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GLOSSARY

Affordable Housing

Affordable Housing is defined as housing that will be available to people who cannot afford to rent or buy houses generally available on the open market, provided that it will contribute to satisfying the local need for affordable housing as demonstrated by the Council's Housing Needs Survey 2000/01. The definition includes both subsidised and low cost market housing. Subsidised housing is housing provided at a cost that meets the needs of households who cannot afford without a public or private subsidy to rent or buy open market housing generally available in the Borough. Low cost market housing is defined as housing that does not exceed the cost of the cheapest 5% of dwellings in the Borough.

RSL Supported Housing

The term 'RSL Supported Housing' will apply where an individual holds a registered social landlord tenancy at the same time as receiving support, including intensive or supportive housing management, provided by an RSL under the terms of a formal undertaking. Individuals who might receive support include:

- people with physical disabilities, including degenerative and debilitating illness;
- people with learning difficulties;
- people with mental health problems;
- people with drug or alcohol related problems;
- people leaving penal establishments, referred by the probation service, or at risk of offending;
- refugees;
- people with AIDS or who are HIV positive;
- young people at risk or leaving care;
- vulnerable women with children;
- women at risk of domestic violence;

- frail elderly people; and
- single homeless people in need of intensive housing management.

Agricultural Land (Grades)

Agricultural land in Britain is classified in terms of quality by the Ministry of Agriculture, Food and Fisheries into 5 grades. This ranges from Grade 1 which is considered excellent, to Grade 3a which is good quality. Grade 3b is of moderate quality, and Grade 4 and 5 are classified as poor and very poor land (respectively).

Ancient Monuments (Scheduled)

These are sites of national importance where the provisions of the Ancient Monuments and Archaeological Areas Act 1979 (as amended) apply (Museum of London suggested format for Unitary Development Plan - 24 August 1990).

Archaeological Priority Areas

Sites and areas of known archaeological importance where the Council's archaeological policy will be strictly applied.

Areas of Special Advertisement Control

An area of special advertisement control is an area where controls over and above those usually applied to advertisements are in operation, such as in Conservation Areas.

Backland Development

The development of rear gardens and unused private open space behind housing normally within predominantly residential areas.

Community Care

The provision of services and support specifically designed for people who are affected by: problems of ageing, mental illness, learning difficulties, physical and sensory disabilities, HIV and AIDS, and drug and alcohol misuses, enabling them to live as independently as possible in the community.

Community Transport

Transport provision which caters for particular needs, such as people with disabilities. This type of travel provision is at present largely provided by the voluntary sector.

Community Woodland

Existing and future areas of woodland, which are planted and managed as a benefit to the local community. This can be achieved by improving and upgrading the landscape, and providing for recreation and wildlife.

Commuted Payments

A financial contribution paid by a developer to a local authority, which has formally been made towards the cost of providing off site parking spaces. However, such payments can also be used to seek contributions towards measures to assist public transport, walking or cycling facilities.

Comprehensive Project Areas

Areas predominantly in the Green Belt which have been prioritised for restoration and landscape improvements. It is acknowledged that preservation and improvement of the Green Belt can be assisted by appropriate or permitted developments both within and adjacent to the Green Belt.

Controlled Parking Zone

Area of on-street parking control where parking provision is allocated according to local needs.

Conversions (Residential)

The sub-division of residential properties into self-contained flats or maisonettes.

Conservation Areas

Areas of special architectural or historic interest identified by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act (1990). A statutory duty exists to designate conservation areas and preserve and enhance their character and appearance. Buildings in conservation areas are protected from unauthorised demolition and trees may not be felled or pruned without consent.

Density

A measure of the net residential density is calculated as the number of habitable rooms per hectare (HRHA) or per acre (HRA). The site area for density purposes is the net area of the site, which includes only those areas which will be developed for housing and directly associated uses. This will include:

- access roads
- private garden space
- car parking areas
- incidental open space and landscaping; and
- children's play areas where these are to be provided

Development

The legal definition given to development by section 55(1) of the Town and Country Planning Act 1990 is as follows:

“the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land”

Most forms of development require planning permission, although some minor developments are excluded from control.

Dwelling

A building or any part of a building that forms structurally separate accommodation. (Definition derived from 1991 Census Definitions - OPCS 1991).

Environmental Impact Assessment (EIA)

This describes the whole process by which information about the environmental effects of a project is collected, assessed and taken into account by the planning authority in reaching a decision on whether the proposed development should go ahead or not. Major projects of more than local importance are subject to EIA. The expression 'environmental assessment' (EA) is also in common use and for practical purposes means the same as EIA.

Fascia Level

The part of the building face usually between ground and first floors, where shop fronts, sign boards or occupier's name are positioned.

Green Belt

Predominantly open land around built-up areas which has the strategic role of limiting urban sprawl, preventing neighbouring towns from merging into one another, safeguarding open countryside from development, assisting in urban regeneration and providing areas for open recreational activity. Within the Green Belt there is a presumption against inappropriate development.

Green Chains

The Council has identified Green Chains, which consist of large areas of open space providing a recreational and nature conservation resource, which link across the Borough and beyond. The chains ideally have public access.

Green Corridor

The Council has identified Green Corridors which form visual and vegetated links, often along transport routes, between open areas. These links may provide opportunities for the dispersal of wildlife and the improvement of landscape and amenity.

General Permitted Development Order

Most development requires planning permission, however the General Permitted Development Order (1995) identifies operations to which planning permission is given automatically and therefore no application needs be made to the local

authority for planning permission (see also Use Class Order).

Habitable Room

Habitable rooms include all rooms normally used for living or sleeping in and kitchens having a floor area over 11sq.m. Small kitchens, halls, bathrooms and WCs are excluded. Large rooms over 20sq.m which are readily capable of division will be counted as two rooms.

Hierarchy of Highways

A method of clarifying highways on the basis of their main traffic functions. The four types of highway are primary, secondary, local distributor and local roads.

Highway Authority

The authority responsible for the provision and maintenance of a particular type of highway, either the Highways Authority, the Traffic Director for London (in London only) or the local authority. The Highways Act 1980 provides for highway authorities to construct, maintain and improve highways; the making up of private streets; the acquisition of land; the trunking and detrunking of roads; and the designation of highways.

Highway Capacity

The maximum ability of a highway to cater for flows of traffic. It is usually measured in vehicles per hour passing through a junction or a particular stretch of road.

Home Zones

A home zone is a street or group of streets where pedestrians have priority and cars travel at little more than walking pace. They contain prominent road signs and other entry features that make them aware of the change in status. Home zone status is only agreed after residents have been properly consulted and have given their support.

Hounslow

In the Plan Hounslow refers to the London Borough of Hounslow. Hounslow Town Centre refers to the Borough's main town centre, which is classified as a 'Metropolitan Centre' and outlined on the Proposal Map.

Household

One person living alone or a group of people (who may or may not be related) living at the same address with common housekeeping, sharing at least one meal a day or occupying a common living room or sitting room (definition derived from " Census Definitions 2001 Great Britain" - Office of National Statistics, 2001).

Housing Associations

A non-profit making organisation registered with the Housing Corporation (as a Registered Social Landlord) whose purpose is the provision, construction, improvement or management of houses for rent or sale.

In-Fill Housing Development

New build housing on small sites within existing built areas.

Landscaping

The term includes both soft and hard landscaping. Soft landscaping is the provision of plants, shrubs and trees to improve the quality of the environment. Hard landscaping includes features such as paving, lighting, seats, etc.

Listed Buildings

A building of special architectural or historic interest included on the list of such buildings compiled by the Secretary of State for the Environment, under Section 1 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Building consent is normally required before whole or partial demolition, or any alterations which affect the character of the building, can be undertaken.

A local strategy for the conservation of biological diversity and the sustainable use of biological resources. It gives details of actions for protecting, conserving and enhancing wildlife and habitats in Hounslow and supports the London-wide and National Biodiversity Action Plans.

Local Nature Reserves

An area of local nature interest and value generally publicly owned and safeguarded for public education and enjoyment. These areas are designated after consultation with the Nature Conservancy Council (English Nature) by the Local Planning Authority under Section 21 of the National Parks and Access to the Countryside Act 1949, as amended by Section 184 and Schedule 30 of the Local Government Act 1972.

Local Open Space

Local Open Spaces are public and private open areas outside the Green Belt and MOL, which provide essential visual breaks in built up areas, contribute to local amenity, and meet, or are capable of meeting recreational needs.

London Planning Advisory Committee (LPAC)

LPAC is a statutory body which came into existence in 1986, established by the 1985 Local Government Act. It comprises a joint committee of the 33 London Boroughs and the City Corporation. LPAC provides information and policy advice to both the London Boroughs and the Government on London-wide planning matters. LPAC has been integrated into the new strategic planning body for London, the Greater London Authority (in the year 2000).

Local Biodiversity Action Plan

Metropolitan Open Land (MOL)

MOL is recognised as land of predominantly open character, which has more than a borough significance, generally because of its size and catchment area. It is strategic open space within the urban area, which contributes to the structure of London; may provide open-air facilities (especially for leisure, recreation and sport); or contain features worthy of conservation at a local or regional level. There is a presumption against inappropriate development including development, which would be harmful to the open character of the land.

Multiple Occupation Housing

Occupation of a dwelling by more than one household whose household spaces are not self-contained (definition derived from "The Census 1981 Definitions, Great Britain" - Office of Population Censuses and Surveys, 1981).

Natural Regeneration

Natural regrowth of plant life with a minimum of human interference.

Plot Ratio

Plot ratio aims to control the bulk of non-residential buildings in order to avoid the over development of sites and to ensure that the amount of accommodation provided does not result in excessive employment density, place a strain on the road network or overload the existing transport system. The plot ratios of 0.5:1 and 1:1 indicate the maximum development appropriate to the type of use in appropriate locations. Each application will be treated on its merit but experience to date suggests that schemes designed in accordance with these ratios are acceptable and successful.

Among the considerations the Council will have regard to when assessing the application of plot ratios to a particular proposal will be the plot ratios of existing buildings where this is not causing demonstrable harm, the existing public transport provision and any contribution which a new development can make to improvements to public transport, existing traffic conditions and the level and control of parking on and off site. Unless the proposed development lies within

Hounslow's Town Centre or within designated sites within Feltham or Brentford Town Centre, or involves the redevelopment of, or extension to an existing lawfully used office for its continuation in that use, the Council will encourage proposals for B1 use to be flexibly designed so as to be capable of accommodating the range of use spanned by the B1 Use Class.

For B2 uses 0.5:1 is the advisory maximum plot ratio. The Council's experience is the schemes within these use classes with a plot ratio of not more than 0.5:1 have generally been found to be environmentally satisfactory in terms of layout.

Throughout the Plan area, plot ratio will apply to both new buildings and extensions to existing buildings. The plot ratio standards are designed to provide a guide as to the maximum development appropriate in different parts of the Borough and are based on the Council's knowledge and experience. Each application will, however, be treated on its merits. The area of a site employed in determining the plot ratio is the net area excluding any parts of the adjoining streets.

Gross floor area is measured on the overall dimensions of the building or part of the building on each floor below or above ground and includes the thickness of internal and external walls.

It includes: stairs and lift shafts; corridors and halls; covered passages by which there is no public right of way; cloakrooms and lavatories; conference rooms, board rooms, director's rooms, assembly halls, cinemas, libraries; canteens, restaurants, cafeterias, kitchens, rest rooms, recreation rooms, etc; basements; any residential accommodation in mixed development where residential use is included in the same building or on the same site.

It excludes: car parking accommodation; space for loading and unloading commercial vehicles, or vehicles awaiting loading or unloading; plant room.

It may exclude: electricity sub-station, switch rooms, boiler houses and fuel stores; other exceptional uses on their merits.

In making deductions about the above, which

are at the discretion of the Council, regard is paid to the nature of the accommodation in respect of which deduction is made, particularly as to the permanence or otherwise of the use to which it is to be put. Rooms which continue through two or more normal floors of the building (lecture halls, conference rooms, theatres, etc) may be assessed as occupying one floor only.

Planning Brief

A statement of the land use opportunities and constraints presented by a particular site, prepared for the guidance of potential developers. It will generally give details of the site and any standards, which a development should meet.

Primary Shopping Frontage

The core area of a shopping centre where retailing use is concentrated and prioritised and where other uses are generally unsuitable. Primary frontages are identified within the metropolitan centre of Hounslow, the major centre of Chiswick, the district centres of Brentford and Feltham, and the major neighbourhood centres of Hounslow West and Bedfont.

Proposals Map

The map or maps within the UDP which together with the Part I and Part II and any other illustrative materials, provides the statutory basis for the future planning of an area. The Proposals Map defines specific sites and areas where the local planning authority is making proposals for particular developments or other land uses, or areas within which particular policies for the use and development of land will apply.

Public Safety Zone

Public Safety Zones cover an area of land extending outwards from the end of the runways at Heathrow Airport. In such zones each planning application affecting land will be treated on its merits and regard will be paid to the overall net change in the number of people living, working or congregating on sites within each zone and the implications for safety these net changes may have. Civil Aviation Authority

advice would be sought in all cases.

Public Transport Infrastructure

The permanent railway track, stations, shops, interchange facilities and other facilities associated with the various forms of public transport.

Regeneration Areas

These consist of the three centres of Brentford, Hounslow and Feltham. These are areas where the Council will encourage regeneration in terms of local environment, community facilities, shopping, employment, housing, traffic management and public transport. This will be done in conjunction with appropriate development on key sites.

Regional Planning Guidance (RPG)

The main purpose of RPG is to provide a regional framework for the preparation of local plans. It provides a broad development framework over a 15-20 year period and normally identifies housing targets, environmental, transport, infrastructure, economic development, minerals and waste priorities. In future RPG will also play a role in informing local transport plans and the strategies for the Regional Development Agencies (for London this will be the Greater London Authority (GLA)). RPG for London is produced by GOL in conjunction with other regional planning bodies.

Secondary Shopping Frontage

The part of a shopping centre which is outside of the core area and which although predominantly in retail use provides opportunities for other uses such as restaurants, estate agents and professional services, etc. These are identified within the metropolitan centre of Hounslow, the major centre of Chiswick, the district centres of Brentford and Feltham, and the major neighbourhood centres of Hounslow West and Bedfont.

SERPLAN

South East Regional Planning Conference. A consortium of local authorities and the London Planning Advisory Committee, which provides information and policy guidance to member authorities, as well as the Government. SERPLAN played a significant role in producing RPG for the South East. SERPLAN was wound up in March 2001 with responsibility for regional planning in the Government Office regions for the South East and the East of England now with the South East of England Regional Assembly and the East of England Regional Assembly respectively.

Sheltered Housing

Purpose built or converted housing for the elderly with a package of estate management services which consists of grouped, self-contained accommodation with an emergency alarm system, usually with communal facilities and normally a residential warden.

Shopping Hierarchy

The ranking of shopping facilities which is principally based on the number of units and amount of floor space in each centre, together with the type of services centres offer. Centres within the Borough fall within a clearly defined hierarchy:

Metropolitan Centres

These are town centres within Greater London which are considered to be suitable for the location of many cultural entertainment, leisure, employment as well as shopping uses; the shopping emphasis is on comparison rather than convenience goods. The GLA has identified 10 such centres. Hounslow Town Centre is the Borough's Metropolitan Centre.

Major Centres

Major centres should provide a full mix of comparison and convenience shopping for regular needs, but are not special places for shopping. LPAC has identified 38 such centres. Chiswick is the Borough's Major Centre.

District Centres

These offer a wide range of goods and services which meet most regular shopping needs of local residents, are focal points of public transport services, and are established centres for leisure, community facilities and local employment. Within the Borough there are two: Brentford and Feltham.

Neighbourhood Centres

These are defined as serving the needs of residential areas away from Metropolitan, Major and District Centres, but not large enough to offer a full range of services or to create substantial competition. Centres within the Borough are split into major' centres (the largest centres which have primary and secondary frontages) and minor centres (those smaller centres which are not large enough to split into primary and secondary frontages but still have an important role within the hierarchy).

Key Local Parades

These are significant, clearly defined shopping centres or parades which serve the surrounding residential areas and meet their everyday, convenience good needs.

Other Local Shops

These are small parades or individual shops which serve people's day to day shopping needs close to home.

Sites of Archaeological Importance

A site where significant archaeological remains may survive, and where site investigation will be required.

Sites of Metropolitan Importance for Nature Conservation

Sites which contain the best examples of London's habitats. This includes sites which contain rare species, rare assemblages of species, important populations of species, or which are of particular significance within large areas of otherwise heavily built-up London. (From London Ecology Unit's Nature Conservation in Hounslow (1990)).

Sites of Special Scientific Interest (SSSI)

Areas of special interest by reason of their fauna, flora, geological or physiographic features, notified to the Local Authority by the Nature Conservancy Council.

Statutory Undertakers

Defined under Section 262 of the Town and Country Planning Act 1990, the term includes the suppliers of gas, electricity, water and sewerage, the Post Office, Civil Aviation Authority and also those organisations authorised by legislation to carry on any railway, road transport and water transport undertaking.

Supplementary Planning Guidance (SPG)

Guidance relating to specific areas and topics for those preparing and considering planning applications, which supplements proposals and policies in the UDP. Although SPGs do not carry the same weight as the Plan policies, they nevertheless may be taken into account as a material consideration.

Thames Policy Area (TPA)

This area is defined on Proposal Map 3 and is a designation that acknowledges the strategic importance of the Thames and its surrounding environment. The designation pays regard to: open spaces and buildings which may relate to and have an impact on the river; surrounding land uses and river related activities; existing designations such as Conservation Areas; the need for a clear boundary related to specific geographical features; and coherence with neighbouring boroughs.

Tree Preservation Order

An order made by the Local Planning Authority under Section 198 of the Town and Country Planning Act 1990 to protect selected trees or woodland if their removal would have a significant impact on the environment and its enjoyment by the general public. Permission must be obtained from the local authority prior to the felling, pruning, etc of the trees.

Unitary Development Plan

The purpose of the Plan is to provide an up-to-date planning framework for the control of development in the Borough. The Plan must cover the whole Borough and state clearly and concisely the Council's policies and proposals for land use within the Borough, explaining relevant environmental, economic, social and other considerations.

Use Class Order 1987

The Town and Country Planning Use Classes Order 1987 lists 16 Classes of Use. A change from one use to another within the same class does not constitute development and therefore does not require planning permission. The operative order is the Town and Country Planning (Use Classes) Order 1987. Groups commonly used in the UDP are:

Class A1 Retail Use (Shop)

Class A2 Financial or Professional Services (other than health or medical services), being services which it is appropriate to provide in a shopping area, and where the services are provided principally to visiting members of the public.

Class A3 Food and Drink - use for the sale of food and drink for consumption on the premises or of hot food for consumption off the premises.

Class B1 Business - use for any or all of the following purposes:

- (a) As an office other than use within Class A2;
- (b) for research and development of products or processes; or
- (c) for any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2 General Industrial - use for the

carrying on of an industrial process other than one falling within Class B1(c).

Class B8 Storage or Distribution.

Wheelchair Housing

Special housing built to meet the specific needs of people who use wheelchairs. This involves wheelchair access to all principal rooms involving above average space standards.

Windfall Sites

Potential sites for development which are unanticipated and can play a significant role in the process of supplying housing land.





APPENDICES

1. PRIVACY AND SPACING BETWEEN BUILDINGS
2. WASTE MANAGEMENT AND COLLECTION IN RESIDENTIAL DEVELOPMENTS
3. PARKING STANDARDS
4. HIERARCHY OF PUBLIC OPEN SPACE AND STANDARDS FOR FORMAL AND INFORMAL SPORT AND RECREATION
5. SUPPLEMENTARY PLANNING GUIDANCE





APPENDIX 1

PRIVACY & SPACING BETWEEN BUILDINGS

- 1.0 The design and layout of a development should ensure sufficient privacy for its intended residents in the dwelling and to a smaller area of garden close to each dwelling. A rear garden area adjoining the dwelling and extending some 3m deep, if screened, is likely to serve as an outdoor extension of the living room.
- 2.0 A distance of at least 21m (70ft) is recommended between the windows of habitable rooms which directly face those of another habitable room, or windows of any other premises where these give light and outlook to rooms normally occupied during the day; in the case of windows of non-habitable rooms, within 21m of another facing window, obscured glazing would be considered acceptable.
- 3.0 Roof terraces and balconies are not acceptable where they would directly overlook neighbouring habitable rooms or gardens.
- 4.0 In calculating the effects of a particular development on outlook, the natural features of the site, including slope, will need to be taken into account, together with the effects of existing and potential extensions.





APPENDIX 2

WASTE MANAGEMENT AND COLLECTION IN RESIDENTIAL DEVELOPMENTS

- 1.0 Adequate provision should be made for the storage of refuse and materials for recycling and composting and for convenient access for its deposit and collection. Refuse enclosures should be located not more than 25m from the nearest access point for collection vehicles and paladin refuse containers not more than 9m. There must not be any steps or steep ramps on the way. The Council should be consulted on the arrangements. Where refuse collection cannot be undertaken from the rear or side of a property, refuse enclosures should be provided in the forecourt or front garden. They should be designed so that they are integrated with the building or boundary enclosures and well screened preferably by planting.





APPENDIX 3

PARKING STANDARDS

All developments must provide off street parking and servicing facilities in accordance with the Council's parking standards. It should be noted that standards relating to all development should be considered as a maximum unless there are exceptional circumstances (See Policy T.1.4). In some instances parking provision is broken down into two parts, "Operational" and "Non-Operational".

Operational parking caters for the essential needs of a development and includes:

- an allowance for some journeys made by people working unsocial hours;
- an allowance for cars catering for people with disabilities;
- an allowance for people concerned with the maintenance of the site and buildings (in addition to space for vehicles during loading and unloading);
- an allowance to cater for the special needs of a particular activity for which the development is designed or that is known to be its use.

Non-operational requirements, includes parking for vehicles used solely as a means of travel to work and visitor car parking.

Parking spaces for cars driven by or carrying a person with a disability should provide sufficient room for transfer between wheelchair and car and to enable the car door to be fully opened within the bay.

For car parks associated with shopping areas, leisure or recreational facilities and places open to the general public up to 200 spaces: 6% of capacity subject to a minimum of 3 spaces to be reserved; over 200 spaces: 4% plus 4 spaces. In all car parks the level of provision should be monitored to ensure that neither too few nor too many disabled bays have been reserved.

Further information on the size and layout of car parking spaces is contained in Supplementary Planning Guidance "Think Access".

**APPENDIX 3
LONDON BOROUGH OF HOUNSLOW PARKING STANDARDS**

RESIDENTIAL STANDARDS	
Development & Parking Standards	Location & Comments
<p><u>Residential (General)</u> <i>studio unit:</i> 1 space per 2 units - all spaces to be generally accessible</p> <p><i>1 and 2 bedroom unit:</i> 1 space per unit + 10% visitor space per unit</p> <p><i>3+ bedroom unit:</i> 2 spaces per unit</p> <p>6% of visitors parking spaces to be for people with disabilities.</p> <p><i>Wheelchair Housing</i> Provision as above with a minimum of one wider space.</p>	<p>Parking spaces for each dwelling, whether single or part of a comprehensive residential development, should be closely related with regard to design and location with dwellings served.</p> <p>Wherever possible, parking should be provided within the curtilage of the dwelling. However, if a development cannot include parking within the curtilage then each garage / space should be not more than 40 metres from that dwelling.</p> <p>Casual parking spaces shall be in the form of visible spaces outside of the curtilage of the dwelling to cater for additional cars owned by residents, personal visitors and casual parking by residents, as well as serving other visitors, e.g. salespeople, gas and electricity workers, etc.</p> <p>In some instances a lower provision may be appropriate in circumstances where public transport accessibility is high, car ownership levels are proven to be low, and the site in question is, or will be, within a controlled parking zone. Car free developments will be considered in the context of the above criteria and subject to a s.106 agreement. In exceptional circumstances a higher level of parking may be required.</p>
<p><u>Residential - Affordable Housing</u> (See UDP Glossary for definition). <i>studio units</i> : 0.5 spaces per unit all spaces to be generally accessible</p> <p><i>1& 2 bedroom units:</i> 0.5 spaces per unit + 20% visitor space per unit</p> <p><i>3/4 bedroom units:</i> 1 space per unit + 10% visitor space per unit</p> <p><i>5+ bedroom units:</i> 1space per unit + 1 visitor space per unit</p> <p>6% of visitors parking spaces to be for people with disabilities</p> <p><i>Wheelchair Housing</i> Provision as above with a minimum of one wider space</p>	<p>As above plus:</p> <p>These standards are applicable only to developments which conform to the UDP definition of affordable housing, and are guaranteed to remain as such.</p>

RESIDENTIAL STANDARDS	
Development & Parking Standards	Location & Comments
Units for elderly people (without warden) 0.5 spaces per unit to be generally accessible.	
<u>Sheltered accommodation</u> 1 space per 5 units	
<u>Elderly Person's Homes</u> 1 space per 5 rooms.	
<u>Residential Conversions</u> Each case will be considered on its own merits dependent on: i) residential standard for new developments ii) appropriateness to provide on site iii) on-street parking stress iv) availability of public parking v) environmental / townscape impact of on street parking	
<u>Residential Hostels</u> 1 space per 5 units	
MEDICAL STANDARDS	
<u>Hospital</u> 1 space per bed. 10% of all parking spaces shall be wider and allocated for people with disabilities	Includes provision for staff and visitors. In exceptional circumstances standards may be relaxed if the site is: a) particularly well served by public transport b) public parking facilities are in close proximity to the site. Particular attention should be given to the location of parking spaces to specific facilities, e.g. accident and emergency, physiotherapy. This is most relevant for orange badge holders although consideration should also be given to those people who may have a disability of a temporary nature. Where it is intended to make a charge for parking, dependent on specific site considerations, a controlled parking zone will need to be agreed and financed via a s.106 agreement with the Council to prevent on-street parking in the immediate area.
<u>Doctors and Dentists Surgeries and Clinics</u> 3 spaces per first consulting room, then 2 for each subsequent consulting room. 10% of all parking spaces shall be wider and allocated for people with disabilities.	The availability of nearby parking will be taken into consideration. Relaxation from this requirement will only be considered where it is not appropriate to provide parking on site and where it is assessed that the vehicular activity generated by the use will not be detrimental to highway safety or add to/ create on street parking stress. The operational requirements of the practise should be provided for as a first priority. Remaining spaces should be allocated for visitors and marked accordingly.

HOTEL/MOTELS STANDARDS	
Development & Parking Standards	Location & Comments
<p><u>Hotels, Bed and Breakfast and Guest houses</u> Minimum : 1 space per 5 bedrooms plus 1 space per 25 sq.m conference facilities plus 1 coach space per 200 bedrooms or part thereof. Maximum: 1 space per 2 bedrooms plus 1 space per 5 sq.m conference facilities.</p>	<p>The application of minimum and maximum standards will largely relate to the PTAL of the site and its anticipated use in relationship with adjoining land uses and occupiers.</p>
<p><u>Motels</u> 1 space per bedroom + 1 space per 3 staff members. 1 coach space for every 200 rooms. 1 wider space for people with disabilities per each room designed to wheelchair standard</p>	
RETAIL STANDARDS	
<p><u>Retail Warehousing (including DIY) and Garden Centres</u> General(Including electrical): 1: 35 sq.m Includes outdoor sales area Furniture: 1: 60 sq.m 1 Lorry space per 500 sq.m For car parks up to 200 spaces, 6% of total parking provision subject to a minimum of 3 spaces should be designed for and allocated to people with disabilities. Over 200 spaces: 4% plus 4 spaces. Such spaces should be located as close to the building entrance as possible. In appropriate circumstances, wider spaces should be provided for people with young children (6%).</p>	<p>Each lorry space to allow for 16.5 m. articulated lorries. Loading bays are included as lorry spaces in the overall requirement. However, a minimum of 20% or 1 space (whichever is the greater) should be separately provided for waiting purposes.</p> <p>Where necessary applicants will be expected to fund local parking restrictions to control any overflow parking from their site.</p> <p>Where desirable and practical the Council will expect the applicant to enter into a s.106 agreement for public use of the car park. This is particularly relevant to town centre / edge of centre sites.</p> <p>Drop off points should also be provided at the primary entrance of the building to assist people with impaired mobility.</p>
<p><u>(Food superstore (greater than 2500 sq.m.)</u> Town Centre 1:25 sq.m. Edge of Town Centre: 1:20 sq.m. Out of Town Centre: 1: 20 sq.m. 1 goods bay per 500 sq. m. For car parks up to 200 spaces, 6 % of total parking provision subject to a minimum of 3 spaces should be designed for and allocated to people with disabilities. Over 200 spaces: 4% plus 4 spaces. Such spaces should be located as close to the building entrance as possible. In appropriate circumstances, wider spaces should be provided for people with young children (6%).</p>	<p>See above.</p>

RETAIL STANDARDS	
Development & Parking Standards	Location & Comments
<p><u>Food Supermarkets > 1000 sq.m, < 2500 sq.m.</u> Number of places judged on merit, having regard to the nature and location of development, its likely traffic generation and the availability of suitable alternative parking facilities nearby. 6% of total parking provision subject to a minimum of 3 spaces should be designed for and allocated to people with disabilities. Such spaces should be located as close to the building entrance as possible. The level of provision should be monitored to ensure that neither too few nor too many disabled bays have been reserved.</p>	
<p><u>General Retail</u> Chiswick and Hounslow Town Centres 1-100 sq. m. Remaining parts of the borough 1-50 sq.m. Plus Loading and Unloading. In large developments, an element of control will be sought. Schemes providing more than 10 parking spaces should design and allocate 6% for people with disabilities, subject to a minimum of 3 spaces; over 200 spaces: 4% plus 4 spaces. The level of provision should be monitored to ensure that neither too few nor too many disabled spaces bays have been reserved.</p>	<p>In many instances, e.g. Hounslow Town Centre, on site customer car parking will be wholly inappropriate and the Council will seek public transport improvements. In these circumstances the applicant will be expected to enter into a s.106 agreement with the Council. In all circumstances the operational requirements of the development should be acceptable to the appropriate Highway Authority.</p>
<p><u>A2 - Financial and Professional Services</u> Chiswick and Hounslow Town Centre 1: 600sq.m Remaining parts of the Borough 1: 200sq.m</p>	<p>See above.</p>
EATING AND DRINKING ESTABLISHMENTS STANDARDS	
<p><u>Restaurants, cafes, wine bars, pubs and licensed clubs</u> Controlled parking zones - 1 space per 16sq.m. of public area. Remainder of the Borough - 1 space per 8 sq.m. of public area. For each 80 sq.m. of public floor area one parking space should be wider and allocated for people with disabilities (subject to a minimum of 1 space).</p>	<p>In some instances it may be appropriate for a contribution to be made for public transport improvements/shoppers and residents parking schemes, rather than having on site provision. In these instances applicants will be expected to enter into a s.106 agreement with the Council.</p>
<p><u>Hot Food Takeaways</u> Each case will be considered on its merits in relation to location, hours of operation, highway safety and availability of alternative parking, delivery and collection facilities.</p>	

EMPLOYMENT STANDARDS	
Development & Parking Standards	Location & Comments
<p><u>B1 - Office, Research and Development, Light Industry</u></p> <p>The general standard to be applied is 1:200 sq.m. Applications which propose more than this standard will be considered in the light of the criteria set out in the comments schedule of this schedule.</p> <p>Within regeneration areas including Brentford and Feltham Town Centres the standard to be applied is 1:100 sq.m.</p> <p>If sites within regeneration areas are considered to be particularly well served by public transport it may be appropriate to require a standard between 1:100 sq.m., and 1:200 sq.m.</p> <p>In Hounslow and Chiswick Town Centres, parking should only be provided on site at a ratio of 1:600sq.m to provide for operational purposes. Operational parking must be provided on site.</p> <p>In instances where units are smaller than 300 sq.m., this may result in parking in excess of 1:200sq.m. in order to facilitate the operational requirements of the business.</p> <p>Disabled persons provision - up to 1000 sq.m., 1 wider space per 800 sq.m. or part thereof. Thereafter 1 per 2500 sq.m. where development requires.</p> <p>Lorry parking provision of 1:500 sq.m.</p>	<p>The general standard is a maximum standard. This may only be exceeded where it can be specifically justified in relation to the particular characteristics of the development, having regard to:</p> <ul style="list-style-type: none"> ● The location of the development and its compliance with Policy IMP.1.1 ● The current and potential level of public transport accessibility following improvements programmed for implementation ● The existing and forecast traffic levels in the area and the level of traffic restraint considered appropriate by the Council ● Existing and potential Controlled Parking Zones ● The impact on the environment, particularly with regard to traffic congestion and air pollution ● The relationship of parking policy with that of neighbouring boroughs. <p>In certain instances where it is considered appropriate and desirable e.g. as part of major development proposals, all parking can be provided on site provided this is subject to a s.106 agreement for public management and use.</p> <p>In all new developments, the need for public transport improvements will have to be considered and a financial contribution via a s.106 agreement with the Council may be appropriate in some instances.</p> <p>Where desirable and practical, dual use of spaces will be encouraged.</p> <p>In appropriate circumstances, applicants will be required to indicate flexibility in the use of space in order that this does not unduly prejudice changes within the business use class. The general standard may be adjusted in the case of managed workspace and small units dependent on the scale and location of the development and the terms of any lease agreement.</p> <p>Each lorry space to allow for 16.5 m. articulated lorries. Loading bays are included as lorry spaces in the overall requirement. However, a minimum of 20% or 1 space (whichever is the greater) should be separately provided for waiting purposes.</p>

EMPLOYMENT STANDARDS	
Development & Parking Standards	Location & Comments
<p><u>B2- B7 General and Special Industry</u> See above B1 standards.</p> <p>Must include 1 lorry space per 500 sq.m. Disabled persons provision - up to 1600 sq.m. - 1 wider space; up to 3200 sq.m. - 2 wider spaces. Thereafter 1 per 5000 sq.m. or part thereof.</p>	<p>Applicants will be required to indicate flexibility in the use of space in order that this does not unduly prejudice changes within the Class B uses. The minimum 4 car spaces standard may be adjusted in the case of managed workspace and small units dependent on the scale and location of the development and the terms of any lease agreement.</p> <p>Each lorry space to allow for 16.5m articulated lorries. Loading bays are included as lorry spaces in the overall requirement. However, a minimum of 20% or 1 space (whichever is the greater) should be separately provided for waiting purposes.</p>
<p><u>B8 Warehousing</u> As above (B2-B7)</p>	<p>Applicants will be required to indicate flexibility in the use of space in order that this does not unduly prejudice changes within the business use class.</p>
EDUCATION STANDARDS	
<p><u>Primary/ Secondary Schools</u> 1 space per teacher 6% of all parking provided should be wider and allocated for people with disabilities.</p>	<p>This standard includes provision for staff and visitors. Any proposed community/ further education use of the school will be taken into account and the standard for 'Further Education' applied in appropriate circumstances.</p>
<p><u>Further Education</u> Maximum 1 space per 2 staff + 1 space per 15 students. 6% of all parking provided should be wider and allocated for people with disabilities.</p>	<p>In assessing the number of spaces required, the public transport accessibility of the site together with any publicly available parking will be taken into account. Dual / public use will be encouraged. Improvements in access by sustainable modes, funding for traffic management and the submission of green transport plans will be promoted as appropriate.</p>
<p><u>Day Nurseries / Child Care premises (excluding educational buildings)</u> 1 space per 2 staff plus adequate space for delivery and collection of children. At least 1 space should be designed for people with disabilities.</p>	<p>Relaxation from this requirement will only be considered where it is not appropriate to provide parking on site and where it is assessed that the vehicular activity generated by the use will not be detrimental to highway safety.</p>

RECREATION / LEISURE STANDARDS	
Development & Parking Standards	Location & Comments
<u>Recreation / Leisure Uses</u> 1 space per 5 patrons - calculated upon the maximum capacity of the premises. For car parks up to 200 spaces 6% of overall parking to be wider and allocated for people with disabilities, subject to a minimum of 3 spaces; Over 200 spaces: 4% + 4 spaces.	Includes cinemas, theatres, concert halls, public halls, dance halls, community centres. In some circumstances, a lower standard will be acceptable dependent on the level of public transport facilities available and the local on-street / off-street parking situation. In appropriate cases any spaces provided to be in publicly accessible car park with charges in accordance with the Council's charging policies for off-street car parks.
<u>Sports and Leisure Complexes, Swimming Pools</u> 1 space per 12 sq. m.	In instances where more than one use is provided within the complex, the sports and leisure standard will apply.
<u>Tennis and Badminton Clubs</u> 2 spaces per court	
<u>Squash Clubs</u> 2 spaces per court	
<u>Exhibition Halls</u> 1 space per 6 sq. m.	
MISCELLANEOUS STANDARDS	
<u>Minicab Office</u> Each case will be considered on its merits in relation to location, hours of operation, highway safety, availability of alternative parking and the effects on neighbouring occupiers.	
<u>Places of Worship</u> 1 space per 10 patrons. 6% of all parking provision should be designed and allocated for people with disabilities (subject to a minimum of 1 space).	
<u>Cycle provision in all Developments</u> 1 space : x sq.m. Schools Primary 600 Secondary 200 Hospital 700 Retail 550 Housing General 150 Student 100 Sheltered 450 Health Centres 350 Offices 700 Pubs/ Restaurants 140 Hot Food take away 70 Cinemas/ Theatres 450 Leisure Centres/ Sports 300 Factories/ Warehouses 850 Railway Stations 5 per train per hour (Peak Period) Bus Stations 2 per hundred passengers (Peak Flow)	Cycle parking should normally take the form of Sheffield stands and be located in a safe, secure and accessible location, preferably undercover. In certain instances the standard will be relaxed where the location of stands would result in an unacceptable obstruction to the highway. In flatted or communal accommodation a cycle parking / storage area should be provided within the building in all appropriate circumstances, with a minimum of 1 space per 2 units. Provision in excess of this may be appropriate particularly in student accommodation. In appropriate circumstances, for example town centres or parades of shops, the Council will seek s.106 contributions towards communal provision of cycle parking facilities by the Council in public areas.



APPENDIX 4

HIERARCHY OF PUBLIC OPEN SPACE AND STANDARDS FOR FORMAL AND INFORMAL SPORT AND RECREATION

When applying its policies relating to the provision of new publicly accessible open space (See Policy ENV-N.1.10) the Council will use the Strategic Planning Guidance (RPG3, 1996) and LPAC's Strategic Advice (1994) 'Types of Publicly Accessible Open Space in London' methodology which is considered to provide an appropriate London-wide standard, as well as the National Playing Field Association (NPFA) 'Six Acre Standard' for playing fields and other outdoor play space.

PUBLIC OPEN SPACE HIERARCHY

The hierarchy for publicly accessible open space in London is to be found in LPAC's Strategic Planning Guidance for London (1994) and is included in RPG3 for London (1996). It is considered by LPAC to be the most appropriate method for assessing public open space catchment and deficiency areas. An earlier version of this hierarchy is included within PPG 17 as an example of a standard. The six categories are:

Type and Main Function	Approx. Size and Catchment Distance from Home	Characteristics
<u>Regional Parks and Open Spaces</u> (Linked Metropolitan Open Land and Green Belt Corridors) Weekend and occasional visits by car or public transport	400 hectares 3.2 - 8km (2 miles - 5 miles)	Large areas and corridors of natural heathland, downland, commons, woodlands and park land also including areas not publicly accessible but which contribute to the overall environmental amenity. Primarily providing for informal recreation with some non-intensive recreation uses. Car parking at key locations.
<u>Metropolitan Parks</u> Weekend and occasional visits by car or public transport	60 hectares 3.2km or more where the park is appreciably larger (2 miles)	Either (i) natural heathland, downland, commons, woodlands, etc, or (ii) formal parks providing for both active and passive recreation. May contain playing fields, but at least 40 hectares for other pursuits. Adequate car parking.

<u>District Parks</u> Weekend and occasional visits by foot, cycle, car and short bus trips	20 hectares 1.2km (0.75 miles)	Landscape setting with a variety of natural features providing for a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups, and informal recreation pursuits. Should provide some car parking.
<u>Local Parks</u> For pedestrian visitors	2 hectares 0.4km (0.25 miles)	Providing for court games, children's play and sitting out areas, nature conservation, landscaped environment and playing fields if the parks are large enough.
<u>Small Local Parks and Open Spaces</u> Pedestrian visits especially by old people and children particularly valuable in high density areas.	Under 2 hectares 0.4km (0.25 miles)	Gardens, sitting out areas, children's playgrounds or other areas of a specialist nature, including nature conservation areas.
<u>Linear Open Space</u>	Variable wherever possible	Canal tow-paths, paths, disused railways and other routes which provide opportunities for informal recreation, including nature conservation, often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space.

Source: Advice on Strategic Planning Guidance for London - LPAC 1994

There are also some forms of open space which are not included in this hierarchy, such as private open space and public spaces with no facilities, e.g. seating, play equipment (such provisions are minimum requirements for the hierarchy). These kinds of sites are recognised for their open land contribution in the Hounslow Open Space Study (1997).

The Council is reviewing this Study's methodology, in the light of the recent LPAC and GLA research and aims to publish a revised study during the life span of this Plan.

NPFA STANDARD FOR OUTDOOR PLAY SPACE

The NPFA standard is a long-standing national standard which is also included in PPG17 as an example.

The standard recommends a minimum outdoor playing space of 2.43 hectares per 1,000 population. Depending upon the population profile of the area, the total standard should be met by an aggregation of space within the following ranges:

- A Youth and adult use
0.6 - 1.8 ha (4 - 4.5 acres)

- B Children's use
 - B1 Outdoor equipped playgrounds for children of whatever age 0.2 - 0.3 ha (0.5- 0.75 acres).

 - B2 Casual or informal play space within housing areas
0.4 - 0.5 ha (1 - 1.25 acres).

The Open Space Study applies these standards to Hounslow. This will be updated as circumstances change.





APPENDIX 5

SUPPLEMENTARY PLANNING GUIDANCE

PLANNING GUIDANCE

Policy not saved & cannot be used from 28th Sept 2007

- ~~1. Think Access—Design for Accessibility-2000 (covers access issues for disabled people)~~
2. Supplementary Planning Guidance 1997 (covers general design standards and controls, additional standards and controls and residential standards and controls)
3. Residential Extension Guidelines 2003

Policy not saved & cannot be used from 28th Sept 2007

- ~~4. Affordable Housing 2002~~
5. Sustainability Checklist 2003

PLANNING STRATEGY

1. CPA1 Strategy 1999
2. Thames Landscape Strategy - Hampton to Kew 1994
3. Brentford Town Centre Action Plan 1999
4. Chiswick Town Centre Action Plan 1998
5. Hounslow Town Centre Action Plan 1999
6. Feltham Town Centre Action Plan 1998
7. Waterside Strategy 1993
8. Thames Strategy - Kew to Chelsea 2002

PLANS

Green Belt Management Plan 1992

PLANNING BRIEFS

1. Land Fronting South Ealing Road and Clayponds Gardens Estate Brentford, 1999

Policy not saved & cannot be used from 28th Sept 2007

~~2. British Gas Site, Former St. George's Church and Thames Water Site, High Street/Kew Bridge Road, Brentford, 1998~~

3. Key Site 1, Hounslow 1999
4. Feltham Arena/Blenheim Park 1999
5. Land South of the High Street, Brentford (DS2) 1998
6. Land to the South of Astronaut House, Hounslow Road, Feltham (Draft Brief) 1998
7. The Centre and Highfield/Homecourt, Feltham 1998

Policy not saved & cannot be used from 28th Sept 2007

~~8. Ferry Lane, Brentford 1997~~

9. Syon Park 1998
10. Kew Bridge Road North Goods Yard, Lionel Road, Brentford 1999
11. Scottish Widows/ Kew Bridge Site, Land between Bridge Road and the River Thames, Brentford 2001
12. Heston Campus and TA Centre, Heston 2001
13. Griffin Park, Braemar Road, Brentford 2002
14. Former LT Sports Ground, Gresham Road 2002
15. Hounslow Bus Garage and Adjoining Land Kingsley Road, London Road, Hounslow 2002
16. Brunel University - Osterley Campus 2003

SPGs do not carry the same weight as UDP policies with regard to the application of Section 54A of the Town and Country Planning Act 1990, but they nevertheless may be taken into account as a material consideration.

PLANNING ADVICE

Sustainable Construction Guide for the Development Industry 2003.