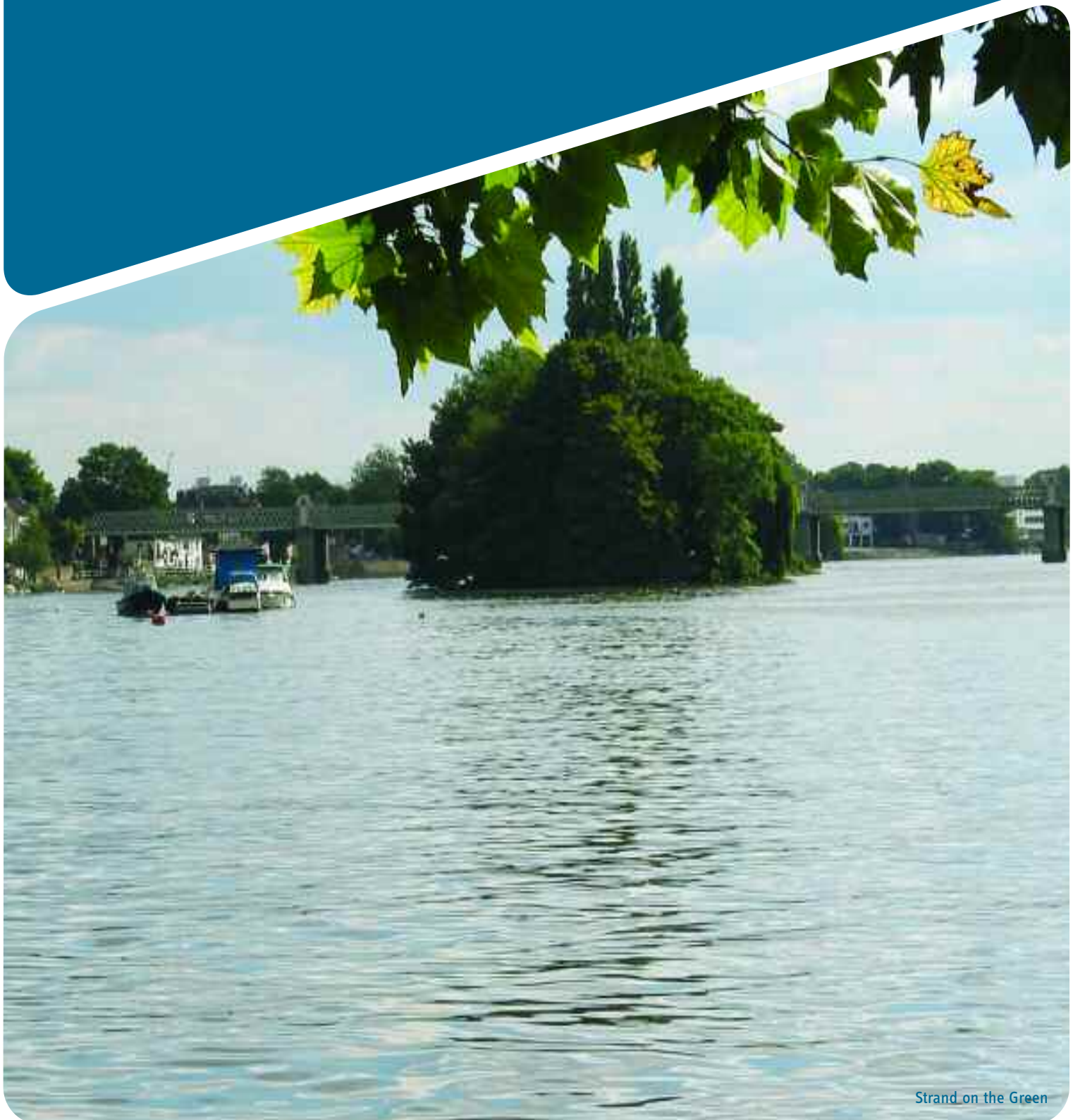


WATERWAYS

**London Borough of Hounslow
Unitary Development Plan Adopted December 2003**







WATERWAYS POLICIES

OBJECTIVE ENV-W.1

To protect and enhance the status, quality and vitality of the Thames Policy Area as defined on the Proposals Map.

POLICY ENV-W.1.1 DESIGN IN THE THAMES POLICY AREA

All development proposals within the Thames Policy Area as designated on the Proposals Map should normally:

- (i) respect the scale, mass, height, silhouette, skyline, layout, materials and colour of buildings adjacent to and in the vicinity of the River;
- (ii) optimise locational advantage by establishing and reflecting a relationship with the River;
- (iii) treat the River as a frontage to create an attractive and inviting environment with a compatible River bank edge;
- (iv) take account of the relationship with buildings and structures of particular sensitivity, including listed buildings and prominent landmarks;
- (v) foster good urban design and wherever possible, open up views and create pedestrian routes, squares and open spaces which allow safe and secure public access to and along the River;
- (vi) have regard to the potential prominence and visibility of the development and seek to protect local views along and across the Thames, (See Map ENV-B2 and Policies ENV-B.1.2. and ENV-B.1.3 on buildings and high structures);

(vii) be accompanied by a design statement prepared by the applicant for significant development proposals;

(viii) comply with other relevant UDP policies, including ENV-B1.1 'New Development'.

Reasons

5.1

The Thames is London's best known natural feature and is a major environmental asset to London and Hounslow, as such it is vital that any new development or redevelopment within the Thames Policy Area should optimise the potential of riverside locations and contribute to improving the quality of the Thames Riverside environment (As indicated by Policies IMP.2.1 and IMP.5.2).

5.2

It should also be noted that the Council has adopted its 1994 Waterside Strategy as SPG which involved a more detailed appraisal of the stretch of the River Thames within the Borough.

5.3

The Council is a partner in and committed to the implementation of the 1994 Thames Landscape Strategy - Hampton to Kew which has also been adopted as SPG, as well as the Thames Strategy - Kew to Chelsea. Both Strategies provide detailed appraisals of the River Thames, as suggested in RPG3B, and their recommendations can influence the Thames Policy Area boundary in Hounslow. The strategies and Council's active involvement in them underlines our commitment to policies and projects which enhance and improve the Thames Policy Area as indicated by Policies IMP. 2.1 and IMP. 5.2.

5.4

The appearance of a development and its relationship to the surroundings are important planning considerations, which are particularly relevant in sensitive locations such as the Thames Riverside. Good building design and treatment of the spaces between buildings, are essential for the creation of attractive and inviting river environments. Design should complement the Riversides distinct identity whilst increasing permeability, pedestrian access and opening up views to and along the River.

5.5

Applicants for significant development proposals should consult the Planning Authority and other relevant groups such as the local community, the Environment Agency, English Heritage, the Royal Fine Arts Commission, the Port of London Authority and adjoining boroughs prior to submitting a formal planning application.

5.6

Design statements accompanying applications for significant development in the Thames Policy Area should include:

(A) An assessment of scale, mass, height, silhouette, density, layout, materials and colour in relation to:

- (i) the local context, including the River frontage
- (ii) impacts on local views, across along and from the River
- (iii) the skyline
- (iv) local landmarks and historic buildings and structures.

(B) Proposals for:

- (i) visual and physical permeability and links with the River's hinterland
- (ii) protecting and enhancing public access to and along the River
- (iii) landscaping, open spaces and street furniture
- (iv) lighting

and if appropriate:

- (v) river edge treatment
- (vi) river related uses.

(C) The results of the consultation outlined above with relevant bodies.

POLICY ENV-W.1.2 MIXED USES IN THE THAMES POLICY AREA

The Council will encourage a mixture of uses within the Thames Policy Area at a scale appropriate to a riverside setting, including public uses, especially on the lower floors of buildings fronting the river with access to and from the River front with attractive frontages.

Reasons

5.7

To foster a variety of uses, including social, leisure and river related uses, which add to the area's vitality, increase public access, encourage the enjoyment of Riverside amenities and where possible contribute to the reuse and recycling of land subject to proposals complying with other Thames Policy Area policies.



Low tide at the London Apprentice, Isleworth

POLICY ENV-W.1.3 IMPORTANT VIEWS AND STRUCTURES IN THE THAMES POLICY AREA

The Council will seek to protect the important Thameside views listed in Table ENV-B.1, together with the following structures and their settings which are associated with the River Thames and its history, from inappropriate development:

ISLEWORTH

"Nazareth House", Richmond Road
"The London Apprentice Public House",
58/60/62 Church Street
49/51/53 Church Street
55/57 Church Street
59 Church Street
61 Church Street
"Butterfield House", 63/65 Church Street
All Saints Church, Church Street
Syon Pavilion Boathouse, Syon Park
Syon House Conservatory, off Park Road
Syon House off Park Road
The Old Green School, Park Road
Ferry House
Holland House

BRENTFORD

Peerless Pumps, Ferry Lane
Former St. George's Church (now the Musical Museum), Brentford High Street
Former Metropolitan Water Board Pump House Tower (part of the Steam Museum), Kew Bridge Road
Kew Bridge, Kew Road
Pump Alley Cottages
66/68 High Street
Public House and adjoining Cottage, Ferry Square
The Old Fire Station, High Street
60 High Street
Old Sewerage Pump House, Chimney Base and associated period buildings in Town Meadow
The Cottage, Town Meadow
56 High Street

STRAND ON THE GREEN

97/96/95 Strand on the Green
"Pier House", Strand on the Green
"Cafe Rouge", 85 Strand on the Green
"Rose Cottage", 84 Strand on the Green
83 Strand on the Green

"Bell and Crown Public House",
13 Thames Street
71 Strand on the Green
"Zachary House", 70 Strand on the Green
68 & 69 Strand on the Green
66 & 67 Strand on the Green
"Zoffany House", 65 Strand on the Green
"Magnolia House", 64 Strand on the Green
1/2/3/4 The Moorings, Strand on the Green
"Compass House", 61 Strand on the Green
57/59/60 Strand on the Green
"Old Ship House", 56 Strand on the Green
52/53/53a/54/55 Strand on the Green
50 Strand on the Green
49 Strand on the Green
46/47 Strand on the Green
"Picton House", 45 Strand on the Green
"Wisteria House", 44 Strand on the Green
28 & 29 Strand on the Green
"The City Barge", 27 Strand on the Green
20/21/22 Strand on the Green
Kew Railway Bridge
"The Bull's Head Public House", 17 Strand on the Green
10/11/12/13/14 Strand on the Green
"Hopkin Morris Cottages", Strand on the Green
4/5/7 Strand on the Green
2 & 3 Strand on the Green
"Strand on the Green House",
1 Strand on the Green
78 Grove Park Road
72/74 Grove Park Road
70 Grove Park Road
68 Grove Park Road
Former Redcliffe College, Grove Park Road
University of London Boathouse, Hartington Road
"Hartington Court", Hartington Road

DUKE'S MEADOWS
Chiswick Bridge, Great Chertsey Road
Barnes Railway Bridge

OLD CHISWICK
St. Nicholas's Church, Church Street
"The Vicarage", Church Street
"Woodroffe House", Chiswick Mall

Reasons

5.8

Structures and their settings associated with the Thames will be protected as they make a significant contribution to Riverside character, form readily recognisable landmarks and frame valued vistas along or across the River.

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

~~POLICY ENV-W.1.4~~

~~ARCHAEOLOGY OF THE THAMES POLICY AREA~~

~~The River Thames has a rich archaeological heritage. The Council will expect applicants to have properly assessed and planned for the archaeological implications of their proposals where development may affect land of archaeological significance. Applications for development within the Thames Riverside Archaeological Priority Area (Map ENV-B3), should also comply with the relevant requirements of Policy ENV-B.3.2 'Sites of Archaeological Importance'.~~

Reasons

5.9

~~The Council is committed to the protection and preservation of the River Thames archaeological heritage. The Thames Foreshore Survey 1998 by English Heritage records archaeological features along the tidal Thames foreshore and will assist in the identification of appropriate sites and their importance.~~

POLICY ENV-W.1.5 NATURE CONSERVATION IN THE THAMES POLICY AREA

The Council will protect, conserve and enhance the River Thames natural environment, including natural landscapes, habitats and species of nature conservation interest and habitats associated with the Thames and its islands. An assessment of the likely effect of development proposals on the ecology of the River Thames will be sought where these are likely to have a significant impact. An Environmental Impact Assessment will be required where appropriate (See Policy ENV-P.1.1).

Reasons

5.10

The River Thames is an important natural resource for wildlife, providing opportunities for the dispersal of plants and the movement of animals. The Thames and its Islands is a site of Metropolitan importance for nature conservation and supports a number of major

wildlife habitats not found elsewhere such as large areas of intertidal mudflats. It is therefore important that the nature conservation interest of the Thames is protected.

POLICY ENV-W.1.6 RIVER RELATED INFRASTRUCTURE AND OTHER FACILITIES

The Council will seek to protect operational sites, facilities and infrastructure that facilitate the use of the Thames, where appropriate, such as docks, basins, boatyards and riverside features.

The 1999 Port of London Authority Boatyard Study of The River Thames identified the following boatyards in the Borough for safeguarding:

Colliers Launches, Isleworth
B J Wood and Son, Isleworth
SPL Marine, Brentford
MSO Marine Construction, Brentford
Chiswick Grid, Chiswick

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

~~POLICY ENV-W.1.7~~

~~USE OF THE RIVER THAMES FOR PASSENGER TRANSPORT~~

~~The Council will encourage the use of the River Thames for passenger transport by facilitating the provision of new piers and supporting facilities, and the upgrading of existing piers appropriate to their location at focal points of activity along the River. Such facilities should be high quality, well designed, make provision for pedestrian access and foster convenient interchange between River services and other modes of public transportation. See also Objective T.1 and Policy T.2.8.~~

Reasons for Policies ENV-W.1.6 and ~~ENV-W.1.7~~ may be found in paragraph 5.12)

POLICY ENV-W.1.8 USE OF THE RIVER THAMES FOR FREIGHT TRANSPORT

The use of waterways for waterborne freight, including waste and aggregates, and freight related activities will be encouraged.

Waterside sites which are currently or could potentially, be used for the transshipment of freight will be retained and safeguarded against development that could preclude their future use for freight transport.

Development on these sites for purposes which could preclude their future use for the transshipment of freight will only be considered where it can be proven that the site is no longer required to fulfil strategic transport requirement in the Port of London. In the case of disused or non-operational sites, other sustainable transport uses must be considered first before use for other purposes.



Passenger Craft on the Thames at Strand on the Green

POLICY ENV-W.1.8A SAFEGUARDING WHARVES AGAINST INCOMPATIBLE DEVELOPMENT

Development in the vicinity of current or potential wharves should avoid uses which are incompatible with cargo-handling operations and take into account the need to minimise any conflict of use and disturbance which might jeopardise the wharf's future use as a cargo-handling site.

Reasons (Applicable to Policies ENV-W.1.8 and ENV-W.1.8A)

5.11

The Secretary of State has identified the PLA, the GLA and the Environment Agency as organisations capable of providing guidance on the location and suitability of wharf sites. Proposals to develop current or potential wharf sites should be accompanied by an assessment of the site addressing its strategic role in the Port of London and any other issues, such as environmental and navigational considerations, identified by the PLA, GLA and the Environment Agency.

POLICY ENV-W.1.9 USE OF THE RIVER THAMES FOR RECREATIONAL ACTIVITIES

The Council will protect and enhance existing river related facilities that contribute to recreational activities and events associated with the Thames. Where appropriate, moorings and associated facilities (and access to them) will be sought as part of development proposals within the Thames Policy Area. The needs of active recreational activities will need to be balanced against the passive enjoyment and nature conservation interests along some stretches of the River.

Reasons (Applicable to Policies ENV-W.1.6, ~~ENV-W.1.7~~ and ENV-W.1.9)

5.12

Transportation along the River brings back life and activity to the Thames, encourages better integration of Riverside development and complements the Council's commitment to sustainable development by supporting modes of transport that are environmentally less damaging and reducing traffic congestion.

5.13

The use of the River for transportation and recreation purposes relies on there being a sufficient number of riverside support facilities such as, boat building, servicing and repair facilities, mooring sites, boat houses, slipways, steps, stairs and landing places. When considering proposals for the redevelopment of such facilities for non-river related activities, the Council will take into account the provision of alternative facilities and the current supply

relative to the current or anticipated demand for these facilities. The Council will take into account relevant advice, including the NRA / Sports Council's 'A Recreation Strategy For The River Thames' for recreational issues and from the Port of London Authority, the London Port Health Authority and the Environment Agency on navigation, safety and environmental issues.

POLICY ENV-W.1.10 THE THAMES PATH NATIONAL TRAIL AND ACCESS TO THE RIVER

The Council will protect and enhance public access to, along and across the Thames, including existing public rights of access to the Thames Riverside along the route of the designated Thames Path National Trail, taking into account the needs of people with impaired mobility. Any new riverside development along the designated route of the Thames Path will be required to incorporate a riverside walkway with public access to that walkway and the surrounding network, and take account of the Countryside Agency's Thames Path Design Guidelines. Where it is practical, taking into account the available space and safety considerations, the Council will seek separate provision for cyclists to be incorporated alongside riverside walkways. The benefits associated with improving access to the Thames will need to be balanced against the passive enjoyment and nature conservation interests along some stretches of the River.

Reasons

5.14

Good pedestrian access to and along the River is vital for public enjoyment of the Thames and Thameside amenities. The Thames Path is a national trail designated by the Countryside Agency and the Council will use its best endeavours to safeguard the route to provide increased opportunities for walks and access to the route for all. Cycle access should be provided where possible (See Policy IMP.6.1.).

POLICY ENV-W.1.11 ACCESS TO THE THAMES FORESHORE

The Council will maintain and where appropriate, enhance opportunities for access to the foreshore subject to environmental, safety and resource considerations.

Reasons

5.15

The Thames tidal nature creates a foreshore which can have recreational and educational value. However, the public use of the foreshore needs to be balanced against environmental, archaeological and safety considerations, especially considering the fast flowing tides and high embankments along some stretches of the River. Being the major owner of most of the Thames foreshore, the Port of London Authority should be consulted on any formal access proposals. The Port of London Authority access survey found 26 access points in the Borough of varying community and environmental quality.

OBJECTIVE ENV-W.2

To protect and enhance the status, quality and vitality of all the Borough's water features and the waterside environment and to prevent an increased risk of flooding.

POLICY ENV-W.2.1 TIDAL DEFENCES - RIVER THAMES, CRANE, BRENT AND THE DUKE OF NORTHUMBERLAND'S RIVER

There will be a general presumption against development which would adversely affect the integrity of the tidal defences. Where development relating to tidal defences is permitted the Council will in consultation with appropriate bodies, require appropriate measures to be incorporated to protect the integrity of the defences.

Reasons

5.16

A breach in the tidal defences of the waterways could lead to significant flooding in areas of low lying land well away from the location of the breach. As such it is essential to protect people and property, that the integrity of the tidal defences is maintained. The Environment Agency should be consulted regarding any proposed works which are likely to affect these defences.



Grand Union Canal

POLICY ENV-W.2.2 THE GRAND UNION CANAL AND TOWPATH

The Grand Union Canal is an important water feature and the Council will encourage improvements to and promote the use of the Canal and towpath for recreation, leisure and nature conservation consistent with requirements for navigation and will:

- (i) seek the retention of canalside uses which are commercially related to the canal;
- (ii) encourage the retention and restoration of historic or traditional canal buildings or features;
- (iii) seek the retention and enhancement of canalside and aquatic vegetation and habitats;
- (iv) help to improve full access along and to the towpath;
- (v) ensure that all new developments or redevelopments along the Grand Union Canal frontage enhance the appearance of the canalside frontage in terms of building design, which is sympathetic in terms of height, scale, bulk and design and do not adversely affect existing views and landmarks or areas of ecological significance;
- (vi) have full regard to the London Canals Committees' design guidance for the canal when considering development proposals adjoining or affecting the canals.

Reasons

5.17

The Council recognises the value of the Grand Union Canal as a recreational, ecological and

amenity resource in addition to its commercial value, and wishes to make the most of its inherent assets. The Tow Path provides an uninterrupted pedestrian route from the Thames at Brentford to central London. It remains a working waterway for pleasure craft and commercial traffic. Its whole length is considered by the former London Ecology Unit (now part of the Greater London Authority) to be of Metropolitan Importance for Nature Conservation and one of the best ten sites in the Borough. The Canal runs through both built and open landscapes and a part of the Canal is the subject of an SRB project (the Brentford Regeneration Partnership). The canalside environment contains much industrial heritage whose conservation is sought wherever possible and includes some important regeneration sites (See Policy IMP.2.1).

5.18

The Council will investigate the possibility of carrying out a Canal Corridor Study in conjunction with British Waterways subject to the availability of resources. On planning consents on waterside sites the Council will attach an informative requesting contractors to make use of water borne deliveries of plant and material, and also the removal of spoil during the construction process where feasible, as if this is implemented it would be environmentally beneficial reducing pollution and congestion on the roads.

POLICY ENV-W.2.3 OTHER WATERWAYS

The Council will protect features and habitats of nature conservation importance along all the Borough's waterways, and where appropriate, promote and protect access and leisure activities. The Borough's waterways are marked on Map ENV-W1 and include the River Thames, The Grand Union Canal, the River Crane, the River Brent, Longford River, the Duke of Northumberland's River and Portlane Brook. In partnership with landowners and in consultation with the Environment Agency, landscape enhancement and the provision of new access points to waterways will be encouraged. The culverting of waterways will normally be opposed and unculverting, where appropriate, will be encouraged where opportunities arise.

The Council will seek the provision of public footpaths which form part of the wider network of the London Walking Forum.

Reasons

5.19

It is important that the nature conservation interests of the Borough's waterways are protected, as they represent important wildlife features providing corridors for the dispersal of plants and the movement of animals (See also Policy ENV-W.1.5). With regard to any new proposals for development or leisure activities along the waterways, consult with appropriate bodies including, the Environment Agency, land owners and managers, the Royal Parks and relevant nature conservation groups.

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

~~POLICY ENV-W.2.4~~

~~FLOODWATER~~

~~In areas at risk from flooding as defined on the Flood Plain Map (Map ENV-W1), there will be a general presumption against new development or the intensification of existing development unless it can be demonstrated that there will be no increased risk of flooding either on site or elsewhere, to the satisfaction of the Council and the Environment Agency. All new development requiring planning permission must make provision to safeguard occupiers who might be placed at risk from flooding.~~

Reasons

5.20

~~Open areas alongside rivers are important storage areas for flood water, any developments which constrict the width of these flood plains or prevent drainage of flood water into the ground may increase the risk of flooding both upstream and downstream.~~

POLICY ENV-W.2.5

RESIDENTIAL MOORINGS

Applications for new permanent residential moorings on any waterway will normally be considered favourably providing that the following conditions are met:

- (i) permanent residential moorings should be located on urban stretches of the river or canal and not in rural or open stretches where they would appear incongruous;
- (ii) the location of such residential moorings should not be located in an unduly prominent position, nor interfere with other uses of the river or bank;
- (iii) the number and density of boats at any one point should not be so great that it would impede navigation, the free flow of tidal or flood water along the river, or act as a barrier separating people from the waterway, or result in a detrimental effect on the waterway scene;
- (iv) the proposal incorporates appropriate facilities to allow safe and secure access between vessels and the riverbank, without interfering or endangering those using riverside walkways;
- (v) any provision for service vehicles and car parking must not adversely affect the amenities of the waterway, and adequate services facilities (e.g. water supply, sewage and waste disposal facilities) should be provided within a reasonable distance to be agreed with the Planning Authority;
- (vi) Mains electricity should be provided where it is considered that the use of engines or generators would be liable to cause nuisance to nearby occupants;
- (vii) The height, scale, bulk, and position of any permanently moored vessels must be in sympathy with, and relate to the character of the locality;
- (viii) any proposal should not prejudice the river, its foreshore or banks as a nature conservation resource;
- (ix) the applicant submits a management agreement in support of the proposal.

Reasons

5.21

It is important to cater for the demand for permanent houseboat moorings, and yet ensure that they do not result in a deterioration of the environmental quality of the waterways setting.

Applications for new residential moorings must provide satisfactory residential amenities, contribute to riverside environmental quality and the areas distinct character.

5.22

Further, more detailed guidelines are contained in LPAC's Guidelines for Permanently Moored Vessels and Structures on the River Thames in Greater London and Hounslow's Waterside Strategy.

5.23

Management agreements are sought in order to maintain the appearance of the mooring and control the way in which it is used. These agreements should be based on 'Getting Residential Moorings Right' published by the London Rivers Association or the British Waterways' Mooring Agreement as appropriate. As the navigation authority and owner of the riverbed up to the mean high water mark, the Port of London Authority should be consulted on new proposals for development into the river, to assess the need for a River Works License which assesses safety, navigation and access, and to ensure that any changes to the river regime are considered.

POLICY ENV-W.2.6 STATIONARY OR FLOATING STRUCTURES IN OR OVER THE WATERWAYS

Planning permission will normally be granted for stationary or floating structures other than residential moorings if the following criteria are met:

- (i) the proposed development is associated with the waterway and relates to the uses and features on the bank;
- (ii) the development reflects the particular character of the stretch of water in which it is located;
- (iii) it does not interfere with proposed or existing waterways or access to the waterway nor impede navigation, the free flow of tidal or flood water or cause siltation problems along the river;
- (iv) the development is accessible to the public, if appropriate, and adds to their enjoyment of the waterways;

- (v) the development is necessary to the movement of goods or passengers, or contributes positively to the recreational use of the waterway by the public;
- (vi) the proposal incorporates appropriate facilities to allow safe and secure access between vessels and the riverbank, without interfering or endangering those using riverside walkways;
- (vii) The height, scale, bulk, and position of any permanently moored vessels must be in sympathy with, and relate to the character of the locality;
- (viii) any proposal should not prejudice the river, its foreshore or banks as a nature conservation resource;
- (ix) structures should incorporate design features to ensure that vessels are safely and securely moored;
- (x) structures should be of a size to serve their intended purpose.

Reasons

5.24

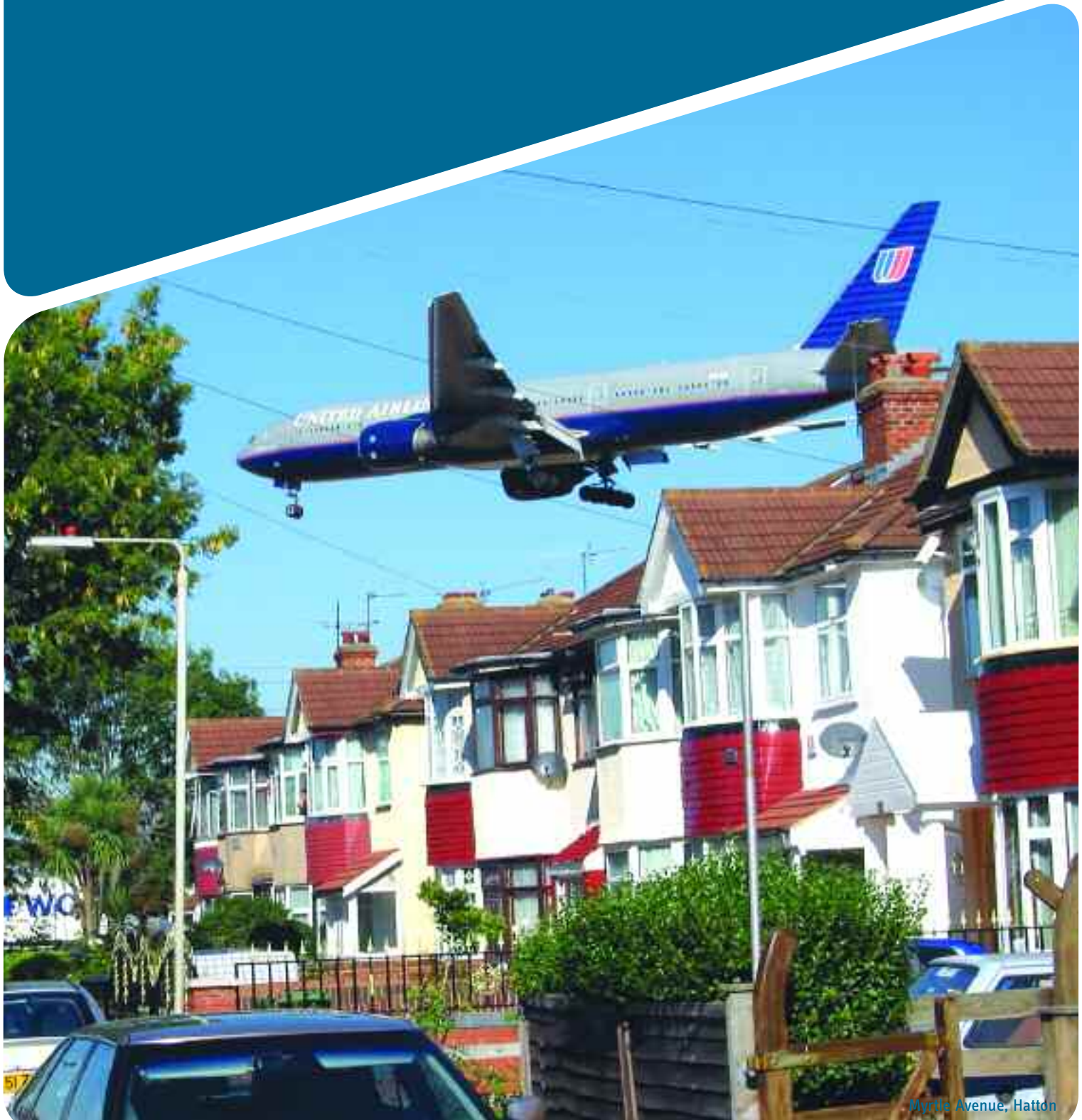
The principal uses of the waterways are to transport passengers and goods whilst playing an important role as a recreational, amenity and nature conservation resource. Structures within the waterways whether floating or stationary should encourage public use of the waterways, unless there are valid safety, security or environmental conservation reasons, without causing other environmental problems. It is important that the particular visual quality and uses associated with and adjacent to the waterside are conserved. Consultation should be carried out with the Corporation of London regarding Port Health matters where appropriate. Further, more detailed guidelines are contained in LPAC's Guidelines for Permanently Moored Vessels and Structures on the River Thames in Greater London and Hounslow's Waterside Strategy. As the navigation authority and owner of the riverbed up to the mean high water mark, the Port of London Authority should also be consulted on new proposals for development into the river, to assess the need for a River Works License which assesses safety, navigation and access, and to ensure that any changes to the river regime are considered.



ENVIRONMENTAL PROTECTION

London Borough of Hounslow

Unitary Development Plan Adopted December 2003







ENVIRONMENTAL PROTECTION POLICIES

OBJECTIVE ENV-P.1

To protect residents and workers in the Borough from further detrimental effects due to noise, poor air quality, contaminated land and general environmental pollution.

POLICY ENV-P.1.1 ENVIRONMENTAL SUSTAINABILITY: ENVIRONMENTAL IMPACT STATEMENTS AND SUSTAINABILITY CHECKLIST

The Council will expect applicants proposing developments which appear in Annexes I and II of EC Directive 97/11/EC to provide a full 'Environment Statement' as required under that and other relevant domestic legislation, in line with the Directive and relevant domestic legislation notably Town and Country Planning Regulations 1999 SI No 293, (as amended from 85/337/EC).

In addition, the Council may ask for submission of a statement of the environmental impact for development proposals, which although not listed in Annexes I or II of the Directive, could, in the opinion of the Council, have potentially significant impacts. All applications should be accompanied by adequate information to allow full assessment of the proposal and, where appropriate, enable assessment of issues listed in the 'Sustainability Checklist for Development Control' SPG.

Reasons

6.1

The Council will need such information in order to evaluate whether any loss of environmental

quality is outweighed by the perceived benefits of the development. Many of the projects listed in the EC Directive are unlikely to ever be proposed in this Borough. However, there are likely to be major developments proposed which fall below thresholds given in the revised guidance but still represent enormous environmental impacts on all or part of the Borough, or to other local authorities. Considerable environmental information will still be required if the Council is to judge the sustainability implications of any such proposals.

6.2

Hounslow's 'Sustainability Checklist for Developers' lists the likely areas of concern which will need to be addressed in most if not all cases where the development is considered to be major. Indications of what the Council would consider to be 'major' are also given in that note.

POLICY ENV-P.1.2 WATER POLLUTION AND WATER QUALITY

The Council will continue to liaise with the Environment Agency to encourage cleanliness of all waterways and the removal of debris from the tidal Thames foreshore and banks. The Council will also aim to reduce pollution of the Thames, its tributaries and other waterways, including all lakes, streams and ground water by controlling development likely to affect water quality and promote improvement of water quality generally.

Reasons

6.3

Continued attention to water pollution control is necessary to improve water quality.

The removal of debris and driftwood is essential as it can be both dangerous and unsightly. Co-operation between the Council, the water authorities and volunteer groups is essential if the waterways are to continue to provide recreational enjoyment for the public. The Council will continue to encourage voluntary groups who assist in the removal of waterside debris.

POLICY ENV-P.1.3 SURFACE WATER RUN OFF

The Council will promote the principles of sustainable urban water drainage. There will be a general presumption against new developments generating surface water run off likely to result in adverse impacts such as an increased risk of flooding, river channel instability or damage to habitats. Where such proposals are granted planning consent, they must include appropriate attenuation measures.

Reasons

6.4

New developments may result in a substantial increase in surface water run off as permeable surfaces are replaced by impermeable surfaces such as roofs and paving. This may result in an increased risk of flooding downstream, increased pollution, silt deposition, damage to water course habitats and river channel instability. These effects can often be at some considerable distance from the new development.

6.5

New developments will only be permitted where the Council (in conjunction with the Environment Agency) is satisfied that suitable measures, designed to mitigate the adverse impact of surface water run off, are included as an integral part of the development.

POLICY ENV-P.1.4 WASTE WATER MANAGEMENT

The management of waste water must be in accordance with criteria set down by Thames Water Utilities Ltd (TWUL). New development will not be permitted unless foul sewers and sewage treatment works of adequate capacity

and design are available or will be provided in time to serve the development, together with adequate means of disposing of surface water run-off.

Reasons

6.6

Many existing sewerage systems and sewage treatment works are becoming overloaded. TWUL are empowered to refuse connection to a public sewer if it is found to be prejudicial to the public sewerage system. Unless additional infrastructure is provided further demands placed on existing facilities may result in the pollution of water courses. Consequently, development should only take place where existing infrastructure is adequate or where new facilities will be provided to coincide with the new demand.

POLICY ENV-P.1.5 NOISE POLLUTION

The Council will not allow any development proposals which could result in unacceptable levels of noise nuisance to nearby existing or future occupiers. (See also Policy T.6.6 on Aircraft Noise and the SPG on Noise).

Reasons

6.7

To protect the amenity of adjacent occupiers. The Council is committed to reducing stress to residents from noise from all sources. The aim is to reduce as far as practicable noise from all sources.



Aircraft landing at Heathrow

POLICY ENV-P.1.6 AIR POLLUTION

The Council will give detailed consideration to air pollution matters when considering development proposals, will continue to monitor air quality and will seek reductions in the levels of specific airborne pollutants, particularly pollution caused by road and air transport where possible, in line with EC guidelines, directives, and the air quality standards and objectives as stated in the most current air quality regulations and the Council's Air Quality Review and Assessment and Air Quality Action Plan.

All developments, which are potentially polluting will require a detailed air quality assessment. Developments requiring such assessments will include those which (significantly) increase the number of vehicle trips, polluting industrial activities, incineration, energy generation projects and activities which increase the emissions from Heathrow Airport, that are likely to have an impact on areas within the Borough. Such an assessment will include air quality predictions of relevant pollutants. Predictions will be required for:

- the current position (to allow calibration of the methodology and the determination of any future differences in pollution level)
- the projected year at which the activity will be at full capacity,
- the projected year without the activity taking place.

In addition, the Council may require detailed sensitivity tests to be carried out.

Where the introduction of a new development, or change of use, will cause the air quality objective to be approached or exceeded, the Council will consider the effect on air quality and, if significant, will seek mitigation measures to reduce the potential impact on air quality. The Council will also consider the contents of any (associated) Air Quality Area Action Plan. In the event that such measures will not result in a satisfactory level of air quality, planning permission will not normally be granted.

Reasons

6.8

To reduce the detrimental effects on the environment of uncontrolled emission of air pollutants.

6.9

As a result of the Environment Act 1995 and the Air Quality Strategy for England, Scotland, Wales and Northern Ireland (AQS), local authorities must review and assess air quality within their areas. If the air quality is predicted to exceed the prescribed objective the Local Authority must designate an "Air Quality Management Area" and develop an action plan which will introduce measures which improve the air quality to a level at which the exceedences do not occur.

6.10

The standards within the AQS have been derived by an expert panel and are based on the effect air pollution has on public health.

6.11

Because of the demands of the strategy the council requires air quality assessments to be made on proposed developments thus allowing informed decisions to be made. The Council will publish Supplementary Planning Guidance on appropriate air quality assessments.

6.12

The development control process has a significant role to play in the strategy by giving proper consideration to the air quality aspects of proposals and the associated motor vehicle trips which may be generated.

POLICY ENV-P.1.7 LIGHT POLLUTION

When considering proposals for lighting or floodlighting of buildings, sport, leisure or other facilities, the Council will take account of the effect on the character and amenity of the surrounding area. Favourable consideration will be given to the replacement of existing lighting to minimise impact. Where lighting or floodlighting is permissible in principle, factors such as : the appearance of the installation when switched off; the effect of the lighting on residents when lit in terms of sky glow, glare and light trespass as well as the effects on wildlife, including on adjoining

land; and the potential noise and disturbance from the associated use of the facilities being lit, will be taken into account. If permission is granted, conditions or an agreement may be imposed to restrict the lighting levels and times of use, or to implement other measures to minimise possible adverse effects, both within the site and on adjoining land.

Reasons

6.13

Many forms of lighting can be beneficial. However, in some areas lighting can be intrusive, which means new installations may not be permitted, and efforts will be made to improve existing installations. Light colours themselves have the potential to add to the visual appearance of an area eg town centres. However, there are likely to be many instances where columns should be designed to be as unobtrusive as possible when unlit, in terms of number, height, width, design, colour and siting. Light pollution should be minimised to protect residents and passers by, as well as to conserve energy. Applicants are referred to the Institute of Lighting Engineers Guidance Notes for the Reduction of Light Pollution.

POLICY ENV-P.1.8 DEVELOPMENT PROPOSALS ON OR NEAR CONTAMINATED LAND

When considering applications for development on sites which are possibly contaminated by previous use, the applicant will need to demonstrate that the site is or will be made safe for its intended use, in relation to its surroundings and in accordance with ODPM and other appropriate guidelines (see SPG 1997 for the assessment and monitoring of landfill and contaminated land sites). Any development proposals near to a source of potential pollution, in particular on sites within 250 metres of landfill, will be required to demonstrate that they can be developed and used safely before permission is granted or development is commenced, as appropriate. Where a development is proposed to be on land known or strongly suspected to be contaminated, there will be a requirement to demonstrate that this can be carried out safely, without detriment to the development and the adjoining land, before planning permission is granted or

development is commenced, as appropriate. Where the Planning Authority suspects the land is contaminated, or where the evidence suggests that there may be only slight contamination, this will normally be the subject of planning conditions requiring investigation and appropriate remedial measures.

Reasons

6.14

Careful consideration needs to be given to development proposals on any land which may have been contaminated by previous uses or has been used as a landfill site, as not all uses will be acceptable or desirable. In accordance with Part IIA of the Environmental Protection Act 1990 which came into force in England in April 2000 the Council has new statutory duties to identify, investigate and remediate contaminated land. The Council's statutory Contaminated land Strategy (2001) details how the Council will carry out its new statutory duties to ensure land is suitable for its current or intended use. Any developments will normally be expected to deal with all contamination / pollution problems in a way which provides a permanent and comprehensive solution and does not adversely affect neighbouring land and the environment. The Local Authority may request further information, if it is considered that the information submitted is insufficient to make a determination.

POLICY ENV-P.1.9 REMEDIATION OF CONTAMINATED AND POTENTIALLY UNSTABLE LAND

Where contaminated land warrants action to render it safe and of sound environmental quality, the Council will seek to instigate and achieve any necessary action in accordance with legislation, ODPM and other appropriate guidelines (see SPG 1997 for the assessment and monitoring of landfill and contaminated land sites). Where remedial measures are shown to be necessary, the Council will seek to have work carried out on site rather than excavation or pumping of material for disposal elsewhere. 'Dig and Dump' will normally be allowed only if it is within the site area or current treatment methods are not the Best Practicable Environmental Option (BPEO).

Reasons

6.15

To resolve general environmental pollution the Council will require assessment and monitoring to be carried out, seek to ensure that adequate information is available and consider the use of appropriate powers to require remedial works to be undertaken where this is considered justified. The Council will encourage suitable development which can positively contribute to the restoration of contaminated land and, in assessing any development proposal, will take into account any significant benefit arising from the appropriate treatment of contaminants subject to the other policies of the plan. 'Dig and Dump' practices are not seen as sustainable and the Council aim to encourage the use of treatment measures to deal with contamination in situ.

POLICY ENV-P.1.10 HAZARDOUS SUBSTANCES

Planning permission will not normally be granted for developments which involve hazardous products or processes, which would result in an unacceptable level of air, land, or water pollution, or which in the opinion of the Council, after consultation with the Environment Agency, pose an unacceptable risk to the quality of surface or groundwater.

Development involving hazardous substances or uses requiring hazardous substances consent will not be approved unless the Council is satisfied that there is no risk to public health and safety. The location of such uses in or near residential areas, areas of public use and areas of nature conservation/sensitivity will not be permitted. New development in the vicinity of existing establishments where hazardous substances are present will be carefully controlled.

Reasons

6.16

In dealing with planning applications it is necessary to ensure that there are no dangerous products which cause safety problems and that the proposal would not result in harmful environmental pollution. The Council is working towards achieving the

lowest practicable emission of all pollutants. Groundwater resources are an invaluable source for public supply and industry as well as sustaining the base flow of rivers. The Council will seek to prevent or reduce the risks of groundwater pollution and is working towards achieving the lowest practicable emission of all pollutants.

6.17

The Planning (Hazardous Substances) Act 1990 provides for the control of the presence or use of hazardous substances. Where hazardous substances are involved, the Council is required to assess the risk of an accident and its consequences for the health and safety of the people in the surrounding area. Whilst hazardous substance sites are subject to stringent controls under existing health and safety legislation, it is considered prudent to control the kinds of development permitted in the vicinity of these installations. The Council will therefore consult the Health and Safety executive where applications are received within the vicinity of any notifiable installation in the Borough.

OBJECTIVE ENV-P.2

To promote the conservation of resources, including energy, by promoting and providing facilities to support a comprehensive and sustainable waste management strategy for the Borough.

POLICY ENV-P.2.1 WASTE MANAGEMENT

The Council will encourage the treatment of waste in accordance with the following waste management hierarchy:

- Minimisation (reducing waste arising)
- Re-use
- Recycling and composting
- Energy recovery
- Disposal

When considering the most appropriate treatment of waste, the Council subscribes to the 'Best Practicable Environmental Option' (BPEO), and the proximity principle, where waste should be disposed of or managed close to the point where it is generated.

Where waste cannot be dealt with locally, facilities which rely on significant movement of materials should have access to river, canal, rail or the strategic road network.

The Council will promote the provision of local facilities for waste management and processing of recyclable materials, in order to reduce the need to travel, and enhancement of existing waste management facilities such as Space Way and Transport Avenue, which are sensibly integrated into convenient and accessible locations, subject to the normal planning criteria.

In seeking to minimise household, industrial and commercial waste production, whilst maximising recycling and composting, the Council will encourage participation in its recycling programme. All significant new developments should take account of and provide the necessary infrastructure requirements to facilitate waste minimisation and recovery.



Refuse Collection in Hounslow

Reasons

6.18

The Council's Waste Management Hierarchy, derived from European, National and Metropolitan waste management strategies, provides a framework for evaluating the Best Practicable Environmental Option for waste management. This will invariably promote minimisation, reuse, recycling and composting strategies and generally favour energy recovery over incineration without energy recovery and disposal through land filling.

6.19

The Council recognises that incineration and disposal may also enable energy recovery,

though heat, power and gas generation, but considers that the present technologies generally either render such schemes unviable, or require infrastructural provision and operational methods, which may not be consistent with the Plan's environmental objectives. The Council also recognises that new and evolving technologies, such as gasification, pyrolysis, mechanical biological treatment and anaerobic digestion, may afford more longer term waste management sustainability.

6.20

The continuation of the present system of waste management is no longer financially or environmentally viable. Final disposal, generally through landfill, makes little practical use of waste, so is the least desirable option. At present, 90% of London's waste is dealt with by landfilling, and even with increased rates of waste reduction and recycling, disposal landfill space will be exhausted by 2010. The Government's 'Waste Strategy 2000' calls for a major reduction in landfill by 2005. The Council commitment to waste reduction is set out in its Waste Management Strategy.

POLICY ENV-P. 2.2 LANDFILL

In recognition of a sustainable waste management strategy, the Council will not normally permit the disposal of waste material in landfill sites in the Borough, unless there are exceptional circumstances for example where landfilling may represent the Best Practicable Environmental Option (BPEO) for the disposal of waste. The Council will actively promote reduction, re-use and recovery of waste. Following gravel extraction, permission will not normally be granted for landfill schemes which involve land raising or land doming in areas at risk from flooding (See Map ENV-W1). Landfill will only be considered appropriate in exceptional circumstances and subject to the following criteria :

- (i) only carefully controlled inert waste will be accepted. Non-inert waste would not be accepted unless it contributes to a comprehensive waste management strategy to improve contaminated land in the vicinity or it is shown to be the Best Practicable Environmental Option;

- (ii) the transport mode, access arrangements and the volume of traffic generated should not have an unacceptably adverse impact on the amenity of the neighbourhood, its residents or environment;
- (iii) the timescale of operations, phasing of works, levels of noise and hours of operation will be controlled in order to safeguard the effect on neighbouring residents and the environment generally;
- (iv) dust must not have an unacceptably adverse impact on the amenity of the neighbourhood, nor mud be unduly deposited on the approach roads, and wheel cleaning facilities should be provided on site;
- (v) nuisance from birds, vermin and blown litter should be minimised by appropriate methods, during filling and afterwards;
- (vi) correct soil and subsoil replacement techniques should be employed in the restoration phase;
- (vii) restoration should be to an appropriate standard and a specification of final contours, (with an allowance for settlement) should be submitted to the Local Planning Authority for approval. In the case of agricultural land, restoration should achieve a similar quality to existing, unless other benefits to the community such as recreational lakes or wildlife water areas are agreed by the Council;
- (viii) the site should be restored if development stops before completion of filling;
- (ix) 5 years maximum aftercare is to be undertaken by the site operator following restoration, and should cover drainage, pre-planting, cultivation, fertiliser application, sowing or planting and management of vegetation appropriate to the intended after use.

Reasons

6.21

There are no areas practically or environmentally suitable for general tipping in the Borough other than on the above basis. Hounslow has historically suffered from landfill with resultant degrading of Green Belt land. Landfilling may have serious implications for flooding. The views of the Environment Agency will be sought concerning landfill schemes involving land raising or doming in areas at risk from flooding as identified on Map ENV-W1. Any landfill scheme which does take place must be in line with the ODPM's and other guidelines (see Guidance Notes for the assessment and monitoring of landfill and contaminated land sites).

POLICY ENV-P.2.3 WASTE MANAGEMENT FACILITIES

The Council will seek to protect waste management facilities and sites identified on the Proposals Map. When considering the provision of waste management facilities the Council will ensure that any new sites, if required, meet the following criteria:

- (i) are located so they do not have a detrimental effect upon Metropolitan Open Land, Green Belt, residential or other sensitive areas;
- (ii) are provided with satisfactory access arrangements;
- (iii) are well designed, landscaped and screened in order to minimise their environmental impact;
- (iv) the proposal does not have a negative impact on local amenity in the form of dust, odours, noise, vermin, birds or litter;
- (v) the protection of surface and underground water is ensured;
- (vi) nature and archaeological conservation interests are not harmed;
- (vii) the site does not operate during hours which would have a negative impact on local amenity;

- (viii) the facility is compatible with neighbouring development;
- (ix) environmental impact will be reduced to an acceptable level by the carrying out of a detailed risk assessment with the implementation and maintenance of necessary control systems to ensure long term compliance;
- (x) are located near railways, rivers, canals or the Strategic Road network so that they can be used for the movement of solid matter.

The Council will also have regard to the types of waste which should be non-hazardous and solid matter.

Reasons

6.22

It is important to restrict the location of waste transfer stations as they are not compatible with sensitive areas, residential areas or in those commercial areas where a high quality environment is of great importance. It is also essential to control access to the sites, improve the visual appearance of the sites and minimise environmental disturbance. Additional guidance on locational criteria is contained within PPG10: Planning and Waste Management (paragraph A51).

POLICY ENV-P.2.4 RECYCLING FACILITIES IN NEW DEVELOPMENTS

New applications for housing, retail and commercial developments should provide space for composting facilities and readily accessible recycling facilities for storage and the collection of materials such as glass, cans, paper, plastics and textiles. These facilities should be sited in convenient, locations and should be screened in order that they can protect the amenities of nearby residents whilst making a positive contribution to the local environment (See Policy IMP.6.1).

With regard to residential developments, developers will be required to provide facilities as follows:

- For residential developments of less than 6 units, and for residential developments without communal facilities of 6-19 units, sufficient space will be required within the unit, to allow storage of recyclable material prior to door to door recycling and use of local recycling sites;
- For residential developments with communal facilities of 6-19 units, and all residential developments above 19 units, communal recycling facilities will be required.



Recycling in Hounslow

Reasons

6.23

The Council is currently engaged in the collection of materials for recycling as part of the Council's initiative to improve the environment. The demand for recycling facilities is so great that every opportunity to increase the provision of banks and containers needs to be taken. Whilst the Council will continue to promote recycling facilities as part of its wider strategy for sustainable development, the potential negative impact of such facilities need to be addressed and mitigation measures addressing issues such as noise nuisance, poor visual appearance, etc, applied as appropriate

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

~~POLICY ENV-P.2.5 ENERGY AND RESOURCE EFFICIENCY~~

~~The Council will encourage energy and resource efficiency and conservation in relation to proposals for land use, transport and development through:~~

- (i) the location of new developments which would generate a large amount of person trips where they are readily accessible by walking, cycling and public transport;
- (ii) discouraging unnecessary use of the private car;
- (iii) the promotion of energy and resource efficient means of transport such as cycling, walking and public transport;
- (iv) the encouragement of greater energy and resource efficiency in existing and new buildings;
- (v) the promotion of new developments which are energy and resource efficient in terms of layout, insulation, use of materials including secondary aggregates and water management.

(See also Transport policies):

Reasons (Applicable to Policy ENV-P.2.5)

6.24

The conservation of vital resources is increasingly important, this particularly relates to energy conservation. The Council will promote the concept of energy conservation and try to ensure that energy efficiency is addressed as an issue when considering development proposals. This might include: passive solar heat gain, super insulation, the inclusion of combined heat and power (CHP) systems and neighbourhood heating systems, and the use of more sustainable building materials including secondary aggregates.

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

ENV-P.2.6 RENEWABLE ENERGY

The Council will promote and encourage the use of renewable energy in new and existing development. In addition, the Council encourages local renewable energy production in the form of solar or wind energy to meet local demand or demand from a specific development.

Developments incorporating renewable energy production or supply should minimise any environmental damage, loss of amenity and noise or visual intrusion and comply with other design criteria cited in ENV-B.1.1.

Reasons

6.25

Renewables, such as solar heat, wind power, and biomass (biofuel), provide the most sustainable sources of energy generation, but are little used (only 1% of London's energy is generated through renewable sources) and so their use in Hounslow will be strongly encouraged by the Council.

OBJECTIVE ENV-P.3

To protect the environment and amenities of residents whilst having regard to the need for minerals in the London Area.

POLICY ENV-P.3.1 MINERAL WORKINGS

The Borough appreciates the need for minerals in the area and will continue to promote the use of secondary aggregates wherever possible.

In view of the major environmental constraints in Hounslow, applications for further gravel extraction will be resisted where overriding reasons exist. Planning permission will normally only be granted where:

- (i) there is no significant adverse effect on the environment and amenity for those people living, working or travelling through the Borough;
- (ii) that the short term effects on the landscape are acceptable and that any long term effects are not materially harmful and preferably beneficial;

- (iii) there is no adverse effect on safety or significant adverse effect on amenity or other grounds from vehicular traffic or increased traffic flows;
- (iv) land of high quality agricultural value (Grades 1, 2 and 3A) is safeguarded from permanent loss, and restoration must be able to achieve the same (or improved) grade of land overall;
- (v) there is no significant adverse effect on areas and features of ecological, historical, geological or archaeological interest;
- (vi) there is no overall loss of either public or private recreational land. Temporary alternative provision of an acceptable type, nature and location must be provided until such time that the land is restored to recreational use;
- (vii) there is no unacceptable risk to public safety or on ground and surface water;
- (viii) there are firm and satisfactory restoration and after use proposals in accordance with MPG 7 (See Policy ENV-P.2.2);
- (ix) there is appropriate control of the extent and phasing of any mineral workings in order to minimise environmental disturbance.

In the event of permission being granted the requirements of Schedule 5 of the Town and Country Planning Act 1990 should be fully complied with.

The above criteria apply to all proposed workings in the Borough including those areas designated as 'Mineral Extraction Site/Areas of Search' on the Proposals Map.

Reasons

6.26

The Council appreciates the need for minerals in the region but considers that safeguarding the environment and amenities for the community must take priority. Mineral workings can have widespread effects on public amenity and safety and can also have a major impact on the landscape, especially in the open agricultural areas in the south west part of the Borough.

The Council has identified 'Areas of Search' on the Proposals Map, which provide a guide as to the broad locations where the above criteria are most likely to be met. Any restoration proposals will be considered in accordance with MPG 7, and all proposals will be subject to the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (See Policy ENV-P.1.1).

POLICY ENV-P.3.2 MINERALS LANDBANK

Whilst promoting the use of secondary aggregates, this Council, in consultation with all other mineral planning authorities within Greater London, accepts the requirement of maintaining a London-wide minerals landbank, in accordance with MPG 6 whilst having regard to any exceptional circumstances which may prevail within boroughs. The UDP identifies two 'Areas of Search' as a guide to where the criteria specified in Policy ENV-P.3.1 are most likely to be met.

Reasons

6.27

Minerals Planning Guidance Note 6 (currently being reviewed and awaiting publication of revised guidance) advises that a sufficient stock of permitted reserves (a landbank) should be maintained for all aggregate minerals. The landbank requirement of Greater London is 0.9 million tonnes per annum over a period of 7 years (up to 2006, in accordance with existing MPG 6), i.e. 6.3 million tonnes, and thereafter the apportionment used is only indicative. This apportionment is only satisfactory from a London point of view as a basis for regional planning by counties in revising their structure and minerals plans, subject to it being understood that the London figure is an expectation of what will be produced, not a target production level; and that there is scope for year on year fluctuation. Where exceptional circumstances prevail at a local level, it may not be possible to maintain the landbank at the expected level, but Hounslow fully satisfies its contribution by the three areas of search/extraction sites. The latest figures (SERWAP) indicate that the London landbank stands at 11.2 million tonnes which is

equivalent to 12.4 years' supply at the required 0.9 million tonnes per annum. Consequently there is an over supply to the requirement of approximately double.

POLICY ENV-P.3.3 SAFEGUARDING MINERAL RESERVES

The Local Authority will seek to safeguard sites with known mineral reserves of economic importance against development which could sterilise deposits and seriously hinder their extraction unless there are good planning reasons for not doing so.

Reasons

6.28

Minerals Planning Guidance Note 6 advises that as mineral resources are finite, deposits of economic importance should be safeguarded against other types of development. The policy should not be taken as implying that permission will be given for the working of an area, but merely that other inappropriate types of development will be resisted.

POLICY ENV-P.3.4 FACILITIES FOR THE DISTRIBUTION OF AGGREGATE

The protection of existing and establishment of new facilities for the importation and distribution of aggregate by rail or river will be supported where both of the following criteria are met:

- (i) the site has good connections to the primary road network which are adequate to cope with the expected traffic;
- (ii) there is no conflict with Green Belt, environment or employment policies (unless there are exceptional overriding reasons).

Reasons

6.29

Reserves of aggregates in and around London without major constraints are limited. As permitted reserves diminish, aggregate will have to be transported to the capital over longer distances. If significant increases in the amount of heavy lorry traffic using the already congested roads into London are to be avoided, alternative means of transportation are required. The establishment of bulk handling and distribution facilities for imported aggregates would help to reduce the need to rely on long distance lorry traffic. The retention of existing aggregate depots is encouraged in the Secretary of State's Strategic Guidance. The Borough already has a rail served aggregate depot at Transport Avenue, Brentford and there may be potential for further facilities at Feltham Marshalling Yards East and Lionel Road in Brentford. There is only a limited amount of suitable land remaining within Hounslow for similar facilities. Although such uses would include industrial sites the Council does not wish to discourage the setting up of facilities if alternative suitable sites can be found.



Brentford Aggregate Distribution Depot

