORTH

HANWORTH LIBRARY

Allocation	Housing
District	Hanworth
Site Reference	H3
Address	2 – 12 Hanworth Road, Feltham, TW13 6AW
Source	New Site
PTAL	2
London Plan Character Setting	Suburban
Site Area (ha)	0.29
Existing use	Library
Proposed use	Residential
Phasing	Developable Phase 2
Land ownership	Public



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03 SUPPORTING OUR TOWN CENTRES

OBJECTIVE ONE

MAINTAINING OUR TOWN CENTRES AS A FOCUS FOR THE COMMUNITY AND TO ATTRACT INVESTMENT, THROUGH AN IMPROVED RETAIL AND SERVICE OFFER; NEW LEISURE AND CULTURAL FACILITIES, AND NEW RESIDENTIAL QUARTERS. ENHANCED PUBLIC REALM AND ENVIRONMENTAL IMPROVEMENTS WILL ALSO HELP BUILD THEIR IDENTITY.

SUPPORTING OUR TOWN CENTRES

CHAPTER SUMMARY

Our four town centres are one of the borough's most important assets. They provide the focus for shopping, leisure, employment and civic functions, as well as places for people to live. They are typically the most accessible locations in the borough served by multiple bus routes, rail or underground stations, and larger public car parks. They also provide the opportunity for a variety of activities to be undertaken in a single trip making the most effective use of the existing infrastructure. There is strong national and regional planning policy support for ensuring the continuing vitality of town centres through Local Plans. This includes defining a network and hierarchy of centres, identifying the extent of town centres and primary shopping areas (incorporating the primary and secondary

A strategy tailored to each town centre

The majority of new development within the borough will be channelled into the four town centres which due to their general accessibility together with access to jobs and local services provide the best opportunity for sustainable development.

The borough contains four town centres of differing scales and function which is reflected in their classification in the London Plan town centre hierarchy. In summary, Hounslow town centre is the largest, classified as a metropolitan centre, Chiswick is a major centre and Feltham and Brentford are district centres. The London Plan also identifies policy directions for each town centre in terms of the scale of growth. All of the town

centres in the borough are identified for medium growth with Hounslow town centre additionally identified as in need of regeneration. Medium growth refers to town centres with moderate levels of demand for retail, leisure and office floorspace and with physical and public transport capacity to accommodate it. Regeneration need is a supplementary classification for town centres where the London Plan identifies existing capacity can be utilised to achieve regeneration objectives including physical, environmental and economic renewal. The options presented below address the overall future role and function of each of the town centres.



SUPPORTING OUR TOWN CENTRES

REGENERATION OF HOUNSLOW TOWN CENTRE

Hounslow is currently an under-performing Metropolitan town centre identified for regeneration in the London Plan and through the council's emerging Hounslow town centre masterplan reflecting the local priority given to significantly enhancing its image and function. The centre is currently perceived negatively by local people and external visitors due to the poor appearance of the streets spaces and buildings, together with a limited range of shops and services. Consequently, the large local catchment population are choosing to shop and spend their leisure time elsewhere. The Hounslow town centre master plan is being produced to set out the council's strategy for the redevelopment of the town centre and is being consulted upon separately as a background document. Consequently, the policy options outlined below are drawn directly from the masterplan as the council's preferred approach to the redevelopment of the town centre together with the supporting site allocations.

PROPOSED POLICY OPTIONS

1. Promote the redevelopment of key remaining development sites as identified in the Hounslow town centre masterplan including the High Street Quarter as the focus retail and leisure growth.
2. Promote the expansion of leisure and entertainment to promote evening activity within the town centre.
3. Promote and enhance the centre as a major shopping destination within the borough and West London by increasing the overall level of retail floorspace.
4. Identify a site for a provision of a new market at the western end of the High Street.
5. Enhancing the public realm and design quality to improve the character and quality of the town centre.
6. Improve arrival, access and wayfinding for all users of the town centre, but especially pedestrians and cyclists, particularly from the railway station to the south and from Hounslow Central and Hounslow East stations.



SUPPORTING OUR TOWN CENTRES

REGENERATION OF BRENTFORD TOWN CENTRE

Brentford town centre struggles to fulfil its role as a District centre with a declining High Street and a number of vacant and/ or derelict buildings. The existing Brentford Area Action Plan (which will be replaced by the Local Plan) has already sought to set out a strategy for the regeneration of the centre. It is proposed that the Local Plan take forward this existing approach, encouraging the sustainable regeneration of the town to better serve its growing community, and enhancing the image of the town by capturing the distinctiveness of Brentford's unique the river and canal-side environments.

PROPOSED POLICY OPTIONS

1. Maximise the centre's vitality and viability by promoting an increase in town centre floorspace appropriate in scale for District centre.
2. Reconnect the High Street with the centre's wealth of historical assets which have been undervalued and neglected for many years and a canal side environment which is unique in character, enjoyable and diverse in the variety of uses it provides.
3. Support the new retail with a mix of leisure, entertainment and cultural uses which promote greater use of the canal side, primarily on the Brentford Waterside site to the south of Brentford High Street.
4. Promote the relocation of the Waterman's Arts Centre to Brentford town centre.
5. Ensure provision of short-term shopper car parking within the town centre.
6. Promote improvements to the High Street to improve the environment for pedestrians and to ease movement north to south.
7. Identify a site for the creation of a new market square in front of the old Magistrates Court on Brentford High Street.

SUPPORTING OUR TOWN CENTRES

RE-VISIONING FELTHAM TOWN CENTRE

In recent years Feltham has experience substantial change with the redevelopment of 'The Centre', new shops and services and a significant amount of residential development. There is an opportunity to build on this existing success and ensure that the town centre continues to improve. This includes linking into enhanced leisure and sporting provision at Feltham Arenas, exploring options with Network Rail and Transport for London to improve the pinch-points which constrict access into the town centre and the opportunity to integrate more fully with sites surrounding the town centre through mixed use development opportunities. Detailed work is required to deliver these proposals including significant engagement with landowners and the major infrastructure providers, and to explore capacity linked to the Heathrow Opportunity Area.

PROPOSED POLICY OPTIONS

1. Retain the existing level of retail floorspace within Feltham town centre and promote the introduction of new restaurant uses to increase town centre activity in the evening.
2. Prepare an Area Action Plan to promote the redevelopment or refurbishment of buildings or sites near to the town centre to include a mix of residential and leisure uses, and improve transport access into the town centre.
3. To maximise and improve links to the town centres environmental assets such as the Longford River and Feltham Green.

SUPPORTING OUR TOWN CENTRES

MAINTAINING AND ENHANCING CHISWICK TOWN CENTRE

Chiswick is a successful major centre which provides primarily for convenience shopping. There is also a wide provision of restaurants and bars creating a vibrant night time economy. The main focus for business is to the west of the town centre around Chiswick Park, with pressure for changes of use to residential for remaining offices within the town centre. For these reasons, and because, unlike the other three town centres Chiswick does not have any substantial development sites, the town centre is viewed as an area requiring enhancement and consolidation rather than regeneration. However, there are some specific areas of concern particular in terms of shopping provision, and the loss of comparison retail stores to competing centres such as Hammersmith together with a significant proportion of non-retail uses which require careful management in order to maintain the retail function of the centre. There are also concerns about traffic issues on the High Road conflicting with pedestrians, and a lack of public car parking provision.

PROPOSED POLICY OPTIONS

1. To sustain the range and quality of shopping goods available within the centre and discourage the concentration of non-retail uses which could impact on the vitality and viability of the centre.
2. Ensure variety in and an appropriate range of non-retail uses to support the existing shopping, business and night-time activities.
3. Ensure that development at the periphery of the town centre does not detract from the centre's current roles.
4. Protect and enhance the special qualities and heritage character of the High Road, it's three to four storey buildings with retail ground floor front-ages with residential

SUPPORTING OUR TOWN CENTRES

TOWN CENTRE DESIGNATIONS

The Local Plan will need to define the extent of each of the borough's town centres through the identification of a town centre boundary on the Policies Map, together with a primary shopping area, and the primary and secondary frontages. These are the areas of the town centre where the majority of retail shops will be located. The current extent of each of the town centres, together with a primary and secondary are identified on the Development Plan Proposals map. The council monitors the health of these areas on annual basis through town centre surveys which record the use of the shops including any vacant units. The latest surveys completed in summer 2012 identify vacancy rates to be highest in Brentford and Chiswick town centres and lowest in Feltham and Hounslow. Taking into account both the identified retail need and the performance of the different areas of our current town centres, the town centre boundaries will be reviewed to ensure their appropriate management and growth throughout the plan period. A set of accompanying policies will also need to be put in place to make it clear which uses i.e. shops or restaurants and cafes will be permitted in each location.

The council's annual Town Centre Health Check monitors the uses within each town centre both in unit numbers and frontage length. The proportion of different uses and the proposed policy options put forward below are based on frontage length

as this more accurately represents the presence and extent of different uses in the town centre as shown by the figure below.

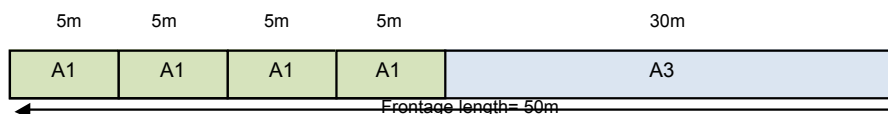
The council's most recent survey data shows that presence of retail units (A1 use class) is strong across all town centres, notably in the existing primary frontages where there is a presumption against their loss.

The proportion of the primary frontage in Hounslow town centre currently in retail use is 79%, with low vacancy rates at just 3%. However, there is a sharp contrast between the primary and secondary frontages with a significant drop in retail uses in the secondary frontage, presenting 51% A1 of frontage length and a high level of vacancy at 13%.

It is recognised that Chiswick is a well performing 'Major' town centre, with a large number of A1 units. However when figures are assessed in Chiswick against all other town centres, it is somewhat surprising that the primary frontage length presents just 58% A1 retail and 48% of the secondary frontage. However, Chiswick performs in a slightly different way to the other town centres within the borough as it presents an enhanced leisure role with its varied eateries and drinking establishments, creating a successful evening economy. Therefore, some of the bigger A3 restaurants cover a larger section of frontage to that of the multiple smaller A1 units. The proportion of A1 units in the frontages of Chiswick is slightly below the level required to retain their overall retail function and consequently a slight increase in the proportion of A1 in each is recommended.

Explanation: Unit Length v Frontage Length

Frontage lengths pose a more accurate picture of uses within an area. A frontage could contain five units totalling 50m, four being A1 and the fifth being A3. The four A1 units could total 20m in length, with a large A3 restaurant spanning 30m. This shows that although there are more A1 units in a parade, the A3 appears more dominant on the frontage.



SUPPORTING OUR TOWN CENTRES

Brentford town centre is the subject of regeneration now and for the future with a lot of intended growth in and around the town centre. The A1 offer on the primary frontage is fairly strong for a district centre at 65%. The secondary frontage is also fairly strong in Brentford, with 59% A1 at present.

Much of Feltham town centre has been rebuilt in recent years, creating a large amount of new shops within the town centre. Consequently there is a strong representation of A1 uses within the primary frontage at 70%, whilst the proportion in the secondary frontage is currently at 58%.

PROPOSED POLICY OPTIONS

1. Define the boundary of each town centre based on:

- a) Retaining the existing town centre boundaries as presented on the current Proposals Map. OR
- b) Reducing the extent of the town centre boundaries for Hounslow, Chiswick and Feltham town centres based on recent town centre survey data. Brentford town centre would remain as presented on the exist-

ing proposals map following consolidation through the Brentford Area Action Plan.

2. Maintain the retail function of the primary frontages in the borough's four town centres by:

- a) Setting thresholds for retail function (based on shop front length) dependent on the status of the town centre, and to reflect the current proportion of retail within each of the town centres as follows:
 - (i) Hounslow (metropolitan centre): 75% A1 threshold to retain the strong retail offer on the frontages, whilst leaving some scope for diversity especially in relation to increased provision of A3 uses.
 - (ii) Chiswick (major centre): 60% A1 threshold reflecting the role that Chiswick performs with an enhanced leisure role with restaurants and drinking establishments, creating a successful evening economy. Feltham and Brentford (district centres): 65% A1 threshold to enable them to perform both a convenience shopping and wider service role reflecting their district centre status. OR
- b) Not setting specific thresholds for the retail function of the primary frontages but to assess proposals for changes of use from

A1 retail on a case by case basis for their likely impact on the retail function of the retail parade, together with the vitality and viability of the centre.

3. Maintain the retail function of the secondary frontages by:

- a) Setting an A1 threshold for each town centre of 55%, both to retain the overall retail function of these frontages but allow for more diversity away from the retail core. OR
- b) Not setting a specific threshold for the retail function of the secondary frontages but to assess proposals for changes of use from A1 retail on a case by case basis for their likely impact on the retail function of the retail parade, together with the vitality and viability of the centre.
- c) Resist a change of use from in the primary or secondary frontages where the proportion of A1 retail uses in designated frontages fall below the relevant threshold with the option to consider the following criteria:
 - i) The proposal would result in an over-concentration of non-retail uses.
 - ii) The benefits of the proposal to the vitality and viability of the wider town centre, enhancing its overall character and function

SUPPORTING OUR TOWN CENTRES

RETAIL GROWTH

The council commissioned a Retail Needs Study (updated in Jan 2013) to quantify the need for additional retail floor space in the borough throughout the plan period to 2031, and therefore the level of growth to be accommodated within each town centre. The study identified a need for between 30,000 sq m and 43,200 sq m (gross) of comparison floorspace and between -3,700 sq m and 900 sq m (gross) of convenience floorspace. The retail needs study also assigns this borough wide need has also been allocated proportionally to each of the town centres showing Hounslow to have the greatest need. In accordance with the National Planning Policy Framework the council will need to identify development sites within each of the town centres to accommodate the identified need up to 2021 with indicative areas of additional capacity up to 2031. The options available relate to the location of the identified sites, and alternative proposals can put forward through the consultation process.

In addition to identifying sites for retail growth, the Local Plan is also required to address the impact of proposed out of centre development on existing town centres through the identification of a floorspace threshold above which development proposals would have provide evidence of predicted impact on the performance of nearby town centres. The National Planning Policy Framework

sets a default floorspace threshold of 2,500 sq m and requires that such assessments include evidence of the impact of such proposals on future town centre investment and on town centre vitality and viability. There is the option to set a proportionate local floorspace threshold to reflect the scale at which there is likely to be a significant impact on each town centre.

SUPPORTING OUR TOWN CENTRES

PROPOSED POLICY OPTIONS

1. Allocate sites to meet the requirement of a minimum of 30,000 sq m of additional retail floorspace to 2021, prioritising Hounslow town centre.

a) Allocating the following sites in accordance with the council's proposed site allocations;:

Centre	Site Name	Allocated retail floor space
Hounslow	Hounslow High Street Quarter	10,000
Hounslow	Intensification and redevelopment of the Treaty Centre	4,000
Hounslow	Lampton Road	900
Hounslow	Bell Road	550
Hounslow	Hounslow House	5,500
Hounslow	London Road North	2,500
Brentford	Brentford Waterside	6,500
Brentford	Brentford Morrison's redevelopment	500
Brentford	Brentford Police Station	1,000
Hounslow West	Hounslow West Station	1,000
TOTAL		32,450

OR

b) Identifying alternative sites through the consultation process.

2. Set a impact assessment threshold for the borough's town centres

a) Adopt the threshold set out in the National Planning Policy Framework of 2,500 sq m for all of borough's town centres; OR

b) Adopt specific thresholds for each of the different types of town centres reflecting the scale and role:

Hounslow Metropolitan town centre (c100,000 sq m of floorspace) – 2,500 sq m (2.5% of floorspace);

Chiswick Major town centre (c50,000 sq m of floorspace) – 1,250 sq m (2.5% floorspace);

Brentford and Feltham town centres (c10,000 sq m floorspace) – 250 sq m (2.5% of floorspace).

SUPPORTING OUR TOWN CENTRES

ENCOURAGING THE DIVERSIFICATION OF TOWN CENTRE LAND USES

The traditional role of town centres, as the focus for shopping and local services, will continue to be their primary function throughout the plan period. However, in order to sustain visitor numbers and compete with out of centre destinations, it is important that consideration is given to the diversification of land uses within town centres to provide a wide choice of activity during the day and night. Hounslow and Brentford town centres in particular suffer from negative perceptions due to the lack of diversity in their town centre offer, especially in the evenings when visitor numbers are very low. There are no major leisure or cultural uses within either town centre which act as a night-time draw. Feltham town centre has similarly poor perceptions but which are in part compensated by the out of centre Leisure West development which provides the borough's only multiplex cinema and bowling alley together with support restaurant uses. The opportunity needs to be taken to attract more night-time activity into the town centre itself.

By contrast Chiswick town centre has a vibrant evening economy supported by a large number of restaurants and bars which prove attractive both to employers looking to locate in the area, their employees and local residents. However, the

high proportion of evening uses does cause issues in terms of residential amenity for residents living on Chiswick High Road and supporting streets which needs to given detailed consideration.

PROPOSED POLICY OPTIONS

1. The allocation of sites within Hounslow and Brentford town centres for the provision of new large-scale leisure activities including cinemas and events spaces.
2. Secure the relocation and redevelopment of the Waterman's Arts Centre within Brentford town centre.
3. Promote an increase in the provision of restaurant and cafes (A3) uses within Hounslow, Brentford and Feltham town centres to encourage an improved night-time economy by:
 - a) Identifying specific areas of the town centre suitable for A3 uses; OR
 - b) Supporting the provision of A3 uses throughout the secondary frontage of the town centre subject to there not being an over-concentration in any one area i.e. two or more adjacent A3 units and 55% of the frontage remaining in retail use.

4. Control the provision of non-retail A2 uses within town centres to prevent an over concentration in any one area i.e. two or more adjacent units which could have a negative impact on the retail function and vitality and viability of the parade or wider town centre...
5. Promote town centre living through the allocation of mixed use development sites within all of the borough's town centres to increase activity throughout the day and support local facilities and services.
6. Support the provision of new markets in Hounslow and Brentford town centres, where they make provision for shopping facilities that complement the existing town centre offer.

SUPPORTING OUR TOWN CENTRES

TRANSFORMING TOWN CENTRE PUBLIC REALM

The perception of the character and identity of the borough's town centres varies greatly in terms of the overall quality and appearance of the public realm i.e. the spaces between the buildings including roads, pavements, seating, signage, trees and public squares or greens. Evidence provided in the Local Economic Assessment, the Hounslow Town Centre master plan and the town centre health checks have identified negative perceptions among visitors and investors of the quality of the borough's town centres and consequently their attractiveness as places to visit and spend money. In particular, issues are identified with Hounslow and Brentford which are the focus of wider regeneration activity in order to improve their retail offer, and enhance the facilities and services available to visitors and workers to help attract new investment. The exception to this is Chiswick town centre, which is rated more highly because of assets such as Turnham Green and Chiswick Back Common together with the independent shops, but where there remain issues such as conflicts between pedestrians and high levels of traffic on Chiswick High Road that could also be addressed. Consequently, to improve the perception and identity of the borough's town centres policies options have been developed to specifically support the improvement of the public realm and overall design quality.

PROPOSED POLICY OPTIONS

1. Ensuring that new buildings which front onto the borough's high streets should be of a human scale with a high degree of articulation including active ground floor frontages to all streets and spaces.
2. Promote the renewal and upgrade of shop fronts to improve the character and appearance of the town centres including the retention of the Shop Front Guidelines Supplementary Planning Document.
3. Ensure that all new developments within the borough's town centres contribute to the improvement of the public realm.
4. Create new public social spaces and squares to encourage social interaction.



04 PROMOTING ECONOMIC DEVELOPMENT

OBJECTIVE TWO

ENCOURAGE INWARD INVESTMENT AND FACILITATE JOB GROWTH BY MAINTAINING THE SUPPLY OF EMPLOYMENT LAND, ALLOCATING DEVELOPMENT SITES TO ACCOMMODATE FORECASTED EMPLOYMENT GROWTH AND SUPPORTING OUR EXISTING EMPLOYERS TO EXPAND. MAKE HOUNSLOW AN ATTRACTIVE PLACE TO DO BUSINESS BY CREATING AN ENVIRONMENT CONDUCIVE TO ENTREPRENEURS AND ENSURING OUR RESIDENTS ARE APPROPRIATELY SKILLED.

PROMOTING ECONOMIC DEVELOPMENT

SUMMARY

Building a strong, competitive local economy is a key principle set out in the NPPF. The Local Plan is required to plan proactively to meet the development needs of business and support a growing and dynamic economy. Hounslow is an area of significant economic potential scoring highly in terms of growth ranking in the top ten of London boroughs with 8% growth between 2009 and 2011. The borough has also been identified by economic analysts as seventh in the top locations in the country where business is predicted to grow between 2013 and 2017.

Future employment growth is anticipated to be primarily in the service sector, and particularly within the growing number of creative and media companies clustering in the east of the borough in Chiswick and along the Golden Mile. The role of the Local Plan will be to identify sites for inward investment, planning positively for the promotion and expansion of this media cluster. It will also continue to protect the borough's significant number of strategically and locally significant industrial sites which play a vital role in support the central London and Heathrow economies, and make it some of the most expensive industrial land in Europe.



PROMOTING ECONOMIC DEVELOPMENT

PROMOTING OFFICE GROWTH AND DEVELOPMENT

In terms of future commercial floor space requirements, the Employment Land Review 2011 has identified a requirement for an additional 200,000 sq m during the plan period to 2030. This is based on the assumption that the borough's existing stock of 750,000 sq m is retained. There is already an existing office development pipeline of 110,000 sq m based on current planning permissions. This plan will therefore need to identify sites to deliver the residual of 90,000 sq m through the allocation of employment proposal sites. It is proposed that these sites will be within the borough's town centres, or locations with a good level of public transport accessibility (PTAL of 4 or higher). The intensification and replacement of offices in town centres is a key element of their regeneration and will ensure high trip generating uses are located in locations more easily accessible by public transport.

It is also important to recognise that whilst new offices will be directed to the borough's town centres, many of our major employers remain in existing out of centre strategic office clusters such as Chiswick Park, the Great West Road and Bedfont Lakes. It is therefore necessary to consider how the employment capacity of these locations can be protected, and whether the expansion of some existing employers could be promoted subject to improvements in sustainable access equivalent to a PTAL level of 4 or higher.

Outside of town centres and major employment locations, they are small businesses which contribute to the diversity of the local economy. A good quality range of different types of office space will be required to meet the ever-changing needs of business in terms of size, location and costs, it will therefore also be important to manage any release of such stock. Whilst there is less evidence of demand for offices outside of Key Existing Office Locations, small-scale offices in out-of-centre locations contribute to the diversity of the local economy which should be protected, and provide alternative options for small and medium sized enterprises in terms of size, location and cost. The redevelopment of out of centre offices for other uses including residential will continue to be one of the key options for the renewal of vacant buildings and sites.

PROPOSED POLICY OPTIONS

1. Direct new office based employment to the following potential locations:

- a) The borough's four town centres (Hounslow, Chiswick, Brentford and Feltham);
- b) Allocated employment proposal sites (see Appendix 2)
- c) Sites with a PTAL of 4 or higher including Chiswick Business Park.

2. Manage and protect strategically and locally significant locations for office employment as Key Existing Office Locations including town centres (Hounslow, Chiswick, Brentford and Feltham); Key existing office locations at Chiswick Park, Bedfont Lakes and on the Great West Road;

3. Manage the change of use of land and buildings from office to non-employment uses to retain sufficient employment capacity, with the option to specify the following criteria.

a) Evidence of active marketing of the site for offices (both in its current format or as an office redevelopment opportunity) for a period of at least two years where located within a Key Existing Office Locations; or for a period of at least one year in other locations;

b) The provision of an assessment demonstrating if the site is viable for its existing employment use;

c) A mixed use development is proposed which will retain an equivalent number of jobs.

4. Support the growth of local businesses through the small scale expansion of existing offices outside of town centres of up to 200 sq m or 25% of existing floorspace (whichever is the lower).

PROMOTING ECONOMIC DEVELOPMENT

MAINTAINING THE BOROUGH'S INDUSTRIAL LAND SUPPLY

In terms of industrial land, the Employment Land Review identified there is a large and varied stock of industrial land throughout the borough of about 450 hectares in total. This includes approximately 260 hectares of B2 and B8 uses and 148 hectares of wider industrial uses such as utilities, land for transport and waste transfer. The council's industrial demand forecasting has identified negative demand for industrial floorspace which equates to the loss of approximately six hectares of land over the Plan period to 2030. This is reflected in the borough's categorisation as an area for the limited release of industrial land in the London Plan.

This Plan will put in place the borough's hierarchy for the management of industrial land by designating those industrial estates of strategic and local significance. The Mayor of London has identified three strategically important industrial locations within the borough in the London Plan – North Feltham Trading Estate, the Great West Road (part) and Transport Avenue, Brentford. These Strategic Industrial Locations (SILs) are identified as London's main reservoir of industrial land compromising approximately 40% of the capital's total supply. They are split into two types to reflect

their role in supporting the requirements of different sorts of industrial occupier.

Preferred Industrial Locations (PILs) are designated for industrial uses that do not require a high quality environment. Such uses may require heavy goods access by road, rail and/ or water, need to operate outside normal hours, and require sufficient distance or other barriers to noise sensitive uses. Two PILs are designated in Hounslow, North Feltham Trading Estate and Transport Avenue, Brentford. The second type of SIL is Industrial Business Parks (IBPs), which are for firms that need better quality industrial surroundings, including B1b, B1c and high value B2 activities. One IBP is identified in Hounslow on the Great West Road.

The council has also identified Locally Significant Industrial Sites (LSISs) that are considered to be locally important in providing industrial and warehousing capacity. A number of these sites are also sufficiently close together to form important local employment clusters. The London Plan states that LSISs will be afforded the same level of protection as Strategic Industrial Locations and

the Mayor will provide strategic support for boroughs to resist their development for non-industrial uses. Industrial estates have been identified as LSISs through the borough's Employment Land Review 2011 using criteria including strategic road access, impacts on surrounding amenity, servicing of business and vacancy rates. The majority of LSISs are located in the west of the borough where there is significant demand for industrial land related to airport operations, which is in turn reflected in high land values. As opportunities for local businesses that are not airport related are constrained by high land values in the west, there is a need for capacity in other areas of the borough to accommodate new business and growth in existing business.

The generation of Local Plan options in this area is strongly influenced by the policies and guidance in the London Plan which identify the hierarchy of industrial land and the uses appropriate within designated industrial sites. Options do exist in terms of the industrial estates identified as Locally Significant Industrial Sites and the criteria for the assessment of changes of use.

PROMOTING ECONOMIC DEVELOPMENT

PROPOSED POLICY OPTIONS

1. Set the monitoring benchmark for the loss of industrial land at six hectares to ensure that an adequate supply of industrial capacity is maintained in the borough throughout the plan period.

2. In accordance with the London Plan, Strategic Industrial Locations, Locally Significant Industrial Sites for industrial uses, warehousing and related uses including waste facilities will be protected, with the release of industrial land directed to industrial sites outside of this framework.

3. Designate Strategic Industrial Locations and Locally Significant Industrial Sites.

4. Development within Strategic Industrial Locations and Locally Significant Industrial Locations will be acceptable if it meets the following criteria in accordance with the London Plan.:

a) The development falls within the broad industrial type activities identified in the London Plan;

b) The proposal is for employment workspace to meet identified needs for small and medium sized enterprises or new emerging industrial sectors;

c) The proposal is for small scale (less than 200m²) 'walk to' facilities such as workplace crèches or cafes; or

d) The proposal is for office development (B1a) which is ancillary to the primary use of the site for industrial, warehousing and related uses.

5. Manage the change of use from industrial, warehousing and related uses on a site not identified as a SIL or LSIS with the option to specify the following criteria:

a) Evidence is provided of active marking of the site for industrial and warehousing uses for a period of a least one year;

b) The provision of an assessment demonstrating if the site is viable for its existing industrial use;

c) The site does not contribute significantly to industrial supply and economic diversity, either individually or cumulatively;

d) Surrounding industrial sites are not undermined for industrial uses;

e) Release will be monitored on a site specific basis against the six hectare benchmark.

6. Direct proposals for new industrial/ warehousing to the borough's Strategic Industrial Locations, Locally Significant Industrial Sites and other industrial sites subject to being compatible with uses surrounding the proposal.

PROMOTING ECONOMIC DEVELOPMENT

HOTELS

There has been considerable growth in the hotel sector in the last decade with 16 new hotels constructed since 2000, representing a growth rate of 113% and creating 1,519 additional bedrooms. This has resulted in Hounslow having the second highest number of hotel bedrooms in West London at 2,062 bedrooms or 16% of the sub-region's total stock. Whilst the direct increase in employment is estimated to be relatively modest, the council's Employment Land Review highlights the wider indirect benefits hotels can bring to the local economy, estimating expenditure of approximately £209 million by overnight visitors in the borough in 2010. Approximately £100 million of this expenditure was estimated to have been on shopping, food and drink, and attractions in the borough, supporting local businesses and the town centre economies.

Hotels are identified as a main town centre use, and therefore in accordance with the sequential approach are directed to the borough's town centres as the most sustainable locations. This approach will also ensure that our town centres realise the full benefit of visitor expenditure, and will contribute to the council's wider regeneration goals of improving the attractiveness and offer of

our town centres.

However, the significant cluster of hotels around Heathrow indicates the airport's importance to West London's visitor economy. Thus whilst the priority for the council will be to direct new hotels to town centres due to the wider regeneration benefits, it is also recognised that the proximity of Heathrow will remain a key driver of the demand for additional hotel bedrooms. Locations in close proximity to the airport with a good level of public transport accessibility (PTAL of 4 or higher) are therefore also proposed to be tested as acceptable in principle.

PROPOSED POLICY OPTIONS

1. New visitor accommodation should be:
 - a) Directed to the borough's town centres; OR
 - b) Directed to the borough's town centres and sites located within 1km of the Heathrow airport boundary with a PTAL of 4 or higher.
2. Allow for the small scale expansion of existing hotels outside of town centres of up to 200 sq m or 25% of existing floorspace (whichever is the lower) to support the growth of local businesses.

PROMOTING ECONOMIC DEVELOPMENT

ENHANCING LOCAL SKILLS

Overall, Hounslow residents are more likely to be working in elementary occupations and less likely to be working in professional occupations than the London average. In terms of employment sectors, this translates into larger proportions of residents working in distribution, hospitality, transport and communications and lower proportions in public administration or banking and finance occupations. It is also evident from the commuting data that the higher quality jobs within in Hounslow are more likely to be filled by non-Hounslow residents, with Hounslow resident's commuting to lower quality jobs elsewhere. This can in part be explained by the large proportion of residents who are employed at Heathrow airport, equivalent to 10% of the working population, and their high representation in general passenger services such as baggage handling, catering and retail. However, it is apparent that in general steps needs to be taken both to encourage Hounslow businesses to employ Hounslow residents. This will primarily be achieved by ensuring that opportunities exist for residents to access training to gain the necessary skills and that local businesses clearly articulate the range and types of skills and other workforce attributes that they are seeking. The key mecha-

nisms for achieving this will be apprenticeships, work-based learning and employment training, which can be supported to some extent through the Local Plan. Ensuring a skilled local workforce will also have the benefit of encourage businesses both to locate and remain in the borough, as well as enabling more sustainable patterns of travel to work.

PROPOSED POLICY OPTIONS

1. Continue to seek planning obligations towards the provision of employment training including apprenticeships.
2. Continue to seek planning obligations towards job brokerage to support the placement of local employees in local jobs.
3. Support the location of higher and further education providers within the borough to provide new training opportunities for local residents.
4. Require all major developments in the borough to deliver construction training in conjunction with the council's recognised providers.

PROMOTING ECONOMIC DEVELOPMENT

AREAS FOR REGENERATION

The London Plan identifies areas of London which are in the 20% most deprived nationally as Areas for Regeneration. Hounslow borough has 12 areas within this 205 most deprived grouping which include four areas in the Hanworth ward, one in Hanworth Park, two in Heston West, one in Cranford, two in Isleworth, one in Syon and one in Brentford. The Ivybridge Estate in Isleworth is the most deprived area in the borough. This is primarily due to very low incomes.

The majority of the areas identified correspond with housing estates managed by Hounslow Homes or Registered Providers (Housing Associations). Two of these housing estates have already been identified for regeneration – Beavers Estate and Brabazon Estate. It is also important to note that none of the regeneration areas identified fall within the most deprived 20% in terms of living environment or health and disability. The key issues are income (households receiving benefits), employment (recipients of JSA) and barriers to housing and services (overcrowding, homelessness and distance to services such as a GP or a supermarket).

The London Plan requires the Local Plan to set out an integrated spatial approach for these areas that bring together regeneration development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing set out in other local plans and strategies. There should also be a presumption against the loss of housing, including affordable housing within these areas unless it is being replaced by better quality accommodation.

PROPOSED POLICY OPTIONS

1. Promote sustainable mixed communities by promoting the provision of intermediate affordable housing.
2. Promote a greater proportion of larger family homes to address issues of overcrowding.
3. Protect and support the provision of local shops and services.
4. Explore options for improving sustainable transport access to key employment locations across the borough.
5. Improve access to sport and recreation through the creation of greenways for walking and cycling to local open spaces and parks.



Christlow Local Plan
Christlow Local Plan

05 DELIVERING SUSTAINABLE MIXED COMMUNITIES

OBJECTIVE THREE

PROVIDE A MIX OF HOUSING TYPES AND TENURES TO MEET THE NEEDS OF OUR GROWING POPULATION INCLUDING AFFORDABLE HOUSING, ASPIRATIONAL FAMILY HOMES AND HIGH QUALITY PROVISION FOR THE ELDERLY TO ALLOW PEOPLE TO CHOOSE TO LIVE IN HOUNSLOW THROUGHOUT THEIR LIVES AND CREATE STABLE MIXED COMMUNITIES.

DELIVERING SUSTAINABLE COMMUNITIES

SUMMARY

To accommodate the borough's anticipated population growth over of 20,000 new residents by 2030, there is an imperative for the Local Plan to support the delivery of new housing. However, the Local Plan will also need to plan for the delivery of this housing in a sustainable way creating high quality living environments which provide for residents throughout their lives. It will also be essential to continue the protection of the borough's existing housing stock as the demand for housing is significantly above the available supply.

The key to delivering high quality residential development is the creation of mixed communities defined in terms of ensuring a variety of housing tenures and price together with a mix of different households such as families with children and older people is seen as having a number of poten-

tial benefits. They are a key component in increasing social cohesion, tackling deprivation and negative area affects, attracting and supporting a higher level of local services, creating opportunities for moving locally as housing requirements change and supporting local employment opportunities through higher average levels of disposable income. The aspiration to achieve mixed communities is therefore not an end in itself but one important pre-condition for delivering successful and sustainable places to live. It will also be necessary to ensure that new housing is built to a high standard in terms of internal and private amenity space standards, and that the density of new housing reflects the character of the surrounding area as well as the existing levels of public transport accessibility and capacity.

DELIVERING SUSTAINABLE COMMUNITIES

HOUSING GROWTH

The borough's projected population growth will result in continued demand for new housing in Hounslow through the lifetime of the Local Plan. The total number of dwellings in the borough is currently estimated to be 97,000 (2011 Census), with the number of households growing by an average of 1,100 each year over the last decade, increasing from 84,000 in 2001 to 97,000 in 2011. Current household projections indicate that this trend will continue throughout the Local Plan period creating sustained pressure for new housing. The London Plan sets the borough an annual housing target of 470 new homes per annum based on a long-term assessment of housing land availability in the borough known as a 'Strategic Housing Land Availability Assessment' (SHLAA). In accordance with the National Planning Policy Framework, the Local Plan must allocate 'deliverable' housing development sites to meet this requirement for a minimum of five years plus a further 5%, this is equivalent to 2,468 homes. It must also identify a series of 'developable' sites for a further five years, and preferred locations for housing to be delivered in 10 to 15 years time. The Local Plan must therefore identify major housing sites across the borough to meet these requirements, showing the location and quantum of housing to be delivered in each part of the borough.

PROPOSED POLICY OPTIONS

1. Maximising the supply of additional homes in the borough to achieve the annual housing target of 470 new homes set out in the London Plan.

2. The borough's housing growth will be distributed as follows in accordance with the proposed site allocations provided in Appendix 2. The option exists through the consultation to propose alternative or additional site allocations.:

District	Proposed Housing Growth	Source	
		Existing Planning Permissions	New sites
Brentford	3486	2021	1465
Bedfont	0	0	0
Chiswick	14	14	0
Cranford and Heston	273	37	236
Feltham	229	130	99
Hanworth	16	0	16
Hounslow	3200	302	2898
Hounslow West	277	34	243
Isleworth	46	9	37
Osterley and Spring Grove	244	68	176
TOTAL	7785	2615	5170

DELIVERING SUSTAINABLE COMMUNITIES

HOUSING AFFORDABILITY

The latest house price data (Oct to Dec 2012) shows the average housing price for the borough is £352,106. This ranks the borough 20th in London in terms of average, and is over £100,000 higher than the UK average of £238,293. The council's Housing Market Assessment identifies that approximately half of all households seeking to move in Hounslow cannot afford market housing, either to rent or buy, assuming 40% of income is spent on housing. This translates into a net annual affordable housing requirement of 4,188 new affordable homes per annum to meet need. This is almost 10 times the boroughs annual housing target for all forms of housing. The 2011 census identifies approximately 85% is privately owned with the remainder provided by the council or Register Providers – previously known as Housing Associations. In terms of tenure, the largest grouping is now the private rented sector which has doubled from 15.4% to 30.2% in 10 years. The next largest is the owner occupiers with a mortgage at 28.5%, which has dropped from 42.4% in 2001, followed by those who own their home outright at 26%. The doubling in the proportion of private rented housing together with the decline in the number of owner occupiers over the last ten years also indicates issues of affordability as house prices have continued to rise, as well as a change in the character of the residential population as a high proportion of private rented properties is likely to lead to a greater churn in

the local population. Notably, the level of shared ownership housing remains low at 1.8% having increase from 1.5% in 2001, indicating that there is potential for further emphasis on this type on tenure in the Local Plan.

The target for the onsite provision of affordable housing will be determined both in terms of need and overall development viability. It should also be noted that the provision of affordable housing remains a key corporate priority with the pledge to deliver 2,500 additional affordable homes by April 2014. In most market situations, proportions of affordable housing over 50% on a development site are unlikely to be viable, making this the maximum achievable affordable housing target in viability terms. However, as market conditions vary, the affordable housing target set in the Local Plan will need to be viability tested taking into account the cost of other policy requirements. The affordable housing target will therefore not be determined until the pre-submission stage, once a viability assessment of the Local Plan has been prepared. Options are however presented in terms of the site size threshold, the affordable tenure and mix of unit sizes for the provision of affordable housing.

In terms of the type of affordable housing provision, the London Plan proposes a strategic split of 60% social rented housing and 40% intermediate

in recognition of the role intermediate housing can play in freeing-up social rented housing and helping Londoners get a first step on the housing ladder. However, the evidence in the borough's housing market assessment is that in terms of affordable tenure there is a need for 70% of new affordable provision to be social rented and 30% to be intermediate (also known as shared ownership) in order to meet local needs as required by the National Planning Policy Framework. It is also important to note that since the market assessment was completed, the government has changed the funding model for prioritising the delivery of a new product known as affordable rented, which is housing that can be let for up to 80% of market rent. This type of tenure will be funded in place of social rented housing through central government grants.

In terms of spatial distribution, the different types of tenure are concentrated in different parts of the borough. The highest concentration of private rented housing is in Hounslow Heath, West and Central wards along with Turnham Green. Social housing is located predominantly in the areas of Brentford, Isleworth, Heston West and Hanworth. Owner occupation is the most common in Osterley, Heston Central and East, Hounslow South, Feltham, Bedfont and Hanworth Park. The pattern of social housing also mirrors the areas identified as having the highest levels of deprivation, which

DELIVERING SUSTAINABLE COMMUNITIES

will be addressed through their allocation as Areas for Regeneration. The Local Plan proposes the potential for a lower target for affordable housing provision in such areas to ensure the provision of sustainable mixed communities which is required by the NPPF.

Within the borough, the average number of new homes approved on a site between 2004 and 2012 was 11.7. However this average disguises the reality that 75% of approved schemes were on sites where the net gain in new homes was less than ten units. The London Plan currently sets the affordable threshold at ten units or more (net) for on site affordable housing provision, which is the borough's current threshold. This means that there is currently no opportunity to secure any form of affordable housing provision on three quarters of all new housing developments. As the National Planning Policy Framework requires the council to meet the full objectively assessed needs for affordable housing, the Local Plan proposes to introduce a new requirement for sites of nine units or less to make a financial contribution to the provision of off-site affordable housing, subject to viability, to ensure that as many sites as possible contribute to meeting the need for affordable housing. The council will then be able to invest this funding in subsidising the provision of affordable housing on other sites.

PROPOSED POLICY OPTIONS

1. The Local Plan will maximise the provision of affordable housing subject to viability by:

a) Setting a borough-wide affordable housing percentage target for onsite affordable housing provision for sites capable of providing ten or more units; OR

Setting a borough-wide numerical target for the plan period, with on-site provision to be negotiated on a site-by-site basis; AND

b) Securing affordable housing on development sites by: setting a ten unit threshold for the delivery of onsite affordable housing; OR

c) Securing affordable housing on development sites by setting a ten unit threshold for the delivery of onsite affordable housing and seeking a financial contribution towards the delivery of affordable housing from sites only capable of providing fewer than ten units.

2. Setting a preferred tenure mix within the affordable housing provision:

a) In accordance with the council's housing needs and market assessment of 70% affordable rent or social rent and 30% intermediate housing; OR

b) In accordance with the preferred mix set out in the London Plan of 60% affordable rent or social rent and 40% intermediate housing.

DELIVERING SUSTAINABLE COMMUNITIES

HOUSING SIZE

In terms of size, the majority of homes in the borough have either two (32.4%) or three (35.3%) bedrooms, followed by one bedroom (17.7%) and four bedroom (10.0%) dwellings. In terms of the types of homes which have been approved in the last eight years, the largest proportion (46%) have been two bedroom, followed by 32% one beds. Only 16% have had three bedrooms. The housing market assessment demonstrates that across all tenures the demand for two and four bedroom homes is more or less in balance, but that there are mismatches in the social rented and market sectors with the supply of one bed homes greater than demand whilst the demand for three beds is greater than the supply. This demand for larger homes is supported by the increase in average household size in the 2011 census to 2.67 from 2.54 indicating a need for larger homes. To address the current imbalance between supply and demand, and the likely increasing demand for larger homes, the Local Plan will propose a preferred mix for the size of housing required based on the latest housing market assessment. As this mix of housing will be required to meet local needs as stated in the NPPF, no alternative option is proposed. It also demonstrates a requirement to continue the protection of existing family sized dwellings of three bedrooms or larger, and resist their sub-division into smaller units.

PROPOSED POLICY OPTIONS

1. To meet local need by securing a mix of new housing in accordance with the findings of the Housing Market Assessment as set out below (and subsequently updated by future Housing Market Assessments; AND

Tenure	One Bedroom	Two Bedroom	Three bedroom	Four Bedroom +
Market	30%	40%	25%	5%
Intermediate	35%	40%	16%	9%
Social or Affordable Rent	25%	45%	25%	5%

2. Resist the sub-division of family-sized housing providing three or more bedrooms through conversions or demolition where the minimal original net internal floor area is 130 sq m or less.



DELIVERING SUSTAINABLE COMMUNITIES

HOUSING DENSITY

In terms of dwelling type, the largest proportion of the borough's homes are provided as flats at 34.9% of the total stock, an increase of 5% since 2001. The next largest group is semi-detached housing at 29.3% followed by terraced housing at 22.9%, both of which have declined in terms of overall percentage since 2001. The fourth most significant group is shared houses which provide 6.6% of the stock which has decreased as a type since 2001. This shows a small but significant shift in the character of housing stock as the majority of new homes are provided in purpose built blocks of flats at higher densities. This trend is likely to continue throughout the plan period due to the limited supply of land for housing. However, it is vital that such development takes account of and reflects the density immediately surrounding the development site as well as the area more generally. This will ensure that new residential development integrates well with the local character and context.

The London Plan policy 3.4 Optimising Housing Potential sets out a detailed density matrix taking into account local context and character, the principles of high quality design and public transport accessibility. The matrix is intended to be used as only one part of the wider policy to optimise development on sites in different settings, and consequently the ranges identified are sufficiently

wide to accommodate the spectrum of policy considerations outlined above. More detailed guidance on the use of the matrix is outlined in the Mayor's Housing Supplementary Planning Guidance. At the Local Plan level, the density matrix is intended to provide a framework within which borough's can refine local approaches to the implementation of this strategic policy.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

Notes to Table 3.2

Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The settings can be defined as:

- central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre.
- urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes
- suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

PROPOSED POLICY OPTIONS

1. To adopt the London Plan density matrix at the borough wide level:
 - a) With considerations of local character and context, design quality and accessibility to be taken on a case by case basis in accordance with the relevant Local Plan policies; OR
 - b) To designate the 'setting' of different areas of the borough in accordance with the categories identified in the London Plan matrix.

DELIVERING SUSTAINABLE COMMUNITIES

HOUSING DESIGN STANDARDS

The NPPF states the importance of planning positively to achieve high quality and inclusive design for new housing, but seeks the avoidance of unnecessary prescription or detail in favour of general principles. The London Plan builds on this guidance to highlighting the need to improve standards for the quality and design of housing as a key strategic priority. It seeks to achieve this by providing baseline standards for new development, with the intention of streamlining the provision of guidance at a London wide level. A series of baseline and good practice standards are provided in the Mayor's Housing Supplementary Planning Guidance including dwelling space and layout standards. The Supplementary Planning Guidance also states that where borough's have their own standards the London Plan standards should be used as minima. Consequently there is the opportunity for the Local Plan to consider where it may be appropriate to go beyond the minimum standards set by the Mayor, however the majority of this detail would be contained within a subsequent Supplementary Planning Document which would be subject to a separate consultation process. The options presented for the Local Plan therefore focus on key housing standards and principles.

In addition to general guidance on space and layout, specific policies are set out in the London Plan in relation to children's play space, the

design of all new dwellings to 'The Lifetime Homes' standards and a requirement for 10% of new homes to be designed to be wheelchair accessible, or easily adaptable for residents in wheelchairs. As these are existing development plan policies, there is no alternative option but to continue their implementation.

PROPOSED POLICY OPTIONS

1. Continue the application of the minimum space standards as set out in policy 3.5 of the London Plan for:
 - a) All new housing developments only; OR
 - b) All new housing developments and residential conversions

Dwelling type (bedroom/persons)	Essential GIA (sqm)
Flats	
1p	37
1b2p	50
2b3p	61
2b4p	70
3b4p	74
3b5p	86
3b6p	95
4b5p	90
4b6p	99
2 storey houses	
2b4p	83

3b4p	87	
3b5p	96	
4b5p	100	
4b6p	107	
3 storey houses		
	3b5p	102
	4b5p	106
	4b6p	113
2. Ensure the provision of sufficient private amenity space to ensure that the space is usable and affords both privacy and security through:		
a) The adoption the London Plan Housing SPG standard of 5 sq m of private outdoor space for 1-2 person dwellings, with an additional 1 sq m for each additional occupant; OR		
b) Seek to continue the borough's existing private amenity standards as set out below		
:		
Size	House (sq m)	Flat (sq m)
3 habitable rooms and under	50	25
4 habitable rooms	60	30
5 habitable rooms and over	75	40

DELIVERING SUSTAINABLE COMMUNITIES

RESIDENTIAL CONVERSIONS

The conversion of larger homes into smaller flats can contribute to the provision of additional housing and the mix of housing in terms of smaller and larger homes. However, the cumulative effect of conversions can have an adverse impact on the character of the existing residential area in terms of the intensification of use, increased parking and introduction of communal bin stores. It can also lead to the loss of smaller family homes for which the council's Housing Market Assessment demonstrates there is already a lack of supply. There are also issues in terms of the standard of accommodation provided following conversions and the impact on the intensification of the amenity of adjacent occupiers. Residential conversions therefore require management to ensure that an appropriate balance is struck between the contribution conversions make to local housing supply, the demand family homes with three bedrooms or more and the impact on the character of the local area.

PROPOSED POLICY OPTIONS

1. Establish a minimum net original floor area threshold for the conversion of houses to flats of 130 sq m which would allow for the retention of at least one family sized unit (based on London Plan minimum floor areas) for which the Housing Market Assessment demonstrates significant demand.
2. Establish criteria for assessing where the conversion of a property (above the relevant threshold) with the option of specifying the following criteria:
 - a) The converted property provides at least one three bedroom unit, preferably at ground floor level with access to the garden;
 - b) The cumulative impact of the conversion in terms of the number of existing conversions within the street.

DELIVERING SUSTAINABLE COMMUNITIES

RESIDENTIAL EXTENSIONS AND ALTERATIONS

As the cost of moving home continues to rise, the pressure for extensions and alterations to existing dwellings within the borough is expected to increase, as they enable householders to make better use of their properties and accommodate growing family needs. Householders already have the ability to carry out specific types and scales of extensions under Permitted Development rights however, where proposals exceed the criteria specified, planning permission is required. Such proposals are constrained by the need to respect the design of the existing building, the amenity of residents in surrounding properties and the overall character of the residential area. The Local Plan will therefore continue to provide broad principles to guide the design of extensions and alterations.

PROPOSED POLICY OPTIONS

1. Establish broad policy guidelines in relation to proportion, position, materials and details of extensions and/ or alterations; AND
2. Prepare an updated Supplementary Planning Document providing detailed design guidance on residential extensions and alterations; AND
3. Introduce guidelines for the assessment of basement extensions with opportunity to specify the following:
 - a) Require an assessment of the impact of the proposal on drainage, ground water and structural stability demonstrating that there will be no negative impacts.
 - b) The application must demonstrate how the impacts of construction will be minimised in terms of road safety, traffic congestion, dust, noise and vibration.

DELIVERING SUSTAINABLE COMMUNITIES

GARDEN LAND

The demand for land for additional housing places pressure on smaller parcels of land within the existing urban fabric, including garden land. However, the NPPF excludes residential gardens from the definition of previously developed land, stating that consideration should be given to setting out policies which resist inappropriate development of residential garden where it would cause harm to a local area. The London Plan also states that borough's may through their Local Plan introduce a presumption against development on private residential gardens where this can be locally justified.

The Character and Context study demonstrates that garden land plays an important role in the character of the borough's residential areas both in terms of character and function. They contribute to the character of areas and streets through their contribution to the setting and form of the residential area, particularly the density of development and the separation between dwellings. In terms of function, they provide safe environments for play contributing significantly to the value of family housing, and general well-being. They also act as an important reservoir of local biodiversity and sustainable urban drainage which contribute to enhancing local ecology and reducing the potential impacts of climate change through flood attenuation and reducing the urban heat island effect. The option of introducing a presumption against new development on garden land is therefore proposed.

PROPOSED POLICY OPTIONS

1. Protect garden land by:
 - a) Introducing a general presumption against new development on garden land in view of their specific amenity, character and biodiversity value; OR
 - b) Assess proposals for new development on garden land on case by case basis using the general policies in the Local Plan.

DELIVERING SUSTAINABLE COMMUNITIES

HOUSING TO MEET SPECIFIC HOUSING NEEDS

The NPPF requires the Local Plan to meet the housing needs of different groups within the community. The council's Strategic Housing Market Assessment identifies the need for specialist housing to meet specific community needs including the frail elderly, those with physical disabilities, learning difficulties or a mental health problem, the homeless and victims of domestic violence. The type of housing that may be suitable for these groups includes sheltered accommodation, accessible housing, supported housing, residential nursing homes and extra care housing. Specific gaps in provision have been identified for homeless families, victims of domestic violence, sheltered and extra care housing, whilst a surplus of residential nursing homes for older people has been identified.

PROPOSED POLICY OPTIONS

1. All new dwellings are required to be built to Lifetime homes standards and 10% of units in all major developments should be wheelchair accessible or easily adaptable for wheelchair users.
2. The council will support the provision of housing to meet specialist housing needs where the proposed accommodation would meet an identified local need i.e. accommodation for homeless families or victims of domestic violence, and sheltered/ extra care housing.
3. The loss of existing housing which meets identified communities needs, i.e. accommodation for homeless families or victims of domestic violence, and sheltered/ extra care housing.

DELIVERING SUSTAINABLE COMMUNITIES

GYPSY AND TRAVELLER PROVISION

National Planning Policy for Traveller Sites states that local planning authorities should identify a supply of specific deliverable sites sufficient to provide five years worth of sites for gypsies and travellers against locally set targets. The supply of sites or broad locations should be available, suitable and deliverable for six to ten and where possible, 11-15 years ahead.

Hounslow currently has one authorised gypsy and traveller site within the borough, which is the site known as 'The Hartlands' located in Cranford, within the Metropolitan Green Belt. This is a long established site managed by Hounslow Homes with 20 authorised residential pitches, however further capacity is required to expand and accommodate the needs of the residents. It is anticipated that there is a need in Hounslow for an additional three to eleven pitches to be provided by 2017 (London GTNA Fordham's Report, 2008).

The council's preferred option is to accommodate this additional need through an extension to the Hartlands site due to links with the existing community, and the benefits of the site remaining in the management of Hounslow Homes (the council's arms length housing management organisation). The existing Hartland site is approximately 462 sq m, and the proposed extension would extend an additional 480 sq m. The allocation of

these two sites presents a deliverable option and provides the opportunity to improve the quality of an existing site, together with the provision of new pitches under the management of the council through Hounslow Homes. National planning policy makes provision for alterations to the green belt boundary through the plan making process to meet the need for additional gypsy and traveller pitches. The Local Plan will therefore propose a limited alteration to the green belt boundary to remove the existing site and the proposed extension from the green belt. The council has not identified any alternative brownfield sites where the need for additional gypsy and traveller provision could be met and therefore proposes that the extension to the Hartlands site is the only identified option.

PROPOSED POLICY OPTIONS

1. Protect and maintain the existing authorised Gypsy and Traveller site at The Hartlands allowing for improvement and intensification where appropriate; AND
2. Allocate land to extend the Hartlands site and provide the additional pitches through the removal of the existing green belt designation from the site in accordance with the national Planning Policy for Traveller Sites; OR
3. Identify an alternative brownfield site for allocation.

DELIVERING SUSTAINABLE COMMUNITIES

HOUSES IN MULTIPLE OCCUPATION, HOSTELS AND TEMPORARY ACCOMMODATION

Houses in multiple occupation (HMOs) which are occupied by more than six unrelated individuals, together with hostels and other non-self contained accommodation uses such as bed and breakfasts which function as permanent residences play a key role in providing housing for households who cannot afford self-contained accommodation. The council's Housing Strategy highlights that there will be ongoing demand for this type of accommodation throughout the plan period as the cost of housing continues to rise. It will therefore be important to protect this type of housing where there is an identified need, and ensure a suitable standard of accommodation is provided.

PROPOSED POLICY OPTIONS

1. Protect existing houses in multiple occupation (larger than six individuals), hostels and temporary accommodation where they meet an identified need.
2. Support the provision of new houses in multiple occupation (larger than six individuals), hostels and temporary accommodation with the option to specify the following criteria:
 - a) The proposal does not result in the loss of existing family housing;
 - b) The proposal does not result in an over-concentration of non-self contained accommodation in the locality;
 - c) The proposed housing meets the required standards of accommodation;
 - d) The accommodation is located near a town centre or within an area of good public transport accessibility.

DELIVERING SUSTAINABLE COMMUNITIES

STUDENT ACCOMMODATION

The London Plan identifies the importance of supporting the growth of London's universities as significant contributors to the capital's economy and labour market. One such type of support is ensuring the provision of sufficient student accommodation for which the London Plan identifies a requirement of 18,000 - 27,000 places to 2021. The borough currently contains one university campus for the University of West London in Brentford, which provides its own student accommodation on site and for which no additional requirements have been identified. However, modern student accommodation is often developed by specialist providers with links to the relevant higher education institutions which could lead to future proposals within the borough.

In order to both address the potential demand for student housing, and ensure that such proposals do not compromise capacity to meet the need for conventional homes, especially affordable family housing proposals.

PROPOSED POLICY OPTIONS

1. The council will seek to manage the development of sites for student housing with the option to specify the following criteria:
 - a) Proposals for student accommodation do not result in the loss of existing self-contained conventional dwellings or sites allocated for the provision of conventional housing;
 - b) The proposal is supported by evidence of a linkage with one or more higher education institution in Hounslow or the immediately surrounding boroughs. This will be secured by a planning obligation or condition. Where this evidence is not provided, the requirements of the affordable housing policy will apply.
 - c) Sites are located close to the institution they are intended to serve i.e. 30 minutes public transport travel time.
 - d) The site is within area with good public transport access (PTAL 4 or higher).
 - e) The proposal creates an acceptable level of residential accommodation including an appropriate level of amenity space, parking and daylight standards, reflecting the temporary nature of occupancy.



HomeView Immobilien

1200

06 REINFORCING CHARACTER AND IDENTITY

OBJECTIVE FOUR

RECOGNISE THE VARIED CHARACTER OF HOUNSLOW'S DISTRICTS AND SEEK TO PROTECT AND IMPROVE THEIR SPECIAL QUALITIES, HERITAGE ASSETS AND OVERALL TOWNSCAPE QUALITY AND APPEARANCE. COMBINE THIS WITH THE PROMOTION OF WELL-DESIGNED DEVELOPMENT THAT MEETS THE NEEDS OF 21ST CENTURY URBAN LIVING AND CONTRIBUTES POSITIVELY TO THE CHARACTER OF AN AREA.

REINFORCING CHARACTER AND IDENTITY

SUMMARY

Urban design considers how a building or area works, feels and looks. It includes the design and architecture of buildings and how the interrelationships with the spaces between them - the streets, squares, parks and linkages form a whole greater than the sum of its parts. The quality of our buildings and public spaces is important as the backdrop for social and economic life, they can help or hinder, inspire or dull people's everyday lives. Achieving good design is critical to securing sustainable communities, where this doesn't happen it can have negative long-term, social, environmental and economic impacts on an area.

DESIGN QUALITY

The NPPF attaches great importance to the design of the built environment and states that good design should contribute positively to making places better for people. Design covers how an area functions, not just how it looks; and should be informed by an understanding of its prevailing character, history and identity. Developments should seek to create long-term value by investing in good design and high quality materials, to help ensure places can stand the test of time as evidenced by the appeal of historic areas and buildings.

The London Plan states that neighbourhoods should provide a character that is easy to understand and relate to, and that buildings and the spaces created should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood. The Council shares the aspiration in the London Plan that the city should delight the senses, take care of its buildings and streets, and have the best of modern architecture, whilst making the most of its heritage assets.

The council has produced a Context and Character Study to identify, describe and analyse the character and quality of the borough and its different areas. This key piece of local evidence, undertaken through extensive field survey work, historical

research and input from local amenity groups has identified areas from high to low design quality, areas sensitive to change and areas suitable for tall buildings, all of which have informed the policies in the plan.

Across the borough, but particularly in growth areas, the Council will work with partners to secure exemplary urban design and architecture and create high quality, distinctive places. The council will proactively manage growth and change, and work with applicants to explore and shape design issues through the pre-application process, ensuring that significant design matters such as layout and form are addressed at the earliest possible stage. The Council will prepare more detailed design guidance for areas (masterplans, urban design frameworks) and types of development or design topics (streetscape guidance). By working proactively with local people, developers and others, the council will ensure good design is embedded into its plans, programmes and development schemes from the outset.

REINFORCING CHARACTER AND IDENTITY

PROPOSED POLICY OPTIONS

1. Promoting the image of Hounslow by securing development that responds to the unique and defining characteristics of each area and its wider locale as set out in the Character and Context Study with the option to specify the following criteria:

- a) Ensuring new development integrates, respects and takes its cue from the distinctive qualities of the immediate and wider locality including openness as well as built form as set out in the Character and Context Study;
- b) Promoting the clear distinction between public and private spaces, continuity of street frontages and the enclosure of space to foster comfortable, safe public spaces;
- c) Promoting innovative architecture that responds intelligently to current and future lifestyles, needs, technology and economic conditions, whilst ensuring they respect and respond to their immediate context;.
- d) Reinforcing and integrating the natural landscape; including an areas; topography,

geology, existing features, landscape context, local flora and fauna and wider ecological setting;.

e) Ensuring the right land use mix, quantum and density are located in the right places to support the rejuvenation of our town centres and creation of durable and liveable places;.

f) Promoting places that are easy to get to, move through, legible and feel safe during the day and night;.

g) Promoting the use of high quality, durable materials and finishes for buildings and the spaces between that reinforce local character and identity



REINFORCING CHARACTER AND IDENTITY

AMENITY AND FUNCTION

The quality of the environment created by new development not only depends on the design quality but also on the function of the development and its impact on surrounding buildings and residents. This is reflected in the NPPF which states that Local Plans should aim to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.

PROPOSED POLICY OPTIONS

1. New development should avoid an unacceptable impact on the amenities of occupiers of nearby residential properties, having particular regard to overlooking and loss of privacy.
2. Provide an adequate outlook avoiding any undue sense of enclosure.
3. Ensure sufficient daylight and sunlight reaches the proposed and adjoining properties with the option to specify the following criteria:
 - a) All residential developments to comply with the requirements set out in the BRE Trust "Site Layout Planning for Daylight

- and Sunlight; A guide to good practice" OR subsequent relevant guidance;
- b) Presumption against single aspect, northern facing residential units.

4. Adequate provision should be made for the storage of refuse, materials for recycling and composting and for convenient access for its deposit and collection in consultation with the council's waste services. Refuse enclosures should be design so that they are integrated with the building or boundary closures and should be screened.
5. Servicing arrangements should enable vehicles to enter and leave the development in forward gear with turning heads of an adequate size for the likely service vehicles.
6. Ensure sufficient privacy for intended residents in a dwelling by:
 - a) Ensuring that areas of garden extending up from the dwelling are screened.
 - b) A separation distance of between 18m and 21m is recommended between the habitable rooms which directly face those of other habitable rooms
 - c) Roof terraces and balconies are not acceptable where they would directly overlook neighbouring habitable rooms.

- d) Where communal gardens adjoin, ground floor flats should have private gardens directly accessible from flats.

7. Communal amenity areas should be designed to receive natural light, protect privacy such as screening from parking areas, should be easily accessible by all residents, be well landscaped and maintained, and have natural surveillance from habitable rooms.
8. All private gardens should have appropriate boundary treatments particularly at the sides of gardens adjoining roads, paths or open spaces.
9. All service equipment (including lift plant, flues, fire escapes, etc) is fully integrated into the building envelope or visually screened, and should not cause disturbance to occupiers.
10. Ensure new developments provide an inclusive and accessible environment in accordance with current best practice guidance.

REINFORCING CHARACTER AND IDENTITY

PUBLIC REALM

The boroughs public realm consists primarily of streets, but also includes squares and parks, natural areas and the riverside paths. It includes great variety, in terms of type, quality, accessibility and size. As the boroughs population increases so will the importance of a range of high quality public spaces to help create liveable communities. Public realm appeal is integral to the boroughs residents and workers being able to enjoy and socialise in the borough. Investing in this realm is vital for social and community cohesion and integration to ensure people stay to shop and use the parks, sit, talk, meet and generally enjoy and spend time outside. Size of spaces and their enclosing buildings should be of good proportions to ensure activity and attractive places. Interest and way marking should be created through detailed distinctiveness rather than by size.

PROPOSED POLICY OPTIONS

1. Improving the public realm to create well-used, safe, attractive and comfortable streets and spaces with high quality materials that promote social interaction, activity and inclusion for all users with the option to specify the following criteria:
 - a) Ensure high quality links and use of spaces between buildings;
 - b) Incorporate good quality landscape design including boundary treatments as an integral part of the development;
 - c) Be design to enhance safety and security in the environment in accordance with best practice guidance.
 - d) Ensure legibility and permeability within and surrounding the development;
 - e) Respect or improve the prevailing building line;



REINFORCING CHARACTER AND IDENTITY

TALL BUILDINGS

Hounslow borough is predominantly characterised by two to three storeys buildings. Tall-ness is relative to a context; due to the near-flat topography of the borough and its low, open landscape, particularly tall buildings are generally inappropriate as they can dominate the skyline over a very wide area. Tall buildings should be placed in suitable locations where they provide a marker and focal point, and restricted from sensitive areas especially where there are strategic and local settings and views. Located in the right place and designed sensitively, tall buildings can add to an area's townscape and image, assist in regeneration, mark a town centre/public transport node or reference marker for navigation.

Hounslow has a number of tall buildings that do not positively contribute to the townscape and their existence should not be grounds for the provision of more. The Council recognises that creating successful, vibrant urban environments is about compactness and density, not necessarily about height of buildings. The density and spacing of buildings and their architectural quality are important factors in creating well used public spaces and a coherent, attractive townscape.

PROPOSED POLICY OPTIONS

1. Focusing (relatively) tall buildings in the following locations:
 - a. Along the frontage of the Golden Mile section of the GWR – reinforcing existing and creating a coherent linear cluster along the road whilst mindful of longer-distance impacts; AND
 - b. Within the towns centres of Brentford (parts of), Hounslow and Feltham.
2. Set a criteria based policy for the assessment of all tall buildings with the option to specify the following criteria:
 - a) Sensitively located and be of a height and scale in proportion to its location and setting and carefully relate and respond to the character of the surrounding area;
 - b) Highest architectural design and standards; be attractive, robust and sustainable
 - c) Full consideration should be given to its form, massing and silhouette;
 - d) Be of a scale that reflects its relevance; and its hierarchical importance when located within a grouping/cluster of tall buildings;
 - e) Ground floor treatment, lower levels of the building and relationship to public realm – should frame and provide a positive edge to the public realm with active edges/overlooking and provide a human scale;

- f) Provide for a comfortable and pleasant microclimate, minimising wind vortices and over-shadowing;
- g) Provide for biodiversity within the development area and building form and be sensitive to surrounding open spaces including waterways to ensure minimal impact;
- h) Should make a positive (beneficial) contribution to surrounding heritage assets, overall skyline and views and not adversely impact their value, prominence, setting and backdrops;
- i) Consideration given to façade and overall detailing to ensure visual interest, vertical and horizontal rhythms and break up the building visually at varying scales;
- j) Materials and finishes should be robust, durable and of the highest quality and facades should provide innate interest and variety;
- k) Comply with civil aviation requirements arising from the borough's location adjacent to Heathrow;
- l) Where residential uses are proposed, innovative approaches to providing high quality, usable, private and communal amenity space will be sought.

REINFORCING CHARACTER AND IDENTITY

HERITAGE ASSETS

A heritage asset can include a landscape, place, building, monument or feature that has been identified as having special architectural or historic interest. In the borough, these range from Grade I statutorily listed buildings such as Syon House within the 141 hectares of a designated conservation area (Isleworth Riverside) to individual or groups of buildings that are locally listed as buildings of townscape character.

The protection and enhancement of the historic environment is a core principle that underpins sustainable development as outlined in the NPPF. The character and identity of an area is heavily derived from its historical pattern of development, whether it's along the Roman Road or the medieval street pattern or Victorian terraced housing, early railways or bridges over the Thames.

The borough's heritage assets are an irreplaceable resource and are particularly sensitive to change and development, requiring special protection and careful treatment to sustain their value and importance for future generations. The conservation and sensitive reuse of heritage assets in regeneration and development proposals can act as an important catalyst add significant social, economic and environmental value and contribute positively to the quality and character of new development.

PROPOSED POLICY OPTIONS

1. Identify, preserve and enhance the following heritage assets:

- a) Existing Conservations Areas through management guidelines and actions; and identifying expansion of existing and creation of new conservation areas where appropriate.
- b) The borough's network of statutorily and locally listed buildings and features (including historic parks and gardens, scheduled ancient monuments).
- c) Working with LB of Richmond to ensure the protection of Royal Botanical Gardens Kew World Heritage Site and its River Thames setting, including views to and from this asset.;
- d) Enhancing the unique Thames Arcadia landscape and its wider heritage and cultural value.
- e) Heritage fringe areas with a view to appraisals and appropriate management.
- f) Archaeological Priority Areas.

2. Securing the regeneration of key heritage assets at risk:

- a) Gunnersbury Park and buildings;
- b) Boston Manor House and Park

c) Hanworth Park House

3. Promoting the reuse of historic buildings and bringing them back into a sustainable use for the future, particularly those on EH's Heritage at risk register.

4. Protect and enhance the strategic and local views that give the borough its character, visual richness and coherence. (See map and list for all identified strategic and local views)

5. Identifying and protecting the borough landmarks which provide a strong visual and physical presence in the townscape.

REINFORCING CHARACTER AND IDENTITY

ADVERTISEMENT PANELS, HOARDINGS AND STRUCTURES

There is continuing demand for advertisements in commercial areas of the borough and along the major arterial routes. The number, size and type of advertisements needs to be controlled if they are not to be unduly dominant. In particular, the Great West Road and M4 stretching from the Chiswick, through Brentford already has a significant number of tall advertisement structures which add to the visual clutter and dominance of the roadway. It is also important to ensure that advertisements are not detrimental to public safety and do not impinge on residential areas.

PROPOSED POLICY OPTIONS

1. In accordance with the advertising regulations the borough will assess advertisement applications for their impact on highway safety and amenity with the option to specify the following criteria:
 - a) The advert will not result in a proliferation of advertisements, dominating the character of the area or street scene, with particular regard to the A4/ M4 corridor where the council consider there are already a significant number of advertisements;
 - b) The advert does not have an adverse effect on the setting of heritage assets or residential areas;
 - c) The advert contributes positively to local distinctiveness
 - d) Advertising structures should be of the highest quality, integrate with the street scene and relate to the height of surrounding buildings.



07 MAXIMISING OUR GREEN AND BLUE INFRASTRUCTURE

OBJECTIVE FIVE

TO PROTECT, MAINTAIN AND IMPROVE THE OPENNESS, AMENITY, BIO-DIVERSITY, HEALTH AND RECREATIONAL VALUE OF THE BOROUGH'S GREEN SPACES AND TO LINK TOGETHER WITH BLUE SPACES THROUGH NEW GREEN INFRASTRUCTURE LINKS TO FACILITATE HEALTH AND WELL BEING IN OUR COMMUNITIES.

GREEN AND BLUE INFRASTRUCTURE

SUMMARY

Open space and outdoor recreation facilities are vital in helping to improve health and well-being throughout the Borough. Open space provides opportunities for informal recreation and natural settings for quiet reflection, and it is well documented that this can improve physical and mental well-being. Attractive green corridors providing routes through open land can encourage more active modes of transport and help to reduce air pollution, and sports facilities provide opportunities for formal sports and fitness activities, improving levels of health and helping to provide a community focus.

GREEN BELT AND METROPOLITAN OPEN LAND

Hounslow includes significant designations of Green Belt and Metropolitan Open Land (MOL), both of which are considered to be regionally significant and work in a similar way, so far as they protect their designated areas against inappropriate development. This policy is influenced by both the NPPF (in the case of the Green Belt) and the London Plan (in the case of both the Green Belt and MOL); both warrant a similar protection, and as such it is proposed that the Local Plan includes one policy that covers both of these regionally significant designations.

Green Belt

The Government – and the NPPF – attach great importance to Green Belt, noting that the fundamental aim is to prevent urban sprawl by keeping areas permanently open and free from inappropriate development. The NPPF states all boundaries should have regard to their intended permanence in the long term so that they are capable of enduring beyond the plan period. Specifically, the NPPF establishes five purposes for Green Belt designations:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment;

- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

The London Plan reiterates the NPPF's policy, noting the importance of the Green Belt and stating that the strongest protection should be given to London's designation. Specifically, the Green Belt plays an important role in the planning of London as it provides a definition to the built up area and ensures the retention of open countryside whilst encouraging sustainable development by directing it away from the Green Belt through the reusing of derelict or vacant urban land.

The general extent of the Green Belt is set across the country; there are 14 Green Belt designations, and one of these is the Metropolitan Green Belt which surrounds London and parts of Hounslow. However, the NPPF requires local authorities to establish boundaries, including any alterations in their Local Plan. For this purpose, a review of Green Belt land was undertaken and completed in 2012, which sets out the baseline conditions and helps form policy directions. Specifically, the review sets out some proposals for boundary amendments; however, as set out in the evidence base, all changes are linked to the strengthening of the Green Belt boundary to protect against

GREEN AND BLUE INFRASTRUCTURE

unauthorised encroachment, and maintain openness. This will ensure that, in line with the NPPF, all boundaries will be capable of enduring beyond the plan period.

The review establishes that Green Belt land in Hounslow accounts for 1,224 hectares of open space which is made up of diverse landscape character and land uses, stretching from the Grand Union Canal in the north, to Kempton Racecourse in the south, and from Mayfield Farm in the west to Hounslow Heath in the east. The boroughs boundary with adjoining local authorities – except for residential areas and town centres (such as Hammersmith) to the east and Heathrow Airport to the west - is generally Green Belt or Metropolitan Open Land. This reinforces the strategic importance of the Green Belt in Hounslow and the role it plays in achieving objectives set out at national, regional and local level. Due to the location of the Green Belt in Hounslow being on the western fringe of London, and its fragmented nature, it is subject to intense development pressures and thus very vulnerable. The Council will therefore safeguard the permanence and integrity of the Green Belt by ensuring it meets the five purposes set out in the NPPF.

The Green Belt contains a variety of active land uses which emphasises the broad range of uses

present within Hounslow's Green Belt designation. The Green Belt in Hounslow was historically used for agriculture and horticulture; however agriculture has declined over the years due to a number of factors, including large amounts of gravel extraction leaving underused and poorly managed land. There are however a number of public parks within the Green Belt. The largest publicly accessible open spaces within the Green Belt are Bedfont Lakes Country Park, Hanworth Park, Hounslow Heath and Avenue Park in Cranford.

There are also some developed sites within Hounslow's Green Belt, these include Kempton Waterworks (26ha) which is highly designated as a nature conservation site of European importance; HM Feltham Young Offenders Institute (20 ha); and a number of schools, the largest being Cranford Community College to the north west of the borough. Other uses include small housing estates and industrial land, due to the Green Belt's proximity to the airport.

Acceptable Uses in the Green Belt

The NPPF and the London Plan both include a presumption against development within the Green Belt land, unless it is deemed an exceptional use. As established in the NPPF, these exceptions include agriculture and forestry buildings; outdoor

sport and recreation facilities; cemeteries; limited extensions, alterations, infilling and replacement buildings; limited affordable housing to meet community needs (if set out in the Local Plan); or limited infilling or partial or complete redevelopment of brownfield land. The NPPF also permits mineral extraction, engineering operations, transport infrastructure, the reuse of buildings and development bought forward under the Community Right to Build Order. However, these uses would only be deemed acceptable if they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt.

Improvement/Management of the Green Belt

Once boundaries are defined, the NPPF states that authorities should plan positively to enhance beneficial uses of the Green Belt such as improving access, opportunities for sport and recreation, improving landscapes, visual amenity and biodiversity and improving damaged or derelict land. Some of the Green Belt in Hounslow is in a poor environmental state of repair due to a number of reasons including a mix of land ownership, making control and management difficult on private land. A local policy approach to promote improvements to the green belt, potentially through the preparation of Green Belt Management plan is therefore proposed.

GREEN AND BLUE INFRASTRUCTURE

Development near the Green Belt boundary
The NPPF says that authorities should define boundaries that are clear and use physical features which are readily recognisable and likely to be permanent. It is recognised that any proposal for development in areas near the Green Belt can be conspicuous from within it and therefore can impact upon the openness of the land. A local approach should therefore emphasise that proposals near the Green Belt boundary should be designed so that they do not detract from the setting, openness or visual amenities of the Green Belt. To ensure proposals are sympathetic to the Green Belt particular attention should be paid to the proposals location, setting, design, use of materials, height and landscaping..

Metropolitan Open Land

In addition to the Green Belt, the London Plan includes Metropolitan Open Land (MOL) as an additional strategic open space designation. This is afforded the same level of protection as Green Belt, with the London Plan noting that strong protection should be given to MOL, and that incompatible development should be refused except in very special circumstances. The general extent of the boundary is also strongly supported by the Mayor. MOL is a strategic land designation within the urban area that contributes to the structure of London. It is intended to protect areas

of landscape, recreation, nature conservation and scientific interest which are strategically important against inappropriate development.

The extent of MOL is set by the GLA; however the London Plan states that any alterations should be undertaken by borough's through the Local Plan process, in consultation with the Mayor and adjoining authorities. MOL was addressed through the 2012 Green Belt Review which found that no boundary changes were required as all boundaries are deemed to be both strong and permanent to endure the length of the plan.

The review identifies that there are 777 hectares of Metropolitan Open Land in Hounslow which cover most of the large areas of open space from Hounslow Heath (where the Green Belt stops) eastwards. At the point where the Green Belt stops, the large strategic open spaces, which are mostly parkland and some allotments are designated as MOL, including:

- Boston Manor Park
- Butts Farm
- Cole Park and the River Crane (in Isleworth)
- Chiswick House and Grounds
- Dukes Meadow
- Gunnersbury Park and Carville Hall Park
- Osterley Park and surrounding areas

- Syon Park
- Thames Riverside

It is proposed that the Local Plan does not change the approach to the MOL as set by regional policy, but instead safeguard its permanence and integrity in the same way as the Green Belt to ensure the strategic designation presents stability for the future and the length of the plan.

Acceptable uses in MOL

As with the Green Belt, the London Plan protects MOL against inappropriate development, with only some exceptions. These include small scale structures to support outdoor open space uses, and any proposals should minimise adverse impact on the openness of MOL. Similarly, other developments within the MOL will not be accepted unless exceptional circumstances can be demonstrated as to why a departure from the Development Plan exists. It is proposed that the Local Plan reflects this position to protect the MOL, as required by regional policy.

Improvement/Management of the MOL

The London Plan recognises the important role that MOL has to play as part of London's multi-functional green infrastructure and the Mayor is keen to see improvements in its overall quality and accessibility. The Local Plan will reflect that

GREEN AND BLUE INFRASTRUCTURE

in conjunction with the Mayor, improvements can help human health, biodiversity, and quality of life.

The majority of MOL within Hounslow is managed under parks contracts, whether by the Council or by private owners. This means that most of it, unlike Green Belt land is in a good or excellent state of repair to ensure land is of a high quality for the public to use. The Local Plan should recognise that MOL can continue to be managed under the relevant contracts, and improvements made where required ensuring land is of the highest quality possible for all visitors to enjoy.

Development near the MOL boundary

The London Plan states that to designate land as MOL, boroughs need to establish that the land meets at least one of the following criteria:

- a) it contributes to the physical structure of London by being clearly distinguishable from the built up area
- b) it includes open air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London
- c) it contains features or landscapes (historic, recreational, biodiversity) of either national or metropolitan value
- d) it forms part of a Green Chain or a link in the network of green infrastructure and meets one of

the above criteria.

Although no changes are proposed to MOL, it is useful to look at the designating criteria set out in the London Plan to assess what can and cannot be permitted in MOL. Like the Green Belt, any proposal for development in areas near the MOL can be conspicuous from within it and therefore can impact upon the openness of the land. A local plan policy approach should therefore reflect the need for careful consideration to such development.

The generation of a Green Belt and MOL combined policy is influenced by both the NPPF (in the case of Green Belt) and the London Plan (in the case of both Green Belt and MOL) in that they both warrant a similar protection against inappropriate development. Both policy documents safeguard the permanence and integrity of the respective open spaces and therefore contribute to meeting the purposes of the Green Belt as set out in the NPPF. This policy can be easily replicated for the MOL as the open space should be strongly protected in all forms.

PROPOSED POLICY OPTIONS

1. Establish the extent of the Green Belt boundary in accordance with the proposed changes set out in the Green Belt Review so that the boundary is strong and permanent for the plan period.
2. Inappropriate development in the Green Belt and MOL will be refused, except in very special circumstances, as established in the NPPF, with the option to specify:
 - a) That the cumulative impact of extensions and alterations to existing development located within or adjacent to the Green Belt should be given due consideration; AND
 - b) The impact of development located adjacent or near the Green Belt on its setting and openness should be given due consideration.
3. Development will only be permitted in very special circumstances, as prescribed in the NPPF, and should contribute to the openness, character and appearance of the designated open space.
4. Promoting the improvement and positive management of the Green Belt and MOL to ensure the quality of open spaces continue to be improved for all to benefit from and enjoy through the preparation of a Green Belt Management Plan,

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OPEN SPACE

Open space that is not designated as Green Belt or Metropolitan Open Land is still afforded protection as it contributes to the image of an area by assisting in nature conservation, providing breaks in the built up environment and either providing or potentially providing recreational space for residents. The NPPF emphasises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. In addition, it states that existing open space, sports and recreational buildings and land (including playing field) should not be built on unless: there is evidence of an assessment to show that such land is surplus to requirements; the loss would result in the replacement of equivalent or better provision; or the development for sports and recreation needs clearly outweighs the loss of such space. The London Plan reiterates the importance of London's green infrastructure network and the benefits it can bring to both residents and the urban environment.

Open space is important for recreation and amenity, provides benefits for biodiversity, surface water management and the micro climate. Good quality, accessible open space that meets the needs of the borough's residents and visitors is essential; however spaces are coming under pressure for development and as such will add

additional pressures. It is proposed that the Local Plan should therefore seek to protect, maintain and enhance the openness, landscape quality and wildlife habitats of publicly accessible open spaces within the borough.

The borough contains large areas of open space, which is owned and managed by the council, Hounslow Homes, the National Trust and private landowners. It is proposed to designate and protect all those areas of open space which are not already designated as Metropolitan Green Belt or Metropolitan Open Land.

To provide evidence for the Local Plan, the Council has undertaken both an Open Space Assessment (previously known as a PPG17 study) and prepared an Open Space Strategy to assess the quantity, quality and access to all open spaces across the borough. These found that the current publicly accessible open space provision in Hounslow equates to 5.3 hectares per 1000 population, with a projected reduction to 4.88 hectares per 1000 population by 2029 with the population projections taken into account. This is comparatively good level of provision in relation to similar boroughs and authorities identified in the Open Space Assessment.

Open space deficiency

The NPPF does not provide a specific policy on open space deficiency; however the London Plan states that the creation of new open spaces should be provided to address deficits. Specifically, it says that Local Plans should identify areas of deficiency to public open space in the borough and ensure that open space needs are planned for in accordance with future regeneration and opportunity areas. The Open Space Assessment and Open Space Strategy have identified areas of public open space deficiency in Hounslow. Most can be seen in fairly small pockets across the borough, with the most significant areas in Isleworth, Central Hounslow and Heston and Cranford. There is one area of deficiency in the west of the borough, however this consists of utilities (gas works), industrial uses and farmland, and therefore does not affect the residential population. Much of the public open space deficiency in the borough occurs due to a lack in public open space in specific areas; however in Heston and Cranford, the deficiency is also due to severance by major transport arteries (specifically, the A4 and M4 roads), which suggests the need to improve access.

It is proposed that the Local Plan addresses these open space deficiencies across the borough, and by looking at the current levels of open space, standards are able to be derived. The Open Space

GREEN AND BLUE INFRASTRUCTURE

Strategy recommends that major new developments should deliver 0.60ha of new public open space per 1000 population to help meet the needs of new residents in a development whilst also tackling accessibility and deficiency to existing open spaces. Further, it suggests that on site provision should be provided where possible which takes into account the type of deficiency that an area of development requires to help ensure a balanced mix of open spaces in each area of the borough. It is proposed that these recommendations are included in the Local Plan.

Requiring contributions through development will help to meet the open space needs of residents in new developments, as well as the local population. It will also help to ensure that well planned sustainable neighbourhoods, contribute to local character and sense of place, and create networks of green infrastructure that improve accessibility, develop new green links and support urban greening (including planting and landscaped streets, squares and civic spaces).

The generation of policies in this area is based on the Open Space Assessment and Open Space Strategy prepared as part of the evidence base of the Local Plan. These studies address the requirements of the NPPF and London Plan, which require an up-to-date assessment for open space requirements, in terms of both quantity and qual-

ity, and also protect open space from development. As such, the policy options proposed are locally specific, addressing the future open space requirements of the borough.

PROPOSED POLICY OPTIONS

1. Designate areas all areas of open space outside of the Metropolitan Green Belt and Metropolitan Open Land for protection using the boundaries established the Open Space Assessment.
2. Planning permission will not be granted accept in very special circumstances for development on open space, especially where it would lead to a deficiency in publicly accessible open space.
3. Seek to increase the provision of open space, especially in areas of deficiency, by specifying that major new developments make provision for 0.60ha of public open space per 1000 population which will help meet the needs of new residents in a development whilst also tackling accessibility and deficiency to existing open spaces.
4. Direct public open space improvements to those areas assessed to be of a lower quality than others, with particular influence over those areas that area located within an area of deficiency in access or quantity to open space.



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ACTIVE USES OF GREEN AND OPEN SPACE

Green and open spaces primarily function as places for leisure and recreation, providing relief from development and the built environment. However, these spaces can also be utilised in other ways, as discussed in the Green Belt policy area, which may maximise land use efficiency and provide for uses not suitable in the existing built environment.

Allotments and farming and community uses Green spaces can be used for agricultural purposes, either in the form of community allotments, or for farming. The London Plan encourages and supports use of land for food production, particularly in the Green Belt and nearby urban communities. This reflects the NPPF, which similarly promotes the mix of uses on land, encouraging multiple benefits, including food production.

Allotments play an important landscape and nature conservation function as well as providing benefits to a community in contributing to a healthy lifestyle, both in terms of exercise and low cost healthy food production. Many allotments have a further green space designation on them such as being located within the Green Belt, MOL or public open space; some are also part of larger designated SINC areas across the borough. Hounslow has approximately 2,107 allotment plots on 34 sites across the borough and the borough has prepared

an Allotment Strategy; this notes the importance of allotments as a popular leisure activity, particularly for people without their own private garden, and promotes the maintenance and protection, whilst promoting sustainability and biodiversity. Consistent with the London Plan, which seeks to protect existing allotments and create new sites, the Local Plan should protect the borough's sites and promote new and improved facilities.

There are also other areas of underused or poor quality land in the borough that could be used more intensively, including for community farming, gardening or perhaps other innovative uses such as energy production. This would make better use of some of our existing green space, whilst retaining openness. In particular, agriculture is considered an appropriate use in the Green

Belt, providing a land resource for food production. Farming may also result in longer term biodiversity benefits, whilst contributing to the mitigation of climate change. Hounslow already has examples of urban agricultural land, including Rectory Farm, Mayfield Farm, Osterley Park Farm and Hatton Farm; the Local Plan should aim to preserve their function and promote other agricultural uses where appropriate.

Innovative temporary (or 'meanwhile') uses in areas of open space may also provide opportunities for recreation, leisure and community uses. This could be for food growing, perhaps as incidental open space on a housing estate or temporary vacant land, provided the use does not have negative impacts on the surrounding environment.

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Burial spaces

There is also a requirement for the Local Plan to ensure adequate provision is made for burial sites. In Hounslow, the borough's seven burial spaces provide relief from the built environment, and in some cases are locations of biodiversity significance. The borough benefits from a significant reserve of burial space, which is confirmed in an audit of London's burial provision prepared by the Mayor of London. As such it is not intended to allocate new sites for burial provision in the Local Plan. However, it is important to note the significance of burial space as a community facility, providing breaks in development and providing for nature conservation.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; using land for allotment, farming, food production and other appropriate uses is promoted by the NPPF. The London Plan also requires boroughs to promote the use of land for food production and plan for adequate provision of burial space. As such, the below policy options reiterate this policy framework, but go further by focussing on locally specific means of implementation, recognising existing sites and the quantity of green space in the borough that could be utilised for these uses.

PROPOSED POLICY OPTIONS

1. Protect existing allotments in line with the borough's allotment strategy;
2. Protect existing agricultural land in the borough, and the promote new uses of land for agricultural where this would increase the efficiency of land use and not impact on the surrounding environment;
3. Promote the use of under used or poor quality green spaces for alternative compatible uses including community farming and gardening.
4. Protect the borough's burial space, noting their roles as green infrastructure and as sites for biodiversity;



GREEN AND BLUE INFRASTRUCTURE

GREEN GRID, CORRIDORS AND CHAINS

Green Grid

Green spaces can form chains, corridors and networks across the borough, and indeed London. These all contribute to patterns of open space and help promote the wider use of open spaces and biodiversity.

The Mayor's All London Green Grid (ALGG) SPG recognises the importance of green and blue infrastructure and the provision, enhancement and management of such. The ALGG promotes a shift from grey to green infrastructure to secure environmental, social and economic benefits and a progression from perceiving London as a city punctuated by parks, green spaces and surrounded by countryside to an appreciation of this network as part of the city's fundamental infrastructure. It is centred on four key elements;

- London's river and other key landscape corridors, including the Thames
- Established open spaces and opportunities for the creations of new parks
- Existing and proposed green connections and corridors
- Designated and protected landscapes that are generally located at the boundary of London

In line with the ALGG, the Local Plan should support the delivery of ALGG projects and protect, conserve and enhance our own network of

green spaces to connect to the everyday life of the borough. This should include encouraging and promoting greater use of green spaces and connections between them by enhancing walking and cycling routes, provision of visitor facilities and the promotion of green infrastructure as a sense of place for all to enjoy. This will promote green spaces of a high quality and suitable for the 21st century in helping to address environmental challenges such as climate change, which is also addressed in this document.

Green Chains

Green chains are areas of open space linked by marked footpaths and other pedestrian routes, often along watercourses. They provide both a recreational and nature conservation resource. They play a vital role in the urban environment

by providing visual and environmental links and access between open spaces both through and beyond the Borough. Recognising the potential contribution of green chains, the Local Plan should seek to improve access to and the amenity of green chains and particularly where there are missing links or urban sections between the open areas.

Green corridors

Green corridors are areas of open space that form visual and vegetated links, often along transport routes or water courses between larger areas of open spaces. They can provide opportunities for wildlife and the improvement of landscaping and amenity. New and improved developments will be expected to preserve and enhance the continuity of green corridors and improve amenity.

GREEN AND BLUE INFRASTRUCTURE

PROPOSED POLICY OPTIONS

Culverting is the development of an underground pipe or drain to allow the continuation of waterways through urban or built up areas. When determining planning decisions, the council will normally oppose culverting in order to ensure that there is no break in the continuity of river corridors; this is because culverting may have serious implications for safety, maintenance and flooding.

The generation of policies in this area are influenced mainly by regional policy rather than national policy. The NPPF makes reference to the need to protect wildlife corridors; however the London Plan addresses the need for green chains and corridors and linking them up to the wider All London Green Grid (ALGG), which is now Supplementary Planning Guidance (SPG) to the London Plan. The policy options have therefore formed a basis for protecting the network of green spaces and waterways and follows on from the principles set out in the ALGG SPG.

1. Protecting and enhancing green chains and corridors throughout the borough to help promote biodiversity
2. Promoting new development contributions to the creation and extension of green chains and corridors to ensure that suitable access is improved for both pedestrians and cyclists.
3. Address those areas of the borough that suffer from open space deficiency in terms of both access and quantity by creating and enhancing the links of green chains and corridors by providing more accessible walking and cycling routes.



GREEN AND BLUE INFRASTRUCTURE

BIODIVERSITY

It is important to conserve the Borough's wildlife and habitat resources for all to enjoy. The Mayor of London states that biodiversity is a 'key measure of the state of London's environment and the quality of life of London's inhabitants'. Despite being a developed borough, Hounslow has some of the most diverse habitats in London, some of which are of regional and national interest.

The Council aims to protect and enhance the diverse array of wildlife and habitats across the borough. Regeneration pressures can often affect biodiversity; therefore developments should provide an opportunity to improve the quantity and quality of biodiversity in Hounslow. The Council works with the Biodiversity Action Plan partnership to ensure that habitats are protected, maintained and where possible, enhanced in an appropriate environment to secure the future of such biodiversity in the borough.

At present there are 1108.19 hectares of Nature Conservation Areas within Hounslow, which are either wholly or partly managed; however there are many more spaces that will have incidental nature conservation. The Local Plan proposes to take forward existing designations and amend SINCs as appropriate in order to continue their protection and management.

In line with the Biodiversity Action Plan, there should be a reduction in areas of deficiency in access to nature. The BAP also promotes biodiversity conservation as a key indicator of well being and sustainable development. This is a key element that the Council can take forward from the plan to help raise awareness of biodiversity, whilst improving and protecting habitats and their associated environments.

Designated nature conservation areas within the borough include:

Special Protection Areas and Ramsar Sites
Kempton Nature Reserve is part of the South West London Water bodies SPA and is also a Ramsar site. Ramsar sites are areas, which have been formally designated as Wetlands of International Importance. The SPA Directive 79/409/EEC on the Conservation of wild birds applies to birds, their eggs, nests and habitats provides protection, management and control of all species of naturally occurring wild birds in the European territory or Member States.

Sites of Special Scientific Interest (SSSIs)
These are the finest sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features. The purpose of SSSIs is

to safeguard for present and future generations a series of sites, which are individually of high natural heritage importance. Many areas designated as SSSIs make important contributions to the local economy and often provide opportunities for people to enjoy and appreciate nature. Notification of a SSSI gives legal protection to nationally important sites for wildlife and geology. There are two SSSIs within the borough in Kempton Nature Reserve and Syon Park.

Local Nature Reserves (LNRs)

LNRs are sites that have been identified as areas of high value to nature conservation. The land is managed for the purpose of preserving flora and fauna, geological or physiological features or to provide special opportunities for the study of matter relating to flora and fauna, geological and physiological features.

Other sites of significance

As well as the statutory sites there are also other sites of importance for nature conservation across the borough including Sites of Metropolitan Importance. These include the River Thames, its tributaries and islands, The Crane Corridor and Feltham Marshalling Yards. There are also sites of borough importance, including Syon Park, Osterley Park, Chiswick House Grounds and parts of the Long-

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ford River. Sites of local importance include Thorncliffe Waste Pond and Gunnersbury Park. Sites of Special Scientific Interest

Policy options for biodiversity policy in the Local Plan have formed from the NPPF, Circular 06/2005, and the Hounslow BAP. These set out the importance of recognising international and national sites for biodiversity and geological conservation. The NPPF also states that Local Plans should plan positively for the creation, protection, enhancement and management of networks of biodiversity; The London Plan also recognises the importance of biodiversity and the need for local authorities to deliver BAPs. Consistent with this principle, policy options have been partially formed from the principles set out in the Hounslow BAP.

PROPOSED POLICY OPTIONS

1. Protecting, conserving and enhancing the borough's wildlife and habitats.
2. Addressing areas in the borough that do not have access to nature and aim to improve it through contributions from developments towards biodiversity.
3. Identifying and protecting sites of European, National, strategic and local importance against inappropriate development, ensuring no development occurs where there will be a significant adverse impact on species and habitats.



GREEN AND BLUE INFRASTRUCTURE

TREES

Trees have an important place in developed boroughs such as Hounslow; they contribute to the attractiveness of the public realm and have a positive impact on the micro-climate, by making positive contributions to air quality, helping lower odour, light and dust pollution, reducing noise levels and adding to tranquillity and providing habitats for biodiversity.

The London Plan, in line with the Mayor's ambitious programme, seeks an additional two million trees planted in London by 2025 to help with both mitigation of and adaptation to climate change. The Local Plan should protect existing and promote the planting of new trees in line with this target. The designation of Tree Preservation Orders (TPOs) have been used as one mechanism to protect trees, however local planning policy should provide a further means for ensuring development proposals contribute to the Mayor's programme and the greening of Hounslow.

Policy formation for trees has formed from the NPPF which notes that development should be refused if it results in the loss of ancient woodlands and aged or veteran trees outside ancient woodlands. Regional policy also states the Mayor's tree planting agenda; therefore Hounslow will strive to contribute towards this.

Hounslow is a riparian borough shaped by its wa-

PROPOSED POLICY OPTIONS

1. Encouraging the provision of new trees across the borough in line with the Mayor of London's target and to promote the greening of Hounslow for visual quality, and retaining and improving residential amenity and privacy;
2. Protecting existing trees across the borough to help contribute to mitigating the effects of climate change and air quality.

GREEN AND BLUE INFRASTRUCTURE

BLUE RIBBON NETWORK

terways, including the River Thames, which is of strategic importance to Greater London, the rivers Brent and Crane, former mill streams and canals which run through the borough and a number of other waterbodies, such as Bedfont Lakes.

The strategic importance of waterways is underpinned by the multiple functions they perform: they contribute to open space and provide relief from the built environment; they provide for employment, leisure and recreation opportunities, complementing green infrastructure; they are often sites of nature conservation; they add to the character of local landscapes; they can be used for water-based transport, and; they can contribute to sustainable development (for example, by using water from canals for cooling).

A pro-active role is required to maximise the network's potential, including participation in the Thames Landscape Strategy groups and working with partners including the Canal and River Trust, the Environment Agency, Natural England, English Heritage, landholders and community groups. Council participates in two Thames Landscape Strategy groups (Hampton to Kew and Kew to Chelsea), which bring together local planning authorities and other statutory and non-statutory stakeholders in the sub-region to collaborate on enhancement projects, education and policy.

The Thames Policy Area designation, which is a requirement of the London Plan, includes those parts of the borough that form part of the River Thames landscape, and its purpose is to ensure that development in these locations have a positive influence on the river and its waterside environment. Planning decisions in the Thames Policy Area designation require specific attention to their impact on the character and conservation in the Thames landscape.

The Blue Ribbon Network also has a unique role in Hounslow's economy and includes infrastructure that contributes to the active usage of waterways. These include facilities for boat building, servicing and repair activities, mooring sites and posts, boathouses and boatyards, slipways and other landing or stopping places. It is proposed that these existing facilities are protected for as river-related uses to support the continued active use of the borough's waterways.

New proposals for development within or over the waterways, including residential moorings come forward from time-to-time and due regard needs to be given to these as they can have both positive and negative impacts on waterways and their surrounding environments. Relevant London Plan policy will be applied to such proposals, combined

with guidance from the licensing stakeholder and the broader Blue Ribbon Network and other Local Plan policies should be used in determining planning decisions.

The Local Plan should also promote the improvement of water quality in waterways which run through the borough. The European Water Framework Directive (WFD), and the Thames River Basin Management Plan (TRBMP) which has been developed by the Environment Agency as the sub-regional response, includes five water bodies located in Hounslow as WFD designations: the Grand Union Canal; the River Crane (including part of Yeading Brook); Ash and Stanwell Brook; Port Lane Brook; Brent (from below Silk Stream to Thames). The WFD policy aims to have these water bodies achieving a good level of ecological quality by 2027; at present, only the Grand Union Canal achieves this status, so development in the borough should be designed to make a positive contribution to water quality. This will be achieved through implementation of policies promoted in this document regarding sustainable design and construction, flood and surface water management and the remediation of contaminated land, and also through liaison with the Environment Agency.

The policy options for the Blue Ribbon Network

GREEN AND BLUE INFRASTRUCTURE

should also be read alongside the flood and surface water management policy options also set out in this document, as waterways in the borough have a critical role with regard to flood and water management.

The generation of potential Local Plan policies in this area is influenced by European, national and regional policy; however, the geographical context of the Blue Ribbon Network in Hounslow, including settlement patterns and land uses— require a spatial policy response, and therefore the below options focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1. Recognise the strategic importance of the River Thames and designate the Thames Policy Area using the existing boundary established in the UDP, with the option to include specific policies requirements, such as:
 - a) Setting specific criteria for development in the Thames Policy Area, including design and locational considerations, creating frontages with the river, taking account of building and structures of particular sensitivity, public realm improvements, protection of views and mixed use development; or
 - b) A more general requirement for development proposals within the Thames Policy Area to have regard to the Thames Landscape Strategies, the Character and Context Study and London Plan policy on the River Thames;
2. Expecting development be designed to contribute to the improvement of all waterways and waterside environments, including being adequately set back from waterways to enable access to waterspaces and opportunities for leisure and recreation;
3. Identification and protection of water-related uses which support the active use of

the borough's Blue Ribbon Network including slipways, land storage, wet docks, dry docks, moorings, workshops, cranes, canopied warehouses, piers, marinas and boat launches.

4. Permitting proposals for structures in or over waterways, including residential moorings, only where it is demonstrated that adverse impacts on aquatic and riverside environments are avoided and local context and character considerations have been taken in to account;

5. Promoting opportunities for improved access to waterways, including the provision infrastructure to support walking, cycling and river based transport;

6. Promoting improvements to marines environments for habitats and species, consistent with Hounslow's Biodiversity Action Plan, and improving surface waters to achieve good or better quality by 2015, in-line with the Thames River Basin Management Plan;

7. Recognising the Blue Ribbon Network's role in flood and surface water management.



08 DELIVERING COMMUNITY INFRASTRUCTURE

OBJECTIVE SIX

TO ENSURE THE DELIVERY OF APPROPRIATE INFRASTRUCTURE TO PROVIDE A RANGE OF COMMUNITY, EDUCATION, HEALTH, CULTURAL AND LEISURE FACILITIES, THAT WILL SUPPORT THE BOROUGH'S GROWING COMMUNITY AND CONTRIBUTE POSITIVE REASONS FOR LIVING AND WORKING IN THE BOROUGH.

DELIVERING COMMUNITY INFRASTRUCTURE

SUMMARY

It is vital that if the development of the borough over the next 15 years is to be sustainable, the planned growth will need to be supported by the provision of vital community and social infrastructure. Community infrastructure covers a wide range of facilities such as health provision, nurseries, schools, colleges, universities, community, cultural, sports facilities, places of worship, police and fire stations, utilities and many other uses and activities which contribute to making an area more than just a place to live. It is therefore essential to plan for retention of existing and delivery of new supporting infrastructure alongside new residential and commercial development. Planning for infrastructure involves a wide range of providers, not just the council, and many whom do not have planning and funding cycles which cover the whole plan period. Consequently whilst the infrastructure required to support the growth set out in the first phase of the plan can be identified, the future provision of infrastructure will be subject to review and change.



DELIVERING COMMUNITY INFRASTRUCTURE

PROTECTING SOCIAL AND COMMUNITY FACILITIES

Community and social facilities ensure opportunities for leisure, socialising, keeping healthy, learning and meeting other more specific needs are catered for in a neighbourhood. This supports the provision of housing and employment and adds richness and often a specific character to the area. Access to community and social facilities is important to the health and well-being of local residents and workers. Both physical and mental well-being can depend on these types of facilities being in easy access to all. Community/ social facilities include the following; health and education facilities, local shops, meeting places, sports venues, cultural buildings, public houses, places of worship and burial spaces.

While the commercial market may favour options for sites without community and social uses, local residents and workers should be able to use and experience the local area for a variety of purposes. This will also prevent it becoming significantly underused at certain times of the day or week. The council has a key role to play in protecting these types of facilities from redevelopment, where the community is in regular and efficient use of them.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; both the NPPF and the London Plan have policies which promote the, protection, enhancement and delivery of social and community infrastructure. As such, the below policy options reiterate this policy framework and focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1. aResisting the loss of existing community/ social facilities by requiring development proposals to justify the loss, with the option to specify the following criteria:

- a) The facility has been vacant/ significantly underused for a continuous period (insert marketing criteria); and/ or
- b) The facility is no longer required by the body that operates it (NHS, Local Education Authority etc);
- c) Robust evidence shows that the use is no longer required in the locality;
- d) Reasonable efforts have been made to preserve the facility, including approaches to modernise and develop the service to meet existing and future need;
- e) The proposed alternative will not detrimentally affect the local amenity of the area;
- f) Where appropriate the use is being re-provided elsewhere.

DELIVERING COMMUNITY INFRASTRUCTURE

DELIVERING COMMUNITY INFRASTRUCTURE

To support growth in Hounslow, new infrastructure will be delivered and the existing infrastructure will be maintained and upgraded where necessary. This includes the following infrastructure types:

- Education
- Health
- Transport
- Sporting and recreational
- Open spaces
- Flood and environmental
- Affordable housing

The infrastructure anticipated to be required over the Plan period is outlined in Appendix \$: Infrastructure Delivery Schedule (IDS) and has been identified through working with service providers and assessing the existing provision and future need. Some items of infrastructure will be critical to the delivery of the Local Plan in the early stages and others are anticipated to be needed later on, as indicated within the IDS. To ensure the timely delivery of this infrastructure in the right locations, strategic site allocations are identified throughout the Plan. These sites are safeguarded to provide needed uses, as detailed. Infrastructure delivery will be led by this plan, the appended IDS, and work with strategic partners, progress on which

will be monitored through the annual monitoring report.

New development within the borough will add incrementally to the need for new infrastructure and will be required to contribute to infrastructure delivery accordingly. Developer contributions can be secured through both section 106 agreements and the community infrastructure levy (CIL) to deliver the infrastructure listed above, where not limited by the requirements of the legislation. . The Mayor of London has set a CIL charge, initially focussing on Crossrail. The council's CIL charge will be based upon the infrastructure need identified within the Local Plan and once implemented should operate in parallel with planning obligations secured through section 106 agreements. The council will produce a revised Planning Obligations SPD to reflect the new limitations to Section 106 agreements following the changes to planning legislation.

PROPOSED POLICY OPTIONS

1. Require eligible new developments to provide financial and non-financial contributions towards infrastructure provision in the borough, through either planning obligations or a CIL charge or a combination of both. Further detail will be provided through supplementary guidance.
2. Support the co-location of services and joint delivery of infrastructure across a range of service providers, internal and external to the council.

DELIVERING COMMUNITY INFRASTRUCTURE

EDUCATIONAL FACILITIES AND SCHOOL PLACES

The local authority has a duty to ensure there is sufficient capacity and a high quality of educational provision for Primary phase, Secondary phase and Special Educational Needs (SEN) children and young adults, as well as an Early Years Provision (EYP), currently for 3 to 4 year olds which currently has changing statutory requirements.

In recent years Hounslow has witnessed a growing pressure from increased pupil numbers, with demand surpassing provision. Whilst in-migration to the borough and other factors contribute to this pressure on school places, the predominant factor is a significant increase in the birth rate. It is for that reason that the pressure is manifested through a significant increase in children at primary phase and a corresponding and proportionate increase in the numbers of primary-aged children with SEN.

According to GLA population projections, the number of school-age children in the borough will continue to increase over the first ten years of the Plan period and then begin to stabilise and decline. Additional school places will be needed for all types of statutory education provision; with significant demand for secondary places emerging around 2017 as those born during the initial population rise reach later stages in their education. Planning for school expansion and provision should take into account that population change is

likely to peak and trough and unsustainable over-provision of facilities is a potential risk. Temporary places and facilities should therefore be provided when and where appropriate.

Free schools will also provide new school places within the borough; however there isn't a requirement for existing need within the borough to be met through these schools as the local authority does not have a role in developing the school's selection criteria. The provision of free schools is supported by the borough, particularly where the school is likely to meet identified need for school places within the borough. The need for school places should be regularly reviewed to take account of the provision of places through free schools in the borough.

The generation of potential Local Plan policies in this area is strongly influenced by national and regional policy; the NPPF is particularly strong on the importance of providing sufficient school places to meet need. As such, the below policy options reiterate this policy framework and focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1. Support the delivery of expanded and new schools, in areas of identified deficiency and where it can be shown that the places are providing for an unmet demand for places.
2. Allocate development sites for providing additional school places where it can be shown that the places are providing for an un-met demand for places.
3. Supporting the provision of 'bulge' classes and any temporary accommodation where required, particularly where it will provide a flexible approach to supporting the varying rates of population change.
4. Maximise the use of educational facilities and their integration into the local neighbourhood by encouraging co-location of other community services within educational facilities, particularly for other uses which take place after school hours.
5. Encourage the mixed-use of sites which are suitable for delivering educational facilities with other appropriate uses, particularly residential, to cross-subsidise the provision of needed school places within the borough.
6. Ensure that delivery of educational facilities is directed to sites which can be easily accessed by sustainable transport modes and are close to other local services.

DELIVERING COMMUNITY INFRASTRUCTURE

HEALTH AND WELL BEING

Public health care in Hounslow is provided and managed by NHS Hounslow (previously Hounslow Primary Care Trust). This includes general practitioners (GP), pharmacies, NHS dentists and opticians, community health and hospital services and associated facilities. The majority of buildings and sites which make up the local network of health care facilities are not directly owned by the NHS. In future this role, currently undertaken by NHS Hounslow, will be in part the responsibility of GP-led consortia, following the reforms in the Health and Social Care Bill 2011. Access to health facilities should be available to all and planning can direct facilities to areas of need and secure facilities on development sites to provide for increased populations in the borough. Health facilities within mixed-use developments in town centres and other local centres will help to achieve sustainable growth within the borough by promoting mixed and accessible community uses.

The Joint Strategic Needs Assessment (JSNA) looks at the health and well-being of the community in the NHS Hounslow area and informs the commissioning process of services and facilities. The 2012/13 JSNA identified a number of priority geographical areas where access to health services needs to be improved. This reinforced findings

from the 2009 Hounslow Health Atlas.

These areas were identified as:

1. Hounslow Central
2. Heston
3. Brentford
4. Bedfont

The Hounslow Health and Wellbeing Board will focus on a small number of priorities identified in the JSNA each year, to inform programmes and commissioning in various organisations and departments across the borough. These priority areas are expected to vary from year to year and

will be updated as a rolling programme.

The 2012/13 JSNA states that population growth will feature a rise of 65% in individuals aged 85 years and over by 2031. This will have significant implications for health and social care services and should be taken into account when planning for health services and infrastructure.

An increased residential and working population will have direct impacts on the number of people who require health care in Hounslow. The local healthcare system is in a state of flux currently and the way in which physical infrastructure is being delivered by NHS Hounslow is changing.

DELIVERING COMMUNITY INFRASTRUCTURE

PROPOSED POLICY OPTIONS

The health of people in the borough can also be improved through the quality of the environment in which they live and work. There are many cross-cutting policies which can contribute to healthy lifestyles and well-being within the borough and should be supported through other sections of the Local Plan. These include sustainable transport provision, mixed use development, improved access to sports facilities, town centre first policies, affordable residential housing for the elderly and accessible design.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; the London Plan. As such, the below policy options reiterate this policy framework and focus on locally specific means for implementation.

1. Support the delivery of new health facilities in areas of need, as identified by NHS Hounslow.
2. Ensure the network of health facilities in the borough is of a high quality and that new facilities are directed to the borough's town centres.
3. Where a Health Impact Assessment indicates it is necessary, require major new development to provide the option of on-site health facilities.
4. Support the provision of community facilities for the growing elderly population.

DELIVERING COMMUNITY INFRASTRUCTURE

LEISURE AND CULTURAL FACILITIES

Providing accessible and affordable leisure and cultural (sports, recreation, learning and arts) facilities within the borough will encourage healthy and socially cohesive lifestyles for those living and working in the borough. The council manages its leisure portfolio (sports facilities, leisure centres, libraries, play areas and community halls) through a series of contracts with leisure providers, Fusion and John Laing, who are tasked to deliver high quality and accessible facilities over the contracted period. An assessment of the need for these facilities over the Plan period has been undertaken, showing there will be minimal need for some types of sports pitches and equipment. These items should be delivered through the redevelopment of existing facilities and the multi-functional use of open spaces where possible. Due to extensive refurbishment of the existing leisure centres within the borough, culminating in the redevelopment of Heston Leisure Centre, a network of high quality and accessible centres is available to the community.

Participation in sports varies greatly across the borough, with very low levels in the west contrasting with relatively high levels in the east according to the Sport England Active People Survey (2006-

10). Increasing participation in sports is therefore a strategic aim for the borough. It is believed that there will be an increase in participation in Hounslow following the aforementioned investment in facilities and the effect of the 2012 Olympics in London; however it is not possible to predict accurately how this will manifest in future demand for facilities. Patterns of participation, developments in equipment and safety requirements and changing use of buildings will all be factors. The council works with the national governing bodies for the relevant sports and will continue to do so throughout the Plan period.

The arts offer in Hounslow has been shown to be poor in the central and western parts of the borough, with engagement with the arts following a similar pattern in the Audiences London mapping exercise in 2009. Much of the western end of the borough was described as 'non-engaged' in this particular study. Increasing accessible arts provision in areas of the borough with minimal provision can have a significant impact, even on areas where the demographic has been classified as less likely to engage with the arts. This is demonstrated by the high-engagement with the arts recorded by Snapshot London in the catchment area for Waterman's Art Centre, despite the

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PROPOSED POLICY OPTIONS

area's demographic having been defined as 'non-engaged'. To promote the regular and sustainable use of arts facilities they should be located within town centres; and should complement the development of areas of increased evening activity. The generation of potential Local Plan policies in this area is influenced by national and regional policy; both the NPPF and the London Plan have policies which promote the, protection, enhancement and delivery of social and community infrastructure. As such, the below policy options reiterate this policy framework and focus on locally specific means for implementation.

1. Secure the redevelopment Heston Leisure Centre to provide access to a high quality leisure offer in the west of the borough.
2. Secure the relocation of Waterman's Arts Centre to Brentford town centre.
3. Promote the development of new arts facilities in the central and west areas of the borough, where directed to accessible locations such as town centres.
4. Encourage the co-location of leisure and cultural services with other community facilities.

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OUTDOOR SPACES FOR PLAY

Outdoor areas designed specifically to provide play facilities for children and young people are a vital component of a healthy community, particularly in high density urban areas where many families will not have access to their own private outdoor space. Play spaces encourage healthy, fun and free activities, providing an opportunity for children, young people and families to meet within the local community.

In Hounslow there is a shortfall in the provision of play areas, according to the Mayor of London's benchmark standard of 10 sqm of dedicated play space per child. Currently the borough has 11.5ha of outdoor play space, equating at 2.2 sq m of play space per child, with fairly large areas of the borough not within easy access of a play area. The significant increase in children and young people living in the borough over the Plan period will add to local need for play spaces. This will be particularly critical where there is a large increase in child population correlating with low current provision, as in Central Hounslow. The existing network of play spaces also has an uneven supply across different age groups, meaning that some groups have fewer appropriate spaces for their needs and capabilities.

The borough has a much larger supply of open

space than play space, and in line with the Mayor of London's SPD8, the council will increase play space supply by optimising multifunctional use and creating new play spaces within existing open spaces. New play spaces should also be provided through major development schemes to cater for the additional children and young people within the development and provide safe new play spaces close to residential buildings. There is also additional capacity within existing play spaces, and where this is the case the provision of new and improved equipment will increase the number of children the space can accommodate.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; both the NPPF and the London Plan have policies which promote the provision of community infrastructure which supports healthy communities. As such, the below policy options reiterate this policy framework and focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1. Improve and upgrade existing play spaces within the borough to expand capacity where possible and help to meet the needs of the new and existing younger population.
2. Promote the provision of high quality play spaces which cater for a range of age groups; or spaces which focus on play appropriate for a particular age group that is shown to be under-catered for in the local area.
3. Promote the multifunctional use of open space as play space, in areas of demonstrable need.
4. Require new developments to meet the standard of 10 sqm of dedicated play space per child, as set out in the Mayor of London's SPD, taking account of different play space needs for different age groups. Further detail will be provided through supplementary guidance.
5. Support the dual use of school play areas, as part of the educational facility and additionally as after-hours play spaces for children and young people in the local community.

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MULTI-USE COMMUNITY FACILITIES

Multi-use community facility covers a very specific type of building which can be used for community activities and events, but is flexible for a range of purposes. This excludes buildings which are used for any of the purposes outlined in the rest of the Leisure and Cultural Facilities section. The availability of spaces for the community to gather for public meetings, classes, support groups and other ad hoc purposes is vital to ensure community activity continues to be accessible, inclusive and affordable. The higher quality and more visible these multi-use community facilities are, the greater the involvement of local residents and others will be. Examples include public halls, spaces in religious buildings and youth centres.

These facilities have a number of providers, including the Council, Hounslow Homes and third sector organisations. Fragmented ownership means that there has not previously been a coherent strategy for all of the facilities in the borough and so many of these facilities are in inaccessible places, are under/over-used or are of low standard. By reviewing the patterns of use and areas of need for these facilities, a better range of multi-use community spaces can be made available to the local community. A more efficient system of

use can reduce any wasted resources and channel any gains into refurbishing, relocating or co-locating facilities. It could also help to better market the facilities which are available, to make choosing and booking a suitable facility easier in Hounslow. The generation of potential Local Plan policies in this area is influenced by national and regional policy; both the NPPF and the London Plan have policies which promote the, protection, enhancement and delivery of social and community infrastructure. As such, the below policy options reiterate this policy framework and instead focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1. Work with all of the providers of multi-use community facilities to develop a strategic network for the borough, promoting the community right to bid mechanism where appropriate.
2. Support the rationalisation of existing multi-use facilities where they are under-used, due to inefficient management or inaccessible location.
3. Support the delivery of new multi-use facilities in areas of demonstrable need, where they are easily accessible to local people.
4. Seek opportunities to co-locate multi-use facilities in other community facilities, particularly where the primary user of the building will normally have different operational hours.

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LOCAL SHOPPING PROVISION

Local shopping facilities play a vital role for many residents, notably those who do not have access by car, and therefore rely on accessible and convenient shopping facilities within their local catchment area. The NPPF requires the Local Plan to plan positively for the provision and use of local shops, and other local services to enhance the sustainability of communities and residential environments. It also says to ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community.

The London Plan supports a successful and diverse retail sector, and states that local authorities should provide a framework for maintaining, managing and enhancing local and neighbourhood shopping facilities which provide local goods and services. This should include the identification of areas that are under-served by local convenience shopping and support additional facilities to improve access by walking, cycling, public transport to existing provision or provide new services locally.

A Local Shopping Centres study was completed by the Council in 2010, which assessed the exist-

ing designations of centres in the borough. This looked at the performance of centres and set out which warranted a continued designation for the future as well as looking at extra services which may have developed in recent years or not been included in past surveys.

This study found that local shopping centres vary in size in Hounslow from four to 68 units. Due to the large range in size and related characteristics (such as the diversity of shop and service provision), Across the borough, the centres that are proposed for designation contain an average of 54% A1 shops and 27% key day to day. Local shopping centres have an average of 8.9% vacancy, which is low compared to the average of 9% in the borough's four main town centres; this demonstrates relative economic vitality in Hounslow's local shopping provision.

There are a handful of centres that we recognise as underperforming against the above figures, with lower rates of A1 shops and higher vacancy rates; however it is still considered that these centres should be designated as they provide a need for a local community, which would perhaps suffer from a local shopping service deficiency. Also,

by designating these centres, we are recognising the need to improve them and protect against inappropriate uses within the centre.

Small local shopping centres

Small local shopping centres make up the majority of Local Shopping Centres (34 of a total of 41 centres to designate). Their primary function is to provide A1 shops that serve key day to day needs. With the exception of a couple, all centres proposed for designation contain at least two shops that cater for key day to day uses (e.g. newsagents, post offices, grocery stores/ mini-supermarkets, bakers, butchers, greengrocers or chemists). They are generally made up of a row (sometimes on both sides of a road) or small cluster and contain between 4 and 30 units. It is considered that a Small Local Shopping Centre should contain at least 4 or 5 units in order to maintain a role as a centre with a small variety of shops and/or services that serve day to day needs.

The small centres that are recommended for designation are:

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Chiswick Area

- 2-30 Fauconberg Road
- 1-15 Grove Park Road
- 54-68 Thames Road
- 1-10 Stile Hall Parade and 553-575 Chiswick High Road
- 1-18 The Broadway, Acton

Isleworth and Brentford Area

- 1-9a Spur Road and 142-156 London Road
- 248-262 Twickenham Road
- 153-173 and 154-164 Thornbury Road, Osterley
- 56-60 Kew Bridge Road
- 1-19 Albany Parade
- 189-227 Twickenham Road

Central Hounslow Area

- 59-63 Heath Road and 2-20 Central Parade
- 34-56 Lampton Road (even numbers only)
- Wellington Road South and Staines Road Junction
- 244-254 and 315 Wellington Road South
- 87-99 Whitton Road
- 1-7 Green Parade, 135 and 158 Whitton Road

Heston and Cranford Area

- 1-8 Parklands Parade

- 53-75 Salisbury Road, off Green Lane
- 309-355 Vicarage Farm Road
- 204-228 Great West Road and 44-50, 64-80 and 141A Vicarage Farm Road
- 474-514 Great West Road and 1 Heston Road*
- 146-150, 160-164 and 174-178 Brabazon Road
- 182-190 North Hyde Lane
- 620-634 Bath Road and PH

West Area

- 182-194 and 220-232 Uxbridge Road
- 1-10 Hamilton Parade
- 2-8 Clifton Parade
- 1-10 Central Parade
- 36 Staines Road, 1-6 Baber Bridge Parade and PH
- 90-108, 111-129 Harlington Road West and 141-145 Staines Road
- 1-11 Rochester Parade, 97-109 High Street and 1-9 Parkfield Parade
- 101-111 Bear Road and 201 Swan Road
- 49-67 Hounslow Road, 1a Park Road and Petrol Station

Large local shopping centres

Larger local shopping centres make up seven of the 41 recommended for designation. They have a different character to the small local shopping centres, in part due to their size, of which the largest contains 68 units. They provide a larger range of shops and services, with a good range of shops serving the key day to day needs of local residents. All centres suggested for designation as large local shopping centres contain five or more units that serve key day to day shopping needs (e.g. newsagents, post offices, grocery stores/mini-supermarkets, bakers, butchers, greengrocers and chemists). They also contain other uses that serve local needs such as banks, doctors' or dentists' surgeries.

The layouts of the larger local shopping centres make up a strong cluster of shops that may surround a focal point, i.e. the tube station in Hounslow West, the war memorial in Heston or Upper Square and Isleworth Public Hall in Old Isleworth.

The large local shopping centres recommended for designation are as follows:

Hounslow West

- 262-278 and 286-388 Bath Road (evens)
- 1-8 Cavendish Parade and units adjoining (up to

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OUTDOOR SPACES FOR PLAY

car park access)

Bedfont

- 507-511, 517-535, 469-505 Bath Road (odds)
- 376-432 Bath Road (evens)

Isleworth

- 459-495, 468, 484, London Road
- 1-7 Odeon Parade
- 3-5, 11-33, 16-22 St John's Road
- 1a Woodlands Road

Old Isleworth

- 1, 3, 4-11 Upper Square
- 1-4 The Pavement
- 1-14, 33-55 South Street
- Shrewsbury Walk

Heston

- 8-17 Central Parade
- 129-137, 160-178 Heston Road
- 8-14, 9-21, 28-30 New Heston Road

Hanworth

- 1-19 Market Parade
- 1-5 Rex House
- 14-34 Hampton Road West

Cranford

- 720-790 Bath Road (odds)

A number of centres (both small and large local shopping centres) have a low proportion of A1 and key day to day uses, and some have a high level of vacancy or environmental problems. Centres however are designated due to the role that they play in providing an element of local shopping provision in the locality. To maintain the primary function of a Local Shopping Centre, ideally 50% should be an A1 use, and a quarter should be key day to day uses.

The vast majority of local shopping centres in the borough have good access; however there are some residential areas that are over 400m (recommended walking distance) from local shopping areas. In order to address these deficiencies, it is proposed that all new major residential developments will be expected to include an element of small scale shopping provision (below 200m²) to serve the key day to day needs of local residents and the community.

PROPOSED POLICY OPTIONS

1. Protect existing local shopping centres and encourage a diverse range of uses to serve the local community.
2. Protect the retail function in local shopping centres across the borough by setting a threshold to resist the change of use from A1 retail uses.
 - a) Maintain a minimum of 50% A1 retail in all designated local shopping centres
 - b) Have varying thresholds depending on the size of the local shopping centres
3. Ensure that at least 25% of all units in local shopping centres serve a key day to day need to the residents and community.
4. Where appropriate, encourage new local shopping facilities in areas that are more than 400m walking distance from local shopping centres

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09 ENSURING ENVIRONMENTAL QUALITY

OBJECTIVE SEVEN

TO PROTECT FROM, MITIGATE AND SEEK TO REDUCE THE DETRIMENTAL EFFECTS OF NOISE, POOR AIR QUALITY AND GENERAL ENVIRONMENTAL POLLUTION THROUGH STRONG ENVIRONMENTAL STANDARDS. PROMOTE THE MITIGATION OF, AND ADAPTATION TO, CLIMATE CHANGE THROUGH REQUIREMENTS FOR SUSTAINABLE DESIGN AND CONSTRUCTION; REDUCED CARBON EMISSIONS; THE MANAGEMENT OF FLOOD RISK; AND CONSERVATION OF RESOURCES.

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SUMMARY

Climate change is as a global social and environmental issue to which we are all required to respond. Climate change is caused by the emission of greenhouse gases, primarily carbon dioxide that prevent the radiation of heat from the earth into space, causing global temperatures to rise. The key priority in terms of tackling climate change is to reduce carbon emissions, which means moving to sustainable energy sources and reducing overall energy use. There is also a need to ensure that new development is designed to be resilient to the likely impacts of climate change such as increased flood risk and water shortages. In terms of more local environmental challenges, it is recognised that the quality of life for residents living in close proximity to the major roads and under the flight paths into Heathrow Airport that criss-cross our borough, are blighted by significant noise and air pollution. Poor air quality is major public health issue which impacts on life expectancy. Air pollution levels in the borough frequently exceed EU limits, making the reduction of emissions a priority with the whole borough designated as an Air Quality Management Area. Noise pollution is a significant cause of stress to residents, making action to reduce and mitigate noise from all sources a key local priority.

CLIMATE CHANGE AND CARBON REDUCTION

Hounslow's requirement to reduce carbon emissions is established in the context of regional and national policy: the Government's policy, as set out in the Climate Change Act 2008, is for an 80 percent reduction in greenhouse gas emissions by 2050, and the London Plan seeks to achieve an overall reduction in the city's carbon dioxide emissions of 60 percent (below 1990 levels) by 2025.

The built environment, including existing homes and buildings, are critical to achieving targets for reducing carbon emissions; this is particularly true for Hounslow, which is already a highly developed borough preparing for significant growth in the plan period. Energy consumption in the borough's housing stock is currently the second largest source of carbon dioxide emissions in the borough, and accounts for 33 percent of the total.

Building Regulations now set national policy for carbon emissions reductions in buildings, and will lead through step-changes to zero carbon development by 2016 for residential development and 2019 for non residential development. These requirements will be reflected in the use of sustainable design and construction standards such as for Code for Sustainable Homes and will ensure that new buildings in Hounslow will be low carbon.

The means for achieving zero carbon develop-

ment are still emerging ahead of the policy being implemented from 2016. However, it is likely that developments will be required to meet certain low carbon standards through on-site measures (called 'carbon compliance') and use 'allowable solutions' to mitigate remaining carbon emissions to zero. These would involve paying a third party to mitigate carbon emissions on the developers behalf through a suite of initiatives such as district heating or energy to waste schemes. To facilitate this, it is likely that Private Third Party providers of allowable solutions will come forward, and the council may also choose to establish a body, known as a Community Energy Fund (CEF), to collect and spend monies on a locally managed list of allowable solutions.

To support the reduction of carbon emissions through the Local Plan the council commissioned a Carbon Reduction Evidence Base which explored options for reducing carbon emissions through the Local Plan. Localised decentralised energy systems have emerged as a means for providing low carbon heat and power, and the London Plan expects 25 percent of heat and power used in London to be generated through district networks by 2025. The Local Plan evidence base has identified Brentford and Hounslow town centres areas are suitable for local heat and power networks. This potential is also supported by the recent London Heat Map report for Hounslow,

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which also identifies other schemes that may become viable, including a cross-borough opportunity identified between Isleworth and Twickenham. It is intended to include a policy in the Local Plan that encourages requires future regeneration proposals to investigate these.

Renewable and low carbon energy technologies will be central to achieving national, regional and local targets for carbon dioxide emissions reductions, and the requirements of the Building Regulations and the Code for Sustainable Homes and other sustainable design and construction standards will drive the uptake of these technologies. The carbon reduction evidence base identifies locations for large-scale renewable energy opportunities, including wind turbines in areas of open space and biomass. However, it is noted that some of these opportunities may be unsuitable due to constraints including proximity to Heathrow Airport (in the case of wind turbines) and local air quality (in the case of biomass). Previous engagement has also identified potential renewable and low carbon energy opportunities, including using water from canals for the purposes of cooling adjacent buildings, and encouraging waste-to-energy schemes. Development proposals will need to investigate a suitable mix of renewable and low carbon options that is most appropriate for a particular development. This is particularly relevant as the range and viability of technologies

will increase over the plan period.

The generation of potential Local Plan policies in this area is strongly influenced by national and regional policy; low carbon development, moving towards zero carbon by 2016, is required by Building Regulations and reflected in the London Plan. As such, the below policy options reiterate this policy framework, and focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1. Reiterating the energy and carbon dioxide emissions requirements of the Building Regulations and the London Plan, as these are considered central to achieving low carbon development in Hounslow;
2. Requiring that development proposals fully assess the possibility of contributing or connecting to any existing heating network, or ensure that the site's heating strategy is compatible with connection to a future heat network. with the option to specify that this requirement applies to:
 - a) Major developments in the vicinity of Hounslow Town Centre and Brentford; or
 - b) All major developments in the borough.
3. Including a requirement that any development that proposes the use of allowable solutions to achieve Building Regulations requirements should respond to any Council guidance regarding allowable solutions, including the potential to contribute to a future Community Energy Fund;
4. Expecting the incorporation of renewable energy and low carbon technologies in proposals for major developments.

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SUSTAINABLE DESIGN AND CONSTRUCTION

As Hounslow is a highly developed borough, the built environment is central to achieving climate change mitigation and adaptation. As such, the Local Plan will require development to achieve the highest standards of sustainable design and construction

Opportunities for sustainable development are rapidly evolving through innovation and advances to technology and feasibility. However, some of the underlying principles for sustainable design and construction are well established, including passive solar design, water efficiency standards (including a target of 105 litres/person/day target for residential development), sustainable urban drainage, the reuse and recycling of construction materials, landscaping, procurement of local materials, green roofs and other green infrastructure. These and other measures are set out in the London Plan.

To ensure these principles are reflected in planning decisions in Hounslow, the Local Plan will include requirements for sustainable design and construction based on national standards and recognised ratings systems. This will provide for a consistent, measurable and robust approach to achieving sustainable development.

The Government's Code for Sustainable Homes is the national standard for sustainable design and

construction for housing. The Code assesses the sustainability performance of new developments at the design and post-construction stages and awards a rating, starting at Level 1 and increasing to Level 6 (zero carbon). It incorporates nine elements, including mandatory standards for energy/CO₂ and water at each level of the Code, and criteria for building materials, surface water run-off, waste, pollution, health and well-being, management and ecology.

In setting an appropriate minimum standard for assessments against the Code, impacts on scheme viability need to be balanced against ambitious targets to ensure that schemes come forward and regeneration is not discouraged. As such, it is suggested that the Local Plan requires Level 4 for the Code be achieved for minimum in new developments; this is justified on the basis that this is consistent with national Building Regulations and the London Plan. The London Plan reflects the phased targets for carbon reductions set out in the Building Regulations Part L, at each stage setting a further reduction beyond the national requirement and its current target is equivalent to the mandatory energy/CO₂ standard required to achieve Level 4 of the Code. This means that developments are effectively already required to meet the energy/CO₂ element of the Code through the London Plan; as this element of the Code is regarded to be the most costly, it is there-

fore considered that requiring Level 4 is justified, and will result in wider sustainability benefits as developments also address the non energy/CO₂ elements to meet Level 4. Furthermore, future step-changes to carbon reduction requirements in national and regional policy are likely to form a basis for considering higher Code levels in the future.

The Building Research Establishment Environmental Assessment Method (BREEAM) provides a similar measure for non-residential developments, also assessing new developments at the design and post-construction stages and awarding a rating of 'pass', 'good', 'very good', 'excellent' or 'outstanding'. It includes nine elements, including management, energy use, health and well-being, pollution, transport, land use, ecology, materials and water.

Recognising that much of the borough is already highly developed, it is important to adopt standards for the refurbishment of existing buildings. BREEAM Domestic Refurbishment has been developed to assess the sustainability performance of housing refurbishments, replacing its predecessor EcoHomes. Like BREEAM, it provides an equivalent rating (from 'pass' through 'outstanding') and includes similar elements. BREEAM Non-Domestic Refurbishment is also being developed for non-residential refurbishments and it is

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expected that this will become operational in early 2014.

Like with the Code, setting an appropriate minimum standard for BREEAM assessments requires consideration of impacts on scheme viability. It is therefore suggested that the Local Plan requires BREEAM 'Excellent' in new developments. This is considered the equivalent to Level 4 of the Code for Sustainable Homes and is therefore a suitable standard for domestic refurbishments. In the case of non-residential developments – both new builds and refurbishments – BREEAM 'Excellent' is considered appropriate as the London Plan expects non-residential developments to meet phased targets for carbon emissions reductions leading to zero carbon by 2019. As such, developments are already effectively required to meet minimum standards for energy that will contribute

meeting a BREEAM 'Excellent' standard, as the various BREEAM assessments include energy/CO2 elements.

Additionally, BREEAM Communities is a recently developed assessment tool that rates the performance of schemes in their local or neighbourhood context. It includes eight categories: climate and energy; place shaping; community; ecology; transport; resources; and business and buildings. The tool is primarily intended to be used to assess the performance of larger schemes, so could perhaps be deployed in Hounslow's key regeneration areas where such proposals come forward.

In promoting the deployment of national standards for sustainable design and construction it should be noted that these standards may change over time, especially as Government seeks to consoli-

date planning standards and guidance. As such, the Local Plan will require development to achieve the equivalent levels of any subsequently adopted national standards on sustainable design and construction standards should any existing standard become extant.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; sustainable design and construction is required by the NPPF and the London Plan has detailed policy on a suite of measures to achieve sustainable development. As such, the below policy options reiterate this policy framework, but go further by focussing on locally specific means of implementation through the adoption of recognised standards. These are not requirements of national or regional policy.

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PROPOSED POLICY OPTIONS

1) Reiterating established principles for sustainable design and construction set out in the London Plan and NPPF, including passive solar design, water efficiency standards, sustainable urban drainage, the reuse and recycling of construction materials, landscaping, procurement of local materials, green roofs and other green infrastructure;

2) Requiring that new residential developments are assessed against the Code for Sustainable Homes, with the option to specify that this requirement applies to:

- a) All schemes (one or more units); OR
- b) Major developments (10 or more units).

3) Requiring that developments assessed against the Code for Sustainable Homes achieve as minimum:

- a) Level 4; OR
- b) Level 4 plus specific credits for the following issues:
 - i) Ene 2 (Fabric Energy Efficiency), 5 credits; AND
 - ii) Mat 1 (Environmental Impact of Materials), 10 credits.

4) Requiring that new non-residential developments are assessed against BREEAM, with the option to specify that this requirement applies to:

- a) Developments of 500 sqm or greater; OR
- b) Major developments (1000 sqm or greater).

5) Requiring that development assessed against BREEAM achieve BREEAM 'Excellent' as minimum;

6) Requiring that developments involving refurbishments are assessed against BREEAM Domestic Refurbishment and BREEAM Non-Domestic Refurbishment (when operational),

with the same thresholds and minimum standards used for BREEAM.

7) Specifying the above standards will increase from 2016, as follows:

- a) Code for Sustainable Homes Level 5 or Level 6 for residential;
- b) BREEAM 'Outstanding' for non-residential; AND
- c) BREEAM 'Outstanding' for refurbishments.

8) Promoting or requiring neighbourhood schemes to be assessed against BREEAM Communities and achieve BREEAM 'Excellent' as minimum;

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FLOOD RISK AND SURFACE WATER MANAGEMENT

Hounslow is located adjacent to the River Thames and bounded by the rivers Brent and Crane; as such, like much of Greater London, the borough includes areas susceptible to flood risk. Planning can significantly reduce the risk of flooding by ensuring that development is located appropriately and by promoting design that is flood resistant.

The Strategic Flood Risk Assessment (SFRA) prepared for the borough sets out those parts of the borough that are at risk from flooding, and the extent to which flood scenarios would impact the built environment. It also maps locations susceptible to defence breaches in the event of tidal flooding (flooding from the sea via the Thames estuary) and fluvial flooding (flooding from the rivers Brent and Crane). In addition, it provides information on flooding from other sources, such as groundwater and sewers. The SFRA is designed as a living document which can be updated – as it was for the Brentford Area Action Plan – and should be read in conjunction with on-going updates to flood risk mapping published by the Environment Agency.

The SFRA, together with mapping and analysis by the Environment Agency, shows that of the 96,000 properties in Hounslow, approximately 16,000 (or 15 percent) are at risk of flooding in the scenario of a one in 1000 year flood event (0.1 percent). Most of these properties are located in

Chiswick, Brentford and Isleworth, as the primary source of flood risk is tidal flooding from the River Thames (approximately 90 percent); however, it should be noted that the likelihood of flooding is low given the established flood defences locally and downstream (including the Thames Barrier). Smaller areas of the borough would be exposed to fluvial flooding in the event of overflows from the rivers Brent and Crane (flooding of the latter occurred in 1965 and 1999).

In recent years greater emphasis has been placed on surface water management, following flood events in England in 2007 and in response to climate change, which is considered likely to

result in more frequent severe weather events. The Flood Risk Regulations 2009 and the Flood and Water Management Act 2010 have increased the statutory responsibilities of unitary authorities; as such, Hounslow is designated as a Lead Local Flood Authority (LLFA), and further studies, including a Surface Water Management Plan, have been undertaken. The council is also responsible for the preparation of a flood risk management plan and the establishment of a SUDS Approving Body (SAB), which will approve, enforce and monitor sustainable urban drainage systems when it becomes operational (expected April 2014). To obtain approval from the SAB, development proposals will need to meet design and construction techniques set out in the national standards for systems established by the Department for Environment, Food and Rural Affairs. Whilst the SFRA remains the overarching evidence base for spatial planning and development management, these initiatives will also inform future planning decisions.

Where new development is proposed, it may be subject to the sequential and exceptions test, as required by the NPPF Technical Guidance, and undertaken in collaboration with the Environment Agency. The intent of the sequential test is to avoid the development of more vulnerable uses (such as housing) in the floodplain (Flood Zones 2 and 3) and to prompt a search for alternative loca-

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tions. Where development is proposed in Flood Zones 2 and 3, a flood risk assessment addressing mitigation measures may be required, and this should be developed through liaison with the Environment Agency.

Through recognition that Hounslow is already a highly developed borough, with existing homes and buildings located in the areas at risk of flooding, encouragement will be given to help individual householders - who collectively manage a large proportion of land - to recognise the part they can play in reducing run-off and the Council will promote the uptake of opportunities for existing homes and buildings to be retrofitted through its emergency planning and SAB functions.

The generation of potential Local Plan policies in this area is strongly influenced by national and regional policy; the NPPF Technical Guidance details the statutory responsibilities for local planning authorities with regard to planning for tidal and fluvial flooding and more recent national legislation is driving the council's planning for surface water management. Furthermore, the council works closely with the Environment Agency when developing policy settings. As such, the below policy options reflect this policy framework and the council's work with the Environment Agency.

PROPOSED POLICY OPTIONS

1. Requiring the incorporation of flood resistance and resilience measures in the design of new development, including the preparation of flood risk assessments in-line with the requirements of the NPPF Technical guidance;
2. Using the sequential and exceptions tests to inform planning decisions in flood risk areas to ensure inappropriate development is avoided, consistent with the NPPF Technical Guidance;
3. Promoting improved surface water management across the borough, by working with partners to identify, manage and reduce the risk of surface water drainage on-site, consistent with the council's role as SUDS Approving Body;
4. Promoting the maintenance and improvement of flood defences, in-line with the Infrastructure Delivery Plan and in collaboration with partners; and
5. Encouraging the take up of opportunities to improve flood resistance and resilience in the boroughs' existing built environment, such as drainage improvements, flood guards and raising electrical sockets and other vulnerable fittings.

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SUSTAINABLE WASTE MANAGEMENT

Hounslow is working with the West London Waste Authority boroughs of Brent, Ealing, Harrow, Hillingdon and Richmond on a joint West London Waste Plan (WLWP) that will form the Local Plan's detailed policy on sustainable waste management. This will set out how the boroughs will manage their waste apportionment requirements set out in the London Plan: for Hounslow this means responsibility for managing 3.5 percent of waste managed in London, or 412,000 tonnes per annum by 2031. The WLWP will set out how the boroughs will collaborate to meet their apportionment requirements and respond to the Mayor's waste targets set out in the London Plan, which include managing all of London's waste within London and sending zero biodegradable or recyclable waste to landfill by 2031.

Development in Hounslow will be expected to give due consideration to the WLWP, which has been informed by Government and Mayor of London policies on waste. In addition, requiring high standards of sustainable design and construction - such the Code for Sustainable Homes and BREEAM - will support sustainable waste management in new development, as both include provisions for waste, and the promotion of good design also has role in ensuring sufficient on-site provision for waste and recycling servicing.

Another important component of sustainable waste management is sewage and wastewater

treatment, and the Local Plan will recognise existing infrastructure and proposals for improvements to the wastewater treatment network, consistent with the London Plan. The Mogden Sewage Treatment Works is a regionally significant wastewater treatment facility located in Hounslow, which has traditionally been a source of odour pollution affecting residents in Hounslow, Isleworth and beyond. In recent years it has undergone improvements to increase capacity and make on-site improvements, including odour and mosquito mitigation and a waste to energy scheme that generates much of the sites energy requirements. It is also important to recognise regional infrastructure improvements, and the Local Plan will support in-principal the implementation of the Thames Tideway Sewer Tunnels, which includes a west London to Beckton system that runs underground through Hounslow. Thames Water has prepared a Development Consent Order (DCO) for the tunnel which will be considered by the Planning Inspectorate; the Local Plan will support its implementation in recognition that the scheme forms a major infrastructure investment in the borough during the plan period.

PROPOSED POLICY OPTIONS

1. The West London Waste Plan should be referred to in relation to Local Plan policies on waste management;
2. Promoting improvements to wastewater infrastructure, including the Mogden Sewage Treatment Works, and mitigating odour pollution;
3. Providing in-principal support for proposals for new wastewater infrastructure, including the Thames Tideway Sewer Tunnels.

ENSURING ENVIRONMENTAL QUALITY

POLLUTION

Hounslow is confronted by many environmental challenges, including pollution from transport, industry and the built environment. Tackling pollution is critical to improving the health and lifestyle of residents, and making the borough a more attractive place to live - objectives that are central to the Future Borough strategy. As an urban environment, pollution in Hounslow arises from a range of sources, which are discussed below.

Air pollution

Hounslow, like every local authority, has a statutory duty to work towards air quality targets established in the Mayor's Air Quality Strategy and in Government and European Union policy. The borough has produced an Air Quality Action Plan (AQAP) which designates the whole borough as an Air Quality Management Area, identifies pollution sources and establishes implementation measures and a monitoring framework for tackling air pollution in the borough. It identifies road transport as the major source of air pollution in the Hounslow, as the combustion of fossil fuels gives rise to fine particulates and nitrogen dioxide, which are identified as major concerns which can cause respiratory illnesses and other serious medical issues.

Where development is proposed in areas of poor air quality, planning considerations are twofold.

Firstly, the contribution that the development makes to air pollution requires careful consideration so as to avoid exacerbation of existing problems. This may mean, for example, that developments in certain areas that are likely to attract a high level of vehicles movements, or contribute to emissions through the use of biomass for heating, should be avoided. The use of these techniques should contribute to the development being 'air quality neutral', as defined by the London Plan. Secondly, the health and well-being of end-users needs to be ensured, and as such specific measures regarding internal ventilation, air filtering and other features may be required. Both of these considerations are particularly important where development is proposed in locations that exceed European air quality targets, which presently includes parts of the Great West Road and London Road (under its various names in particular Chiswick High Road). Design and mitigation measures are usually required through planning conditions, so it is necessary that the Local Plan provides adequate policy support for both the council and developers to work proactively on managing development in the context of air pollution, including through landscaping and transport management..

Odour pollution can also impact on residential amenity and the attractiveness of neighbourhoods, and the Mogden Sewage Treatment

Works has traditionally been the principle odour source in Hounslow. Dust pollution, primarily arising from construction, can also have local health and amenity impacts.

Noise pollution

Noise pollution can have serious adverse impacts on human health and interfere with education, employment and leisure activities through sleep disturbance, cardiovascular and psycho-physiological problems and reduced performance and social functioning. In the UK, ambient noise policy is driven by European Union legislation and the Government's Noise Policy Statement for England. The principle source of noise pollution in the borough is from aircraft arrivals and departures and ground operations at Heathrow Airport; this causes particular problems in the western part of the borough. In addition, road transport causes noise pollution, particularly along major highways.

Similarly to air pollution, design and mitigation measures for noise pollution are usually required through planning condition, and nationally recognised standards (such as British Standards) are applied. As such, it is necessary that the Local Plan provides adequate policy support for due consideration of noise pollution to continue. The council is also producing supplementary guidance

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on noise pollution in collaboration with the London boroughs of Hillingdon and Richmond, and it is intended that this will sets out where noise sensitive development should be avoided or subject to mitigation measures. In this context, the Local Plan should include a policy on noise abatement that supports the council's on-going efforts to reduce noise pollution and reiterates London Plan policy on reducing noise, including potential designation of Quiet Areas – places of relative tranquillity or high soundscape quality.

Light pollution

Artificial sources of light can also have a detrimental impact on the local environment and local authorities have a duty to take practical reasonable steps to investigate complaints of nuisance. In Hounslow, sources of complaint have included streetlights, floodlights at sports fields and lighting of advertisements. Light pollution can also have detrimental impacts on ecology, in particular bats and other night-time species of wild-life, in particular where sports facilities are near or make use of Metropolitan Open Land or other open space. Overlighting (or perceptions of overlighting) and glow from larger schemes or cumulative impact can also cause nuisance. Here, good design is critical to minimising nuisance, so it is considered necessary for the Local Plan to include a policy requiring due consideration. In some more tranquil

locations – such as areas located in or adjacent to biodiversity sites - lower levels of lighting will be expected.

The generation of potential Local Plan policies in this area is strongly influenced by European, national and regional policy; however, baseline conditions in the borough – such as issues relating to Heathrow Airport and the road network – require a locally specific policy response, and therefore the below options focus on locally specific means for implementation.

PROPOSED POLICY OPTIONS

1) Requiring development to demonstrate that it does not contribute to increasing air pollution, in line with the Air Quality Action Plan and London Plan, and is designed in such a way that exposure to air pollution is mitigated through measures such as building layout, internal ventilation and air filtering;

2) Requiring development in areas of poor air quality (as defined by European policy) to include measures that contribute to the improvement of local air quality conditions;

3) Requiring development to demonstrate it is located, designed and managed to minimise the noise impact from the time of occupation;

4) Including a policy on Quiet Areas, with the option to:

a) Promote in-principle the allocation of Quiet areas; or

b) Allocate specific Quiet Areas in existing areas of relative tranquillity, such as open spaces, or where noise sensitive uses exist, such as predominantly residential areas or education facilities.

5) Requiring development to demonstrate light pollution is avoided through good design, management and the use of appropriate fittings, with the option to specify that new lighting will be limited in certain areas.

ENSURING ENVIRONMENTAL QUALITY

CONTAMINATION AND HAZARDOUS SUBSTANCES

Hounslow has been home to a wide variety of uses throughout its history, including industrial uses, landfill, military operations and gas works. These uses have led to the contamination of many sites, through the deposition of waste materials including putrescible waste, onsite chemical spillages, the burning of materials, leaks from fuel or chemical tanks and a range of other processes. In response to this, the council has published a contaminated land strategy to guide its own work on the control of the risks from contamination, in line with Part IIa of the Environmental Protection Act 1990.

Across London, the redevelopment of previously developed land is encouraged as a means of providing remediation and making full use of available land. The provision of infrastructure, including soil remediation facilities, may be required to aid this process. Those undertaking development have a duty to ensure that contamination is not present on land or, if present, cannot cause harm to site users or the wider environment. Compliance with this duty, which is reflected in the NPPF, will need to be demonstrated to the council through planning permissions and other obligations.

In addition, it is necessary to make planning provisions for hazardous substances, installations and materials, as these can present risks to public health and safety. In particular, proposals for uses

involving hazardous substances will not be permitted near sensitive uses (such as housing or sites of biodiversity importance) and any development near existing locations where hazardous substances are present will be subject to planning controls. The Health and Safety Executive is the statutory consultee for hazardous substances and will be consulted on spatial planning and development management proposals where there are hazardous substances considerations.

The generation of potential Local Plan policies in this area is strongly influenced by national and regional policy; both the NPPF and the London Plan require local planning authorities to consider contamination and hazardous substances when preparing plans. As such, the below policy options reiterate this policy framework.

PROPOSED POLICY OPTIONS

1. Requiring development proposals to show evidence of appropriate consideration of risks from contamination if necessary incorporate suitable remedial measures to control risks;
2. Supporting the provision of infrastructure for decontamination and soil remediation;
3. Requiring development proposals involving hazardous substances, installations and materials to be located and designed so as avoid negative impacts on public health and safety and local amenity.

ENSURING ENVIRONMENTAL QUALITY

MINERALS

As a minerals planning authority, Hounslow is required by the London Plan to help ensure an adequate supply of aggregates to support construction in London. In accordance with the NPPF, the Local Plan should safeguard sites to protect its potential aggregate supply and ensure that as a borough, we make a contribution to the London wide apportionment of providing five million tonnes to 2031, established in the London Plan. To contribute to this London-wide apportionment, Hounslow must be able to demonstrate a seven year land bank of 700,000 tonnes of five million tonnes by 2031.

The council propose to meet the borough's apportionment through the safeguarding of one site for potential aggregate extraction; Rectory Farm in the west of the borough. This site has been selected following a study of potential sites undertaken for the Local Plan, which concluded this site to be more appropriate. The site is large and has a number of constraints which make it unsuitable for other types of development, including being within the Metropolitan Green Belt – which precludes other forms of development but is not necessarily incompatible with mineral extraction - and partially located within Heathrow's Public Safety Zone. It should be noted that safeguarding sites does not necessarily preclude future alternative development, but instead notes the preferred use whilst demonstrating that a site should be

tested for mineral potential before considering other uses.

It is important that any Local Plan policy also considers the legacy of minerals extraction. To this end, it is considered important to note that where proposals come forward, development should also ensure that aftercare and restoration are carefully considered, as well as the reuse of the site following extraction. Furthermore, all developments should ensure that the negative impacts caused by extraction - including transport movements - are mitigated against, and that an overall positive impact is made to land quality, biodiversity and the environment.

The generation of potential Local Plan policies in this area is strongly influenced by national and regional policy; the NPPF requires relevant local planning authorities to plan for aggregates and the London Plan provides apportionment targets. As such, the below policy options reiterate this policy framework, and focus on locally specific means of implementation, including site allocations.

PROPOSED POLICY OPTIONS

1. Safeguarding of Rectory Farm as a potential extraction site to meet the borough's London Plan apportionment of 700,000 tonnes;
2. Promoting the recycling of aggregate waste, consistent with the West London Waste Plan;
3. Require proposals for minerals extraction to give due consideration to the aftercare and restoration of sites.



OBJECTIVE EIGHT

PROMOTE EASE OF MOVEMENT FOR ALL, THROUGH MAKING BETTER USE OF EXISTING ROAD SPACE AND ENHANCING PUBLIC TRANSPORT, CYCLING AND WALKING MEASURES TO PROVIDE GENUINE ALTERNATIVES TO PRIVATE VEHICLES FOR THE MAJORITY OF JOURNEYS. IMPROVE THE PROVISION OF TELECOMMUNICATIONS INFRASTRUCTURE TO INCREASE THE ATTRACTIVENESS OF HOUNSLOW TO BUSINESS, AND REDUCE THE NEED FOR COMMUTING.

ENHANCING CONNECTIVITY

SUMMARY

The borough is well connected by road, rail (overland and London Underground) and air links, giving it good access to central London, the wider south east and to international destinations. These connections contribute to its character as a gateway location, influencing business opportunities and its diverse cultural composition. Public transport provision, particularly by train and tube, varies across the borough, with significantly less provision in the West. Also, it should be noted that east-west links are significantly more developed than those running north to south. There are also relatively high car ownership levels with over three quarters of households owning at least one car which is significantly above the London average. Heathrow airport is the UK's major hub airport and is located immediately to the borough's west, therefore influencing the boroughs economy and environment.



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STRATEGIC TRANSPORT CONNECTIONS

Strategic transport connections into and out of the borough are central to attracting investment and increasing perceptions of Hounslow as a place to live, work and visit. Much of the borough's economic prosperity centres on its strategic location between Heathrow Airport and central London, with long established routes to the south-west of England and beyond also running through the borough. The Local Plan sets out ambitious regeneration plans - including significant housing and employment growth - which will bring new populations in to the borough, both as residents and workers. In this context, on-going investment in the strategic transport network is required to ensure that this accessibility is maintained and improved.

The LIP establishes priorities for infrastructure delivery in the short, medium and long term., and has been developed in response to the Mayor of London's Transport Strategy, and Transport for London's Business Plans. It is intended that the Local Plan identifies existing strategic transport connections and promotes planned and proposed connections, consistent with the LIP. Details on Hounslow's strategic transport connections and proposed improvements are detailed below.

Hounslow has a significant public transport system including London Underground services on the Piccadilly and District lines, London Over-

ground services on the Richmond to Stratford line, National Rail services on the South West trains network and 42 regular bus services, including seven which run 24 hours a day. The latest LIP performance indicators, published by Transport for London, shows that these connections contribute to public transport accounting for 22 percent of journeys within the borough, whilst the remaining modal split comprises car and motorcycling trips (47 percent), walking (27 percent) and cycling (four percent).

Planned improvements to public transport are established in the Mayor's Transport Strategy and reiterated in Transport for London's Business Plan. These improvements include upgrading the Piccadilly line, including the provision of new rolling stock and signalling equipment; this will cut journey times by 19 percent and increase capacity by 24 percent. The start date for this upgrade is yet to be confirmed, however it is envisaged this will commence early in the plan period. The District line will also benefit from new rolling stock coming online by 2016, which will increase capacity by 24 percent.

In addition to those planned improvements, the LIP identifies a number of other potential strategic transport connections that are under consideration and will be supported by the Local Plan. These include: targeted improvements to bus services capacity, frequency and reliability to cater new development from first occupation; a new London Overground connection from Hounslow to Brent Cross via the proposed west London transport interchange at Old Oak Common (links to Crossrail and High Speed 2); the potential for a rail based shuttle service to improve orbital connections between growth areas in Southall and Brentford (Golden Mile); upgrading Turnham Green to allow for a permanent stop on the Piccadilly line; and exploring options to link the Golden Mile growth

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area better with the Picadilly Line; improving surface access to Heathrow Airport through a rail solution; and developing a new cycle network consisting of 'greenways', 'quietways' and a Cycle Superhighway linking our town centres with central London. These projects, as well as those included in Transport for London's Business Plan, are set out in the table below.

The borough also has an extensive road network - including the major arterial routes of the A4 (Great West Road), A316 and M4 Motorway - which pass through the borough and play a strategic role as a route in and out of London and between Heathrow Airport and elsewhere in the capital. North-south routes, particularly the A312 and A406 (North Circular), are also significant. Given the road network's role in facilitating traffic from the west of the country to Heathrow and the city, and combined with trips originating in the borough, there are congestion issues, particularly at peak times.

The borough has undertaken a Strategic Transport Study, which models the impacts of employment and housing growth set out in the Local Plan on the road network. In particular, the model considers the intensification of employment uses along Great West Road, and proposed increases in retail and residential development at various other sites

across the borough, including Brentford High Street and Hounslow Town Centre. The study shows that this planned growth will impact on the performance of some key junctions across the network; however mitigation measures to the strategic network such as that defined above would help minimise the severity of any traffic impact. As such, it is considered this evidence supports new and improved strategic transport connections, as detailed.

The LIP does not propose significant new additions to the road network, instead focussing on improvements to existing routes, including junction improvements, signal optimisation and travel demand management. However, a number of bridge improvements are identified where such structures lead to breaks in the cycling or pedestri-

an network in particular. These are considered to be of strategic significance and include improvements to the Clockhouse Lane Bridge; Whitton Road Bridge; Feltham High Street Rail Bridge and Barnes Rail Bridge Pedestrian walkway(part of the Thames Path National Trail connection).

The generation of potential Local Plan policies in this area is influenced by national and regional policy; improving transport infrastructure for the purposes of sustainable transport is promoted by the NPPF and the London Plan. At the local level, Hounslow's LIP details planned and proposed infrastructure improvements and establishes borough-wide objectives and policies. As such, the below policy options reiterate this policy framework and the LIP.

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Planned and proposed improvements to strategic transport connections	
Proposal	Description of proposal
Piccadilly line upgrade	Planned upgrade includes the provision of new rolling stock and signalling equipment, which will cut journey times by 19 percent and increase capacity by 24 percent. The start date to be confirmed.
District line upgrade	Planned upgrade by 2016 includes the provision of new rolling stock, which will increase capacity by 24 percent.
Improving bus services	Proposed improvements to bus services, including introducing of new or improved services serving the Golden Mile to improve capacity and frequency.
Improving orbital and Overground rail connections	Promotion of a new passenger service between Hounslow station and Brent Cross via Old Oak Common, calling at Isleworth, Syon Lane and Brentford. This proposed scheme relates to a broader aspiration to improve orbital transport provision from Hounslow and is connected to the wider business case for High Speed 2 (HS2), though the connection could be implemented earlier. The scheme would connect the borough to the proposed transport interchange at Old Oak Common, which will include links to Crossrail.
	Promotion of a new passenger service between Brentford (Golden Mile) and Southall. This proposed scheme would provide direct links between the employment corridor and Great Western Main Line and planned Crossrail station at Southall. Currently there are few options to access the site from the north by sustainable means. It is also feasible that this could also be extended to feed Brentford Town Centre and the South West Trains line, possibly via an on street alignment (e.g. utilising tram/train tech).
Improvements to Piccadilly line access	Promotion of Turnham Green station as a permanent stop on the Piccadilly line; this would improve public transport accessibility in Chiswick as the present timetable only serves the station in the early morning and late evening. In addition, promotion of improved pedestrian access to the employment corridor located on the Golden Mile, providing links to the Piccadilly line. Development proposals should contribute to potential pedestrian links in this area.
Improving surface level access to Heathrow Airport	Promotion of a new rail access to Heathrow Airport through a proposed connection to the airport terminals from South West Trains network from London Waterloo via the Hounslow Loop.
Cycle Superhighway	Promotion of Transport for London's cross-borough Cycle Superhighways scheme, including one route commencing in Hyde Park that is proposed to run through west London to Chiswick (along Chiswick High Road), and possibly on to Hounslow town centre along the A315. The council is working with Transport for London on routes and implementation plans for Cycle Superhighways.
Other cycle networks	Promotion of a new borough cycling network, following a review of the existing London Cycle Network. The council will seek to implement the new network of Quietways (unbroken cycle networks on quiet streets) and Greenways (cycle networks through open spaces) in addition to the Cycle Superhighway. The emerging cycle network will be defined and delivered through the LIP.

PROPOSED POLICY OPTIONS

1. Promoting improvements to existing strategic transport connections and the development of new connections, with the option to specify the following:
 - a) Supporting planned upgrades to the Piccadilly and District lines;
 - b) Promoting the development of the proposed Overground/Orbital connection from Hounslow to Brent Cross via Old Oak Common, with services calling at Syon Lane and Brentford;
 - c) Promoting improved bus services, particularly serving growth areas and the Golden Mile;
 - d) Promoting the development of the proposed Southall to Brentford rail spur;
 - e) Improving access to the Piccadilly line, including introduction of a permanent stop at Turnham Green and improved links between the line and the Golden Mile growth corridor;
 - f) Promoting new rail access to Heathrow Airport;
 - g) Promoting new cycle networks, including Cycle Superhighways, Greenways and Quietways; and
 - h) Promoting improvements to the highway network to best facilitate sustainable modes including targeted junction improvements, targeted travel demand management, signal optimisation and bridge works.

ENHANCING CONNECTIVITY

DEVELOPING A SUSTAINABLE LOCAL TRANSPORT NETWORK

The delivery of a sustainable transport network is a requirement of the NPPF and the London Plan, and the over-arching objective of Hounslow's Local Implementation Plan (LIP) is to "enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health". The importance of facilitating an increase in the uptake of sustainable modes of travel is a direct product of the aspirations for growth in housing and employment set out in the Local Plan. Such growth can only be accommodated without severe traffic congestion if the transport network is operating as efficiently and as rationally as possible. In addition other transport externalities such as air and noise pollution are identified in the LIP and Air Quality Action Plan as major issues in Hounslow. As a result the entire borough is designated as an Air Quality Management Area, with vehicles identified as the main source of emissions, whilst significant noise pollution (with its own impact on health and wellbeing) also arises from road-based transport. Furthermore, public health issues stemming from inactivity are of increasing concern in London - car dependency and low uptake of 'active travel' modes being one cause of this.

In this context, sustainable transport during the plan period should be promoted both through the delivery of infrastructure set out in the LIP, and

where developments come forward, through the careful consideration (through transport assessments) of site design, accessibility, parking levels and the potential for the developer to mitigate their transport impact through targeted offsite improvements to the network or through delivery of a package of travel demand management initiatives embodied in a Travel Plan.

It should be recognised that each development may have the potential to make a positive contribution to sustainable transport by improving conditions for those who walk, cycle and use public transport to access the new site. Even so, the type of location of the development may result in cars forming the dominant mode for accessing the site; however, much can still be done to reduce their impact – for example, promotion of car sharing, low emission and electric vehicles and eco-driving.

These objectives are established in the LIP, which forms the borough's statutory transport strategy and implements the Mayor of London's Transport Strategy at the local level. As such, it is intended to closely align the Local Plan's sustainable transport policies with those developed through the LIP process.

It is intended that the Local Plan includes a policy promoting a suite a sustainable transport meas-

ures, and these are discussed below. Encouraging sustainable transport will contribute to making Hounslow a more attractive place to invest and live, and have a positive impact on a suite of other policies proposed for the Local Plan, including those concerning pollution, health, open space, employment and housing, as well as spatial policies for the borough's ten districts.



ENHANCING CONNECTIVITY

Public realm

Enhancing the quality of the public realm – including streets, public spaces, parks, and pathways – is central to promoting sustainable movement across the borough, as the environments used for walking, cycling and using public transport influence modal choice. Public realm improvements could be in the form of improving surfaces for walking and cycling, upgrading existing cycle lanes and footpaths or creating new routes, decluttering the streetscape, removing barriers, improving safety and perceptions of safety and enhancing legibility and way finding. The design policies promoted in this document identify a suite of public realm design measures linked to a comprehensive Character and Context Study of the borough; implementation of these policies is central to achieving the objectives of this chapter. In addition, the council, working with Hounslow Highways (the council's Highway Asset Maintenance PFI partner) has prepared a Street Scene Design Guide. Public realm elements of development proposals should be consistent with this guide.

Access to public transport and opportunities for cycling and walking

Major development proposals should demonstrate that the location is accessible to a choice of modes appropriate to the type and scale of de-

velopment. Public Transport Accessibility Levels (PTALs) prepared by Transport for London can be used to provide a measure of this, and also make clear that some parts of the borough (such as town centres) are more appropriate to accommodate the large scale housing and employment growth. For most major developments access to sustainable transport opportunities to the site from a range of locations need to be clearly set out in a Transport Assessment

Transport Assessments

Consistent with the NPPF and London Plan, development proposals that are likely to have a significant impact on the transport network will need to be accompanied by a Transport Assessment. These should forecast trip generation and demonstrate that proposals are appropriate in the context of the site's public transport accessibility, local road capacity and access to walking and cycling networks. Transport Assessments should also set out any required mitigation measures necessary to deliver an acceptable network solution, which may include developer contributions, and measures to improve the attractiveness of sustainable modes. In line with the London Plan, it is intended that Transport Assessments will be required for all major schemes, and any other scheme deemed likely to have a significant impact in terms of transport. Unless otherwise specified by the borough, Transport Assessments should be developed in line with the latest guidance from TfL.

Travel Plans

The council also expects Travel Plans to be prepared for certain types of development, in line with the London Plan and the Travel Planning for New Development in London guidance published by Transport for London. Recognising that this

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policy context is broad and intended to be adapted to all types of developments in London, the council has prepared a '10 point guide' for Travel Plans and it is intended this guidance will be reflected in the Local Plan and supplementary guidance. The council's guidance does however use the same thresholds to determine where Travel Plans should be prepared, and this is reproduced in the table below. It also details how Travel Plans should be structured, what background information should be provided and what measures should be included, as well as acceptable targets and monitoring and reporting requirements. Furthermore, this is accompanied by further guidance produced by the council for Travel Plans prepared for schools and extensions to education facilities, recognising that these facilities often have existing Travel Plans. It is intended that this guidance is also be reflected in the Local Plan.

Development scale thresholds for travel plans		
	Local-level travel plan	Strategic-level travel plan
Shopping centre	More than 20 staff but less than 2,500m ²	Equal or more than 2,500m ²
A1 food/non-food retail	More than 20 staff but less than 1,000m ²	Equal or more than 1,000m ²
Garden centres	More than 20 staff but less than 2,500m ²	Equal or more than 2,500m ²
A3/A4/A5 food and drink	More than 20 staff but less than 750m ²	Equal or more than 750m ²
B1 including offices	More than 20 staff but less than 2,500m ²	Equal or more than 2,500m ²
B2 industrial	More than 20 staff but less than 2,500m ²	Equal or more than 2,500m ²
B8 warehouse and distribution	More than 20 staff but less than 2,500m ²	Equal or more than 2,500m ²
C1 hotels	More than 20 staff but less than 50 beds	Equal or more than 50 beds
C3 residential	Between 50 and 80 units	Equal or more than 80 units
D1 hospitals/medical centres	Between 20 and 50 staff	Equal or more than 50 staff
D1 schools	All developments to have a school travel plan	All developments to have a school travel plan
D1 higher and further education	More than 20 staff but less than 2,500m ²	Equal or more than 2,500m ²
D1 museum	More than 20 staff but less than 100,000 visitors annually	Equal or more than 100,000 visitors annually
D1 places of public worship	More than 20 staff but less than 200 members/regular attendees	Equal or more than 200 members/regular attendees
D2 assembly and leisure (other than stadia)	More than 20 staff but less than 1,000m ²	Equal or more than 1,000m ²
D2 stadia	More than 20 staff but less than 1,500 seats	Equal or more than 1,500 seats

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Parking

The London Plan includes cycle and car parking standards, plus standards for motorcycles, coaches, parking for persons with disabilities and electric vehicle charging. These have become the standard benchmark for determining planning decisions in the borough, replacing those standards set out in the UDP; as such, it is intended that the Local Plan supports the use of London Plan parking standards for future planning decisions. It may, however, be appropriate to include local standards in instances where the London Plan does not provide appropriate coverage, as is the case for schools, or where parts of the borough have unique characteristics. The option to develop local standard as appropriate is therefore included as an option for the Local Plan.

As stated in the London Plan, 'car free' or 'low car' developments provide opportunities to maximise land use efficiency in areas of high public transport accessibility, such as town centres. Such developments are particularly suited to locations where there are existing Controlled Parking Zones, which help to prevent parking pressure from new developments on existing streets. Therefore, the Local Plan will seek to encourage these types of development, with appropriate safeguards to ensure restrictions to existing on-street parking are secured with consents, and

providing adequate Travel Plans and access to 'car clubs' (shared vehicles) are provided.

Active management of car parking and travel demand

Council also uses parking and traffic management controls to promote more sustainable use of the borough's transport network. Controlled Parking Zones (CPZs), in particular, are considered an effective means of managing congestion, parking demand and pollution arising from vehicles in neighbourhoods. There are currently 16 CPZs operating in Hounslow. It is intended that the Local Plan supports the appropriate use of CPZs in the borough, and requires development proposals to plan accordingly with regard to any existing or possible CPZs in the area, particularly where the activity of the development may exacerbate local parking pressure.

Formation of vehicular access and hard standings
Introducing new vehicle accesses and hard standings to the front of existing dwellings can have adverse impact on the public realm and upon highway safety, including the environment for pedestrians and cyclists, and the context and character of streetscapes.

Whilst there is a common law right to gain access from adjacent highways this is subject to highway safety and amenity implications, and is

therefore controlled. The council has published a crossovers policy and the application process and related information is described on the council website. Applications for dropped-kerbs and vehicle accesses are made to Hounslow Highways to ensure they would be appropriate and not impact on street or other protected trees. Where the purpose is for a hard-standing in a front garden, its size has to be sufficient for the standard parking space to be safely accommodated.

Planning permission is required for the vehicle access if it leads from a classified road, or if the hard-standing is for more than a single family dwelling, or if proposed to be more than 5 sq m in area, to be in non-permeable materials or to drain to the highway. If sited in a conservation area,

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permission is required if the majority of a boundary enclosure is to be removed; this is further controlled in Article 4 restricted conservation areas (currently Gunnersbury Estate and Bedford Park). Listed building consent is necessary for any adaptations to the boundary or structure of all listed buildings.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; the promotion of sustainable transport is required by the NPPF and the London Plan has detailed policy on a suite of measures to promote walking, cycling and access to public transport. At the local level, Hounslow's LIP details planned and proposed infrastructure improvements and establishes borough-wide objectives and policies. As such, the below policy options reiterate this policy framework and the LIP.

PROPOSED POLICY OPTIONS

1. Promoting a high quality public realm that is safe and attractive, recognising the role of streets and other public spaces in movement patterns;
2. Requiring development proposals to demonstrate they are located appropriately with regard to public transport accessibility, road capacity and access to walking and cycling networks;
3. Requiring major developments to demonstrate that adverse impacts on the transport network are avoided, through:
 - a) Preparation of Transport Assessments;
 - b) Contributions to improvements to the local transport network;
4. Requiring the preparation of Travel Plans in accordance with latest guidance from Transport for London and the council's '10 Point Guide' or any subsequently adopted guidance;
5. Promoting 'car free' or 'low car' development where appropriate, as well as car clubs and car sharing schemes;
6. Requiring the installation of electric vehicle charging points, in line with the standards set out in the London Plan;
7. Requiring new developments to incorporate design measures and facilities to promote cycling, including cycling parking standards in-line with the London Plan;
8. Promoting the active management of car parking and travel demand in the borough, particularly through the implementation of parking zones, and requiring developments to plan end-use in accordance with these measures;
9. Stating car parking requirements, either by:
 - a) Referencing the standards established in the London Plan; or
 - b) Referencing the standards established in the London Plan and stating that local standards may be developed where the London Plan does not provide an appropriate figure in terms of coverage or local conditions;
10. Requiring proposals for vehicles crossovers to be consistent with the council's adopted policy on vehicle crossovers, with the option to specify the minimum and maximum dimensions and other criteria set out in the policy;

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HEATHROW AIRPORT

Heathrow Airport - London's primary airport and the busiest in the United Kingdom – is located immediately adjacent to the borough's western boundary, and therefore has a prominent role in the local economy. More than 11,000 of the borough's resident's work at Heathrow, with many others employed indirectly. In the west of the borough, there is a heavy concentration of airport-related businesses, including logistics, services such as hotels and catering, and industrial and commercial estates that closely align with the airport (such as Bedfont Lakes). The broader economy also benefits, with multi-national companies located along the Great West Road and Chiswick Business Park taking advantage of close proximity to Heathrow, and in turn the international markets it serves.

Future expansion of Heathrow

Whilst it is recognised that the south-east of England will need to plan airport capacity proactively, both the Government and the Mayor of London oppose the development of a third runway at Heathrow Airport. In considering proposals for increases in passenger or runway capacity, the council will continue to assess the implications of any proposal in terms of pollution and impacts on open space (including the Green Belt), the local economy and the transport network. It should also be noted that future Government policy on

Heathrow is expected during the plan-period, and this could trigger a review of the council's spatial planning strategy, as set out in the Local Plan; the Airports Commission is considering future requirements for airport capacity in the south-east of England and how this should be met. The Commission is due to publish an interim report by the end of 2013 and a final report by summer 2015.

Heathrow Opportunity Area

The London Plan identifies a Heathrow Opportunity Area covering parts of Hounslow and the London Borough of Hillingdon. This designation

- one of 33 in London - promotes growth through the preparation of an Opportunity Area Planning Framework (OAPF), and the Mayor's OAPF guidance suggests 12,000 jobs and 9,000 homes could be accommodated in an indicative area of 700 hectares. The Local Plan should promote the development of the Heathrow OAPF in conjunction with the GLA, the London Borough of Hillingdon and other stakeholders, and the plan's spatial policies (for example, for Feltham) will have regard to OAPF designation, including implications for housing and employment growth.



ENHANCING CONNECTIVITY

PROPOSED POLICY OPTIONS

Recognising that Heathrow is central to the borough's economy, whilst at the same time acknowledging its environmental impact considerations, the council's position is for a more sustainable Heathrow which maintains its current capacity and continually seeks to minimize impacts on surrounding environments. In this regard, this policy area should be read alongside the Environmental Challenges chapter, plus the spatial strategies for districts in the west of the borough.

The generation of potential Local Plan policies in this area is strongly influenced by Government and the Mayor of London's position on aviation in the south-east, which in turn is being reflected in regional policy. As such, the below policy options reflect the current policy context for Heathrow. It should be noted that the Government's Airport Commission will develop a strategy for future airport growth, including implications for Heathrow; this is expected to be published in 2015, and as such the Local Plan may need to be reviewed to respond to the Government's strategy.

1. Promoting a more sustainable Heathrow by working with the airport operator and other partners to improve environmental issues affecting Hounslow;

2. Re-iterating the Mayor of London's opposition to the future expansion of Heathrow, including a third runway, and stating that development proposals will be opposed unless it can be demonstrated that adverse impacts are avoided, including the option to specify the following considerations:

- a) Air pollution from aircraft movements, the airport's infrastructure and transport to and from the airport;
- b) Noise pollution from aircraft movements, the airport's infrastructure and transport to and from the airport;
- c) Hazardous substances such as de-icing fluids and aviation fuel;
- d) Impact on the Green Belt, Metropolitan Open Lane and other open spaces and sites of biodiversity importance;
- e) Impact on Hounslow's economy; and
- f) Impact on Hounslow's transport network.

3. Promoting enhanced surface access to Heathrow Airport, by working with partners to improve public transport connections and

cycling infrastructure and utilise the road network more efficiently; and

4. Establishing support for the development of a Heathrow Opportunity Area Planning Framework, through joint working with the GLA and London Borough of Hillingdon.

ENHANCING CONNECTIVITY

TELECOMMUNICATIONS

Developing and maintaining the borough's telecommunications infrastructure is necessary to ensuring the continued economic and social success of Hounslow; businesses, community facilities and residents should be provided with modern technology, especially as the borough promotes itself as a place to invest and live. This is reflected in the NPPF, which requires Local Plans to support expansions to the electronic communications network, including telecommunications installations and high speed broadband.

However, whilst improvements to infrastructure should be promoted, an overconcentration of installations or poor placing and design can have adverse impact on neighbourhoods and detract from the benefits provided. Telecommunications installations are also subject to a separate consent regime, which means that amenity and design considerations for new installations may be overlooked when planning decisions are made. Therefore, it is proposed to include a policy in the Local Plan which provides the in-principle support required for electronic communications installations by the NPPF, as well as design considerations.

The generation of potential Local Plan policies in this area is strongly influenced by national policy; both the NPPF requires Local Plans to support electronic communications networks, including telecommunications and high speed broadband. As such, the below policy options reiterates this policy context.

PROPOSED POLICY OPTIONS

- 1) Supporting improvements to electronic communications networks, including telecommunications and high speed broadband, where adverse impacts on surrounding environments are avoided, with the option to
 - a) Refer to the NPPF for design considerations; or
 - b) Include specific design considerations, including a requirement that infrastructure is sympathetically designed, discrete and camouflaged as appropriate, and refer to the Local Plan design and place-making policies as other considerations;
- 2) Requiring evidence to demonstrate that new telecommunications infrastructure is necessary and improvements cannot be accommodated within existing installations;
- 3) Requiring evidence to demonstrate that new telecommunications infrastructure will not cause interference to other electrical equipment, air traffic services (particularly with regard to Heathrow Airport),
- 4) Requiring evidence to demonstrate that new developments will not interfere with broadcast or telecommunications services;

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area, to be in non-permeable materials or to drain to the highway. If sited in a conservation area, permission is required if the majority of a boundary enclosure is to be removed; this is further controlled in Article 4 restricted conservation areas (currently Gunnersbury Estate and Bedford Park). Listed building consent is necessary for any adaptations to the boundary or structure of all listed buildings.

The generation of potential Local Plan policies in this area is influenced by national and regional policy; the promotion of sustainable transport is required by the NPPF and the London Plan has detailed policy on a suite of measures to promote walking, cycling and access to public transport. At the local level, Hounslow's LIP details planned and proposed infrastructure improvements and establishes borough-wide objectives and policies. As such, the below policy options reiterate this policy framework and the LIP.

PROPOSED POLICY OPTIONS

1. Promoting a high quality public realm that is safe and attractive, recognising the role of streets and other public spaces in movement patterns;
2. Requiring development proposals to demonstrate they are located appropriately with regard to public transport accessibility, road capacity and access to walking and cycling networks;
3. Requiring major developments to demonstrate that adverse impacts on the transport network are avoided, through:
 - a) Preparation of Transport Assessments;
 - b) Contributions to improvements to the local transport network;
4. Requiring the preparation of Travel Plans in accordance with latest guidance from Transport for London and the council's '10 Point Guide' or any subsequently adopted guidance;
5. Promoting 'car free' or 'low car' development where appropriate, as well as car clubs and car sharing schemes;
6. Requiring the installation of electric vehicle charging points, in line with the standards set out in the London Plan;
7. Requiring new developments to incorporate design measures and facilities to promote cycling, including cycling parking standards in-line with the London Plan;
8. Promoting the active management of car parking and travel demand in the borough, particularly through the implementation of parking zones, and requiring developments to plan end-use in accordance with these measures;
9. Stating car parking requirements, either by:
 - a) Referencing the standards established in the London Plan; or
 - b) Referencing the standards established in the London Plan and stating that local standards may be developed where the London Plan does not provide an appropriate figure in terms of coverage or local conditions;
10. Requiring proposals for vehicles crossovers to be consistent with the council's adopted policy on vehicle crossovers, with the option to specify the minimum and maximum dimensions and other criteria set out in the policy;



00 APPENDICES

INFRASTRUCTURE DELIVERY SCHEDULE 2015-2030

Infrastructure Area	Type of Infrastructure	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Delivery	Baseline Evidence
Education Facilities	Primary	Expansion of Wellington Primary from 2FE to 3/4FE.	Critical	Phase 1 (0-5 years)	£66,047,553	LBH/ Free School Providers/ Department for Education (Dfe)	Existing school build costs for each type of education provision. Sequential Site Assessment of Potential School Sites, December 2011. School Expansion Programme.
		New primary school at Forest Road.	Critical	Phase 1 (0-5 years)			
		Relocation and expansion of St Paul Primary to Commerce Road (Brentford Bus Garage site). Or alternative sites at Brentford FC or Brentford Police Station. Providing an additional 2FE.	Necessary	Phase 2 (6-10 years)			
		Expansion of Hounslow Town Primary to provide an additional 2FE.	Critical	Phase 1 (0-5 years)			
		New primary school on the same site as The Heathland School Secondary.	Critical	Phase 1 (0-5 years)			
		Relocation and expansion of St Lawrence Primary to land at Feltham's Ex-Servicemen Club.	Critical	Phase 1 (0-5 years)			

		New primary school (or secondary depending on outcome of feasibility study) at Stanley Road Allotments site.	Necessary	Phase 2 (6-10 years)			
	Secondary	New 8FE secondary school at Heath Nurseries (or SEN depending on outcome of feasibility study).	Critical	Phase 1 (0-5 years)	£208,065,519		
		New secondary school (or primary depending on outcome of feasibility study) at Stanley Road Allotments site.	Necessary	Phase 2 (6-10 years)			
	Early Years Provision	TBC	Necessary		TBC		
	SEN	New SEN primary and secondary school at Gresham Road.	Critical	Phase 1 (0-5 years)	TBC		
		New SEN school at Heath Nurseries (or secondary depending on outcome of feasibility study).	Critical	Phase 1 (0-5 years)			
		New SEN school on same site as Southville Junior. Permanent location for temporary accommodation currently at Fairholme Primary.	Critical	Phase 1 (0-5 years)			
Health Facilities	Capital cost of new health facilities.	TBC	Necessary	TBC	£14,853,959	NHS Hounslow NHS Hounslow	Health Urban Development Unit (HUDU)

Transport & Connectivity	Strategic Cycling Network	Cycle Superhighway – Hounslow to Hyde Park	Necessary	Phase 1 (0-5 years)	c.£10 million	Transport for London (TfL)/ LBH	Hounslow Local Implementation Plan for Transport 2011-31. LB Hounslow Strategic Transport Study (using WeLHAM Model).
	Rail infrastructure providing improved links to the Golden Mile growth area and developing a wider orbital network.	The Hounslow – Old Oak Common (Brent Cross) link	Necessary	Phase 2/3 (5-15 years)	Unknown	Network Rail, Transport for London/GLA, LBH and partner authorities	
		Brentford (Golden Mile) – Southall Shuttle			c£30m capital cost plus opex		
		A new rail link from London Waterloo to Heathrow via Hounslow Loop (e.g. Airtrack Lite)			Unknown		
	Improving bus services between areas of growth.	Introducing new services serving the Golden Mile growth area (e.g. 195 and H91) to improve capacity and frequency.	Necessary	Phase 1 (0-5 years)	In line with TfL London Buses costing model for Sponsored Route Agreements	TfL/ LBH	
Pedestrian links	New pedestrian link to maximise accessibility to Golden Mile growth area from nearby rail/tube links.	Preferred	Phase 2/3 (5-15 years)	Unknown	LBH		
	Greenways/Quietways – development of a cohesive network of accessible pathways for pedestrians and cyclists linking parks and open spaces across the borough and to neighbouring boroughs	Necessary	Ongoing	C£3-4m for network completion assuming moderate delivery of improved infrastructure on on-road sections	LBH and Greenway partner agencies, including Rivers & Canal Trusts, Environment Agency.		

	Bridge Improvements	Clockhouse Lane Foot and Cycle Bridge; Whitton Road Bridge Improvements (Hounslow Gateway); Thames Path National Trail connections in Dukes Meadows (bridge under Barnes rail bridge) and improvements to footbridges crossing SWT/Piccadilly lines to improve accessibility (e.g. Quaker Lane).	Necessary	Ongoing	£8 million plus.	LBH/ TfL	
	Town Centre Public Realm Improvements	Hounslow Town Centre Public Realm	Preferred	Phase 1 (0-5 years)	£2 million plus.	TfL/ LBH/ Private developers within Town Centres.	
		Brentford Town Centre Public Realm	Preferred	Phase 1 (0-5 years)	£1 million plus.		
		Feltham Station Interchange and Hounslow Road railway over bridge.	Potential.	Phase 2 (5-10 years)	£5 million plus.		
Open Space	Open space improvements	Maintenance and improvement of existing open spaces.	Necessary	Ongoing	£973,452	LBH/ John Laing	Open Space Strategy. Programme costs of open space maintenance 2012/13 – 2021/22.

Waste & Recycling	Waste facility	Waste facility at Western International Market site.	Critical	Ongoing	Unknown	LBH/ SITA Commercial operators.	Draft West London Waste DPD
Leisure	Libraries and archives	Refurbishments of existing libraries.	Necessary	Ongoing	£5.7- £6.8 million	LBH/ John Laing	Hounslow Libraries Estate Strategy Report, March 2011
	Sports Facilities	Heston Leisure Centre redevelopment	Critical	Phase 1 (0-5 years)		LBH/ John Laing	PPG 17 Sports Facilities Volume.
Utilities	Sewerage	Section of the Thames Tideway Tunnel.	Critical	Phase 1-2 (0-10 years)	c.£3.6 million for entire project.	Thames Water	Thames Tideway Strategic Study



**London Borough
of Hounslow**